



## Appendix 9.3

### Framework Construction Traffic Management Plan (CTMP)

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North Hemel Hempstead

Framework Construction Traffic Management Plan

Client: Pigeon (Hemel Hempstead) Ltd and Bloor Homes

i-Transport Ref: TH/JL/ITL16207-007A R

Date: 04 December 2025

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Date: 04 December 2025

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## SECTION 1 Introduction

### 1.1 Overview

- 1.1.1 Pigeon (Hemel Hempstead) Ltd and Bloor Homes are proposing a residential-led mixed use development of Land at North Hemel Hempstead. The proposed development comprises up to 1,500 new dwellings including residential accommodation and specialist accommodation for older people, a care home, 3FE primary school, local centre, mobility hub as well as supporting landscaping and infrastructure. This Framework Construction Traffic Management Plan (FCTMP) has been prepared to support the outline planning application for the development, with all matters reserved except for access. The full description of the planning application is provided below for reference:

***“Outline application for residential-led mixed use development comprising up to 1,500 new dwellings (including residential accommodation and specialist accommodation for older people) (Use Class C3), a care home (Use Class C2), a 3FE primary school (including early years provision) (Use Class F1), a local centre, mobility hub, open space, amenity space, allotments, green infrastructure, sustainable drainage systems, vehicular and active travel routes, and supporting infrastructure and works. All matters reserved save for access from the B487.”***

- 1.1.2 This FCTMP sets out the principles for the control and management of construction traffic to minimise impacts where possible. The document has been written with regard to the HCC Construction Management Template and is intended as a live document for the duration of the application and subsequent development construction. As such, some details are not yet finalised, these will be flagged throughout the document, it is anticipated full Construction Traffic Management Plans (CTMP) will be prepared as part of the respective development phases as they come forward.

### 1.2 Contact Details

- 1.2.1 The full postal address of the site is:

Hemel Hempstead Road  
St Albans  
AL3 7AJ

- 1.2.2 The planning reference is to follow once the application has been submitted.

- 1.2.3 The contact details of the organisation responsible for the submission of this FCTMP are:

- Name: i-Transport
- Address: 33 Queen Street, London, EC4R 1AP

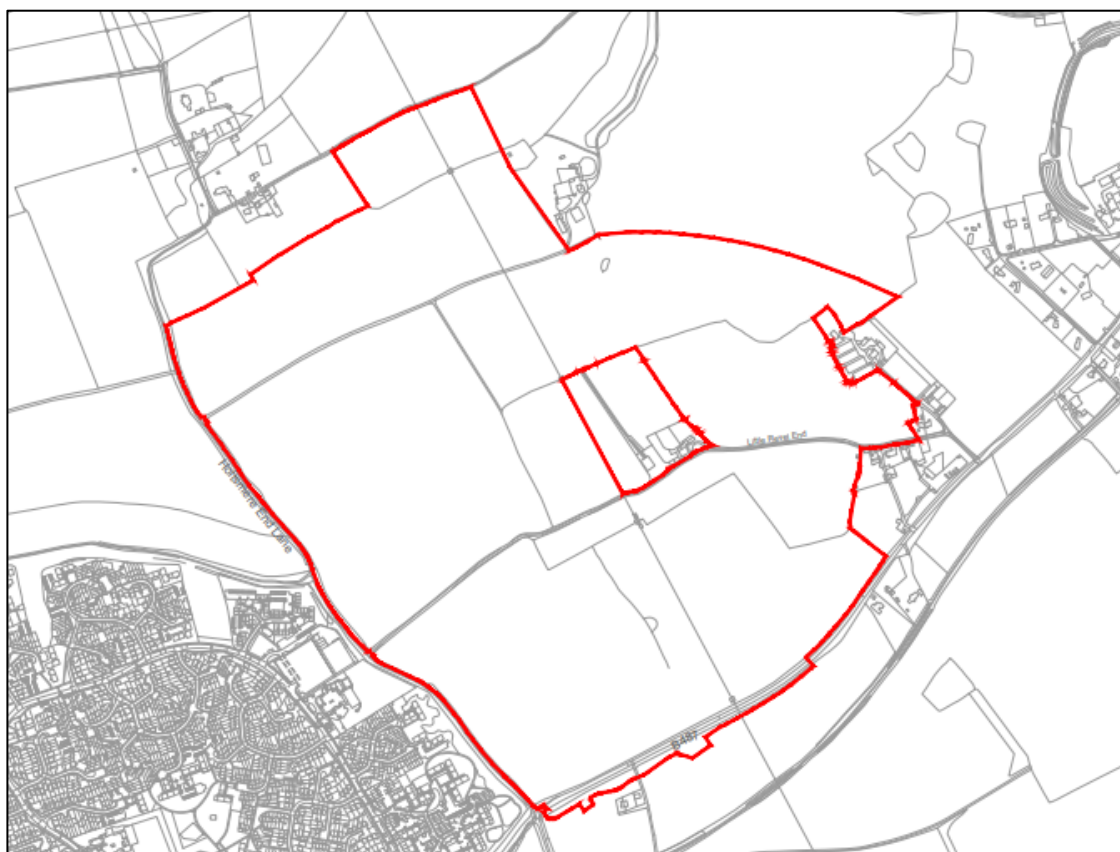
- Telephone number: 020 4531 3660
- Email Address: enquiries@i-transport.co.uk

