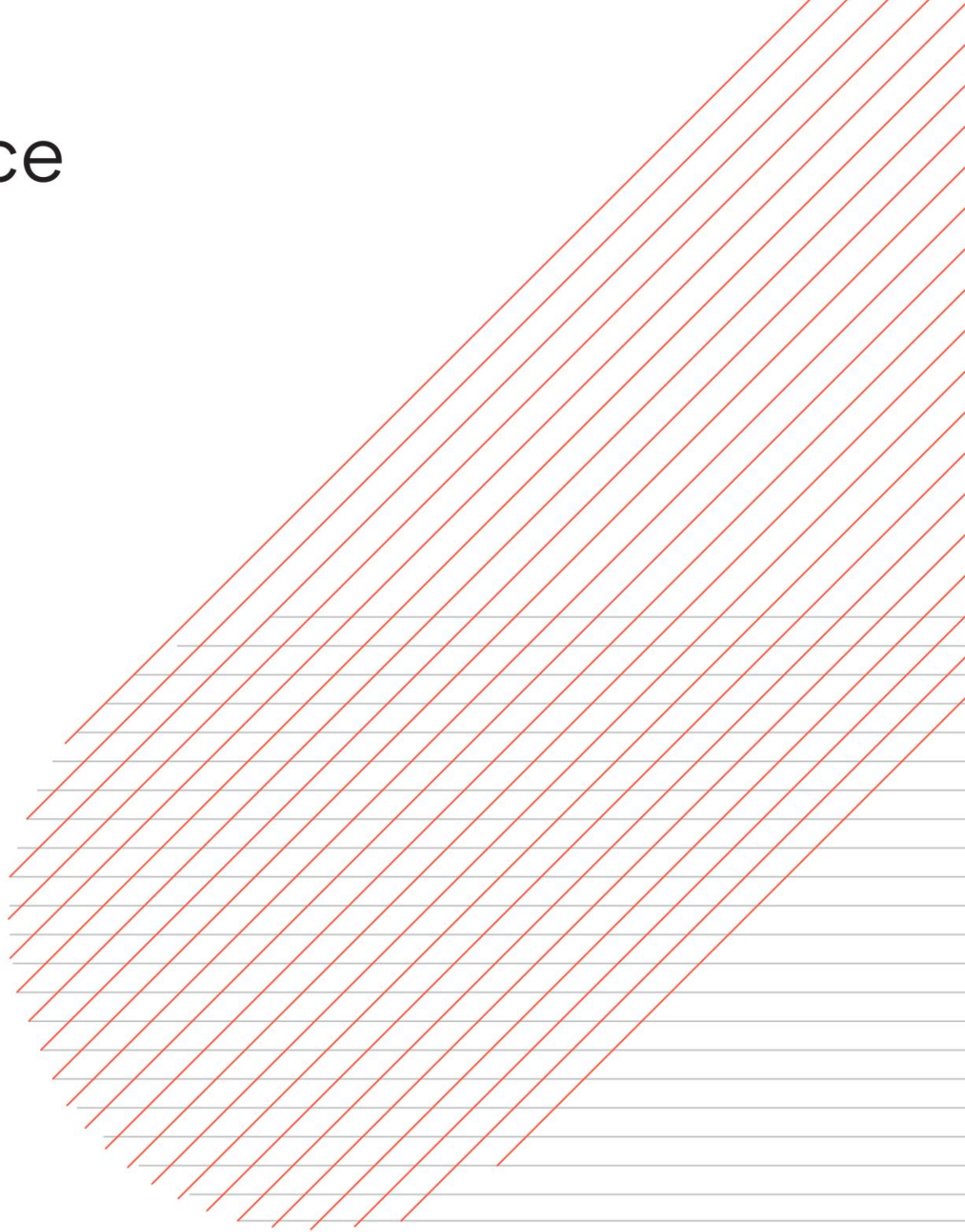




# Welcome Break Hinckley

## Construction Traffic Management Plan

Ref: 101653-DCE-XX-XX-RP-T-5001

# Welcome Break Hinckley

## Construction Traffic Management Plan

DATE: July 2025  
REPORT REF: 101653-DCE-XX-XX-RP-T-5001

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## 1. Background and Context

### 1.1. Introduction

1.1.1. Dice Consulting Engineers Ltd (Dice) has been commissioned by Welcome Break Ltd to prepare a Construction Traffic Management Plan (CTMP) to discharge Condition 13 relating to Rugby Borough Council planning application ref: R23/1047 and Condition 16 relating to Hinckley and Bosworth Borough Council planning application ref: 23/01023/HYB at Land East of Stretton Croft, Wolvey Road, Burbage, Leicestershire.

1.1.2. RBC Condition 13 reads:

*"No part of the development hereby permitted shall commence until a Construction Environmental Management Plan (CEMP) incorporating a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority in consultation with National Highways.*

*The Plan should include details on the following:*

- a) Construction site layout showing clearly designated areas for the parking of vehicles for site operatives and visitors; areas for the loading and unloading of plant and materials (i.e. deliveries/waste); storage of plant and materials used in constructing the development; areas for managing waste, and wheel washing facilities;*
- b) the hours of construction work and deliveries;*
- c) Construction phasing;*
- d) An HGV routing plan to include likely origin/destination information, potential construction vehicle numbers, construction traffic arrival and departure times, and construction delivery times (to avoid peak hours);*
- e) Clear and detailed measures to prevent debris, mud and detritus being distributed onto the Local highway and SRN;*
- f) mitigation measures in respect of noise and disturbance during the construction phase including vibration and noise limits, monitoring methodology, screening, a detailed specification of plant and equipment to be used and construction traffic routes;*

*g) a scheme to minimise dust emissions arising from construction activities on the site. The scheme shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development;*

*h) waste management;*

*i) protection measures for hedgerows and grasslands;*

*j) Details of the responsible person (e.g. site manager/office) who could be contacted in the event of complaint;*

*Thereafter, all construction activity in respect of the development shall be undertaken in full accordance with such approved details.*

*REASON: To ensure that the A5 Trunk Road and M69 Motorway continue to serve their purpose as part of a national system of routes for through traffic in accordance with Section 10 (2) of the Highways Act 1980 by minimising disruption on the SRN resulting from traffic entering and emerging from the application site and in the interests of road safety."*

1.1.3. HBBC Condition 16 reads:

*"Prior to commencement of development a Construction Environmental Management Plan incorporating a Construction Traffic Management Plan shall be submitted to and agreed in writing by the Local Planning Authority in consultation with National Highways. The Plan shall detail how, during the site preparation and construction phase of the development, the impact on existing residential premises and the environment shall be prevented or mitigated. The Plan shall detail how such controls will be monitored. The Plan shall include details on the following:*

*a) Construction site layout showing clearly designated areas for the parking of vehicles for site operatives and visitors; areas for the loading and unloading of plant and materials (i.e. deliveries/waste); storage of plant and materials used in constructing the development; areas for managing waste; and wheel washing facilities;*

*a) Construction phasing;*

*b) An HGV routing plan to include likely origin/destination information, potential construction vehicle numbers, construction traffic arrival and departure times, and construction delivery times (to avoid peak hours);*

*c) Clear and detailed measures to prevent debris, mud and detritus being distributed onto the local highway and Strategic Highway Network;*

*d) Mitigation measures in respect of noise, odour, smoke, light contamination, land contamination and disturbance during the construction phase including vibration and noise limits, monitoring methodology, screening, a detailed specification of plant and equipment to be used and construction traffic routes;*

*e) A scheme to minimise dust emissions arising from construction activities on the site. The scheme shall include details of all dust suppression measures and the methods to monitor emissions of dust arising from the development;*

*f) Waste management;*

*g) Protection measures for hedgerows and grasslands; and*

*h) A procedure for the investigation of complaints and details of the responsible person (e.g. site manager/office) who can be contacted in the event of a complaint.*

*Thereafter, all construction activity in respect of the development shall be undertaken in full accordance with such approved details.*

*Reason: To ensure that the A5 trunk Road and M69 motorway continue to serve their purpose as part of the national system of routes for through traffic in accordance with Section 10 (2) of the Highways Act 1980 by minimising disruption on the Strategic Route Network resulting from traffic entering and emerging from the application site and in the interests of road safety in accordance with Policy DM17 of the Site Allocations and Development Management Policies Development Plan Document (2016), Section 9 of the National Planning Policy Framework (2024), and Department for Transport Circular 01/2022, and in the interests of the amenity of neighbouring residents in accordance with Policies DM7 and DM10 of the Site Allocations and Development Management Policies Development Plan Document (2016) and paragraph 135 of the National Planning Policy Framework (2024)”*

## **1.2. Site Location**

1.2.1. The application site extends to approximately 4.2 hectares and is situated to the south of Burbage, beyond the established settlement boundary, which terminates along the north side of the A5 Watling Street. As such, the site falls within designated open countryside. It

occupies a prominent location immediately to the north-west of Junction 1 of the M69 motorway, where the M69 intersects with the A5 Watling Street. The northern boundary of the site adjoins the A5 itself, while the eastern edge is defined by the A5/M69 roundabout and slip road infrastructure. To the south, the site is bounded by the M69 main carriageway and its southbound exit slip road. The western boundary abuts open agricultural land that falls within Rugby Borough Council's administrative area.

