Transport Planning Associates

A Planning Application by

MAC DEVELOPMENTS & CONSTRUCTION LTD

In respect of

Land South of Lindley Wood, Fenn Lanes, Fenny Drayton, CV13 6BJ

Construction Transport Environmental Management Plan

2509-072/CTEMP/01 | October 2026



Document Management

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Contents

		Page
1	Introduction	1
2	Principal Contractor Safety Statement	4
3	Policy Context	5
4	Transport Baseline	8
5	Construction Traffic Routing	11
6	Management of Vehicle Access	15
7	Environmental Impact	17
8	Safety Planning	21
9	Mitigation Measures	22
10	Monitoring and Compliance	24
11	Summary and Conclusions	27

List of Tables

NO TABLE OF FIGURES ENTRIES FOUND.

List of Figures

Figure 1.1 Site Location Plan – Regional
Figure 4.1 Site Location Plan – Local
Figure 4.2 PIC Map
Figure 5.1 Proposed Site Layout
Figure 5.2 Construction Routes

List of Drawings

NO TABLE OF CONTENTS ENTRIES FOUND.

List of Appendices

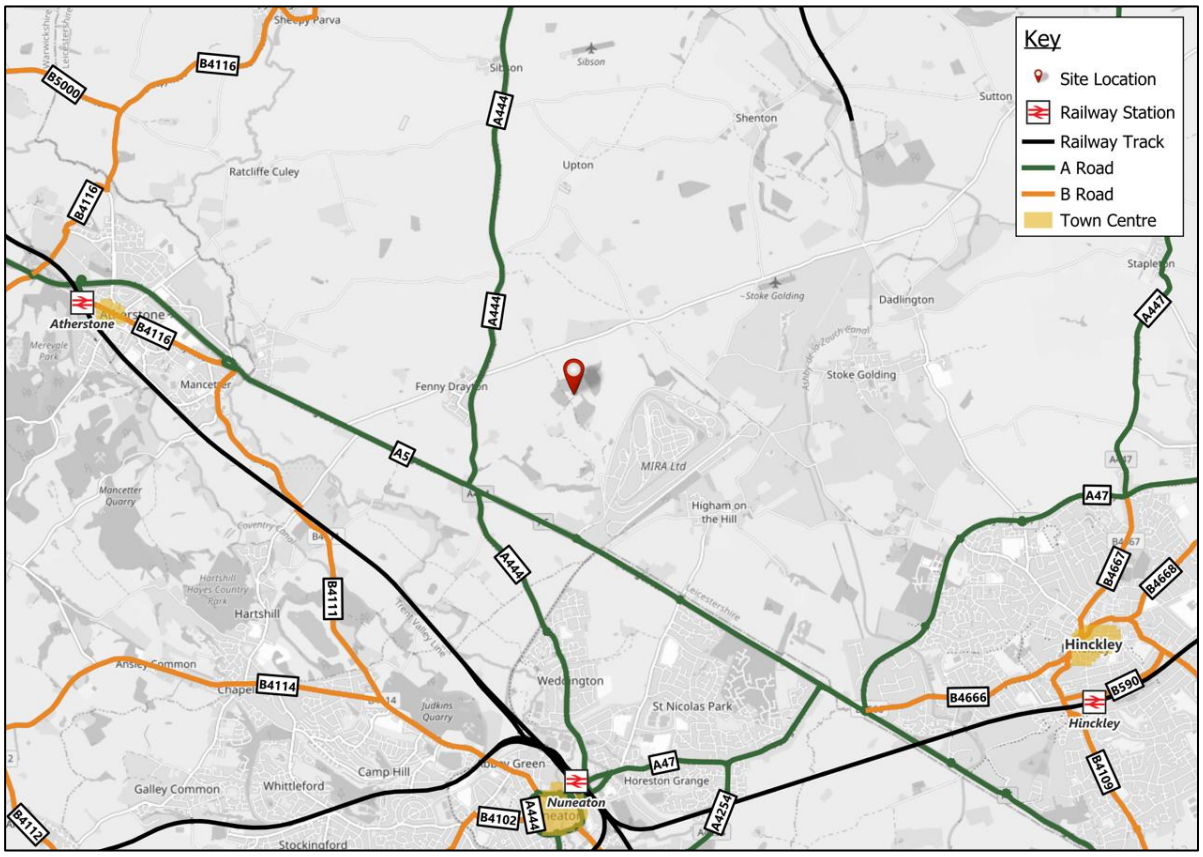
A 12m Rigid Truck Passing Points & Access
B Large Tipper Truck Passing Points & Access
C Concrete Mixer Passing Points & Access
D 15.4m Articulated Vehicle Passing Points & Access
E Construction Compound Layout

1 Introduction

1.1 Transport Planning Associates (**TPA**/ **we**) have been appointed by MAC DEVELOPMENTS & CONSTRUCTION LTD to provide transport and highways consultancy services in relation to the approved development of 240 self-storage containers and an area of caravan self-storage at Land South of Lindley Wood, Fenn Lanes, Fenny Drayton, CV13 6BJ *(Ref: 25/01229/FUL)*. MAC DEVELOPMENTS & CONSTRUCTION LTD will also be acting as the site contractor for this development.

1.2 The site is situated approximately 1.8km east of Fenny Drayton, and 11.7km west of Hickley, with the local planning authority being Hickley and Bosworth Borough Council (**HBBC**) and highway authority as Leicestershire County Council (**LCC**). The site location is shown in **Figure 1.1**.

Figure 1.1 Site Location Plan – Regional



Source: ©OpenStreetMap Contributors

1.3 The approved description of development is as follows:

> *"Change of Use from Residential (Class C3) to sui generis, including siting of 240 self-storage containers and an area of caravan self-storage; associated access improvements (to include removal of existing entrance gates) and landscaping."*

1.4 Following the grant of planning permission, a number of planning conditions were imposed in relation to the development. Of particular relevance to this Construction Traffic and Environmental Management Plan (CTEMP) is Condition 8, which states:

> *Prior to the commencement of development a Construction Traffic and Environmental Management Plan shall be submitted to and agreed in writing by the LPA. The plan shall detail how, during the site preparation and construction phase of the development, the impact on nearby residential premises and the environment shall be prevented or mitigated from mud, dust, odour, noise, smoke, light and land contamination, as well as vehicle parking facilities. The works during the development phase shall thereafter be carried out in accordance with the approved details and timetable. The plan shall detail how such controls will be monitored and will provide a procedure for the investigation of complaints.*
>
> *Reason: To minimise disruption to the neighbouring residents in the interests of neighbouring amenity, and to reduce the possibility of any deleterious material (mud, stones etc.) being deposited on the adjoining un-adopted access track and Fenn Lanes and avoid a hazard to road users in accordance with Policies DM7, DM10 and DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016)."*

1.5 Given the rural location of the Site, construction activities are expected to have limited direct impact on nearby residential properties. Nevertheless, this CTEMP sets out a series of measures to ensure that construction traffic and associated activities are appropriately managed, with a view to minimising potential impacts on the local highway network, surrounding environment and local community throughout the construction period.

Objectives of this Construction Traffic Environmental Management Plan

1.6 The objectives of this CTEMP are as follows:

- Improved vehicle safety.
- Evidence that the site is planning and managing deliveries effectively.
- Encouraging construction workers to travel to the site by non-car modes;
- Promoting smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods, leading to less congestion;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles. leading to less emissions;
- Managing the on-going development and delivery of the CTEMP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

Scope of this Report

1.7 This CTEMP has been prepared for the purpose of discharging Condition 8 of the planning permission. It sets out the measures that will be implemented to manage construction traffic and associated activities, with particular regard to highway safety, the operation of the local highway network and the potential effects of construction activity on the surrounding area.

1.8 The remainder of this CTEMP is structured as follows:

- **Chapter 2** – Principal Contractor Safety Statement;
- **Chapter 3** – Policy Context;
- **Chapter 4** – Transport Baseline;
- **Chapter 5** – Construction Traffic Routing;
- **Chapter 6** – Management of Vehicle Access;
- **Chapter 7** – Environmental Impact;
- **Chapter 8** – Safety Planning;
- **Chapter 9** – Mitigation Measures;
- **Chapter 10** – Monitoring and Compliance; and
- **Chapter 11** – Summary and Conclusions.

2 Principal Contractor Safety Statement

2.1 It is acknowledged that it there is a responsibility for the health and safety of all employees (i.e. all people contracted to work or provide services to the company), contractors, visitors, members of public attending the site and any other person or party affected by its undertaking. These duties extend throughout the planning and construction phases of the development.

2.2 This responsibility is an essential part of the duties of all employees of the company, and in particular, those who act in a managerial or supervisory capacity. Safety considerations are as important as all other operations that the company performs.

2.3 Competent persons will be appointed to carry out safety planning and the supervision of potentially hazardous operations. If staff are in any doubt about carrying out any task, they are under instruction to seek advice from a senior member of staff.

2.4 The Client, and/or the contractor once appointed, will seek to encourage employee participation in the formulation and implementation of safe working practices. Regular meetings are held with all departmental managers and staff to discuss health and safety matters and working practices. The company has a policy of all site management staff taking appropriate training as identified by regular reviews between staff and line managers.

2.5 Selection and reviews of subcontractors will consider their previous experience in delivering an event of this nature and ability to demonstrate safe working practices. It is the Client's intention to:

- Minimise hazards and prevent accidents;
- Ensure the safety of all workers, artists and the public;
- Minimise nuisance and disruption to nearby residents, businesses and other users of the local area; and
- Promote best practice among staff and contractors.

3 Policy Context

3.1 This chapter sets out the policies and guidelines that form the basis for this Report. Policy documents reviewed include section of the CTEMP lists the relevant national and local transport related planning

- Traffic Management Act (2004);
- Fleet Operation Recognition Scheme (FORS) and;
- Site Allocations and Development Management Policies Development Plan Document (2016).

3.2 The following paragraphs provide a brief overview of the key principles included in the policies reviewed.

Traffic Management Act (2004)

3.3 The Traffic Management Act (2004*)* makes:

> *"'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street"*[1]

3.4 Within the act it also acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

3.5 Part 2 of The Traffic Management Act (2004) states that *"it is the duty of a local traffic authority [or a strategic highways company ("the network management authority")] to manage their road network"*[2]. The management of these networks should ensure that the network is used efficiently, and that the local authority takes the appropriate measures to avoid contributing to traffic congestion.

