



Proposed Solar Farm
Land Off Heath Road, Bagworth

Construction Traffic Management Plan

For

Renewable Connections Development Ltd

Document Control Sheet

Proposed Solar Farm

Land Off Heath Road, Bagworth

Renewable Connections Development Ltd

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 Motion is retained by Renewable Connections Developments Ltd to prepare a Construction Traffic Management Plan (CTMP) in relation to the proposed development of land off Heath Road, Bagworth (the "Site"). The Site is located within the administrative boundaries of Leicestershire County Council (LCC) and Hinckley and Bosworth Borough Council (HBBC) and is shown on Figure 1.1.
- 1.2 The Site currently comprises a parcel of undeveloped land of approximately 29.18 hectares. This planning application seeks permission for the proposed solar photovoltaic farm and associated infrastructure, including two cable route corridors to the point of connection (the 'Proposed Development').

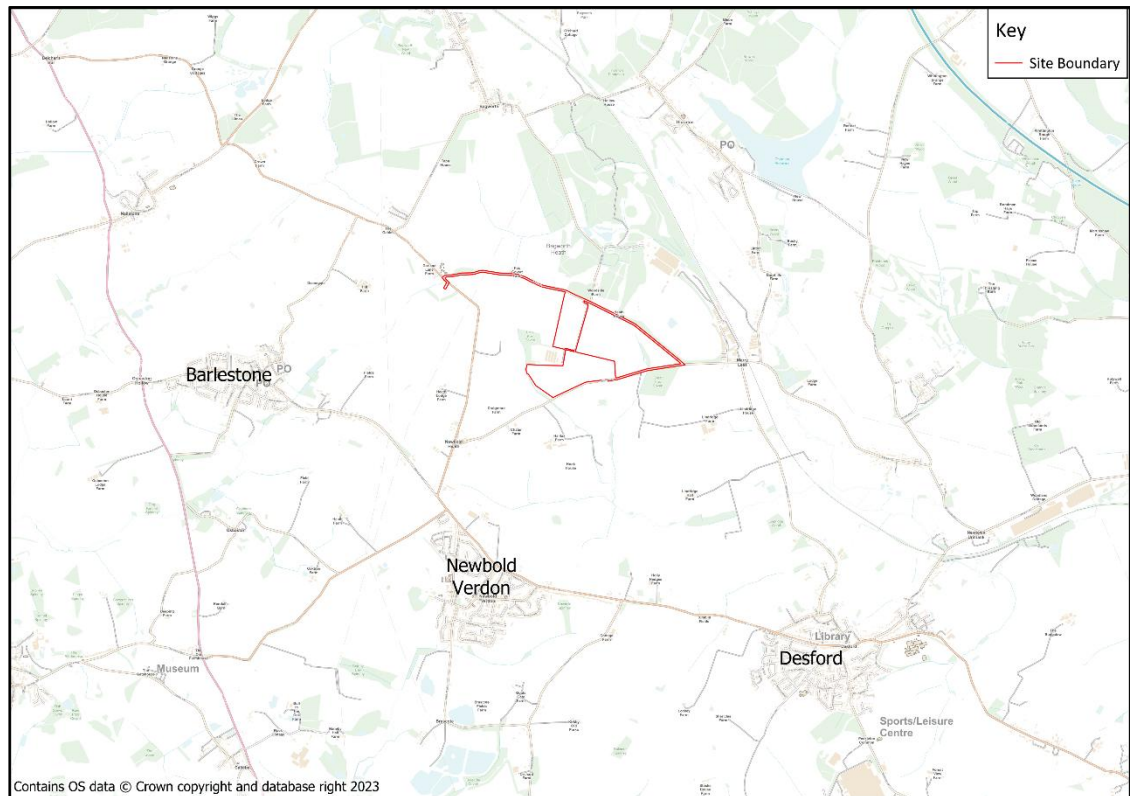


Figure 1.1: Application Site Location

Coordination with Other Construction Works

- 1.3 During the construction of the Proposed Development, the Contractor will make reasonable endeavours to coordinate deliveries with other current construction sites in the immediate vicinity of the Application Site in order to minimise the cumulative impact of construction traffic.

Roles and Responsibilities

- 1.4 This CTMP will be delivered by the Contractor appointed to carry out the works. Nonetheless the responsibility for ensuring the measures set out in this CTMP are adhered to remains with the Developer; with Hinckley and Bosworth Borough Council (HBBC) as the enforcing agency.
- 1.5 Any concerns regarding the failure of part or all of this CTMP to be implemented or adhered to should be addressed to the Developer in the first instance. Should the response not be satisfactory then the concern should be raised with HBBC as enforcing agency; contact details are provided below.