- 1.2.2. The M69 sits on an embankment, placing the motorway at an elevated level relative to the site, which is broadly flat and laid to grass and scrub vegetation. The location is characterised by the presence of significant highway infrastructure and an absence of built development in the immediate vicinity, contributing to an open, transitional character between the strategic road network and the wider rural landscape to the west.
- 1.2.3. The site was historically used as a compound during the construction of the M69 motorway. Primary access is currently taken from the A5 Watling Street via a gated entrance located just west of the M69 roundabout, adjacent to a prominent electricity pylon. In addition, there is a second point of access to the west from Wolvey Road. This appears to be a former entrance that has since become overgrown and is currently unmaintained, but its presence suggests a historical means of access to the site from the west.
- 1.2.4. The A5 is a primary trunk road, heavily trafficked and subject to the national speed limit in this location. The site is partially served by a dedicated footway along the A5 frontage, along with a narrow verge and field access track running westwards. The nearest bus stop is located on Wolvey Road near its junction with Three Pots Road, approximately 500m to the north-east of the site, representing an estimated walking time of around six minutes. Additional local facilities, including services, retail and employment uses, are concentrated within the settlement of Burbage, with further extensive amenities available in Hinckley town centre, which lies approximately 2.5 km to the north-west.

### **1.3. Policy Context**

#### **The Department for Transport Circular 01/2022**

- 1.3.1. This document was introduced as a replacement for the 02/2013 guidance titled Strategic Road Network and the Delivery of Sustainable Development. It outlines the responsibilities of Highways England in ensuring that the Strategic Road Network (SRN) facilitates safe,

dependable, and efficient journeys for both people and goods across England. Highways England's role is pivotal in maintaining the network's ability to support predictable and often long-distance travel.

- 1.3.2. Paragraphs 74 to 78 of the document specifically address the location and spacing of roadside facilities. A key constraint on the siting of these facilities is detailed in paragraph 77, which explains that while the distance between services can be shorter than the standard 28 miles, access and egress arrangements must meet the design requirements set out in the Design Manual for Roads and Bridges (DMRB) to safeguard the safety and functionality of the SRN.
- 1.3.3. Paragraph 74 highlights the critical role roadside facilities play in ensuring the safety of travellers. It states: *"Roadside facilities perform an important safety function by providing opportunities for the traveling public to stop and take a break during their journey. Government guidance advises motorists to take a break of at least 15 minutes after every two hours of driving."*
- 1.3.4. Paragraph 75 further emphasises the intended network of signed roadside facilities across the SRN, noting that they are designed to offer stopping opportunities at intervals of half an hour. However, it acknowledges that this timing is flexible, as travel times between services may be extended on more congested sections of the SRN.
- 1.3.5. The spacing and frequency of these roadside services are designed to ensure that drivers have many opportunities to rest, which in turn contributes to the overall safety and efficiency of the SRN. By adhering to these guidelines, the network helps to minimize driver fatigue and reduce the likelihood of accidents.

## 1.4. Development Proposals

- 1.4.1. The proposed development comprises the construction of motorway service area comprising vehicular and pedestrian access from the A5, petrol filling station for domestic vehicles, HGV filling station, Main PFS / Services building, drive thru unit, EV charging spaces, customer parking spaces including HGV, coach and caravan provision, landscaping including picnic and dog walking areas, electric substations and retaining walls at south/western boundary fronting the M69.

1.4.2. The details of the main Construction Manager are provided below:

- Contact Name: Tom Murphy
- Email: Tom.Murphy@WelcomeBreak.co.uk

## 1.5. Site Overview

- 1.5.1. To ensure clear communication with neighbouring properties, the Site Manager will be responsible for informing all affected parties of any construction activities that may impact their operations, including material deliveries. This notification will be provided in the form of a letter containing the personal contact details of both the Site Manager and the Contract Manager, allowing for immediate communication. Both managers will be available 24 hours a day, 365 days a year, to manage any issues or complaints that arise.
- 1.5.2. Any complaints received will be addressed promptly, with details of the complaint and the actions taken reported to the Client without delay. In addition, the Site Manager will make an effort to personally introduce themselves to immediate neighbours to establish direct lines of communication and foster positive relationships throughout the construction process.
- 1.5.3. The contact information provided in the initial notification will be regularly updated in the event of staff changes. A schedule will be maintained on-site, listing the names, addresses, and contact details of all neighbouring properties, along with a copy of the notification letter. Site management will review and update this schedule at least twice a year to ensure it remains accurate and current.

## 1.6. CTMP Objectives

- **Construction Management Plans (CTMPs) Overview**
  - Construction Traffic Management Plans (CTMPs) play a vital role in ensuring that construction activities are planned, coordinated, and executed in a manner that minimises their impact on the surrounding environment and local communities. These plans function as a framework for managing construction-related traffic, ensuring that the flow of vehicles, materials, and personnel to and from the construction site is controlled, efficient, and safe.
- **CTMPs are essential for:**

- **Planners and Developers:** They provide a structured approach to organising logistics, scheduling deliveries, and managing site access, which helps avoid potential delays and inefficiencies.
- **Local Authorities and Stakeholders:** They offer reassurance that the construction activities will be conducted responsibly, with minimal disruption to public roads and local services.
- **Residents and Businesses:** They help ensure that daily life is not unduly affected by noise, dust, congestion, or safety hazards caused by increased traffic.
- **Objectives of a CTMP**
  - The core objectives of a CTMP are centred around reducing the negative externalities associated with construction activities, particularly those related to traffic and environmental disruptions. These objectives can be broken down into several key areas:
    - **Mitigating Traffic Congestion:** By controlling and scheduling the flow of vehicles, CTMPs help reduce traffic buildup on local roads. This is particularly important during peak hours, when increased traffic from construction sites could exacerbate existing congestion problems. Strategies include staggered delivery times, designated routes, and the use of off-peak hours for major deliveries.
    - **Reducing Pollution and Emissions:** Construction activities often lead to an increase in pollution, particularly from vehicles transporting materials and equipment. A CTMP promotes the use of low-emission vehicles, shared transport for workers, and optimising routes to reduce the overall carbon footprint of the project.
    - **Minimising Noise and Disturbances:** Noise pollution can be a significant concern for residents and businesses. CTMPs outline specific measures to limit noise, such as restricting construction work to certain hours, using noise-reducing technologies, and ensuring proper equipment maintenance to avoid excessive noise. No plant is to be operated outside of the stated operating hours.

- **Protecting the Environment:** CTMPs also consider the broader environmental impacts of construction, including minimising disruptions to local wildlife, ecosystems, and green spaces. This involves planning routes that avoid sensitive areas, using environmentally friendly construction materials, and implementing waste management strategies to reduce the environmental footprint.
- **Ensuring Safety:** A critical objective of CTMPs is to maintain road safety for all users, including pedestrians, cyclists, and drivers. This is achieved through measures such as traffic marshals, clear signage, and safety protocols that minimise the risk of accidents around the construction site.
- **Key Focus Areas of This CTMP**
  - This CTMP will focus on three key areas to ensure that the development project is conducted with minimal disruption and maximum efficiency. These focus areas include strategies and practical measures to address traffic, safety, and community impact concerns.
  - **Reducing Vehicle Trips During Peak Periods:** One of the central aims of this CTMP is to reduce the number of construction-related vehicle trips during peak traffic hours. This will help prevent additional strain on the local road network, reduce delays for local commuters, and minimise air pollution. Measures to achieve this include:
    - Encouraging deliveries during off-peak times (e.g., early mornings or evenings).
    - Implementing consolidated deliveries, where materials are grouped to reduce the number of trips.
    - Promoting the use of larger vehicles that can carry more materials per trip, thereby reducing the overall number of trips required.
  - **Maintaining Highway Safety and Traffic Management:** Ensuring highway safety is paramount in any construction project. This CTMP will put in place strict traffic management systems to monitor and control all movements associated with the construction site. Measures include:
    - The installation of clear signage and road markings to guide construction vehicles and alert road users to any potential hazards.

