



CONSTRUCTION TRAFFIC & ENVIRONMENTAL MANAGEMENT PLAN (CTEMP)

Project

Land rear of 34 Arlesey Road, Ickleford, Hertfordshire, SG5 3UU

Development

Erection of nine dwellings including access, parking and landscaping

Date

March 2026

Revision 1.0

This Construction Traffic and Environmental Management Plan (CTEMP) has been prepared in accordance with Condition 12 of planning permission ref. 25/01094/FP.



1. Introduction

This Construction Traffic and Environmental Management Plan (CTEMP) has been prepared in accordance with Condition 12 of planning permission ref. 25/01094/FP.

The purpose of this document is to ensure that construction activities are undertaken in a manner that:

- Maintains highway safety
- Protects residential amenity
- Minimises environmental impacts
- Ensures safe and efficient site operations

All works will be undertaken in accordance with this Plan unless otherwise agreed in writing by the Local Planning Authority.

2. Site Description and Constraints

The site comprises a small scale residential development to the rear of 34 Arlesey Road, Ickleford. It is bounded by residential properties to the south and west, with open land to the north and east.

Key constraints influencing construction management include:

- Access via an existing residential road (Duncots Close), in accordance with the approved planning drawings.
- Proximity to neighbouring residential properties
- Local road network typical of a village setting with limited carriageway widths
- Sensitivity to congestion and on-street parking
- Requirement to maintain clear and safe pedestrian routes at all times

These constraints have informed the approach to traffic management, delivery control and site operations.

3. Construction Programme and Phasing

The development will be constructed in a single phase, with an anticipated construction period of approximately 18 months. Works will progress in a logical sequence including site setup, enabling works, substructure, superstructure, external works, and final completion.

Anticipated timescales per phase are set out below:

1. Site setup and enabling works (2–4 weeks)
2. Groundworks and substructure (8–16 weeks)



3. Superstructure (16–20 weeks)
4. Internal works (12–20 weeks)
5. External works and completion (8–16 weeks)

The permanent access road (to base course construction) and drainage will be installed as early as practicable during the groundworks phase allowing safe, clean access to the site.

4. Hours of Operation

Construction works will be undertaken during the following hours:

- Monday to Friday: 08:00 – 18:00
- Saturday: 08:00 – 13:00
- Sundays and Bank Holidays: No working

Deliveries will be restricted to these hours unless otherwise agreed. Deliveries will be managed to avoid peak traffic periods and no deliveries during school drop-off/pick-up where practicable.

5. Construction Traffic Management

The development will comply with the CLOCS Standard, including:

- All contractors required to adhere to CLOCS requirements
- Vehicles to meet safety standards for vulnerable road users
- Drivers to be appropriately trained
- Compliance to be secured through contractual requirements

All construction traffic will approach and depart the site via the agreed route, with residential streets avoided where possible except for final access:

- Route via the **A600 → Turnpike Lane → Arlesey Road → Duncots Close** (See appendix B for route map)

Delivery drivers, material suppliers and subcontractors will be issued with routing instructions prior to arrival and compliance will be enforced via inductions and supply chain management.



Typical Construction traffic is anticipated as follows:

Vehicle Type	Expected frequency	Phase
8-wheel tipper	up to 8/day	Groundworks
Ready-mix concrete	2–4/day (short duration)	Substructure
Articulated vehicles	occasional	Setup/material delivery
Flatbed rigid (18t)	2–3/day	Main build
3.5t vans	2–6/day	Throughout

Delivery numbers will be kept under review and minimised where possible.

The management of traffic to reduce congestion will use the following controls:

- Deliveries coordinated through a weekly delivery schedule
- Staggered deliveries to avoid congestion
- No vehicle waiting on the public highway
- Deliveries planned to avoid peak traffic and school times
- Unloading from Arlesey Road will not be permitted to ensure no obstruction or hazard to traffic and pedestrians on Arlesey Rd and Duncots Close.

A traffic marshal/banksman will:

- Control vehicle movements at the site entrance
- Assist with manoeuvring
- Manage pedestrian safety

6. Construction Compound and Site Operations

Designated areas within the site will be provided as shown on the site logistics plan in appendix A for:

- Contractor parking (no on-street parking permitted)
- All contractor parking will be provided within the site prior to commencement of construction activities and retained for the duration of the works
- Material storage
- Loading/unloading
- Vehicle turning (vehicles to enter and exit in forward gear)
- Site welfare

A 'just in time' delivery strategy will be adopted to minimise storage requirements.



All materials will be stored within designated areas inside the site boundary to prevent obstruction of the public highway. Materials will be handled using appropriate plant including telescopic forklifts, with concrete delivered via pump where required.

Once driveways and areas of permanent hardstanding have been constructed as the works progress, these will also be used for additional parking and material storage.

Temporary hardstanding areas will be formed using crushed and screened material as required.

The welfare units will be positioned to ensure that there are no windows and/or overlooking of neighbouring properties.

The site logistics plan (Appendix A) identifies the location of the construction compound, material storage areas, parking and vehicle turning areas.

7. Highway Works

Access to the site will be taken from the approved access point via Duncots Close in accordance with the approved planning drawings. All construction activities will be contained within the site boundary.

