

PROPOSED INDUSTRIAL DEVELOPMENT
STATION ROAD. MARKET BOSWORTH
NUNEATON. LEICESTERSHIRE

CONSTRUCTION TRAFFIC
MANAGEMENT PLAN

Produced by

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Client

J J Churchill Ltd

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Appendix A

Wheel Washing Arrangements

1 Background and Context

1.1 Introduction

1.1.1 MJM Consulting Engineers Ltd (MJM) have been commissioned by J J Churchill Ltd (the Applicant) to prepare a Construction Traffic Management Plan (CTMP) to support their proposed development on Station Road, Market Bosworth, Nuneaton, Leicestershire.

1.1.2 The development will consist of a B2 Land Use Industrial unit with associated offices, car parking, cycle facilities and landscaping.

1.1.3 The development was granted planning permission on the 8 October 2023 by the local planning authority; Hinkley and Bosworth Borough Council. (Reference: 23/00646/FUL.

1.1.4 Condition 12 of the planning permission requires that no development commence on site until such time as a CTMP has been submitted to, and approved in writing, by the local Planning Authority, and lists the minimum requirements for such a CTMP.

1.1.5 This document provides a CTMP to satisfy the condition. It should be noted that at the time of submission, the contractor that will be undertaking the works, or in charge of any sub-contractors that may be used, has not been appointed. This has resulted in some blank spaces which will be filled in by the contractor before the work starts. None of the information to be inserted should, however, prevent the plan being approved and the pre-commencement condition being satisfied.

1.2 Site Location

1.2.1 The site location is shown in Figure 1.1 below.

1.2.2 The site lies on the south side of Station Road approximately 1.2 km to the west of Market Bosworth. The development site is located at the rear (south) of the existing JJ Churchill unit. The new development will be accessed (both during construction and during subsequent operation) using the site's existing access road. This is currently accommodating the largest size (and weight) of HGV's permitted on UK roads, without difficulties.

