

Construction Traffic Management Plan (CTMP)

(application reference 25/01998/DOC)

Tophams Solar

Client:

Pathfinder Clean Energy UKDev Ltd (PACE)
Ashwell Road
122 Caraway 2 Cayenne Court
Letchworth
London
England
SE1 2PP

Site Address:

Land west of
Bygrave,
Hertfordshire
SG7 5EB



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Introduction

This Transport Statement and Construction Traffic Management Plan (CTMP) accompanies an application for planning permission for the development of a solar photovoltaic farm (application reference [25/01998/DOC](#)). The proposals are located within the landholding at land off Ashwell Road, Bygrave, Letchworth, Hertfordshire SG7 5EB as shown in the Site Location Plan (UKF092_08 Location Plan), planning reference

This application is made by Pathfinder Clean Energy UKDev Ltd (PACE). The scope of this CTMP includes access and parking arrangements for contractors and visitors to the site, as well as arrangements for the delivery and removal of construction materials. During the construction period the following activities will be undertaken:

- Site preparation will involve mowing the site if required and marking out the proposals on the site;
- Erecting the security fence;
- Inserting the frames into the ground;
- Affixing the panels to the mounting frames;
- Trenching for the cable runs, to a depth of approximately 1m, and laying of the cables;
- Installation of the inverter and transformer cabinets;
- Connecting all the cables up and backfilling the cable trenches;
- Planting of approved landscaping and mitigation works;
- Construction of access route track from permeable materials as recommended in the Flood Risk Assessment and Surface Water Management Plan which accompanies the application.

Below is the proposed site layout, outlining the road layout for this site, points of access, public rights of way (PRoW), elements of the installation and appropriate boundaries.

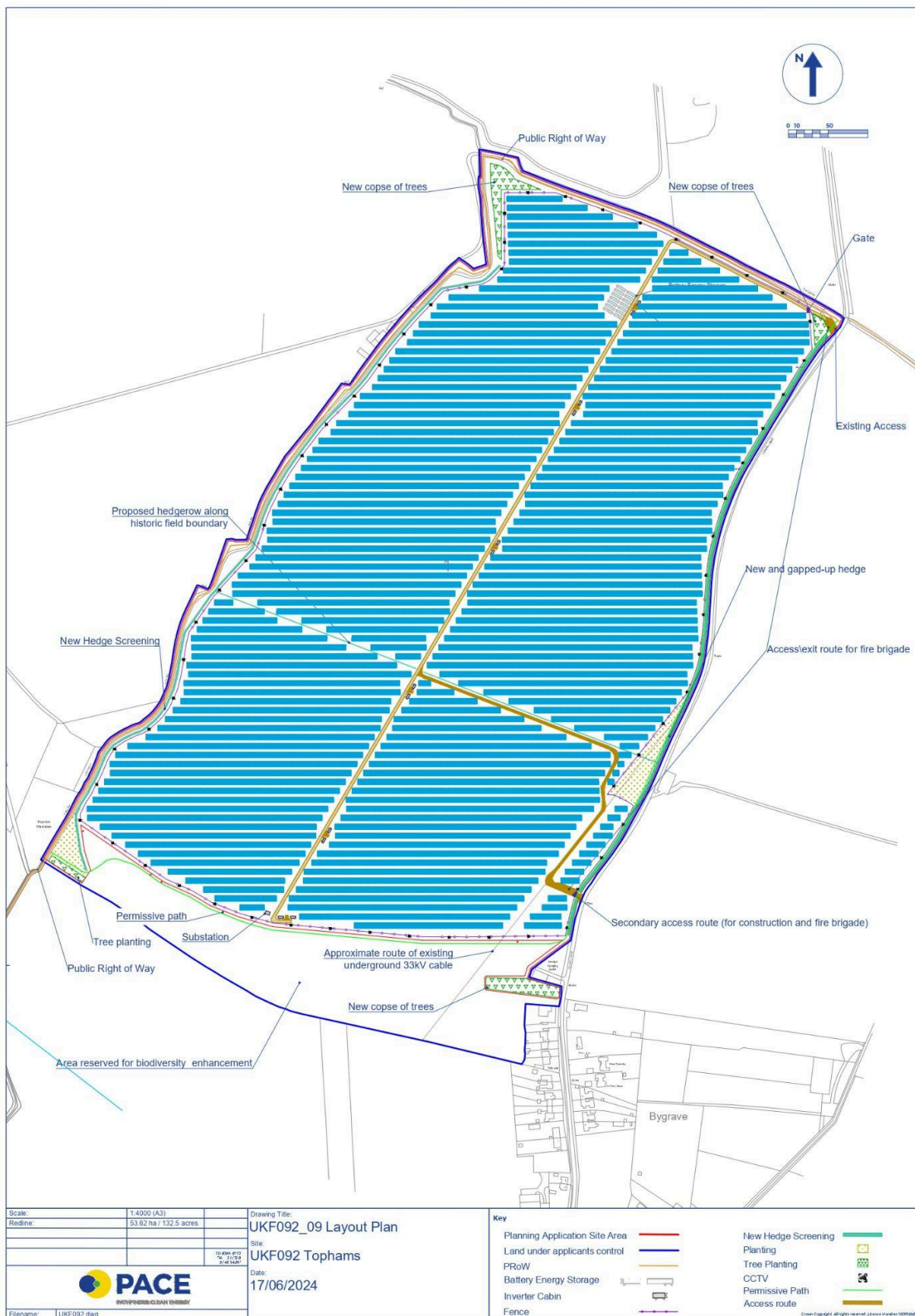


Figure 1: proposed site layout

CLOCS

Those working on the site are required to adhere to the Construction Logistics and Community Safety (CLOCS) best practice guidance. This is a mandatory requirement as set out in the condition.

The site manager and principal contractor will be required to ensure that all working on site are compliant to CLOCS principles. CLOCS is a national standard that requires all stakeholders in construction to take responsibility for health and safety beyond construction site boundaries. It demands collaborative action to prevent collisions between vehicles servicing construction projects and vulnerable road users. For the CTMP to be CLOCS compliant it must:

- Outline the designated routes for construction vehicles to site and include specific information for the last mile to site and first mile from site. Deliveries to site should be scheduled and require the use of a delivery booking system.
- Illustrate that access to sites is controlled. There should be separate pedestrian and vehicle access points to the site which are protected and clearly marked, with clearly marked pedestrian routes around the construction site.
- Provide a site plan with vehicle routes that are segregated from pedestrian routes and other site activities including members of the public. Minimise the need for reversing with one way systems or turning points.
- All drivers and pedestrians entering a site need to be informed of any site transport hazards and relevant rules, including the correct traffic routes to use with clear recognisable signage.
- Traffic control measures to direct, manage and control both vehicle and pedestrian movements around the site. Including the use of:
 - Signage
 - Barriers
 - Traffic signals (when required)
 - Speed control measures
 - Traffic marshals
- Safe pedestrian routes should be clearly marked with safe crossing points with compliance with accessibility standards for individuals with disabilities.
- Designated loading and unloading zones clear from pedestrians with sufficient space for unloading activities.
- Safe load handling must be outlined, explaining how equipment can be safely operated away from other site activities.

- Construction personnel are required to be trained in the CTMP requirements. Those with specific traffic management responsibilities should have training for their role.
- Emergency procedures must be detailed on how to manage traffic incidents, breakdowns and other emergencies on or near site. Including communication protocols for notifying authorities and stakeholders.

Vehicle Movements

Table 1: Vehicle movements throughout site development.

Deliveries		
Description	Vehicle type guideline (up to UK standard articulated lorry)	Estimated number of vehicles
Temporary office/stores / toilets	Low loader	20
Generator, fuel, water	Long rigid	16
Excavator	Low loader	20
Access Platform/MEWP	Low loader	0
Grid Cabling	Low loader	8
Crane	Low loader	11
Piling Machine, other tools/plant, electrical install	Pickup	55
Aggregates for access tracks/foundations	19 tonne load HGVs	84
Fencing	Pickup	30
Caballing	HGV	25
PV Panels	HGV	170
Mounting Frames	HGV	85
Inverters, transformer, comms building, switchgear housing	Low loader	10
Substation	On fixed flatbed	1
Temporary fences and safety equipment	Low loader	5
Waste containers and removal	Waste trucks	110
Total number of vehicles		~ 650
Duration		35
Average deliveries per week based on above		19
Average deliveries per day based on	5 day working week	3.8
Peak delivery upper est.	avg of wk 1 & 2	13.0

Workers and Staff		
Description	Vehicle type	Estimated number of vehicles
Workers and Staff	Minibus / Van / Car	2475
Total number of vehicles		~ 2475

Caballing	HGV	25
PV Panels	HGV	170
Mounting Frames	HGV	85
	Total	280

The consented route is capable of accommodating standard UK articulated lorries, which would be the largest of the vehicles used. The total HGV movement on average is 9 vehicles per week (Mon to Sat). It means the daily HGV movement will be an average of 2 vehicular movements per day, which PACE commits to following.

Closures of Footpath, Footways, Cycleways or Roads

The site benefits from a dedicated access route located off Ashwell Road that avoids direct interaction with public rights of way or pedestrian/cyclist infrastructure (figure 1). All construction traffic, including the delivery of plant and materials, will enter and exit the site exclusively via this designated route, thereby eliminating the need for any diversions, temporary closures or traffic management measures affecting the public highway or active travel networks.

