

For and on behalf of M2 Properties Ltd.

68 Wood Street, Earl Shilton

Construction Traffic Management Plan



DC Development Consultants
Driving Sustainable Development

December 2025

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Document Revision Details

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R1	14/12/25	Issued for Client review.



Important note about the report:

The sole purpose of this report and the associated services performed by D & C Consultancy Ltd. (trading as “DC Development Consultants”; referred to as DC hereafter) is to develop and present the Construction Traffic Management Plan in accordance with the scope of services set out in the Contract between DC and the Client. That scope of services, as described in this report, has been developed with the Client.

In preparing this report, DC has relied upon, and presumed accurate, any information (or confirmation of the absence thereof) provided by the Client. Except as otherwise stated in the report, DC has not attempted to verify the accuracy or completeness of any such information. If the information is subsequently determined to be false, inaccurate or incomplete then it is possible that our observations and conclusions as expressed in this report may change.

DC have derived the data and assessments in this report from information sourced from the Client, produced in house and/or available in the public domain at the time of reporting. The passage of time, changes to either design or construction details by either the Client, Designer or Contractor, changes in the Clients requirements, manifestation of latent conditions or impacts of future events may require further examination of the project and subsequent re- evaluation of the data, findings, observations and conclusions expressed in this report. DC has prepared this report in accordance with the usual care and thoroughness of the consulting profession, for the sole purpose described above and by reference to applicable standards, guidelines, procedures and practices at the date of issue of this report. For the reasons outlined above however, no other warranty or guarantee, whether expressed or implied, is made as to the data, observations and findings expressed in this report, to the extent permitted by law.

This report should be read in full and no excerpts are to be taken as representative of the findings. No responsibility is accepted by DC for use of any part of this report in any other context.

The report is based on the available information provided to date and subject to agreement with the relevant Regulators. This report has been prepared on behalf of, and for the exclusive use of the Client, and is subject to, and issued in accordance with, the provisions of the contract between DC and the Client.

DC accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any Third Party. A fee may be levied against such arrangements.



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1.0 Introduction

1.1 Preliminary Information

D&C Consultancy have been commissioned by M2 Properties Ltd. to produce the Construction Traffic Management Plan for the development works at 68 Wood Street, Earl Shilton, Leicester, LE9 7ND (hereafter referred to as “the site”).

This CTMP has been prepared in relation to Condition 15 for Planning Decision Notice 21/01391/FUL, scheduled below. A copy of the Planning Decision Notice is presented in Appendix A for reference.

No development shall commence on the site until such time as a construction traffic/site traffic management plan, including wheel cleansing facilities and vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. 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, to accord with Policy DM18 of the Site Allocations and Development Policies Development Plan Document (2016).

1.2 Report Objectives

The objectives of this report are to:

- Establish a clear, proportionate and enforceable framework for managing all construction traffic and site-related vehicle movements associated with the proposed development, ensuring full compliance with the relevant planning condition and Local Highway Authority requirements;
- Set out the procedures and controls by which construction traffic effects, including delivery routing, vehicle scheduling, loading and unloading, contractor parking, wheel cleansing and highway cleanliness, shall be managed, monitored and controlled for the duration of the construction programme;
- Demonstrate how construction traffic operations shall be planned and undertaken safely, efficiently and responsibly, minimising disruption to the surrounding highway network, protecting pedestrian safety, and preventing obstruction or congestion on the public highway;
- Ensure that construction activities are coordinated in a manner that avoids on-street parking impacts, prevents the deposition of mud or debris on the highway, and safeguards the amenity of nearby residential and commercial receptors; and,
- Confirm that the development shall be delivered in accordance with relevant national guidance, local planning and highway policies, and best-practice construction traffic



management principles, thereby protecting highway safety and the wider public realm throughout the construction phase.

1.3 Development Works

The proposed development comprises the demolition of existing commercial buildings and the construction of two new buildings accommodating one retail unit and 23 residential apartments, together with associated access, parking, drainage and landscaping works. The scope of works is summarised below.