Renewable Connections (for the Developer)	Hinckley and Bosworth Borough Council (enforcing agency)
Contact: +44 (0)20 7749 2650 Address: LDN:W, 3 Noble Street, London EC2V 7EE	Contact: To be added Address: To be added

Scope

- 1.6 The CTMP is intended to be a live document to be monitored and reviewed on a regular basis by the Developer, the Construction, Design and Management Coordinator (CDMC) and HBBC. The CTMP will be updated as needed by the Developer during the lifespan of the construction works.
- 1.7 Following this introduction, the report is structured as follows:
- ▶ **Section 2:** project programme, construction phasing and vehicle movements which are predicted to occur (i.e. types of vehicles, routing, time of day, day of week);
 - ▶ **Section 3:** Access and Application Site Compound;
 - ▶ **Section 4:** the arrangements for, and the controls and processes that the Developer will implement to ensure, safe deliveries including the approach to monitoring the vehicle movements and how this information will be distributed;
 - ▶ **Section 5:** the arrangements for environmental protection and safe storage / disposal of waste; and
 - ▶ **Section 6:** corrective measures/actions to be taken if these limits are exceeded.

2.0 Project Programme and Vehicular Movements

Project Programme

- 2.1 The expected project duration is up to 24 working weeks and the appointed Contractor will be expected not to exceed this time period unless unforeseen circumstances arise during the course of construction activities.

Vehicle Types

- 2.2 Of the vehicle movements, the typical vehicle types will be as follows:

- ▶ Light vehicles – cars and small vans; and,
- ▶ Articulated lorries – up to 16.5m;

- 2.3 Typical vehicle types are illustrated in Table 2.1.

Classification	Vehicle Type Description	Typical Vehicle
Cars and Light Goods Vehicles (LGV)	Saloon, Hatchback, Estate, 4WD, Pick-Up	
	Light Vans	
Heavy Goods Vehicles (HGV)	Articulated lorries – up to 16.5m	

Table 2.1: Vehicle Types

Traffic Volumes

- 2.4 The following typical number of movements is expected:

- ▶ Light vehicles: up to 50 per day (i.e. 25 light vehicles arriving and 25 departing)
- ▶ Articulated lorries: up to 8 per day (i.e. 4 arriving and 4 departing)

- 2.5 It is anticipated that staff will travel to the Application Site by private car, this is included in the anticipated light vehicle movements above. Staff will be encouraged to lift share to reduce the volume of traffic travelling to the Site.

Daily Profile of Deliveries

- 2.6 The Application Site's hours of operation are proposed to be:

- ▶ 0700-1800 on Monday to Fridays; and
- ▶ 0800-1400 on Saturdays.

- 2.7 No work will be undertaken on Sundays and Bank or Statutory Holidays.

- 2.8 The Contractor will be expected to manage an even distribution of deliveries throughout the day to avoid 'bunching' by initiating a booking in system detailed within Section 3. This includes ensuring that no more than 2 vehicles are at the Application Site at the same time. Stacking of vehicles on the public highway will not be approved.

Initiatives to Minimise Travel

- 2.9 The Contractor would undertake several activities to minimise the number and length of journeys made in relation to the construction work. These would include:
- ▶ Providing details of local public transport services;
 - ▶ Making reasonable endeavours to use local suppliers for materials where this is possible; and
 - ▶ Making reasonable endeavours to coordinate material supplies with other construction sites in order to minimise the number of delivery lorries on the local road network.

Abnormal Indivisible Loads

- 2.10 There are no abnormal indivisible loads anticipated to be delivered to the Application Site.

3.0 Application Site Access

Access Arrangements

- 3.1 The Site is currently accessed from Heath Road via an established access which currently provides access to Snippery Farm. Swept path analysis included at **Appendix A** shows a 16.5m articulated lorry entering and exiting the Application Site in a forward gear.
- 3.2 With regards to inter-visibility between vehicles emerging from this existing access and traffic on Heath Road, the two key elements to be assessed are the set-back distance ('x' distance) and the distance a driver can see along the major road (A30) when exiting ('y' distance).
- 3.3 Visibility splays have been informed by the observed road speeds and their associated stopping sight distances (SSD) as determined by the Design Manual for Roads and Bridges (DMRB) and Leicestershire Highway Design Guide. The required visibility splays of 2.4m by 155m to the east and 2.4m by 155m to the west are achievable within land under the control of the applicant or the publicly maintained highway. Drawing 2307067-01, included at **Appendix B**, demonstrates that the requisite visibility splays are achievable.

