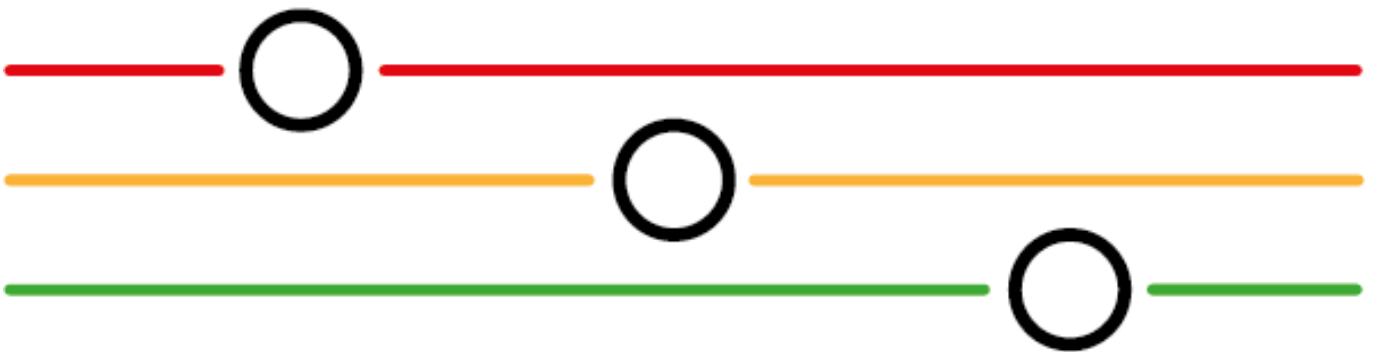




EG On The Move Ltd

Proposed Roadside Services Facilities Development,
A551 Little Shaw Lane, M1 J22, Markfield

Construction Traffic Management Plan

3711126



AUGUST 2026

Report Details

Report Number:	3711126
Report Title:	Construction Traffic Management Plan, Proposed Roadside Services Facilities Development, A551 Little Shaw Lane, M1 J22, Markfield
Client:	EG On The Move Ltd
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1 Introduction

1.1 General

Dynamic Transport Planning Ltd is instructed by EG On The Move Ltd to prepare a Construction Traffic Management Plan (CTMP) for the proposed development of new Roadside Service Facilities, off the A511 Little Shaw Lane, adjacent to the M1 J22, Markfield.

The development proposals for the Roadside Service Area site comprise of an eight-filling bay PFS, with an associated retail unit and two HGV fuelling pumps, a drive-thru coffee shop unit and a drive-thru restaurant unit, Electric Vehicle (EV) charging provision, and associated HGV/car parking provision.

As part of the proposals, the existing access and egress only arrangements off the A511 Little Shaw Lane and Cliffe Lane to the north and south of the site, respectively, will be retained to serve the development. It is noted that the existing hotel unit at the site will be retained as existing.

This CTMP has been produced in support of the live planning application (Application Reference: 26/00518/FUL) at the site submitted to Hinckley and Bosworth Borough Council (HBBC), as the Local Planning Authority, to demonstrate how construction traffic associated with the proposed redevelopment will be managed.

Whilst this version of the live document has been prepared by DTP, it is the responsibility of the appointed contractors undertaking the works to ensure that the measures and arrangements illustrated within this CTMP are implemented and/or are updated and maintained during the construction period.

Any subsequent amendments or revised CTMP prepared during the future works by the appointed Contractor for the works will be submitted to HBBC and consult with National Highways (NH) for approval and complied with thereafter.

