

The Art of Building.

Construction Transport Management Plan

**Discharge of Condition 13 to
Application 18/00329/FUL**

Groby Lodge Farm, Slate Pit Lane, Groby

**Prepared on behalf of
Groby Lodge Estate Ltd**

June 2026

Thoughtful Architecture

1. INTRODUCTION

- 1.1 Planning consent was granted for the conversion of existing agricultural barns to 10 dwellings, including alterations and small extensions, hard and soft landscaping at Groby Lodge Farm, Slate Pit Lane, Groby through application 18/00329/FUL. Condition 13 to this approval required a Construction Transport Management Plan (CEMP) to be approved in writing by the Council. The details requested are as follows:

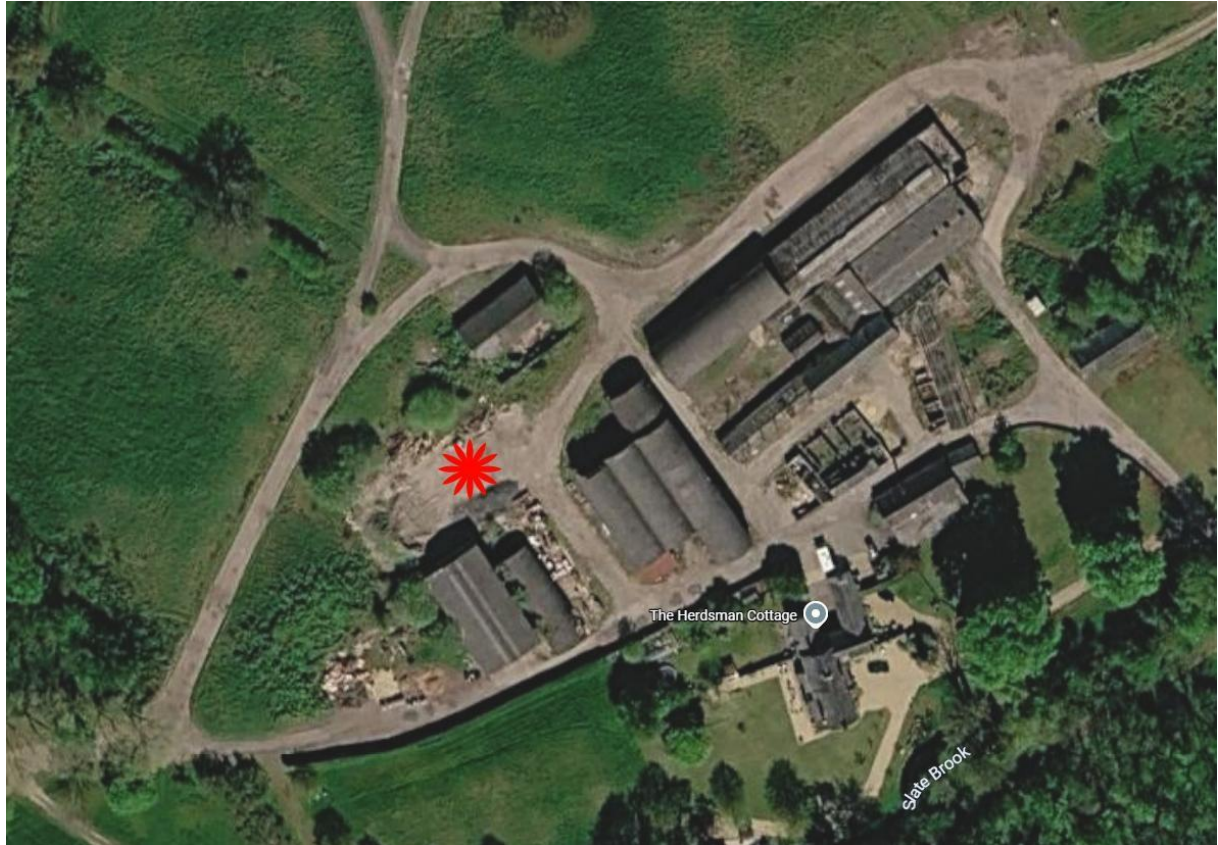
“details of wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision.”

- 1.2 These matters are considered in turn below, and will be adhered to throughout the course of the construction works. This document should be read in conjunction with the Construction Management Plan 1001/020 V1.

2. CONSTRUCTION TRANSPORT MANAGEMENT STATEMENT

Parking of vehicles of site operatives and visitors

- 2.1 The first works to be undertaken will be the clearance of the land where the construction phase site office and car parking will be occur, at the access point into the development site. Temporary parking of vehicles will occur at the point marked with a star on the aerial image below. during this Initial phase, only 2 - 3 vehicles will be present on site, along with a small quantum of machinery; the initial parking area noted is more than sufficient in scale to meet the requirements for this phase.