Within the Application Site

- 3.4 An internal access road will provide access for construction vehicles within the Application Site. These will include appropriate turning areas within the Application Site for vehicles up to 16.5m in length. This will ensure that vehicles can enter the Application Site, turn within the Application Site boundary, and exit onto the highway in a forward gear.
- 3.5 Within the Application Site an area of hardstanding would be set aside for vehicles to manoeuvre to enable all vehicles, including articulated lorries, to enter and leave in a forward gear. The provision of an area of hardstanding will also provide an area for wheel washing facilities, or similar, to minimise debris being tracked onto the public highway. Drawing 2302103-TK02C, included at **Appendix C** shows a 16.5m articulated lorry entering the Application Site via the access road outlined above, turning within this area of hardstanding and exiting the Application Site via the access road.
- 3.6 Similarly, an area of hardstanding would be provided for parking within the Site. This would prevent construction traffic from parking on the public highway.

Public Rights of Way (ProW)

- 3.7 Public Footpath S14 runs along the north-eastern boundary of the southern parcel, through the northern parcel and runs across the access track. Where this footpath intersects the site access road, banksmen will be present to oversee construction vehicle movements related to the Proposed Development to ensure continued accessibility of this Public Right of Way is maintained.
- 3.8 During the construction phase, relevant fencing and signage will be implemented along the Site boundary to prevent PRoW users inadvertently entering the Application Site. This strategy will ensure the ability of PRoW users to fully, and safely, utilise the PRoW.

Security Fencing

- 3.9 Security hoarding / fencing at least 2.4m high will be erected and maintained in order to prevent unauthorised access to the Application Site. Fencing of this height will prevent pedestrians from entering the Application Site, except via the Application Site access.
- 3.10 The hoarding / fencing will also prevent construction material from spilling into the footway and thereby prevent the potential harm to pedestrians that this could cause.

4.0 Delivery Arrangements

Local Highway Network

- 4.1 The Application Site is approached via Heath Road, a single carriageway road with one lane in each direction. Heath Road connects to the B585 to the west of the Application Site and Merrylees Road to the east.
- 4.2 In the vicinity of the Application Site, Heath Road is approximately 6m wide. There is no street lighting or pedestrian footways on either side of the road. Heath Road is subject to a 60mph speed limit.
- 4.3 The B585 connects to the A511 to the north of the Application Site, which comprises the Strategic Road Network (SRN), providing excellent connection to locations across England, as well as other roads on the SRN.

Proposed Routing Arrangements

- 4.4 To manage construction traffic (both LGVs and HGVs) and to ensure traffic does not travel on inappropriate roads, a construction vehicle access route has been identified. The identified route has been informed by the existing highway conditions, including any restrictions which may impact on the movement of HGVs to be used during construction.
- 4.5 It is proposed that construction traffic gain access to the Application Site via the B585 and the A511. The proposed route directs construction traffic to the Application Site via the most appropriate route to and from the SRN which also avoids local villages such as Bagworth. The proposed route is shown in **Figure 4.1**.