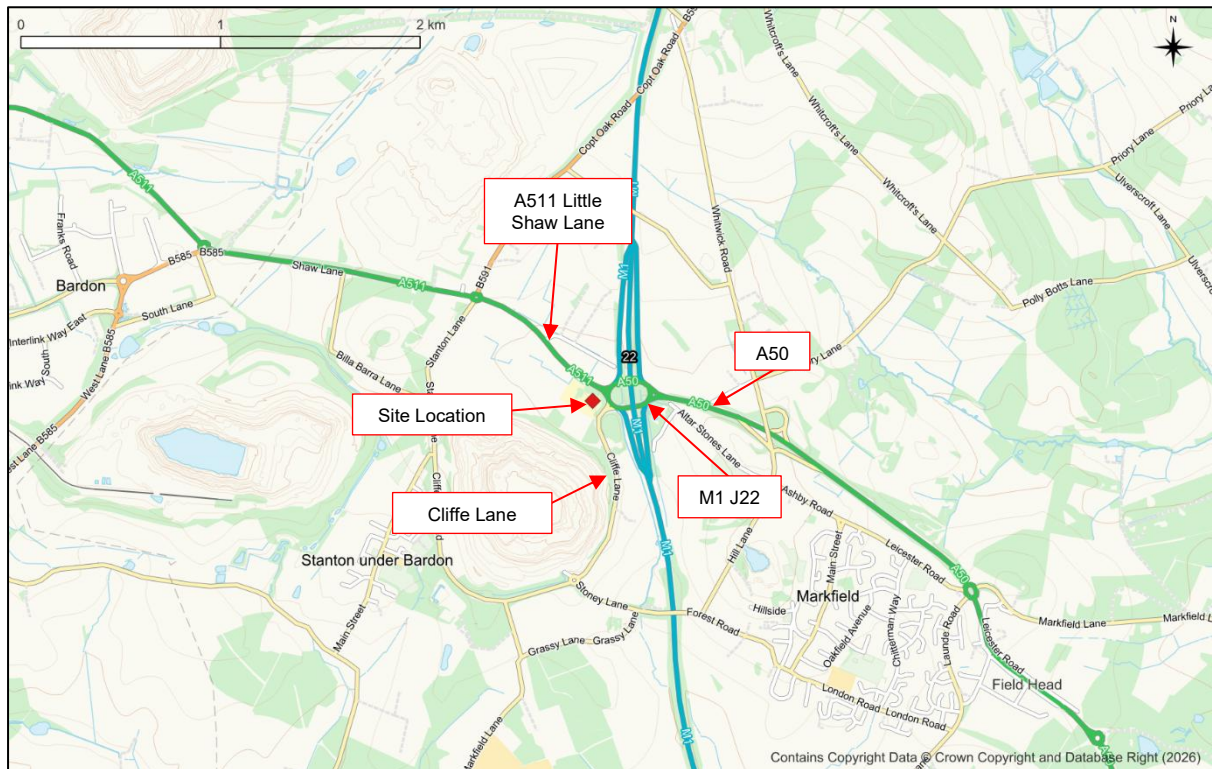
2 Site Location

2.1 General

The application site is located to the south of the A511 Little Shaw Lane, to the west off the M1 J22 roundabout junction. Situated around 1.5km to the north-west of Markfield Town Centre and 12.5km north-west of Leicester City Centre.

The location of the proposed development site can be seen in **Figure 2.1**:

Figure 2.1 – Site Location Plan



2.2 Expected Access and Delivery Routes

It is proposed that all material and plant deliveries to the site will route to the site from the A511 Little Shaw Lane westbound carriageway. Any deliveries that route to the site from the west will use the A511 eastbound carriageway to the M1 Junction 22 interchange before routing to the A511 westbound carriageway.

All vehicles egressing the site will head north on Cliffe Lane, meeting the M1 Junction 22 interchange roundabout in less than 100m. The anticipated local roads to be used by delivery vehicles is shown in **Figure 2.2**.

Figure 2.2 – Anticipated Vehicular Routes to the Site



Construction vehicles will route along the M1 carriageway with both north- and southbound carriageways accessing the site via the M1 J22 interchange.

At this stage construction worker routes are anticipated to be via the same routes as shown above, with further capacity for journeys from the east and west via the A50 and A511, respectively. It is anticipated that the appointed contractor will recruit a locally based workforce to reduce the need for staff travel.

All vehicle access and egress of the site will be taken via the existing site arrangements off the A511 westbound and Cliffe Lane respectively. A banksman will be employed by the contractor to ensure the safe access and egress of construction vehicles to the site.

3 Construction Programme of Works

3.1 General

After consultation with the developer, it is understood that at the time of writing the proposed works will take around six months to complete from commencement on-site.

The construction of the site redevelopment is expected to begin in late-2026, subject to the approval of this planning application and progress of detailed design works.

3.2 Programme of Works

The proposed programme of works will be broken down into the following stages.

- Site Set-up and Enabling Works;
- Site Clearance;
- Building Works;
- Mains Service Works;
- Commissioning Works; and
- Completion and De-mobilising Works.

The final detailed programme of works would be attached to the construction site file.

3.3 Health and Safety

The CDM Regulations are designed to promote a systematic approach to the management of health and safety to reduce the incidence of accidents and occupational ill-health arising from construction work.

The applicant understands the importance and key role it has to play in order to ensure that the work carried out is conducted with proper regard to health and safety of workers and others who may be affected by such works.

The appointed contractor will manage all construction work in accordance with all relevant statutory regulations including the CDM Regulations and to discharge its duty as the principal contractor in accordance with the prescribed duties, and with all duties relating to safety on construction sites, and also in the spirit of the regulations with the general principles of prevention being applied.

Site safety will be discussed at all weekly site meetings. The contractor will communicate all site management directives, to all operatives during the site meeting and/or noticeboard, including:

- Site safety will be discussed at all site meetings;
- Noticeboard displays;
- Displayed site rules;
- Toolbox talks as and when required;
- Safety signs and notices; and
- Emergency procedures in the plan (emergency contact numbers).

3.4 Hazardous Substance Management

Construction works will involve potentially polluting materials being brought onto the site, including fuel and hydraulic fluids.