As such, the development will not give rise to any interruption of public access routes during the construction period, and no Temporary Traffic Regulation Orders (TTROs) will be sought in relation to this project.

Frequency and Duration of Vehicle Movements

The construction phase will last for approximately 30-35 weeks based on the size of the proposals (this is subject to constructors' timescales). This equates to an average of 4 to 5 deliveries per day, assuming a 5-day working week. Of this 2 of day will be HGV vehicles the remainder will be lighter goods vehicles (eg. vans for maintenance visits, welfare vehicles). See Figure 2 for a representation of how delivery frequency varies during the site build.

Typical Vehicle Movements During Construction (weekly movements)

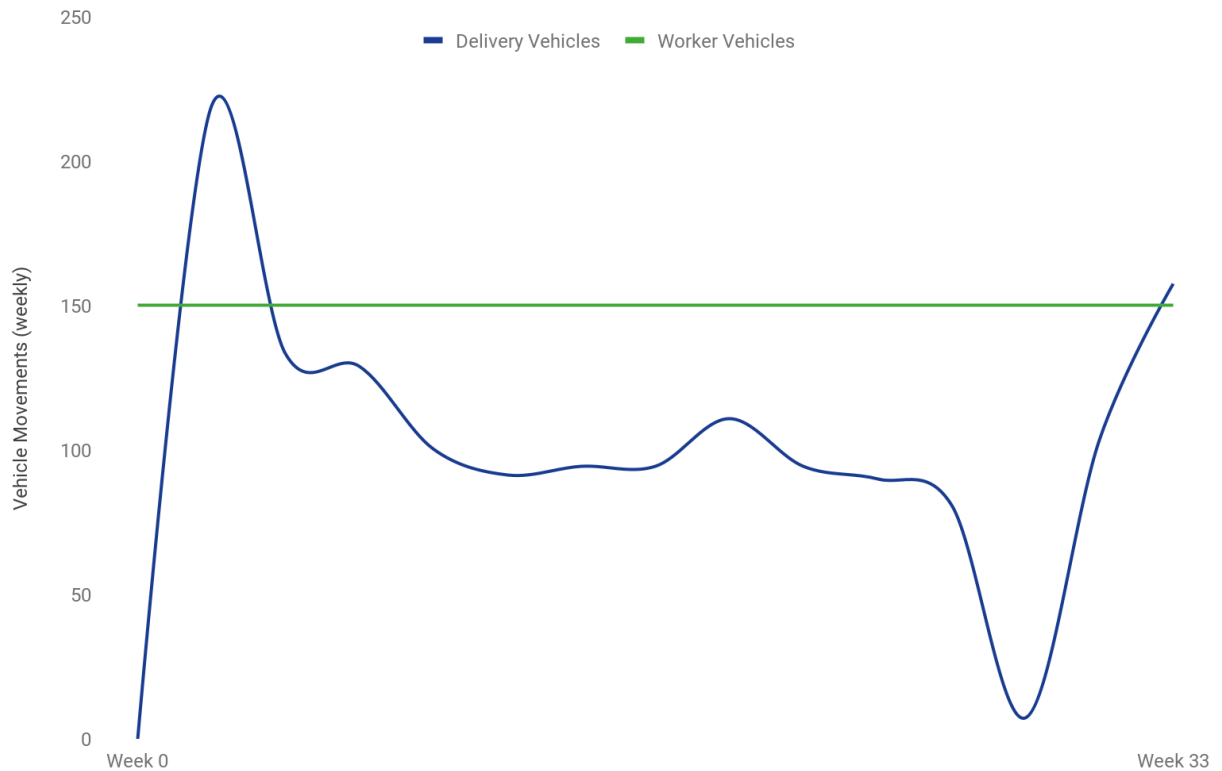


Figure 2: vehicle movements over time

Delivery times will be restricted to 09:30 and 14:30 from Monday to Friday and with no deliveries on Saturdays, Sundays or Public Holidays in accordance with condition 26. Light vehicles (site staff/contractors) may arrive and depart outside these HGV hours within the normal site working day (08:30-18:00 Mon-Fri; 08:30 - 13:00 Sat).

Size of Vehicles

Most vehicles frequenting the site will be light vehicles and include employee vehicles, buses and utility vans. Larger vehicles required throughout the construction period including, but not limited to will be articulated lorries, low-loaders, tele-handlers, dumpers, mobile cranes, and HI-ABS. These larger vehicles have been considered in the swept path analysis to ensure that the consented route is suitable.

The largest construction vehicles will be 16.5m articulated HGVs (articulated lorries), consistent with the approved routing; access bends and junctions have been tracked for this vehicle class (see swept path analysis).

Consultation Response

The public consultation exercise raised concerns over the impact on the public right of way (PRoW) along the western boundary of the site from the construction works. In particular there was a concern over horses that use the PRoW. As a result of this PACE has consulted the British Horse Society (BHS) on construction measures to protect horses and riders. Details of measures are outlined in the Horse Rider Management Plan submitted on the 11th of August 2025.

Concerns were also raised over the originally proposed construction traffic route running along the south of Ashwell and Claybush Road via the A505. Local residents' commented over the narrow access roads and poor visibility in places along with noting the A505 junction experienced numerous accidents. Similar concerns were also expressed by Hertfordshire County Council Highways as part of pre-application advice and our Highways consultant. PACE took into consideration the feedback and revised the route as presented in this document.

Traffic Management Measures

Bridleways & Horse Riders

PACE recognise the proximity of the development to bridleways and therefore have taken advice from the British Horse Society on construction measures to protect horse and riders. Details will be agreed as part of a planning condition and will be based around the following measures:

- No construction vehicles or contractors will be permitted to enter the bridleways to minimise the risk of debris.
- A banksman will guide construction traffic as it enters and leaves the site.
- Formal documented system that makes all contractors aware of the route and position of the bridleway and advises them that horse riders regularly use it and surrounding roads and ensures that they are instructed that when they are using machinery and equipment within sight and earshot of the bridleway that they switch it off when horse riders are traveling along it and only switch it back on when horse riders have safely passed by.
- Horse safe fencing along the bridleway to mitigate any potential harm to animals welfare if they kick.
- A clear point of contact in case issues arise, available on the site entrance.

Warning Signs

The A1 (M) is a national speed limit road (dual carriageway, 70mph). Once you turn off this road onto Ashwell Road, the speed limit becomes variable, ranging from 40mph to 60mph. Once vehicles turn into the site entrance, the access road leading to the site, will have a strict 10mph speed limit. A maximum speed limit on the site access tracks will also be 10mph, however operatives will need to take appropriate precautions towards ground and environmental conditions, which may require slower speeds.



Plate 1: horse and rider



Plate 2: 10mph limit

10mph speed signs will be posted as appropriate, in compliance with highway standards at the entrance to the site (plate 1). Similarly horse and rider signs (plate 2) will be placed at the entrance to the sensitivity zones (figure 3; marked in grey). Risks will also be managed by including relevant management strategies in toolbox talks, including complying with posted speed limits and reducing speed to suit weather conditions. As per CLOCs requirements directional signs to the site will be placed on the last mile to/from site.



Figure 3: Sensitivity Buffer

Construction Compound & Holding Area

New access tracks will be implemented to facilitate traffic movements within the site (figure 1), for both construction and future maintenance. The compound will provide 20 parking spaces, it includes a lay down and turning circle, acting as a passing place. This will help ensure that no vehicle waiting or designated vehicle waiting areas are necessary on the highway and that vehicles are always able to leave the site in the forward gear. The turning circle also functions as a holding area, should there be an excess of vehicles. Allowing a second HGV to wait parallel to one in the unloading area.