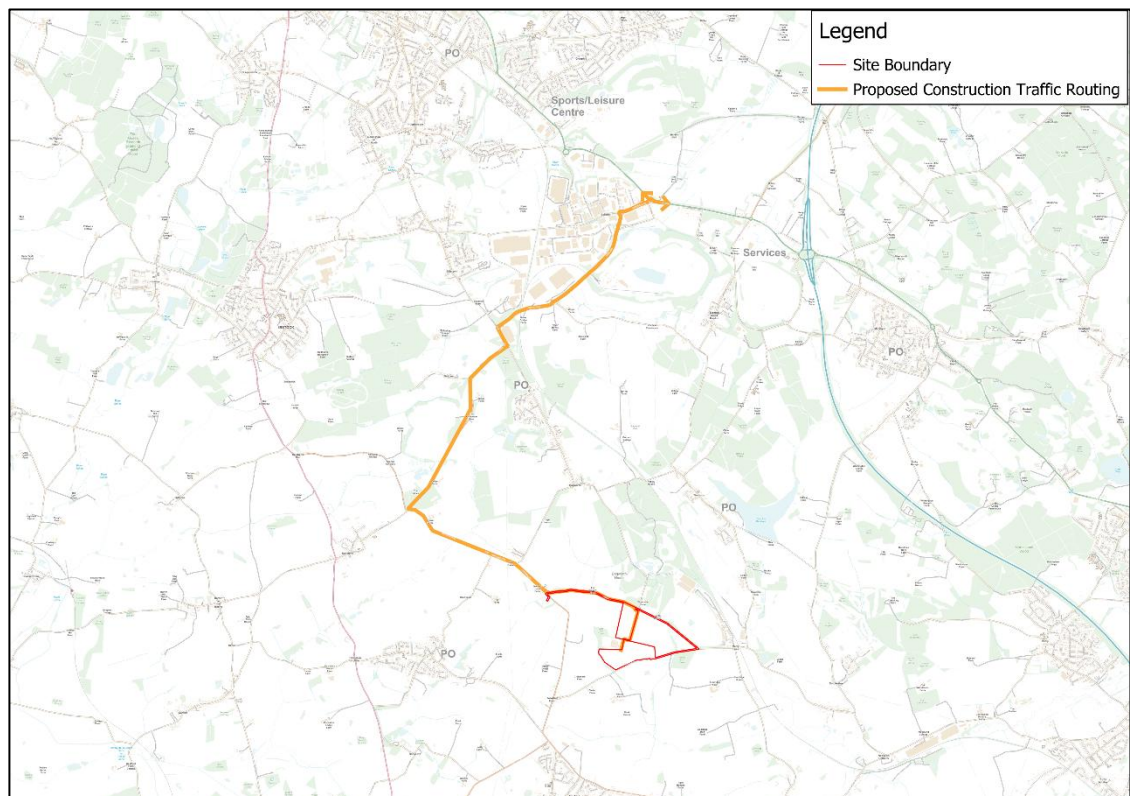


Figure 4.1: Preferred Construction Traffic Routing Strategy

- 4.6 It should be noted that an alternative construction route was considered which would provide a shorter route to the SRN. This would route vehicles north on Heath Road from the Site, through the village of Bagworth to the B585 and on to the A511. This is illustrated in Figure 4.2 below.
- 4.7 It is recognised that although this may be the shortest route, this may not be the most appropriate route particularly for HGV traffic given that the route goes via the villages of Bagworth and Stanton under Bardonia. Therefore, the preferred route, as illustrated in Figure 4.1, is proposed which avoids local villages causing minimal disruption to local residents whilst using roads suitable for HGVs.

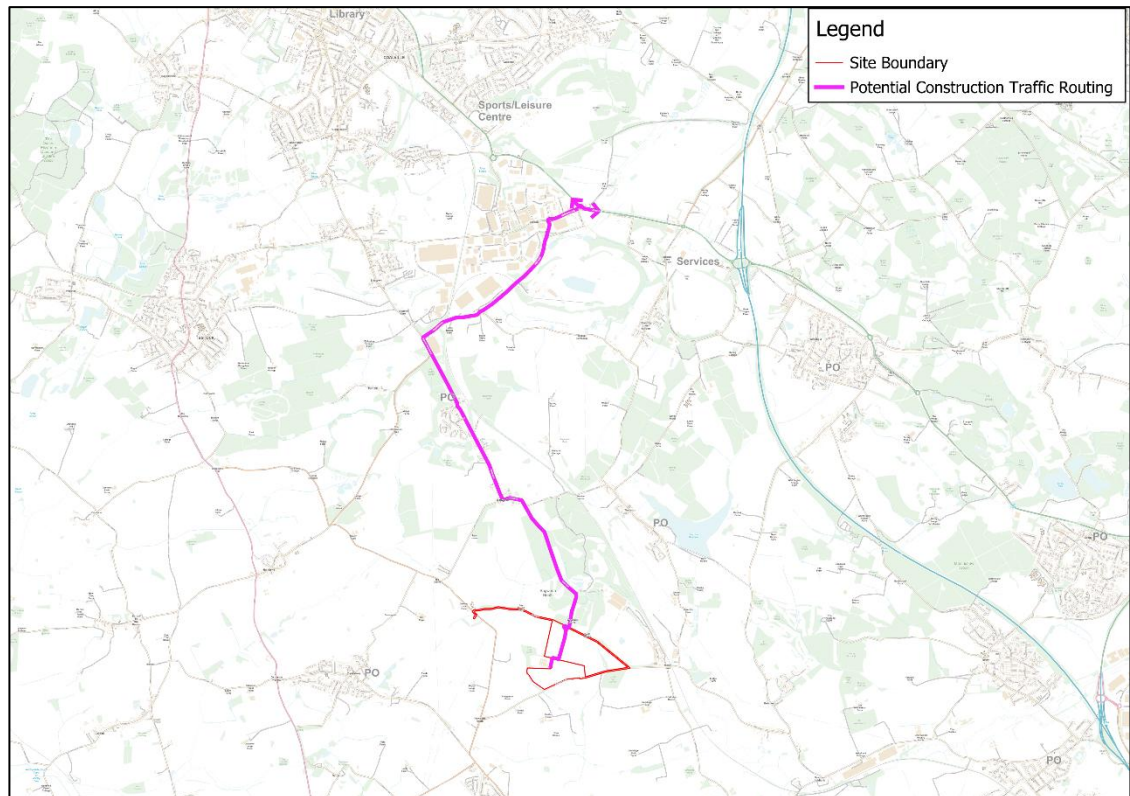


Figure 4.2: Potential Construction Access Route

- 4.8 The following mitigation measures will be implemented to manage the movement of vehicles to / from the Site, minimising impact on the local highway network.

