

Land at Barrow Hill Quarry, Earl Shilton, Leicester
Construction Traffic Management Plan
May 2025
Our Ref: 26726-TRAN-0801

Introduction

MEC Consulting Group Ltd (MEC) has been commissioned by A T Contracting & Plant Hire Ltd (hereafter referred to as 'the Client') to prepare a Construction Traffic Management Plan (CTMP) for a proposed holiday lodge development on Land at Barrow Hill Quarry, Earl Shilton, Leicester (hereafter referred to as 'the site').

The development proposals comprise a full planning application (ref: 21/01390/FUL) for 21 no. holiday lodges and a management building with associated vehicular accesses, parking, surface water and landscaping.

As part of the planning consent, shown in **Appendix A**, Hinckley & Bosworth Borough Council (HBBC) stipulated a number of conditions. Condition 20 states:

No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of the routing of construction traffic, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

The purpose of this CTMP is to provide an overall strategy for managing traffic impacts throughout the construction period and provide details relating to traffic routing and provision of onsite facilities to minimise the impact on the local highway network, and discharge Condition 20.

The following aspects are considered:

- Construction access and routing
- Parking
- Site Manager
- Deliveries
- Working Hours
- Construction Compound
- Dust and Dirt

Construction Access and Routing

All HGV construction vehicles will access and egress the site from the A47 and then via Mill Lane. The proposed construction routing is shown in **Figure 1** below. The A47 gives access to the wider strategic highway network.

No HGV construction traffic will be permitted to turn right from the site on to Mill Lane, which is a 'No Through Road' to the south of the main access. Signage will be erected to inform all drivers.

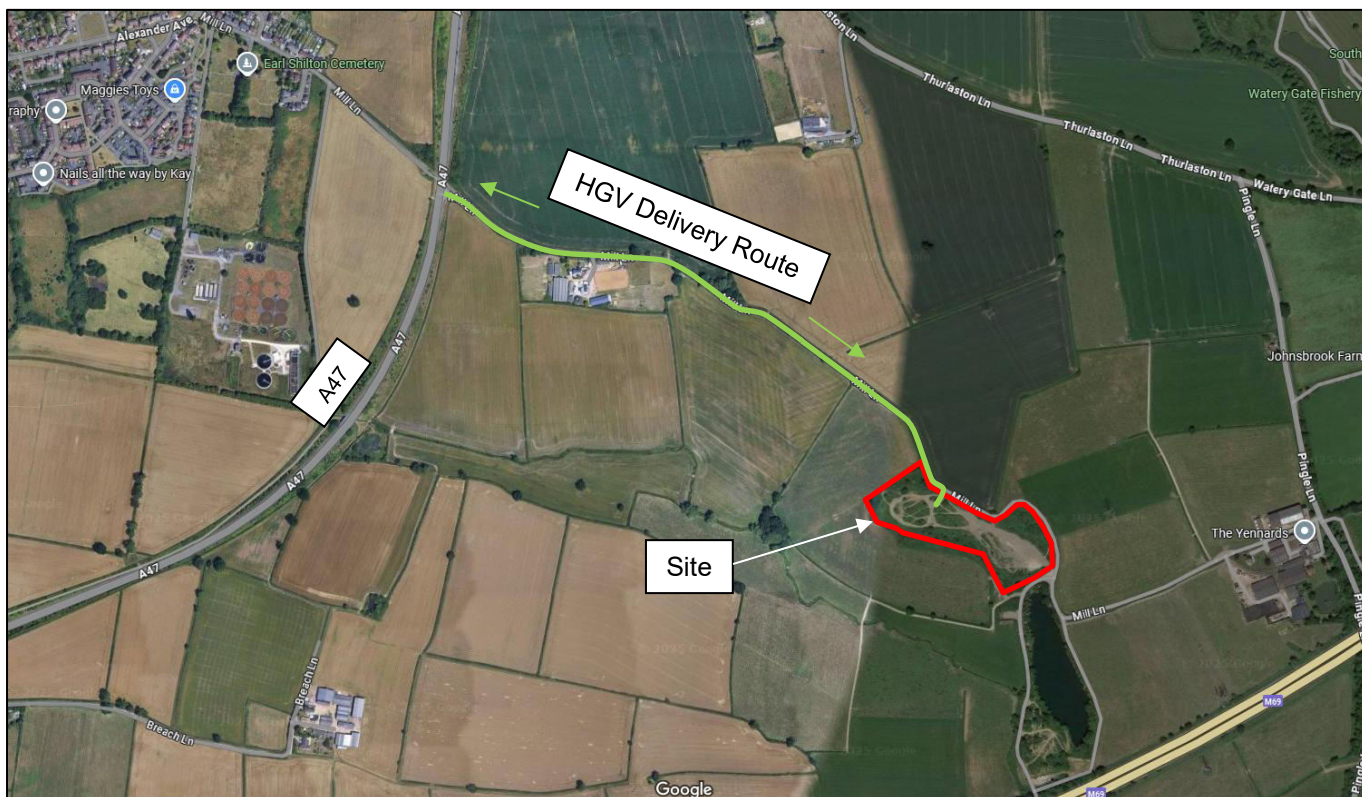
Access into the site will be taken Mill Lane through the provision of a new T-junction as shown on drawing 26726_08_020_01 in **Appendix A**. During the construction period, site access will be controlled with a secure gated entrance managed by the Site Manager.