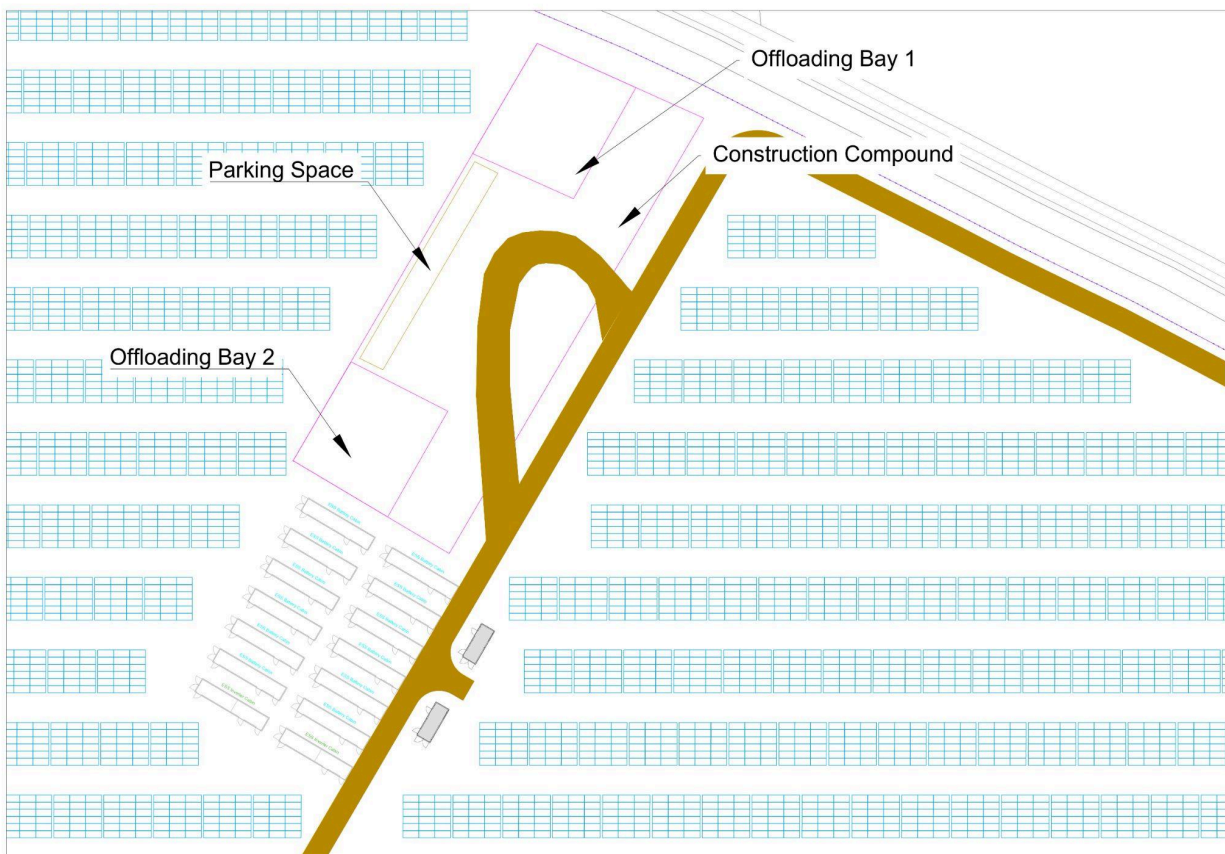


Figure 4: construction compound

New tracks and traffic areas will be constructed in accordance with County Council specifications and drainage as recommended in the Flood Risk Assessment and Surface Water Management Plan. Topsoil layers will be excavated to expose a suitable base on which to build the track. The tracks will then be built up by laying crushed stone, rolled in layers.

The site establishment (main compound) will consist of the following:

- Offices;
- Meeting rooms;
- Canteen;
- Mess and changing facilities;
- Toilet and washing facilities;
- Storage containers;
- Fuel (bunded) and water bowsers;
- Temporary lighting;
- Temporary CCTV;
- Generator;
- Pedestrian segregation barriers;
- Emergency muster point;
- Fire extinguishers;
- Site Project Information Board.

In specific high-traffic locations temporary steel road plates may be utilised; this decision will be made during the site mobilisation as a response to road conditions.

There will be a reverse parking policy applied within the site compound to ensure quicker vehicle movements in the event of an emergency and minimise blind reversing incidents and accidents.

The most significant risk in this area will be the vehicle/operative interface. Therefore, to ensure segregation between pedestrian operatives and moving vehicles, a clear pedestrian route with barriers will be established.

For all site compound activities which involve lifting, risk assessments and lift plans will be formulated (i.e. office and welfare containers). Appointed persons and/or banksmen will be used to safely coordinate offloading and pickup activities.

An emergency muster point area will be established within the compound. This will be used in the event of an emergency roll call where all site-based operatives will muster and the site attendance list will be used to verify all operatives are safe. This muster point will be kept clear of vehicles, equipment and materials.

The Site Project Information Board will contain health & safety related information and other important information deemed necessary to communicate with the workforce. This board will also contain contact details for the Principal Contractor and site management team. It is also envisaged that a similar contact detail sign will be erected at the site entrances whereby the public and local community members can safely reach to gain contact details and get in touch with the site management team if they have a query or complaint.

Figure 2 illustrates storage and (un)loading arrangements. All materials and plant associated with the development process will be stored within the footprint of the Application Site. A loading and unloading area for plant and materials will be provided within the site boundary (figure 2).

(Un)loading arrangements & Waste

The offloading sites will be used to take materials from deliveries with telehandlers or equivalent plant. Once unpacked it will be taken to storage containers or left in the offloading sites as necessary. Plant will be left in the compound at the end of the day. Waste will be disposed of as appropriate, using a mixture of roll-on-roll-off skips and static rental skips as required, removal will be carried out within the compound by plant/appropriate vehicles. Further details can be found in the accompanying Construction Environmental Management Plan (CEMP).

Booking System

On a weekly basis, the Site Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week. Through discussions with hauliers and nearby construction sites the Site Manager will, as far as practicable, ensure that the deliveries are spread out across the week and across the day to minimise potential disruption.

The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Site Manager to ensure that construction deliveries are managed in an efficient manner with minimal disruption and delays. Within this in mind Hauliers will be supplied with a 'delivery ticket' containing:

- The site address
- Agreed delivery time slots
- Consented construction route.
- Access and egress points
- Special instructions (e.g. no idling, wheel washing facilities)

Hauliers will be required to contact the Site Manager to give an indicative delivery time to ensure that the delivery space and banksmen are ready for their arrival onsite.

Where possible, sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading / unloading taking longer than expected and to avoid any vehicles waiting.

The Site Manager will ensure banksmen are on hand to assist with the manoeuvring of delivery vehicles throughout the site. The construction compound will be located off the public highway within the Application Site, accessed via the internal access

road to the South (figure 1). Deliveries will be kept in between the consented time frame.

Parking Restrictions

During operation all routine maintenance including cleaning, ground keeping, inspection and preventative maintenance will be carried out by vehicles no larger than vans. Routine maintenance visits are expected to occur once or twice a month and it is not expected that there will be any need for more frequent maintenance visits.

The majority of the monitoring will be carried out from a central location whereby a dispatch team can be contacted to rectify any faults or issues with the site. Spare parts will be stored on site within a storage building. This will reduce the likelihood of larger delivery vehicles coming to the site. A banksman will also be available during the operational visits as a safety measure to ensure maintenance vehicles are released safely onto the public road.

Parking Restrictions

All parking associated with the development will be contained within the construction compound as illustrated in figure 4. Swept path analysis of the largest vehicles at the main junctions are included within the CTMP.

Wheel Wash & Highway Sweeping

The wheel wash will be installed near the construction access point (Wheelwash LTD ecowash product or equivalent) (figure 5) that includes on site cleaning and waste water capture systems for safe disposal on site.

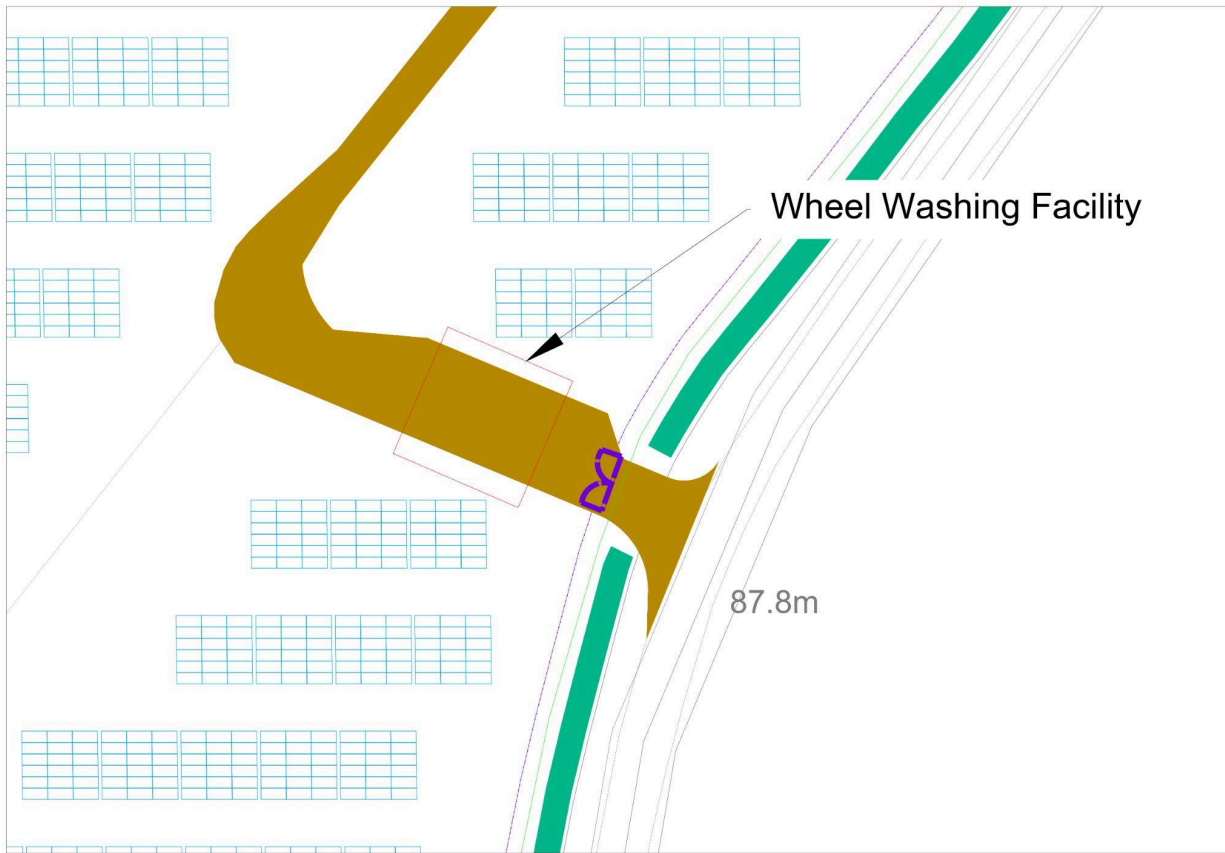


Figure 5: wheel wash location by site entrance

The wheel wash facilities will be installed at the start of mobilisation. The road will be subject to ongoing visual checks and maintained as required. If required, a telehandler bucket brush attachment or equivalent process will be used to clean the highways at least once per week and following visual checks that deem it necessary with a traffic marshall's supervision. These measures act to control dust and dirt on the public highway.