- Site establishment including installation of temporary welfare facilities, secure perimeter hoarding/ fencing where required, site compound areas and temporary services;
- Demolition of the existing commercial buildings and associated structures within the site boundary, including removal of existing hardstanding and redundant surface materials;
- Segregation, removal and lawful disposal of demolition arisings including concrete, masonry, timber, metals and general construction waste, undertaken in accordance with the Site Waste Management arrangements;
- Identification, isolation, disconnection, diversion or protection of existing underground and overhead services as required, undertaken in liaison with the relevant statutory undertakers;
- Site strip and reduced-level excavation works to form the development platform, internal courtyard levels and formation levels in accordance with the approved drawings;
- Excavation for foundations and installation of substructure works including foundations, ground beams, floor slabs and associated waterproofing measures;
- Installation of permanent surface water and foul drainage infrastructure, including drainage runs, manholes and attenuation features, in accordance with the approved drainage strategy;
- Formation of internal access routes, parking spaces, turning areas and servicing areas within the site boundary;
- Construction of the superstructure including the structural frame, floors, roof structures and external building envelope to both the front and rear blocks;
- Installation of internal partitions, building fabric elements, mechanical and electrical services, plant and associated infrastructure;
- External works including kerbs, hard landscaping, paved areas, footways, access routes and surfacing within the site;
- Installation of external lighting, bollards, signage and associated infrastructure within the site;
- Soft landscaping works including planting beds, trees, shrubs, turfing and seeding in accordance with the approved landscaping scheme; and,
- Completion of boundary treatments including fencing, walls and gates as approved.

1.4 Confidentiality

D & C Consultancy Ltd. (trading as “DC Development Consultants”) have prepared this report solely for the use of the Client and those parties with whom a warranty agreement has been executed, or with whom an assignment has been agreed. Should any Third Party wish to use or rely upon the contents of the report, written approval must be sought from D&C Consultancy; a fee may be levied against such approval.

2.0 Site Information

The site is approximately rectangular, centred on national grid reference SP 46267 97793 and encompasses an area of circa 1,300m². Figure 2.1 below shows the existing site area. The full drawing is presented in Appendix B.



Figure 2.1 – existing site area.

The site comprises a previously developed brownfield which is currently occupied by single-storey commercial buildings arranged with a primary frontage to Wood Street and ancillary accommodation to the rear.

The site falls from north to south, with a level difference of approximately 4 metres between the rear of the site and the Wood Street frontage. Existing ground levels reflect historic development and associated hardstanding areas across much of the site, with limited soft landscaping present.

Vehicular and pedestrian access to the site is currently taken from Wood Street via an established access point located between the front commercial building and the adjoining property. The access serves the existing commercial use and provides entry to the rear of the site. The access is surfaced



and connects directly to internal hardstanding areas within the site. No alternative vehicular access points are present. Pedestrian access is currently shared with the vehicular access, with no separate footway provided within the site.

Wood Street forms the public highway frontage to the site and operates as a local high-street environment subject to a 20 mph speed limit. The carriageway accommodates two-way traffic and serves a mix of local vehicular movements, servicing activity and pedestrian footfall typical of a town-centre location. On-street parking bays are provided along the Wood Street frontage, including bays located directly outside the site, and operate under existing Traffic Regulation Orders for short-stay parking associated with nearby commercial uses.

The site access is clearly defined on the carriageway by an existing marked 'KEEP CLEAR' restriction, which prevents obstruction of the access by parked vehicles. The footway along Wood Street is continuous across the site frontage, with pedestrian movement occurring along the high-street footway adjacent to the carriageway. No traffic signals or formal pedestrian crossings are located immediately adjacent to the site access.

Existing services are understood to enter the site from Wood Street and serve the existing buildings. The precise locations of these services are subject to confirmation, protection or diversion as part of the enabling works. Highway drainage, kerbing and carriageway surfacing are established and maintained as part of the adopted highway network.

To the north, the site is bounded by the Wood Street Recreation Ground, comprising open public green space with areas of grassed parkland and associated pedestrian routes. This area represents a non-residential, open land use directly adjoining the rear of the site.

To the east, the site adjoins the Lord Nelson Public House, which comprises a public house building with associated ancillary areas. This represents an established commercial use located immediately adjacent to the site boundary.

To the south, the site fronts onto Wood Street, a mixed-use town-centre high street characterised by commercial premises at ground floor with residential accommodation present in the wider street. This frontage forms the primary interface between the site and the public highway.

To the west, the site is bounded by residential properties, comprising established dwellings arranged in a traditional street pattern. These properties represent the nearest sensitive residential receptors in proximity to the site.

Relevant drawings are presented in Appendix B, including location and proposed development plans. For reference, the site in context is presented in Figure 2.2 below.



Figure 2.2 – Site in context (red).

3.0 Traffic Management

3.1 Site Access

3.1.1 Access from the Highway Network

Vehicular access to the site shall be taken from Wood Street via the existing site access.

