

Construction Traffic
Management Plan
December 2024



Temple Dinsley

Preston, Hitchin

The Door UK

Document History

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The content of this report is based on information available as of December 2024, the validity of the statements made may therefore vary over time as planning guidance and policies as well as the evidence base change.

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1 Introduction

- 1.1 This Construction Traffic Management Plan has been prepared by EAS Transport Planning Ltd on behalf of The Door UK (hereinafter referred to as the 'client' or 'developer') regarding the proposed redevelopment of the site at the former Princess Helena College boarding school, Temple Dinsley, Preston, Hitchin (hereinafter, the 'site') into a residential scheme.

The Site

- 1.2 The site is situated on the eastern edge of Preston village, 4.1km south of Hitchin and 5.2km west of Stevenage. The full address of the site is Princess Helena College, Preston, Hitchin, SG4 7RT.
- 1.3 North Hertfordshire District Council ('NHDC') is therefore the Local Planning Authority ('LPA'), whereas Hertfordshire County Council ('HCC') manage the local roads as the Local Highway Authority ('LHA').
- 1.4 A map showing the location of the site is contained at **Appendix A**.

The Scheme

- 1.5 The proposal comprises the redevelopment of the old Princess Helena Boarding School to a residential scheme. Accordingly, the existing main building and teaching block will be converted into 43 apartments, formed of 12 x one-bedroom, 25 x two-bedroom, 5 x three-bedroom and 1 x four-bedroom units.
- 1.6 Further to this, it is also proposed that 22 houses will be provided in five residential blocks (Edwin, Violet, Sadleir, Ithel and Templar), located around the main building and teaching block. These will offer 2 x two-bedroom, 14 x three-bedroom and 6 x four-bedroom units.
- 1.7 Four detached houses, located away from the main building and teaching block are also proposed, with 2 x three-bedroom houses (Tank House and Pump House) located in the south of the site, and 2 x five-bedroom houses (Summer House and Harwood House) located in the north of the site.
- 1.8 The development will also offer a new reserve cricket pitch and associated pavilion for use by Preston village cricket team.
- 1.9 The site master plans are contained at **Appendix B**.

Site Management

- 1.10 This report has been prepared in support of the planning application for the development described above. As the scheme moves forward in the planning and development process, this report will be enhanced with further details by the working team and will remain a live document through the development process, until the site is occupied.
- 1.11 The main Works Contractor has not yet been appointed. Their contact details are therefore not yet available.

- 1.12 The contact details of the Site Manager will be included within this report, once the main Works Contractor is appointed.

Objectives of this Report

- 1.13 The objectives and sub-objectives of this Construction Traffic Management Plan ('CTMP') are to:
- Minimise risks to vulnerable road users (including pedestrians and cyclists);
 - Reduce inconvenience to the neighbours;
 - Ensure that no modes of traffic are impeded by construction at the site; particularly of pedestrians, and cyclists;
 - Minimise the impact of construction traffic on the local road network and in particular:
 - Promote efficient operations through minimising delivery trips;
 - Ensure that deliveries to site occur outside of peak and sensitive periods (i.e. between 08:00-16:00 on weekdays);
 - Encourage construction workers to travel to site by non-car travel modes (where possible); and
 - Inform on-going development and delivery of the CTMP with construction contractors.
- 1.14 This CTMP is drafted to support the scheme through the planning process, and to provide guidance to the developers during the early phases of the scheme development. Once a main Works Contractor is appointed, they are to take ownership of this document, and update as necessary for the sustainable, safe, and efficient development of the works processes.

Report Structure

- 1.15 This CTMP is prepared in line with HCC's Highways Development Management Guidance, as well as guidance on Construction Logistics Plans. Guidance information is also included on the Construction Logistics and Community Safety ('CLOCS') webpage.
- 1.16 The remainder of this CTMP is set out under the following structure:
- Section 2 – Reviews the applicable Policy;
 - Section 3 – Local Considerations and Challenges;
 - Section 4 – Construction Programme;
 - Section 5 – Vehicle Routing and Site Access;
 - Section 6 – Strategies to Reduce Impacts;
 - Section 7 – Quantifies the expected Vehicular movements; and
 - Section 8 – Implementing, Monitoring and Updating.

2 Policy and Legal Context

- 2.1 This section reviews the national and regional policy framework regarding construction logistics. In this regard, the main policy elements regarding construction logistics are focused within the Traffic Management Act and the North Herts Local Plan. Additional guidance from the Freight Transport Association is also discussed herein.

National Policy, Legislation and Guidance

- 2.2 The National Planning Policy Framework ('NPPF', 2021) promotes the use of sustainable transport, safe road design, and the efficient and sustainable delivery of goods and supplies throughout the UK. The NPPF sets out the long-term strategy for spatial sustainable development.
- 2.3 The Traffic Management Act (2004) makes 'provision in relation to the management of road networks: to make new provision for regulating the carrying out of works and other activities in the street'. It acknowledges that highways use may be impeded by construction activities and identifies appropriate charges for any extended occupation. It sets out the responsibility of local authorities to manage their transport networks through efficient use to avoid traffic congestion.
- 2.4 Designing for Deliveries (2006) by the Freight Transport Association provides specifications for delivery vehicle sizes, turning radii and clearance requirements necessary to ensure safe and efficient access to construction sites.

North Hertfordshire Local Plan

- 2.5 The North Hertfordshire Local Plan 2011-2031 was adopted in November 2022.
- 2.6 Paragraph 9.1 of this document states:

"National guidance states that planning should achieve high quality and inclusive design for all development. Development proposals should consider the potential for minimising their impact on the environment both during construction and throughout the life of the development whilst creating development that responds to and enhances its surroundings..."

- 2.7 Paragraph 9.7 continues:

"... A vegetation condition survey should be undertaken to ascertain what plants within and adjoining the site, which would be affected by development, are worthy of retention and what protection measures should be put in place during construction. The British Standard BS5837: Trees in relation to design, demolition and construction – recommendations sets out guidance on tree retention, effect of trees on design considerations and means of protecting trees during construction."

- 2.8 Policy D4 on 'Air Quality' states:

"Planning permission will be granted provided that development proposals:

- a) *Give consideration to the potential or actual impact on local air quality, both during the demolition/ construction phase and as a result of its final occupation and use; ...*

2.9 Policy NE4 'Biodiversity and geological sites' reads:

"... The acceptability of approach(es) to avoidance, mitigation and compensation will be commensurate with the status of the asset(s) likely to be affected by the application; Compensation is unlikely to be an appropriate solution for proposals affecting nationally or internationally designated sites other than in the most exceptional circumstances.

- c) *Include appropriate measures to manage construction impacts by demonstrating how existing wildlife habitats supporting protected or priority species will be retained, safeguarded and managed during construction; ...*

3 Local Considerations and Challenges

- 3.1 This section outlines the local context of the site, including the considerations and challenges that developing this site will entail.

The Development

- 3.2 The proposal comprises the redevelopment of the old Princess Helena Boarding School to a residential scheme. Accordingly, the existing main building and teaching block will be converted into 43 apartments, formed of 12 x one-bedroom, 25 x two-bedroom, 5 x three-bedroom and 1 x four-bedroom units.
- 3.3 Further to this, it is also proposed that 22 houses will be provided in five residential blocks (Edwin, Violet, Sadleir, Ithel and Templar), located around the main building and teaching block. These will offer 2 x two-bedroom, 14 x three-bedroom and 6 x four-bedroom units.
- 3.4 Four detached houses, located away from the main building and teaching block are also proposed, with 2 x three-bedroom houses (Tank House and Pump House) located in the south of the site, and 2 x five-bedroom houses (Summer House and Harwood House) located in the north of the site.
- 3.5 The development will also offer a new reserve cricket pitch and associated pavilion for use by Preston village cricket team.
- 3.6 The site master plans are contained at **Appendix B**.

Local Access

- 3.7 The site is located immediately to the east of the village of Preston, Hitchin, in Hertfordshire.
- 3.8 The site is bound to the east by undeveloped land and with Preston Road, School Lane and St Albans Highway bordering to the north, west and south respectively.
- 3.9 A location plan is contained at **Appendix A**.
- 3.10 School Lane forms the main road through the village of Preston, becoming Preston Road in the north, linking to the village with Gosmore and Hitchin town beyond this. To the south, School Lane connects to St Albans Highway, offering access to a variety of villages, including Easthall, St Pauls Walden and Rush Green.
- 3.11 The site is located directly to the east of Preston and as such the village centre can be accessed in relative ease. Preston offers a variety of facilities, including a public house and restaurant, children's nursery, children's primary school, a church, playground, and cricket club.
- 3.12 The site is served by two vehicular access points, with the main vehicular site access meeting School Lane, within the south-west of the site. The access is located circa 10m south of Crunnells Green, which joins School Lane on its western side.
- 3.13 This main vehicular access is circa 16m wide where it meets School Lane, narrowing to circa 4m as the road passes through an existing gate. The access road then maintains this width

for approximately 200m where it opens up and connects to a number of internal roads, serving the main school site.

- 3.14 A secondary vehicular access point is located at the site's eastern border and connects to the St Albans Highway. From this access point, the associated driveway runs on a northwest to southeast alignment to the main school buildings, maintaining a width of approximately 3.5m. After circa 380m the driveway leads to an existing car park, located to the east of the main school buildings. This secondary access will be used for the construction phase works.
- 3.15 The main pedestrian access into the site is located along the western border, opposite the School Lane/Crunnells Green junction. This route is not currently formalised, with access from the site being made through a gate and via the existing verge located on the eastern side of School Lane; no formal crossing point of School Lane is in place.
- 3.16 In addition, there is a (permissive) footpath on the site which commences at the main vehicular site access at School Lane, running across the field at the south of the site and joining back with School Lane in the east, near to where the junction with St Albans Highway. This would offer future residents' safe access from the western portion of the site to St Albans Highway in the east, whilst avoiding a section of road with no separate pedestrian facility.
- 3.17 Vehicular traffic speeds within the village of Preston are restricted to 30mph, with the change in speed limit set circa 35m to the south of the main site access.
- 3.18 The site is therefore set within an area where traffic is mostly uncontrolled, apart for the low speed restriction. However local considerations, such as the routing of traffic through nearby urban areas and other local traffic restrictions apply.

Local Considerations

- 3.19 HGV movements will only occur during periods when construction noise is permitted within the village (which most likely will be 08:00 – 16:00 on weekdays only. The local working time limitations can be updated in due course by NHDC and is most likely also related to the school times operated at nearby sensitive sites.
- 3.20 Deliveries to the site will be timed so that HGV movements at the site do not occur outside of these hours.
- 3.21 The site will operate a managed booking system for HGVs to ensure the minimum number of vehicles are present at any given time. All the deliveries will also operate on a managed booking schedule, which will be managed by the traffic marshal on site.

Public Transport – Bus and Rail

- 3.22 The pair of 'Red Lion Public House' bus stops are located near the site include the southbound stop being circa 50m (or a 1-minute) walk from the site, and the northbound bus stop being circa 140m (or a 2-minute) walk from the site via the main pedestrian access.
- 3.23 These bus stops offer access to the 88 bus route that runs east/west between Luton and Hitchin. The route operates 6 services in each direction throughout the day Monday to Friday, with 4 services in each direction running throughout the day on Saturday.
- 3.24 Whilst the percentage of construction staff using the bus to get to the site is expected to be low, it remains an option worth advertising to staff by Site Management. The proposed

pedestrian access route into the site off School Lane will be formalised early during the construction and development process allowing staff to easily access the site via the two aforementioned bus stops.

- 3.25 Hitchin rail station is located approximately 5.1km north of the site. The station is situated on the East Coast Main Line and provides frequent direct access to a host of local and regional destinations, including services to London King's Cross, Brighton, Horsham, Peterborough, Letchworth Garden City, and Cambridge.

