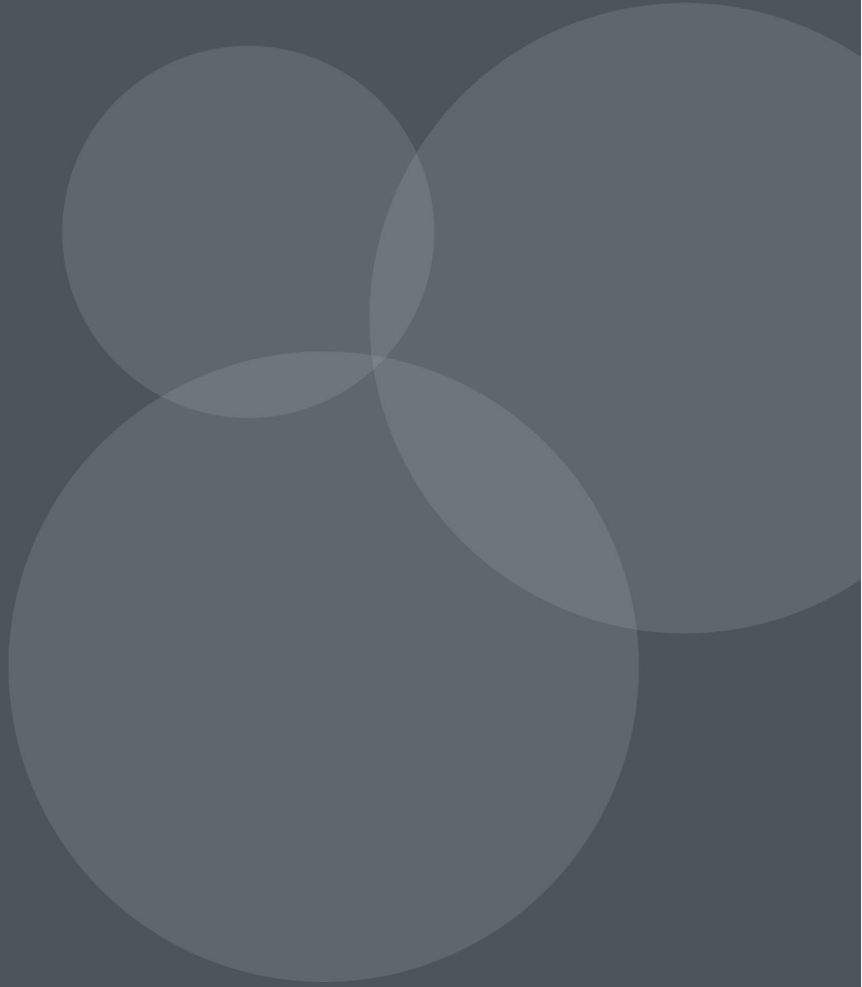




CONSTRUCTION TRAFFIC MANAGEMENT PLAN

BLUEBELL INN, HIGH STREET, DESFORD, LEICESTER, LE9 9JF
TO DISCHARGE CONDITION 4 OF PLANNING PERMISSION
REF. 23/00711/FUL

Client: Central England Co-operative Ltd

Reference: ADL/AM/5428/01A

Date: October 2024

central 

REPORT CONTROL

Document:	Construction Traffic Management Plan	Client:	Central England Co-operative
Project:	Bluebell Inn, Desford		Central House
			Hermes Road
			Lichfield
ADL Reference:	5428		Staffordshire
			WS13 6RH

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1.0 INTRODUCTION

- 1.1 ADL Traffic and Highways Engineering Ltd (ADL) have prepared this Construction Traffic Management Plan (CTMP) to discharge Condition no. 4 of planning application ref. 23/00711/FUL in relation to the permitted development at the site of the Bluebell Inn, High Street, Desford, Leicester, LE9 9JF. The development description is set out below:

“Change of use from cafe (Class E(b)) and residential (Class C3) to convenience foodstore (Class E(a)). Construction of single storey side extension, two-storey and single storey rear extensions (following the demolition of existing single-storey element to rear of 37 High Street/2A Main Street and store to rear of public house) with associated car parking, landscaping and other works’

- 1.2 Condition 4 of the permission states:

“4. 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, wheel cleansing facilities, 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.

Reason: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.”

