November 2025

REF: SM5183/EN/CTEMP/01

LAND OFF STOW ROAD, KIMBOLTON, CAMBRIDGESHIRE

CONSTRUCTION TRAFFIC AND ENVIRONMENTAL MANAGEMENT PLAN

1. Overview of the Construction Project at Stow Road, Kimbolton

Construction Traffic Management Plan (CTMP) assimilates standard building practices employed by Bloor Homes, as amended to suit the site-specific sensitivities in relation to the construction activities necessary to deliver the provision of up to 65 dwellings as referenced in the planning application reference 25/01029/FUL and associated infrastructure works, hereto referred to as the 'site'.

This document details what measures are to be taken to ensure the aforementioned works comply with requirements stipulated in the relevant planning permission to be granted to the development, as well as highlighting the more practical issues on site and how they are intended to be addressed.

Detailed information is provided within this document on:

- Access arrangements and arrangements for the parking of vehicles of site operatives and visitors;
- Details of a construction traffic routing to and from the site;
- Storage of plant and materials used in the development;
- Working hours and days of the week;
- Mitigation measures in respect of noise and dust during construction; and
- Measures for controlling transfer of mud and debris onto the local highway network. Wheel washing facilities and arrangements.

The document has been collated for the benefit of all parties and to discharge the relevant planning condition and is subject to change by The Developers should the need arise. It is intended as a guide on how to successfully manage activities across the development.

2. Site Location and Description

The site is located on land to the north of Stow Road, in the town of Kimbolton. The site is currently accessed via one existing field access off Stow Road. A new site access to be formed from Stow Road.

The site generally slopes from North to South.

The site boundaries are as follows; The southern, eastern and western boundaries are comprised of hedgerow with the northern boundary consisting of open greenfield land. Stow Road runs along the southern boundary.

Development is for the erection of up to 65 dwellings together with associated landscaping, infrastructure and access roads.

3. Site Fencing & Security Measures

Site Boundaries and Fencing

As part of the initial works on the project, the perimeter of the site will be identified, marked and construction areas fenced to prevent unauthorised access.

The minimum basic fencing standard for this project will be:

- All perimeter fencing / hoarding will be 2.0m high, as a minimum;
- If mesh fence (Heras) panels are to be used, the mesh will not exceed 30mm depth;
- Herras panels with debris netting at 2.0m high to be strategically located around neighbouring existing property boundaries;

- All fence panels or hoarding will be secured to prevent failure due to vandalism and wind damage; and
- Lockable gates will be provided at all entry and exit points. These will be open at all times during the operating hours of the site & set back from the highway to allow a vehicle to pull clear should they be closed.

The site will be assessed on a site-specific level, with different types of fencing installed suitable to the environment.

The suitability of the fencing selected & installed will be monitored as a part of the on-going monitoring of the construction activities occurring on site.

The Site Management will implement a procedure to ensure that all temporary/de-mountable fencing is in place and in good order at the end of each day, and all gates have been secured and locked when the site is to be left unattended. The condition of the fencing around the perimeter will form part of the site monitoring, with any repairs, improvements or alterations to the fencing being undertaken in a timely manner.

The site boundaries & security will be discussed during the project-specific site induction for all workers, prior to the commencement of works.

Site Security Measures

It is envisaged that thorough measures to enclose the project site perimeter will provide suitable levels of site security for the project works.

Further site security measures (such as manned security outside of working hours, CCTV monitoring etc.) will be evaluated as the project progresses.

Both the Developer's senior management and the project site management team will review this aspect of work on a regular basis, with any alterations to security implemented as required.

4. Site Operations, Traffic Management (Inc access & egress to the project site) and Parking

Hours of Operation

Construction and / or delivery traffic shall not operate outside of the following hours:

07.30 – 18.00 Monday to Friday
08.00 – 13.00 Saturdays and at no time on Sundays or Public Bank Holidays

Efforts will be made to ensure deliveries will be made outside of school drop off and pick up times during school term times.

This will be controlled by the Construction Management team and the Commercial Department who will advise all suppliers in writing of the above.

All operatives on site will be informed of the site-specific operating hours as part of the site induction process, which all must attend with The Developers management, which will be monitored by use of an individual passport system.

Traffic to the project site

The site access is to be achieved via the road/infrastructure network. During the initial set up stages access will be taken from the existing field access from Stow Road.

An application will be made to Cambridgeshire Council Highways to form a Temporary Construction Access into the scheme suitable for construction traffic during the early setup stages of the site. This temporary construction access will be located same position as the permanent vehicle crossover which will serve as an access to plots 10 and 11 shared driveway once the development is

complete. Should the S278 Agreement be put in place prior to this TCAL being required the S278 scheme will be implemented to provide access into the development instead. Full details of the proposed Temporary Construction Access are shown within Appendix C.

