

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

ROOF TILE MANUFACTURING FACILITY

BRASCOTE LANE, CADEBY, CV13 0BB

Client: FP McCann

Reference: ADL/AM/5321/15A

Date: June 2023

REPORT CONTROL

Document: Construction Traffic Management Plan **Client:** FP McCann

Project: Brascote Lane, Cadeby

ADL Reference: 5321

Primary Author	Tom Ponting	Initialled:	TP
-----------------------	-------------	-------------	----

Contributor	Mitchell Wilson	Initialled:	MW
--------------------	-----------------	-------------	----

Review by	Andy Miles	Initialled:	AM
------------------	------------	-------------	----

Issue	Date	Status	Checked for Issue
1	14.06.2023	Client Draft 1	AM
2	15.06.2023	Final	AM

CONTENTS

Page No

1.0 INTRODUCTION

1.1	Purpose of the CTMP	1
1.2	Scope of Work	2

2.0 CONSTRUCTION PROCESS, PHASING, AND ACCESS

2.1	Construction Access	3
2.2	Routing	4
2.3	Transport Impact and Parking	5
2.4	Construction Phase	9
2.5	Implementation of CTMP	10
2.6	Training of Site Operatives	11

3.0 TRAFFIC MANAGEMENT AND LOGISTICS

3.1	Transport Delivery Arrangement and Controls	12
3.2	On-Site Storage, Facilities, and Security	12
3.3	Delivery Management	14
3.4	Communication and Managing Change	14
3.5	Neighbours	14
3.6	Promotion and Awareness	15
3.7	Waste Management	16
3.8	Air Quality and Dust Management Plan	16
3.9	Highway Condition	18

4.0 SUMMARY AND CONCLUSIONS

APPENDICES

1.0 SITE SET-UP PLAN

2.0 VEHICLE TRACKING

2.1	Large Tipper Lorry
2.2	Articulated Lorry

1.0 INTRODUCTION

1.1 Purpose of the CTMP

- 1.1.1 This Construction Traffic Management Plan (CTMP) has been prepared by ADL Traffic and Highways Engineering Ltd (ADL), on behalf of their Client, FP McCann, in order to discharge Condition 10 of planning application ref. 22/00420/FUL which was granted planning permission on 27th April 2023.
- 1.1.2 The CTMP is primarily intended to form the basis for the management of the movement of construction vehicles associated with the demolition and construction of the development at the proposal site.
- 1.1.3 This document sets out how the traffic will be managed during the demolition and construction process and identifies best practice measures.
- 1.1.4 The scheme comprises the erection of a new production facility for concrete roof tiles on land off Brascote Lane, to the east of Ashby Road, near the village of Cadeby in Leicestershire.
- 1.1.5 Condition 7 of planning ref. 22/00420/FUL, states the following:

“7 Prior to commencement of development a Construction Environmental Management Plan shall be submitted to and agreed in writing by the LPA. The plan shall detail how, during the site preparation and construction phase of the development, the impact on existing and proposed residential premises and the environment shall be prevented or mitigated from dust, odour, noise, smoke, light and land contamination. The plan shall detail how such controls will be monitored. The plan will provide a procedure for the investigation of complaints. The agreed details shall be implemented throughout the course of the development.

Reason: To protect the amenities of the occupiers of neighbouring residential properties in accordance with Policies DM4 and DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).”

1.1.6 In order to discharge Condition 7, a CEMP has been prepared by FP McCann in accordance with local policy and provides details of construction management including mitigating site risks, health and safety measures, and prevention of excess dust and other contaminants.

1.1.7 In addition, planning permission is also subject to Condition 10 as per the following:

“10 No development shall commence on the site until such time as a Construction Traffic Management Plan, including as a minimum details of wheel washing 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 to road users, and to ensure that construction traffic/site traffic associated with the development does not lead to on-street parking problems in the area in the interests of highway safety to accord with Policy DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).”

1.1.8 This CTMP has therefore been prepared in order to fulfil the requirements of, and discharge planning Condition 10 and aligns with the CEMP prepared by FP McCann which addresses Condition 7.

1.2 Scope of Work

1.2.1 Chapter 2.0 describes the construction access arrangement, as well as construction vehicle routes, and impact on traffic and parking.