1.2.4 The site project manager has not yet been finalised and thus their contact details and the details of the community liaison officer and main contractor are not yet known.

### 1.3 Site Location

1.3.1 The site is located to the northeast of Hemel Hempstead, to the west of the site is the Woodhall Farm neighbourhood, to north and east is farmland, to the south is the proposed development 'East Hemel Hempstead' proposed by The Crown Estate (TCE). A site location plan is shown below in **Figure 1.1**. It is also appended at the end of this document.

**Figure 1.1: Site Location Plan**



Source: Mosaic

## SECTION 2 Working Practices

### 2.1 Construction Works

2.1.1 The construction works proposed are the creation of:

- Up to 1,500 new homes (including specialist accommodation for older people) (Class C3)
- A care home (Class C2)
- 3FE primary school (including early years provision) (Class F1);
- Local centre and mobility hub;
- Two signal-controlled access junctions from Hemel Hempstead Road; and
- Related works including landscaping, open and amenity space, access routes, roadways, utility work and changes to the highway to accommodate the new development.

2.1.2 Construction is likely to be undertaken alongside the construction of the proposed East Hemel to the south of the site, south of Hemel Hempstead Road. Construction activity, including routes and management will be coordinated with East Hemel. This will be undertaken to inform the full CTMPs.

### 2.2 Working Hours

2.2.1 As planning permission has not yet been granted the construction timeline is only indicative at this stage and is subject to change. However, the indicative build out trajectory is shown below:

**Table 2.1: Build-out Trajectory**

| Year    | Estimated Number of Homes built |
|---------|---------------------------------|
| 2029/30 | 10                              |
| 2030/31 | 50                              |
| 2031/32 | 100                             |
| 2032/33 | 150                             |
| 2033/34 | 150                             |
| 2034/35 | 150                             |
| 2035/36 | 150                             |
| 2036/37 | 150                             |
| 2037/38 | 150                             |
| 2038/39 | 150                             |

| Year         | Estimated Number of Homes built |
|--------------|---------------------------------|
| 2039/40      | 150                             |
| 2040/41      | 140                             |
| <b>Total</b> | <b>1500</b>                     |

Source: Consultant Estimates

- 2.2.2 The site is expected to adhere to regular working hours. On weekdays, work is expected to be carried out during daylight hours between 8:00 and 16:30 and on Saturday between 8:00 and 14:00. However, these timings are subject to change and are likely to vary during the construction period.