Once the S278 Agreement has been put in place and the scheme implemented this will become the sole access into the development and all construction traffic will use this access.

Clear directional signage for both potential sales customers and construction traffic will be displayed where required. All delivery vehicles and construction related traffic will be routed towards the nearest strategic road, which is the M1, and routed away from any built-up environments as much as possible. The routes proposed are shown on the plan in Appendix B.

Appropriate warning signage for road users is to be agreed with Cambridgeshire County Council's Streetworks Team and implemented along Stow Road.

Any existing roads adjoining the development area, which have been designated as not permitting construction traffic, would have clear prohibition signage displayed where required. Similarly, signage necessary to direct movements, where necessary, would be agreed in consultation with other interested parties e.g. the Highway Authority.

Suitability of the traffic management arrangements in place would form part of the on-going monitoring & review process undertaken by the Developers site management team in conjunction with the senior management team of the Developers.

Any areas established as requiring attention / improvement would be actioned promptly.

Details of the site access are shown in appendix A, the wider routing of traffic over the local network is shown appendix B

Traffic management within the site

A traffic management plan will be developed for the project site, which will be transferred onto a site layout drawing and detailed to the project workers as part of the site induction process.

The planning for the traffic system will ensure that measures are in place to:

- Reduce the risk of mud/debris being taken onto the public highway;
- Undertake regular cleaning of the access / egress from the site onto the public highway and footpath;
- Reduce the need for vehicles reversing within the project site; and
- Segregate vehicle & pedestrian movement within the site.

Deliveries of large items (roof trusses, or movement or use of mobile cranes etc) will be co-ordinated with third parties who may be affected by the delivery / movement and suitable warning signage displayed and site staff / banks men will be used to protect passing pedestrians etc.

The site management team will monitor and review the traffic management system on an on-going basis and take action to ensure that the arrangements are properly maintained.

Suitable Traffic Management will be required to implement the Section 278 highway works and the details of this will be agreed with Cambridgeshire County Council's Road Space Team at the appropriate time. This may include short term closures for surfacing works.

Wheel Washing & Road Cleaning

The site management team will implement measures to prevent mud & debris being taken onto areas adjacent to the project site and the public highway.

The measures implemented will be appropriate to the location of the construction work and the degree of mud and debris being produced. Traditionally, wheel washing involves significant water supply, proving unsustainable. It has been proven that the early

construction of the road network is much more sustainable. Therefore, jet wash & brushes (with consideration of containment of surface water run-off) will be used throughout the phasing of development to accord with the provision of the roads. The surface water runoff from these activities will be managed on site and ensured that it does not enter the public highway or drain into any highway gullies. Once major roads are constructed of hard standing, the use of road sweepers will be employed, when deemed necessary. Road sweepers will be employed to adjacent nearby highway if and when needed if mud is transferred onto the highway from the development.

5. Dust Controls

The following areas of activity have been identified as having the potential to create dust during works on The Developers development:

- Earthworks;
- Construction traffic; and
- Waste transfer & movement.

Earthworks

The only works where any form of significant excavation of earth is required will be for the road construction, below ground drainage, formation of foundations and generation topsoil following the site strip.

The Regional management team will monitor the works detailed above as a part of their overall monitoring of the project site. Dampening of soil by water will be undertaken if wind & weather conditions are such that soil is being carried by the wind.

Construction traffic

The Regional management team will implement measures to prevent mud & debris being taken onto areas adjacent to the project site and the public highway.

The measures implemented will be appropriate to the location of the construction work and the degree of mud and debris being produced. Typical examples include the construction of hard standings, the use of jet wash and brush (with consideration of containment of surface water run off) and the use of road sweepers.

All vehicles carrying loose granular loads will be required to arrive and leave with a sheeted cargo area. Such deliveries will be off loaded, wherever practicable, in the area they are required to prevent excessive movement & handling.

Waste transfer and movement

As part of the forthcoming requirement for Site Waste Management Plans, The Developers are evaluating current practices on site and assessing ways in which waste produced can be either recycled (e.g. use of damaged bricks as a fill material) or minimised (through detailed scheduling of materials required).

Waste produced on site is typically solid material (e.g. timber off cuts, plasterboards off cuts etc) that is put into a mini-tipping skip at the plot for transferring to a large skip located centrally to the plots under construction.

Skip lorries removing full skips from site will be required to sheet the load, which will reduce the chance of dust and debris being released during transit from the project site.

Wheel Wash

A Jet Wash Facility will be made available during the construction process, employed as necessary by site personnel as follows;

During Winter Months – To remove mud.
During Summer Months – To damp down dust.