Storage

All equipment delivered to the site will be stored either within the construction compound or delivered to the point of use within the main portion of the site. The public highway will not be used for storage of any equipment. Areas will be defined for, materials and equipment in segregated lay-down areas, when construction starts, will be coordinated by site management and will be subject to continual change as the project progresses.

Security Hoarding

All necessary fencing and hoarding for site security and safety will be installed entirely within the boundary of the site (figure 6). These installations will not obstruct or encroach upon the adopted highway, footpaths, or verges, and will be maintained throughout the construction phase in accordance with relevant health and safety standards.



Scale:	1:4000 (A3)
Redline	53.62 ha / 132.5 acres
 PACE INTEGRATED DESIGN SOLUTIONS	
Filename:	UKF092.dwg

Drawing Title:	UKF092 Fence Map
Site:	UKF092
Date:	04/01/2024

Key	
Planning Application Site Area	
Fence	

Figure 6: fencing within redline boundary

As there is no anticipated requirement for highway-based hoarding or scaffolding, no licence applications or highway authority consents will be sought in this regard. This ensures full compliance with the condition and maintains unobstructed highway use for all road users.

Waste Management

Construction waste generated during the development will be managed in accordance with the principles of the waste hierarchy: *reduce, reuse, recycle*, and will be handled by a licensed waste carrier holding a valid Waste Carrier's Licence.

Typical waste streams will include:

- Packaging materials (e.g. pallets, plastic wrapping, cardboard);
- Redundant cable off-cuts and conduit;
- General construction waste (timber, metal, surplus materials);
- Welfare waste (from site cabins and staff facilities).

All waste will be:

- Segregated at source where practicable using dedicated on-site skips;
- Temporarily stored within the construction compound, away from watercourses or drainage;
- Removed at regular intervals by approved contractors to licensed recycling or disposal facilities.

No burning of waste will occur on site. The Principal Contractor will be responsible for maintaining waste transfer records in accordance with the Environmental Protection Act 1990 and Duty of Care Regulations 1991.

Drainage

As the access arrangements will not involve the introduction of impermeable hard surfacing, no additional drainage measures are required beyond those proposed in the Flood Risk Assessment and Surface Water Management Plan.

Banksman Provision

In order to ensure the safe and efficient movement of construction vehicles to and from the development site, the following banksman arrangements will be implemented:

- Appointment of Qualified Banksman: Trained and accredited banksman will be appointed for the duration of the construction works. All banksman will hold site compliant Construction Skills Certification Scheme (CSCS) cards and will be specifically briefed on the site layout and managing vehicles on site.
- Operational Hours: Banksman will be present on-site during all periods when Heavy Goods Vehicles (HGVs) and articulated lorries are scheduled to arrive or depart. This will include the committed delivery hours of 09:30–14:30 in order to avoid peak traffic times on Ashwell Road and Bygrave Road.
- Primary Duties:
 - Directing vehicles safely into and out of the site access points.
 - Ensuring vehicles do not obstruct or queue on the public highway.
 - Managing pedestrian access around the site access, and ensuring pedestrians wait for vehicle pick up.
 - Visual aid for plant where necessary.
- Communication: Banksman will use standardised hand signals and, where appropriate, two-way radios to coordinate vehicle movements effectively with drivers and the site management team.

Pedestrian Route

Route to the compound

Those, if any, accessing the site by foot will be required to wait within a fenced area by the entrance by the site booth away from the main road. The fencing will serve to physically separate the waiting zone from traffic. From here site security, or another relevant party will radio for a collection by vehicle to the construction compound or relevant location following site induction.

Vehicle Route

Route to the site

Vehicular access for construction and operational traffic to and from the development site will be via the existing access at the north western most corner of the site off Ashwell Road. Construction vehicles comprising Heavy Goods Vehicles would approach the site via the A507 from the A1/M1 northbound approx 2.2km southwest of the site. The route from the A507 would see vehicles turn left into Bygrave Road and continue straight on to Ashwell Road before reaching the site access. The existing access will be made suitable for HGVs. The route from the site back to the A507 will follow the reverse of this.

This is considered to be the route that presents the least traffic obstacles and the best option into the site in terms of highway safety. An overview of this route to the is shown under Figures 7.0+.

A swept path analysis under section 4 considers in greater detail vehicle movements into and out of the site access and on the key turns/bends identified along the route to and from the site.

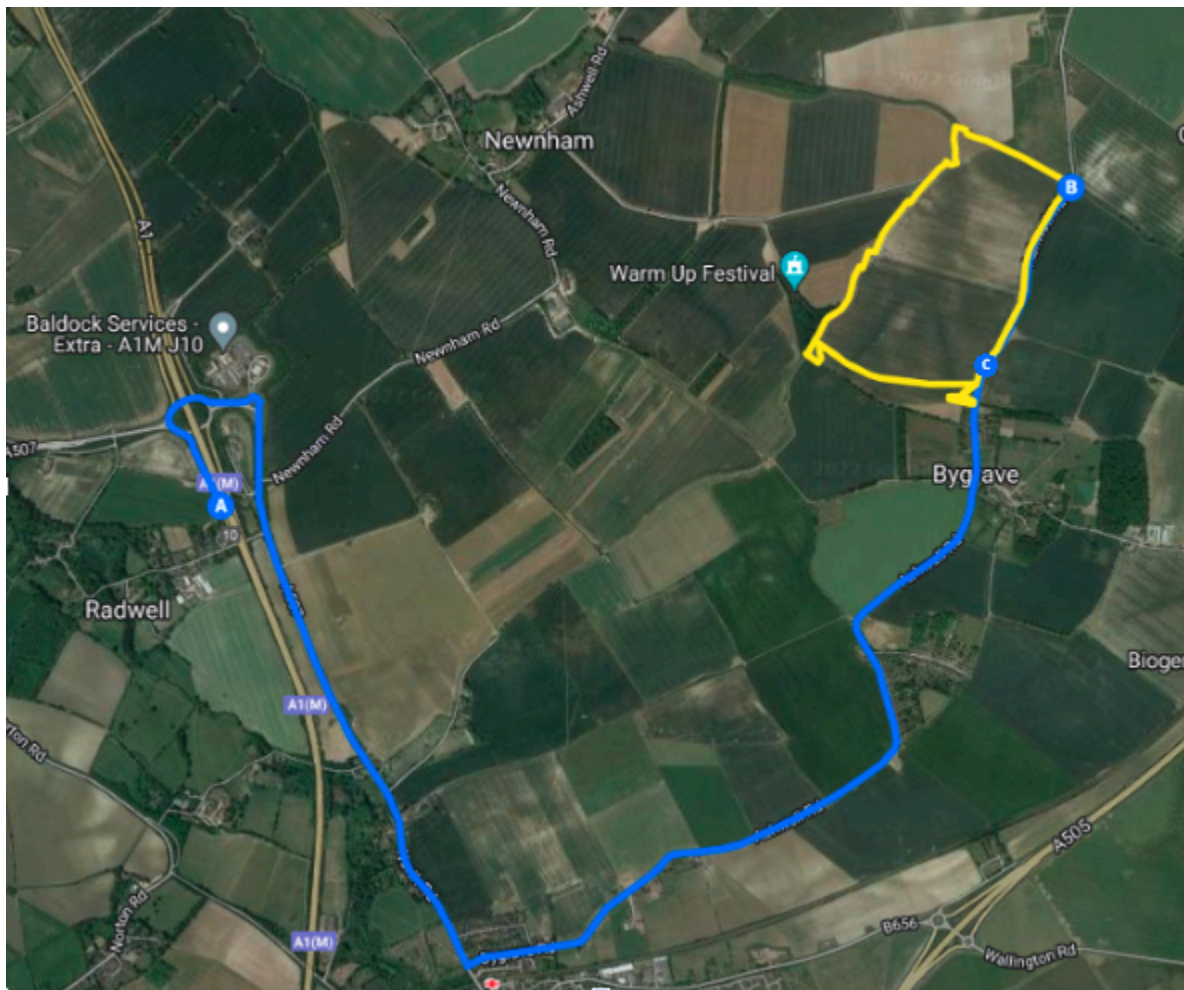


Figure 7.0: Overview of construction vehicle route from the A1 Northbound (Stotfold Interchange) marked A to the Site entrance marked C (emergency access point B) (Source: Google Maps).