## 2.3 Consultation and Community Liaison

- 2.3.1 The proposed development was discussed at two live consultation events on the 14<sup>th</sup> July and 1<sup>st</sup> August, there was also a further online consultation platform that was live between the 25<sup>th</sup> September and the 19<sup>th</sup> October. A summary of the consultation events and feedback are included within the Statement of Community Involvement which has been submitted as part of the planning application.
- 2.3.2 Before any work is undertaken, the proposed development will register with the Considerate Constructors Scheme (CCS) and will require contractors on the site understand the requirements set out by the CCS. This registration will include CLOCS monitoring, in line with HCC requirements.
- 2.3.3 The proposed development is part of Hemel Hempstead Garden Communities (HGC) which forms an arc around the north and east of the existing town boundary, including sites situated in Dacorum and St Albans. As mentioned earlier, directly south of the site is East Hemel which also forms part of HGC and is being brought forward by TCE. There has been significant coordination with East Hemel during the pre-application stage of this project, and this is expected to continue thorough the project timeline. This will include ensuring that the cumulative impacts of both sites' construction are limited and to ensure that the simultaneous activity and disruption to the highway network is kept to a minimum.
- 2.3.4 As discussed in **Section 1.2** the principal contractor has not been decided upon and thus their name and approach for adhering to the CLOCS Standard is not yet known. However, the applicant will ensure that adherence to the CLOCS Standard is included within all contractor and supplier contracts. Once details are known on the Principal Contractor and their proposed methodology, these will be included within the full CTMP(s).

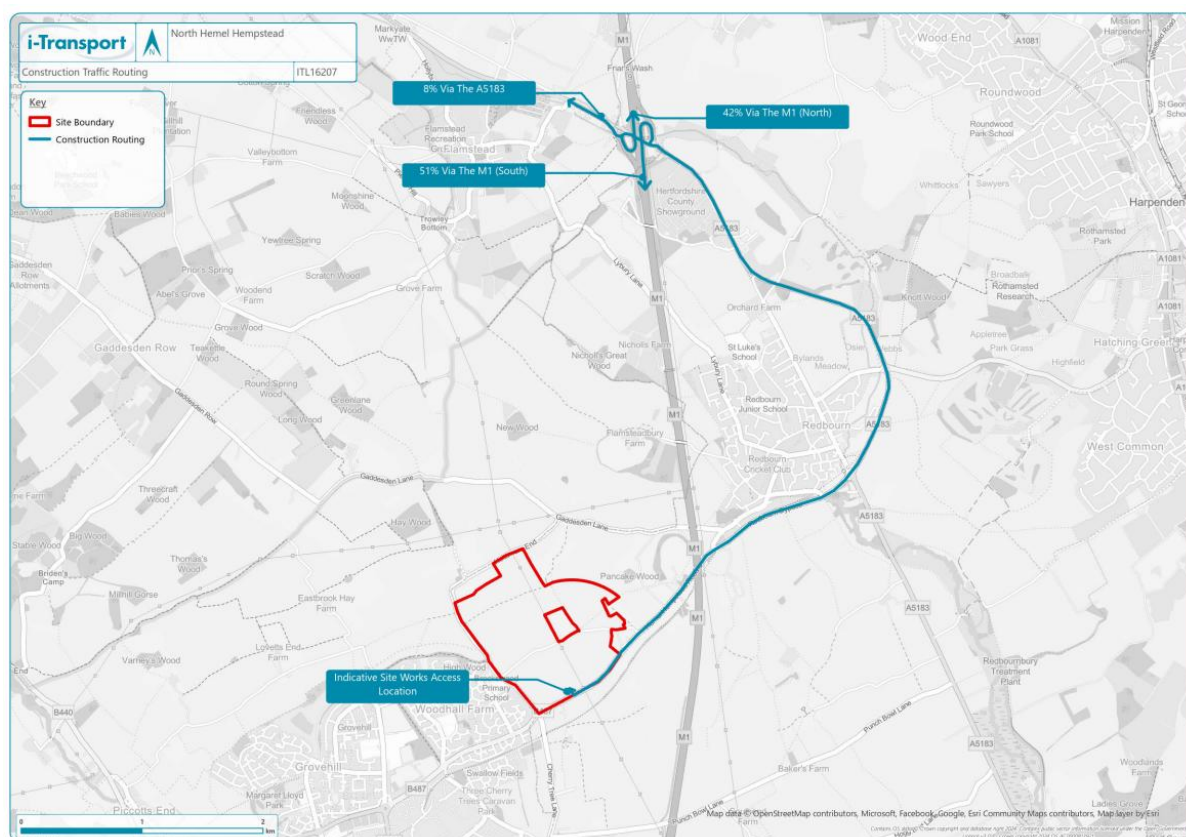
## SECTION 3 Construction Traffic Routing Strategy and Access

### 3.1 Routing

3.1.1 HGVs (rigid and articulated) are expected to access the site via Hemel Hempstead Road. The full details of the location and form of construction access is yet to be confirmed. However, the two accesses proposed to serve the development offer the opportunity for flexibility during construction, allowing the separation of construction vehicle movements and development vehicle movements.