6. Project Compound Arrangements

The Developer has a standard site compound layout, which is implemented where practicable on all project sites.

Site size, numbers of workers, volume of plots under construction at any point, site restrictions and utility supply issues can cause the design to have to be amended to suit site's specific requirements.

The general compound layout is shown in appendix A. The final location of the compound arrangement has been determined with due consideration of neighbouring receptors to both noise, dust and light pollution.

Locating the materials store nearby to the compound is a crucial element in successful control of resources by the site management. Parking of contractors vehicles near to the compound will ensure operatives are signing in and out and park away from the build area for site management to control the movements near the site frontage..

The Developers site compounds will be enclosed with a hoarded perimeter decorated to the corporate identity. The compound will house (as a minimum):

- a portakabin type stackable site management team office;
- a portakabin type canteen with facilities to warm food, prepare drinks & take breaks;
- a drying room (typically incorporated at one end of the canteen);
- a toilet block (with hot & cold running water);
- storage cabins for valuable & easily damaged items; and
- a timber rack/store.

The site office will typically be stacked on top of the canteen building, with an external staircase installed for access.

No off-site parking will be allowed and there will be a designated parking area for site personnel and contractors in the form of an area of hard standing which will form the car parking for workers and visitors to site. This facility will assist the site management team in ensuring that workers on site do not park on the local road network around the site.

An enclosed bulk store/compound for bricks, blocks and other heavy/bulk items will also be established within the project site. Its positioning will consider the location of the existing residential dwellings.

Loose aggregates will be stored away from the development's perimeter wherever possible, and only stockpiled where direct use of the delivery is not possible to take place.

External lighting to the compound will be placed and directed away from nearby sensitive receptors which include the residential properties on the northern boundary and no lighting be directed towards the railway line to the eastern boundary, with necessary shields installed if necessary.

7. Signage (directional & safety)

Directional Signage

The Developers will ensure that directional signage is positioned giving clear instructions for both potential sales customers and construction traffic.

In addition to directional signage for the Developers development, any existing roads adjoining the development area, which have been designated as not permitting construction traffic, would have clear prohibition signage displayed.

The suitability and effectiveness of the directional signage will be reviewed on a regular basis both by the site management team and by The Developers senior management team at meetings with other developers at the site.

Safety Signage

The Developers will install appropriate levels of safety signage throughout their development and around the perimeter.

A multi signboard will be erected at each access/egress point to the Developers development.

All signage used on the Developers development will be sourced via the corporate signage document produced for the group.





8. Noise and Vibration

Construction works have the potential to generate noise and vibration disturbances that can affect nearby residences and local businesses. As the proposed development proceed, the occupants of newly constructed properties in the completed development phases of this site may become sensitive receptors to the effects of construction of buildings in later phases.

Foundations across site will generally consist of traditional trench fill methods, however a small number of plots in the northern corner of the site will consist of a CFA (Continuous Flight Auger) piling method. The piling will be carried out by a specialist piling contractor who shall provide their own designs, risk assessments and method statements.