Construction vehicle access arrangements shall be managed on a case-by-case basis depending on vehicle size and manoeuvring requirements, as set out below.

Given the development requirements, vehicles have been capped at a maximum of 10m in length to ensure they can safely access and egress the site. This reflects the existing geometry of the site and highway, with the proposed loading bay area.

Swept path analysis has been conducted and is presented in Appendix B.

Where vehicle size and swept-path requirements allow, construction vehicles shall enter the site directly from Wood Street, proceed to the designated loading/unloading area within the site boundary, and turn within the site before exiting in a forward gear only. Under no circumstances shall construction vehicles reverse onto the public highway.

Where direct access into the site is not practicable due to vehicle size or operational constraints, temporary kerbside loading arrangements shall be implemented on Wood Street. In such instances, on-street parking bays located directly outside the site shall be temporarily suspended under an appropriate Temporary Traffic Regulation Order (TTRO) or parking bay occupancy order, subject to approval by the Local Highway Authority. Kerbside deliveries shall be strictly managed and time-

[illegible]

In all cases, delivery and collection activities shall be pre-booked and coordinated by the Site Manager to ensure that only one construction vehicle attends the site at any one time.

Clear communication shall be maintained between drivers and the banksman at all times, and vehicle movements shall be temporarily halted if required to allow pedestrians or cyclists to pass safely.

All construction vehicles associated with the development shall route to and from the site via the strategic road network, in accordance with the routing arrangements set out below.

Following completion of unloading and on-site turning, these vehicles shall exit the site in a forward gear only, turning right onto Wood Street and progressing back along the same route towards Hinckley Road, Carrs Hill and the A47.

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Following unloading, these vehicles shall depart via Wood Street, turning right onto Station Road, and shall then progress back towards the A47, thereby avoiding the need for vehicles to turn around on Wood Street.

The above routing strategy has been selected as the most appropriate for the site, as it directs construction traffic onto the strategic road network at the earliest opportunity and avoids routing through the busiest sections of the high street, pedestrian-dominated areas and residential areas as far as reasonably practicable.

All drivers shall be provided with written routing instructions prior to arrival on site, and deviation from the approved routes shall not be permitted unless unavoidable due to emergency or highway restrictions.

Construction vehicle routing is presented as Figure 3.2 below.