3.6 While Part 5 of The Traffic Management Act (2004) states that it is the responsibility of strategic highways company and local authorities to manage the road network.

Fleet Operator Recognition Scheme (FORS)

3.7 The Fleet Operator Recognition Scheme (FORS) is a voluntary accreditation scheme for fleet operators, which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.

[1] *Traffic Management Act 2004 Introductory Text*
[2] *Traffic Management Act Part 2 Section 16*

3.8 Use of FORS registered hauliers will be ensured to maintain a high standard of delivery vehicles so that the safety of the public and on-site contractors is maintained at all times. Furthermore, the use of FORS registered haulers should reduce the developments impact on the environment.

Site Allocations and Development Management Policies Development Plan Document

3.9 This document outlines the development requirements set by HBBC and the policies which developments must follow. Policy DM7 specifies the standards that developers must adhere to in order to prevent pollution and flooding and its associated impacts. The following points outlined in this policy relate to standards that will be set out in this CTEMP:

> *"a) It will not adversely impact the water quality, ecological value or drainage function of water bodies in the borough;*
>
> *b) Appropriate containment solutions for oils, fuels and chemicals are provided;*
>
> *d) It would not cause noise or vibrations of a level which would disturb areas that are valued for their tranquillity in terms of recreation or amenity;*
>
> *e) Appropriate remediation of contaminated land in line with minimum national standards is undertaken;*
>
> *f) It will not contribute to poor air quality; unstable land; and*
>
> *g) It will not result in land instability or further intensify existing*

3.10 Adequate measures, as set out in Chapter 9 of this document, will be implemented to minimise the pollution impact and flooding risk associated with the construction of this site.

3.11 Policy DM10 sets out the design standards for developments that must be met, including:

> *"a) It would not have a significant adverse effect on the privacy and amenity of nearby residents and occupiers of adjacent buildings, including matters of lighting, air quality (including odour) noise, vibration and visual intrusion;"*

3.12 Construction traffic will be restricted to the designated working hours in order to minimise disruption to the surrounding area. Given the limited number of nearby buildings, the potential for noise disturbance to neighbouring properties is also expected to be limited

3.13 Policy DM17 sets out the highway and transportation standards that new developments must follow highlighting the importance of making use of public transportation services and active travel routes where possible and minimising the need to travel. The relevant sections of the policy in terms of this CTEMP states the following:

> *"c) Demonstrate that there is not a significant adverse impact upon highway safety; and in the case of development that generates significant movement;*
>
> *e) Where it can be demonstrated that the residual cumulative impacts of the development on the transport network are not severe."*

3.14 This report outlines that there are no highway safety concern, and construction traffic will be routed to minimise traffic impacts and to avoid peak hours in order to minimise impacts on the highway network.

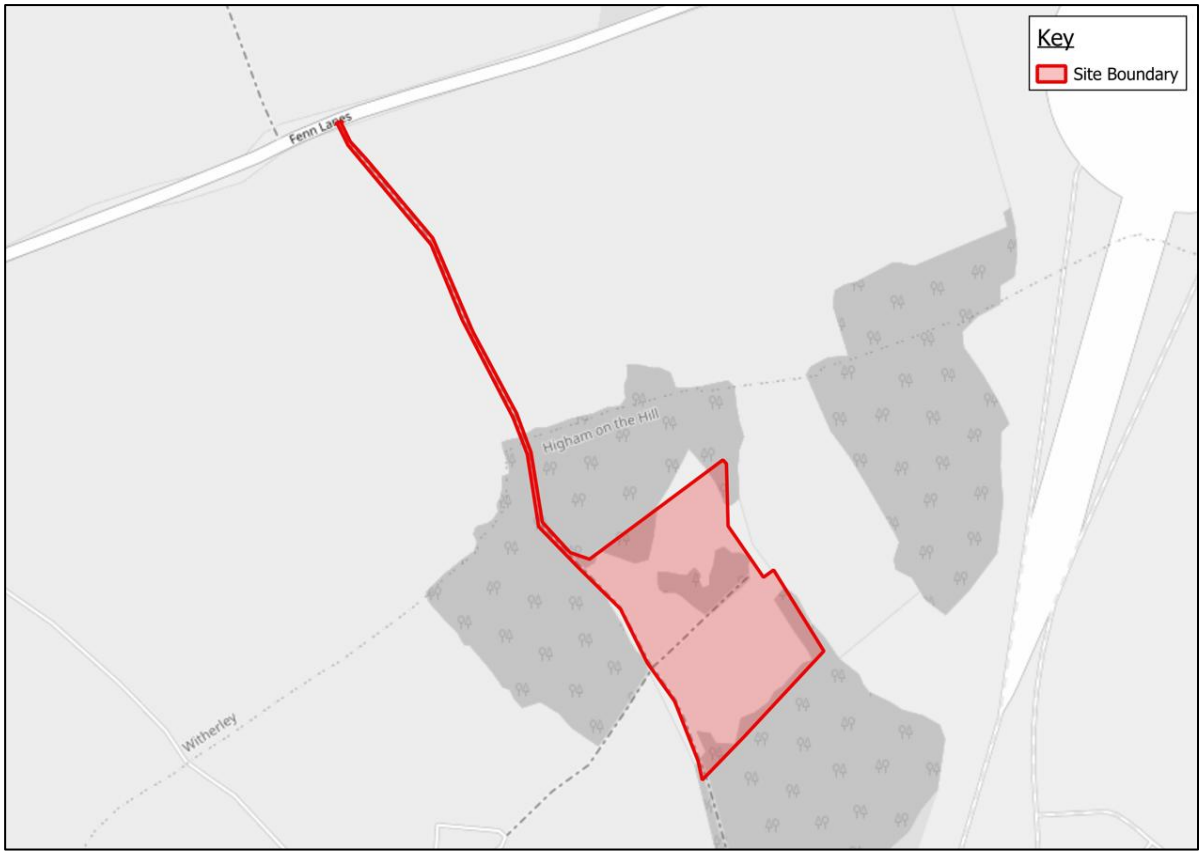
4 Transport Baseline

Site

4.1 The site currently comprises vacant land of concrete hardstanding encompassing 4.6 hectares. The land is noted to be developed as part of a former airfield during the Second World War. The core of the site is surrounded by woodland to three boundaries (north, south and part of the west), with agricultural fields beyond. Nearby to the east of the site is the MIRA test track. The site is located outside of any settlement, within the open countryside.

4.2 Access to the site is provided via a private road connecting to the southern side of Fenn Lanes. This private road serves as the sole means of access for the site and the neighbouring properties. Its width varies between approximately 3 m and 5 m, with intermittent sections widening to around 6–7 m to facilitate two-way vehicle passage. The road is unlit and does not benefit from any dedicated pedestrian footway provision. The site in a local context is identified in **Figure 4.1**.

Figure 4.1 Site Location Plan – Local



Source: ©OpenStreetMap Contributors

Local and Strategic Highway Network

4.3 Fenn Lanes is a single-carriageway road with an approximate width of 7.5 m. It is subject to a 50-mph speed limit along its full length, and vehicles over 7.5 tonnes are prohibited except for access. This weight restriction continues eastwards along Wharf Lane, Main Street and Stapleton Lane.

4.4 Fenn Lanes extends eastwards towards the Ashby-de-la-Zouch Canal and westwards to Fenny Drayton, which connects to the A444 Atherstone Road. Locally, the A444 provides links north towards Burton upon Trent and south to the A5, which forms part of the Strategic Road Network (**SRN**). The A444 continues south and provides a link to Coventry, and is also subject to a 50-mph speed limit.

Accessibility by Sustainable Modes of Transport

4.5 Given the rural location of the development, it is anticipated that access will be predominantly by private car, reflecting the limited availability of sustainable transport options. This is evidenced by the absence of pedestrian footways along the private access road connecting the site to Fenn Lanes, as well as the lack of footway provision along Fenn Lanes itself, where only grass verges are present.

4.6 National Cycle Network Route 52 is located approximately 2.7 km east of the site along Fenn Lanes. The route runs north–south between Coalville, Nuneaton and Bedworth. However, cyclists can only access the route by travelling on the carriageway of Fenn Lanes.

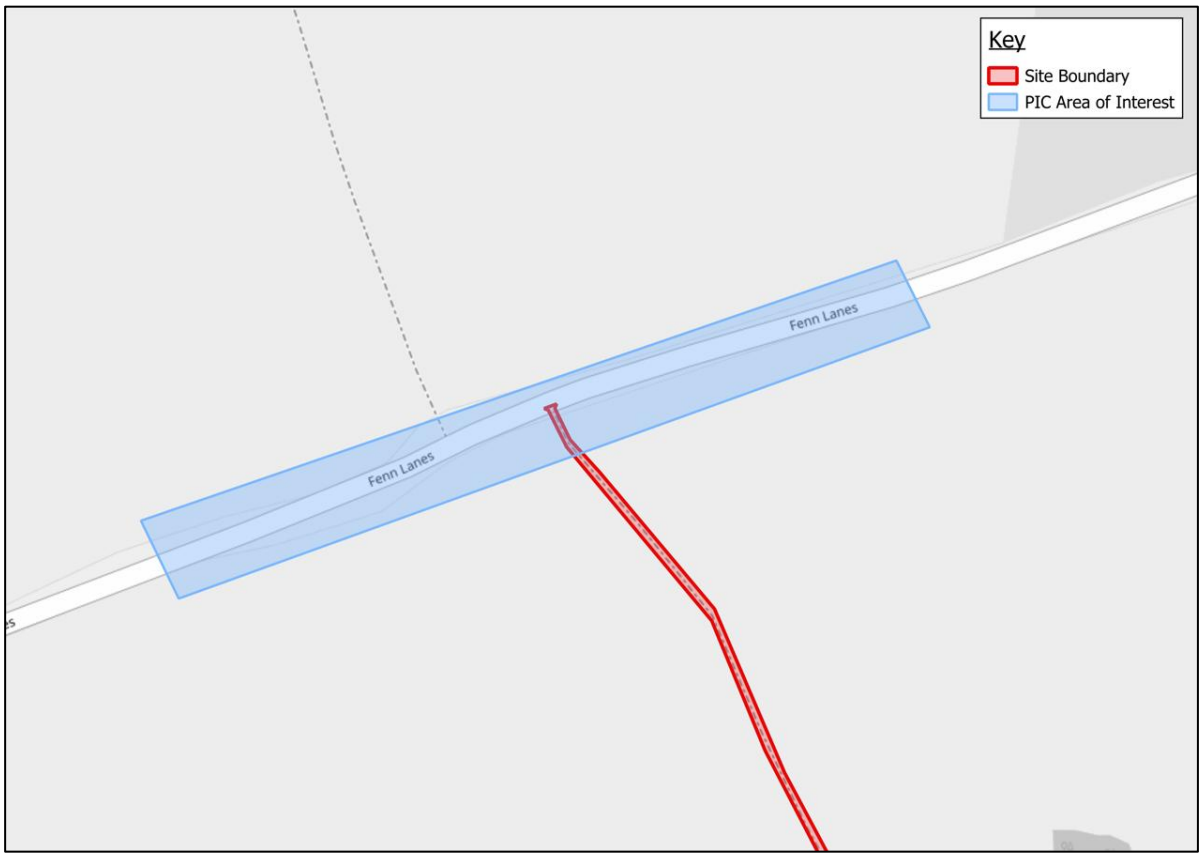
4.7 In regard to access to the site by bus, the nearest bus stops are situated in Fenny Drayton, near Quaker Close, approximately 1.1 km west of the site. These stops are reachable via a 3-minute cycle. The stops, 'Fenny Drayton, adjacent to Quaker Close' and 'Fenny Drayton, opposite Hunters Lane', are served by Bus LC12, which provides connections between Atherstone and Measham via Market Bosworth. The service operates Monday to Friday, with one northbound journey at 07:08 and one southbound journey at 15:55.