1.2.2 Chapter 3.0 describes how construction vehicles would be managed including on-site vehicle management, managing waste, and liaison with neighbours.

1.2.3 Chapter 4.0 summarises and concludes this report.

2.0 CONSTRUCTION PROCESS, PHASING, AND ACCESS

2.1 Construction Access

- 2.1.1 The site is located on land off Ashby Road, east of Ashby Road, near the village of Cadeby in Leicestershire. The site is bound by agricultural land to the north and east, FP McCann precast manufacturing facility to the south, and Brascote Lane to the west. The site location is shown in Figure 2A.

Figure 2A Site Location



- 2.1.2 Vehicles associated with construction phases would gain access using Brascote Lane which has been subject of significant improvement works in order to support the development with overall widening, and introduction of passing places.
- 2.1.3 It has been demonstrated through its existing usage that two-way articulated vehicle movements can be accommodated on the local highway network.
- 2.1.4 Deliveries would be scheduled to avoid stacking on Brascote Lane such that construction vehicles could safely enter and exit the site.

- 2.1.5 To maximise space on-site for construction activities, site personnel would be encouraged to travel using more sustainable modes than a private car in order to reduce parking demand although it is noted that the site is expansive with ample car parking availability.
- 2.1.6 Site vehicles would not be permitted to park outside the site compound unless in emergency situations.
- 2.1.7 The site set up plan is provided as Appendix 1.0. This includes the redline site boundary, wheel washing facilities, plant and waste storage areas, site manager's office, welfare facilities including the canteen, first aid facilities, vehicle access including loading and unloading areas, and parking.

2.2 Routing

- 2.2.1 Figure 2B shows the routes to/from the site to be used by construction vehicles and includes:
- Origins/destinations within the strategic road network:
 - From the north: A447 towards Coalville
 - From the south: A447 towards Hinckley
 - Construction vehicles would be encouraged to take the most direct route to/from the strategic routes to avoid built up areas.
 - Construction vehicles would arrive/depart from the site via Brascote Lane.
 - Ashby Road (A447) is suitably wide to accommodate construction vehicles.

Figure 2B Construction Vehicle Route



2.2.2 The A447 continues north and provides a connection to the A511 at Coalville which in turn provides access to J13 of the A42 and J22 of the M1. To the south, the A447 provides access to the A47 at Hickley which continues southwest to the A5. The surrounding network is therefore considered to be capable of accommodating construction vehicles.

2.3 Transport Impact and Parking

On-Site

- 2.3.1 The effective management of vehicles is an important part of the construction process to ensure the minimum impact on the surrounding highway network.
- 2.3.2 The approved access from Brascote Lane is set back from the public highway by approximately 150 metres which will ensure that construction vehicles can enter and exit the site safely and reduces potential conflict with existing traffic.

2.3.3 To ensure safe access and to mitigate against risk involving pedestrians (including site personnel) banksman will be present at the site access gate to manage construction vehicles entering and exiting the site. Signage will also be erected on Brascote Lane between the northern end of the public right of way (PROW) and the site access to warn pedestrians and drivers on the private section of Brascote Lane. The signage is shown in Figure 2C below.

Figure 2C Example Signage for Brascote Lane



Types of Vehicles

2.3.4 It is assumed that predominantly two types of vehicles will be used during the construction phase:

- Construction vehicles, in the form of skip and tipper lorries, concrete mixer, and mobile crane, to provide material deliveries; and
- Other vehicles such as cars and vans for staff access and other trades during later stages of the construction process. There will be an internal parking area for personnel vehicles on site.

Loading and Unloading

2.3.5 All construction vehicles would enter and exit the site via the approved access gate and Brascote Lane.

2.3.6 Vehicle tracking of a large tipper lorry and an articulated lorry entering and exiting the site are provided as Appendices 2.1 and 2.2, respectively.

2.3.7 Appendix 1.0 shows that banksman would be present to assist with construction vehicles accessing via Brascote Lane. There would be suitable signage present warning of construction work for the benefit of road users and their safety.

Construction Trips

2.3.8 Currently there are no standards available for the estimation of the volume of construction traffic that will be generated by a development. However, based on experience with other schemes, the number of HGVs associated with construction phases is summarised in Table 2A below.