- The use of traffic marshals to direct vehicles safely on and off the site, especially in congested or narrow road areas.
  - Real-time monitoring of traffic conditions to adapt and improve traffic flow as needed throughout the project's duration.
- **Minimising Disruption to the Local Community:** Recognising the impact that construction can have on the surrounding community, this CTMP will prioritise minimising disruptions to the lives of residents and businesses. Efforts will include:
  - Communicating regularly with the local community to inform them of upcoming construction activities, road closures, or potential disruptions.
  - Implementing noise and dust reduction techniques, such as using barriers and limiting noisy operations to specific hours
  - Ensuring that local services, such as waste collection, emergency services, and public transport, are not negatively impacted by construction traffic.
- **Additional Strategies and Benefits of the CTMP**
  - Beyond these core areas, this CTMP will also explore innovative solutions and long-term benefits:
    - **Sustainable Construction Practices:** Incorporating sustainability into traffic management can enhance the environmental credentials of the development. This may involve prioritising electric or hybrid vehicles for deliveries, ensuring that construction vehicles meet the latest emissions standards, and encouraging staff to use public transport or car sharing options.
    - **Collaborative Planning with Local Authorities:** Engaging with local councils and traffic authorities early in the project will help align the CTMP with broader regional traffic management strategies, ensuring that the construction project does not conflict with other ongoing developments or roadworks.
    - **Legacy Benefits for Local Infrastructure:** A well-managed CTMP can contribute to the improvement of local infrastructure. For instance, investments made in road safety during construction, such as upgraded

signage or road markings, may provide long-term benefits to the community even after the project is completed.

- 1.6.1. By implementing these strategies, the CTMP not only addresses the immediate needs of the construction project but also fosters positive relationships with the local community, reduces environmental impact, and enhances the overall efficiency and safety of the development.

## 2. Construction Programme and Vehicle Movements

### 2.1. Introduction

2.1.1. This section of the CTMP identifies the construction programme.

### 2.2. Construction Programme

2.2.1. Working hours for the main construction phase will be limited to the following, in line with the planning permission and Hinckley and Bosworth Borough Council (HBBC) guidance:

- Monday to Friday: 07:30 to 18:00
- Saturday: 09:00 to 17:00
- No working on Sundays or Bank Holidays

2.2.2. No works that are audible at the site boundary will take place after 13:00 on Saturdays, other than low noise activities that can be demonstrated to comply with a site noise limit of 55 dB(A) LAeq,1hr at the nearest noise sensitive receptors, as set out in Table E.1 of BS 5228 1:2009+A1:2014. In practice this will restrict activities after 13:00 on Saturdays to lower noise operations such as internal fit out, inspections, minor finishing works and site housekeeping.

2.2.3. In terms of shift patterns, a typical working week will operate between 07:00 and 17:30, incorporating a 30 minute lunch break and two 15 minute breaks, within the core working hours above. Weekends will only be used where necessary to maintain programme, and activities will always respect the Saturday noise controls set out in paragraph 2.2.2. No routine Sunday or Bank Holiday working is proposed.

2.2.4. In the event that exceptional night works are required, for example to facilitate temporary road closures or works that directly impact the main highway, these will typically operate between 19:00 and 05:30 and will be subject to separate agreement with the Local Planning Authority and Environmental Health. More stringent noise limits, construction methods and monitoring will be applied to any such works, in accordance with BS 5228 and relevant good practice guidance.

2.2.5. During delivery periods, on site staff will carefully manage pedestrian movements to ensure that they are segregated from construction and delivery vehicles. As deliveries will only take place for short periods of time, there is unlikely to be an impact on pedestrian movements.

2.2.6. Site deliveries will take place entirely within the site boundary, using the proposed internal road network. Vehicles will enter and exit the site via the existing access on Wolvey Road, ensuring that the free flow of traffic on the M69 is not disrupted.

- Proposed start date: November 2026
- Anticipated completion date: December 2027

## 2.3. Vehicle Movements

2.3.1. The following table illustrates the potential number of person and vehicle movements during a typical 12-month construction period. It is noted that the following figures are indicative only and are subject to change as the construction programme develops.

| Month                              | 1  | 2  | 3   | 4   | 5   | 6   | 7   | 8   | 9   | 10  | 11  | 12  |
|------------------------------------|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| <b>Workers (daily average)</b>     | 50 | 50 | 100 | 100 | 150 | 150 | 150 | 200 | 20  | 200 | 200 | 200 |
| <b>HGVs (daily average)</b>        | 48 | 48 | 250 | 250 | 25  | 20  | 20  | 10  | 10  | 10  | 10  | 10  |
| <b>LGVs / Cars (daily average)</b> | 25 | 25 | 50  | 50  | 75  | 75  | 75  | 100 | 100 | 100 | 100 | 100 |

2.3.2. The peak period for HGV movements is anticipated to occur during the early stages of the construction programme, primarily associated with earthworks, ground preparation, and initial development works. This initial phase is expected to generate the highest intensity of HGV activity, with a maximum flow estimated at approximately 24 HGVs per hour, calculated over a 10.5-hour working day as outlined in Section 2.2.

2.3.3. Following completion of these early works, it is expected that HGV activity will gradually reduce through the mid to later stages of construction, as the works transition to superstructure and fit-out phases, which typically generate fewer vehicle movements.

2.3.4. It is important to note that even during the peak construction period, this level of HGV activity represents a modest increase when distributed across the working day and compared to existing traffic volumes on the nearby M69 and A5 corridors. Both the M69 and

A5 are major arterial routes designed to accommodate high volumes of traffic, including frequent commercial vehicle movements, and are therefore well equipped to handle the anticipated construction-related HGV trips without significant disruption.

- 2.3.5. To protect the operation of the Strategic Road Network (SRN), all construction traffic will be routed via Wolvey Lane to the west of the site, deliberately avoiding the M69/A5 interchange. This route has been selected as it lies as far from the SRN as practically possible, ensuring that construction activity does not impact its performance. Furthermore, construction vehicle movements will be carefully managed to avoid peak commuter periods, reducing the potential for conflict with general traffic. Where feasible, delivery schedules will be coordinated to ensure a steady and well-distributed flow of vehicles, avoiding concentrated surges and helping to maintain highway efficiency.
- 2.3.6. Overall, the predicted HGV trip generation represents a minor fraction of daily vehicle movements on the surrounding strategic road network. Mitigation measures, including route management and liaison with local highway authorities, will further ensure that the construction traffic has no effect on the operation and safety of the M69 and A5 junctions.

### 3. Vehicle Routing and Access

- 3.1.1. To minimise the impact on residents, all construction vehicles will be required to strictly adhere to designated routing arrangements. As there is only one practical route to the site—via Wolvey Road from the A5—this will be straightforward to enforce and effectively managed throughout the construction period.
- 3.1.2. All vehicles will access and egress the site from Wolvey Road, utilising a left-in / left-out arrangement at the junction with the A5. This approach minimises turning conflicts and supports the safe and efficient movement of construction vehicles. The route has been assessed and found suitable for HGV traffic. Wolvey Road benefits from a generous carriageway width, allowing for two-way movement of large vehicles, and features wide junction radii at its intersection with the A5, enabling safe and convenient turning without the need for overrun or complex manoeuvres.
- 3.1.3. Visibility along Wolvey Road is generally good, with ample forward visibility and clear sightlines at key points along the route. Warwickshire County Council (WCC) has confirmed that site access may be taken directly from Wolvey Road, subject to a Section 184 Agreement with the Local Highway Authority.
- 3.1.4. The new access will be constructed to adoptable standards and designed to safely accommodate the swept paths of typical construction vehicles, ensuring that vehicles can both enter and exit the site in a forward gear. The access will also be designed so that vehicles are able to wait clear of the live carriageway before entering the site and will be kept free of obstruction throughout the build programme.
- 3.1.5. The following measures are also proposed, and have been agreed with WCC:
- Removal of the existing fence to facilitate the formation of the access.
  - Clearance of the Wolvey Road surface during and following construction activities.
  - Construction of the site access to adoptable standards, including bellmouth provision where required.
  - Provision of drainage and wheel wash facilities to prevent mud and debris from being tracked onto the highway.
  - Re-erection of the fence across Wolvey Road once construction works are complete.