4.8 In summary, the site has inherently limited accessibility by sustainable modes, which is consistent with its rural setting.

Road Safety

4.9 A review of the most recent personal injury collision (**PIC**) data was undertaken utilising information obtained from CrashMap. The data obtained for the review, which spans the period from 2021 to 2025 (inclusive) is shown in the **Figure 4.2**.

Figure 4.2 PIC Map



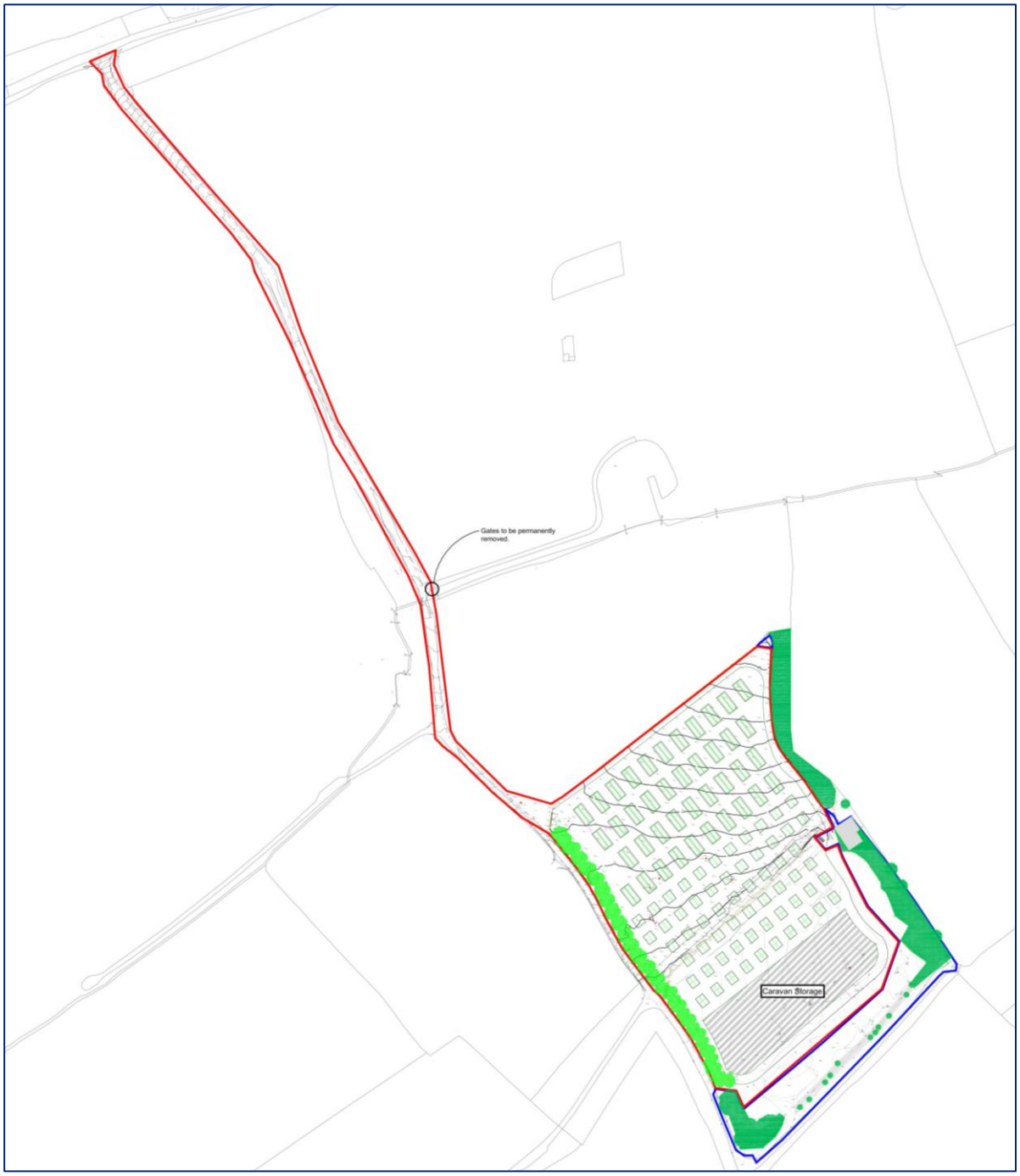
Source: OpenStreetMap Contributors; and https://www.crashmap.co.uk/

4.10 As identified in **Figure 4.2**, no incidents were recorded within the vicinity of the site on Fenn Lanes, suggesting that there is no existing highway safety issue in the immediate vicinity of the site.

5 Construction Traffic Routing

5.1 The proposed layout of the site is shown in **Figure 5.1**.

Figure 5.1 Proposed Site Layout



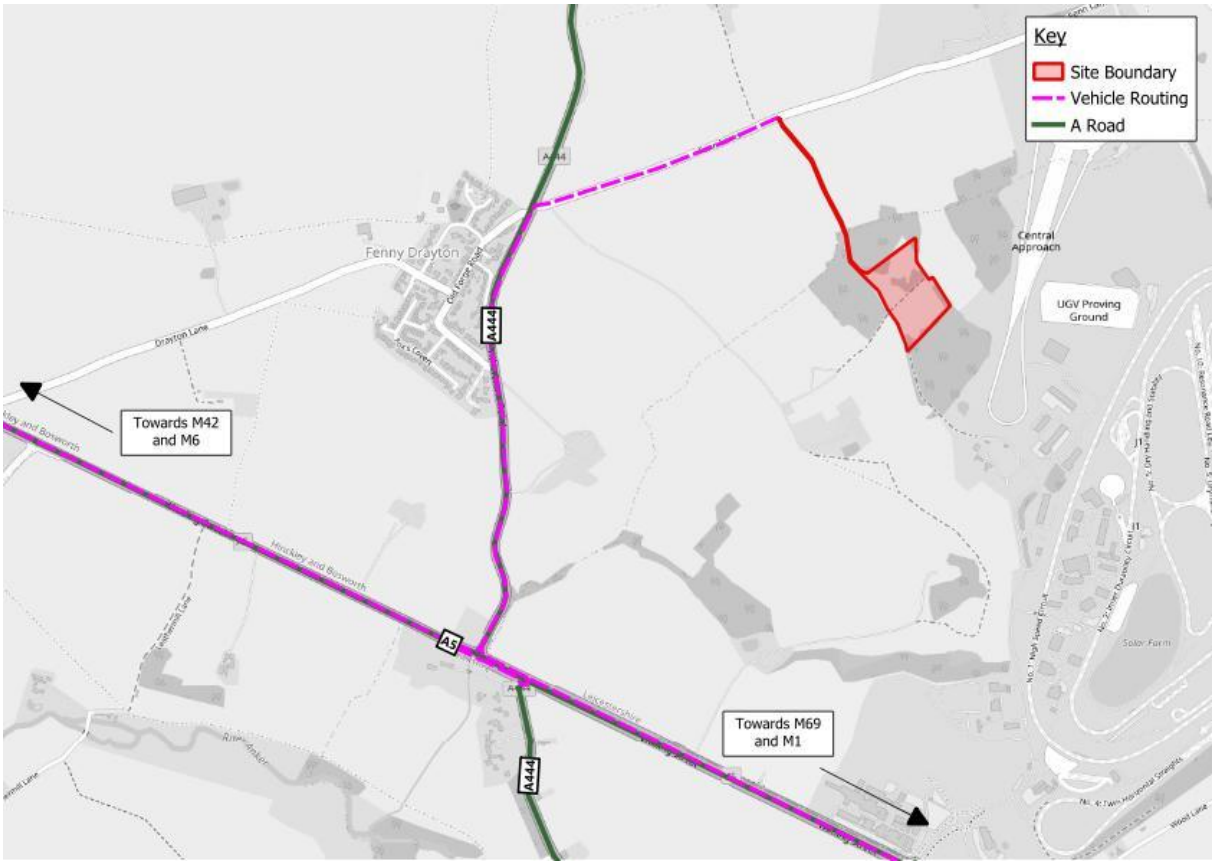
Source: Hayward Architects LTD, Drawing 25/64 03E

Construction Route

5.2 To minimise the impact of construction traffic on the local highway network, construction vehicles will route to and from the Site via the most direct route to the Strategic Road Network (SRN). This route comprises travel west from the Site access along Fenn Lanes to the A444, approximately 800m away, before continuing south along the A444 to its junction with the A5. The A5 forms part of the SRN and provides onward connections east towards the M69 and the M1, and west towards the M42 and the and M6, providing access to the wider strategic highway network.