Table 2A Indicative HGV Trips

Phase	HGVs Used	HGVs/ Week
Site setup and demolition	Low loader (delivery of 360° excavator & bulldozer)	5
	10-wheel tipper trucks (transport excavated material)	50
	16.5m articulated lorry (deliveries of imported stone)	0
	Sub total	55
Bulk excavation and filling	Low loader (piling rig, 360° excavator, dumpers, forklifts)	2
	Concrete mixer trucks	0
	16.5m articulated lorry (deliveries of imported stone)	0
	Sub total	2
Sub-structure	Concrete mixer trucks	0
	16.5m articulated lorry (deliveries of concreting accessories)	2
	Sub total	2
Super-structure	Low loader (delivery of cherry pickers, scissors hoists, forklift)	6
	Mobile crane (stays on site)	2
	16.5m articulated lorry (deliveries of steel frame)	12
	Sub total	20
Cladding	16.5m articulated lorry (deliveries of cladding)	5
	Sub total	5
Fit-out, testing, and commissioning	Low loader (deliveries of plant for internal ground slabs: power floating equipment and laser screed for concrete pours)	15
	Concrete mixer trucks	0
	16.5m articulated lorry (deliveries of concreting accessories)	0
	Low loader (deliveries of plant for internal work: scissor hoist and access equipment)	45
	Flatbed lorry (deliveries of internal materials)	0
	Low loader (deliveries of plant: bobcat, forklift, rotavator)	0
	16.5m articulated lorry (deliveries of hard landscaping materials, planting, and fertilizer)	0
	Sub total	60

- 2.3.9 The specific vehicles used, and number of expected deliveries per week in each construction phase, will be updated and revised accordingly by FP McCann. Over the course of the working day, the quantum of vehicles in Table 2A is not considered to be severe in traffic engineering terms.
- 2.3.10 The above figures are estimated but are considered to be robust. The number may be reduced with management measures such as:
- Potential to reuse demolition material;
 - Back loading of vehicles may be possible;
 - Encouraging suppliers to provide multiple orders in a single delivery where possible; and
 - Sustainable travel will be promoted to all employees.
- 2.3.11 On the last point, the site is in a remote location, the nearest public bus (Route 153) operates between Market Bosworth and Leicester to the north of the site. There is an on-demand service which operates between Cadeby and Market Bosworth which provides an alternative to Route 159 which formerly stopped on Ashby Road (A447) approximately 800 metres from the site but was discontinued in February 2023. Leicestershire County Council are aiming to improve on-demand public transport in the area which could be of use to employees on site.
- 2.3.12 Hinckley Railway Station is located approximately 11.1 kilometres south of the site via the A447 which provides hourly services between Leicester and Birmingham New Street.
- 2.3.13 The nearest recognised cycle route is National Cycle Network (NCN) Route 52 which runs parallel to the A447 to the west and is located approximately 4.8 kilometres from the site at Market Bosworth.
- 2.3.14 Based on the above, it is expected that construction workers will arrive to the site by car and parking is being provided on site to accommodate demand.

2.3.15 FP McCann could investigate the possibility of a shuttle bus service operating from the bus stops in Market Bosworth to the west or from Hinckley Railway Station to the south to transport construction staff to site in order to reduce traffic impact and parking demand associated with construction phases. Site personnel would also be encouraged, where possible, to car share if travelling from the same location.

2.3.16 As outlined in Chapter 3.0 of this report, HGVs would be managed to ensure that deliveries of plant and material are kept to a minimum, thus minimising the environmental impacts associated with demolition and construction.

Hours of Operation

2.3.17 HGV movements to and from the site will only operate during certain times to minimise their impact on the highway network and local residents. Deliveries will be requested to arrive and depart between the following hours in accordance with Hinckley and Bosworth Borough Council's permitted construction hours as set out in Condition 8 of planning permission 22/00420/FUL:

- Monday – Friday 07:30 and 18:00 hours
- Saturday 08:00 and 13:00 hours
- Sundays and Bank Holidays No Working

2.3.18 Where possible, deliveries will be scheduled to avoid weekday network peak hours (i.e., 08:00 – 09:00 and 17:00 – 18:00) in order to minimise conflict with local people who may be commuting to and from work.