A pre-condition survey of the local highway network (including carriageways and footways along the construction route) will be undertaken prior to commencement of works. Any damage attributable to construction traffic will be made good on completion of the development.

Where any works are required within the public highway, the following will be undertaken:

- All necessary permits and approvals will be obtained from the Local Highway Authority
- Works will be undertaken in accordance with Hertfordshire County Council specifications
- Temporary traffic management will be implemented where required
- Safe pedestrian routes will be maintained at all times

8. Screening and Hoarding

A secure, solid perimeter hoarding will be erected to the front of the site prior to actual site works commencing. The secure perimeter hoarding will ensure that the site is kept totally separate from public thoroughfares.



The remaining site boundaries adjoin neighbouring land with no public thoroughfares. These boundaries will be secured with temporary heras fencing until permanent approved boundaries can be completed.

All works will be contained within the site boundary and appropriate signage and safety measures will be maintained throughout.

9. Environmental impact controls

The following measures will be implemented to manage environmental impacts during construction:

Cleanliness:

- Regular inspection and cleaning of the site access
- Wheel washing facilities provided at site exit (pressure wash system)
- Daily inspection of surrounding highway
- Road sweeping as required
- End-of-day cleaning procedures
- Early delivery of permanent access to reduce dirt and dust

Dust and Air Quality:

- Water suppression during dry conditions
- Damping down of site vehicle routes
- Minimising exposed ground
- Covering stockpiles where necessary

Noise and Vibration

- Works will be undertaken in accordance with BS 5228:1997
- Modern, low-noise equipment will be used
- Any unnecessary idling of machines will be avoided
- Plant will be located away from sensitive receptors where practicable
- High vibration activities will be avoided where possible and monitored if required.

Lighting

- Temporary lighting will be directional and positioned to minimise light spill to neighbouring properties
- Lighting will be switched off when not required for safety or security
- No unnecessary overnight lighting will be used



Odour Control

- There will be absolutely no burning of materials on site
- Waste materials will be stored appropriately and removed regularly
- Fuels and chemicals will be stored in sealed containers in designated areas

Pollution Prevention

- Measures will be taken to prevent runoff entering nearby watercourses
- Silt control measures will be installed where required
- Spill kits will always be available on site
- Refuelling will be undertaken in designated areas with appropriate containment

All works will be carried out in accordance with approved Risk Assessments and Method Statements.

10. Waste management proposals

Waste arising from construction will be managed in accordance with the waste hierarchy: reduce, reuse and recycle.

The following measures will be implemented:

- Segregation of waste streams on site where possible (e.g. timber, metals, inert, mixed waste)
- Regular removal of waste by licensed waste contractors
- No burning of waste on site
- Reuse of materials on site where practicable (e.g. topsoil, subsoil, crushed material)

Waste transfer notes will be maintained in accordance with legislative requirements.

11. Community Liaison

Prior to commencement on site, a letter will be distributed providing details of the project, projected timescales and contact details.

Regular communication will then be maintained with neighbouring residents and businesses where appropriate, with contact details displayed at the site entrance.

Complaints Procedure

- All complaints will be logged
- Complaints will be acknowledged within 24 hours
- Appropriate mitigation measures will be implemented where required



- A record of complaints and actions taken will be maintained

Given the scale of development, formal pre-submission consultation has not been undertaken. However:

- Measures within this CTEMP are designed to minimise disruption
- A clear communication and complaints procedure will be in place throughout construction

12. Document Control

This CTEMP is a live document and will be reviewed and updated as necessary throughout the construction phase. Any amendments will be agreed with the Local Planning Authority where required.

13. Appendices

- Appendix A: Site Logistics Plan
- Appendix B: Construction Traffic Routing Plan

1.8mm high ticks well to match
the gaps with existing tile and
brick on sides.

1.8mm close boarded fence & 1.8mm
gap between top rail and wall.
Common Ground® refers to site
conditions.

NOTE - Closeboard ferrous types (treated timber with posts and concrete gravel boards).



2 Driveway Detail
1:50

- Legend
- Site Boundary
 - Private parking lot
 - Site landscaping / Green space
 - Residential Green space
 - Tree/Vegetation
 - Air Source Heat Pump Location (T50)
 - Refuse Collection Point
 - Invasive Site Status Location
 - 2002 National Planning Policy Framework (NPPF)
 - 2002 German Waste
 - 1.0m close bordered fence and landscaped and treated plants
 - 1.0m high side wall
 - Property entrance
 - Potential permeation location
 - Leaked and treated gas
 - EV Charging Point
 - Cycle Store Shed
 - Cycle Store in Garage



1 Proposed Site Layout - External Works
1 : 200



DATE	REVISED	PROJECT	PLANNING	 Mark Ball Architects Ltd The Bank, The Leazes, Newcastle Tyne and Wear NE4 6BE 01753 672889 www.mball.co.uk
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DATE	REVISED	PROJECT	PLANNING	Grand T5 The Ring 54, Admire Road, Lisburn (NI), Newcastle, Co. DU
DATE	REVISED	PROJECT	PLANNING	Proposed Site Layout - External Works
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Appendix B: Construction Traffic Routing Plan