5.3 The recommended construction routes are shown in **Figure 5.2**.

Figure 5.2 Construction Route to the SRN



Source: OpenStreetMap Contributors

Route Signage

5.4 Temporary road signage would be implemented along the designated route along Fenny Lane and at the access junction and the A444 / Fenny Lane junction to inform background traffic of the ongoing construction works and to direct construction traffic to and from the site. The signs would be located at key points on the route such as junctions, bends and the site access. The location of the traffic signs will be confirmed once a contractor is appointed.

5.5 Where applicable, all signage would be compliant with the Traffic Signs Manual. The following points will be considered when locating temporary signage:

- The position of the sign in relation to the highway;
- Possible distraction to drivers; and
- The proximity to junctions and roundabouts

Construction Hours

5.6 In accordance with Policies DM7 and DM10 of the Hinckley and Bosworth Site Allocations and Development Management Policies Development Plan Document (2016), construction activities will be managed to minimise potential noise, disturbance and other impacts on the amenity of the surrounding area. Construction activities and deliveries will therefore be undertaken between 08:00 and 18:00 Monday to Friday and between 08:00 and 13:00 on Saturdays, with no construction activities or deliveries taking place on Sundays or Bank/Public Holidays. These hours are consistent with Hinckley & Bosworth Borough Council's recommended hours for construction works.

5.7 Where practicable, construction deliveries will be scheduled to arrive at and depart from the Site between 10:00 and 16:00. This will seek to minimise construction vehicle movements during the identified AM (08:00–09:00) and PM (16:00–17:00) peak hours on Fenn Lanes and reduce the potential impact of construction traffic on the operation of the local highway network.

5.8 Construction staff may arrive at the Site between 07:00 and 08:00, with departures generally occurring between 18:00 and 19:00. No construction operations or deliveries will commence before 08:00.

Construction Vehicle Movements

5.9 It is anticipated that there will be approximately 5-6 operatives working on site at any one time. Operatives will travel to the site in a company vehicle from the contractor's main site.

5.10 Very limited HGV movements to and from the site are expected for this development. It can be expected that there will be a single heavy lorry movement at the start of construction to bring the required heavy machinery to the site, as well as a single heavy lorry movement to remove it following the completion of the works.

Management of Deliveries

5.11 To reduce the likelihood of congestion during both the site clearance and the construction phases of the proposed development, suppliers will endeavour to consolidate deliveries where multiple orders

are placed. In general, deliveries will be made outside of the traditional background traffic peak hours between 09:30 and 15:00, except for key 'just in time' deliveries.

5.12 To manage delivery vehicles entering and egressing from the single access point, strict monitoring and control will be implemented to ensure each vehicle has a pre-arranged delivery time.

6 Management of Vehicle Access

Site Access

6.1 All construction traffic will access the site via Fenn Lanes. A banksman will be stationed at the access to the site when vehicles arrive/depart from the site. They will be in contact with construction workers within the site to manage vehicle entry and exit such that the access road is clear when vehicles need to enter or leave the site.

Access for large vehicles

6.2 Based on the relatively narrow size of the vehicular access, passing points are already in place along the access road. This will allow large vehicles to enter and leave the site safely even within the instances where two vehicles are passing each other on the access.

6.3 Given the scale and nature of the proposed development, the largest vehicle expected to access the Site during the construction phase is a 12m rigid vehicle. Vehicle tracking has demonstrated that two 12m rigid vehicles can safely pass one another within the identified passing places, as shown in **Appendix A**. It is also possible for a 10m tipper truck, and an 8m cement mixer to pass along the access road via the passing points, as shown in **Appendix B** and **Appendix C**.

6.4 In the rare event that a vehicle larger than a 12m rigid vehicle is required during the construction phase, vehicle tracking has demonstrated that a 15.4m articulated vehicle, and vehicles of a comparable size, can enter and exit the Site access and travel along the access road to the Site. This is shown in **Appendix D**.

6.5 Given the size of these vehicles, their movements will be managed by banksmen to ensure that the access road is clear when the vehicle arrives at or departs from the Site. This will ensure that a larger vehicle does not encounter another vehicle travelling in the opposite direction along the access road, allowing it to travel safely between the Site and Fenn Lanes.

Storage and Parking Area

6.6 Temporary construction storage areas will be provided within the development parcels during the construction and decommissioning phases of the development.

6.7 All construction-related deliveries will initially be directed to the construction storage compounds. Machinery and materials will be offloaded within the compound before being transferred to the

respective parcels using small vans and box vans where possible. The layout of the construction compound within the site boundary is provided in **Appendix E**.

6.8 No parking by contractors, visitors or delivery vehicles will be permitted on the local highway network at any time during the construction phase, and visitors will be advised of the parking arrangements in advance of travelling to the site. The Site Manager will monitor that parking is taking place in the designated area within the site on a regular basis, which is also shown in **Appendix E**.

7 Environmental Impact

7.1 The Environmental Impacts associated with this CTEMP has been informed by Construction and Environmental Management Plan (**CEMP**) No. 250801.3.FennLane.CEMP.v1.0, which has been prepared separately by Croft Ecology. Relevant information within this chapter has been drawn from the CEMP, with appropriate references provided where applicable.

7.2 The following measures will be implemented to reduce environmental impacts associated with the construction of this development.

Material Storage

- Materials will be stored off-site when possible. When stored on-site, they will be sealed and covered and stored at least 20m from the off-site pond and not be left opened or uncovered overnight. The location of the material storage is shown in **Appendix E**.
- Hazardous materials will be stored in accordance with COSHH regulations.
- Refuelling will be undertaken on an impermeable surface, and a spill kit will be kept on site and available for immediate use.

Dust and Mud

- A dust and mud management plan will be implemented throughout the construction phase of the development.
- Dampening of material stockpiles and wheel washing practices will be undertaken to prevent excess dust and mud from leaving the site.
- Fencing and netting will be maintained during the construction phase to prevent dust and mud affecting the nearby woodland.
- Surface water runoff will also be managed to prevent contamination entering the nearby habitats of drainage system.

Fencing

- Protective fencing shall be installed prior to construction activity commencing, to establish the biodiversity protection zone along the nearby woodland boundary. This should extend at least 10m from the woodland edge. This will prevent any construction activity from entering the vicinity of the woodland.
- Protective fencing will be installed in accordance with arboricultural advice to safeguard retained trees and their root protection areas from construction activity.

- Root Protection Zones (RPZs) will be identified and fenced off before works commence, with no access, works or material storage permitted within these areas unless agreed in advance by the project ecologist and arboriculturist.

Animals, Birds and Trees

- Prior to any clearance of vegetation, the area hall be checked from amphibians, hedgehogs, reptiles and other small mammals.
- Any work or clearance done within 10m of the woodland edges will be undertaken outside of typical bird nesting season where possible. Should any protected species be encountered, works will stop immediately and the Project Ecologist will be informed before deciding when work can continue.
- The nearby woodlands and trees will be protected by the 10m biodiversity zone, in which plant and machinery shall not enter this zone.
- The site will be kept clean to discourage wildlife from entering the construction zone. This includes regularly removing waste that could attract wildlife.
- Excavations left open overnight will have a suitable means of escape, and open pipes with a diameter of 300mm or greater will be sealed overnight to prevent wildlife from entering and being trapped.
- Before work commences each day, excavations will be inspected to ensure no animals have been trapped.

Lighting

- A sensitive lighting strategy will be required to minimise the lighting impacts to the nearby woodland, as well as nearby bat boxes.
- Construction hours will be limited to daylight hours where possible, and if work outside these hours is required, lighting will be managed to reduce light spill onto nearby trees.
- Lighting levels will be kept to a minimum and use warm white LEDs, with shields, hoods or cowls fitted where necessary.

Noise

- Construction works will be restricted to the approved working hours.
- Best Practicable Means will be employed to minimise noise emissions during construction.
- Plant and machinery will be properly maintained and operated in accordance with manufacturers' recommendations.
- Major compressors will be sound-reduced models and fitted with acoustic covers where appropriate.
- Pneumatic and percussive tools will be fitted with mufflers or silencers where appropriate.

- Plant, generators, compressors and pumps will be positioned to minimise noise emissions where practicable.
- Deliveries will be programmed during daytime hours only.
- Care will be taken during loading and unloading operations to minimise noise.
- Plant and vehicle engines will not be left idling when not in use.
- Any noise-related complaints received will be recorded, investigated and addressed through the site's complaints procedure.

Odour

- No significant odour-generating activities are anticipated during the construction phase.
- Good site housekeeping practices will be maintained throughout the construction period.
- Waste materials will be stored in designated areas and removed from the site at regular intervals by licensed waste contractors.
- Stockpiles will be located appropriately within the site and managed to minimise dust and odour emissions.
- Exposed soils and stockpiles will be damped down during dry or windy conditions where necessary to minimise dust emissions.
- Materials capable of generating dust or odour will be covered, damped down or removed from site as soon as practicable.
- No burning of waste, vegetation or other materials will be permitted on site.

Smoke and Air Quality

- No burning of waste or other materials will be permitted on site.
- Construction vehicles will use the approved access route to and from the site.
- Vehicle and plant engines will be switched off when stationary and unnecessary idling will be avoided.
- Plant and equipment will be maintained in accordance with manufacturers' recommendations to minimise emissions.
- Dust suppression measures, including damping down of exposed surfaces and stockpiles where necessary, will be implemented throughout the construction phase.
- Vehicles carrying loose materials will be suitably covered during transport.
- Wheel washing facilities will be used where necessary to prevent the tracking of mud, dust and debris onto the public highway.
- Any air quality complaints received will be recorded, investigated and addressed through the site's complaints procedure.

Complaints Procedure

- Contact details for the Site Manager or nominated site representative will be displayed on-site and made available to neighbouring occupiers for the duration of the construction period.
- Any complaint received will be logged by the Site Manager and investigated promptly.
- The source and nature of the complaint will be reviewed and relevant site activities inspected.
- Where necessary, corrective measures will be implemented to address the issue.
- A record of the complaint, investigation and any remedial action taken will be maintained throughout the construction period.
- The complainant will be informed of the findings of the investigation and any actions undertaken where appropriate.