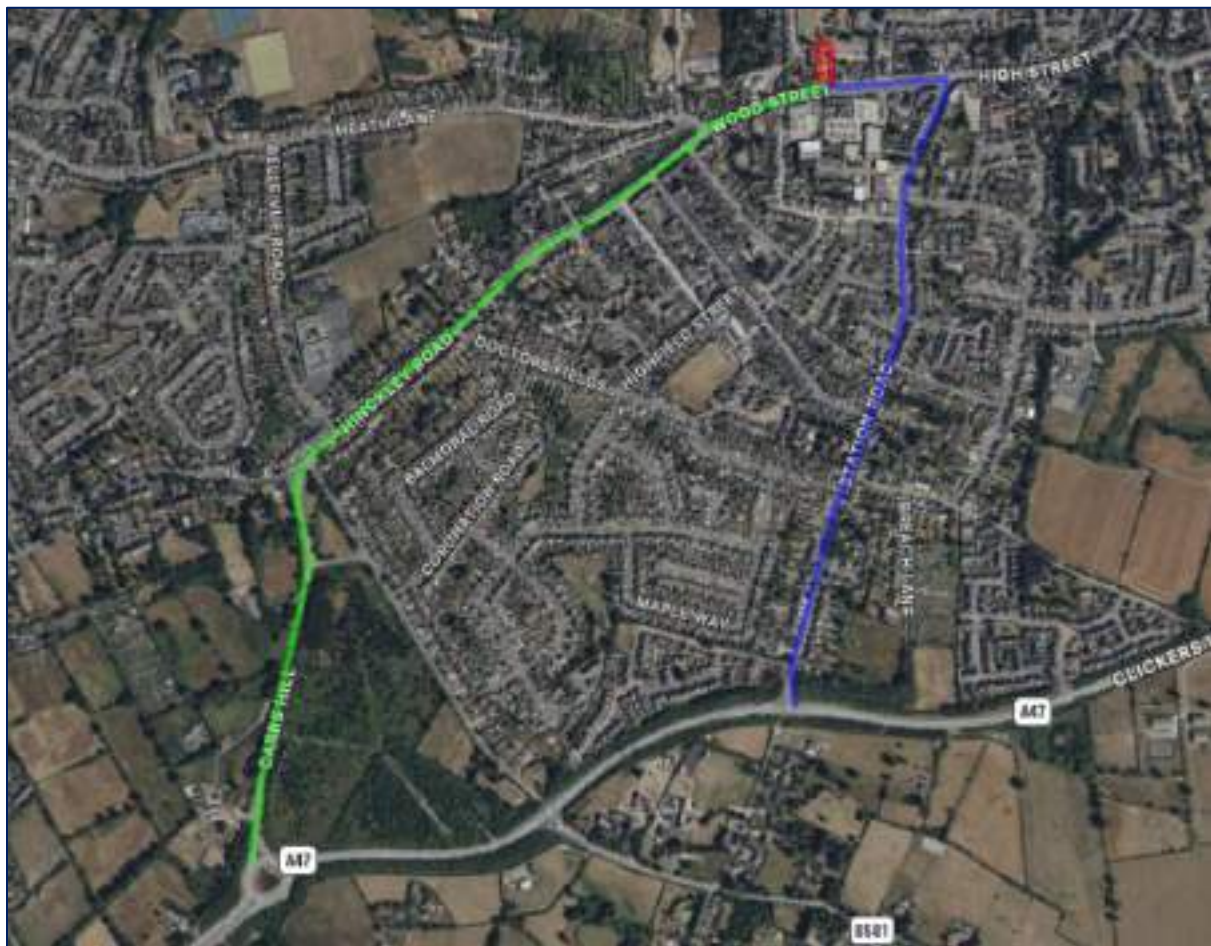


Figure 3.2 – routing strategy to (green) the site (red) and alternative route for egress (blue)

3.2 Hours of Operation

The site hours of operation shall strictly be 0800 – 1800 Monday to Friday. Saturday working hours shall be 0800 – 1300. No working shall be permitted on Sundays or bank holidays.



Should the Contractor be required to work outside of these agreed hours, prior written approval shall be obtained from the Local Authority before any such works take place. Any exceptional activities, including night-time working, shall be discussed and agreed with the Local Authority in advance. It is the Contractors responsibility to manage this process and to maintain all necessary liaison with the Local Authority.

Out of hours working is not anticipated at this stage.

Construction deliveries and collections shall be restricted to the hours of 09:30 to 15:00, Monday to Friday only. No construction deliveries shall take place outside of these hours or on Saturdays, Sundays or Bank Holidays. This restriction has been adopted to avoid peak highway traffic periods and the busiest pedestrian footfall times along Wood Street, thereby protecting highway safety, minimising disruption to local businesses and residents, and reducing potential conflicts with vulnerable road users.

3.3 Public Communications

Prior to works commencement, the Contractor shall, as a minimum, conduct a letter drop exercise to local residents and businesses, including, but not limited to, the following information:

- Summary of the works and the development;
- Mitigation measures employed to reduce nuisance from the site;
- Summarised programme of works;
- Name and contact details (phone number and email address) of a dedicated person to be on site full time during the operational hours for local stakeholders to contact should the need arise; and,
- Emergency 24 hour contact information (including name, phone number and email address).

The minimum letter drop area is shown in Figure 3.3 below, which is comprised of the properties on or surrounding Wood Street. These properties have been selected as the most likely to be affected by the works.



Figure 3.3 – proposed letter drop area to local residents & businesses (green). Properties selected as the closest to the site and most likely to experience potential disruption from environmental or logistical related impacts.

The Contractor shall put signs on the boundary stating the emergency contact, including name, direct telephone number & email address should any local residents, businesses or passers-by need to contact the management team either within or out of hours.

Complaints will be responded to by a formal email/ letter no later than 24 hours after the complaint is received. A record of complaints shall be kept by the Contractor electronically and in paper format in the site office. The complaints record shall be made available to the LPA upon request.

Residents and the LPA shall be updated by the relevant Contractor upon the completion of each major phase of work (demolition, earthworks/ foundations, superstructure and fit out) with contact details and working methods reaffirmed to stakeholders within these progress newsletters.

The Contractor shall coordinate their deliveries with nearby businesses to prevent cumulative disruption to the highway from multiple delivery sources.

3.4 Highway Defect Monitoring

Prior to the commencement of works, the Contractor shall conduct a photographic dilapidation survey along Wood Street.

The Contractor shall undertake daily inspections of the access route to identify any deterioration or defects arising from construction vehicle movements, including but not limited to surface rutting, edge wear or damage to verges.