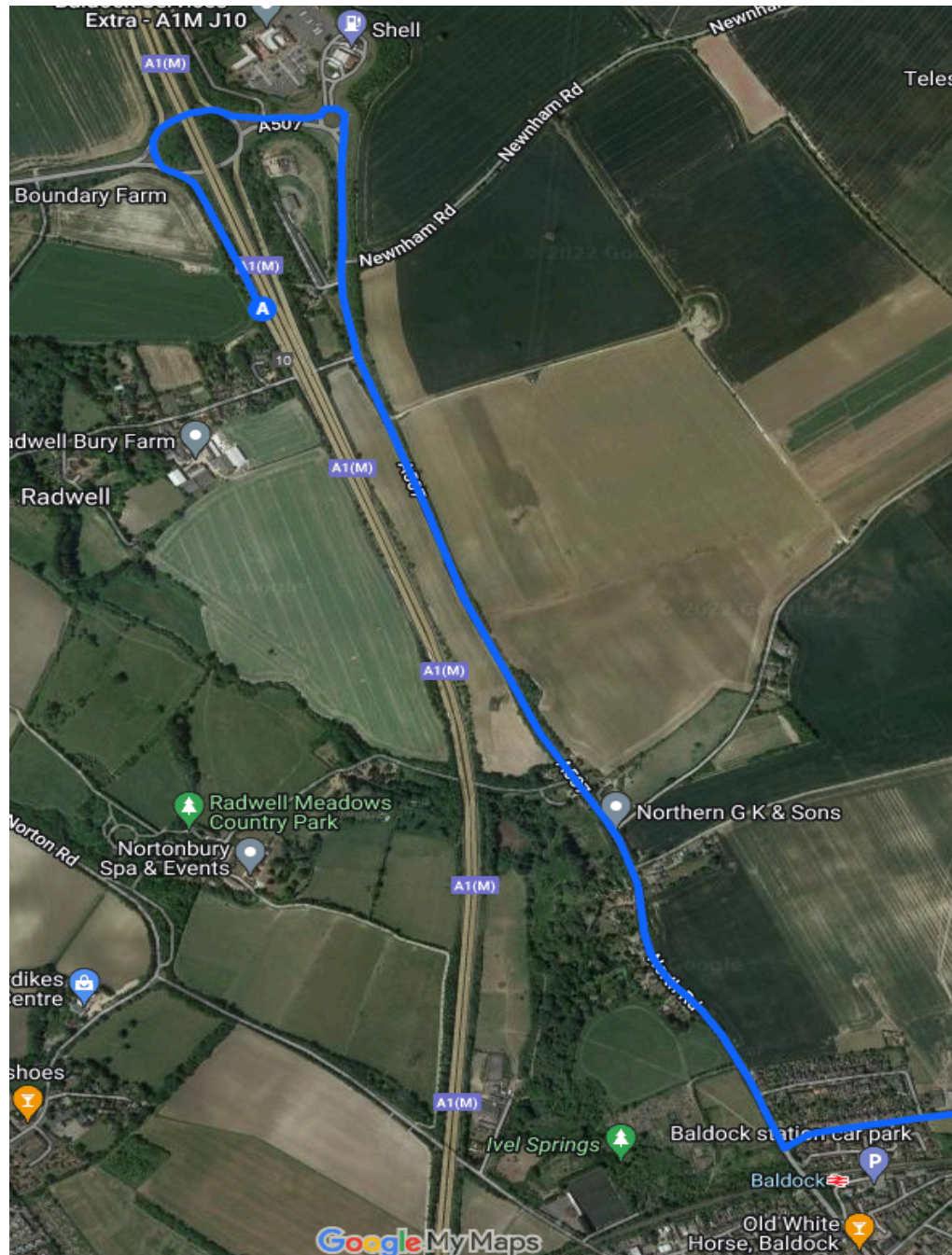


Figure 7.1: Detailed view of the first section of the construction vehicle route from the A1 northbound Junction 10 (Stotfold Interchange) to the A507. Construction vehicles will exit the roundabout at the Stotfold Interchange and continue straight along the A507 before exiting the roundabout at the third exit, Traffic will continue south along North Road (A507) before reaching the junction with Bygrave Road (Source: Google Maps).



Figure 7.2: Detailed view of the mid section of the construction vehicle route to the site showing that vehicles would turn left onto Bygrave Road from North Road (A507) as per swept path under Figure 6.10 and continue northeast bound along Bygrave Road before merging into Ashwell Road (Source: Google Maps).

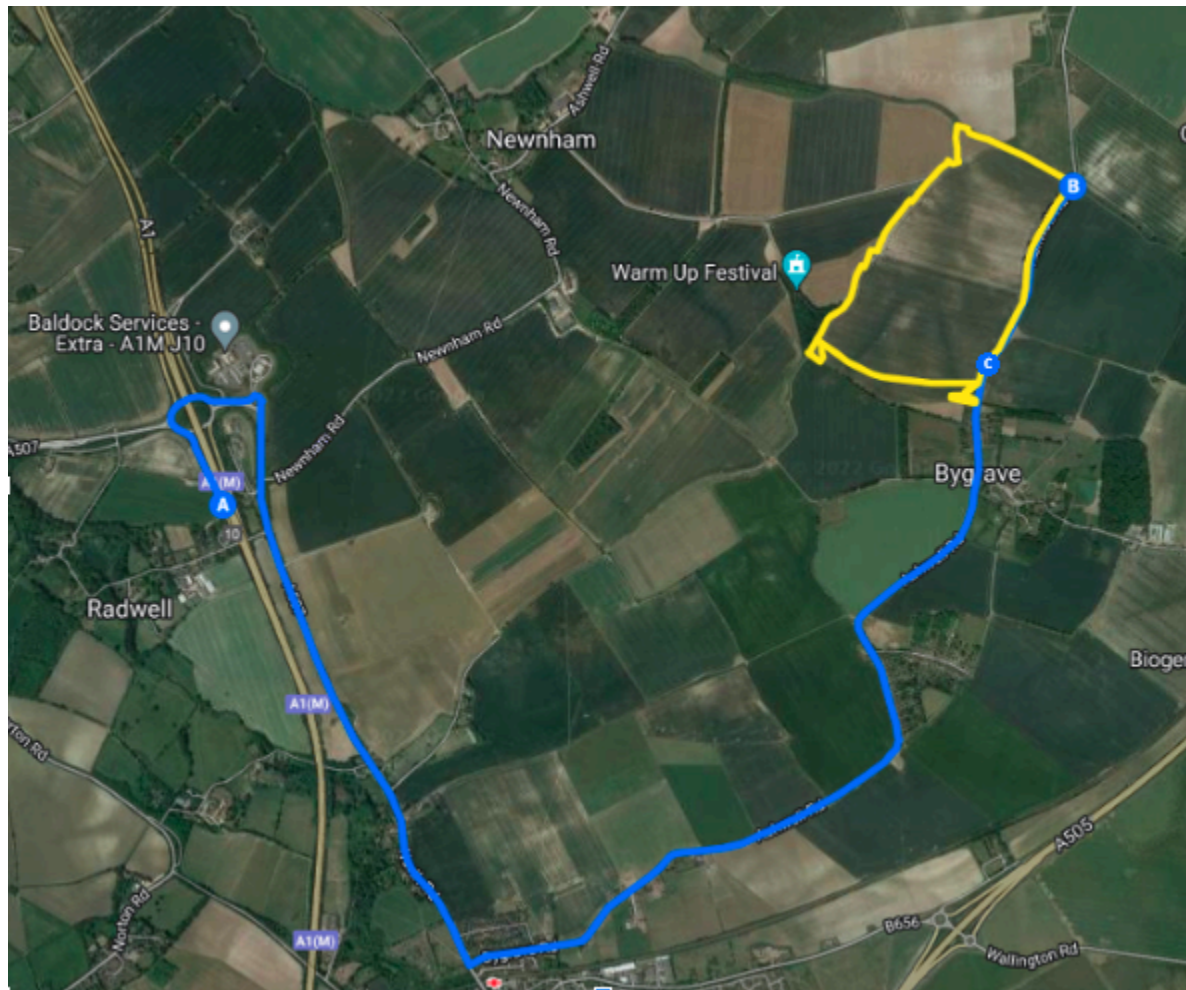


Figure 7.3: Detailed view of the final section of the construction vehicle route as it bends northwards along Ashwell Road and then follows a sharp bend to the right to continue along Ashwell Road. The route would go through Bygrave and enter the site at the southern most corner via the entrance (marked C), with emergency access at point B further up Ashwell Road (Source: Google Maps).

Route from the site

Traffic vehicles exiting the site would follow the reverse of the route to the site. The vehicles would exit the site onto Ashwell Road via a right turn and continue south past Bygrave. Vehicles will then negotiate a bend that veers to the left, past a row of houses along Ashwell Road. The route will continue in an east direction as Ashwell Road becomes Bygrave Road. Vehicle traffic will then turn right onto North Road (A507)

before taking the first exit at the small roundabout to get back on the Stotfold Interchange and rejoin the A1/M1 south bound via the slip road.

This is considered to be the route that presents the least traffic obstacles and the best option into the site in terms of highway safety. An overview of this route from the site marked A to the M1 J10 Southbound marked B is shown under Figure 6.5 overleaf followed by a detailed view of each of the key sections of the route under Figures 6.6 - 6.9.