Temporary Construction Compound

- 4.9 A Temporary Construction Compound (TCC) is proposed to be provided within the Site. The TCC will be removed once construction within the Site is complete.

Delivery Route Compliance

- 4.10 The delivery routes will be communicated in advance by the Contractor to all individuals and companies involved in the transport of materials and plant to and from the Application Site.
- 4.11 Information signs will be erected at the Application Site which will include a telephone number for the public to report concerns. This telephone number will also be provided to the local Council.

Road Safety

Signage

- 4.12 Signage to inform motorists that the local roads are accommodating construction traffic and advising of the Application Site access will be provided in accordance with Chapter 8 of 'The Traffic Signs Manual' and its companion guide 'Safety at Street Works and Road Works'. These will be provided for motorists and pedestrians.

Wheel Cleaning

- 4.13 Wheel cleaning facilities will be provided at the Application Site. Road sweeping will be carried out on a regular basis as well as at the request of HBBC to keep the highway adjacent to the Application Site clear of mud and debris.

Control of Deliveries

- 4.14 The Contractor is expected to manage an even distribution of deliveries throughout the day to avoid 'bunching'.

On-Street Waiting

- 4.15 It will be communicated to the Contractor and supply chain that they are not approved to wait on the public highway outside of designated areas. The Contractor and supply chain will be advised in advance of the times when deliveries can be received and be required to meet those delivery windows.

Booking System

- 4.16 The Contractor will be responsible for managing the demand for deliveries and exports for their own fleet and that of their supply chain partners to ensure they comply with the principles set out in this document. Up to date records of deliveries and exports from the Application Site will be maintained.

Communication Strategy

- 4.17 An information pack will be distributed to all suppliers involved in the transport of materials and plant to and from the Application Site. The pack will be a convenient size so it can be stored in a truck cab.
- 4.18 The pack will include key information on delivery routes and clearly set out procedures for dealing with emergencies and disciplinary measures for non-compliance.

Access

- 4.19 Staff will have telecommunication equipment to enable them to communicate with delivery drivers. Drivers will be required to call ahead to ensure the Application Site is ready to receive them in advance of their arrival to avoid the risk of queuing back on to the public highway.

Monitoring Vehicle Movements

- 4.20 The HGV movements associated with the construction work will be continuously monitored through the use of a booking system. This will require the Contractor to keep an up-to-date record of deliveries to, and exports from the Application Site. The information will be provided to HBBC within 14 days of a request for HBBC to review it.

Stakeholder Input

- 4.21 Contact numbers will be on display at the Application Site entrance for the general public to raise any concerns with the Developer directly. All enquiries will be recorded and responded to within five working days if contact details are provided. The enquirer will receive a written response (copied to HBBC) detailing what action has been taken, if necessary.

5.0 Environmental Protection

Recycling/Disposing of Waste

- 5.1 The Contractor will be required to minimise the amount of waste removed from the Application Site.
- 5.2 The best practicable environmental options will be achieved at the Application Site to ensure compliance with the necessary UK and EU legislation for all site options. Methods relating to waste can be confirmed upon the appointment of a contractor at the Application Site.

Measures to Control Noise and Vibration during Construction

- 5.3 The Contractor will organise and undertake construction activities on-site in a manner which demonstrates that Best Practicable Means (BPM) to control noise and vibration during activities is being adopted at all times. In particular the Contractor is expected to meet the requirements of *BS5288, 'Code of practice for noise and vibration control on construction and open sites'*. Notwithstanding this general requirement and the other provisions set out in this report, the Contractor will specifically be required to:
- ▶ Maintain all equipment in good working condition and take care that all mufflers or other noise dampening features are correctly fitted and maintained.
 - ▶ Staff will be trained in the correct use of equipment to ensure, inter alia, that it is only used for the purpose for which it has been designed.
 - ▶ Assessments will be made at the Application Site boundary to ascertain impact of noise / vibration on local residents during these periods of work; if deemed above acceptable levels, liaison with the client and adjoining properties will be undertaken to agree any further restrictions on working times.