Active Travel – Walking and Cycling

- 3.26 A Footway runs along the western side of School Lane, commencing at Chequers Lane in the north. The footway is circa 1.8m in width and continues into the village, terminating to the south between The Red Lion Pub and Crunnells Green Road.
- 3.27 There are no formal or informal crossing points along School Lane, within the vicinity of the site, although the footway does offer access to other routes that allow users to access the western expanse of the village.
- 3.28 The site is surrounded by a number of Public Rights of Way (PRoW) which link the existing school site to the wider village of Preston. The PRoWs link the site to Preston primary school, located to the south-west, as well as St Martins Church and Preston Playground, located to the north.
- 3.29 The towns of Hitchin and Stevenage can be accessed within a 25-minute and 30-minute cycle respectively using a variety of roads and Bridleways.
- 3.30 Further to this, recreational Cycle Route 16 runs through Preston, offering an unbroken connection from the site to the southern side of Hitchin. Also of note is the Chiltern Way circular walking route, which passes through Preston, offering pedestrian access to nearby villages such as Whitwell, Poynders End, St Paul's Walden, and Great Offley.

Construction Staff Access

- 3.31 The site is located within a sustainable location. Therefore, it is expected that public transport modes can contribute to construction worker transport to and from the site.
- 3.32 All vehicular access during the construction phase will be undertaken via the secondary site access, off St Albans Highway.
- 3.33 Where car or van journeys do need occur, construction workers would be instructed to use formal car parks within the site. Parking on site will be managed by the main Works Contractor, within dedicated operational vehicle areas and staff parking areas. Construction staff will be ordered not to park on the public highway, and plenty of space remains available within the site for parking, which are significantly closer to the construction areas.
- 3.34 It would be expected that there would be high rates of car-sharing, as is common in the construction industry. Any construction workers travelling to and from the site by private car or van will do so most likely outside of the network peak hours (08:00-09:00 and 17:00-18:00).
- 3.35 Measures to promote sustainable transport use among construction workers are discussed in Chapter 6 of this report.

Other Considerations - Public Relations

- 3.36 A Community Liaison Officer ('CLO') will be available on site. They will ensure that the residents are informed of progress and predicted timeframes. The CLO will mitigate and resolve any issues that may arise between the community and the development process. This CTMP acts as an initial strategy for mitigating potential issues.
- 3.37 Contact details for the CLO will be displayed on the site hoardings to facilitate communication. Any difficulties encountered or complaints received will be logged through use of a 24-hour manned telephone line and actioned accordingly.
- 3.38 Regular community meetings are proposed to be organised by the CLO, which would deal with potential issues such as construction vehicle congestion.

4 Construction Programme

- 4.1 As a Works Contractor has not yet been appointed, a preliminary construction programme is not yet available. The following sections therefore explain the expected construction work, understood to be required within each phase of work.
- 4.2 During the 'Site setup and demolition' phase to the 'Fit-out, testing and commissioning' phase, materials, and equipment will be securely stored within the site.

Site Setup and Preliminary Phase

- 4.3 Due to the rural nature of the site, it is expected that the work area boundary will be hoarded off for the duration of the demolition and the construction work phases. Initially, all works will be managed within the site, and construction vehicles will be able to drive in and out of the site, after being advised to proceed by the traffic marshals on site.
- 4.4 Site setup will comprise the installation of site boundary hoardings, the formation of an informal spaces for vehicle stopping areas, and signing of the construction site access.
- 4.5 Welfare facilities and storage areas will also be set up within a central location on site during this phase. This will enable the construction site to be developed around this base area.

Demolition Phase

- 4.6 Once the site setup and preliminary phase is completed, any internal demolition and site clearance works will commence by the selected Works Contractor.
- 4.7 In this phase, construction vehicles, such as tipper vehicles, will be able to enter the site in forward gear, and park within to be loaded directly with demolition waste. After turning within the site, construction vehicles will leave the site again in forward gear.
- 4.8 Where possible, material generated during demolition will be reused, reducing the number of vehicles required to access the site, albeit storage space for materials within the site remains very limited. Unused material will be loaded into tipper lorries and removed from the site by appropriately licenced waste carriers.

Sub-Structure Excavation and Piling

- 4.9 It is understood that excavation will be required on site, for the introduction of new footings. It is not excluded at this preliminary stage that piling work may also be required. The quantum of trips generated by the introduction of these structural elements will depend on the design and depth of these elements, as adopted within the building proposal, following the detailed design of these structural elements.
- 4.10 Excavated material that is found to be not contaminated during the excavation process, can be stored on site for reused for landscaping. Otherwise, material will need to be transported for processing at appropriately licensed facilities off site.
- 4.11 It is not expected that there will be any basement excavation work as part of this development.

Super-Structure

- 4.12 The structure, where possible will be constructed from large components which will be brought to site by lorry and unloaded in the designated loading area. Use of prefabricated components reduces the need for construction vehicles to attend site.
- 4.13 The limitation to site access will however to be kept in mind, with the rural nature of the site requiring an element of on-site storage to reduce trips for unplanned work which may be required. Whilst the adopted type of material delivery will be 'just in time' delivery, it is expected that the development work will still require an element of on-site storage.

Façade and Cladding

- 4.14 The façade contractor will be instructed to design the façade to be delivered and installed in consolidated loads, reducing the number of deliveries required.

Fit-Out, Testing, and Commissioning

- 4.15 This sub-contractor will consider utilising Design for Manufacture and Assembly ('DfMA') principles with components manufactured and amalgamated off site, allowing quick installation, reduced time required on site and the number of deliveries. For instance, plumbing, mechanical and electric equipment are expected to be manufactured and assembled off site, to be installed as complete units.

5 Vehicle Routing and Site Access

- 5.1 The following section reviews site access and egress, as well as construction vehicle routing arrangements.

Context Maps

- 5.2 The following maps show the area around the development site:
- **Appendix C** shows vehicle routing to the site taking account of local constraints and locations with large numbers of vulnerable road users; there are no suitable places to act as vehicle holding areas and deliveries will be scheduled to avoid issues, as is discussed in Section 5.
 - **Appendix D** shows a site boundary plan including the extent of footways, other buildings, cycle lanes, road marking and vehicle routing.
- 5.3 Access in and out of the site will therefore be strictly managed by the Works Contractor to limit the impacts on the neighbouring areas.

Vehicle Routing

- 5.4 The site lies to the east of the village of Preston, where construction traffic should avoid routing through at all times, both due to narrow nature of rural lanes and the residential use of these same streets (which is incompatible with construction traffic), as well as other rural lanes which are less than 4.1m wide which are typically too narrow.
- 5.5 Construction traffic will access the site via the secondary (rear) access off St Albans Highway.
- 5.6 All construction traffic is therefore expected to route via the Strategic Road Network ('SRN'), to the east of the site, when approaching the site, with the closest section of this being Junction 8 of the A1(M), also known as Corey's Mill Interchange. This junction is set immediately to the north-west of Stevenage, and links the A1(M) with the A602 and other local roads.
- 5.7 Considering the proximity of the A602 to the north of the site, the most direct site access and egress routes into and out of the site, are as follows:
- Approach from all directions – via A1(M), turning into west onto the A602, prior to turning left (southbound) off the A602 near the entrance to the town of Hitchin, at the roundabout of this road (known locally as Stevenage Road) with the B656 London Road, A602 Park Way, B656 Hitchin Hill, and Gosmore Road; continue c. 2.6km on B656 prior to turning right (west) onto Little Almshoe Road towards Preston and Poynders End; continue left (south) onto St Albans Highway until reaching the rear site access, from where the construction site can be accessed via a right turn off St Albans Highway; or
 - Egress from the site to all directions – similar routes as explained above, but in reverse.

- 5.8 Suppliers and staff will be made aware of these construction traffic routes in advance of arriving by vehicle.
- 5.9 In any case, large vehicles visiting the site will always be scheduled to arrive at least 1 hour apart, with suppliers being informed when the site is clear to take a delivery, whenever a vehicular visit is expected at the site.

Construction Traffic Access

- 5.10 It is proposed that, in order to gain access to the site, all construction traffic will enter the site via the secondary access point on St Albans Highway. This is to avoid and reduce construction traffic routing through the village of Preston.
- 5.11 The construction site will therefore be served by rigid construction vehicles, up to 12m in length. There is sufficient hardstanding space within the site area in which to house HGVs for loading and unloading during all the phases of the work. Vehicles will also be able to turn within the site, ensuring that access and egress is completed by all vehicles in a forward gear.
- 5.12 Should any larger vehicles be required to access the site, special arrangements shall be made by the Works Contractor with HCC. At this stage, it is not envisioned that vehicles larger than a 12m rigid lorry will need to enter the site.
- 5.13 Swept Path Analysis showing the largest construction vehicles accessing the site, including the junctions beyond the A602 are contained at **Appendix E**.
- 5.14 A condition survey of the construction route between the A602 and the site will be undertaken prior to the start of the construction works on site, and again at the end of the works. Any damage to the carriageway or the footway would be reinstated following the construction phase, as part of the works related with the development.
- 5.15 A traffic marshal will be present at all operational times (i.e. weekdays between 08:00 and 16:00), and will log vehicles accessing and leaving the site. Construction vehicles will therefore enter the site, and be loaded or unloaded within.
- 5.16 Any construction traffic vehicle movements around the site access and the site frontage will therefore be supervised by a traffic marshal, and a log of all vehicles visiting the site will be retained by the traffic marshal.
- 5.17 Being a classified cycleway, clear protection of cyclists outside the site will need to be prepared and maintained for the full duration of the demolition and construction phases. All construction traffic will be managed by a traffic marshal during their approach into and egress out of the site, to ensure that the cycleway is clear prior to any movement by vehicles.
- 5.18 As noted above, cycle traffic along School Lane will be maintained clear as much as possible, with construction vehicles yielding to any oncoming cycle traffic. Traffic marshals will be present during all times of construction activity, to manage this potential conflict, stopping any vehicular movement when a cyclists is routeing past the site.
- 5.19 Signage alerting cyclists and drivers of the construction works will also be set on the carriageway edge on either side of the site approach.

- 5.20 HCC Highways have been contacted regarding these proposed arrangements, in advance of the submission of the Road Space booking application.

The Construction Site

- 5.21 The arrangement of the Construction Site will be decided upon by the main Works Contractor. However, a preliminary arrangement is proposed within this document for early discussion.
- 5.22 This preliminary proposal is shown within the Site Boundary Plan, contained at **Appendix D**.
- 5.23 As the Works Contractor is not yet appointed, it is possible that the particular vehicles used for site deliveries and removals could vary in size, but these details are yet to be defined. Therefore, if this is required, this part of the CTMP will be updated once the contractor is confirmed.
- 5.24 The contractor will be chosen with their depot location and their vehicle fleet in mind. A preferred contractor should have a choice of vehicles being able to fit the site.
- 5.25 Hoarding around the works area will be set up prior as part of the Site Setup phase, controlling access into and egress from the site.
- 5.26 A Site Boundary Plan showing the proposed arrangement of the site area, is contained at **Appendix D**.
- 5.27 The appropriate highway licenses will be applied for from HCC, as required by the Works Contractor's Site Manager. More details on this are included within Section 7 of this report.

6 Strategies to Reduce Impacts

6.1 This section identifies mitigation strategies for potential negative highways impacts of construction traffic with respect to:

- Enhance the safety of and protect vulnerable road users; and
- Increase the efficiency of construction traffic movements and reduce congestion, particularly during the peak periods.

Development Mitigation Strategy

6.2 Table 6.1 below details mitigation measures relating to construction deliveries.

Mitigation Measures	Committed	Proposed	Considered
<i>Measures influencing construction vehicles and deliveries</i>			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Use of traffic marshals	X		
Wheel cleaning and footway sweeping	X		
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries		X	
Use of holding areas and vehicle call off areas			X
Use of logistics and consolidation centres	X		
<i>Measures to encourage sustainable freight</i>			
Freight by water			X
Freight by rail			X
<i>Material procurement measures</i>			
DfMA and off-site manufacture		X	
Re-use of material on site		X	
Smart procurement		X	
<i>Other measures</i>			
Collaboration amongst other sites in the area	X		
Implement a staff travel plan	X		
Designation of a Community Liaison Officer	X		

Table 6.1 – Adoption of mitigation measures to reduce impacts of the development on the local highway network

Construction Structural Drawings

6.3 The Developer will also have separately commissioned the preparation of a Construction Structural Drawings set, including construction detail notes.

6.4 These drawing set will include further details of product specification and material construction methods, which are to be taken forward on the site by the appointed contractor.

- 6.5 The Structural Drawing set will therefore include further details on the proposed working requirements to allow for the development to be constructed on the site.