- 1.3 This CTMP is intended to form the basis for the management of the delivery movements of vehicles associated with the construction of the development and sets out how the traffic will be managed during the construction process and identifies additional best practice measures.
- 1.4 This CTMP has been produced in collaboration with the Project Manager and appointed Contractor to ensure all relevant details are considered.

1.5 For ease of reading, each element of Condition 4 has been addressed in this report as per below:

- Construction vehicle routing to the site – **paragraphs 4.1 – 4.4.**
- Loading and unloading of plant and materials – **Appendix 1.0 and Chapter 3.0.**
- On-site parking for construction workers – **paragraph 3.5 and Appendix 1.0.**
- Access arrangements – **paragraph 3.2.**
- Wheel cleansing facility/ Measures to prevent dirt or other debris from being deposited upon the public highway – **paragraph 5.1.5.**
- Hours of construction working – **paragraph 5.2.1.**
- Machine operated plant to be used – **paragraph 3.7.**
- Temporary lighting – **section 5.6.**
- Measures to control the emission of dust and dirt during construction – **section 5.1.**

2.0 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 Site Location

- 2.1.1 To facilitate the proposed convenience store, the building comprising № 37 High Street and № 1 Main Street will be redeveloped / extended. The proposed convenience store will be located to the southwest corner of the Bluebell Inn site, High Street, Desford, Leicester, LE9 9JF
- 2.1.2 The site is situated in the north-centre of the village of Desford in the Hinckley and Bosworth district, 12km west of the centre of Leicester and around 15km north-east of Hinckley.
- 2.1.3 The site location is shown in Figure 1A.

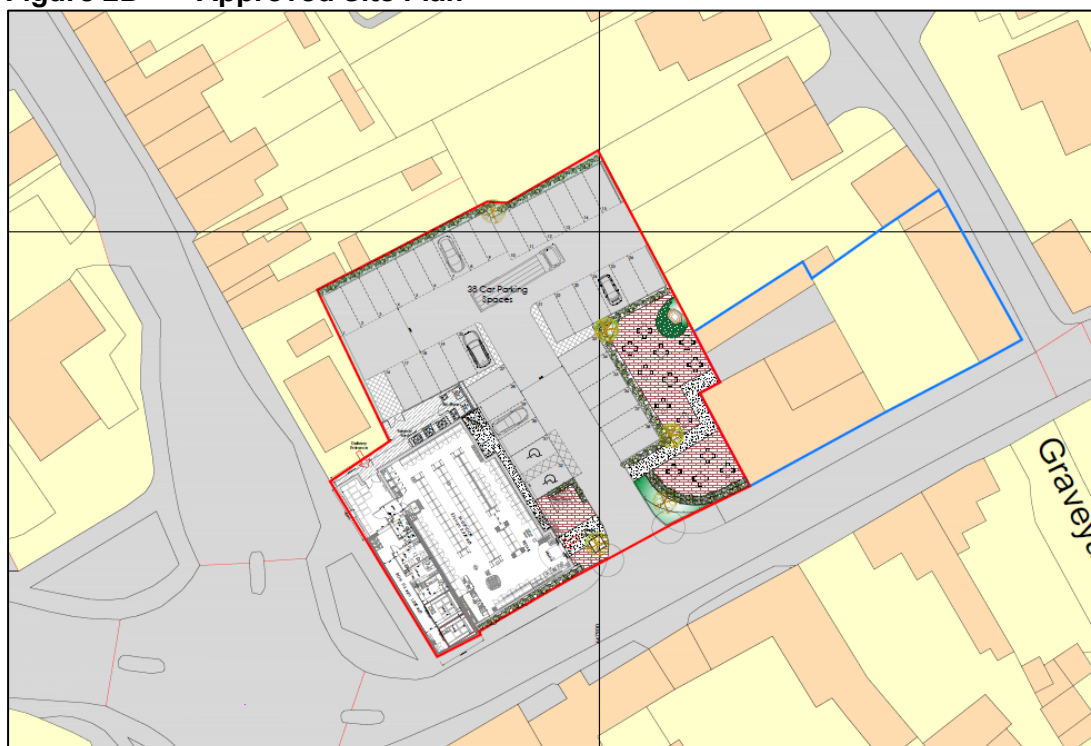
Figure 1A Site Location Plan



2.2 Approved Development

- 2.2.1 The approved development comprises building at the southwest corner of the Bluebell Inn site to provide a 577sqm gross floor area convenience store comprising 276sqm sales area, 116sqm back-of-house operational space and the remaining 185sqm forming storage space. The approved site plan is shown in Figure 2B.