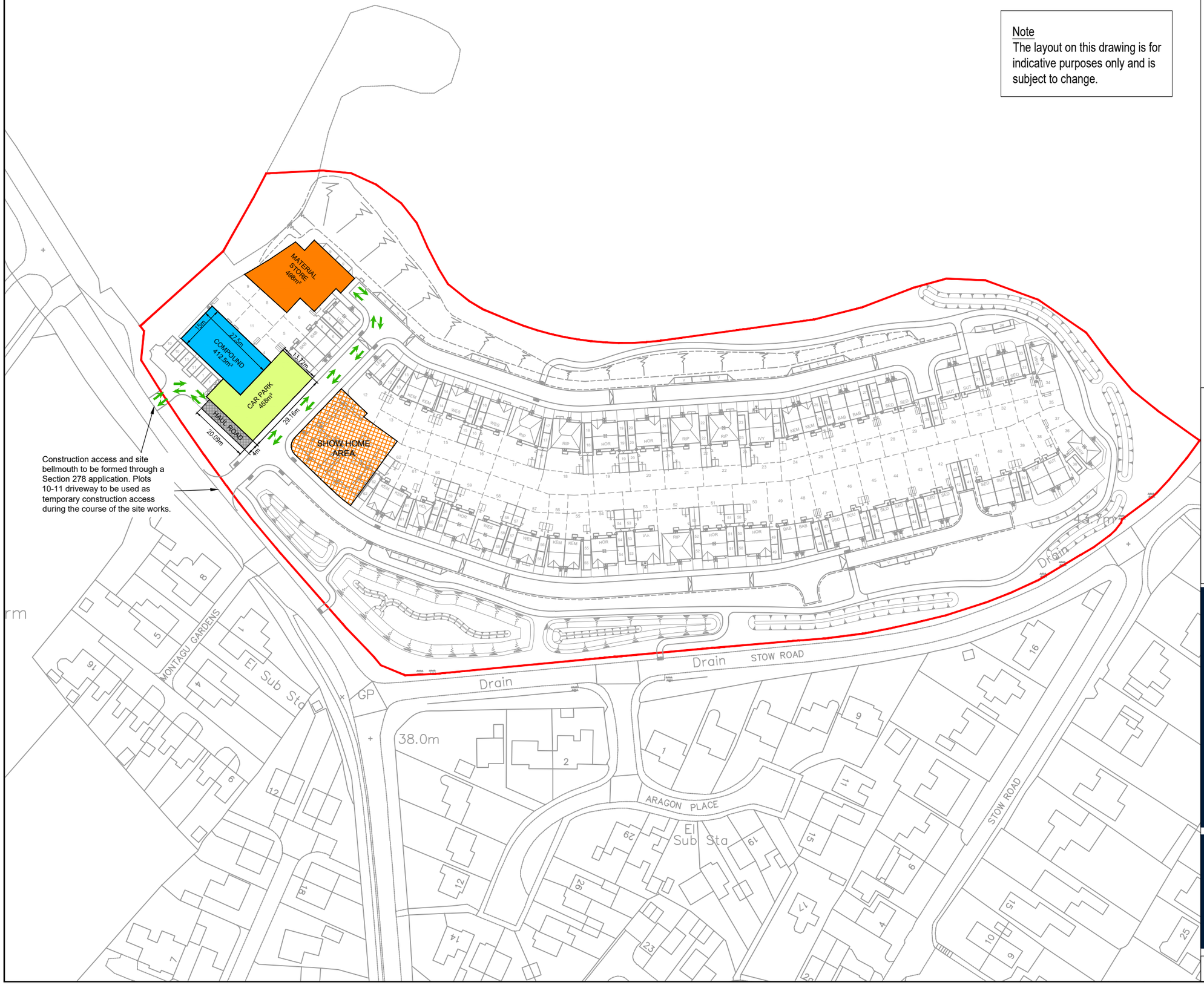
Mitigation measures can be planned onsite in accordance with BS 5228 2009:A1:2014 – Code of Practice for noise and vibration on construction and open sites (Part 1. Noise and Part 2. Vibration) as outlines below;

Mitigation / Control	Responsibility
Compliance Obligations: To be a good neighbour – to minimise noise and vibration disturbances to nearby residences	
The use of screening around noise generating activities will be implemented where practicable.	Site Manager
Vehicles and mechanical plant used for the works will be fitted with effective exhaust silences, maintained in good and efficient working order and operated in such a manner as to minimise noise emissions. The contractor shall ensure that all plant complies with the relevant statutory guidelines.	Site Manager/Groundworks Contractor
Site personnel must be instructed on Best Practical Means (BPM) to reduce noise and vibration as part of their induction, relative to their works. All contractors will be made familiar with the guidance contained in BS 5288-1:2009.	Site Manager / Groundworks Contractor
Toolbox talks will be communicated to site staff and contractors so that they are fully informed of noise and vibration control measures	Site Manager
Plant and equipment will be switched off when not in use (including during break and down time of more than 30 minutes). No idling vehicles or plant onsite.	Site Manager
Where practicable, noisy plant and/or equipment will not be used simultaneously and/or in close proximity together to avoid cumulative noise impacts.	Site Manager/Groundworks Contractor
Audible reversing warning systems on mobile plant and vehicles will be of a type which, whilst ensuring that they give proper warning, have a minimum noise impact on persons outside sites	Site Manager
Ancillary plant such as generators, compressors and pumps will be positioned in a way that causes the minimum noise disturbance i.e. away from sensitive receptors or behind noise barriers.	Site Manager
Where practicable, pneumatic percussive tools will be fitted with muffles or silencers of the type recommended by the manufacturers	Site Manager/Groundworks Contractor
Materials will be lowered and not dropped with drop heights minimised where practicable	Site Manager/Groundworks Contractor
Residents will be approached in advance of potentially noisy disturbances. There will be a noise complaint procedure for the site, any complaints made will be responded to in a timely manner	Site Manager

APPENDIX A

ON-SITE CONSTRUCTION TRAFFIC MANAGEMENT & COMPOUND PLAN

Note
The layout on this drawing is for indicative purposes only and is subject to change.