Noise, Vibration, and Dust Impacts

- 6.6 A Noise, Vibration, and Dust Management Strategy will be prepared by the appointed Contractor to minimise potential impact by the scheme on neighbouring areas. Full Risk Assessment procedures will need to be outlined as part of the strategy for Noise, Vibration, and Dust emissions.
- 6.7 A construction methodology has been prepared following various discussions with the applicants' engineering team. In this regard, it is proposed that the following measures are included during this scheme.
- 6.8 Noise and Vibration control measures:
- Plant which is considered to introduce the risk of potential noise effects to be limited to working between 08:30am and 5:00pm, and on weekends, permitted between 9.00am and 13.00pm (or in line with approved working hours, discussed above);
 - Breaker usage to be limited to only where necessary; where practicable concrete slabs to be cut, drilled, and burst;
 - All fixed plant is to be kept within the demise of the site, in order to reduce potential effects on neighbouring landscape and is to be acoustically enclosed, where possible;
 - If required, hoarding is to be installed around the site boundary to minimise noise emitted when loading;
 - Where possible structural elements, such as rebar (steel reinforcement for concrete), or any other materials, will be cut to the required lengths prior to site delivery to minimise any necessary site trimming and subject to site conditions and requirements;
 - Hydraulic or pneumatic shears will be used in preference to angle grinders when trimming rebar where practicable; and
 - All HGV movements associated with the worksite will only take place during normal working hours, unless otherwise agreed and approved by the LPA.
- 6.9 Dust Control measures include:
- dust generated by the construction process will be suppressed via a fine directional spray jet of water aimed at the source;
 - skips to be covered when not in use;
 - cutting equipment to be used with water suppressant, and/or a suitable extraction system;
 - no burning of waste wood or other materials shall be carried out on site;
 - the stockpiling of dust generating materials on site will be undertaken within skips, as well as covered when not in use, and minimised as much as possible;
 - immediate clean-up of spillages of dusty materials in place;
 - wet brushing techniques will be used for cleaning;

- regular checks for visual observation of dust and soiling within 50m of site;
 - all mobile vehicles should comply with the local environmental standards;
 - dust deposition, and/or, a soiling monitoring system will be applied during construction phase;
 - no vehicle idling (unless required for the vehicle's operation, e.g. concrete wagon); and
 - Use of mains or battery powered plant where practicable.
- 6.10 Risk assessment and monitoring are recommended to ensure that such risks do not occur. It is suggested that vibration monitoring be undertaken to ensure that the threshold criteria are not exceeded at sensitive receptors.
- 6.11 The outcome of the dust risk assessment will need to show that the risk to ecological receptors is negligible, the risk of health effects is assessed as low, and the risk of dust soiling during demolition and clearance and subsequent construction activity is moderate to low.

Measures Influencing Construction Vehicles and Deliveries

- 6.12 The developer will ensure that all contractors comply with CLOCS. A collision reporting system will be utilised, with any incidents reported to the site manager.
- 6.13 The developer will communicate the designated routes that have been outlined in this report to potential contractors, explaining the importance of adherence to these prior to deliveries commencing. Contractors will be required to ensure their vehicles can comply with these routes. Deliveries will be booked using a web-based system
- 6.14 The choice of the final contractor will be made, with preference towards the nearest ones, which will limit the travel time to ensure that time slot booking is maintained. This will also reduce the total number of delivery vehicles required to attend the site. Although, if HGV movements are identified as a particular problem, scheduling of deliveries can be altered.
- 6.15 Construction vehicles will not be allowed to wait on adjoining roads, and no designated hold off area is being organised for the site. Instead, initial smart scheduling to avoid overlaps of deliveries will be used. Communication between personnel at the site, and drivers will ensure deliveries do not overlap unfavourably and that occur 'just in time.'
- 6.16 Traffic marshals will always be stationed at the interfaces of the construction site and public highway to ensure the safety of all road users when HGVs are accessing or egressing from the site.
- 6.17 A traffic marshal will ensure all wheels are deemed to be appropriately clean before setting off, making use of washing facilities, if necessary, to prevent detritus building up on the highway or footway. A wheel-washing station is to be provided at the construction site access, to facilitate this process.
- 6.18 Traffic marshals will also be responsible for ensuring surfaces in the vicinity of the site remain clean. Roads used for construction traffic routing will regularly be inspected for any deposits of soil or other debris by construction vehicles. If required, roads will be cleaned by mechanical sweepers, or manually by traffic marshals.

Measures to Encourage Sustainable Freight

- 6.19 There are no navigable waterways or rail freight centres near to the site, preventing the possibility of freight delivery by water or rail.

Material Procurement Measures

- 6.20 Contractors will be instructed to utilise DfMA principles when procuring materials. This will reduce the requirement for deliveries to site and total time on site for the construction. The responses of potential contractors to these requests can be considered when selecting contractors to use, to limit potential impacts.
- 6.21 Contractors will be encouraged to consider planning for reuse of materials when procuring and scheduling construction. For instance, piles removed during foundation excavation can be reused for substructure works, and soil or earth removed can be used for landscaping purposes later. This means materials can be provided at a negative cost, i.e., through saving on waste collection and processing costs. Any waste or hazardous waste will be stored appropriately and removed by suitably certified waste carriers.
- 6.22 Smart procurement through planning the procurement of materials as early as possible in the construction planning process will be suggested to potential contractors. The benefits of reduced HGV movements and faster construction will be communicated.

Material and Plant Storage

- 6.23 All demolition and construction materials, as well as any plant being retained on site, will be stored within the site for the whole duration of the redevelopment scheme, after they are transferred over to the site.
- 6.24 Storage compounds will be covered, where possible, and any material and plant pollution impacts will be managed to best practices.
- 6.25 Demolition materials are to be deposited directly within skips placed within the site boundary, or within awaiting tipper vehicles, parked within the site. Any brickwork and concrete demolition material awaiting transportation from the site will be watered regularly to reduce airborne dust pollution.
- 6.26 Staff parking will not be permitted within the local area, but solely within dedicated areas on site. Staff will be asked to try and travel to and from the site by alternative means, with preference for staff parking given to staff travelling by car sharing.
- 6.27 Construction traffic will be required throughout the whole lifetime of the scheme.
- 6.28 The appointed Works Contractor will manage site storage areas, updating this CTMP as part of their site management procedures.

Site Enclosure and Access

- 6.29 Security hoardings will be placed along the frontage of the premises, positioned fully within the site boundary.

- 6.30 Hoarding along the site frontage, of up to 2.2m in height, will be installed within the site frontage onto the private access, providing site security and protecting any passers-by from and site impacts.
- 6.31 The extent of this hoarding is shown within the Boundary Plan, contained at **Appendix D**.
- 6.32 Information on site management and licensing conditions are to be included on the site hoarding, informing passers-by of contact details and essential licensing information for the scheme. Contact details for the Site Manager and emergency contact information will also be displayed.
- 6.33 This information will aid the ability of the residents and other members of the public to communicate with and understand the development process, improving community engagement and reducing potential conflict.
- 6.34 Any dust or debris falling outside the site will be cleaned as quickly as possible, and at least on a once daily basis.
- 6.35 The gate into the site will be securely locked at the end of each working day. The access will be manned by a traffic marshal, at all operational times. Further details on the management of the site access are also stated above within this document.
- 6.36 A log of all vehicles entering and leaving the site will be retained as part of the full CTMP process by the traffic marshals.
- 6.37 All vehicles and their wheels will be washed prior to their exit from the site, limiting the carrying of significant detritus, dust, and other pollutants away from the site, onto the nearby roads.
- 6.38 Access to and egress from the site will be made only via the routes stated above.

Other Site Measures

- 6.39 Prior to commencing works, the site manager will liaise with NHDC's and HCC's officers to ascertain nearby construction sites that will be operational during the construction process and accordingly initiate contact with the equivalent persons with the aim of collaborating to reduce the overall highways impact of construction.
- 6.40 The contractor will strongly discourage construction personnel from travelling to and from the site via private car. Where travel by personal vehicle is necessary, car or van sharing will be encouraged, which is normal practice among construction workers. Further, most construction personnel will arrive and depart from the site outside of traditional network peak hours. Regardless, traffic associated with the construction will be monitored by the Works Contractor's appointed Site Manager. Should evidence of negative transport impact arise, the Site Manager will liaise with HCC to agree any necessary mitigation measures.
- 6.41 A Community Liaison Officer will be established, with experience in liaising with community institutions such as nearby schools, as well as residents. They will be responsible for communicating with the local organisations, providing information on the construction schedule, in addition to possible impacts on the highway network and on the amenity of residents. They will also absorb and act upon complaints from residents or other stakeholders.

- 6.42 The appointed CLO will also liaise with the relevant persons at any nearby active construction sites aiming to achieve coordination of deliveries between the sites to minimise highway impacts and other nuisances.

Additional Matters

- 6.43 Security hoardings will be placed near the site access, but within the site. General information regarding the development, such as the estimated duration, will be displayed on the outer face of the hoarding. Contact details for the Site Manager will also be displayed, as mentioned above. This will aid the ability of residents and other members of the public to communicate with and understand the development process, improving community engagement and reducing potential conflict.
- 6.44 Access for the emergency services on School Lane will not be impeded. Traffic marshals stationed at the interface of the construction site and the public highway will ensure the safety of all road users. They will also ensure that safe access routes are always maintained for the emergency services to pass the site.
- 6.45 The implementation, monitoring, and any necessary review of this CTMP will be the responsibility of the appointed Works Contractor,
- 6.46 Any complaints, including comments made to the CLO, specifically about the works should be directed to the appointed Works Contractor and their Site Manager. Their contact details will remain available at the main construction site access point for the duration of the works.

7 Estimated Vehicle Movements

- 7.1 Transport for London's industry-standard CLP tool was used to estimate the number of HGV trips to site during the various construction stages. Considering the proximity to Greater London, it is assumed that construction staff will already be familiar with this tool.
- 7.2 It should be noted that the number listed below are estimates only based on limited data and experience. The calculations will be updated to show up to date data as soon as the contractor will be appointed.
- 7.3 The initial trips estimate outputs as calculated by the CTMP tool is contained in **Appendix F**.

Preliminary Construction Trip Assumptions

- 7.4 The number of construction vehicle trips are summarised in table 7.1 and figures 7.1 and 7.2.

NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2025 - Q2 2025	20	1
Basement excavation and piling	Q2 2025 - Q3 2025	30	1
Sub-structure	Q2 2025 - Q3 2025	30	1
Super-structure	Q3 2025 - Q3 2026	60	3
Cladding	Q2 2026 - Q4 2026	50	2
Fit-out, testing and commissioning	Q3 2026 - Q1 2027	80	4
Peak period of construction	Q3 2026 - Q3 2026	110	5

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2025 - Q2 2025	25	1
Basement excavation and piling	Q2 2025 - Q3 2025	45	2
Sub-structure	Q2 2025 - Q3 2025	45	2
Super-structure	Q3 2025 - Q3 2026	85	4
Cladding	Q2 2026 - Q4 2026	110	5
Fit-out, testing and commissioning	Q3 2026 - Q1 2027	110	5

Table 7.1 – Estimated construction vehicles

- 7.5 During the peak months of construction, being during the latter cladding and finishing work, it was estimated that c. 110 construction vehicles will access the site in a month. This equates to approximately 5 vehicles per day.
- 7.6 As there is only space for one large vehicle at the site, these trips would be spread across the day hours period in which HGV movements at the site will occur.

7.7 The expected number (per month and per day), as well as the mixture of vehicle sizes is summarised in figures 7.1 and 7.2.