2.4 Construction Phase

2.4.1 FP McCann confirms the following will be adhered to throughout the lifetime of the construction phase:

- A logbook on site for complaints;
- Work in accordance with British Standards BS 5228-1:2009 + A1:2014 and best practicable means are employed;
- Standard construction site hours are 07:30 – 18:00 (Monday – Friday), 08:00 – 13:00 Saturday, and not at all on Sundays and Bank Holidays.

2.4.2 FP McCann will be held responsible for the care of all deliveries generally. Waste material will be separated and stored in a designated area within the site compound (as shown on the setup plan in Appendix 1.0). A licenced waste operated will collect from the site and the waste storage area on site will be retained post-construction.

2.4.3 Following approval of the CTMP, and discharge of Condition 10, site setup and demolition will commence on site.

2.4.4 A preliminary construction phasing plan is provided in Table 2B.

Table 2B Indicative Construction Phasing

Construction phase	No. Months	Start	End
Site setup and demolition	2	July '23	August '23
Sub-structure	2	September '23	October '23
Super-structure	2	November '23	December '23
Cladding	2	January '24	February '24
Fit-out, testing and commissioning	2	March '24	April '24

2.5 Implementation of CTMP

2.5.1 FP McCann will be responsible for the implementation of this CTMP. A list of contacts responsible for the environmental management of the development shall be compiled as per below:

- | | | |
|--------------------------|-----------------|---------------------|
| • General Manager | Francis McCann | (LL: 01455 290780) |
| • Contract Manager | Adam McCann | (Mob: 07912 046171) |
| • Site Agent / First Aid | Simon Agar | (Mob: 07902 105658) |
| • Site Engineer | Connor Jennings | (Mob: 07801 987553) |

- 2.5.2 FP McCann will record the number of 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.
- 2.5.3 The data collection will be reported with full transparency to the local authority.
- 2.5.4 Surveys of the conditions of the site will be undertaken throughout the demolition and construction process, as well as prior to commencement.

2.6 Training of Site Operatives

- 2.6.1 FP McCann shall ensure the 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.

3.0 TRAFFIC MANAGEMENT AND LOGISTICS

3.1 Transport Delivery Arrangement and Controls

3.1.1 In order to avoid any disruption to the free flow of traffic on the highway network and the construction timetable, measures will be implemented to control deliveries.

3.1.2 The proposed delivery related measures include the following:

- Dissemination of a Construction Traffic Routing Plan to establish clear routes for vehicle movements supported with prominent wayfinding signage;
- All deliveries will be managed and co-ordinated by key members of the on-site team. Where appropriate coordination with residents will occur;
- Deliveries will be undertaken Monday to Friday between 07:30 and 18:00, and Saturday between 08:00 and 13:00;
- Whenever possible, weekday deliveries will be scheduled to avoid network peak hours (08:00 – 09:00 and 17:00 – 18:00)
- Temporary traffic control measures and/or use of banksman to manage traffic flow;
- Warning signage for drivers and pedestrians on Brascote Lane between the site and the PROW.
- Wheel-washing to prevent the spread of construction dirt and dust off-site;
- Deliveries would be scheduled such that construction vehicles could enter and exit the site safely immediately upon arrival;
- In the unlikely event that multiple deliveries arrive at once, vehicles that are unable to enter the site would temporarily hold on Brascote Lane without blocking access, until the site is clear for entry.

3.2 On-Site Storage, Facilities and Security

3.2.1 Materials shall be delivered in a “just-in-time” basis wherever possible. 24 hours’ notice will be given to the Site Manager. Any materials stored on site will be stored in sheltered and secure locations away from on-site activities in order to avoid any criminal damage and to reduce the chance of the loss and waste of materials.

- 3.2.2 Welfare facilities will be available for use throughout the duration of this project on site including a canteen, toilets, and first-aid equipment. The Project Manager shall ensure they are kept to a high standard of cleanliness at all times. All welfare facilities will meet the requirements of Schedule 2 of the Construction (Design & Management) Regulations 2015 as a minimum requirement i.e., there will be hot water, seating, rest areas, and a place to put work clothes etc.
- 3.2.3 Welfare facilities will include a changing room (with facilities to hang and dry clothes), toilets and showering facilities will be made available within the site.
- 3.2.4 A suitably equipped First Aid Box and eye wash stations will be available on site at all times together with a trained First Aider. Should a contractor be required to work on site while the Principal Contractors First Aider is unavailable enquiries will be made with those contractors to ensure the availability of a First Aider. First aid facilities will be assessed and provided as per the Health and Safety (First Aid) Regulations 1981 and a suitable “First Aider” maintained on station throughout the contract.
- 3.2.5 A Site Notice showing the contact names and details of the Site Manager and Site Foreman will be erected outside the site during all periods of operation. This includes relevant warnings related to the works being undertaken.