Key

- Site Compound
- Contractors / Visitors Car Park
- Materials Store
- Construction Traffic Routing
- Show Home Area
- Temporary Haul Road

Revision.

STOW ROAD
KIMBOLTON

CONSTRUCTION MANAGEMENT PLAN

DATE: **24.10.2025**
SCALE: **1:1250@A3**
DRAWN: **CG**
CHECKED: **WW**

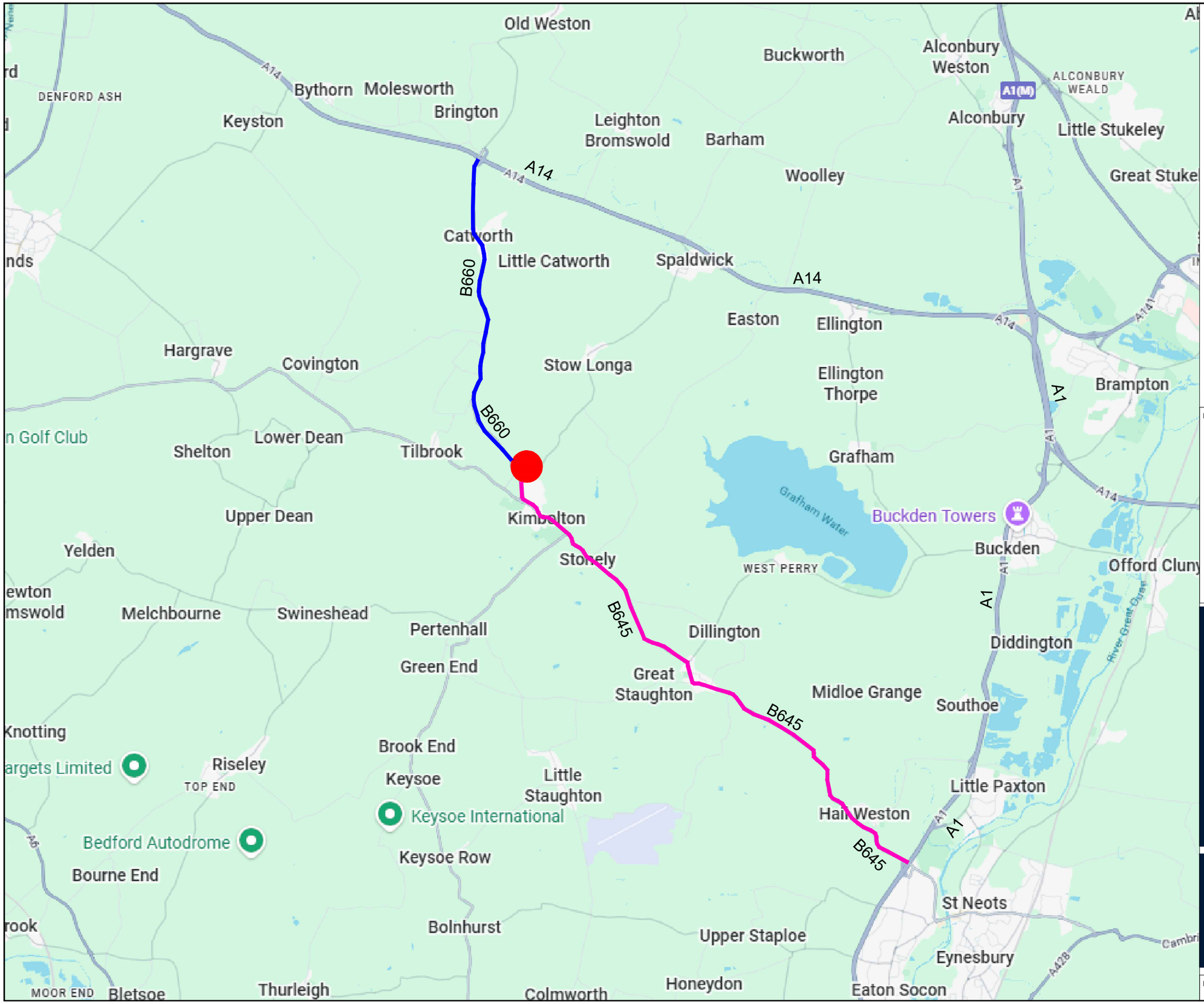
BLOOR HOMES

BLOOR HOMES SOUTH MIDLANDS
BEWICK HOUSE, 6 CYGNET DRIVE
SWAN VALLEY, NORTHAMPTON, NN4 9BS
TELEPHONE 01604 684400 FACSIMILE 01604 684401

Drawing No.	SM5183-EN-017	Rev.	-

APPENDIX B

OFF-SITE CONSTRUCTION TRAFFIC ROUTING PLAN



PROPOSED CONSTRUCTION
HGV TRAFFIC ROUTES

A14 Direction:

A14 → B660 → Stow Road → Site

A1 Direction:

A1 → B645 → High Street → Station Road → Site

Site Location:

Revision.