Measures to Control Emissions, Dust and Dirt During Construction

- 5.4 The Contractor is expected to follow best practice at all times to control and limit emissions of gaseous and particulate pollutants into the atmosphere from construction and demolition activities, including from vehicles and plant.
- 5.5 The Contractor is expected to meet the requirements of GLA's Best Practice Guide *"The control of dust and emissions from construction and demolition"* which inter alia includes following requirements:
- ▶ **Paragraph 5.11:** Install solid screens or barriers around dust generating activities. These will be at least as high as any stockpiles on-site. Cover stockpiles – especially of sand, gravel and other granular material - to prevent wind whipping;
 - ▶ **Appendix 7 Air Quality Control:** Regularly clean hoardings, fencing, barriers and scaffolding using wet methods where possible to prevent re-suspension of particulate matter;
 - ▶ **Paragraph 5.39:** Undertake vehicle wheel cleaning on vehicles exiting the Application Site to reduce the risk of dirt being carried onto the public highway;
 - ▶ The Contractor will be encouraged to utilise low emission plant at the Application Site;
 - ▶ **Paragraph 5.18:** Manage the works so that vehicles do not have to wait to park safely. Should vehicles have to wait they should not idle. Generally, if a vehicle is stationary for more than a minute, turning off the engine will reduce emissions;
 - ▶ **Paragraph 5.30:** Completely cover skips, chutes and conveyors to ensure that dust does not escape;
 - ▶ **Paragraph 5.26:** Where necessary, spray water (preferably from a water efficient spray pump) over material being worked to reduce the amount of dust generated;

- ▶ **Paragraph 5.31:** No burning of any material is approved on-site; and,
- ▶ Concrete batching is not approved on-site.

5.6 A full assessment will be conducted in accordance with the guidance within this document and will be submitted subsequently within a CEMP as part of a planning condition.

6.0 Corrective Measures

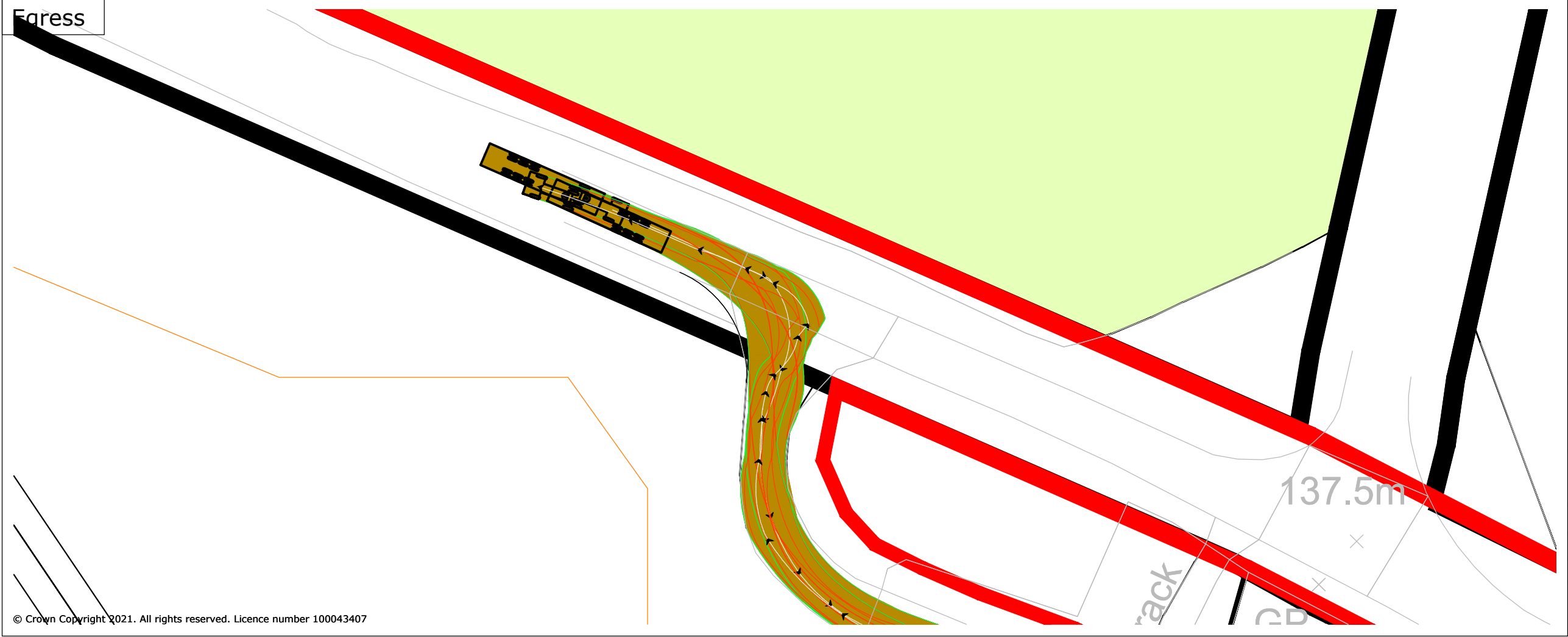
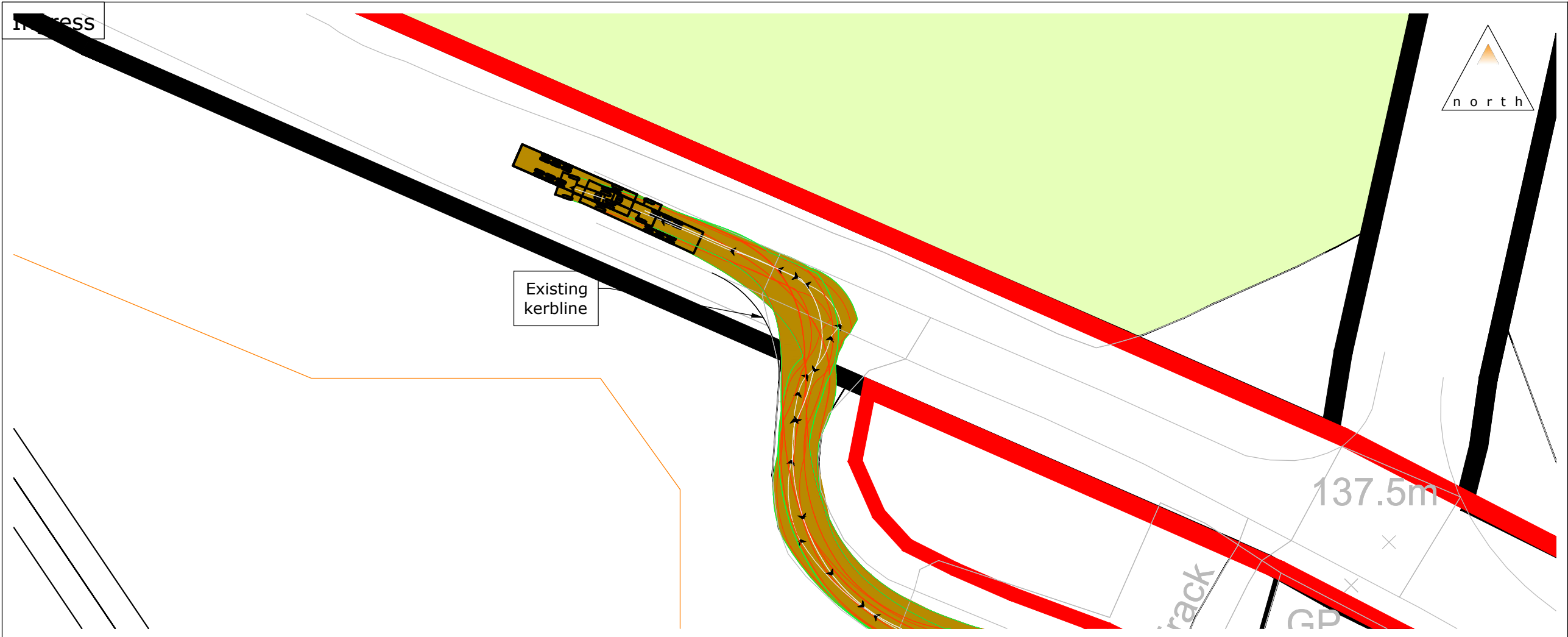
- 6.1 This section provides a summary of the mechanisms that will ensure that the proposed control measures are effectively implemented.