The following industry best practice measures will be implemented to avoid spills:

- No fuel storage on-site such that a spill could run into the site drainage;
- No overfilling of fuel tanks;
- Keep an inventory of all hazardous substances in a COSHH register;
- All storage tanks containing liquids to be within bunded areas to ensure that no spillage into a water course is possible; and
- Use of plant with an up-to-date maintenance record, especially with respect to hydraulics.

4 Construction Traffic Management on Site

4.1 Construction Site Arrangements

A plot of land within the site will serve as the site compound for the works. This will be used for the storage of machinery and plant for the duration of construction. The appointed contractor will confirm arrangements for the site compound and parking of plant machinery.

A temporary car park will be provided within the site compound, where no parking will occur outside of the site within the vicinity of the A511 or Cliffe Lane.

The developer will ensure that the contractor confirms that all materials, storage facilities, welfare facilities, waste skips and plant will be stored within the site.

Deliveries of materials and plant to the site will be coordinated and supervised over by the appointed Site Manager. This supervision will include establishing estimated time of arrivals for deliveries to ensure access is available for delivery vehicles.

The contact details of the Site Manager will be prominently displayed around the site for all staff, contractors and visitors to see and be included in the construction site file. The name of the Site Manager is yet to be confirmed at this stage but will be finalised before construction on-site commences.

It is understood that there will be attempts made on site to ensure that deliveries do not clash to allow for clear delivery slots and mitigate the chance of multiple deliveries arriving to site at any one time. Deliveries and HGV attendance times should be restricted to 10:00 to 16:00.

All deliveries will be overlooked by the Site Manager, and a suitably appointed banksman will be available at all times to monitor construction traffic movements to and from the site.

Wheel wash facilities will also be provided which will consist of a jet wash with bowser, stored on site, to be operated by personnel appointed by the Site Manager.

4.2 Expected Construction Vehicles

Full details of the anticipated construction vehicle fleet that will operate on site are not yet available as confirmation of the final build programme is yet to be signed off. At this stage, it is anticipated that during the construction works the following types of plant will be present on site in addition to construction worker vehicles and the provision of:

Anticipated Types of On-Site Plant Equipment

- 20 Tonne 360 Degree Tracked Excavator;
- 13 Tonne Excavator;
- 6 Tonne Excavator;
- 120 Bowmag Roller;
- 5 Tonne Roller;
- Pilling rig; and
- Cranes.

Off-Site Plant – Deliveries

- Tipper lorries;
- Low-loader type articulated lorries; and
- Various other delivery vehicles.

All deliveries will be overseen by Banksman at all times upon arrival at site. Deliveries would be timed to arrive during working hours, typically outside of peak times on the highway network.

It is anticipated that on a typical day, there would be around two vehicle arrivals and departures from the contractor team, three vehicle arrival and departures from the sub-contractor team, one potential vehicle arrival and departure from the contracts manager and around 2 deliveries per day. This would result in around eight vehicle arrivals and departures on the site on a typical day. It is noted that during the initial works, around 20 trips per day would be anticipated for site clearance.

In the event of any abnormal loads requiring access to the site, a standard procedure would be followed. The arrival of these types of plant would be planned in conjunction with NH and would be appropriately marked and escorted to/from site. For NH, the Electronic Service Delivery for Abnormal Loads (ESDAL) team will be contacted by email at: esdalenquiries@nationalhighways.co.uk or by calling 0300 470 3733 to register any movements.

The development will seek to utilise a local-based workforce where possible or utilise an existing team that will stay in accommodation together nearby, with staff travelling to site together and reduce the number of vehicles on the local highway network and parked on-site.

The appointed contractor will be expected to provide details of estimated construction vehicle trip generation for plant, deliveries and staff in advance of construction.

4.3 Timings of Construction Stage Traffic

The main construction work hours are anticipated to be between 07:00 to 19:00 on weekdays, 08:00 – 13:00 on Saturdays, with no construction on Sundays or Bank Holidays.

The majority of staff arrivals to site will be prior to this, therefore, very few personnel arrivals would be anticipated during the conventional traffic peak hour of 08:00 – 09:00. The majority of on-site workers will complete their working day either in advance of the PM peak hour of 17:00 – 18:00 or after this time, dependent on their work patterns, were once again, minimal numbers of trips would be expected during the peak hour.

The development will seek to utilise a local-based workforce where possible or utilise an existing team that will stay in accommodation together nearby, with staff travelling to site together and reduce the number of vehicles on the local road network and parked on-site.

The appointed contractor will be expected to provide details of estimated construction vehicle trip generation for plant, deliveries and staff in advance of construction.

4.4 Traffic Management

Prior to the construction starting traffic signage will be put in place at the site access for the following:

- Caution signs warning of works access ahead within the existing roadside service area;
- Signage denoting the construction traffic access to ensure deliveries do not arrive at or obstruct neighbouring properties.

The signage will remain in place for the duration of the construction period.

Notifications prior to the commencement of works will be displayed at/adjacent to the site, in the vicinity of the access, advising neighbours in advance of works taking place.