Figure 7.4: Overview of construction vehicle route from the Site exit marked A to the A1/M1 Southbound (Stotfold Interchange) marked B (Source: Google Maps).





Figure 7.6: Detailed view of the mid section of the construction vehicle route back to the A1/M1 illustrating that once HGVs have negotiated the sharp bend as per Figure 6.6 and 6.13, they will continue along Ashwell Road heading back to the A507, which eventually becomes Bygrave Road. (Source: Google Maps).



Figure 7.7: Detailed view of the final section of the construction vehicle route back to the A1/M1 as it turns right at the junction between Ashwell Road and North Road (A507) as per the swept path under Figure 6.14. The route would continue back along the A507 till the roundabout where it would take the first exit left. The final leg of the route would see construction traffic joining the A1/M1 either southbound. (Source: Google Maps).

Last Mile & First Mile Signage

The first mile to/from site will have clear directional signage guiding traffic intended to/from the site along the consented construction route. Signage will appear at any change in direction that is not 'straight ahead' along the route

Highways Condition Survey (Before & After)

In accordance with Condition 26 of the planning permission, a photographic and written Highways Condition Survey will be undertaken prior to the commencement of construction works, and repeated following completion of construction. This survey will cover the agreed vehicle route from the site entrance to the A507 via Ashwell Road and Bygrave Road, and will document:

- Carriageway condition (including any potholes, surface damage or cracking);
- Verge, footway, and drainage infrastructure condition;
- Existing signage and road markings.

The survey will be undertaken not less than two weeks prior to commencement and again within three weeks of completion. The survey will comprise an initial, and post completion video. Alongside geo-referenced digital photographs and a written schedule noting carriageway, verge/footway, drainage, signage, road markings and overall road quality (eg. potholes, subsistence) every 6 weeks containing any updates of note (eg. new/growing pot hole) from the start of construction until its end. A copy of each survey will be issued to the highway authority with any abnormal wear attributable to construction traffic agreed for remediation by PACE.

The post-construction survey will identify any abnormal wear and tear attributable to construction traffic. Where damage is identified, PACE will work with the Highway Authority to agree and implement suitable remedial measures at its own cost.

Swept Path Analysis

PACE has assessed the suitability of the access road for the proposed vehicle types. Ashwell Road is under the national speed limit of 60mph. The guidance advises that, for a road with a speed limit of 60mph, a visibility splay of 215m should be achieved on either side of the access onto the road. Figure 8 - 8.7 show swept path analysis along the consented route, figure 8.8 shows the achievable visibility splay either side of the site access used for both vehicle access and entry.

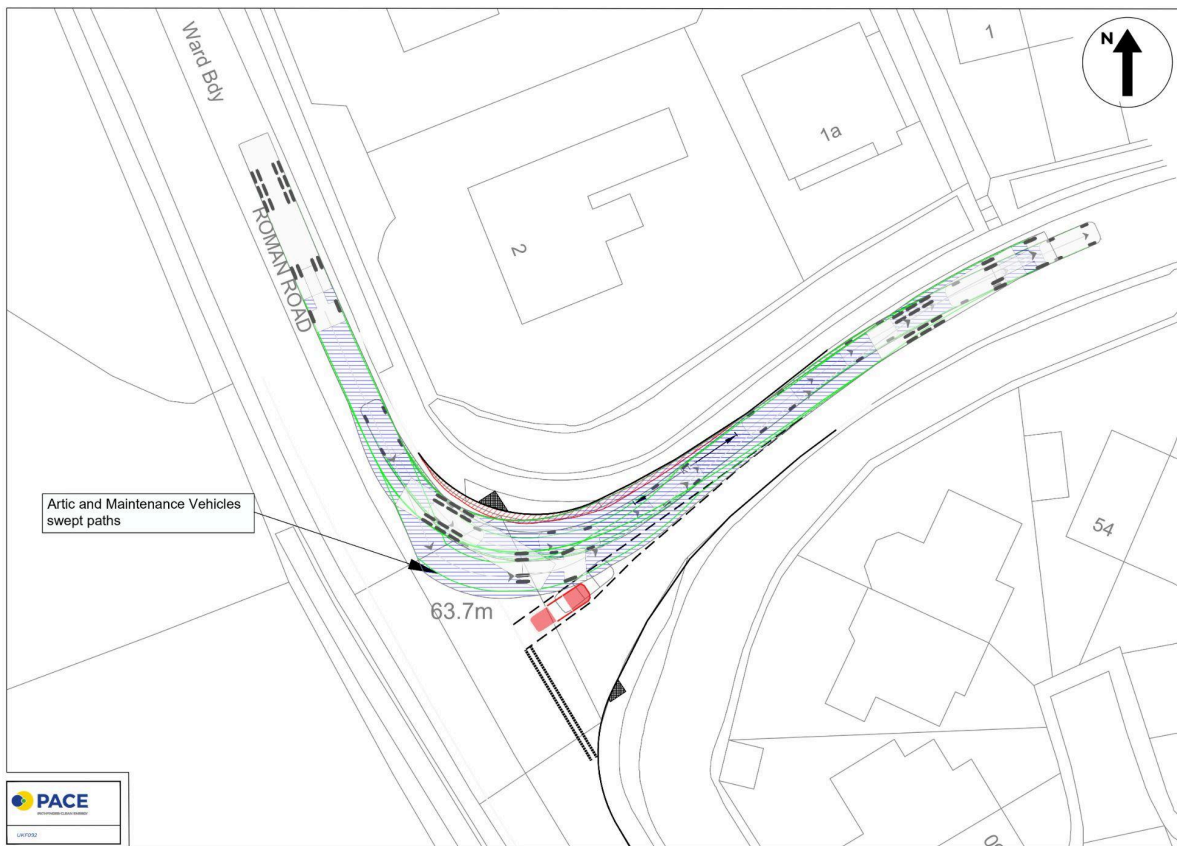


Figure 8.0: Swept path diagram showing vehicles turning left from North Road (A507) onto Bygrave Road. Although the enclosed cargo space partly overhangs the kerb of the pedestrian refuge island, there is enough room to safely pass the bollards. The tractor unit and wheels remain within the carriageway.



Figure 8.1: Swept path diagram showing vehicles continuing north along Ashwell Road via the bend in the road with enough space for oncoming vehicles



Figure 8.2: Swept path diagram showing vehicles successfully negotiating the bend along Ashwell Road before continuing southwards towards the A507.

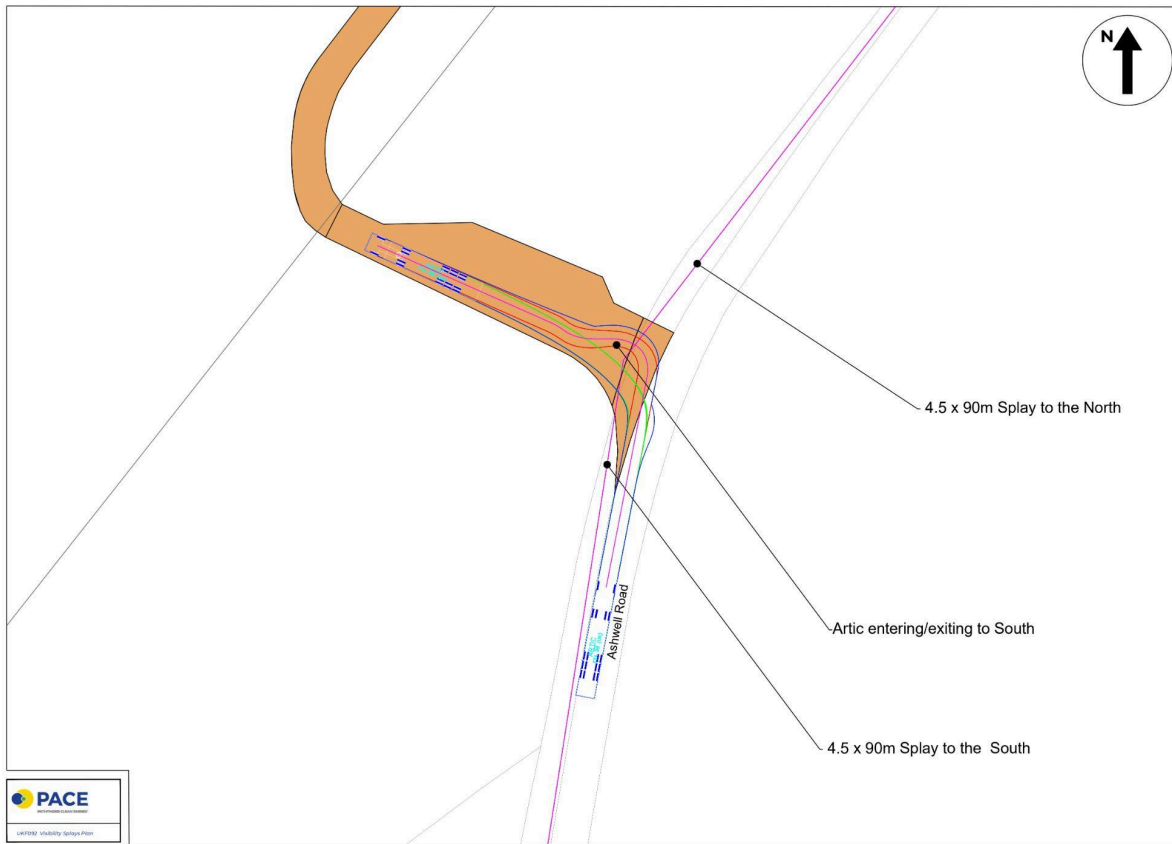


Figure 8.3: Swept path diagram showing HGVs are able to safely turn left into the site from Ashwell Road in forward gear with the aid of a banksman and without the need to remove hedging either side of the access.