Correction Process

- 6.2 A three-stage correction process is proposed:
- ▶ **Stage 1** – HBBC highlights a potential breach and requests the Developer to review the data and concerns. The Developer and HBBC will then agree the extent of the breach of controls, if it is material, and agree action. This is likely to be a Contractor warning at this stage.
 - ▶ **Stage 2** – If a further material breach is identified, the Contractor will be given a further warning and required to produce an action plan to outline how the issue will be rectified and any additional mitigation measures proposed.
 - ▶ **Stage 3** – Should further breaches still occur, the Contractor will be required either to remove the offender from Application Site or to stop using an offending supplier.

Appendix A

Swept Path Analysis: Application Site Access



Rev:	Description:	Date:	Rev By:	Chk'd:
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Artic

Tractor Width	2.25	Lock to Lock Time	14.0
Tractor Width	2.25	Swearing Angle	14.0
Tractor Track	2.25	Articulating Angle	70.0
Tractor Track	2.25		

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Project: Land Off Heath Road, Bagworth	
Title: Swept Path Analysis Application Site Access	
Client: Renewable Connections	
Drawing Status:	
Scale: 1:500 (@ A3)	Date: 30/05/2025
Drawn: AN	Checked: CA
Approved: CA	
Drawing: 2302103-TK01	Revision: D