- 3.1.6. A pre-construction condition survey of Wolvey Road has already been undertaken and is included at **Appendix B**. This will enable any post-construction repairs (if required) to be fairly assessed and agreed with the Highway Authority.
- 3.1.7. All drivers will be fully trained and issued with a copy of the approved routing plan to ensure adherence to the designated access strategy. Drivers will be reminded to exercise caution, particularly around vulnerable road users such as pedestrians and cyclists, especially during turning manoeuvres. Regular briefings and compliance monitoring will be undertaken to maintain a safe and well-managed construction environment.
- 3.1.8. The proposed access and egress routes for all vehicles is shown in **Figure 3.1**.



Figure 3.1: Access Route from M69

### 3.2. On-Site Parking Provisions

- 3.2.1. Adequate on-site parking will be provided for all contractors and visitors, ensuring that vehicles are kept off public roads and minimising disruption to local traffic. By offering dedicated parking spaces within the construction site, the risk of congestion, illegal parking,

or safety hazards around the site is reduced. This also helps ensure that contractors and visitors can easily access the site without adding pressure to nearby residential or commercial areas.

### **3.3. Impact on the M69**

- 3.3.1. Despite the number of vehicles expected to require access to the site, it is unlikely that there will be a significant increase in traffic using the nearby M69. The planning and management of vehicle flow, including the scheduling of deliveries and the use of designated site access routes, will help avoid adding to existing traffic volumes on this major roadway. As a result, any impact on the M69 is expected to be minimal, and local road conditions will remain unaffected.

### **3.4. Impact on the A5**

- 3.4.1. Similarly, the development is not expected to result in any material impact on the operation of the A5. Traffic associated with the site will be managed carefully and routed away from the A5 corridor, ensuring that this strategic route remains unaffected. It should also be noted that the approved access point from the A5 will not be used during the construction phase of the development. Instead, alternative access arrangements from Wolvey Road are proposed that are more appropriate for the scale and nature of the construction phase, without encouraging use of the A5 for site-related trips.

### **3.5. Sustainable Travel and Car Sharing Initiatives**

- 3.5.1. The Main Contractor will actively explore the provision of designated lockers and storage areas on-site for tools and equipment. This will facilitate the adoption of more sustainable travel options by allowing staff and operatives to store their belongings securely on-site. As a result, workers will be able to use public transport, car-share, or walk or cycle to work without the need to carry tools and equipment with them daily. Encouraging car sharing and other eco-friendly commuting options not only helps reduce the number of vehicles accessing the site but also contributes to a reduction in overall emissions and the project's environmental footprint.

### 3.6. Delivery Vehicle Specifications and Expectations

- 3.6.1. It is anticipated that the largest vehicles requiring access to the site for deliveries will be 16.5m articulated vehicles. These larger deliveries, however, are expected to be infrequent. The majority of vehicles accessing the site will be tradesmen's vans, typically around 6m in length. This ensures that the size and frequency of delivery vehicles will be manageable within the constraints of the site and surrounding road network. Additionally, it is not expected that any abnormal or oversized loads will need access to the site, further minimising any potential disruptions.

### 3.7. Vehicle Turning and Manoeuvring

- 3.7.1. To ensure that all vehicles can turn and manoeuvre safely on-site, a qualified Banksman will be responsible for managing these movements. The Banksman will guide drivers, particularly for larger vehicles, to safely execute turning manoeuvres, avoiding any risks of collisions or accidents. This proactive approach will help maintain site safety and ensure that vehicles can move smoothly and efficiently within the designated areas without posing hazards to workers or causing traffic disruptions.

### 3.8. Loading and Unloading Procedures

- 3.8.1. All loading and unloading activities will be confined strictly to within the construction site. This approach ensures that the site access point is never obstructed, preventing any build-up of vehicles or congestion on the M69 or surrounding roads. The clear separation of delivery areas from public access points will improve safety and operational efficiency, while also minimising the impact on local traffic. By managing these logistics internally, the construction project will avoid unnecessary delays and disruptions, always maintaining smooth access to and from the site.

### 3.9. Additional Considerations for Site Access and Management

- **Traffic Flow Coordination:** The Main Contractor will work closely with local traffic authorities to coordinate vehicle movements, particularly during peak hours or in cases of larger deliveries, ensuring minimal disruption to the surrounding traffic network.
- **Electric Vehicles:** In addition to car-sharing and public transport incentives, the use of electric or hybrid vehicles for site operations will be considered to further reduce the

project's environmental impact. This could also include the use of EV charging points on-site for contractors and visitors who use electric vehicles.

- **Site Safety and Training:** All contractors and drivers will receive training on site-specific safety procedures, including proper loading/unloading protocols and the use of the Banksman for vehicle manoeuvres. This ensures that all personnel are aware of the safety measures in place and comply with the traffic management plan.

3.9.1. By integrating these strategies, the site will maintain efficient vehicle management while prioritising safety and minimising its impact on both local traffic and the environment.

### 3.10. Pedestrian Access

3.10.1. During construction, traffic routes on-site will be established to minimise the interface between vehicles and pedestrians. Where it is not possible to segregate pedestrians and vehicles, priority will be given to pedestrians and a banksman will coordinate all vehicle entry and egress from the site. Pedestrian barriers will be erected at the site access to control the interface between members of the public and site traffic.

3.10.2. Lighting will be provided to ensure a safe environment for pedestrians in darker months. Regular inspections of the pedestrian access routes will be undertaken by the Site Manager and appropriate maintenance conducted to ensure safe access for construction workers is always maintained.

## 4. Strategies to Reduce Impacts

### 4.1. Introduction

- 4.1.1. This section of the CTMP explains the various measures which will be used to reduce the impact of the construction of this development.

| Medium Impact Site Planned Measures Checklist                    | Committed | Proposed | Considered |
|------------------------------------------------------------------|-----------|----------|------------|
| <b>Measures influencing construction vehicles and deliveries</b> |           |          |            |
| Safety and environmental standards and programmes                | x         |          |            |
| Adherence to designated routes                                   | x         |          |            |
| Delivery scheduling                                              | x         |          |            |
| Re-timing for out of peak deliveries                             | x         |          |            |
| Re-timing for out of hours deliveries                            | x         |          |            |
| Use of holding areas and vehicle call off areas                  |           |          | x          |
| Use of logistics and consolidation centres                       | x         |          |            |
| Vehicle choice                                                   | x         |          |            |
| <b>Measures to encourage sustainable freight</b>                 |           |          |            |
| Freight by water*                                                |           |          | x          |
| Freight by rail*                                                 |           |          | x          |
| <b>Material procurement measures</b>                             |           |          |            |
| DfMA and offsite manufacture                                     |           |          | x          |
| Re-use of material on site                                       |           |          | x          |
| Smart procurement                                                |           |          | x          |
| <b>Other measures</b>                                            |           |          |            |
| Collaboration with other sites in the area                       | x         |          |            |
| Implement a staff travel plan                                    |           |          | x          |

Table 4.1 Strategies to Reduce Impacts

### 4.2. Safety and Environmental Standards and Programmes

- 4.2.1. This CTMP, recognises that all parties involved in construction activities take responsibility for health & safety beyond the hoardings, as required.
- 4.2.2. The measures that are included in the CTMP demonstrate that the parties involved in the pre, during and post construction activities are working together in a collaborative action.

This prevents fatal or serious collisions between vehicles servicing construction projects and vulnerable road users, including pedestrians and motorcyclists.

4.2.3. Such measures include the provision of sufficient road signage, crossover points, signing in/out procedures, loading/unloading measures, traffic management, etc.

4.2.4. All vehicles used will aim to be Freight Operator Recognition Scheme (FORS) registered and fitted with the latest Construction Logistics and Community Safety (CLOCS) initiatives for cycle safety, including as a minimum for Vehicles more than 3.5 tonnes:

- Side under-run protection
- Blind-spot minimisation (Class V / VI Mirrors, blind-spot cameras)
- Vehicle manoeuvring warnings
- Close-proximity sensors and warning alarms
- Rear cyclist warning signs and, where a Fresnel lens is not effective, CCTV. (Note that for those vehicles under 3.5 tonnes, only cyclist warning signs are required)
- The contractor and subcontractors operating HGVs and/or fleets of vans are required to be Silver accredited to the TfL's FORS, from the start of construction.
- All drivers working on the contract will undertake the following training courses within 60 days of the Contract Date unless they have already undertaken such training in the last three years:
  - Safe Urban Driving (SUD) approved driver training course, including the on-cycle hazard awareness training.
  - Safe and Fuel-Efficient Driving (SAFED) driver training course, or equivalent accredited course with similar content including a practical element.

4.2.5. Before commencing work on the contract, each driver who works on the contract will aim to where possible, have had a driving licence check with the DVLA and will have their licence rechecked on a regular basis.