STOW ROAD
KIMBOLTON

CONSTRUCTION TRAFFIC ROUTING PLAN

DATE: **24.10.2025**
SCALE: **NTS@A3**
DRAWN: **CG**
CHECKED: **WW**

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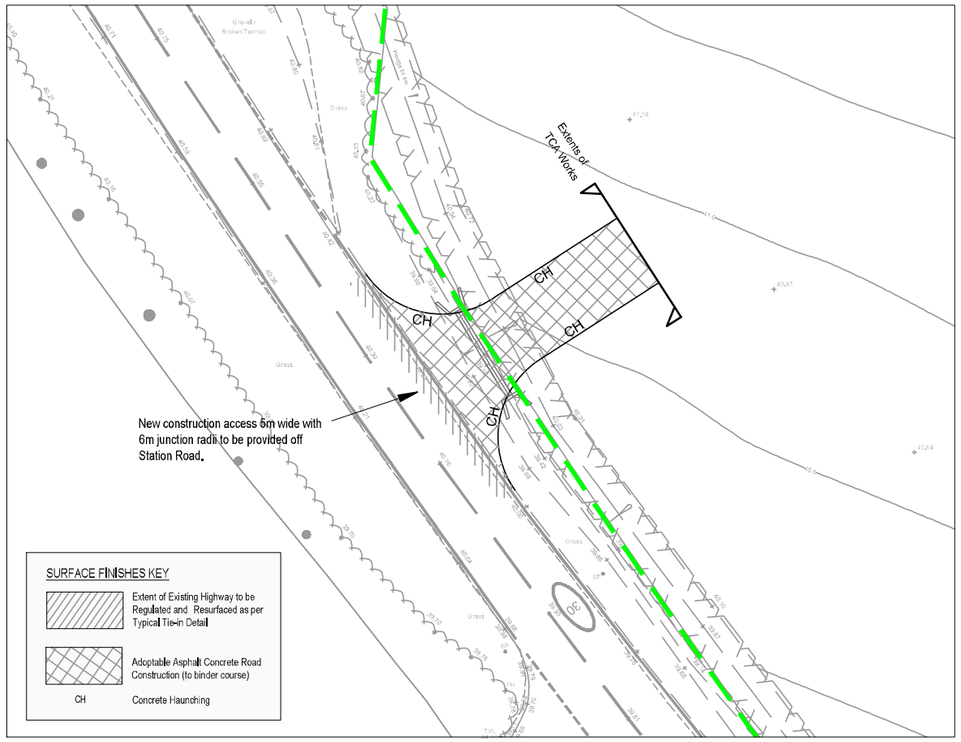
TELEPHONE 01604 684400 FACSIMILE 01604 684401