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Appendix B

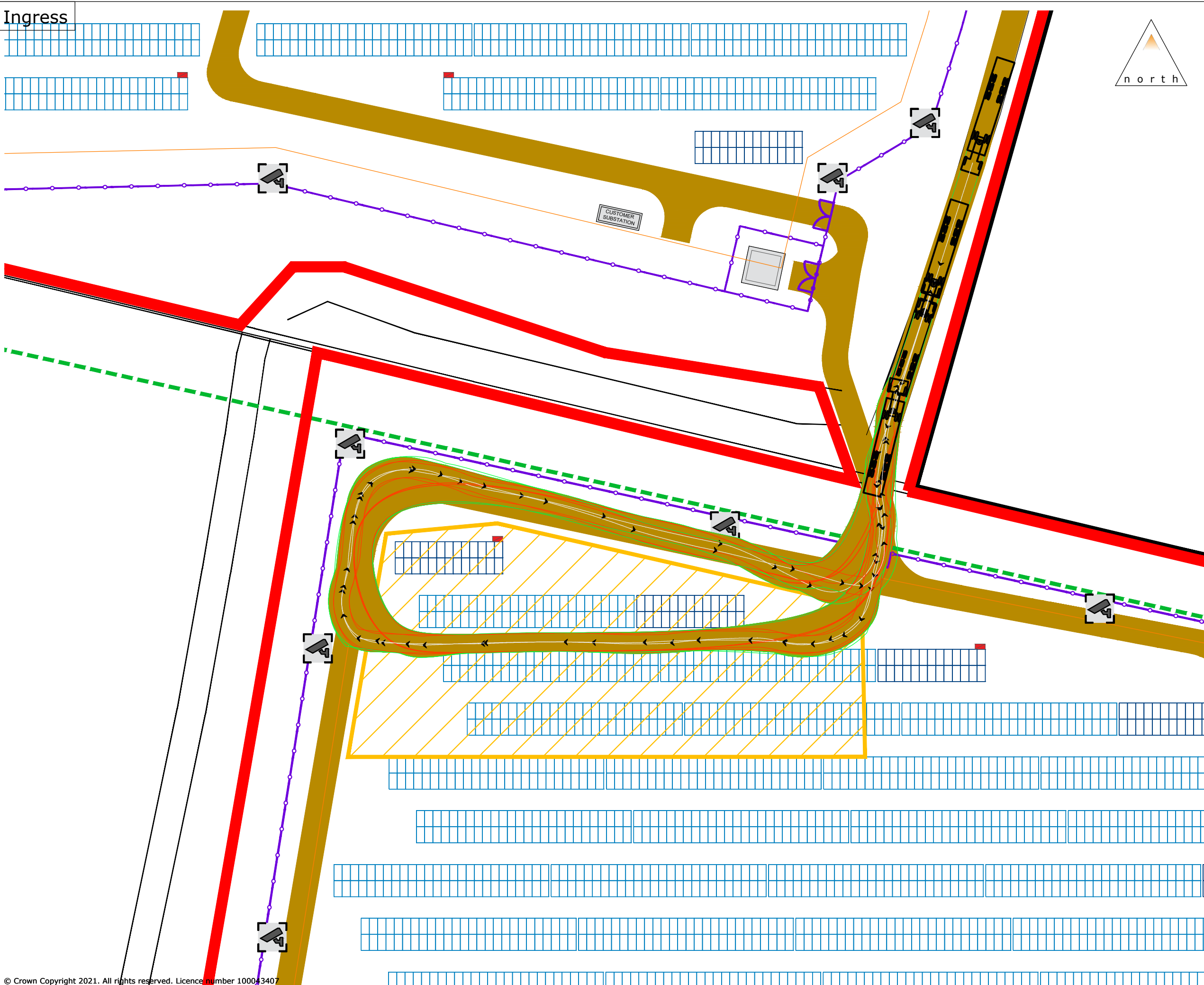
Visibility Splay – Application Site Access

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Rev:	Description:	Date:	Rev By:	Chk'd:
 Quadrant House, Broad Street Mall, Reading RG1 7QE T: 0118 467 4498 Guildford - London - Reading www.motion.co.uk Project: Land Off Heath Road, Bagworth Title: Visibility Splays Client: Renewable Connections Drawing Status: Scale: 1:2000 (@ A3) Date:05/09/2023 Drawn: CH Checked: CA Approved: CA Drawing: Revision: 2302103-01				

Appendix C

Swept Path Analysis – Turning Area



Rev: Description: Date: Rev By: Chk'd:

Article	
Tractor Width	1.20
Tractor Length	13.65
Tractor Wheelbase	7.85
Tractor Height	1.50
Tractor Track	0.90

Parameters	
Lock to Lock Time	1.60
Swearing Angle	1.60
Articulating Angle	70.0

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www.motion.co.uk

Project:

Land Off Heath Road, Bagworth

Title:

Swept Path Analysis
Turning Area

Client:

Renewable Connections

Drawing Status:

Scale: 1:500 (@ A3)

Date: 30/05/2025

Drawn: AN Checked: CA Approved: CA

Drawing: 2302103-TK02 Revision: D

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