### **4.3. Adherence to designated routes**

4.3.1. Within this CTMP there is commitment to ensure that the designated routes identified are adhered to and all site traffic should keep to the designated routes. This is not anticipated to be a challenge to enforce given the sites location adjacent to the Strategic Road Network.

#### 4.4. Delivery scheduling and the Re-timing for out of peak and hour deliveries

- 4.4.1. All deliveries will be scheduled in advance and given a specific delivery slot dependant on the load, to prevent queuing. Any deliveries missing their designated delivery window will be turned away and required to reschedule.
- 4.4.2. The necessary measures are proposed, that include clear site office signage, security staff, etc to ensure any of deliveries can be received or at least a contact number will be made available so a local representative can attend and supervise the delivery, if required.  
However, this is not envisaged as most of the deliveries will be pre planned with the logistics providers ensuring that each vehicle can be managed to ensure there is no impact on the local highway network. As such, deliveries will arrive just in time and will not stop and wait on site except when it is specifically planned.
- 4.4.3. As stated in the earlier sections of this report the delivery schedule is dictated by the construction programme and any concrete, structural components, materials, etc will be delivered and co-ordinated in an efficient manner by the contractor. As such, all deliveries will arrive within the permitted delivery hours.

#### 4.5. Use of logistics and consolidation centres

- 4.5.1. An efficient and effective logistical operation is of high importance to Welcome Break Ltd and will therefore strongly encourage the use of consolidation centres – this will be dependent on feasibility by each contractor however will be encouraged wherever possible.  
Where consolidation centres can be used, deliveries will be more efficient and will be able to be “just in time” helping to reduce damage to materials.

#### 4.6. Traffic Management

- 4.6.1. All deliveries will be directed to site via main roads to avoid congestion. Maps showing the delivery route, such as **Figure 3.1**, will be issued as part of all orders.
- 4.6.2. Signage will be erected to direct deliveries to the required route and all material orders sent out will include specific directions and routes to be taken. This information will also be advised to all subcontractors. No signage will be erected on the public highway.
- 4.6.3. Any traffic management will ensure priority is provided to non-motorised users and public transport.

- 4.6.4. All temporary traffic management will be in accordance with Chapter 8 of the Traffic Signs Manual 2009 and the Safety at Street Works and Road Works, A Code of Practice, 2013.

#### **4.7. Measures to encourage sustainable freight**

- 4.7.1. Due to the scale of the works and the location in relation to the waterways and main freight terminals it is not practical, feasible or financially viable for the site deliveries to be made via water or rail.

#### **4.8. Material Procurement Measures**

- 4.8.1. The contractor will endeavour to reuse and recycle materials wherever possible. Dry materials should be covered to minimise the generation of dust to the environment when being transported from the site. There will be a designated location for waste and recyclable material skips to be sited within the site boundary, away from the adopted highway.
- 4.8.2. Local staff and suppliers will be used to promote sustainability and support the local economy, with a target of 50% of all materials locally sourced. This will be encouraged by the developer with local contractors and sub-contractors/tradesman employed.

#### **4.9. Project commitments and targets**

- 4.9.1. The developer is committed to implementing circular economy principles throughout design and construction, including the waste hierarchy, moving waste management practices as far up the hierarchy as practicable and minimising impacts on waste infrastructure receptors (Waste and Resources Action Programme (WRAP), 2020).

#### **4.10. Waste Separation**

- 4.10.1. After reducing waste, the most sustainable way to cope with remaining waste is to segregate it at the point produced. This will maximise opportunities for the waste to be reused and separated wastes for recycling, etc.
- 4.10.2. The design and construction shall give key consideration within this scheme to maximise the amount of space available and by locating the waste receptacles at the closest, safe practical location to where the waste is produced.

#### **4.11. Waste Segregation**

- 4.11.1. The construction shall implement the nationally recognised waste segregation as developed by Waste Aware Construction to ensure that there is an effective process for the segregation of the different waste streams.

#### **4.12. Waste Removal**

- 4.12.1. The site is in an area with a high density of registered waste carriers and appropriately licensed waste handling facilities.
- 4.12.2. Waste management contractors would provide evidence of registration/permitting prior to waste leaving the site, and the relevant details entered on the accompanying waste documentation, e.g. waste transfer note.
- 4.12.3. Credentials of waste management contractors will be verified using the public registers managed by Defra (Defra, 2021).

#### **4.13. Waste Monitoring**

- 4.13.1. The construction shall ensure that briefings are conducted to all employees with regards to a Site Waste Management Plan and the minimisation of waste throughout the works.
- 4.13.2. The construction will outline roles and responsibilities from the beginning of the construction phase to ensure that the plan is monitored, updated, and reviewed as appropriate.
- 4.13.3. The construction shall ensure that regular project reviews are delivered which will include a Site Waste Management Plan to determine any deviations and ensure its compliance.
- 4.13.4. The applicable stakeholders will undertake regular site inspections to assess that the waste arising is being handled efficiently, and the waste strategy and opportunities are being effectively implemented.

#### **4.14. Dust Suppression Measures**

- 4.14.1. A site specific Dust Management Plan (DMP) has been prepared in accordance with the Institute of Air Quality Management (IAQM) guidance document “Assessment of dust from demolition and construction” (2024). The DMP is informed by a qualitative dust risk assessment that considers the scale and nature of the works (including earthworks,

construction and trackout) and the distance to the nearest residential and other sensitive receptors. The assessment identifies a medium risk of dust effects during earthworks and construction and a low to medium risk of dust effects from trackout, which reflects the size of the site and the presence of receptors within approximately 100m of the working areas.

4.14.2. In line with the IAQM 2024 guidance, the following best practice dust control measures will be employed on site and secured through the DMP:

- Water suppression: regular spraying of haul roads, stockpiles and exposed soil surfaces to dampen dust and prevent it becoming airborne, with increased frequency during dry or windy conditions.
- Wheel washing: provision of wheel wash facilities at site exits to minimise mud and dust transfer onto public roads, with all vehicles leaving the site required to use these facilities.
- Site layout and phasing: limiting the extent of open ground at any one time through careful phasing of earthworks and promptly covering stockpiles with sheeting where practicable.
- Speed control: enforcing low vehicle speeds on unpaved site roads and managing haul routes to minimise braking and accelerating.
- Use of dust screens: installation of temporary fencing or screening on site boundaries where works occur close to sensitive receptors.
- Material handling: minimising drop heights when loading and unloading materials and, where feasible, using enclosed chutes or covered conveyors.
- Plant and equipment: maintaining machinery and vehicles in good condition to minimise exhaust emissions and visible dust.
- Housekeeping: prompt removal of construction waste and regular sweeping of internal haul routes and hardstandings.

4.14.3. Additional site-specific measures, reflecting the medium risk classification, will include:

- locating concrete batching, cutting and crushing activities as far as reasonably practicable from sensitive receptors, and shielding them using temporary barriers or site cabins;

- avoiding simultaneous operation of multiple dust generating activities in areas closest to residential properties where practicable; and
- suspending specific dust generating operations during periods of very high wind where effective control cannot be maintained.

4.14.4. The DMP will remain a live document. It will be reviewed at regular intervals and following any significant change in site operations, layout or phasing, or in response to substantiated complaints, and updated to incorporate additional controls where required.

#### **4.15. Dust Emissions Monitoring**

4.15.1. To ensure the effectiveness of dust control measures and provide early warning of any potential issues, the following monitoring regime will be implemented in accordance with IAQM 2024 guidance:

- Visual inspections: daily visual monitoring of dust generation and deposition at site boundaries and at agreed locations near sensitive receptors, recorded in a site log.
- Instrument based monitoring: deployment of real time particulate monitors (PM10, and where appropriate PM2.5) at representative receptor locations during higher risk phases such as bulk earthworks and trackout intensive periods. Data will be reviewed regularly to identify any trends or exceedances of agreed trigger levels.
- Meteorological monitoring: recording wind speed, direction and rainfall to help interpret monitoring data and adjust site activities when conditions increase dust risk.
- Trigger levels and response: site specific trigger levels for PM10 will be established in consultation with Environmental Health. Exceedance of a trigger level, or receipt of a substantiated dust complaint, will prompt investigation and the introduction of additional or enhanced mitigation measures.

4.15.2. Procedures will be established for investigating and addressing dust complaints promptly, including recording the time, nature and source of any incident, actions taken and outcomes. Complaints and monitoring data will be made available to the Local Planning Authority and Environmental Health on request.