3.1.2 The anticipated routing from the access to the strategic road network is east along the B487, then north along the A5183 to junction 9 of the M1. From here 42% of traffic heads north along the M1, 51% heads south and the remaining 8%<sup>1</sup> will continue north along the A5183, from which it will eventually meet the A5. This routing is shown below in **Figure 3.1**, it is also appended to this document.

**Figure 3.1: Construction Traffic Routing**



Source: Consultant Drawing

<sup>1</sup> Percentages have been rounded to the nearest whole number.

3.1.3 LGVs and cars associated with construction are expected to utilise the highway network in a standard manner as these will be primarily related to worker commuting trips and small-scale deliveries and servicing likely to come from more local providers.

3.1.4 As part of any contractual agreement between the developer and contractors, the developer will ensure that HGVs are encouraged to follow this route. This will ensure that contractors and suppliers will be aware of the routing before undertaking any journeys to the site. This routing will also be communicated in later stages through delivery and contractor confirmations.

## 3.2 Site Traffic Control

3.2.1 The construction vehicle movements (HGVs and LGVs) will be controlled to occur during the site working hours, these will be confirmed and agreed with HCC once construction activity is known.

3.2.2 While exact figures of movements and the exact types of vehicles expected to be accessing the site is not yet finalised, an indicative peak daily number of journeys is shown below in **Table 3.1**.

**Table 3.1: Peak AAWT Construction Movements**

| Type of Vehicle | Arrivals   | Departures | Two-Way    |
|-----------------|------------|------------|------------|
| Cars            | 26         | 26         | 52         |
| LGVs            | 70         | 70         | 140        |
| Plant           | 11         | 11         | 22         |
| HGVs            | 32         | 32         | 64         |
| <b>Total</b>    | <b>139</b> | <b>139</b> | <b>278</b> |

Source: Consultant Estimates

3.2.3 Within the HGV classification there is expected to be a mix of rigid and articulated vehicles accessing the site, with the majority being rigid. The types of vehicles expected are:

- Flatbed Delivery Trucks (including skip loaders)
- Ready Mix Delivery Trucks
- Tipper Trucks
- 18m Articulated vehicles

3.2.4 The above list and table will be updated when more is known about the construction activity.

3.2.5 There is not expected to be any constrained manoeuvres on the construction traffic routing as the site access leads directly onto a classified road and the routing stays on classified routes throughout.

- 3.2.6 Given the scale of the site, off-site waiting areas are not expected to be necessary, if it is believed that this will change throughout the course of construction the CTMP(s) will be updated to reflect this.
- 3.2.7 Consolidation of material deliveries will be utilised where practicable and feasible so as to minimise the number of deliveries that the site receives. Delivery by water and rail was not deemed to be practical given that the site is not near any navigable waterways or railway freight sidings.
- 3.2.8 Workers will also be encouraged to access the site by sustainable modes of travel (walking, cycling and public transport) and car share were possible to minimise vehicle movements.
- 3.2.9 It is not expected that any engine idling will occur outside the site as all waiting areas are expected to be within the site. Once inside the site all vehicles will be instructed by marshals to turn off their engines as soon as they are no longer in use. This is to reduce the impacts of noise, vibrations and air quality caused by the construction.