8 Safety Planning

8.1 This CTEMP has been prepared to document the safety management arrangements and control measures during all construction phases of the programme. The document is based on information currently available and will be updated as additional detail is made available.

8.2 Regulations, which may cover areas of activity, include:

- Health and Safety at Work Act 1974
- The Construction (Design and Management) Regulations 2015
- Control of Noise at Work Regulations 2005
- COSHH – Control of Substances Hazardous to Health
- Manual Handling Regulations Act 1992
- RIDDOR – Reporting of Injuries, Diseases and Dangerous Occurrences
- PPE – Personal Protective Equipment Regulations 1998
- Health and Safety (First Aid) Regulations 1981
- Regulatory Reform (Fire Safety) Order 2005
- Work at Height Regulations 2005
- LOLER – The Lifting Operations and Lifting Equipment Regulations 1998
- Further guidance may also be taken from guides including:
- Institute of Structural Engineers: Temporary Demountable Structures
- Fire Safety Risk Assessment at open air events and venues (2007)

Site Documentation

8.3 In relation to these works, and although this will be confirmed by the contractor in due course, the company's health and safety folder within the site office is anticipated to include documents such as:

- Health and safety policy
- Construction Phase Plan
- Pre-construction information
- RIDDOR reporting arrangements
- Risk assessments
- Training records
- Plant maintenance and inspection records
- COSHH safety data information sheets.

9 Mitigation Measures

9.1 The contact details of the appointed contractor and the Site Manager will be provided to HBBC prior to the commencement of construction activities. Should these details change, the council will be notified accordingly.

9.2 The contractor will introduce measures to minimise the impact resulting from construction activities. It will be the responsibility of the Site Manager to oversee the implementation of the mitigation measures.

9.3 It will be the responsibility of the appointed contractor to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities. All traffic travelling to and from the site will comply with this CTEMP and the development will be carried out in accordance with the approved details. Any departures from this CTEMP will need to be agreed in writing by the Council prior to actions or works being carried out on site.

9.4 The proposed mitigation measures include the following:

Routing and Parking

- Signs to direct construction vehicles associated with the development will be installed along the route;
- Drivers, contractors and visitors will be provided with a route plan in advance of delivering to the site to ensure that vehicles follow the identified route;
- All signage on the designated route will be inspected twice daily by the Site Manager to ensure they are kept in a well-maintained condition and located in safe and appropriate locations;
- Use of advisory signs informing contractors and visitors that parking is not permitted on road in the vicinity of the site or on the site access track;
- A compound area for contractors will be set up on-site including appropriate parking spaces. Contractors and visitors will be advised that parking facilities will be provided on-site in advance of visiting the site and that they should not park on street. There are 4 parking spaces provided, as shown in **Appendix E**.
- Banksmen will be provided at the site access points to indicate to construction traffic when it is safe for them to enter and exit the site; and
- The contact details of the Site Manager will be provided on a noticeboard at the site access points.

Mud and Dust

- A wheel wash facility will be provided ahead of the site egress points to ensure that no mud or debris is spread onto the local highway network;
- Spraying of areas with water supplied as and when conditions dictate to prevent the spread of dust; and
- Regular dampening of material stockpiles, especially in dry or windy conditions.

Light

- Implement a sensitive lighting strategy to reduce the impacts of lighting to the nearby land;
- Lighting levels will be kept to the minimum necessary, with warm white LEDs used and shields, hoods or cowls fitted where required;
- Construction hours are limited to daylight hours; and
- Any nighttime activity must aim to reduce light spill onto nearby trees and woodland.

Land Contamination

- Vehicles carrying waste material off-site to be sheeted;
- Store liquids/chemicals (including fuel) off-site if possible. Alternatively, seal and store safely within a bunded storage facility;
- Ensure all chemicals and liquids are not left open or uncovered overnight;
- Keep a spill kit on site available for immediate use;
- Ensure that refuelling is undertaken over an impermeable surface;
- Runoff generated by construction activities will be appropriately controlled to prevent potentially; and
- harmful substances from entering nearby habitats or the wider water and drainage network

10 Monitoring and Compliance

10.1 This CTEMP should be implemented throughout the construction programme to ensure that it is effective. It will remain a 'living document' and so should be updated during construction if any significant changes to the scope or programme of construction occur.

10.2 Whilst this CTEMP can be reviewed at any time, it will typically be reviewed prior to the start of a new phase of construction.

Construction Working Group

10.3 If necessary, a construction working group will be set up at times of any concentration of construction activity. This will aim to include for representatives of all interested parties, including the developer, main contractor and HBBC (if required).

10.4 The working group would share the results of the CTEMP by identifying the impacts of each development phase and the numbers and types of vehicles in use. As part of this exercise, the main contractor will, where necessary, participate and work together with others in the area to reasonably minimise any relevant impacts.

Indicators and Methods of Monitoring

10.5 The following indicators will be monitored as part of this CTEMP and data information gathered accordingly.

- Number of vehicle movements to site, including:
  - Total number of vehicles.
  - By vehicle type.
  - Time spent on site.
  - Origin and destination of vehicles.
  - Delivery / collection accuracy compared to schedule.
- Breaches and complaints, including:
  - Vehicle routeing.
  - Unacceptable queuing or parking.
  - Adherence to safety and environmental standards and programmes.
- Safety, including:
  - Logistics-related incidents.
  - Record of associated fatalities and serious injuries.
  - Ways staff are travelling to site.

- Vehicles and operators not meeting safety requirement.
- Personal safety surrounding site.

10.6 Checks will be implemented to provide detailed evidence surrounding the number of types of delivery vehicles, as well as the efficiency and accuracy of the deliveries made. All this information will help to highlight the actual impacts of deliveries against the predictions set out in this CTEMP, whilst also helping to set targets for future impact assessments as part of the ongoing review and updating of this CTEMP.

Contractor and Driver Handbooks

10.7 To aid in implementing the CTEMP, Contractor and Drivers' Handbooks will be prepared to distribute information to those responsible for abiding by the CTEMP.

10.8 The Contractor Handbook will contain the following details:

- Safety toolboxes talk, setting out how and when these will take place, including their frequency and duration, whilst also providing an outline of topics to be included. These will be both environmental and safety orientated.
- Anti-idling toolbox talks, setting out how and when these will happen for all drivers, including their frequency and duration,
- Vehicle routeing and delivery scheduling system, providing an explanation to contractors of the routing and delivery system in use, contractors' access and their requirement to utilise the schedule deliveries system.
- Driver training, providing an outline of how and when this will happen during the contract, and the company that will carry out the training.
- Safety and environmental standards.

10.9 The Drivers' Handbook will be prepared and issued to all drivers, which will be concise and specific to the site's construction programme. It will contain the following details relating to environment and safety, which reflect the importance of all drivers being aware of their obligations in an industry reliant on subcontractors:

- Authorised routes to and from the site.
- Site opening times.
- Booking and scheduling information.
- Site entry and exit points, and other information relating to access.
- Anti-idling.
- Vulnerable road user safety.

Contract Compliance

10.10 Contractors will be required to report on any requirements that are part of this CTEMP on a monthly basis and is the ultimate responsibility of the developer in terms of the overall managing and monitoring of the CTEMP.

10.11 Whilst HBBC are not expected to take an active role in the monitoring and management of this CTEMP, the Council would become involved should an incident occur or complaints be registered; in which case the records kept by the developer can be scrutinised.

11 Summary and Conclusions

11.1 This This Construction Traffic and Environmental Management Plan (CTEMP) has been prepared by Transport Planning Associates on behalf of MAC Developments & Construction Ltd in relation to the approved development at Land South of Lindley Wood, Fenn Lanes, Fenny Drayton.

11.2 The purpose of this CTEMP is to set out the measures to be implemented during the construction phase and to support the discharge of Condition 8 of planning permission 25/01229/FUL. MAC DEVELOPMENTS & CONSTRUCTION LTD will also be acting as the site contractor for this development.

11.3 The approved development comprises 240 self-storage containers, an area of caravan self-storage, associated access improvements and landscaping.

11.4 The Site is located within a rural setting, with a limited number of nearby residential properties. Notwithstanding this, the CTEMP establishes a series of measures to appropriately manage construction traffic and construction activities, with the aim of minimising potential effects on the local highway network, surrounding environment and local community throughout the construction period.

11.5 To minimise the impact of construction traffic on the local highway network, construction vehicles will travel to and from the Site via the most direct route to the Strategic Road Network (SRN). Vehicles will travel west from the Site along Fenn Lanes to the A444, before travelling south along the A444 to the A5. The A5 forms part of the SRN and provides onward connections towards the M42, M1 and M6.

11.6 Given the scale and nature of the development, the largest vehicle expected to regularly access the Site during construction is a 12m rigid vehicle. Vehicle tracking has demonstrated that two 12m rigid vehicles can pass one another using the existing passing places along the private access road. In the infrequent event that a larger vehicle is required, tracking has also demonstrated that a 15.4m articulated vehicle can access the Site. Movements of vehicles of this size will be managed by banksmen to ensure that the access road is clear when the vehicle arrives at or departs from the Site, thereby avoiding conflict with vehicles travelling in the opposite direction.

11.7 Construction activities and deliveries will be restricted to the specified working hours, with deliveries, where practicable, scheduled between 10:00 and 16:00 to minimise construction vehicle movements during the identified highway peak periods. Deliveries will be pre-arranged and coordinated, while temporary signage and route information will be used to ensure drivers follow the prescribed construction route. Contractor, visitor and delivery vehicle parking will be accommodated within the Site, with no construction-related parking permitted on the surrounding highway network.

11.8 Measures will also be implemented throughout the construction phase to minimise potential environmental effects. These include wheel washing and dust suppression measures; appropriate storage and containment of materials, fuels and chemicals; anti-idling requirements; controls on surface water runoff; and a sensitive approach to construction lighting. Protective measures will also be implemented to safeguard the adjoining woodland, retained trees and associated habitats.

11.9 Responsibility for implementing the measures contained within the CTEMP will sit with the appointed contractor and Site Manager. Appropriate information will be provided to contractors, suppliers and drivers to ensure that they are aware of the approved construction route, delivery arrangements, Site access requirements, working hours and relevant safety and environmental controls.