Pedestrian Safety

- 3.2.6 Hoarding will be used to protect the pedestrians and other road users and provides a clear demarcation during the works. 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 safe by way of banksman and supporting signage;
 - Secure hoarding 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 construction personnel after dark.

3.3 Delivery Management

3.3.1 Deliveries to the site are to be planned to take account of the following:

- Site located adjacent to the village of Cadeby;
- Peak vehicle traffic times;
- Storage ability on site;
- Manual/mechanical handling distances;
- Other deliveries;
- Third parties.

3.3.2 Contractors are required to liaise with the Project Manager on all equipment and material deliveries, giving 24 hrs notice of impending deliveries.

3.3.3 Residents/local businesses around the site will be contacted to inform them of the construction works proposed and progress thereof, as required.

3.4 Communication and Managing Change

3.4.1 It is not envisaged that any changes to this document will be required, but should any changes be necessary then the Site Manager will be required to communicate these changes to all employees and the local authority.

3.4.2 Records of any changes to this document will be made and kept in the site office for reference and supplied to Hinckley and Bosworth Borough Council (H&BBC).

3.5 Neighbours

3.5.1 FP McCann already has an established relationship with the Cadeby Parish Council and local residents. These communications will be maintained throughout the construction process and updates will be issued as necessary to inform local residents of any significant construction traffic movements/operations.

3.5.2 The overarching Construction and Environment Management Plan (CEMP) and Noise Management Plan (NMP) as prepared by FP McCann both include Company procedures for logging and investigating any complaints which may arise as a result of the construction works on site. These procedures take account of any potential impacts which may occur as a result of construction traffic.

3.6 Promotion and Awareness

3.6.1 The Site Manager's responsibilities as Transport Manager will include:

- The marketing and promotion of sustainable transport opportunities relating to both staff travel and the movements of materials and equipment;
- Implementation and management of the on-site car parking management strategy;
- Enforcement of parking restrictions for staff who travel to/from site via car/van;
- Monitoring the travel characteristics of construction staff and materials/equipment against established targets, including the preparation and submission of periodic monitoring reports;
- Maintaining dialogue with neighbours and H&BBC as the local planning and highways authority, and other stakeholders; and
- Promoting awareness of highway safety considerations.

3.6.2 In promoting greater awareness of sustainable transport opportunities and highway safety considerations, notice boards will be erected and maintained in positions of high visibility.

3.6.3 Discussion of sustainable travel opportunities will also be incorporated within staff inductions. As discussed previously, the site is in a remote location with no footways on Brascote Lane or marked cycle routes. Public Right of Way footpath S66 has been diverted to accommodate carriageway widening on Brascote Lane.

- 3.6.4 Construction staff would therefore travel to the site by car and would be encouraged to car share where possible, FP McCann could investigate the possibility of providing a shuttle bus service from key destinations in the area to reduce traffic impact and parking demand on site.

3.7 Waste Management

- 3.7.1 Waste generated from the construction works will be carefully managed to ensure the re-use and recycling of materials.
- 3.7.2 The majority of the construction waste materials will be typical of construction projects and include for example concrete, bricks, timber, and metal. Hazardous materials are unlikely to arise during construction except for residual paint and solvent waste.
- 3.7.3 As mentioned previously, waste arising during construction will be stored in designated areas on site (as shown in Appendix 1.0) and would be collected by a licenced operator.
- 3.7.4 During the construction of the site it is likely that noise and dust will be produced. The hours of operation during the construction works will reduce the impact of noise and dust on local residents and businesses but the on-site risk assessments will identify any needs for the management of noise or dust production. It should however be noted that these impacts are temporary.
- 3.7.5 During excessive dry periods damping will be carried out as needed on-site to reduce airborne dust.