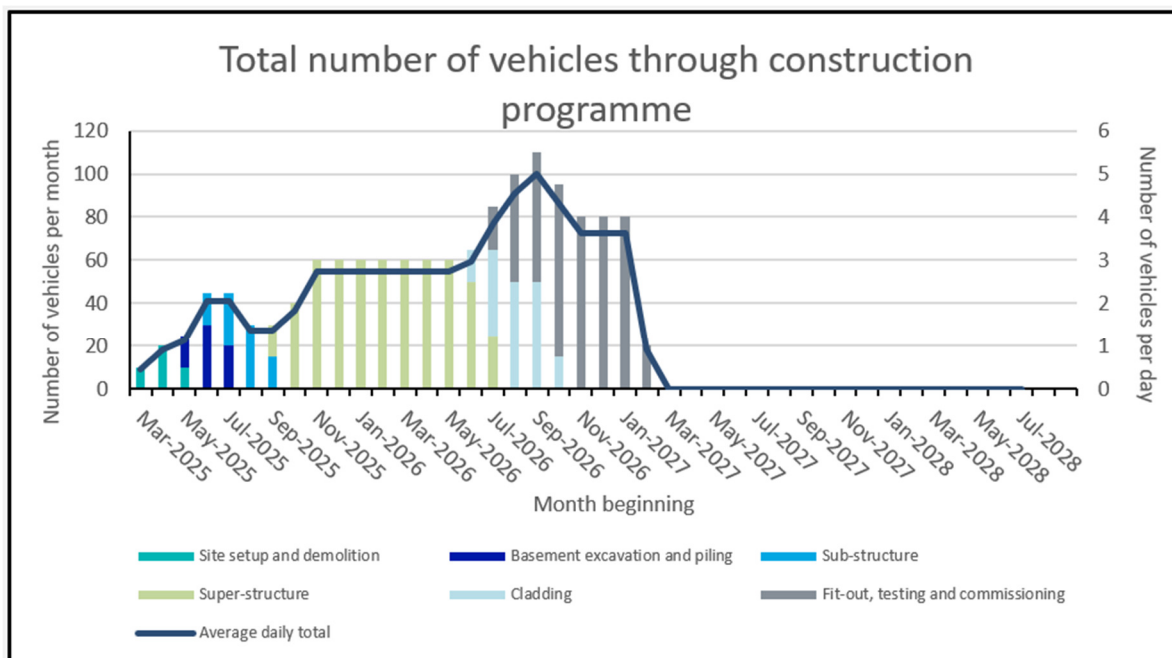


Figure 7.1 – Number of vehicles by phase of construction

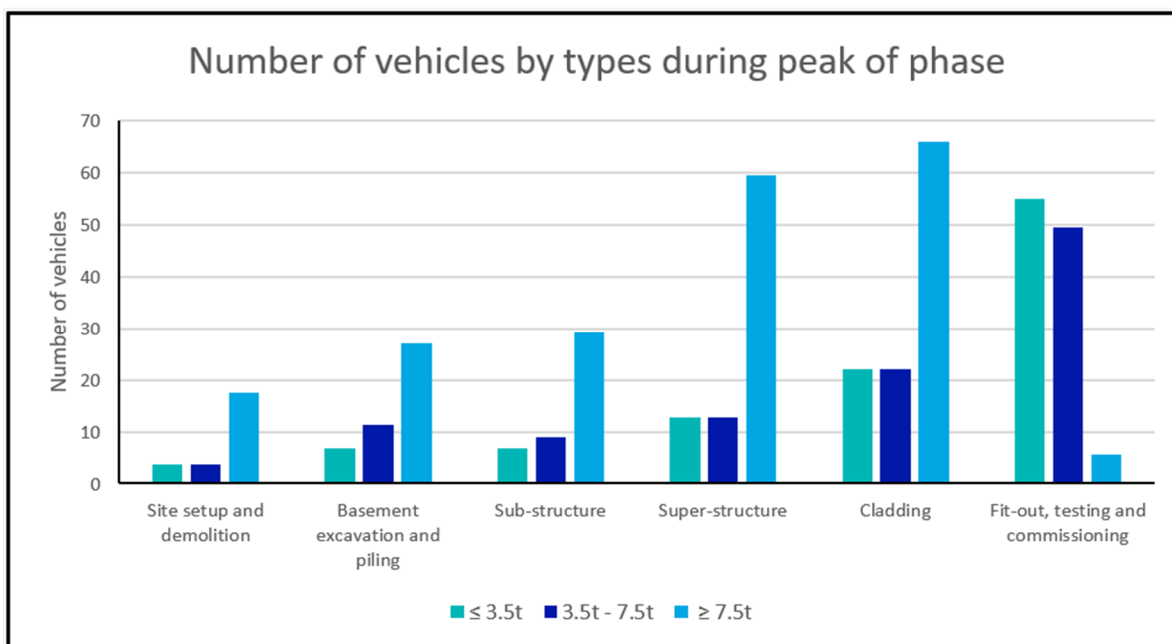


Figure 7.2 – Vehicle type by phase of construction

7.8 Deliveries will not occur during peak times, and as explained above there is sufficient time to accommodate the expected volume of delivery trips to site outside of the network peak and sensitive hours with.

7.9 Figure 7.3 summarises the average daily construction trips during each construction period. This estimate will be refined once the contractor is appointed, and the construction

programme is finalised. The contractor will provide specific delivery schedule information when appointed.

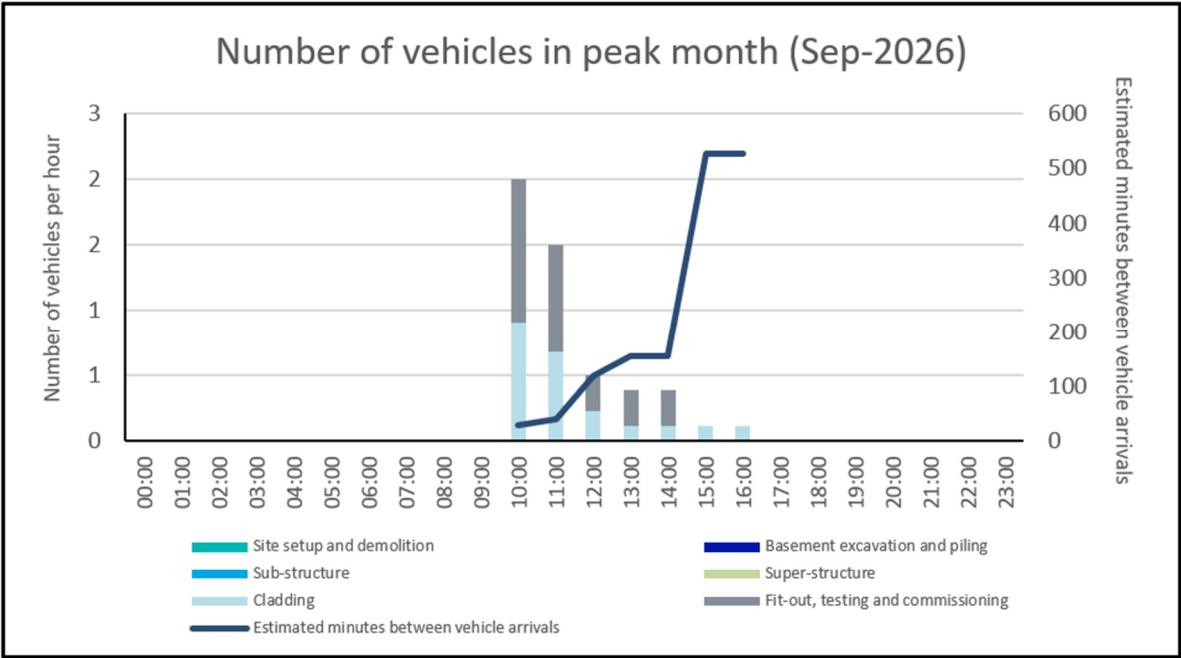


Figure 7.3 – Hourly arrival profile of vehicles during peak

8 Implementing, Monitoring, and Updating of the CTMP

- 8.1 A programme of monitoring and review will be implemented to assess the success of the CTMP in reducing the impact of the proposed demolition and construction works on the local area. This will review the impact of HGV movements and other construction traffic on both residents and on the local highway network.
- 8.2 The CTMP is expected to be a 'living document' and so is expected to be updated during the demolition and construction phases, should any significant changes to the scope or programme of works occur. This CTMP is expected to be upgraded once a contractor has been appointed prior to the construction commencing. The CTMP can be reviewed at any time, such as reviewed prior to the start of a new phase of construction.

Highway Licencing

- 8.3 An Agreement in Principle will be submitted to the council, prior to the start of construction work, in order to agree the construction details, in case any impacts to the highway are proposed.
- 8.4 The Works Contractor shall obtain all the necessary Highways (demolition and construction) Licences, should these be required. These are considered unlikely to be required at this stage.
- 8.5 The Works Contractor's Site Manager (or their direct representatives) will ultimately be responsible in applying for and maintaining these licences up to date.

CTMP Monitoring

- 8.6 The monitoring process will provide the facility for construction operations and procedures to be reviewed, and new management measures implemented, if necessary, with monitoring records made available to HCC upon their request.
- 8.7 Monitoring and review of the construction activity will be the responsibility of the Works Contractor's Site Manager.
- 8.8 Data that could be collected as part of the monitoring and review include but are not limited to:
- vehicles movements to site, collected through a delivery booking-in system:
 - total number;
 - vehicle type, size, and age;
 - time spent on site; and
 - delivery and collection accuracy compared to schedule;
 - breaches and complaints:
 - vehicle routing;
 - unacceptable queuing;
 - unacceptable parking; and
 - supplier CLOCS accreditation;

- safety:
 - logistics-related incidents;
 - record of associated fatalities and serious injuries; and
 - vehicles and operations that do not meet safety requirements.

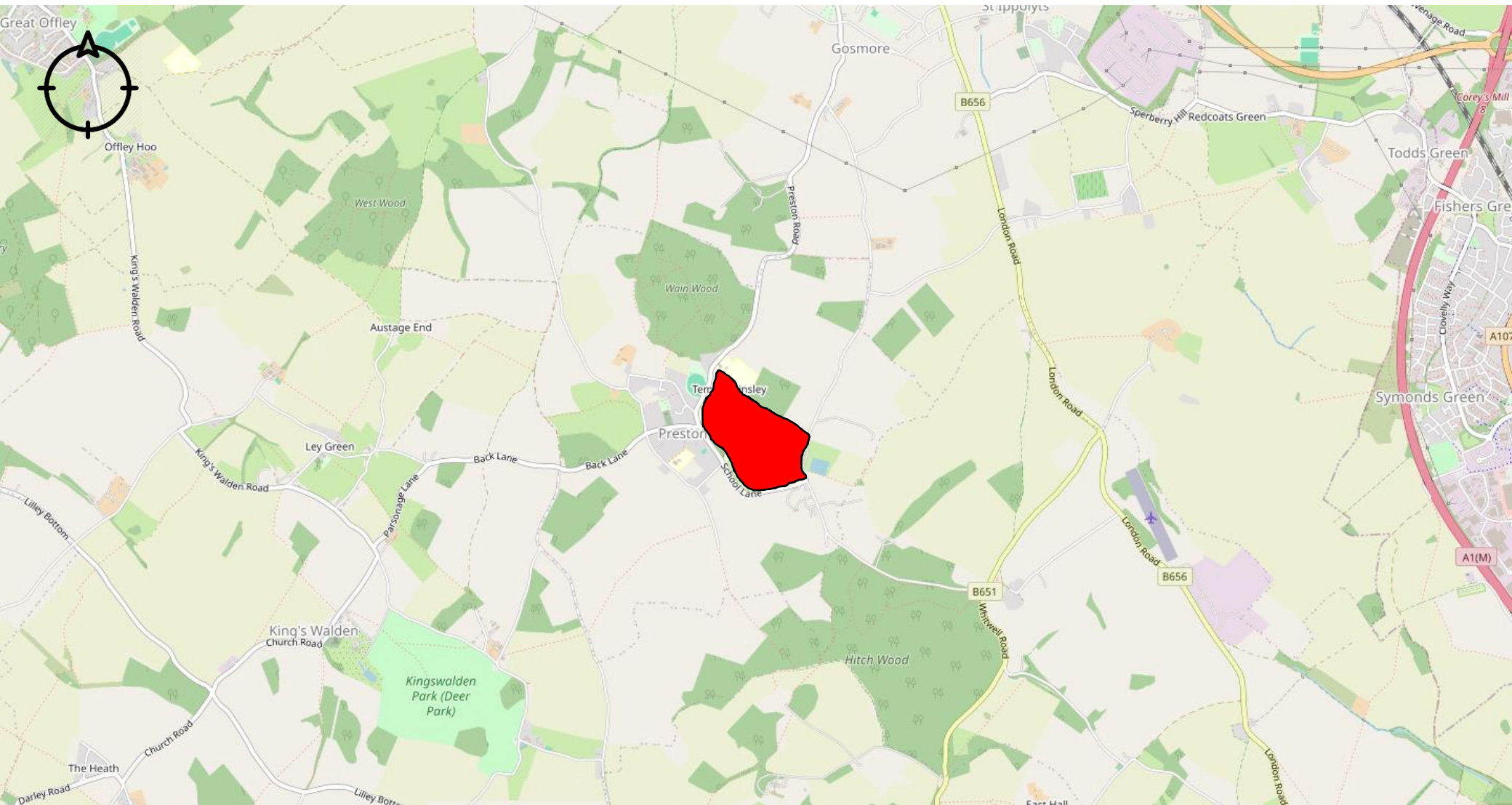
Driver's Handbook

- 8.9 To pursue these aims, a contractor's handbook and a driver's handbook will be produced and distributed, informing personnel of measures they can, should and must take to implement and maximise the effectiveness of the CTMP.
- 8.10 The contractor's handbook will provide requirements for each contractor regarding the implementation of the CTMP, such as:
- the frequency and nature of reporting;
 - toolbox talks;
 - driver and other safety training;
 - safety and environmental standards; and
 - vehicle routing and delivery scheduling.
- 8.11 The driver's handbook will be similar, with focus on:
- authorised access routes;
 - booking and scheduling information;
 - site entry, loading or unloading procedures;
 - site entry or exit; and
 - vulnerable road user safety.