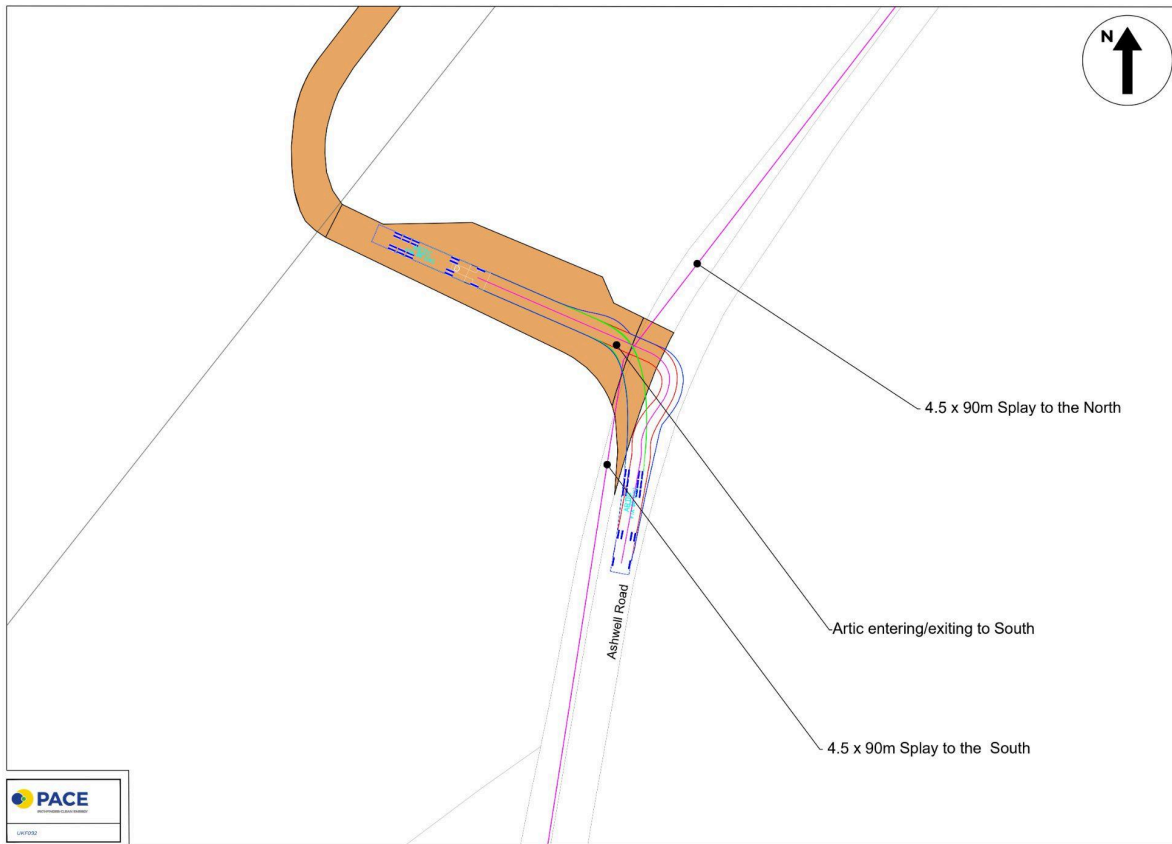


Figure 8.4: Swept path diagram showing HGVs are able to safely turn right from the site onto Ashwell Road in forward gear with the aid of a banksman and without the need to remove hedging either side of the access.



Figure 8.5: Swept path diagram showing vehicles successfully negotiating the bend along Ashwell Road before continuing southwards towards the A507.



Figure 8.6: Swept path diagram showing vehicles successfully negotiating the bend along Ashwell Road before continuing North to the A507.

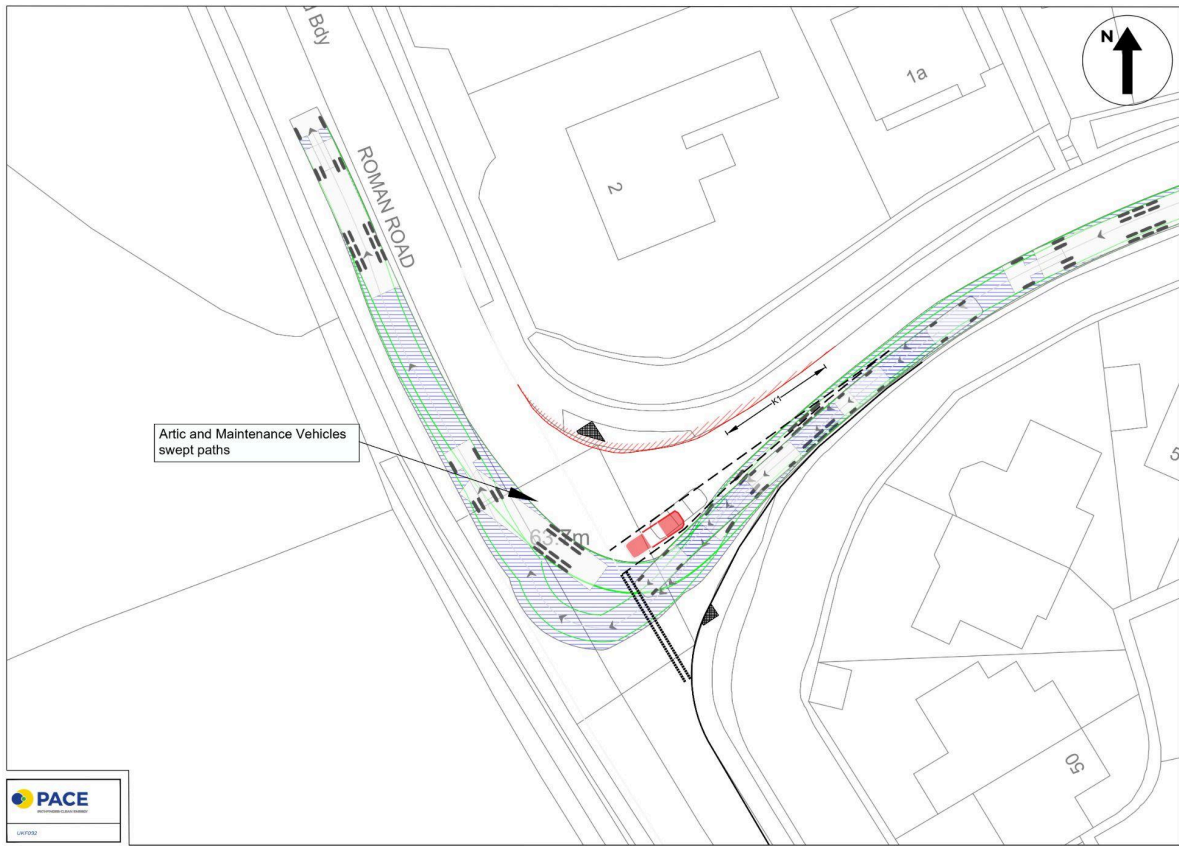


Figure 8.7: Swept path diagram showing vehicles turning right from Bygrave Road to North Road (A507).