A swept-path analysis demonstrates that a 12m Rigid Vehicle (drawing 26726_08_020_02) and a 16.5m Articulated Vehicle (drawing 26726_08_020_02), the largest size vehicles forecast to be associated with the site construction and the delivery of lodges, are able to suitably access and egress the site along Mill Lane. The results of these assessments are shown on drawing 26726_08_020_02 in **Appendix B**.

All HGV vehicles will be required to access and egress in a forward gear, eliminating the risk of large vehicles reversing along the carriageway. During the construction period areas of suitably compacted gravel / hardcore will be provided within the site and on the eastern side of Mill Lane to facilitate the turning movements of HGV delivery lorries, as shown on drawing 26726_08_020_01 in **Appendix A**. All turning of vehicles will occur within the site boundary.

Appropriately trained, qualified, and certified traffic marshals (banksmen) will be employed to assist in the guidance of construction and delivery vehicles from Mill Lane to the site.

Figure 1: Construction Routing



Source: [googlemaps.co.uk/](https://www.googlemaps.co.uk/)

It is not foreseen that any road closures will be required during the construction of the development due to the low levels of background traffic on Mill Lane.

It is not foreseen that any traffic management measures will be required during the construction of the development. Although ultimately the decision on the need of any traffic management measures will fall to the Site Manager. If traffic management is required it shall be the Site Managers responsibility to schedule the undertaking of the works and coordinate with HBBC accordingly.

Parking

The location where site staff will travel from is unknown at this stage.

Sustainable travel options including walking, cycling, public transport, vehicle sharing will be encouraged between Contractors travelling from the same areas. This will aim to reduce the overall demand on car parking for construction staff and the associated number of daily vehicle movements to/from the site.

Car / van parking spaces will be accommodated adjacent to the welfare / office / secure storage units, as shown on drawing 26726_08_020_01 in **Appendix A**. It will be the responsibility of the Site Manager to ensure the number of car trips associated with staff are minimised and that during the peak construction period construction staff car parking does not exceed the number of car parking spaces available. Due to the small scale of the proposed works it is understood that no more than 8 staff will be required on site at any one time.

No parking on the adjacent highway network will be permitted. Any sub-contractor parking illegally or in a way that causes a nuisance to neighbours will be removed from site.

Site Manager

The Site Manager would be responsible for:

- Managing the delivery of materials to the site, including advising of the delivery route and managing delivery times to avoid multiple deliveries at the same time;
- Ensuring vehicles do not park on the surrounding highway network;
- Ensure persons attending the site understand any routing requirements and restrictions along with the placement of appropriate signage;
- Managing internal vehicle movements and parking within the site;
- Completing a daily vehicle log.
- Acting as the Community Engagement/Liaison Officer so all local residents are kept informed of progress.
- Liaison with HBBC as required.
- Coordination of site deliveries.

The Site Manager will notify residents of key dates, events such as busy delivery period, contact information and how construction traffic and deliveries will be controlled. To aid communication the Site Managers contact phone number will be available on notices outside the site and a letter drop will be made to all residents. A Resident Newsletter will also be circulated on a quarterly basis to all nearby residents potentially affected the construction of the development.

All contractors will be registered with the Considerate Constructors scheme and will comply with the code of conduct in full. In particular, contractors shall comply with the 'respecting the community', with utmost consideration given to their impact on neighbours and the public.