3.8 Air Quality and Dust Management Plan

- 3.8.1 The site is located on the east side of Ashby Road (A447) and is therefore separated from the nearby village of Cadeby. However, it is important to minimise the impact that the construction process could cause to the local environment and the neighbouring community.

3.8.2 The Main Contractor confirms that all care will be taken not to cause primary environmental nuisances, noise, and dust pollution. Below are actions that will be carried out to abate these problems.

3.8.3 The Main Contractor confirms that the reduction in dust pollution and other airborne debris will be achieved doing the following:

- Establishing air quality procedures to minimise dust generation and control plant and vehicle exhaust emissions;
- Undertaking regular air quality sampling to ensure that they are not impacting on existing air quality levels;
- Ensuring that all materials transported to and from site are in enclosed containers or fully sheeted;
- Ensuring stock piles of topsoil etc. are kept below hoarding heights and kept damp in dry windy conditions. Once weeds and grass have grown again on the piles this will reduce the risk;
- During dry periods the works are to be damped down to control the generation of dust;
- Ensuring materials have a minimum of packaging;
- Ensuring all polystyrene and similar lightweight materials are weighted down;
- Making sure all dust generating materials are adequately packaged;
- Ensuring all vehicles leaving the site have been through the wheel wash and that loads are covered where spoil or demolition material is being removed;
- The wheel wash would be installed near the entrance of the site at the west boundary and would comprise a 'closed-loop' system where all water is recycled to mitigate against waste water discharge.
- Provide regular public highway cleaning using road sweepers or brushes to control dust and mud as organised by the Site Foreman;
- Keeping the loading drop heights of spoil into lorries as low as possible; and
- Implementing an effective procedure to deal with complaints from third parties to ensure issues are dealt with efficiently and quickly, via an advised and dedicated telephone number.

- 3.8.4 Additional suppression measures include regular damping by hose/spray guns carried out by banksman/marshals and installing a tarmac wearing course to all trafficked areas.
- 3.8.5 In addition to the above provisions, the following measures will be taken to reduce any further negative effects on the environment:
- Ensuring all contaminants kept on site are safely stored with the necessary procedures put in place for leaks and spillages etc.; and
 - A waste management system will be implemented on site (as per Section 3.7 of this report).
- 3.8.6 FP McCann confirms that they treat environmental issues seriously and will carry out good management practices to minimise the effects of noise and dust on the environment and local community. They will also liaise with the local neighbours regarding any other sensitive environmental issues that need to be addressed.

3.9 Highway Condition

- 3.9.1 The tracking drawings demonstrate that a small tipper and skip lorry could enter and exit the site in a forward gear via the existing access.
- 3.9.2 In order to mitigate against any potential damage caused to the access off Brascote Lane, highway condition photographs will be taken as a reference pre and post construction.