Figure 2B Approved Site Plan



2.2.2 A new formal vehicular access is proposed by the Applicant which will be located at the centre of the site with both the easternmost and southernmost existing crossovers being closed and reinstated to full-height footways and kerbs.

2.2.3 The site will have a formal car parking area which will be provided centrally within the site with a total of 38 car parking spaces provided, shared between the convenience store and public house.

2.3 Local Access

2.3.1 High Street is a single carriageway road subject to a 30mph speed limit within the vicinity of the site. It serves access to the Bluebell Inn (and proposal site) as well as other local facilities / amenities to serve the village.

2.3.2 The B582 is the principal west – east road through Desford from the A27 southwest of Leicester to the east and the A447 via Newbold Verdon and Barleston. The B582 is addressed as Manor Road west of the roundabout and High Street, east of the roundabout.

2.3.3 To the south, High Street spans from the roundabout junction at the southwest corner of the site on to Hinckley via Barwell and Kirby Mallory. Main Street is a local distributor road around the north of Desford adjoining the B582 600m to the west.

2.3.4 The closest motorways are the M1, 7km to the east, which is accessible via B582 and the M69, which is accessible via the M1.

2.4 Community Considerations

Local Policy

2.4.1 Construction sites should ensure that disturbance by reason of noise, vibration, dust, smoke etc. arising from building works is kept to an acceptable level without the imposition of unnecessary or unduly onerous restrictions on contractors. Its primary objective is to minimise nuisance.

Local Residents

2.4.2 The surrounding area is predominantly residential in nature with some commercial/retail units. As such, disturbance would be kept to a minimum and construction will occur only during the permitted hours (see Section 5.2).

2.4.3 A Site Manager, along with other typical construction duties will also perform a role of a Community Liaison Officer and the purpose of this would be to mitigate and resolve any issues and difficulties in the local community. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours and maintaining accessibility to the Bluebell Inn.

2.4.4 Local residents will not be inconvenienced by the activities of the site. Any complaints encountered during construction can be reported directly to the site manager who will keep a full log of any complaints about resolving, if necessary.

3.0 CONSTRUCTION PROGRAMME AND METHODOLOGY

Setup

- 3.1 Site setup has been preliminarily scheduled to commence at the beginning of January as shown in Table 3A. Enabling works are expected to require approximately two months from commencement. Following approval of this CTMP, the appointed contractor will redefine these phases and timings as appropriate.

Table 3A Indicative Construction Timetable / Phasing

Phase	Start	End	Weeks
Site setup	06/01/2025	13/01/2025	1 Week
Demolition and excavation	13/01/2025	03/03/2025	7 Weeks
Sub-structure	03/03/2025	28/04/2025	8 Weeks
Super-structure	28/04/2025	21/07/2025	12 Weeks
Cladding	21/07/2025	15/09/2025	8 Weeks
Fit-out, testing and commissioning	15/09/2025	13/10/2025	4 Weeks

- 3.2 As existing there are two access into the site. During the construction phase access will be gained from the easternmost access with the access at the west of the site being closed. Hoarding will be provided around the extent of the proposed development which will separate the development areas from the car parking area for the Bluebell Inn for the duration of the construction phase.
- 3.3 An indicative construction site set up plan is provided as **Appendix 1.0**.
- 3.4 Hoarding would be erected to shelter the neighbouring properties and pedestrian, cyclist and vehicle traffic on High Street (B582) and Main Street. The construction vehicles would enter the site from High Street (B582) in a forward gear, use the turning head to reverse and exit back onto High Street (B582) in a forward gear. The loading/unloading area would be located within the hoarded area of the site. Plant and materials would also be stored within the site's boundary.
- 3.5 The site set up plan shows 26 car parking spaces retained during the construction which will be provided for the Bluebell Inn to the north of the site for the duration of the development. Additionally, 3 parking spaces for site operatives have been provided.

- 3.6 Should the site operatives require an additional space, close liaison with the Bluebell Inn will occur to temporarily use a space.

Demolition and excavation

- 3.7 The demolition and excavation will take place immediately after the site setup stage. The number of HGV movements would be in the order of no more than one load per day or no more than one lorry entering and exiting the site per day.
- 3.8 Plant used for the project is likely to comprise conventional demolition, earthworks, and construction plant.