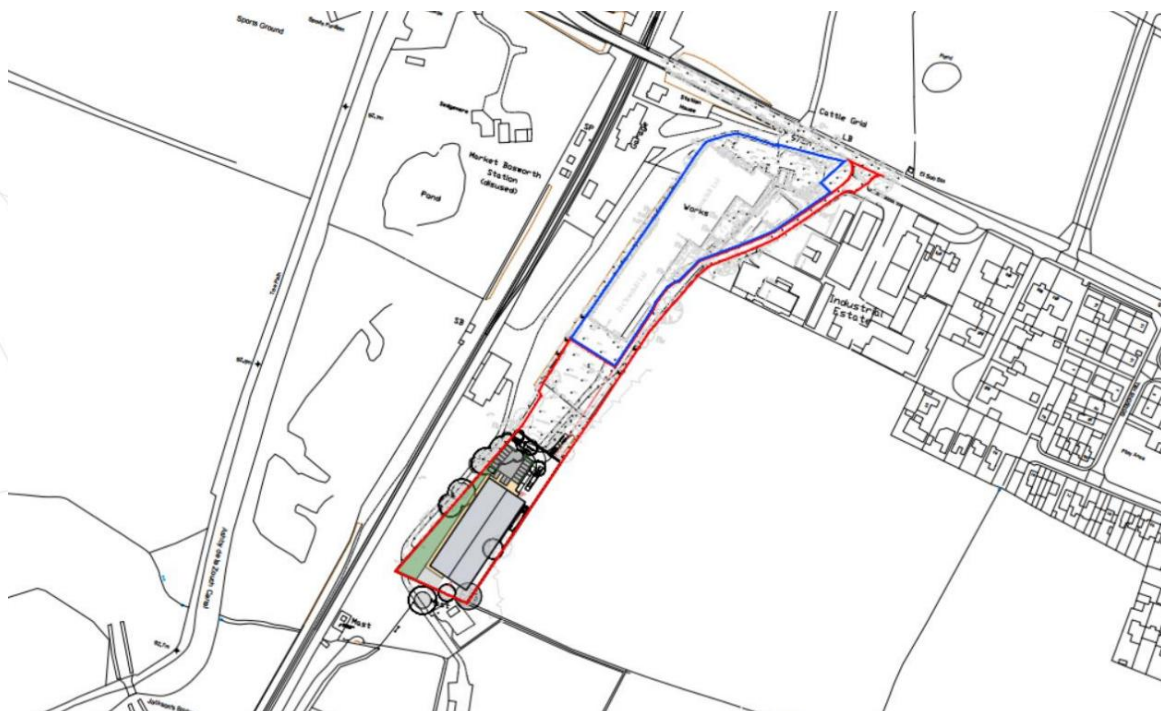


Figure 1.1 Site Location

1.3 Development Proposals

1.3.1 The proposed development will consist of a single unit of approximately 1789 sq m floor area and 18 car parking spaces.

1.4 Report Structure

1.4.1 Following this introduction, the CTMP is structured as follows:

- **Section 2** describes the hours of operation of the construction works;
- **Section 3** provides contact details for the Main Contractor for the duration of the works;
- **Section 4** considers the routes which traffic associated with the construction works could follow;
- **Section 5** considers where construction traffic which has to wait to be unloaded would stand;
- **Section 6** considers the Wheel Washing facilities and Sweeping arrangements that would be provided.;
- **Section 7** considers the timescales for all above arrangements.

2. Hours of Operation of Construction Related Works

2.1 The Construction works will only take place during the hours of:

07.30 – 18.00 Mondays to Fridays

08.00 – 13.00 Saturdays

There will be no works undertaken on Sundays and Bank Holidays.

3. Contact Details

3.1 The main point of contact for any matter relating to the construction work will be;

..... to be completed when Contractor Appointed

Daytime Telephone No:

Emergency Telephone No:

4. Routing of Construction Vehicles

4.1 Station Road is part of the local highway network linking the M42 at Centurion Park (to the west) to the M1 at Fosse Shopping Park (to the east) with the A5 and M69 providing the strategic link between these two points.

4.2 All of the above routes and then the local roads connecting to Station Road could be used by the construction traffic associated with the proposed development.

4.3 There is no restriction on routes which traffic (either light or heavy vehicles) associated with the existing, much larger, JJ Churchill unit must follow, and no routes which had to be followed, or routes which must not be used, were considered in the information which supported the planning application or the formal consultation response from the Highway Authority

4.4 All local traffic regulation orders and advisory signs must be complied with by any vehicle associated with the construction works.

5. Waiting of Construction Vehicles

5.1 The operators of all construction vehicles will be advised of the hours of operation of the development and must not arrive or depart the site outside of these times.

5.2 Depending upon the time deliveries are required during the construction program, Construction related vehicles would normally wait within the site for unloading.

5.3 Should it not be possible to accommodate large vehicles within the construction area, such vehicles would use the existing JJ Churchill facilities (designed for the largest HGV). There would be no waiting of construction vehicles associated with the development on the local Highway Network.

5.4 All construction related vehicles must enter and leave Station Road in a forward gear.

6. Wheel Washing Facilities and Sweeping Arrangements

6.1 Wheel Washing facilities will be provided at the entrance to the development site. The proposed facilities (to be detailed when the Main Contractor is Appointed) are shown in Appendix A.

6.2 There will be regular sweeping of the access road used by the existing JJ Churchill unit during times of dry weather when there have been earthworks operation on the site and dust and dried mud may not have been completely removed by the wheel washing facilities.

6.3 There must be no deposit of mud onto Station Road or the first section of the access road which serves multiple users. The long length of the access road means that this would be highly unlikely in any event.

7. Timescales

7.1 All the above details will be provided or installed before any site clearance or construction works commences, and remain for the duration of the works or until no longer needed.

Appendix A

Proposed Site Access Wheel Washing Arrangements