Appendices

Appendix: A - Location Plan
Appendix: B - Proposed Plans
Appendix: C - Routing Map
Appendix: D - Construction Site Boundary Plan
Appendix: E - Swept Path Analysis
Appendix: F - CLP Tool Output

Appendix: A - Location Plan



Location Plan



Site Location

EAS

Appendix: B - Proposed Plans



Site Area : 277945 sq.m (27.8 ha)

1. Main Building

2. Teaching Block

3. Edwin

4. Violet

5. Sadleir

6. Ithel

7. Templar

8. Summer House

9. Harwood House

10. Tank House
11. Pump House

12. Lodge Gate

13. Belvedere

14. Ice House

15. Piggery

16. Park Wall

17. Paved Rose garden

18. Herbaceous Garden

19. Small Herbaceous Garden

20. Rose Garden
21. Magnolia Steps

22*. Cricket Pitch

23. North Tennis Court

24. Village Gate

25. Walled Parking Garden

26. Existing Parking

27. Visitor Parking

28. Summer House Plantation

29. East Tennis Court

30. Pergola Garden
31. Permissive Path

32. Path to Dower House

33. Path to School Yard

34. St. Albans Road

35. East Avenue to exit

36. Construction traffic in and out
37. Substation

38. New Cricket pavilion and Existing Sports Pavilion moved

39. Proposed woodland planting

	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed	Total Homes
Main Building	10	20	4	1		35
Teaching Block	2	5	1			8
Edwin		2	2			4
Violet				4		4
Sadleir			4	2		6
Ithel			6			6
Templar			2			2
Summer House					1	1
Harwood House					1	1
Tank House			1			1
Pump House			1			1
Number of Homes						69

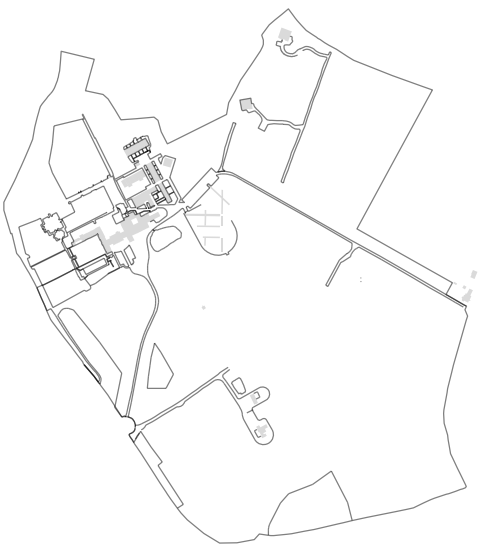
Based on a TRICS assessment carried out by EAS, it is estimated that the proposals to develop 69 houses and apartments on site would generate circa 36 vehicle trips in both the AM and PM peak periods. This equates to a significant reduction of circa 280 vehicle trips in each of the network peak hours when related to the school operations at Princess Helena College.

*New **EIGHT-PITCH** natural grassed cricket square (or table), all eight pitches having an ECB senior cricket minimum boundary of 45.7m (50 yards).



DO NOT SCALE OFF THIS DRAWING
DO NOT SUBSTITUTE ANY OF THE PRODUCTS
OR MATERIALS.

1. This is a planning drawing and is intended for this use only; it must not be used for construction.
2. All dimensions are in MM and should be checked on site prior to commencement of work; do not scale off this drawing.
3. This drawing is to be read in conjunction with all other relevant information.
- 3.Discrepancies between drawings and information to be referred to Architect without delay.



P08	Updated SH,HH and TH boudnary fences	17.06.24
P07	Issued for BNG calculations	07.06.24
P06	Updated to latest design	29.05.24
P05	Coordination issue	20.05.24
P04	Adjusted to LEA comments	09.05.24
Revision	Description	Date

0 m

50 m

100 m

AY PILSBURY THOMAS ARCHITECTS

SCABA L

TURBO
SILANAN
DOCKS
ARCHITECTS LTD

HONEYLANDS RADWINTER SAFFRON WALDEN ESSEX
CB10 2TJ 01799 599208 | info@kpt.co.uk | kpt.co.uk

Client
The Door UK Ltd

Project
Temple Dinsley
Preston, Hitchin, Hertfordshire,
SG4 7RT

Drawing title
Proposed Site Plan

Purpose of issue
Planning

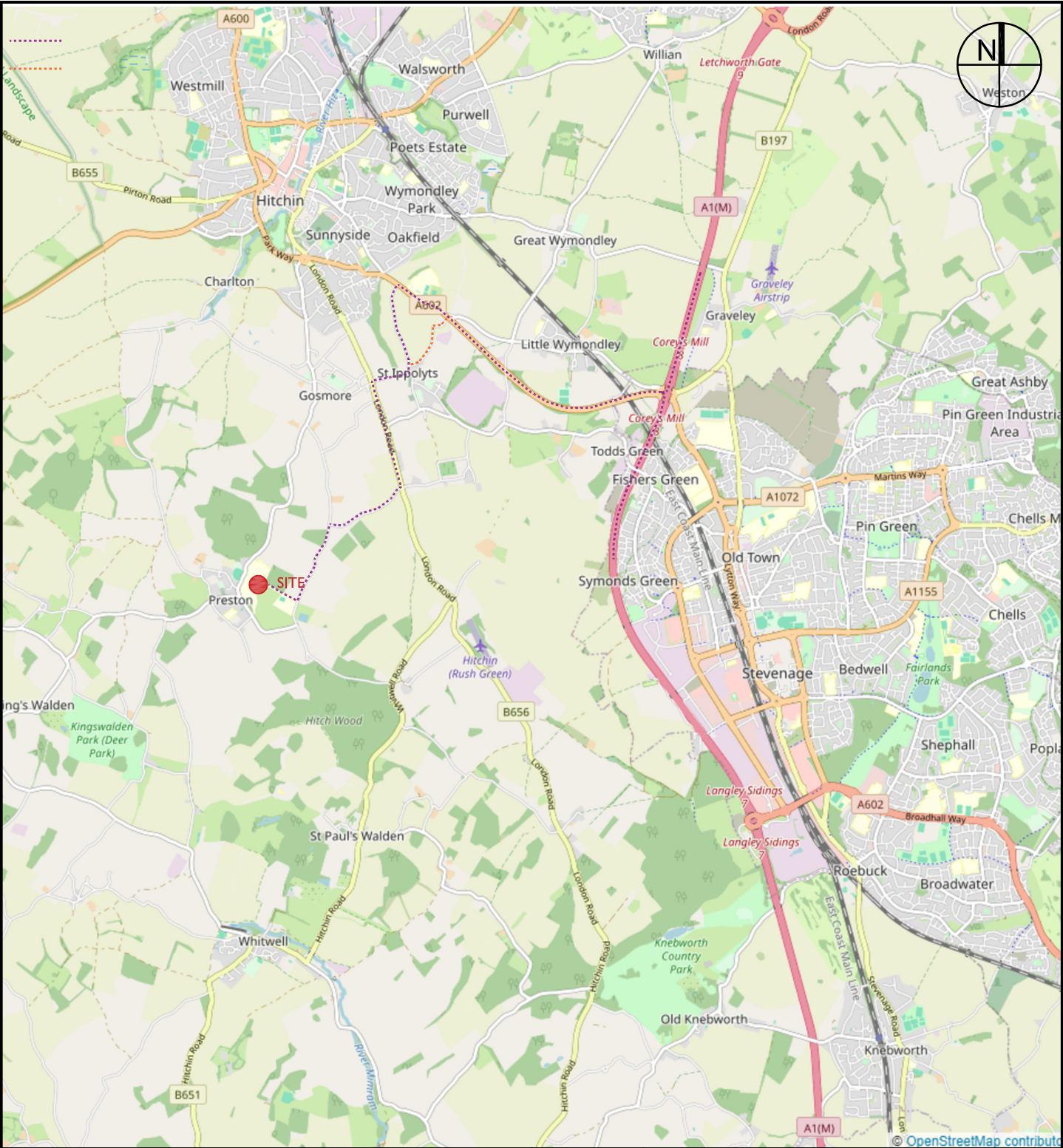
Job no. Status Scale @ A0
641 S0 1:1000

Checked by
ST

Date Revision
28.03.24 P08

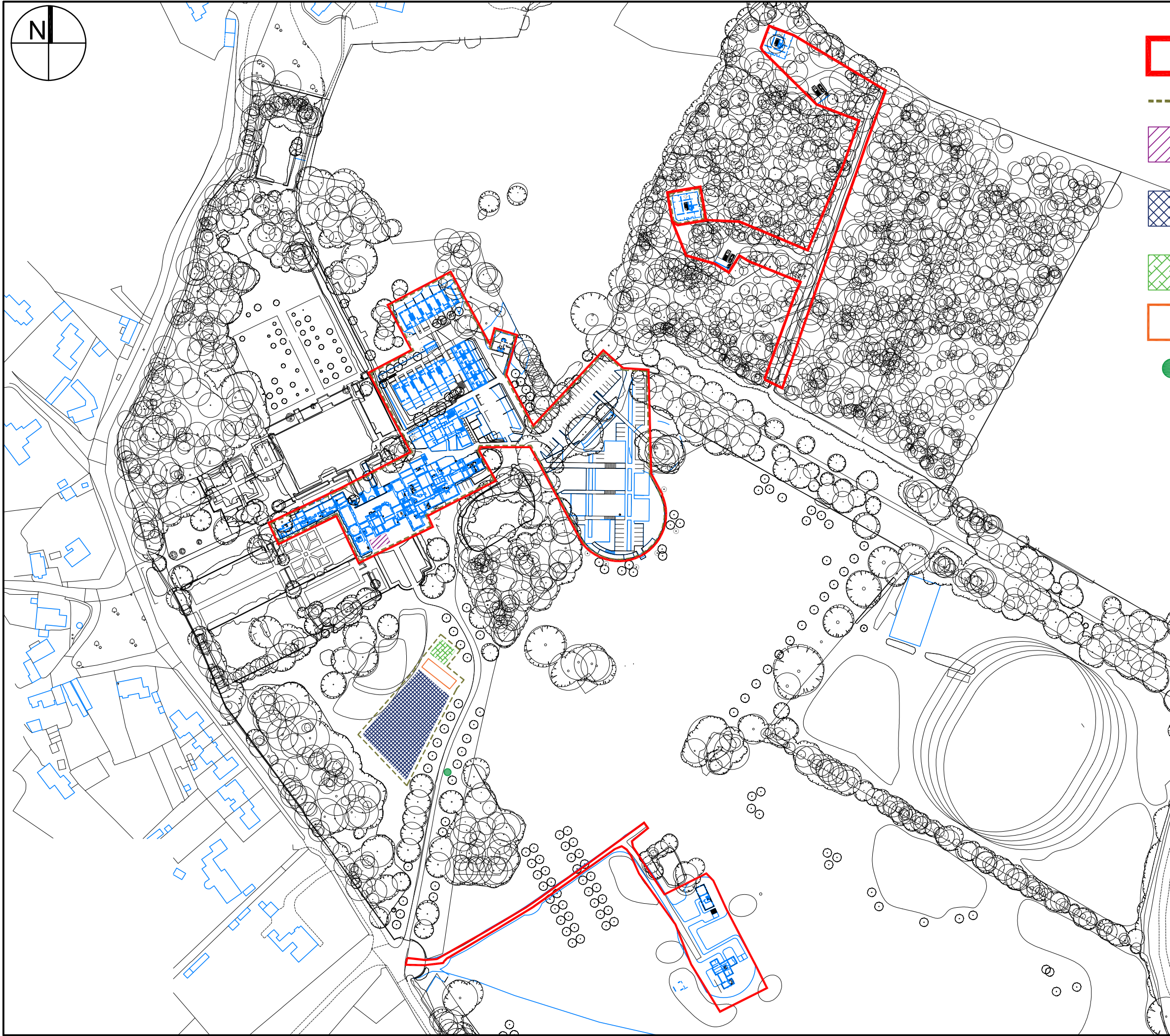
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Appendix: C - Routing Map