Sub-Structure

- 3.9 This stage will commence following the completion of the demolition and excavations. During the foundation phase of the project the following plant is likely to be used:
- Small tipper (Length = 6.52m, Width = 2.5m) to remove spoil from the site
 - Concrete Mixer (Length = 8.36m, Width = 2.39m) for foundations / structure
- 3.10 The swept path for small tipper and concrete mixer entering and exiting the site is provided as **Appendix 2.1 and 2.2**, respectively.

Super-Structure

- 3.11 The frame will be built using steel girders tied into the concrete core and the flooring panels will be pre-cast concrete. The girders will be brought by a typical 18T flatbed (Length = 9.781m, Width = 2.6m) lorry to the site and loaded from a loading area at the rear of the site.
- 3.12 The flooring will also be brought to site by a typical flatbed lorry. The swept path for a flatbed lorry entering and exiting the site is provided as **Appendix 2.3**.

- 3.13 Using pre-manufactured components, the number of vehicles accessing the site will be reduced significantly. It is anticipated that no more than one delivery truck will enter and exit the site on a daily basis.

Cladding

- 3.14 Cladding and glazing will be delivered in consolidated loads and loaded into the building all together. There will be no immediate demand for the supplies so deliveries can be planned in advance.

Fit-Out, Testing and Commissioning

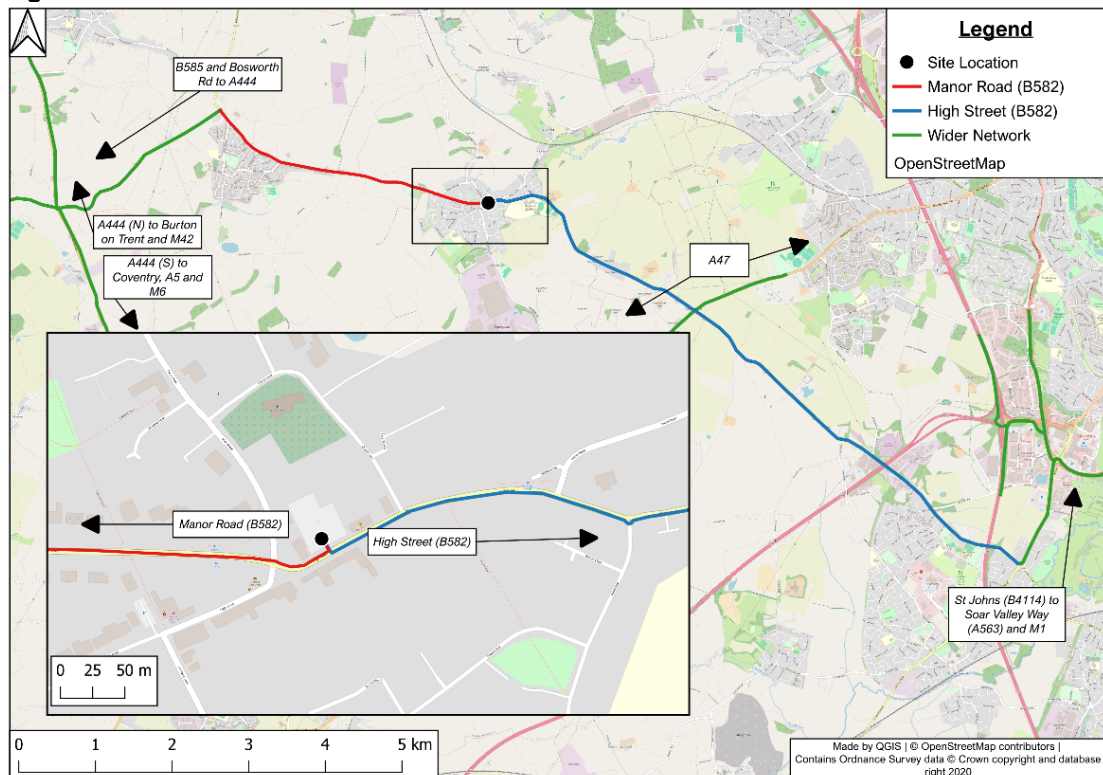
- 3.15 Components with a precise fit and finish will be manufactured off-site to ensure the quality and programme sequencing objectives are achieved. This will reduce the number of small vehicle and ad-hoc deliveries required.