### 3.3 Access

- 3.3.1 Access and egress to the site is expected to be via Hemel Hempstead Road, the exact location of the access point has not yet been finalised, but it is expected to be in the vicinity of the proposed main vehicular access to the proposed development. As stated earlier, the two accesses proposed to serve the development offer flexibility to separate construction and development vehicle movements.
- 3.3.2 An indicative location of this access point is shown in **Figure 3.1** which is appended.
- 3.3.3 There are no footways along the construction traffic route, likewise there are no cycle lanes present and very limited street furniture, mostly being street lighting. It is therefore not expected that any construction traffic will have any significant impact on any HCC assets.
- 3.3.4 Access and egress will be controlled by marshals placed throughout the site<sup>2</sup> with waiting areas placed as necessary to minimise conflicting movements occurring. If a vehicle is in the process of leaving at the same time as another vehicle arrives, the incoming vehicle will have priority and the outgoing vehicle will be instructed to wait in the most convenient waiting area. A vehicle booking system will be in place which will set out delivery times for vehicles each day, allowing for a schedule that minimises conflicts between vehicles.

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<sup>2</sup> The exact locations of these marshals are expected to change through the course of construction but there will always be a marshal by the site entrance and radio contact will be available at all times.

3.3.5 Swept path drawings showing the largest expected vehicle accessing and egressing from the site will be included as part of the full CTMP(s) once the works access location has been finalised and designed.

### 3.4 Public Highway Impacts

3.4.1 To ensure that the existing highway network remains as clean and free of debris as possible, wheel washing facilities will be provided and their use will be mandatory for all egressing vehicles. If in the normal course of construction, the local highway network has been inadvertently besmirched, a mobile road sweeper will be used as required.

3.4.2 Beyond wheel washing and switching off engines, the following mitigation measures will be adopted to minimise noise, vibration, and dust pollution:

- Water spraying areas as and when the conditions require it; and
- All waste material being removed from the site will be sheeted.

3.4.3 There are no footways along the construction traffic route, likewise there are no cycle lanes present and very limited street furniture, mostly being street lighting. It is therefore not expected that any construction traffic will have any significant impact on any HCC assets.

3.4.4 It is not expected that any parking bay suspensions will be required for the construction process. A Temporary Traffic Regulation Order (TTRO) is likely to be required for the construction of the initial works access and then again for the formalising of the main access and secondary access, these will be applied for in due course.

3.4.5 It is not expected that any welfare, storage or site accommodation will be located on the public highway.

3.4.6 Once the works access design has been finalised and designed, it will be included within the CTMP(s). Beyond this construction, no highway works are expected to allow the construction to be completed, apart from any agreed S278 works.

3.4.7 No diversion routes for pedestrians or cyclists are expected as part of the initial phases of construction, appropriate diversions will be put in place as the development is built out and site is occupied.

3.4.8 The site will involve a significant amount of utility works, mostly to do with connecting the proposed development to the existing utility systems. The strategy for utility works and the points of connection has not yet been finalised but once they have been this CTMP will be updated to ensure that these are accounted for.

## SECTION 4      Summary

- 4.1.1 Pigeon (Hemel Hempstead) Ltd and Bloor Homes are proposing a residential-led mixed use development of Land at North Hemel Hempstead. The proposed development comprises up to 1,500 new dwellings including residential accommodation and specialist accommodation for older people, a care home, 3FE primary school, local centre, mobility hub as well as supporting landscaping and infrastructure. This Framework Construction Traffic Management Plan (FCTMP) has been prepared to support the outline planning application for the development, with all matters reserved except for access.
- 4.1.2 This FCTMP is a live document and will be updated as more information becomes known about the construction process. This document sets out the principles that the construction process will follow.
- 4.1.3 The site will adhere to regular daylight working hours to ensure safety and minimise disruption. The principal contractor will be required to register with the CCS and ensure that all subcontractors understand the requirements of this. CLOCS monitoring will also be included, in line with HCC requirements.
- 4.1.4 HGVs (rigid and articulated) are expected to access the site via Hemel Hempstead Road, with further routing along the classified road network. The two accesses proposed to serve the development offer the opportunity for flexibility during construction, allowing the separation of construction vehicle movements and development vehicle movements.
- 4.1.5 Impacts to the public highway will be kept to a minimum, with wheel washing facilities being in place to ensure that the highway remains clean and free of debris. Engines will be switched off when not in use to minimise noise pollution. No impacts on HCC assets are expected, nor use of the public highway for storage/site accommodation. TTROs for the construction of the accesses will be applied for in due course.

## FIGURE

Key

 Site Boundary

 Construction Routing