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THE DOOR UK							
ARCHITECT:							
SCABAL		SCALE @ A3: NTS		DESIGN-DRAWN: JM		DATE: 31/05/2024	
		PROJECT No: 4729		DRAWING No: SK09			

Appendix: D - Construction Site Boundary Plan



KEY:



CONSTRUCTION SITE



SITE HOARDING



WELFARE AREA



MATERIAL STORAGE AREA



BUNDED LIQUID STORAGE AREA



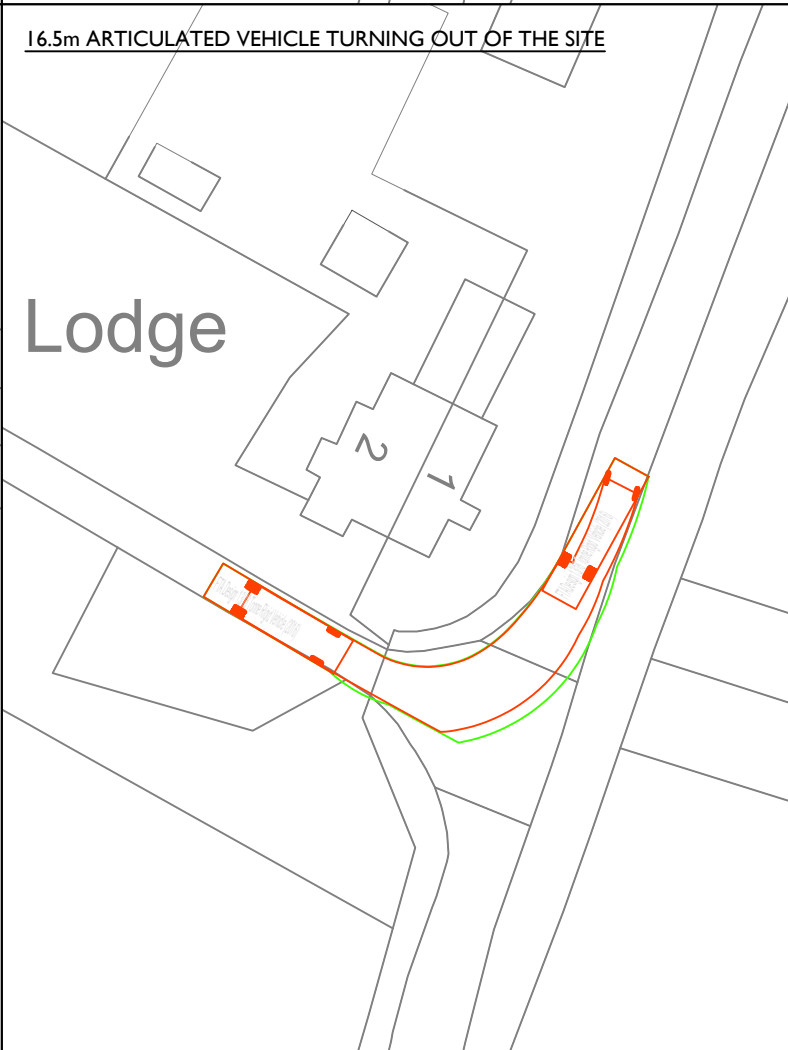
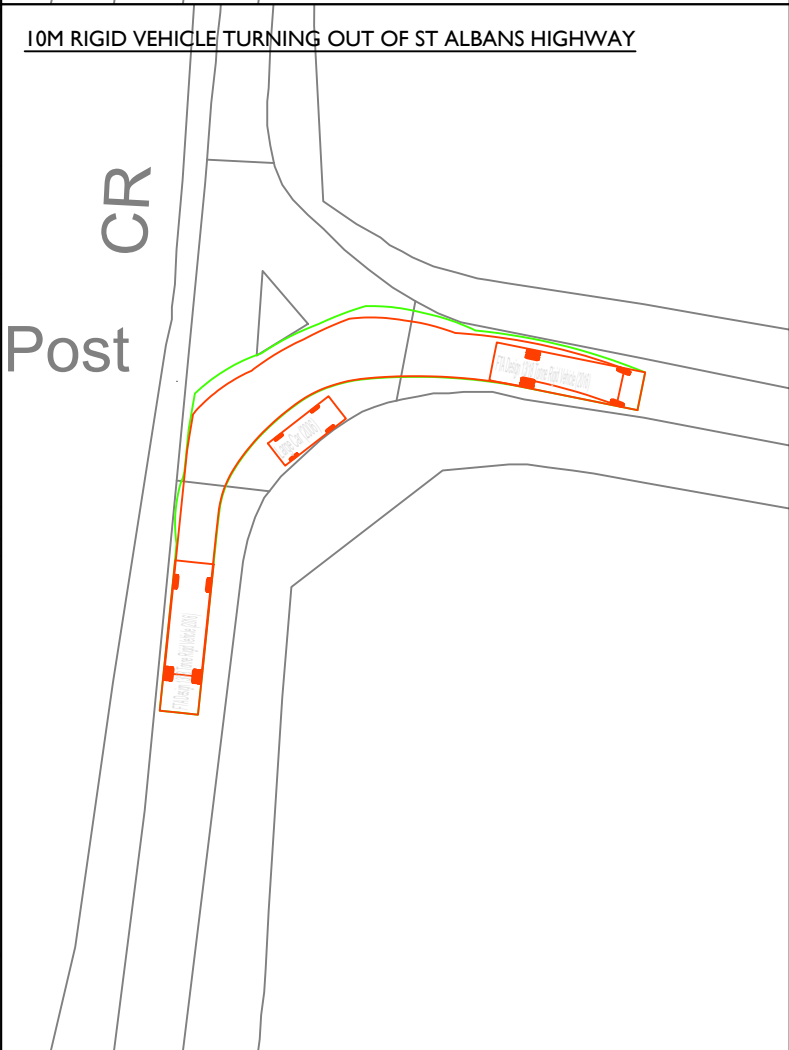
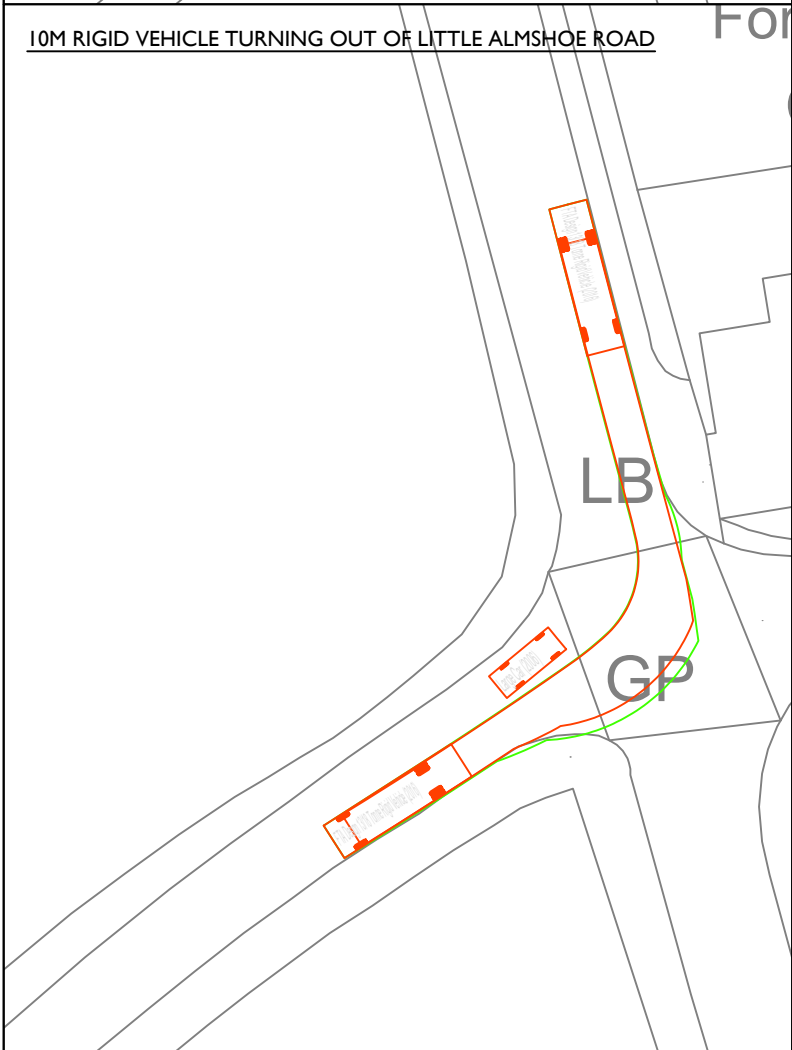
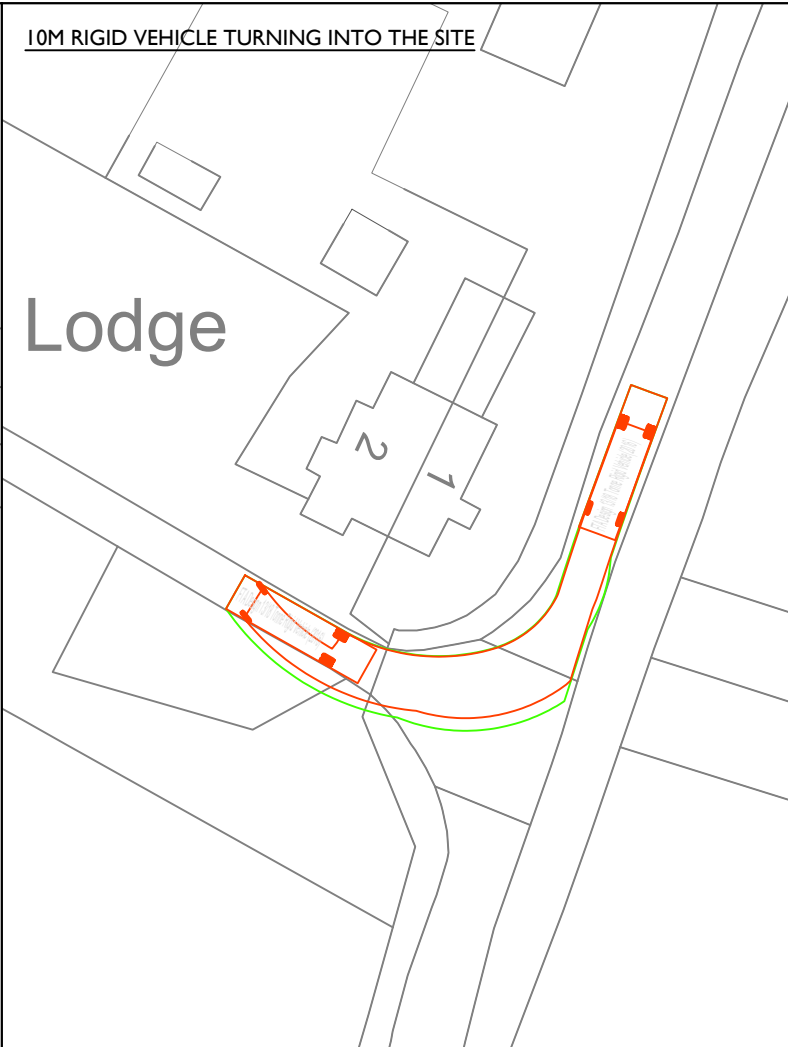
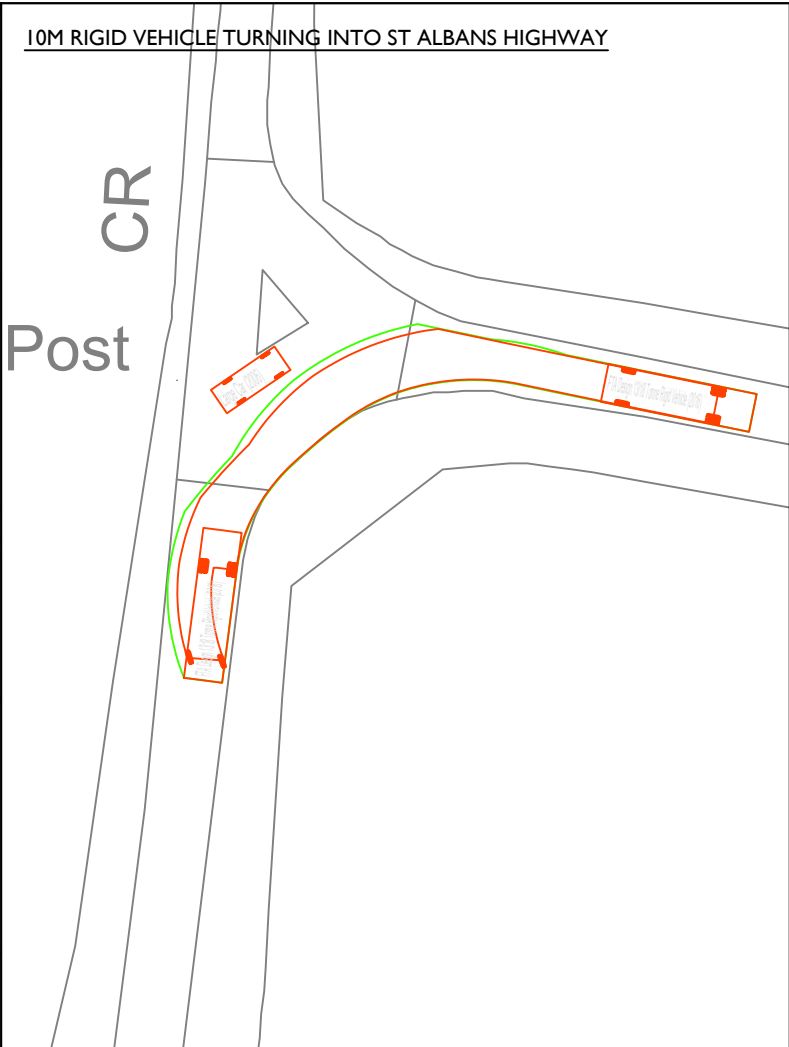
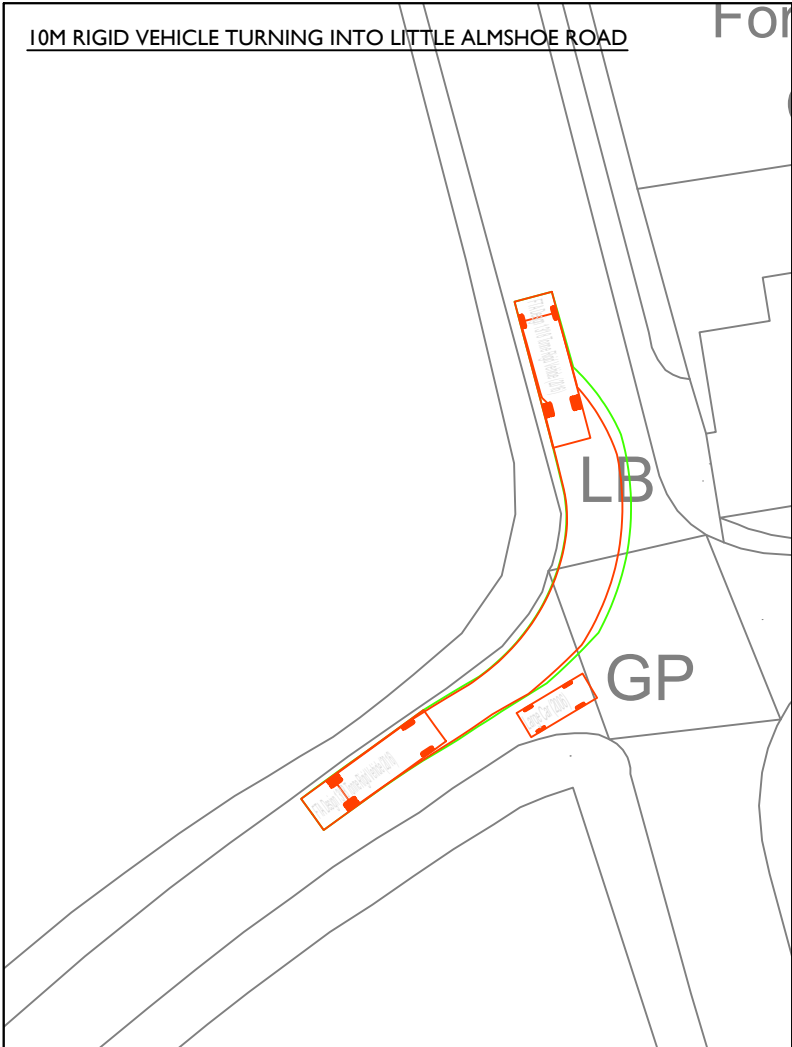
WHEEL-WASH AREA