4.0 VEHICLE ROUTE AND ACCESS

Construction Vehicle Routes

- 4.1 Specialist plant and materials that originates from farther afield is likely travel to the site via the Strategic Road Network (SRN) to reach the site – i.e., the M69 south of the site, M1 and A563 to the southeast of the site or the A444 to the west of the site. Given the nature of the SRN, these routes are considered suitable to serve the number and size of the small construction vehicle trips associated with the construction phase of the development.
- 4.3 Locally, construction vehicles would access the site via the B582. Vehicles would travel either westbound via the High Street (B582) and right turn into the site (from A563), or eastbound via the Manor Road (B582) and left turn into the site (from A444). It is likely that vehicles will turn right in, and left out due to a tighter turning constraint for left turn in. The B582 is the principal west – east road which is suitable for construction vehicles associated with a development of the proposed size. The local vehicle route plan and wider network link is shown in Figure 4A below.

Figure 4A Construction Vehicle Route



Vehicle Tracking

- 4.3 Swept path tracking using Vehicle Tracking software shows how vehicles will enter/exit the site. Given the scale of the site, only small to medium sized construction vehicles will be required to undertake the works.
- 4.4 Swept paths are provided in **Appendices 2.1-2.3** for the anticipated construction vehicles which would operate on site and delivery to the site.
- 4.5 All construction vehicles are shown to be able to enter and exit the site in forward gear.
- 4.6 The construction vehicles would drive into the site from B582. Traffic marshals would be present on B582 on the site access at the time of delivery. The traffic marshals would guide construction vehicle drivers and warning pedestrians and cyclists of the incoming/outgoing vehicles.

5.0 STRATEGIES TO REDUCE IMPACT

5.1 Dust Mitigation

5.1.1 To control dust and emissions from construction and demolition. The Contractor would:

- Develop and implement measures that includes community engagement before work commences on site;
- Display the head or regional office contact information;
- Record and respond to all dust and air quality pollutant emissions complaints;
- Make a complaint log available to the local authority when asked;
- Carry out regular site inspections to monitor compliance with air quality and dust control procedures;
- Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions; and
- Record any exceptional incidents that cause dust and air quality pollutant emissions and the action taken to resolve the situation is recorded in the logbook.

5.1.2 With regards to preparing and maintaining the site, the Contractor would:

- Locate the machinery and dust causing activities;
- Avoid site runoff of water or mud;
- Remove materials from site as soon as possible; and
- Ensure a change of shoes and clothes are required before going off-site to reduce transport of dust.

5.1.3 With regards to the vehicle/machinery, the Contractor would ensure all vehicles switch off engines when stationary – no idling vehicles. The use of mains electricity or battery powered equipment is preferred to petrol/diesel powered alternatives.

5.1.4 With regards to the operations, the Contractor would:

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g., suitable local exhaust ventilation systems. Ensure an adequate water supply on the site for effective dust/particulate matter mitigation (using recycled water where possible); and
- Use enclosed chutes, conveyors, and covered skips.

5.1.5 Measures specific to track out (to prevent dust and dirt on public highway) are:

- Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site;
- Wheel wash facility is shown in Appendix 1.0;
- Avoid dry sweeping of large areas; and
- Ensure vehicles entering and leaving sites are securely covered to prevent escape of materials during transport.

5.2 Noise and Vibration Mitigation

5.2.1 The site's proposed core working hours are shown below, as per Hinckley & Bosworth Borough Council website, and are considered appropriate to protect the residential amenity of the nearby neighbours:

- Monday – Friday: 7:30am – 6pm
- Saturday: 8am – 1pm
- Sundays or Bank Holidays: No working

5.2.2 All vehicles and plant arriving at and leaving the site will comply with the same core working hours. The Developer shall ensure these instructions are given to all drivers, including those delivering site materials.

5.2.3 Where deviation from the stipulated or consented works on a Sunday or Bank Holiday is required by the Contractor, approval will be sought from the Council.

5.2.4 The Contractor will use the most environmentally acceptable and quietly operating plant and equipment appropriate to the works.

5.2.5 Any compressors brought on to site would be silenced or sound reduced models fitted with acoustic enclosures and pneumatic tools will be fitted with silencers or mufflers. Where possible, noisy plant shall not be used simultaneously and/or near each other, to avoid cumulative noise impacts.

5.2.6 The Contractor shall apply the following general traffic management measures to control any potential noise and vibration impacts:

- Ensure use of practical noise and vibration measures on site. Management on site to reduce coincidence of noise activities;
- All engines are to be switched off while waiting to unload;
- Site setup will be provided;
- Inform of progress and alleviate concerns by developing a good relationship with residents and adjacent community centre thereby minimising complaints; and
- Staging of operations to ensure minimum exposure to high noise levels.