11.10 The CTEMP will remain a live document throughout the construction period and will be reviewed where there are material changes to the construction programme or logistics arrangements. Compliance will be monitored through measures including gate checks, monitoring of construction vehicle movements, delivery records, incidents, breaches and complaints, together with monthly reporting by contractors. Records will be retained to allow the implementation and effectiveness of the CTEMP to be reviewed where necessary.

11.11 On the basis of the measures set out within this CTEMP, it is considered that construction activities associated with the development can be appropriately managed to minimise impacts on the local highway network, highway safety, surrounding environment and nearby properties. Subject to the implementation of the measures contained herein, the CTEMP provides the necessary framework for managing the construction phase and supports the discharge of Condition 8 of planning permission 25/01229/FUL.

APPENDIX A

A2
ORIGINAL
PLOT SIZE



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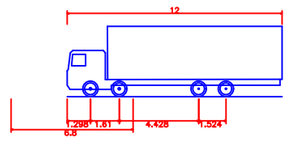

Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

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CLIENT:
MAC DEVELOPMENTS & CONSTRUCTION LTD

PROJECT:
LAND SOUTH OF LINDLEY WOOD, FENN LANES, FENNY DRAYTON CV13 6BJ

TITLE:
SWEPT PATH ANALYSIS OF A 12M RIGID VEHICLE ALONG ACCESS ROAD

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	03/09/26	LNS	SS	SS

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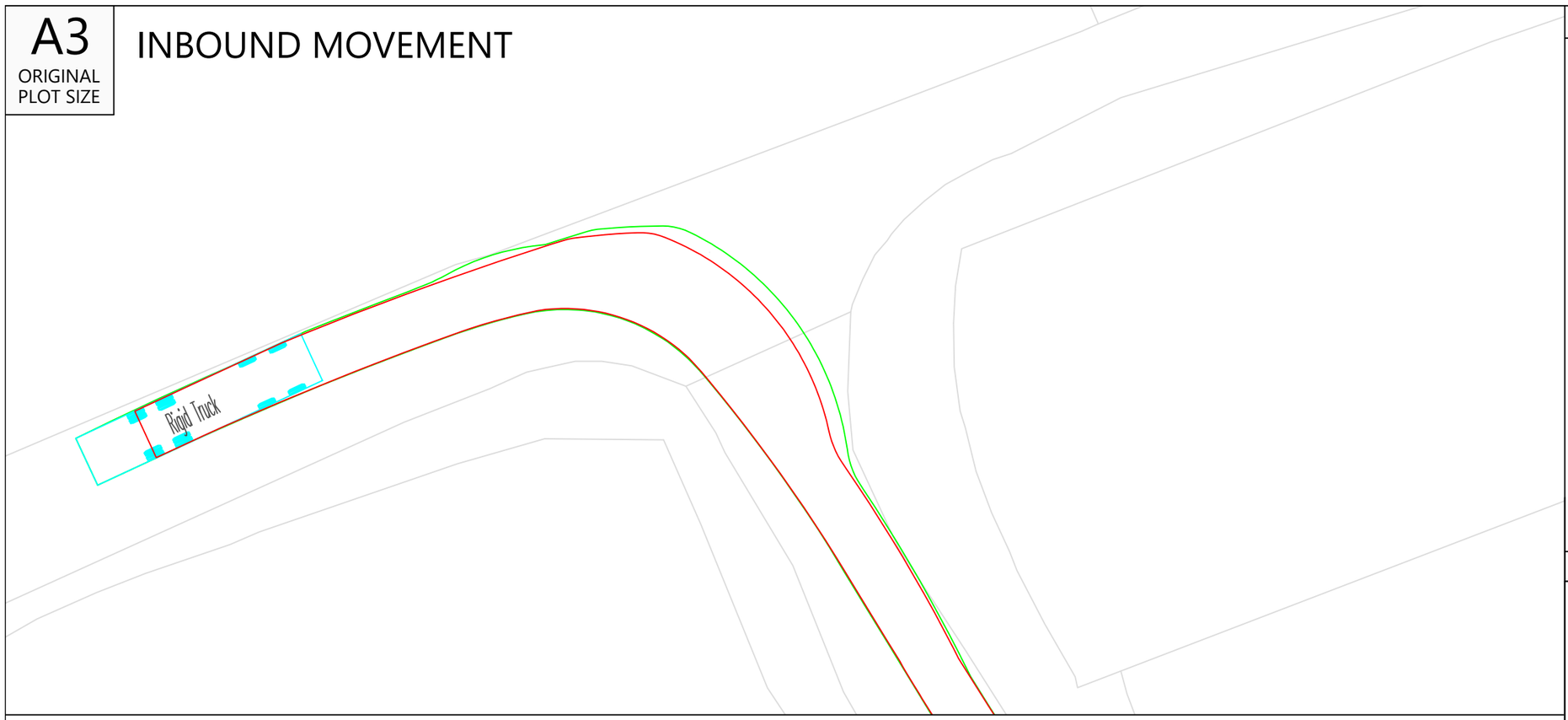
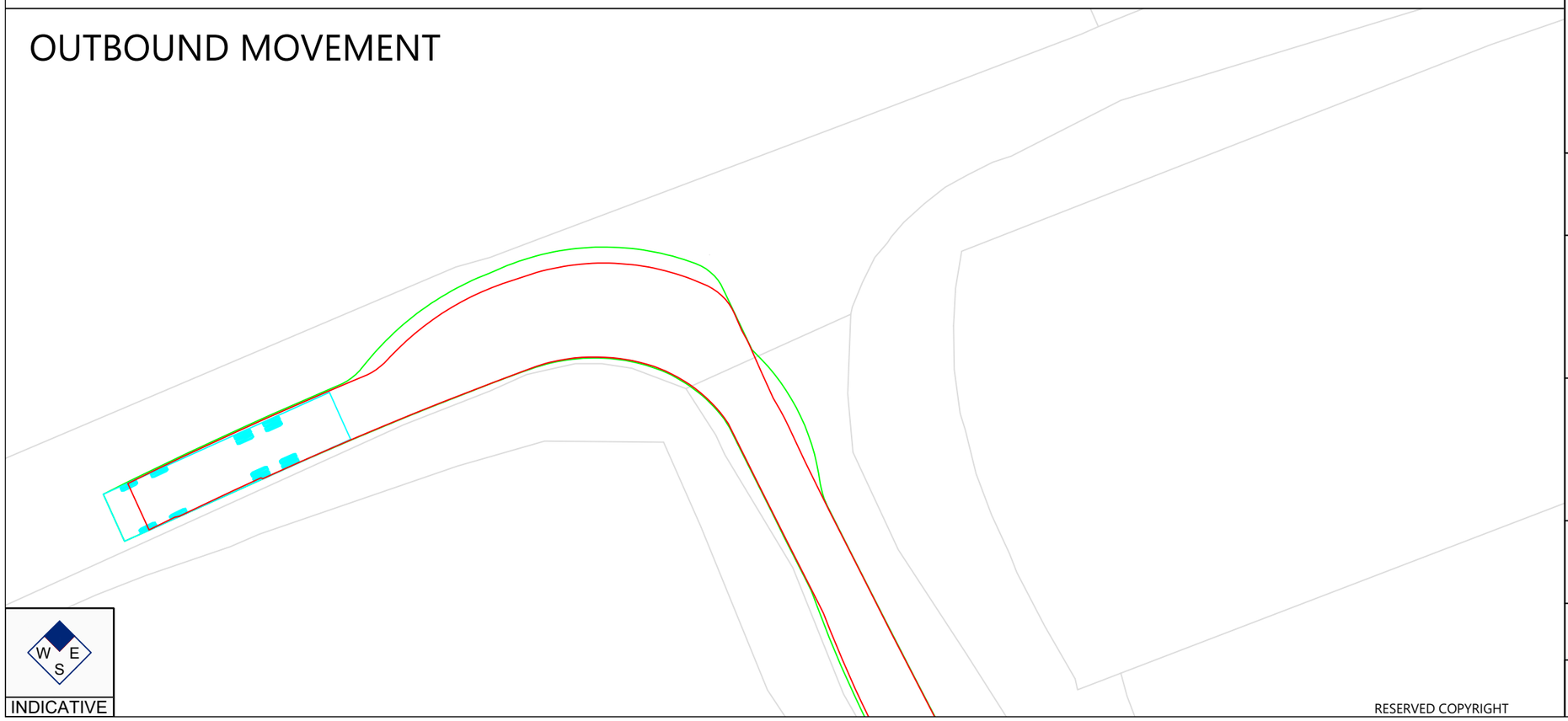
INBOUND MOVEMENT



OUTBOUND MOVEMENT



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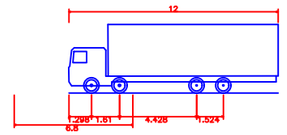

Rigid Truck	
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

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TITLE:
SWEPT PATH ANALYSIS OF A 12M RIGID VEHICLE ACCESS ARRANGEMENT

STATUS:
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APPENDIX B

A2
ORIGINAL
PLOT SIZE





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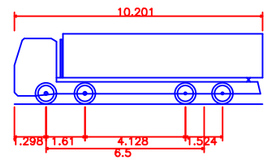

Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

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LAND SOUTH OF LINDLEY WOOD, FENN LANES, FENNY DRAYTON CV13 6BJ

TITLE:
SWEPT PATH ANALYSIS OF A LARGE TIPPER ALONG ACCESS ROAD

STATUS:
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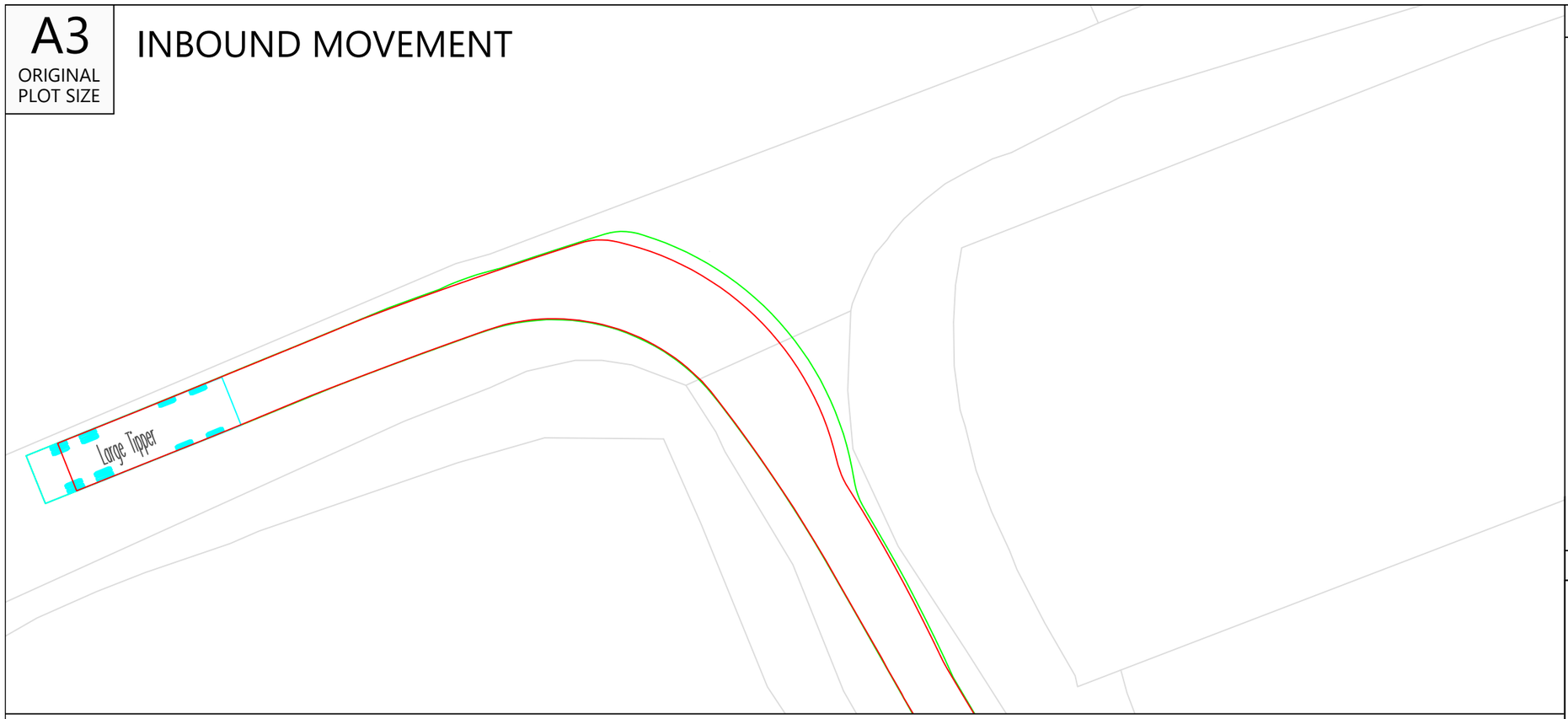
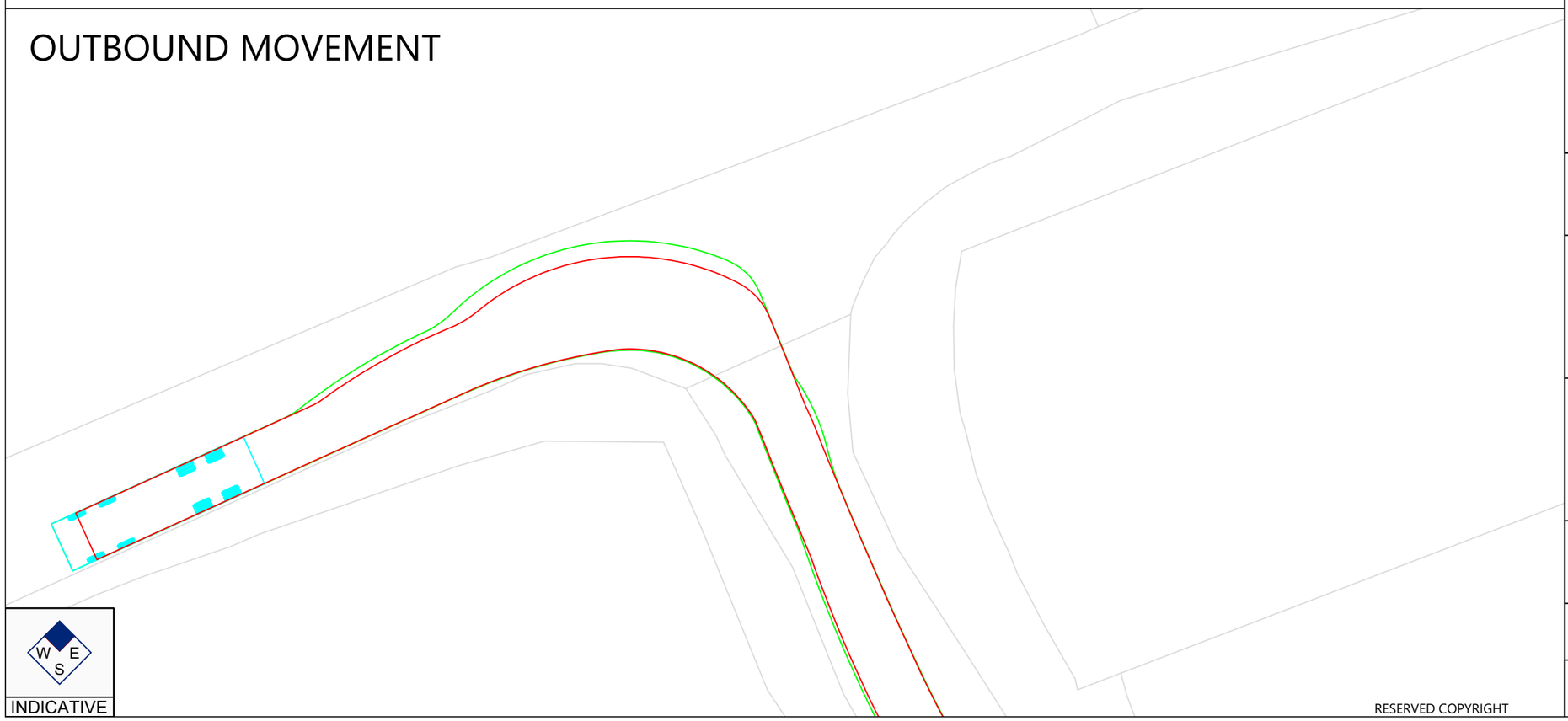
INBOUND MOVEMENT



OUTBOUND MOVEMENT



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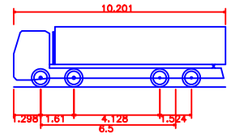

Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

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TITLE:
SWEPT PATH ANALYSIS OF A LARGE TIPPER ACCESS ARRANGEMENT

STATUS:
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APPENDIX C

A2
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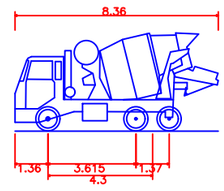