#### **4.16. Reporting and Review**

- 4.16.1. Welcome Break will monitor dust and particulate data, complaints and inspection records and will implement mitigation actions where necessary.
- 4.16.2. The dust management scheme will be reviewed periodically and updated to incorporate improved practices or address any emerging issues.

#### **4.17. Site Management**

- 4.17.1. The Site Manager will exercise, either personally or by delegation to suitably trained and responsible staff, day-to-day control of the site. They will be responsible for the satisfactory working of the entire site and for ensuring full compliance with the dust management and monitoring plan.
- 4.17.2. Staff at all levels will receive the necessary training and instruction in their duties relating to all operations and the potential sources of dust emissions. Emphasis will be given to plant and equipment malfunctions and abnormal conditions.
- 4.17.3. The Site Manager will ensure that customers and suppliers are aware of the need to comply with the provisions of this plan as far as they are relevant to their activities on site. Specifically, an information sheet summarising the requirements in respect of road transport will be handed to drivers employed by external hauliers. The drivers will be asked to sign for the sheet, acknowledging that they have read and understood the requirements.
- 4.17.4. Any member of staff who fails to comply with the provisions of the dust management and monitoring plan will be re-trained as necessary and may also be subject to disciplinary action. External hauliers failing to observe the requirements in respect of vehicle operations will be asked to leave the site.

#### **4.18. Commitment to consult with other contractors.**

- 4.18.1. Where possible the developer will seek to collaborate with any local construction companies' contractors and suppliers in terms of maximising holding, storage, unloading and loading areas.
- 4.18.2. Furthermore, delivery vehicles will not use local residential side streets. All construction vehicles will follow a pre-determined route to ensure vehicles only use routes appropriate to

their vehicle types. Vehicle routes will be provided to all delivery firms prior to arrival and relayed to site personnel via toolbox talks. The routing strategy will minimise the impact that construction traffic will have on residential amenity.

#### **4.19. Implement a staff travel plan**

4.19.1. All operatives will be encouraged to travel to site by sustainable modes.

#### **4.20. Measures to minimise noise and vibration**

4.20.1. To minimise adverse impacts arising from noise, vibration, and general disturbance during the construction phase, a comprehensive strategy of mitigation measures will be implemented. These measures aim to protect the amenity of nearby residents and sensitive receptors, ensure compliance with relevant standards and guidance, and promote a safe and efficient construction process.

#### **Noise and Vibration Limits**

4.20.2. Construction activities will adhere to the noise and vibration control measures set out within BS 5228: Part 1 and Part 2 (Code of Practice for Noise and Vibration Control on Construction and Open Sites), ensuring that reasonable steps are taken to minimise disturbance to sensitive receptors.

4.20.3. Noise levels will be managed so as not to exceed daytime and evening thresholds typically set at 65 dB(A) LAeq,1hr at the nearest residential properties during standard weekday working hours (07:30 to 18:00 Monday to Friday) and during Saturday morning working hours (09:00 to 13:00). For the period 13:00 to 17:00 on Saturdays, a lower site noise limit of 55 dB(A) LAeq,1hr will apply at the nearest residential properties, in accordance with Table E.1 of BS 5228 1:2009+A1:2014. More stringent limits will apply during any agreed night time working and there will be no routine working on Sundays or Bank Holidays.

4.20.4. Vibration will be controlled in accordance with BS 5228 and relevant guidance, with monitoring undertaken at agreed locations where activities have the potential to generate perceptible vibration. Although BS 5228:2009+A1:2014 provides limited advice, it notes that vibration levels of around 1 mm/s peak particle velocity (PPV) should generally be tolerable with prior notice, whereas levels above 10 mm/s PPV are likely to be intolerable except for very short periods. On this basis, the construction works will be planned to aim for a target

of 1 mm/s PPV at the facades of the nearest residential and other sensitive receptors, recognising this as an appropriate level to prevent nuisance. Exceedance of this level will only be permitted on an occasional and short-term basis where unavoidable due to the nature of the works, and in such cases prior notice will be given to affected parties.

4.20.5. In line with BS 5228 1:2009+A1:2014, a schedule of typical construction activities and associated plant has been prepared, based on Table C.1 of the standard. This provides an indication of likely source noise levels at 10m for representative items of plant, as set out below.

| Activity                       | Plant                          | dB @ 10 m |
|--------------------------------|--------------------------------|-----------|
| Clearing site                  | Dozer (20 t)                   | 75        |
| Ground excavation / earthworks | Dozer (20 t)                   | 81        |
| Distribution of material       | Dump truck (tipping)           | 79        |
| Tele handler                   |                                | 71        |
| Rolling and compaction         | Roller (rolling fill)          | 79        |
| Pumping water                  | Water pump                     | 65        |
| Piling                         | Hydraulic hammer               | 89        |
| Craneage for piling            | Tracked mobile crane           | 70        |
| Distribution of materials      | Dumper (9 t)                   | 76        |
| Wheeled excavator              |                                | 66        |
| Fuel tanker                    |                                | 76        |
| Mixing concrete                | Cement mixer truck discharging | 75        |
| Concrete mixer truck           |                                | 80        |
| Concreting (other)             | Poker vibrator                 | 78        |
| Lifting                        | Mobile telescopic crane        | 77        |

|                               |                                |    |
|-------------------------------|--------------------------------|----|
| Lorry with lifting boom       |                                | 77 |
| Tele handler                  |                                | 79 |
| Lifting platform              |                                | 67 |
| Trenching                     | Tracked excavator (21 t)       | 71 |
| Cutting concrete blocks       | Hand held circular saw         | 79 |
| Moving equipment              | Tractor (towing equipment)     | 80 |
| Power for site cabins         | Diesel generator               | 60 |
| Sweeping and dust suppression | Road sweeper                   | 76 |
| Paving                        | Asphalt paver and tipper lorry | 77 |

4.20.6. Of these activities, the highest individual source level is associated with piling operations, at approximately 89 dB at 10m. Piling activities will be located around 100m from the nearest noise sensitive receptors. Using Figure F.2 of BS 5228 1:2009+A1:2014, and assuming soft ground (which is appropriate as piling will occur before hard landscaping is in place), a distance attenuation of around 25 dB can be applied between 10m and 100m. Clause F.2.2.2.1(c) also recommends allowing a further reduction of up to 10 dB where a barrier or topographic feature hides the source from the receiver. The nearest receptors are located behind groups of trees and garden boundary fences, so a further 10 dB reduction is appropriate.

4.20.7. On this basis, the highest noise level at the closest receptors from piling activities can be estimated as:

- 89 dB (source level at 10 m) minus 25 dB (distance attenuation) minus 10 dB (screening) = 54 dB at the receptor facade. This is below the lowest daytime baseline level of 59 dB reported in the planning approved noise assessment for the site. It is therefore considered that construction noise, including piling, will represent a minimal change relative to existing ambient noise conditions.

4.20.8. Despite this conclusion, best practicable means will still be applied to control construction noise, in accordance with BS 5228 1:2009+A1:2014 and the CIEH “London Good Practice Guide: Noise and Vibration Control for Demolition and Construction” (2016). Measures will include, but not be limited to:

- avoiding unnecessary revving of engines and switching off plant and equipment when not in use;
- maintaining internal haul routes in good condition and avoiding steep gradients;
- using rubber linings in chutes, dumpers and hoppers to reduce impact noise;
- minimising the drop height of materials and lowering rather than dropping where practicable;
- starting plant and vehicles sequentially rather than simultaneously;
- planning the movement of plant to respect normal operating hours and sensitive times;
- enclosing sources of significant noise as far as reasonably practicable;
- locating static plant, loading and unloading areas away from noise sensitive boundaries where possible;
- shutting down intermittent use plant such as cranes and generators between work periods so that they are not left idling; and
- specifying quieter, modern plant that meets relevant noise emission standards.

4.20.9. These measures, together with the agreed noise limits, the separation to receptors and the monitoring regime described above, will ensure that best practicable means are implemented and that the impact of construction noise and vibration on nearby residents remains acceptable.

4.20.10. Vibration will be controlled in accordance with BS 5228 and relevant guidance, with monitoring undertaken at agreed locations where activities have the potential to generate perceptible vibration. Although BS 5228:2009+A1:2014 provides limited advice, it notes that vibration levels of around 1mm/s peak particle velocity (PPV) should generally be tolerable with prior notice, whereas levels above 10mm/s PPV are likely to be intolerable except for very short periods. On this basis, the construction works will be planned to aim for a target of 1mm/s PPV at the facades of the nearest residential and other sensitive receptors, recognising this as an appropriate level to prevent nuisance. Exceedance of this level will

only be permitted on an occasional and short-term basis where unavoidable due to the nature of the works, and in such cases prior notice will be given to affected parties.