The Site Manager will provide all contractors with a copy of the CTMP and it will be the responsibility of each contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities. The CTMP will form part of the on-site induction and a copy of the CTMP will also be made available within the site compound.

Once works begin, the Site Manager will review the CTMP regularly and revise as needed to allow for the development of the site and environment.

Deliveries

All contractors will be responsible for providing a minimum of 24-hour notice of any delivery to site to allow the Site Manager to maintain control and coordinate construction traffic accordingly. The delivery procedure will be communicated through weekly sub-contractor meetings

Delivery drivers will then call the through to the Site Office approximately 45 minutes prior to the estimated time of arrival.

Access to/from the site for construction and delivery vehicles will only be permitted outside of the network peak and school peak hours. The supply chain will be advised that deliveries only occur between the working hours of 09:30 and 14:30 on Mondays to Fridays.

All HGV deliveries will need to be coordinated to avoid conflicts on the highway network. For example, all inbound deliveries will be permitted between 9.00am and 10.00am but vehicles will not be permitted to leave site until after 10.00am to avoid conflicts on the highway network. All outbound vehicles will then be required to leave in advance of the next inbound delivery slot. Suitable waiting areas within the site will be made available and no waiting on the public highway will be permitted.

Working Hours

The core operating hours on site will be

- Monday – Friday: 08:00 – 18:00 (construction and delivery vehicles restricted to 09:30 and 14:30)
- Saturday: 08:00 – 13:00
- Sunday & Bank Holidays: No works

Construction Compound

The construction compound shall provide welfare facilities including office / meeting room, welfare / wet room, toilet

block, material storage area, vehicle unloading / loading area and a car parking area. The location of the compound is shown on drawing 26726_08_020_01 in **Appendix A**.

When starting on site, the site perimeter, where not bound by dense vegetation / hedging, will be secured using Heras or Hoarding fencing with fully lockable gates and all relevant health & safety signage will be in place.

Power, water, and drainage provision for temporary services will be via a connection to the existing infrastructure.

Fencing and barriers will be inspected on a daily basis and maintained by the Site Manager.

Dust and Dirt

Wheel washing facilities will be provided prior to egressing onto Mill Lane. This will reduce the spread of debris onto the surrounding highway network. Should the road become contaminated, any debris will be removed by a mechanical road sweeper (or spade and jet wash if appropriate). A mechanical road sweeper shall be available at all times whilst the site is in operation, and the site access road and surrounding highway network shall be regularly swept whilst the site is operational.

The following mitigation measures will also be adopted:

- a) Requirement for all engines to be switched off when not in use;
- b) Spraying of areas with water as and when conditions dictate; and
- c) Vehicles carrying waste material off-site will be sheeted.

Conclusions

This initial CTMP provides an overall strategy for managing traffic impacts throughout the construction period. This report is submitted as part of a planning application and it is envisaged a planning condition requiring further details to be submitted prior to commencement on site, will be imposed on any planning permission.

A more detailed CTMP would then be submitted and it is envisaged that the CTMP will be reviewed regularly by the Site Manager and updated accordingly. The local authority will be advised of any proposed or required amendments to the CTMP as required.

Mitigation methods have been discussed and outlined and the measures are considered to be robust in responding to the movement of HGV's along nearby residential roads. At this time, it is not considered traffic management (temporary or otherwise) would be required and deliveries can be managed to avoid conflicts on the highway network.

REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked By	Approved By
May 2025	-	First issue	Dave Godber MCIHT Senior Transport Engineer	Laura Gregson BSc (Hons) GradCIHT Assistant Transport Planner	Chris Heaney, BSc (Hons) MCIHT MTPS Director

Appendices

- A. Drawing 26726_08_020_01 – Scheme Layout and Access Design
- B. Drawing 26726_08_020_02 – Delivery Vehicle Tracking

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APPENDICES



APPENDIX A



NOTES:

- DO NOT SCALE THIS DRAWING.
- SWEPT PATHS CARRIED OUT USING THE LATEST VERSION OF AUTODESK'S SOFTWARE AUTOTRACK.