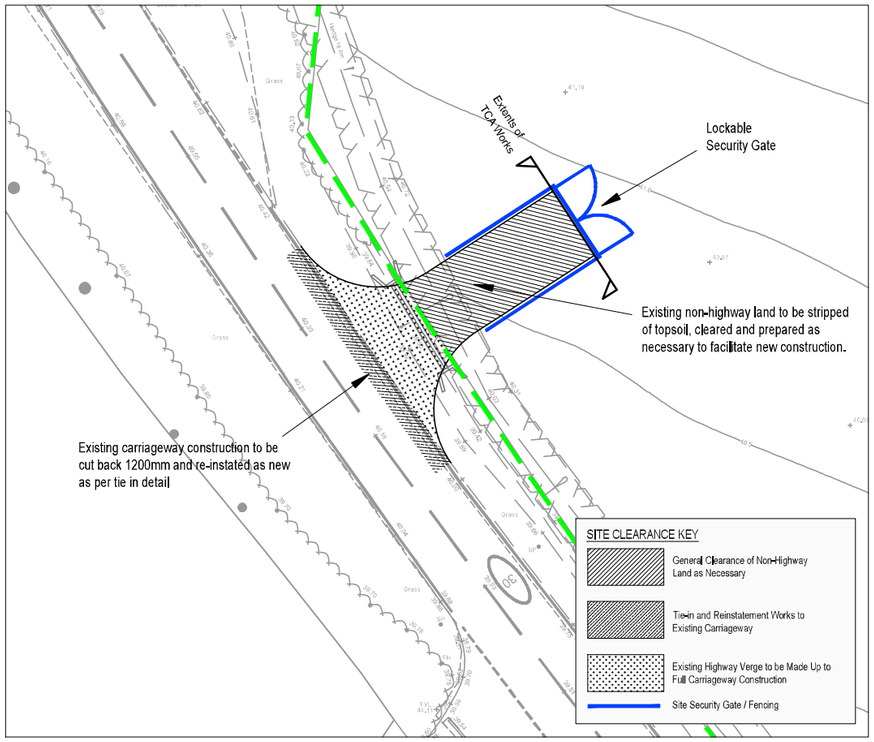
Drawing No.	SM5183-EN-016	Rev.	-

APPENDIX C

TEMPORARY CONSTRUCTION ACCESS



Temporary Construction Access Surface Finishes
Scale 1:200



Temporary Construction Access Site Clearance
Scale 1:200

KEY

Highway Boundary

N

Notes

1. Do not scales this drawing, if in doubt, ask.

2. This drawing is to be read in conjunction with all other relevant Engineer, Architects and specialist design drawings and details.

3. All dimensions are in metres unless noted otherwise. All levels are in metres unless noted otherwise.

4. Any discrepancies noted on site are to be reported to the Engineer immediately.

5. All highway works to be carried out in accordance with Cambridgeshire Country Council's design guide and specifications.

6. The contractor shall check all tie-ins for line and level with existing before commencing any works. The Engineer shall be notified immediately in writing, should any errors be found.

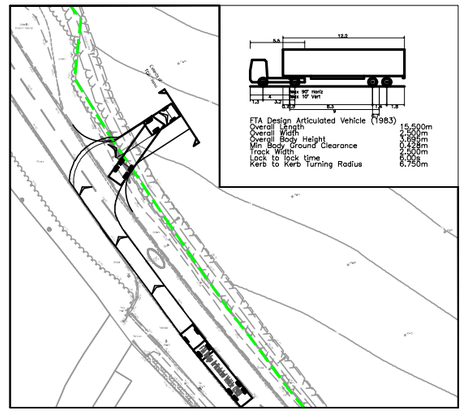
7. It is the responsibility of the contractor to locate any service apparatus in the vicinity of the works. The client will accept no claims whatsoever in respect of any losses or damage caused in respect of such apparatus, however caused.

8. It is the responsibility of the contractor to execute the works at all times in strict accordance with the requirements of the Health and Safety at Work Act 1974, and the CDM regulations 2015. The contractor will be deemed to have allowed for full compliance, including full liaison with the CDM co-ordinator, within his rates.

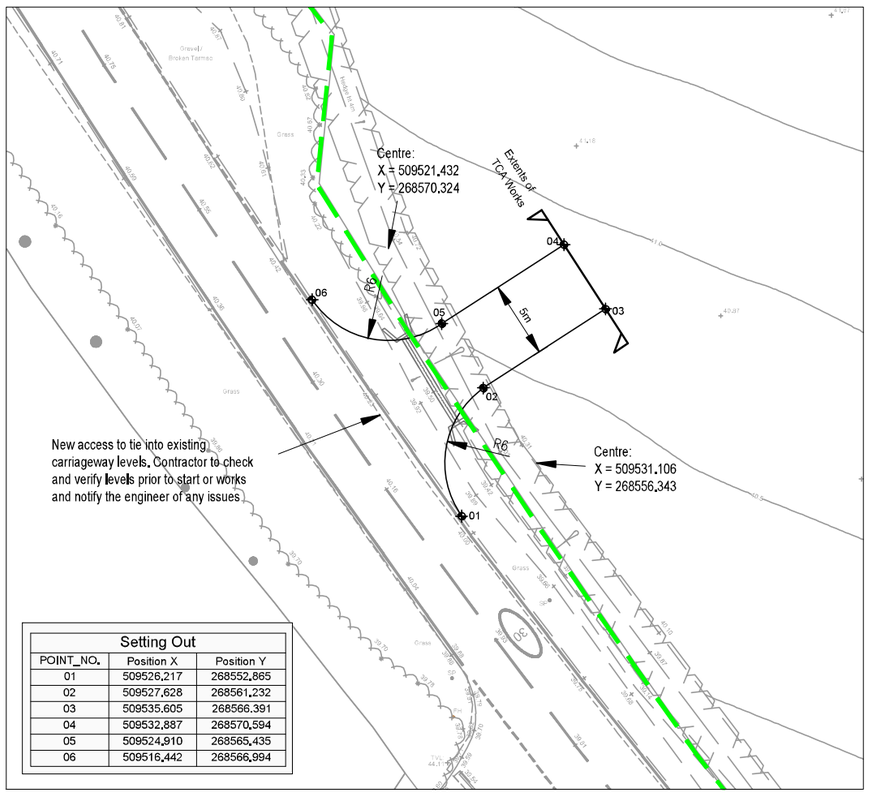
9. The contractor is responsible for ensuring that all works are to the satisfaction of the Engineer, and shall be deemed to have included within his rates for any necessary testing.