4.20.11. In all cases, vibration levels will be managed to remain well below the threshold of structural damage, generally taken to be in the order of 15mm/s PPV for residential buildings, in accordance with BS 7385-2:1993 (Evaluation and Measurement for Vibration in Buildings).

4.20.12. Where piling is required, and subject to the suitability of ground conditions, continuous flight auger (CFA) piling will be adopted in preference to driven pile foundations. This method significantly reduces both airborne noise and ground-borne vibration compared with percussive piling and is therefore considered the most appropriate approach for protecting nearby sensitive receptors.

### **Monitoring Methodology**

4.20.13. Noise and vibration monitoring will be established during construction, in accordance with BS 5228.

4.20.14. Monitoring equipment will be positioned at sensitive receptor locations identified through baseline surveys.

4.20.15. Real-time noise and vibration data will be recorded and regularly reviewed to ensure compliance.

4.20.16. Where elevated levels are detected, immediate corrective actions will be implemented, and records maintained for reporting to the Local Planning Authority and relevant stakeholders.

### **Screening and Noise Barriers**

4.20.17. Physical mitigation will include the installation of temporary noise screening where appropriate:

- Site hoardings with acoustic properties will be erected around noisy plant and working areas to reduce noise breakout.
- Earth bunds or temporary fencing may be used to shield particularly sensitive receptors when plant or operations cannot be otherwise isolated.
- Screening will be designed to minimise gaps and will be maintained in good condition throughout construction.

## **Plant and Equipment Specification**

4.20.18. All construction plant and machinery brought to site will aim to meet stringent noise emission standards:

- Preference will be given to quieter, modern plant with built-in noise suppression features.
- Equipment will be regularly maintained and serviced to operate efficiently and quietly.
- Where possible, electric or battery-powered tools and vehicles will be used in preference to diesel-powered alternatives.
- Generators and compressors will be located in acoustically treated enclosures or positioned to minimise noise impacts on sensitive receptors.

## **Construction Traffic Routes and Management**

4.20.19. To reduce disturbance from construction traffic:

- Specific routes for delivery and construction vehicles will be designated, utilising primary roads and avoiding residential streets wherever possible.
- Construction traffic will be managed to avoid peak hours and sensitive times, with clear signage and coordination with local authorities.
- Site access points will be carefully chosen to prevent queuing on public roads and minimise noise from vehicle manoeuvring.
- Drivers will be instructed to observe site speed limits and minimise engine idling to reduce noise and emissions.

## **Additional Measures**

- Working hours will be limited to agreed times to avoid disturbance during evenings, nights, and weekends.
- Staff will be trained and informed regarding noise awareness and considerate working practices.
- Community liaison will be maintained to provide advance notice of particularly noisy operations and to respond to concerns promptly.

## 4.21. Protection Measures for Hedgerows and Grasslands

4.21.1. To safeguard existing ecological features and enhance biodiversity, specific protection measures will be implemented to conserve hedgerows and grassland habitats on and adjacent to the site throughout the construction and operational phases.

### Hedgerow Protection

- **Protective Fencing:** Robust, clearly visible temporary fencing will be installed around the root protection areas (RPAs) of all retained hedgerows prior to any construction activities. This fencing will comply with BS 5837: Trees in relation to design, demolition and construction – Recommendations.
- **No-Go Zones:** Areas within fenced-off hedgerow RPAs will be designated as ‘no-go zones’ to prevent unauthorized access, storage of materials, vehicle movements, or soil compaction.
- **Avoidance of Disturbance:** Construction activities, including excavation and heavy machinery operation, will be kept outside RPAs to avoid damage to hedgerow roots and associated soil structure.
- **Monitoring:** Regular inspections will be undertaken to ensure protection measures remain intact and effective throughout the construction period.
- **Pruning and Maintenance:** Any necessary works to hedgerows will be carried out sensitively outside the bird nesting season (March to August inclusive) or following an ecological assessment and under ecological supervision.

### Grassland Protection

- **Identification and Segregation:** Areas of valuable grassland will be clearly identified and demarcated on site plans and physically marked on the ground with protective fencing or barriers to prevent accidental disturbance.
- **Minimising Disturbance:** Machinery access will be restricted to designated routes to avoid soil compaction and damage to grassland swards.
- **Storage and Stockpiling:** Materials and waste will be stored away from grassland areas to prevent contamination or smothering of vegetation.
- **Soil Management:** Topsoil stripping and storage operations will be carefully managed to preserve soil structure and seed bank for later reinstatement where applicable.

- **Restoration:** Where grassland areas are temporarily disturbed, reinstatement will be carried out using locally sourced seed mixes appropriate to the existing habitat to restore biodiversity value.

### Additional Measures

- **Ecological Supervision:** A qualified ecologist will be engaged to oversee sensitive works near hedgerows and grasslands, providing advice and ensuring compliance with protection measures.
- **Staff Awareness:** All site personnel will be briefed on the importance of hedgerow and grassland protection and the location of sensitive features.

### 4.22. Other measures

4.22.1. This CTMP has identified several measures that will be in place to ensure that the safety of other road users, cyclists and pedestrians are not at risk. A typical list of measures that are proposed is provide below;

- In the interest of protection of the public, the site is to have protective hoarding from the outset around any open areas of the site with secure full hoarding gates as noted. Heras fencing will be employed for this purpose. This is deemed appropriate given the sites remote location.
- The Principal Contractor is to ensure that all site personnel and visitors sign in and out of the site at the site office, ensuring they make their presence known to Site Management before venturing onto the construction site working areas.
- The Principal Contractor's Site Management are required to check that all appropriate security arrangements are in place at the end of working shifts and during rest breaks, which includes locking site facility doors, setting alarms, securing site boundaries, and securing all doors and windows to the building.
- During the initial phases of construction vehicles caring sediment/ materials may inadvertently carry deposits of clay or wet concrete, trapped on their tyres. To ensure that this does not occur, a wheel-cleaning regime will be implemented as required. The exact specification of the wheel washing facility will be confirmed by the appointed contractor.

- The contractor will sweep the roads and footpaths on the local highway network as required daily as far as is necessary to remove any spoil or debris deposited on the highway resulting from the construction period. Alternatively, A road sweeper will be commissioned at the reasonable request of the Local Highway Authority.
- The crossover and all public pathways adjacent are to be suitably maintained in a safe order throughout the duration of the project so that pedestrians are not subjected to tripping, slipping and collision hazards. Any works required, albeit not envisaged, would be conducted under enabling works that will be funded by the developer and undertaken by the LHA; and
- At the end of the works, any damage caused to the adopted public highway shall be repaired in a timely manner at no cost to the Local Highway Authority.
- Only security lighting will be provided outside of working hours. This will be the minimum necessary to ensure site safety and security and will be designed and positioned to avoid unnecessary light spill to neighbouring properties or the wider environment. The approach accords with good practice set out in the Institute of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light, which define acceptable limits for light intrusion into residential windows at night.
- The measures explained above show that the contractor is committed to ensuring the site safety of the construction staff and the public.

## 5. Implementing, Monitoring and Updating

### 5.1. CTMP Implementation

- 5.1.1. Successful implementation, monitoring and updating of the CTMP is important and it can enhance efficiency and productivity, having a positive overall impact on cost and time. For example, good logistics management via the CTMP ensures the workforce can conduct required activities without delays caused by materials being delivered to site.
- 5.1.2. The following types of information will be collected and reviewed:

### 5.2. Number of vehicle movements to site

- Total no. of vehicles
- By vehicle type/size/age
- Time spent on site
- Consolidation centre utilisation
- Origin and destination of vehicles
- Delivery/collection accuracy compared to schedule

### 5.3. Breaches and complaints

- Vehicle routing
- Unacceptable queuing or parking
- Adherence to safety & environmental standards & programmes

### 5.4. Safety

- 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
- 5.4.1. Moreover, implementing, monitoring, and updating the CTMP involves integrating many other activities including:
- Resource assessment;

- Lead time assessment;
- Supply and demand planning;
- Sourcing and procurement;
- Production planning and scheduling;
- Packaging and assembly;
- Inventory management and order fulfilment;
- Inbound and outbound transport management;
- Warehousing;
- Materials handling;
- On site vehicle and plant management;
- Customer services; and
- Waste management.

5.4.2. Having a timeline of project stages planned, with a full inventory of materials and tools required, is a key part of logistics management.