5.3 Pedestrian Movement

5.3.1 The Contractor will apply the following measures:

- Ensure that the management and interaction of pedestrians and vehicular movements to and from site are controlled, managed and shall always be safe by way of traffic marshals;
- Secure hoarding to the front will be provided to prevent unauthorised access to the site; and
- Temporary lighting will be provided to ensure that there is a safe environment for pedestrians after dark.

5.3.2 The site set up plan in Appendix 1.0 shows hoarding line to protect the pedestrians and other road users and provides a clear demarcation during the works.

5.4 Local Congestion Mitigation – Construction Vehicles

- 5.4.1 The construction vehicles will use the routes outlined in Chapter 4.0.
- 5.4.2 The Contractor will explore the opportunities to import materials using the same vehicles that will be exporting material, together with the possibility of recycling material for re-use on site.
- 5.4.3 The placement of orders for materials shall be carefully managed to ensure that vehicle movements to and from site are minimised. Opportunities to combine and consolidate deliveries shall be explored by the Contractor which could significantly reduce the number of HGV movements.
- 5.4.4 Deliveries will be programmed to arrive during permitted hours only. Care will be taken when unloading vehicles to minimise noise. Delivery vehicles would be routed to minimise disturbance to residents. Delivery vehicles will be prohibited from waiting on the highway or within the site with their engines running.
- 5.4.5 The movement of all construction related vehicles will be monitored by the Contractor to ensure that they conform with the details contained within the CTMP.
- 5.4.6 Where possible materials will be prefabricated off site and only assembled on site once delivered.
- 5.4.7 Traffic marshals will be posted at the access point and direct and control construction traffic daily during normal working hours. They will be clearly identifiable to the public and drivers.
- 5.4.8 Subcontractors will be notified in advance of the location of available car parks. Direction and access point maps with site delivery rules and times will be sent out with each order.

5.5 Construction Operatives Travel Planning

- 5.5.1 Approximately 3 on-site car parking spaces will be available to site operatives during construction. Should the site operatives require an additional space, close liaison with the Bluebell Inn will occur to temporarily use any additional spaces. However, it is encouraged that site operatives will opt for non-car modes of transport.

Walking and Cycling

- 5.5.2 Safe pedestrian routes in the direct vicinity of the construction site will be maintained during the entirety of the construction. Maps will be displayed of convenient and safe pedestrian routes from key locations, including surrounding bus stops.
- 5.5.3 Temporary secure cycle parking will be set up on site to allow site operatives to cycle to sites.
- 5.5.4 Information for cycling will be promoted, including route planning websites/apps, involvement in national cycling initiatives. Information regarding walking and cycling can be found using the following webpages:

- <https://www.hinckley-bosworth.gov.uk/info/200102/walking>
- https://www.hinckleybosworth.gov.uk/info/200123/cycling/288/more_about_cycling
- [The National Cycle Network - Sustrans.org.uk](http://www.sustrans.org.uk)

Public Transport

- 5.5.5 Public transport information will be available to all site operatives. This will be provided in the Travel Pack as well as in the construction site office. Journey planning can be undertaken via the following websites:
- <https://www.arrivabus.co.uk/>
 - <https://www.leicestershire.gov.uk/roads-and-travel/buses-and-public-transport>

Car

5.5.6 Site operatives who do plan to drive to site will be encouraged to car share by the site manager.

5.5.7 The site manager will make the site operatives aware of the car sharing websites which staff could use to locate people travelling on the same commuter route as they do in order to car share. Some of these websites are as follows:

- [Car share with trusted, reviewed and rated Liftshare.com members](#)

5.5.8 Those who need a vehicle to get to work (for e.g., those carrying heavy items) will only be permitted to park their car on-site within the designated car parking area on site. The Site Manager will however encourage the workforce to travel to site via sustainable means of travel unless absolutely essential to drive.

5.6 Security Management

5.6.1 To ensure that construction lighting does not affect the amenity of residents or create a statutory nuisance, external lighting will be designed and positioned to:

- Provide the minimum levels necessary for safe working;
- Avoid disturbance to adjoining residents and occupiers;
- Avoid creating dazzle or distraction for drivers using adjacent highways; and
- Seek to minimise light spillage or pollution.