KEY

SITE BOUNDARY

REV:	FIRST ISSUE	DG	CH	TR	24/04/25
AMENDMENTS:	DRN	CHK	APP	DATE:	
PROJECT: BARROW HILL QUARRY, MILL LANE, EARL SHILTON					
DRAWING TITLE: CTMP LAYOUT					
CLIENT: AT CONTRACTING AND PLANT HIRE LTD.					
DRAWING NUMBER: 26726_08_020_01					
REVISION: -	SHEET SIZE: A1	SCALE: 1:500			
STATUS: FOR INFORMATION / APPROVAL					
M-EC Consulting Development Engineers		Telephone: 01530 264 753 Email: group@m-ec.co.uk Website: www.m-ec.co.uk ORDNANCE SURVEY © CROWN COPYRIGHT 2015. ALL RIGHTS RESERVED. LICENCE NUMBER 100055865.			

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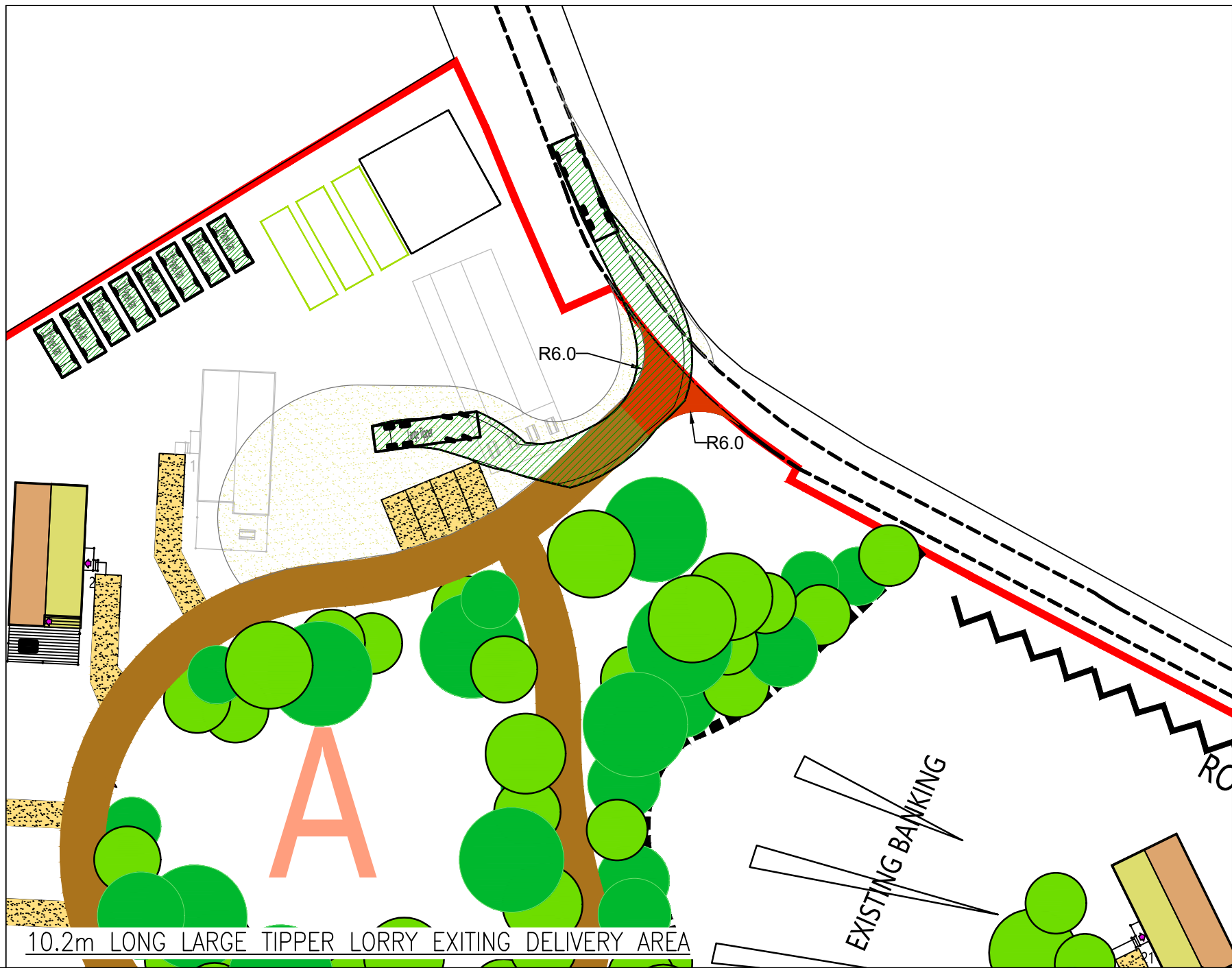
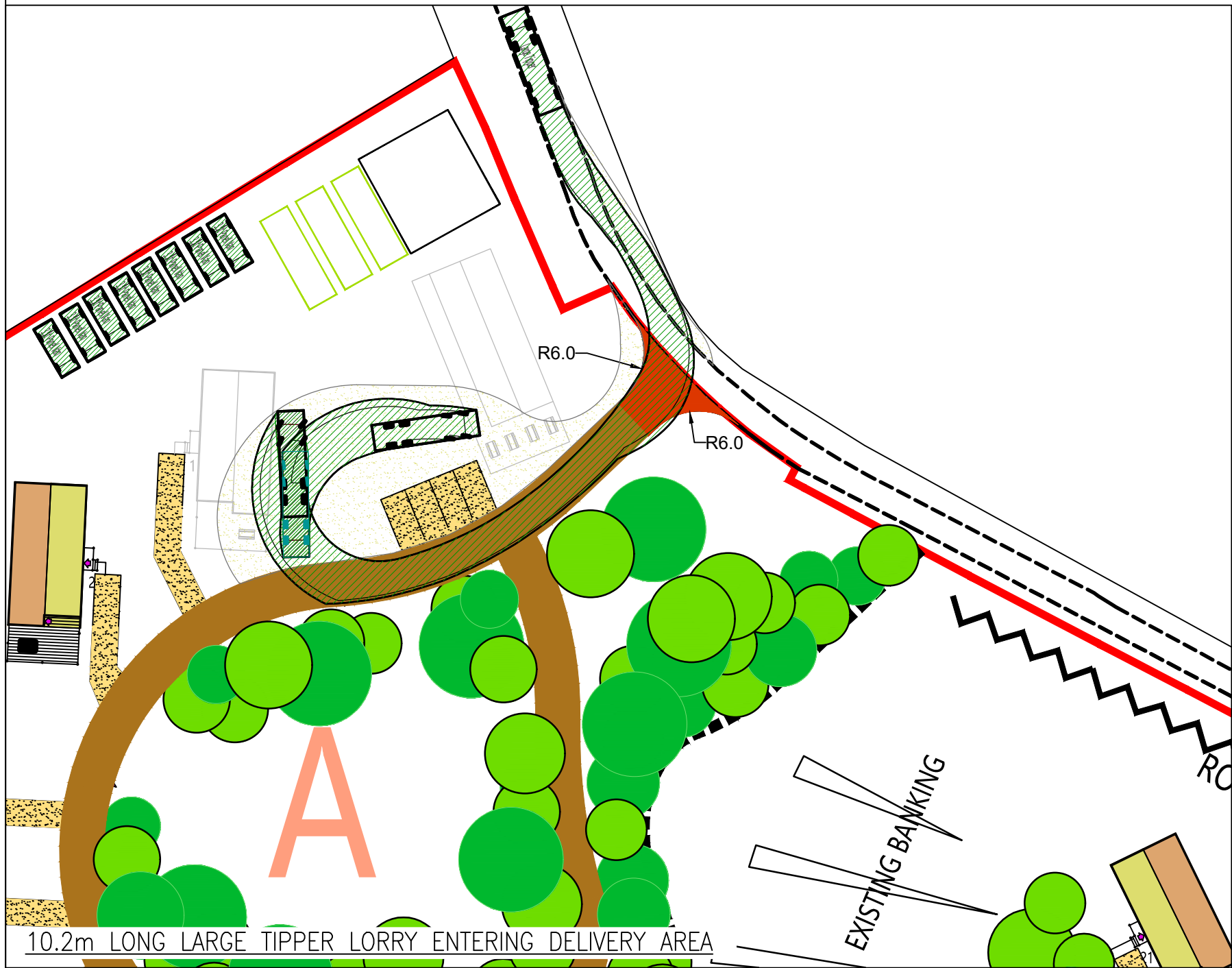
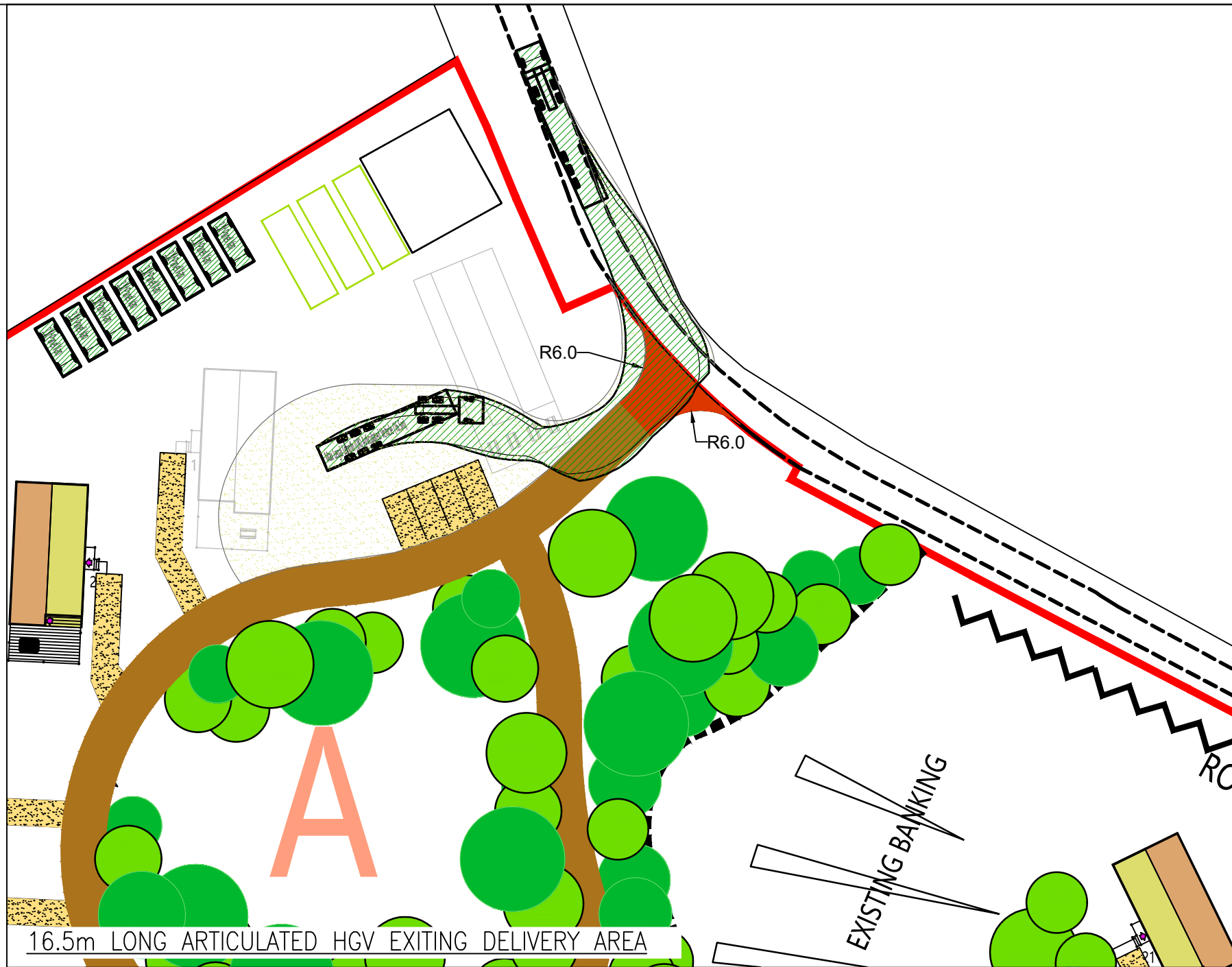
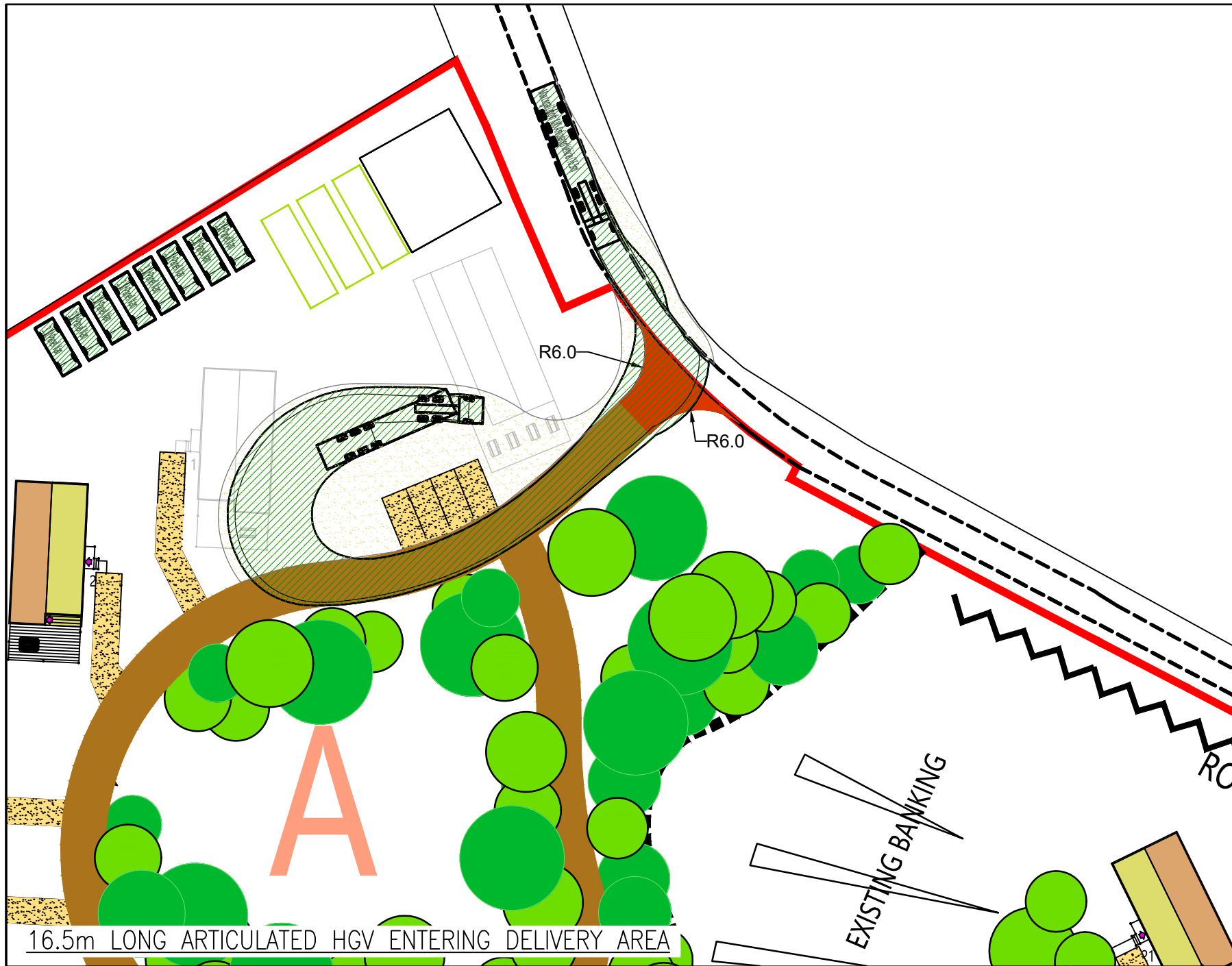


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APPENDICES



APPENDIX B

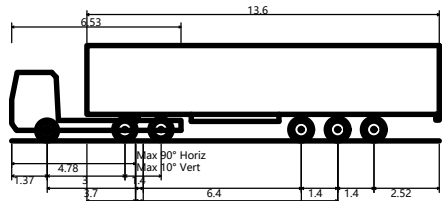


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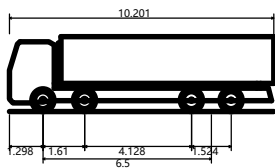
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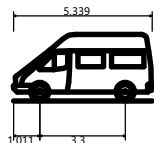
— SITE BOUNDARY



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m



Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m



3 St Panel Van
Overall Length 5.339m
Overall Width 1.986m
Overall Body Height 2.565m
Min Body Ground Clearance 0.338m
Track Width 1.986m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.400m

VEHICLE PROFILES

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PROJECT: BARROW HILL QUARRY,
MILL LANE,
EARL SHILTON

DRAWING TITLE: CONSTRUCTION VEHICLE
SWEPT PATHS

CLIENT: AT CONTRACTING AND PLANT HIRE LTD.

DRAWING NUMBER: 26726_08_020_02

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