Concrete Mixer
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

8.36
2.5
3.615
0.4
4.3
12.8

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TITLE:
SWEPT PATH ANALYSIS OF A CONCRETE MIXER ALONG ACCESS ROAD

STATUS:
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A3
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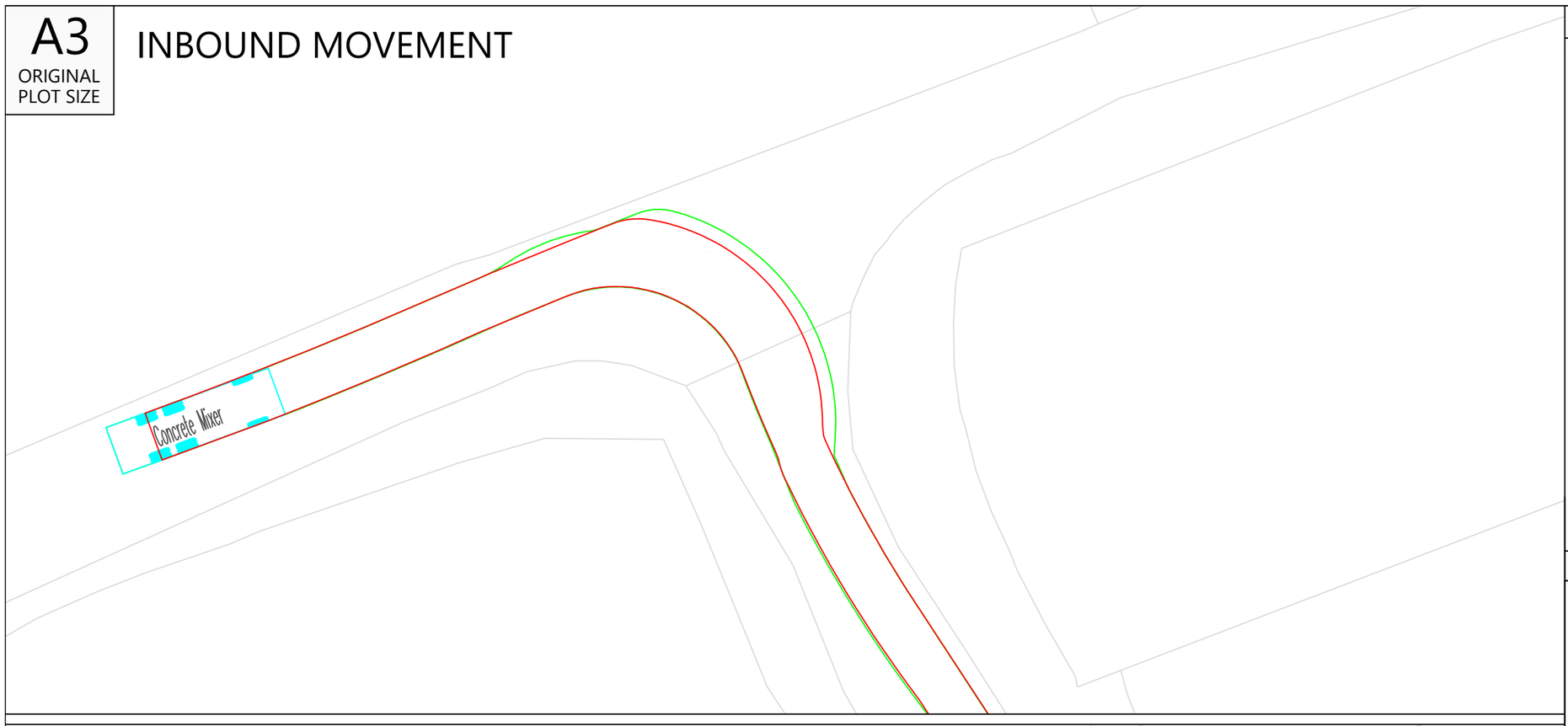
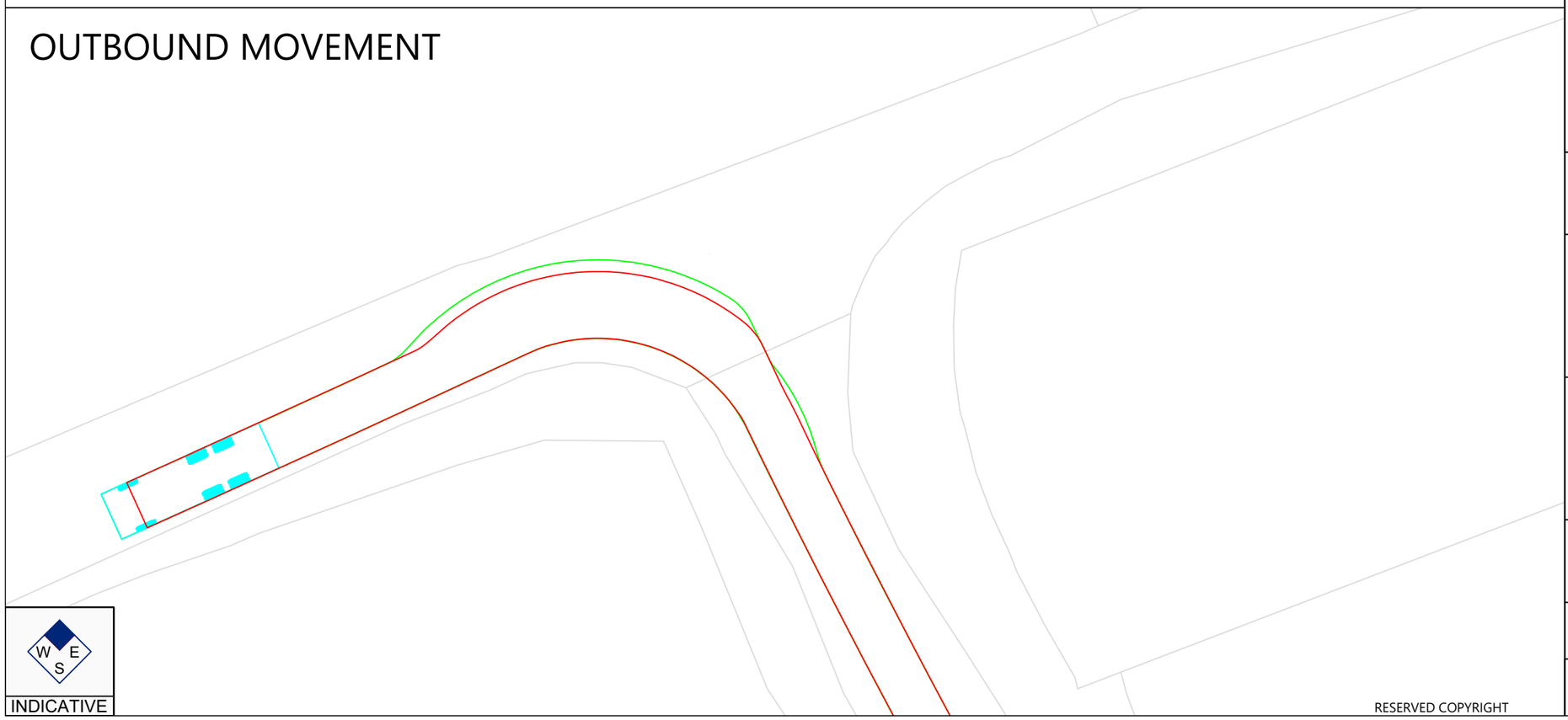
PLOT SIZE

INBOUND MOVEMENT



OUTBOUND MOVEMENT



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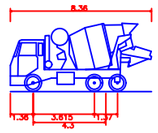

Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m

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TITLE:
SWEPT PATH ANALYSIS OF A CONCRETE MIXER ACCESS ARRANGEMENT

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APPENDIX D

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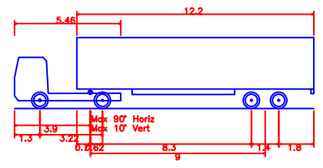

Large Articulated Vehicle	
Overall Length	15.400m
Overall Width	2.500m
Overall Body Height	3.652m
Min Body Ground Clearance	0.406m
Max Track Width	2.377m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.610m

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PROJECT:
LAND SOUTH OF LINDLEY WOOD, FENN LANES, FENNY DRAYTON CV13 6BJ

TITLE:
SWEPT PATH ANALYSIS OF 15.4M ARTICULATED VEHICLE ALONG ACCESS ROAD

STATUS:
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INBOUND MOVEMENT



OUTBOUND MOVEMENT



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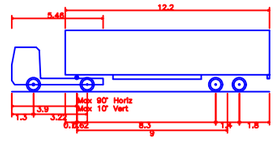

Large Articulated Vehicle	
Overall Length	15.400m
Overall Width	2.500m
Overall Body Height	3.652m
Min Body Ground Clearance	0.406m
Max Track Width	2.377m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.610m

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PROJECT:
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TITLE:
SWEPT PATH ANALYSIS OF A 15.4M ARTICULATED VEHICLE ACCESS ARRANGEMENT

STATUS:
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SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
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JOB NO:	DRAWING NO:	REVISION:
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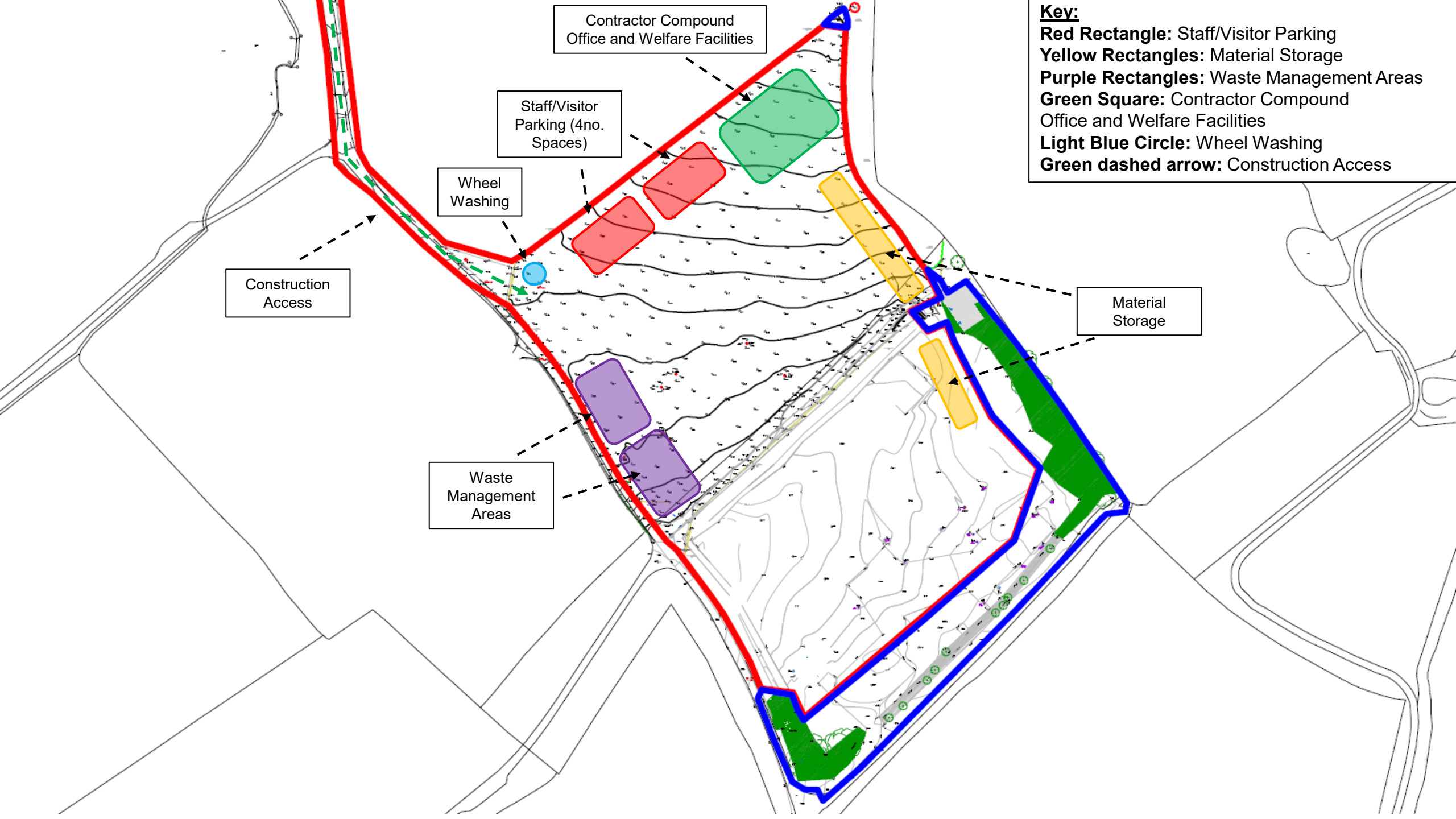
APPENDIX E


Contractor Compound Office and Welfare Facilities
Staff/Visitor Parking (4no. Spaces)
Wheel Washing
Construction Access
Material Storage
Waste Management Areas
Key:
Red Rectangle: Staff/Visitor Parking
Yellow Rectangles: Material Storage
Purple Rectangles: Waste Management Areas
Green Square: Contractor Compound Office and Welfare Facilities
Light Blue Circle: Wheel Washing
Green dashed arrow: Construction Access