10. The contractor will be responsible for providing all necessary de-watering and trench support to execute the works in a satisfactory manner, and shall be deemed to have allowed for the same within his rates.

11. All buried concrete products and mortar shall be made using sulphate resisting cement.



Temporary Construction Access Junction Vehicle Tracking
Scale 1:500



Setting Out		
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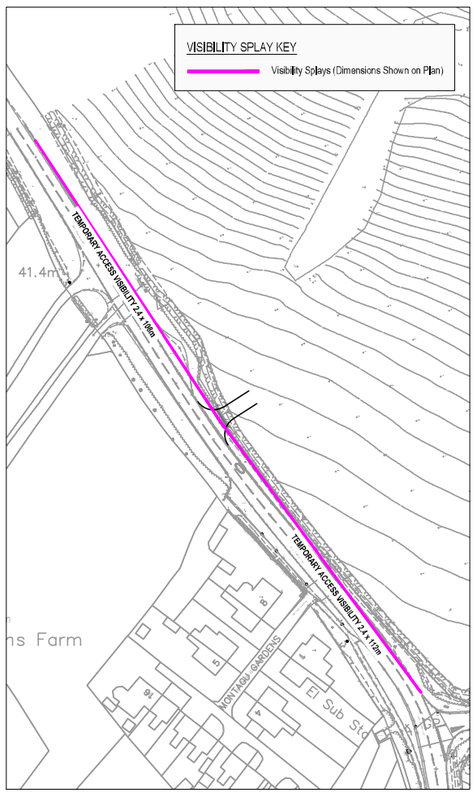
02	509527.628	268561.232
03	509535.605	268566.391
04	509532.887	268570.594
05	509524.910	268565.435
06	509516.442	268566.994

Temporary Construction Access Setting Out
Scale 1:200



Temporary Construction Access Visibility Splay
Scale 1:1000

Refer to Drawings SM5183-EN-021
Highway Construction Details for Full Construction Specifications



Temporary Construction Access Location Plan
Scale N.T.S

Revision.

STOW ROAD,
KIMBOLTON

TEMPORARY CONSTRUCTION ACCESS GENERAL ARRANGEMENT
DATE: **17.11.25**
SCALE: **A.S@A1**
DRAWN: **CG**
CHECKED: **JEP**

BLOOR HOMES
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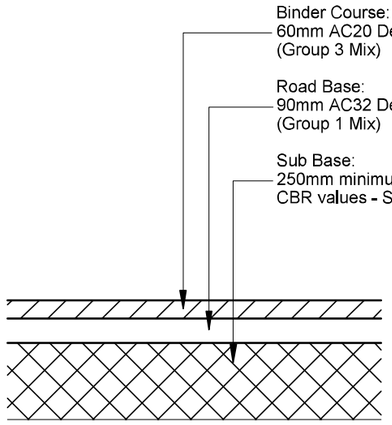
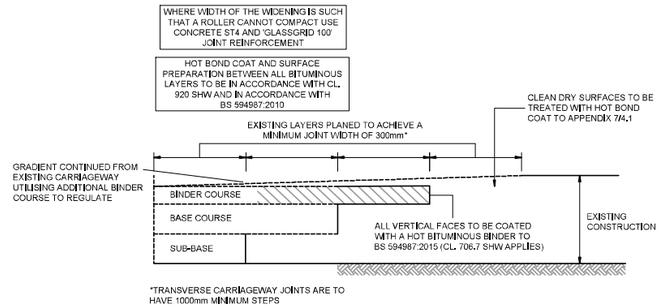
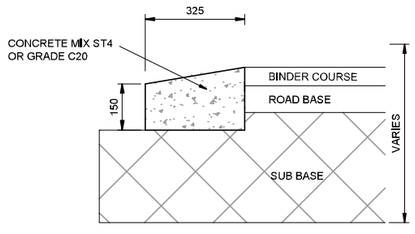
Drawing No. SM5183-EN-020 | Rev. -



TEMPORARY CONSTRUCTION ACCESS DETAIL
SCALE N.T.S



CARRIAGEWAY TIE-IN
SCALE 1:10



CONCRETE HAUNCHING
SCALE 1:10

Revision.

STOW ROAD,
KIMBOLTON

TEMPORARY CONSTRUCTION ACCESS CONSTRUCTION DETAILS
DATE: **17.11.25**
SCALE: **A.S@A1**
DRAWN: **CG**
CHECKED: **JEP**

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