4.0 SUMMARY AND CONCLUSIONS

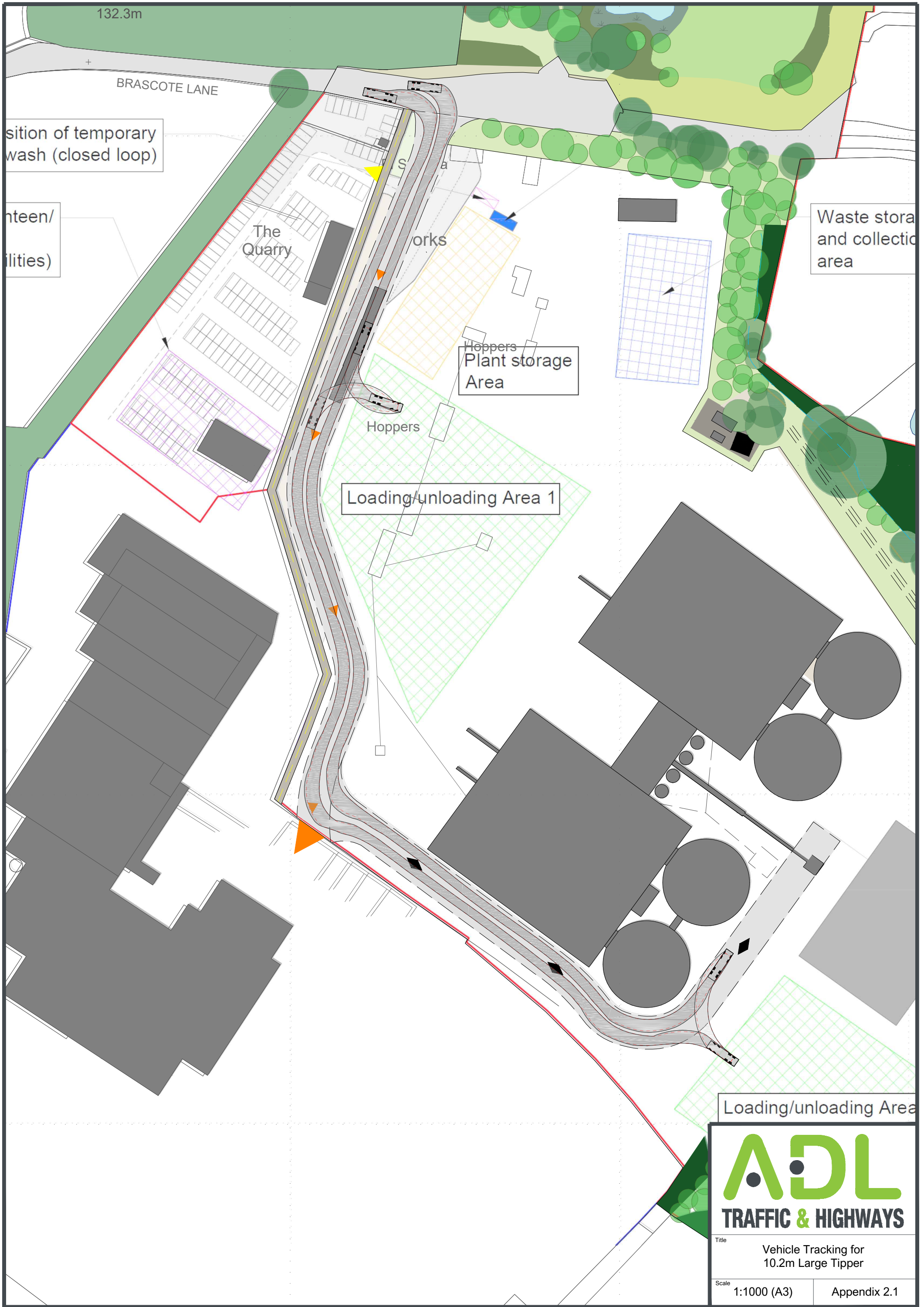
- 4.1 This Construction Traffic Management Plan (CTMP) has been prepared by ADL Traffic and Highways Engineering Ltd (ADL), on behalf of their Client, FP McCann, in order to discharge Condition 10 of planning application ref. 22/00420/FUL which was granted planning permission on 27th April 2023.
- 4.2 The scheme comprises the erection of a new production facility for concrete roof tiles on land off Brascote Lane, to the east of Ashby Road, near the village of Cadeby in Leicestershire.
- 4.3 To alleviate potential issues, traffic will be managed with banksman/marshals. Traffic management measures are outlined to minimise impact by construction vehicles throughout the demolition and construction process.
- 4.4 HGV movements to and from the site will only operate during specified times to minimise their impact on the highway network, local residents. Deliveries will be requested to arrive and depart between the following hours in accordance with H&BBC's permitted construction hours as set out in Condition 8 of planning permission 22/00420/FUL:
- Monday – Friday 07:30 and 18:00 hours
 - Saturday 08:00 and 13:00 hours
 - Sundays and Bank Holidays No Working
- 4.5 Where possible, deliveries will be scheduled to avoid weekday network peak hours (i.e., 08:00 – 09:00 and 17:00 – 18:00) in order to minimise conflict with local people who may be commuting to and from work.
- 4.6 This document provides a range of mitigation measures to reduce the number of construction vehicle trips, as well as reducing their impact on the neighbours, dust, noise, and waste.