5.6.2 Energy efficient options for site facilities will be incorporated wherever possible. They may include energy efficient light bulbs and automatic controls, which will supplement good housekeeping such as switching off equipment when not in use.

5.6.3 Adequate security will be exercised by the Contractor to protect the public and prevent unauthorised entry to or exit from the site. Site entrance will be closed and locked when there is no site activity and site security measures will be implemented.

5.7 Community Engagement

- 5.7.1 The Contractor would engage with the community before work commences on site. The Site Manager's name and contact details will be displayed on the site noticeboard.

5.8 Waste Management

- 5.8.1 The construction works on the site are anticipated to produce the waste. The Site Manager, or nominated other, will be responsible for undertaking checks of the Waste Transfer Notes and Hazardous Waste Consignment Notes to ensure waste is being managed in line with current waste legislation.
- 5.8.2 Waste will be segregated into individual waste containers and monitored in relation to type and weight/volume. The reuse of materials onsite shall be encouraged; and opportunities to recycle materials both on and offsite shall be maximised.
- 5.8.3 All waste materials shall be stored appropriately within site, including:
- Segregating wastes using appropriate storage containers
 - Using suitable containers for waste types and labelling containers appropriately (i.e., gypsum/plasterboard, timber, etc.)
 - Hazardous wastes are stored in suitable containers away from sensitive receptors and site traffic
 - Avoiding the mixing of hazardous and non-hazardous materials

6.0 IMPLEMENTING, MONITORING AND UPDATING

People Responsible for Implementing CTMP

- 6.1 The Contractor will be responsible for implementation of this CTMP. A list of contacts responsible for the environmental management of the development shall be compiled, utilising Table 6A below. The outstanding/TBC positions shall be filled once all contractors appointed.

Table 6A Key contacts under this CTMP

Name / Position	Company	Contact no:	Email address/website
Chris Page / Project Manager	Central Co-op	01543 414140	chris.page@centralcoop.co.uk
Acting Site Manager	As above until	As above	As above
Site Manager	Contractor appointed	As above	As above
Transport and Streets	Leicestershire County Council	TBC	https://www.leicestershire.gov.uk/roads-and-travel

- 6.2 The Site Manager will be in charge of implementing this CTMP on behalf of the Client. The Project Manager will be the Site Manager until the contractor is appointed at which point this role will be delegated, and details updated within this CTMP. Their job description will include collecting data on the following:

- No. vehicle movements to site, collected through a delivery booking system;
- Breaches and complaints;
- Safety;
- Description of contractor's handbook; and
- Description of driver's handbook.

- 6.3 The data will be reported back to the Developer with full transparency to the Council.