Location of initial parking area whilst construction compound and parking area is prepared

- 2.2 Once the office/welfare site and parking area has been cleared, this will be retained in situ during all of the whole construction works.
- 2.3 During the ground works, foundation and external construction stages, at most 15 vehicles will be on site. Space is provided for 22 vehicles, with the location clearly noted on Plan 1001/020 V1.
- 2.4 Works to the properties will ground works will progress in on some plots in advance of others. Internal works (electrics, plastering etc) will be undertaken on the more advanced plots whilst the construction work continues on later plots. At this stage (construction and internal fit out of different plots), there is scope for additional vehicles to be on site. Internal fitters will park

on the driveways of the associated property to which they are working, ensuring sufficient parking will always be available.

- 2.5 All access roads will therefore be kept clear at all times.
- 2.6 Once construction works for the dwellings themselves have been completed, the construction parking area will be removed and landscaped in accordance with the agreed scheme. This will include the existing track to be removed and landscaped as part of the development. The remaining vehicle movements will then use the retained tracks. See vehicle movement routes on Plan 1001/020 V1

Location of temporary buildings and associated generators, compounds, structures and enclosures

- 2.7 A compound building containing the staff resting area, kitchen area, and toilet will be positioned on site as shown on Plan 1001/020 V1. This will be the only temporary structure placed on site. All other equipment will be stored either within the building or the storage compound.

Loading/unloading and storage of construction materials

- 2.8 All delivery vehicles will access the site from Markfield Road using the existing/proposed access point. All deliveries will be scheduled to ensure no queuing of vehicles, with signage provided at the entrance to direct drivers into the site.
- 2.9 All loading and unloading of plant and materials will occur on site. Vehicles will follow a one-way system on site ensuring traffic flows within the development site and that all vehicles can

enter and egress in a forward gear. Signs will be placed at all junctions to clearly direct all traffic whilst on site.

- 2.10 Materials will be stored within a secure compound in the centre of the site, adjacent to plot 1 - see Plan 1001/020 V1. This compound will be locked every night.

Wheel wash facilities location

- 2.11 An on-site wheel cleaning channel will be constructed and retained during the ground works phase as identified on Plan 1001/020 V1. All vehicles will be inspected upon leaving the site with appropriate cleaning undertaken as necessary. The wheel wash will remove mud, stones and any other extraneous materials from the wheels and chassis' of construction vehicles exiting the site. All loads of construction materials, excavation spoil or other such matter shall be fully covered in order to ensure that no material leaves the site in a manner which means it might subsequently be deposited onto the highway.
- 2.12 The exit from the wheel washing system shall be constructed from a hard, non-porous material and designed to drain into a sealed container that can be disposed of appropriately; this ensures material is not deposited into the public sewer or any water courses.
- 2.13 At the end of every working day, the public highway will be visually inspected for any material associated with the development. If present, the material will be removed via brushes and collected; and remaining residue would be rinsed away. If this approach is ineffective, a road sweeper would be employed to clean the road at the earliest realistic opportunity.

Hours of construction work, site opening times, hours of deliveries and removal of materials

- 2.14 All hours of construction work and deliveries are proposed to occur within the following timescales:

- Monday to Friday: 0800 to 1800
- Saturday: 0800 to 1300
- Sundays, Public and Bank Holidays: No working on noisy activities.

Routing of construction traffic and indication of signage locations to assist those delivering to the site

- 2.15 Local contractors and material suppliers will be used wherever possible in order to minimise travel distances and keep the carbon footprint of the development to a minimum.
- 2.16 As a priority, vehicles will be directed to approach the site off the Fieldhead Roundabout on the A50 to the north of the site. This provides ease of access from the M1 via the A50, allowing access from both the north and south, as well as the east and west via the A50 directly. This minimises the extent of vehicle movements through residential areas, with Launde Road acting as a distributor road through Markfield/Field Head. Vehicles will then turn onto Ratby Lane which becomes Markfield Road, off which the access to the site is taken.
- 2.17 Vehicles will take the reverse route away from the site.
- 2.18 Routing information will be provided to all companies/drivers delivering and/or collecting from the site. It is not expected that any signage beyond the board on the site should be required given the straight forward route to site. Separate signage will then be provided within the site to direct deliveries to the site office and compound yard.



Proposed routing of delivery vehicles to the site, via the A50 trunk network

Complaints Procedure

- 2.19 Full contact details, including the name and phone number of the Site Manager will be provided on heras fencing adjacent to the access, as well as on the site office building. These notices will be laminated and attached at head height, at least 1.5m above ground level. Details will also be provided directly to the immediately adjacent property Herdsman Cottage.
- 2.20 If any issues are reported to the Site Manager, these will be investigated as soon as realistic and a response provided back to the complainant, plus any associated body as necessary (e.g. the Council, Natural England).

3. Summary

- 3.1 The CTMP sets out the intended vehicle routing, parking requirements and delivery approach to support the site's construction. It is a live document and may be updated at any stage before or during construction to reflect changes on site or newly identified risks.



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