5.4.3. In addition to keeping the construction programme on-schedule, other advantages of successful implementation, monitoring and updating of the CTMP include;

- Cost savings and waste reduction as productivity is enhanced;
- Logistical planning on site enables materials to be stored correctly which improves;
- efficiency and reduces the potential for damage;
- Sites can be kept safe, clean, and easy to move around; and
- Deliveries can be received and managed promptly.

5.4.4. Community consideration has been taken on board when preparing this CTMP by adapting the construction deliveries, activities, programme and working hours to avoid peak traffic periods. The developer will aim to collaborate with the community to ensure the level of disturbance and inconvenience is minimised, at all times.

5.4.5. The movement of all construction related vehicles will be monitored by the appointed contractor to ensure that it is conducted in accordance with the details contained within this CTMP and subsequently agreed practices with the local authority.

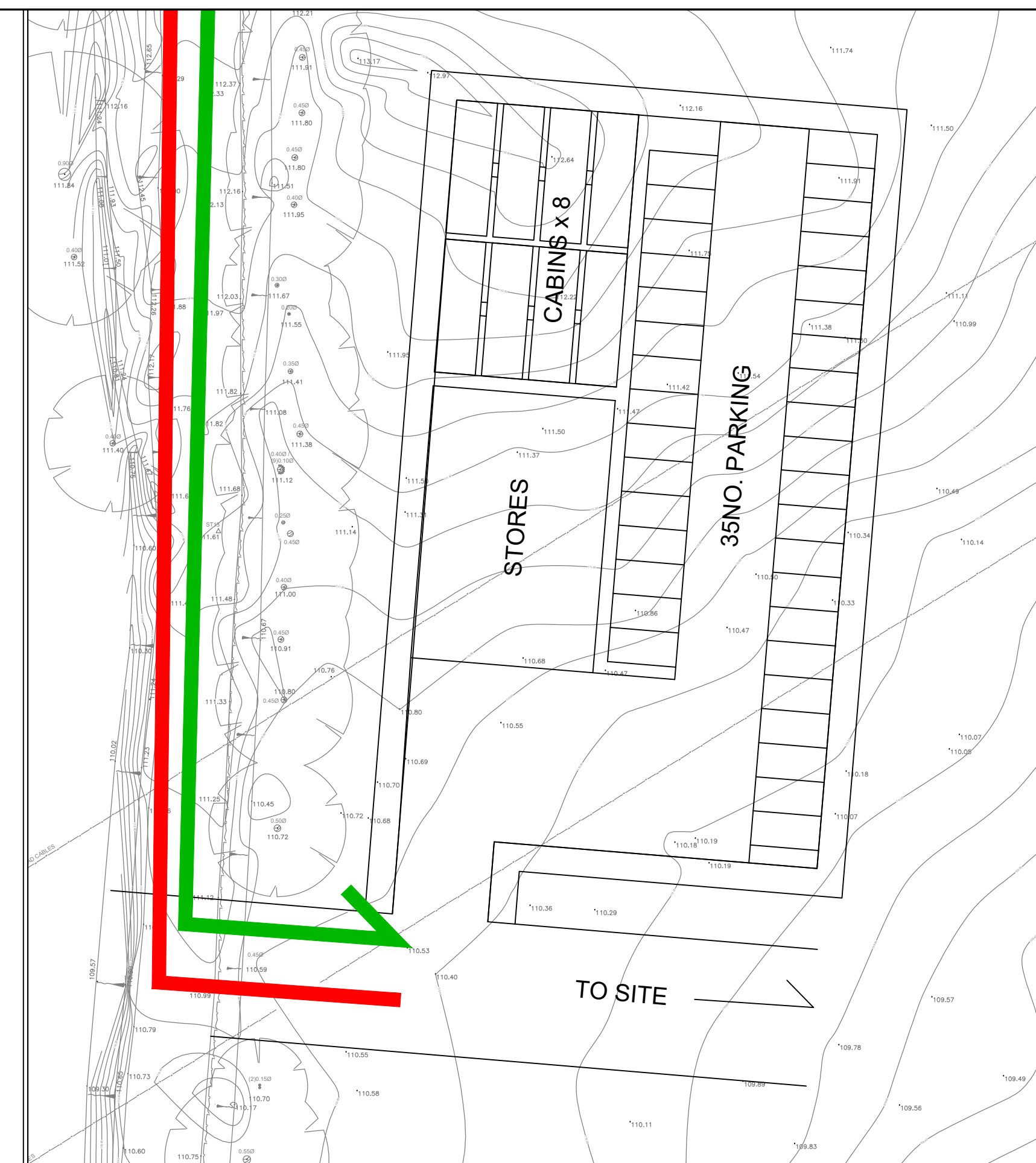
5.4.6. It is envisaged that regular correspondence will be undertaken as necessary between the site contractor, Welcome Break, and the local planning authority throughout the construction

period. Any activities not undertaken in accordance with the details contained within this CTMP will be discussed and corrective action taken as appropriate.

## 6. Conclusion

- 6.1.1. This CTMP has demonstrated that the developer has considered the impact of the traffic generation by development proposals during the construction period, and those impacts will be reasonably mitigated.

## Appendix A



KEY

— ROUTE TO SITE

— ROUTE FROM SITE

|     |          |                          |    |                                                                                                                                                                             |
|-----|----------|--------------------------|----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| P02 | 28/08/25 | EXIT AMENDED TO LEFT OUT | TM |                                                                                                                                                                             |
| P01 | 15/07/25 | FIRST ISSUE              | TM |                                                                                                                                                                             |
| Rev | Date     | Amendment                |    |   |

# Welcome Break

Project:  
WB HINCKLEY M69 MSA

Drawing Title:  
**PROPOSED SITE SETUP**

|                                                                                          |                                                                                       |                                                                                       |
|------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
|  TM |  |  |
| WB Ref:<br>C0009                                                                         | Scale:<br>NTS                                                                         | Sheet Size:<br>A1                                                                     |
| Revision<br>Status: P02                                                                  | Suitability<br>Status: S1                                                             | Date:<br>JUL '25                                                                      |

|              |             |
|--------------|-------------|
| Suitability  |             |
| Description: | INFORMATION |

**Drawing Reference:**  
Project - Originator - Zone - Level - File Type - Discipline - Number  
**C0009-WBL-XX-XX-C-1003**

## Appendix B

Welcome Break Holdings Ltd are developing a Motorway Service Area (MSA) located at M69 / A5, Hinckley, Leicestershire. The scheme involves the construction of a Motorway Service Area comprising vehicular and pedestrian access from the A5, petrol filling station for domestic vehicles, HGV filling station, Main PFS / Services building, drive thru unit, EV charging spaces, customer parking spaces including HGV, coach and caravan provision, landscaping including picnic and dog walking areas, electric substations and retaining walls.

The scheme has planning permission from both Hinckley and Bosworth Council (23/01023/HYB) and Rugby Borough Council (R23/1047)

The purpose of this report is to support the submission of a Construction Traffic Management Plan (CTMP) to discharge Condition 13 relating to Rugby Borough Council planning application ref: R23/1047 and Condition 16 relating to Hinckley and Bosworth Borough Council planning application ref: 23/01023/HYB. The report demonstrates the current condition and layout of Wolvey Road, which is intended to be used as a route for construction vehicles attending site.

### Site Location



Proposed Construction Access Route:



Figure 1.2 – Site Access Route – During Construction

As discussed in the CTMP, access for construction is proposed to be via Wolvey Road, which is an adopted highway maintainable at public expense. Currently, a portion of the highway has been fenced off and is covered in vegetation. Welcome Break’s intention is to scrape the vegetation off this existing carriageway and prune back overhanging trees (at our own cost) to make this highway safe for construction access. An Arboriculturist has been approached to review the pruning back of these trees and they have provided approval to do so.

The existing carriageway is intact below the vegetation, and the carriageway surface is approximately 6.5 to 7.0m wide. The following images show the current condition of the road.



Figure 1.3 –Fenced off section of Wolvey Road



Figure 1.4 – View looking south down Wolvey Road



Figure 1.5 – Existing asphalt visible on Wolvey Road



Figure 1.6 - Existing asphalt visible on Wolvey Road

Access to the site will require construction over the verge to the east of the carriageway into the site compound. This will be carried out under a Section 184 Agreement. We have already commenced discussions with Warwickshire Council in this regard.

Upon works completion, Welcome Break will re-fence across the carriageway in the same location as the previous fence line, to prevent unauthorised access.

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We trust this document serves to prove the existing condition of Wolvey Road and the proposals to make use of this existing adopted highway as construction access for the scheme at Hinckley M69