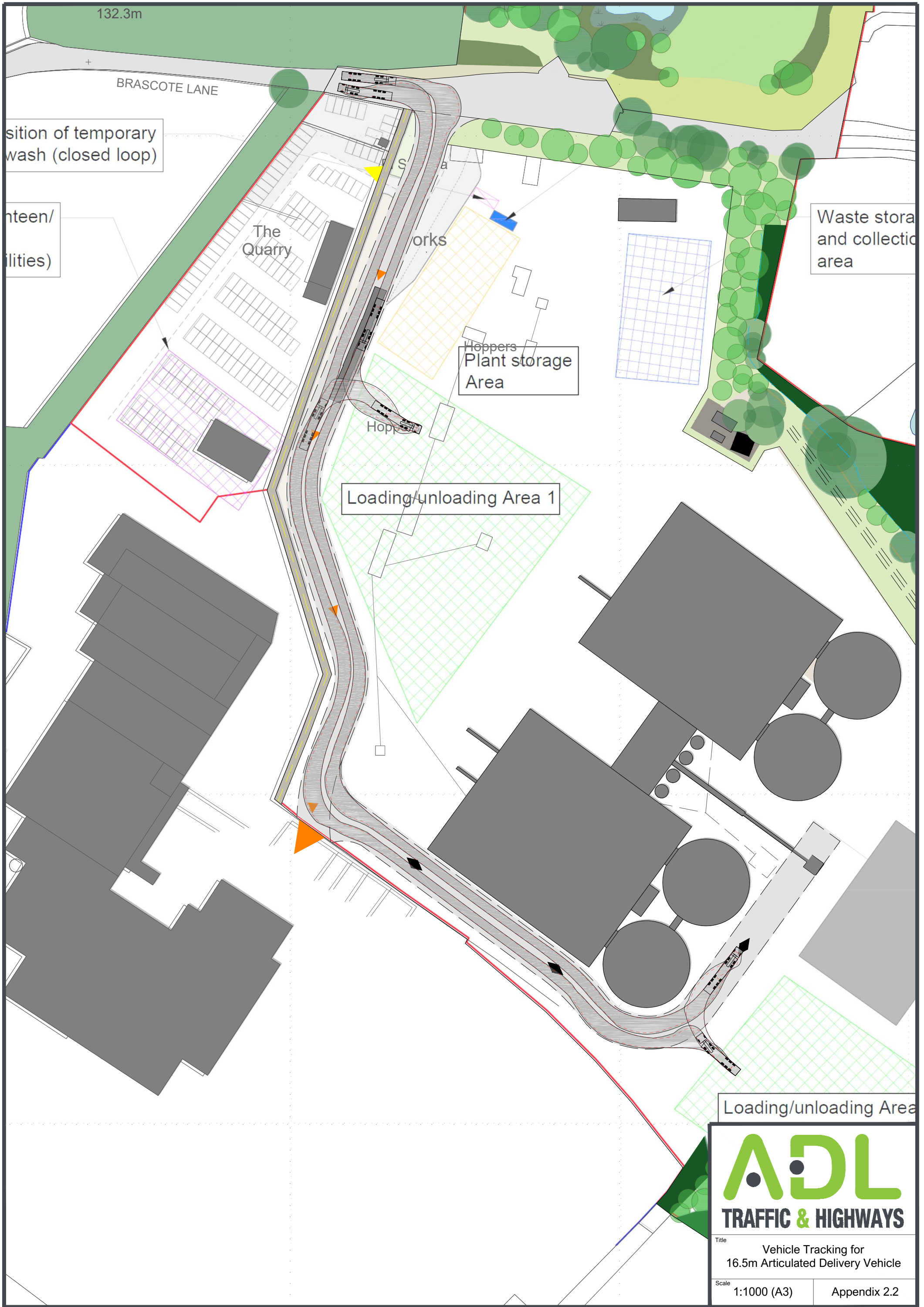
SITE SET-UP PLAN



VEHICLE TRACKING

- 2.1 Large Tipper Lorry
- 2.2 Articulated Lorry





132.3m

BRASCOTE LANE

Position of temporary wash (closed loop)

teen/
ilities)

The Quarry

orks

Waste storage
and collection
area

Hoppers
Plant storage
Area

Hoppers

Loading/unloading Area 1

Loading/unloading Area 2

ADL
TRAFFIC & HIGHWAYS

Title
Vehicle Tracking for
16.5m Articulated Delivery Vehicle

Scale
1:1000 (A3)

Appendix 2.2