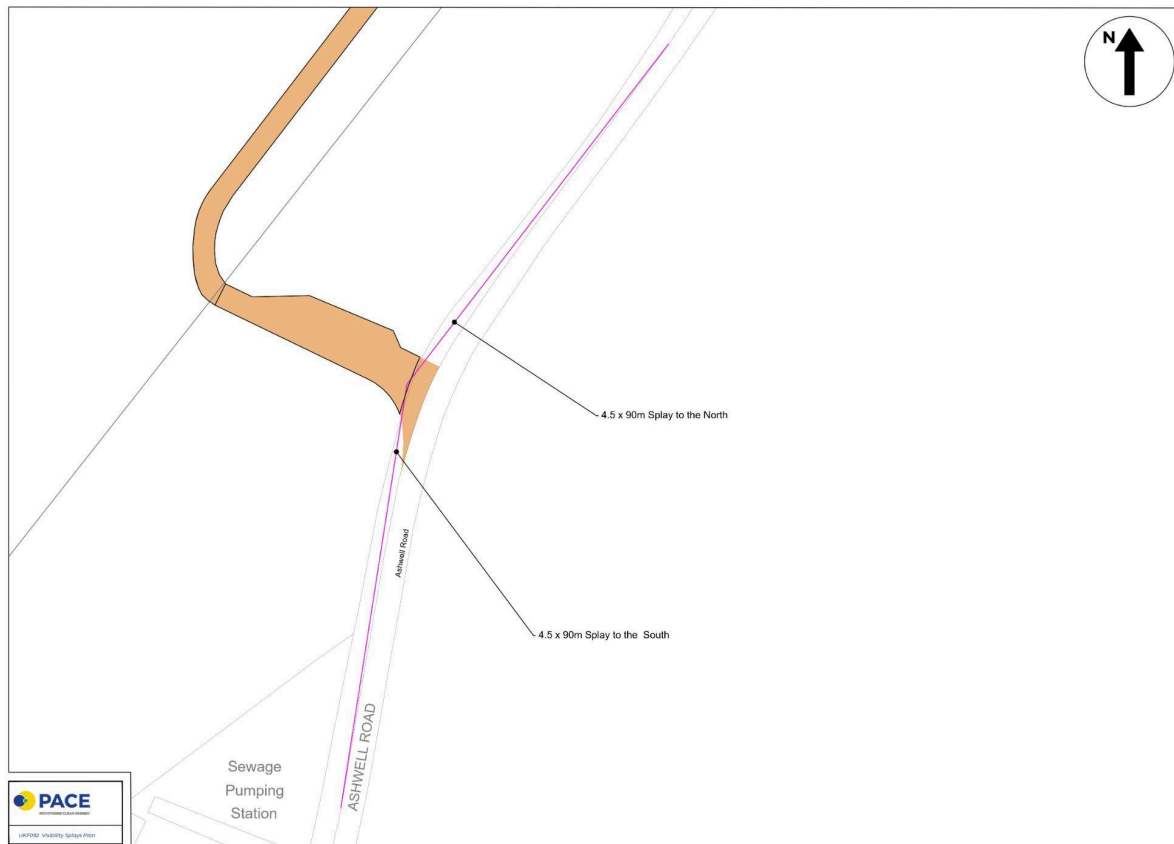


Figure 8.8: *Visibility Splays illustrated from either direction of the site entrance.*

Communications on Construction Movements

Construction Traffic Liaison

A Construction Traffic Liaison Officer (CTLO) or appropriate site manager will be appointed prior to commencement of works. This individual will be the first point of contact for any construction traffic queries, including those from residents, businesses, and the Local Planning and Highway Authorities.

Consultation with Local Businesses and Residents:

A pre-commencement letter will be distributed 3 weeks prior to the commencement of construction to all residential properties, Bygrave Parish Council and businesses within 500 metres of the site entrance on Ashwell Road and Bygrave Road. This letter will:

- Introduce the CTLO/site manager and provide their contact details;
- Outline the construction timeline and key milestones;
- Summarise daily HGV hours of operation (9:30am–2:30pm weekdays only, per Condition 26);
- Confirm the vehicle routing strategy and prohibit use of the right-of-way network;
- Invite feedback and highlight the complaints and response procedure.

A site contact board will also be erected at the site entrance, clearly visible from the public highway or available in the construction booth displaying:

- The CTLO/site managers name and direct contact details;
- An outline of the traffic management commitments (e.g. average of 2 articulated lorry visits/day max).

Copies of consultations letters will also be sent to the location authorities network management team on (nm.north@hertfordshire.gov.uk).

Engagement with Other Local Construction Sites:

Through the use of North Hertfordshire planning portal PACE has identified a potential disruption along the consented construction route. If overlapping construction traffic is identified, PACE will coordinate with site operators to mitigate potential cumulative impacts. This may include:

- Adjusting delivery windows;
- Implementing shared signage or HGV holding areas;
- Maintaining regular coordination through the CTLO.

The CTLO will maintain a Construction Route Monitoring Log to record:

- Any third-party construction conflicts;
- Local feedback and complaints received;
- Actions taken to address issues.

Along the route a recent development has been identified and will be contacted - firstly to identify if the works are still ongoing, and secondly what delivery schedules they expect within the proposed developments timeline. As it stands one development has been found along the construction route.

Bygrave Rd, Baldock SG7 5DS

Two new builds and Reserved Matters application for approval of appearance, landscaping, layout and scale for outline permission 23/02113/OP granted 02.11.2023 for two detached dwellings with associated vehicular access and proposed parking area.

Ref. No: 25/00402/DOC | Received: Tue 11 Feb 2025 | Validated: Tue 11 Feb 2025 | Status: Decided

The project's CMS states that: “During peak construction works it is expected that the number of vehicle movements per day will be between 10 and 20. Mainly trade vans with up to 2 deliveries via HGV per day. Please refer to the provided construction management plan for proposed routes for construction vehicles. Delivery times are scheduled to be out of school hours with deliveries no later than 3pm to avoid school buses from the local secondary school. Monday 0900 - 1500 Tuesday 0900 - 1500 Wednesday 0900 - 1500 Thursday 0900 - 1500 Friday. 0900 - 1500 Saturday 0900 - 1300”.

If the project is still in development during the timeframe of the proposed development PACE will contact: Thomas Wilcock Site Manager Greenleas Developments Ltd 07495 143858 tom@greenleas.uk to ensure arrivals of HGV are managed.

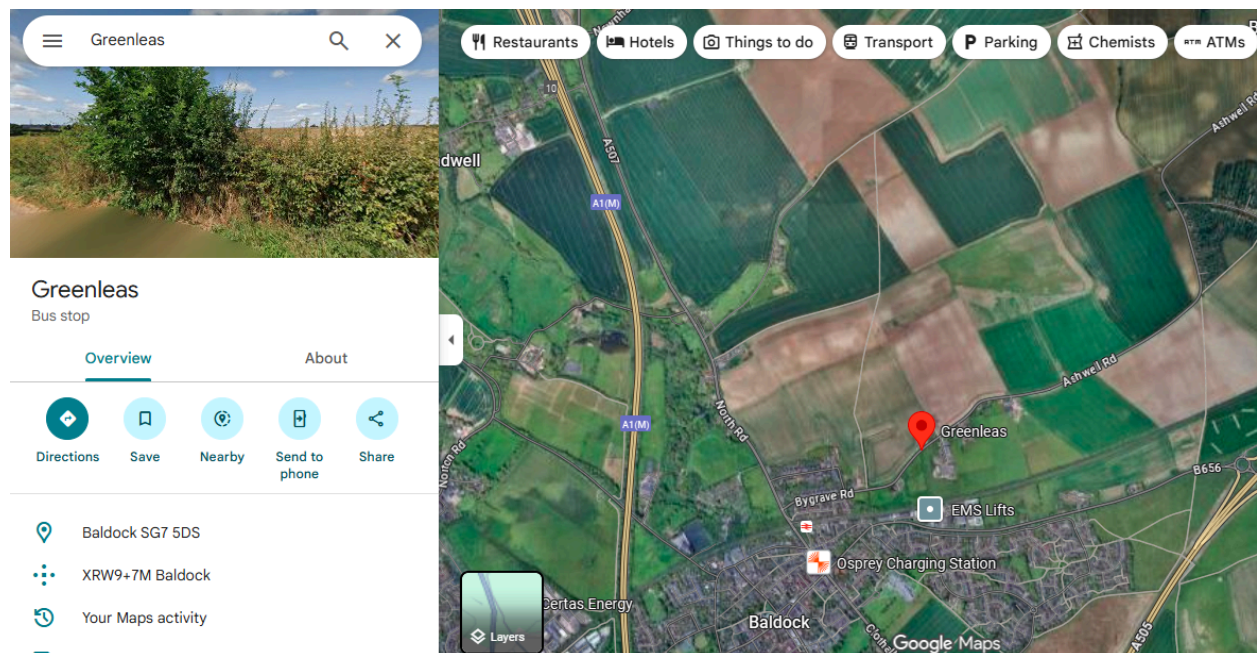


Figure 9: Greenleas development on Ashwell road.

Emergency Procedures

In the event of a traffic-related incident, vehicle breakdown, or other emergency occurring on or near the site, the following procedures will apply to ensure the safety of road users, site personnel, and the general public:

Immediate Response

- The driver or site operative involved will immediately stop in a safe location, switch on hazard lights, and contact the Site Manager and/or Traffic Marshal
- If there is any risk to life, obstruction to the public highway, or damage to property, emergency services (999) will be contacted without delay.
- Where safe to do so, site personnel will implement temporary traffic control measures (e.g., cones or barriers) to warn approaching traffic.

Communication Protocols

- The Site Manager will be the first point of contact for all emergencies and will coordinate the response.
- The Site Manager will notify relevant authorities as required, including:
 - Local Police and Highways Authority (in case of obstruction or major incident).
 - Local Council / Planning Authority (as part of reporting obligations).
 - Project Principal Contractor.
- The Site Manager will also inform neighbouring stakeholders (e.g., local businesses, residents, schools) if the incident has the potential to affect access or safety.

Vehicle Breakdown Procedures

- If a construction vehicle breaks down on the public highway or access route:
 - The vehicle will be moved to a safe location if possible.
 - Breakdown recovery will be arranged through the contractor's approved recovery service.
 - Site traffic marshals will assist in diverting traffic and maintaining access until the vehicle is cleared.

Incident Recording and Review

- All incidents, near-misses, or breakdowns will be recorded in the Site Incident Log and reviewed as part of ongoing traffic management monitoring.
- Where required, a report will be submitted to the local authority and CLOCS Coordinator outlining the nature of the incident and corrective actions taken.

Emergency Contact Details

A list of emergency contacts (including site management, local police, highways authority, and emergency recovery services) will be displayed at the site entrance and within the site office. All drivers and delivery contractors will be briefed on these procedures during site induction.