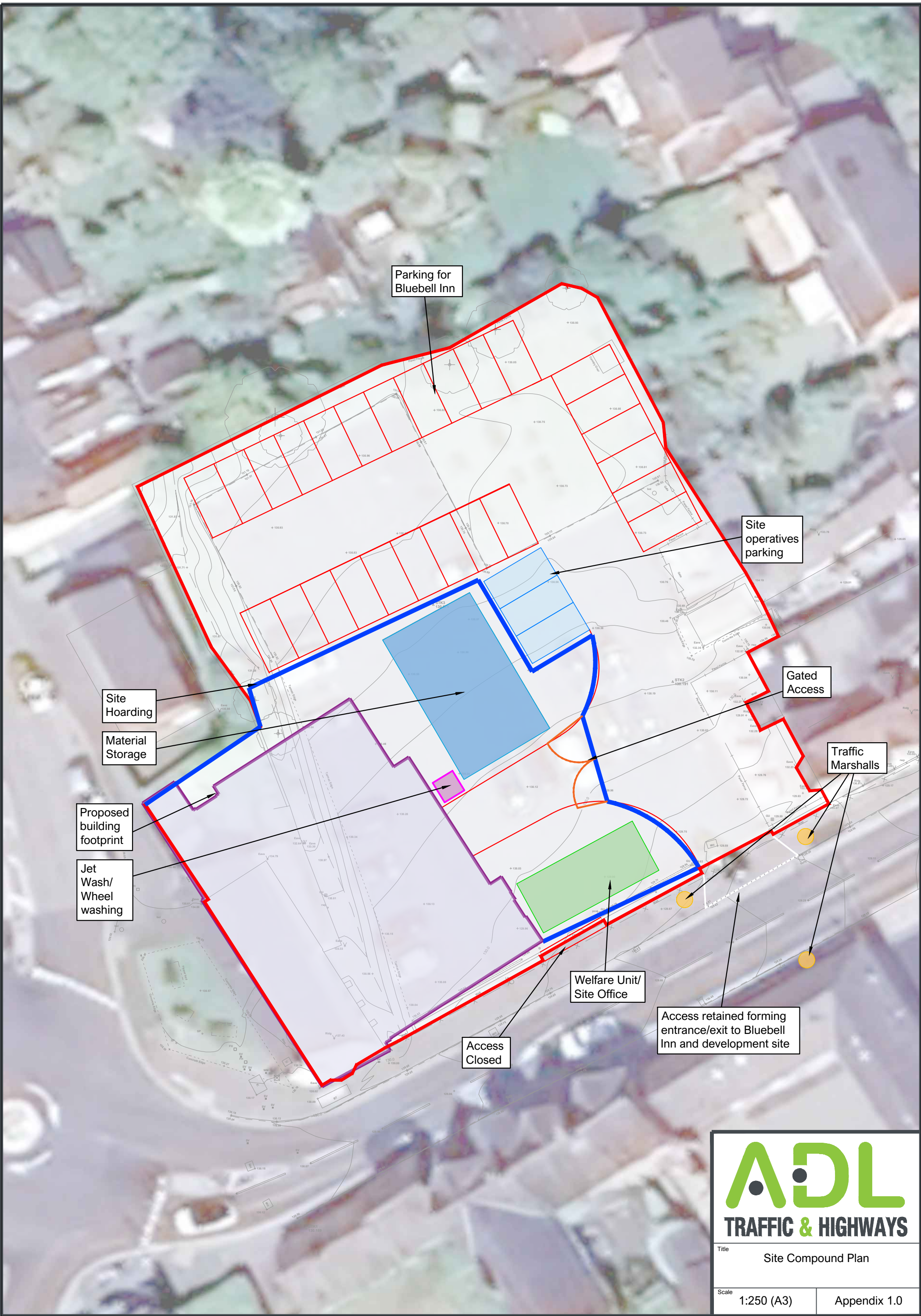
Training of Site Operatives

- 6.4 The Contractor shall ensure correct levels of training and competency. All project personnel and sub-contractors shall receive an Environmental Induction Presentation, prior to commencement of works onsite. No personnel, including subcontractors, shall be permitted to commence employment on site without prior attendance at an induction.

7.0 SUMMARY AND CONCLUSIONS

- 7.1 ADL have prepared this CTMP to discharge Condition 4 of planning application ref. 23/00711/FUL in relation to the permitted development at the site of the Bluebell Inn, High Street, Desford, Leicester, LE9 9JF.
- 7.2 This CTMP outlines the site context, considerations, and challenges. Strict construction traffic operating times have been set as to protect residential amenity of the nearby and adjacent residents.
- 7.3 A 36 week + 4 week fit-out construction programme has been outlined indicatively, detailing how the proposal will be undertaken however this is subject to change and updating.
- 7.4 Construction vehicle routing has been considered to determine the routes taken by construction vehicles. The position of the site near to the strategic road network means that the amount of travel by construction vehicles on local roads are minimised. Vehicle Tracking shows how vehicles will enter/exit the site. Given the scale of the site, only small to medium construction vehicles will be required to undertake the works.
- 7.5 Strategies to mitigate impacts to the surrounding residents, traffic conditions and environment have been laid out to ensure that the construction process is sustainable and offers minimal possible disturbance in terms of dust, noise, vibration, pedestrian movement, local congestion, security, and waste.
- 7.6 This CTMP will be implemented, monitored, and updated by responsible personnel to maintain the standards required.

INDICATIVE SITE SET UP PLAN



Parking for
Bluebell Inn

Site
operatives
parking

Gated
Access

Traffic
Marshalls

Site
Hoarding

Material
Storage

Proposed
building
footprint

Jet
Wash/
Wheel
washing

Welfare Unit/
Site Office

Access
Closed

Access retained forming
entrance/exit to Bluebell
Inn and development site

ADL

TRAFFIC & HIGHWAYS

Title

Site Compound Plan

Scale

1:250 (A3)

Appendix 1.0

VEHICLE TRACKING ANALYSIS

2.1	Small Tipper
2.2	Concrete Mixer
2.3	18T Flatbed