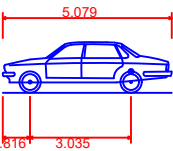
TRAFFIC MARSHAL

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THE DOOR (UK)					
ARCHITECT:					
SCABAL					
PROJECT:					
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TITLE:					
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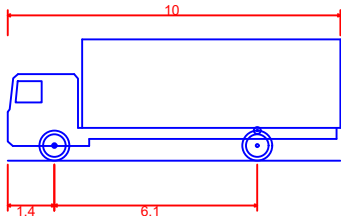
Appendix: E - Swept Path Analysis



TRACKING VEHICLE:

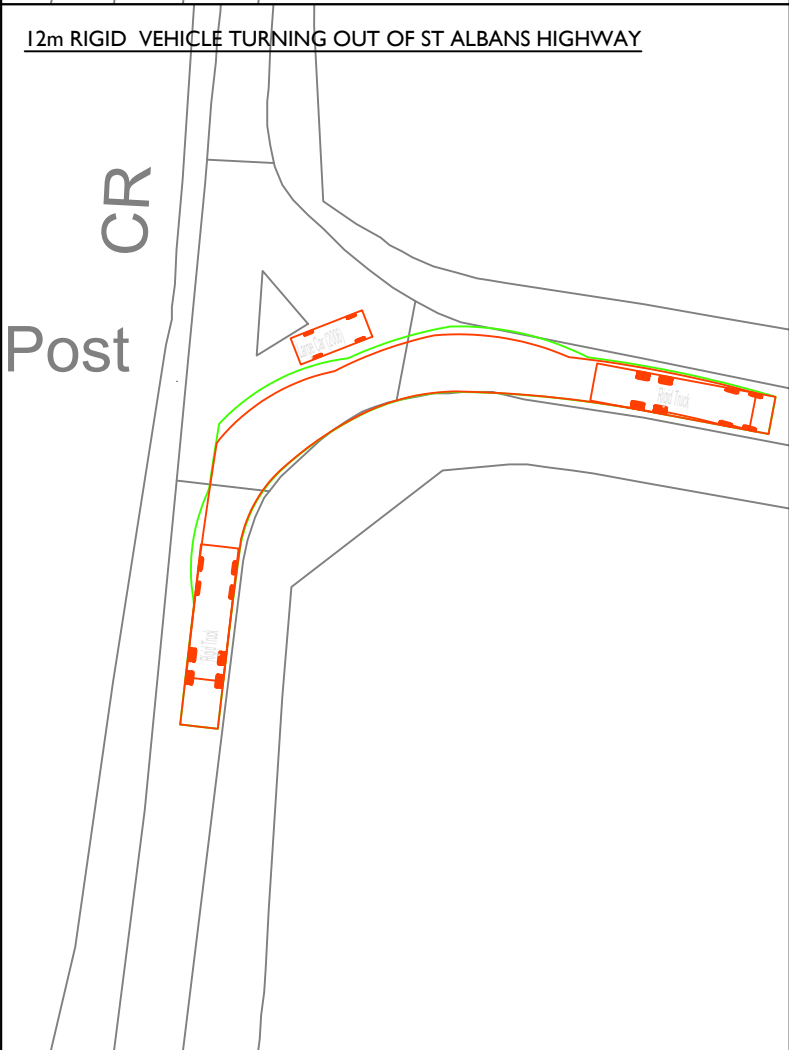
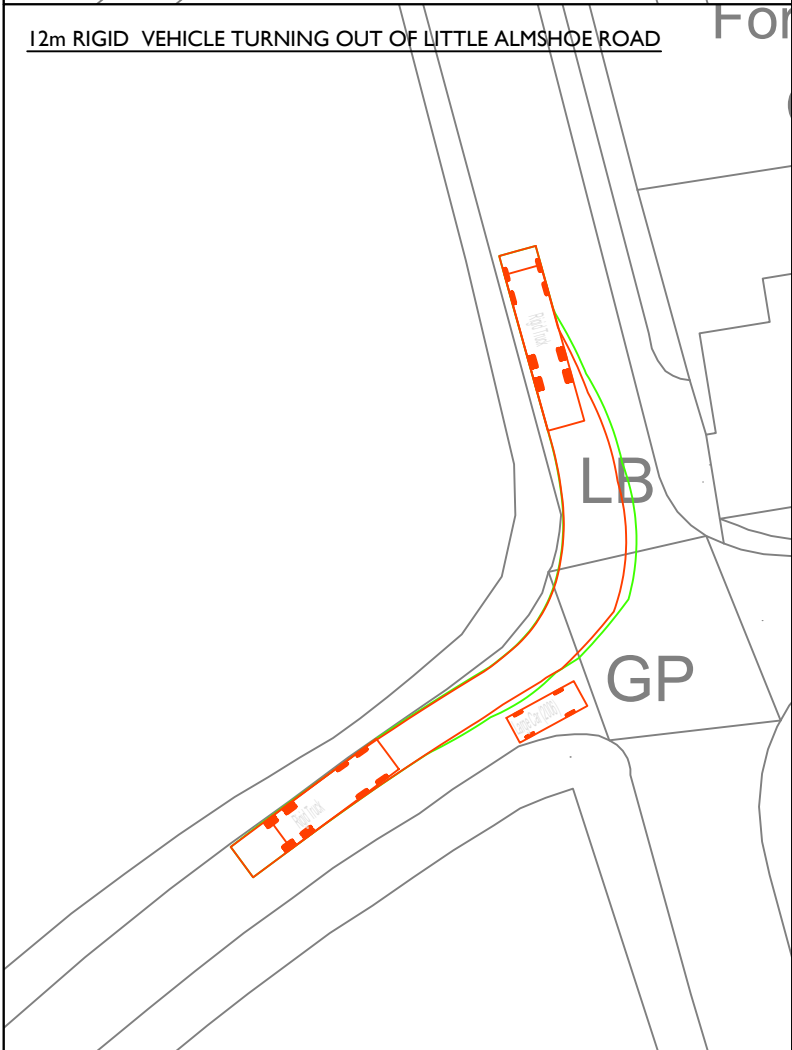
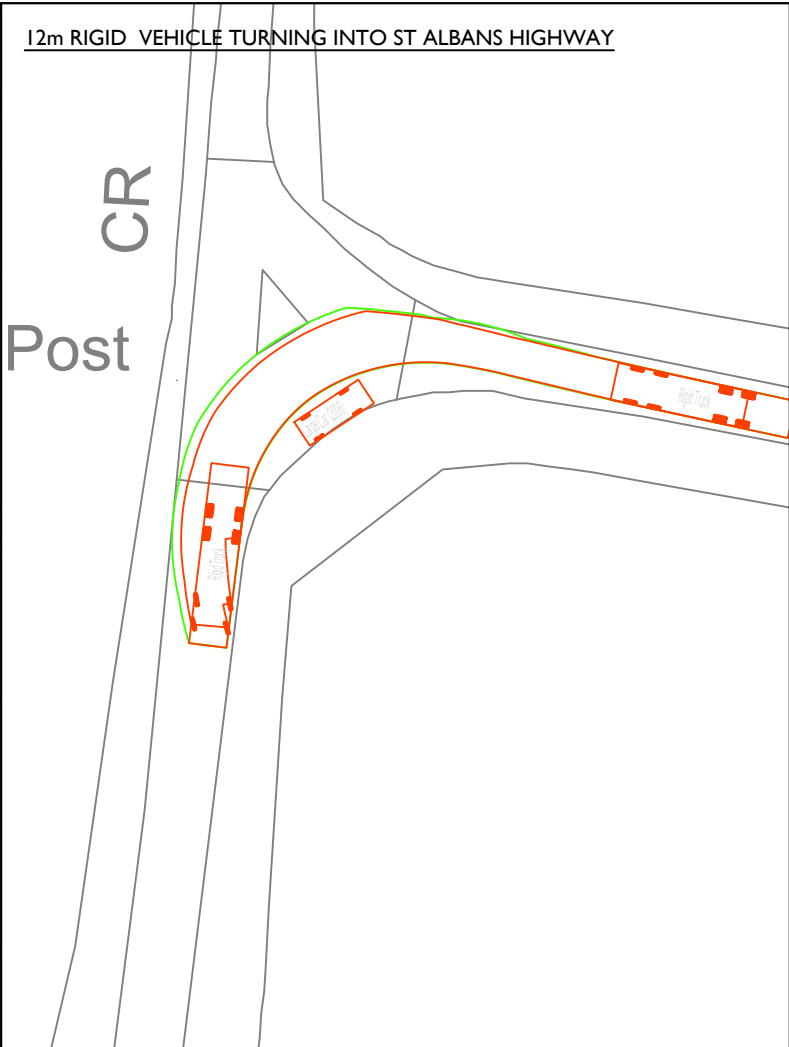
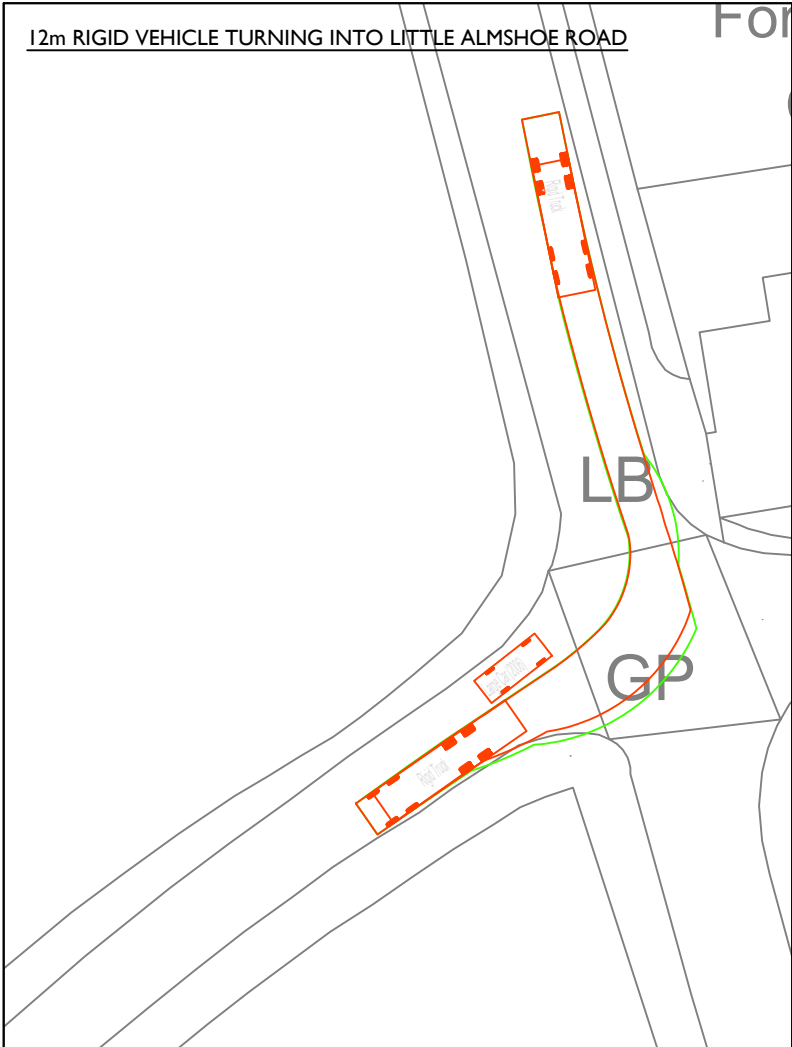


Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m



FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

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ARCHITECT:					
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SCALE @ A3: 1 : 500			DESIGN-DRAWN: JM		DATE: 12/12/2024
PROJECT No: 4729			DRAWING No: SK16.1		



TRACKING VEHICLE:

Large Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

Rigid Truck
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

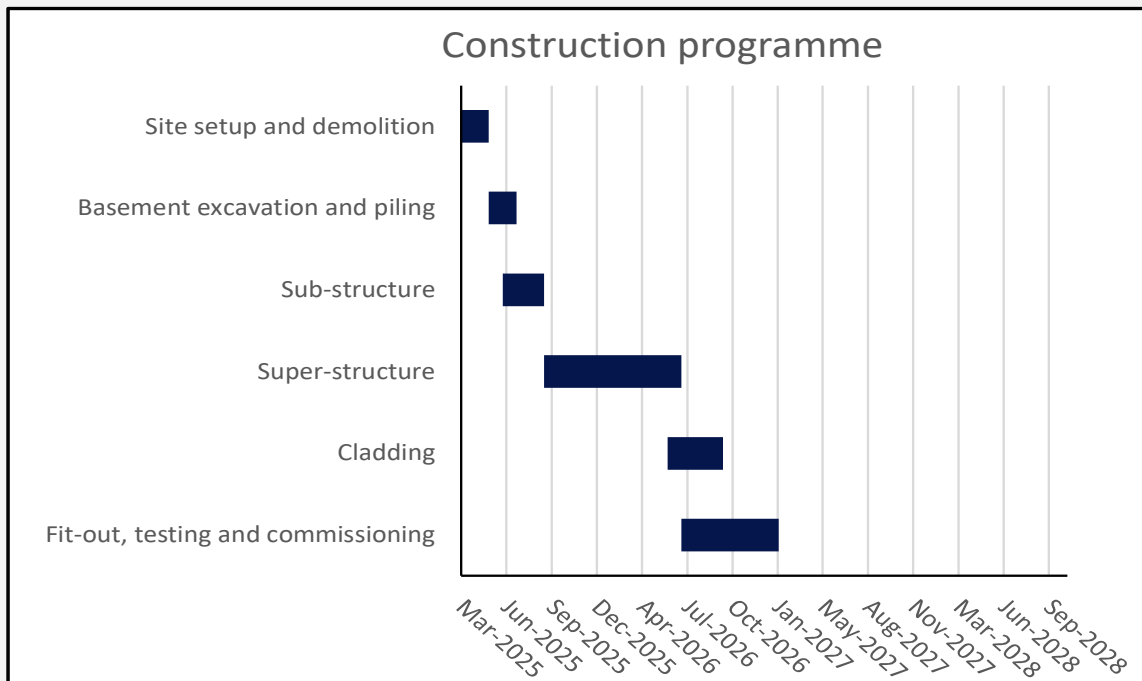
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PROJECT No: 4729		DRAWING No: SK16.2			

Appendix: F - CLP Tool Output



CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Site setup and demolition	Mar-2025	May-2025
Basement excavation and piling	May-2025	Jul-2025
Sub-structure	Jun-2025	Sep-2025
Super-structure	Sep-2025	Jul-2026
Cladding	Jun-2026	Oct-2026
Fit-out, testing and commissioning	Jul-2026	Feb-2027



NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

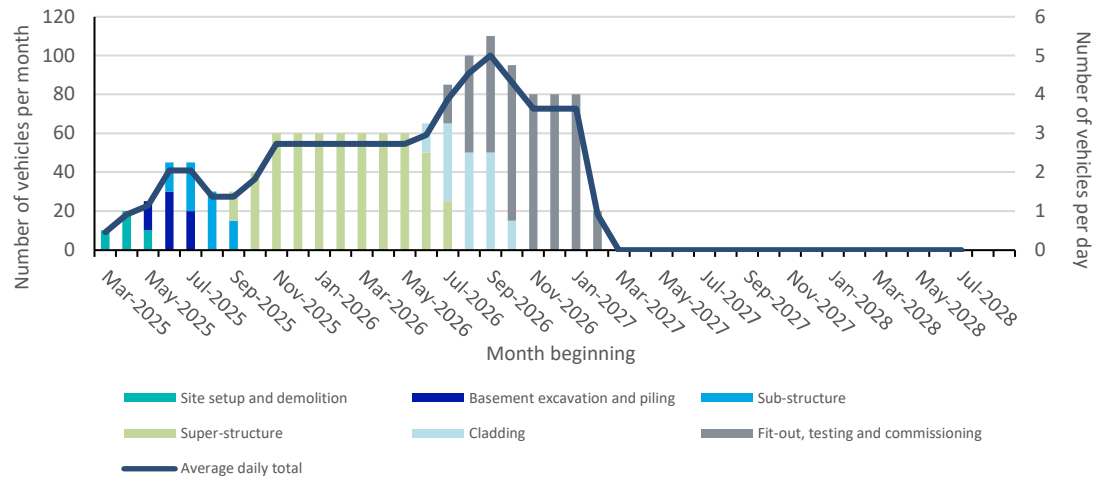
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2025 - Q2 2025	20	1
Basement excavation and piling	Q2 2025 - Q3 2025	30	1
Sub-structure	Q2 2025 - Q3 2025	30	1
Super-structure	Q3 2025 - Q3 2026	60	3
Cladding	Q2 2026 - Q4 2026	50	2
Fit-out, testing and commissioning	Q3 2026 - Q1 2027	80	4
Peak period of construction	Q3 2026 - Q3 2026	110	5

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

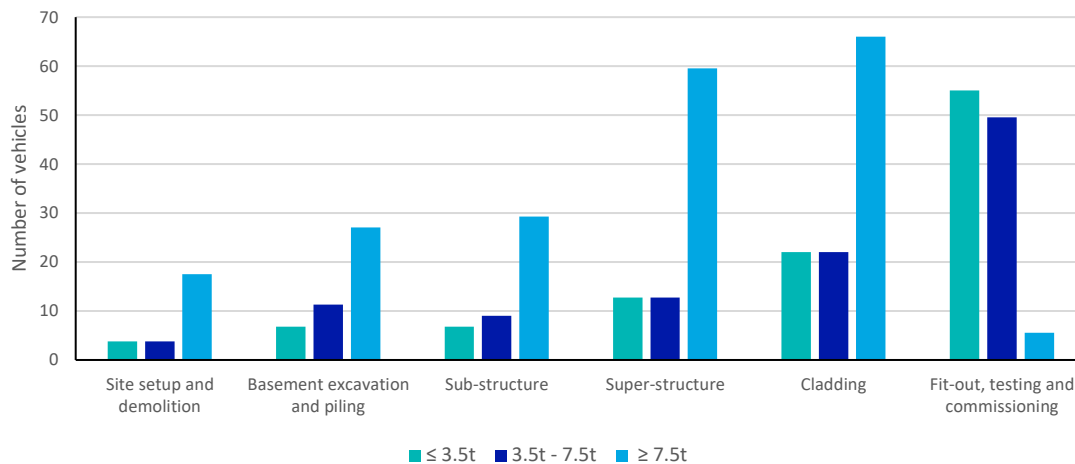
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2025 - Q2 2025	25	1
Basement excavation and piling	Q2 2025 - Q3 2025	45	2
Sub-structure	Q2 2025 - Q3 2025	45	2
Super-structure	Q3 2025 - Q3 2026	85	4
Cladding	Q2 2026 - Q4 2026	110	5
Fit-out, testing and commissioning	Q3 2026 - Q1 2027	110	5



Total number of vehicles through construction programme



Number of vehicles by types during peak of phase



Number of vehicles in peak month (Sep-2026)