In the event that any such damage is identified and reasonably attributable to site-related traffic, the Contractor shall notify the Client immediately and implement remedial measures. All reinstatement



works shall be carried out in agreement with the Local Highway Authority and in accordance with their permitting and reinstatement requirements.

3.5 Site Related Vehicles

3.5.1 Parking

On-site parking availability is limited, particularly during the demolition and early construction phases. Where space allows, on-site parking shall be the first point of provision for construction staff and site management vehicles.

Where on-site parking capacity is exceeded, construction personnel shall be required to park in designated public parking areas within Earl Shilton and travel to the site on foot. Parking on Wood Street or surrounding residential streets shall not be permitted.

Parking arrangements shall be communicated to all site operatives as part of site induction procedures, and compliance shall be monitored by the Site Manager. Any inappropriate or unauthorised parking associated with the works shall be addressed immediately.

To reduce vehicle numbers, car sharing shall be actively encouraged amongst the workforce, with operatives grouped where practicable and coordinated by the site manager. Subcontractors shall be required to follow the same approach as part of their site mobilisation.

Where feasible, a local workforce shall be employed and encouraged to travel via sustainable transport modes, including walking, cycling and public transport. Secure cycle parking and pedestrian access shall be maintained on site to support these travel choices.

3.5.2 Sheeting of Construction Vehicles

Construction vehicles entering and leaving the site shall be appropriately sheeted to ensure that dust from any materials contained within is secured and is not liberated into the local atmosphere.

3.5.3 Deliveries

All vehicle movements into and out of the site from Wood Street or the loading bay shall be undertaken under full banksman control. A trained banksman shall be present for every delivery, collection and contractor vehicle manoeuvre to ensure safe access and egress into the relevant area.

Construction and delivery vehicles shall not have priority over other road users. All other road users retain right of way at all times, except where it is demonstrably unsafe for them to proceed. In such circumstances, the banksman shall implement a short, controlled stop-and-wait system, temporarily holding pedestrians, cyclists or vehicles only for the minimum period required to make the area safe. Once the area is confirmed safe, all road users shall be allowed to continue immediately.

The stop-and-wait procedure shall be:

- Proportionate, applied only where necessary to prevent conflict;
- Time-limited, ensuring no undue obstruction of the highway;
- Supervised at all times by the banksman; and
- Communicated clearly to all approaching road users using hand signals and high-visibility equipment.

A strict Delivery Booking System shall be implemented for the duration of the works to ensure safe and orderly management of construction traffic from the access point on Wood Street.

All deliveries, collections and service visits shall be pre-booked with the Site Manager, with allocated time slots issued in writing. Only one vehicle shall be permitted to access the site at any one time. This restriction ensures that the site can safely accommodate deliveries without overspill onto the public highway. The following control measures shall be implemented as part of the logistics management:

- Delivery slots shall be confirmed at least 24 hours in advance.
- Vehicle type, approximate load size and expected duration on site shall be recorded.
- Drivers shall be instructed not to approach the site without a confirmed time slot.
- The Site Manager shall coordinate slots to avoid overlap, peak school/traffic periods, restricting deliveries to between 09:30-15:00.

If a vehicle arrives before its allocated time or late to the site, it will either be accepted if the area is clear or turned back to its point of origin and rebooked for the next available slot. Under no conditions shall vehicles queue, idle or park on Wood Street or neighbouring residential streets.

All construction vehicles servicing the site shall be operated by FORS Silver accredited hauliers and shall comply fully with CLOCS requirements. Operators shall provide documentary evidence of accreditation prior to commencing deliveries. Vehicles shall be equipped with appropriate safety features including side under-run protection, 360° cameras, proximity sensors and audible warnings, in accordance with FORS Silver and CLOCS standards.

3.6 Anticipated Deliveries

Anticipated vehicles have been scheduled in Table 3.1.

Table 3.1 – Anticipated Construction Vehicles			
Phase	Vehicle Size / Type	Anticipated Frequency	Comments
Site Set-Up	Site manager car / small van	Daily (1–2 vehicles)	Management and supervision only.
	Transit van	1–2 per week	Welfare units, fencing, signage and temporary services.



	Small flatbed	Ad hoc	Delivery of hoarding, barriers and site establishment materials.
Demolition	7.5t tipper	2–3 per week	Removal of demolition arisings; loads to be consolidated.
	Grab wagon	1–2 per week	Removal of heavy materials where site access permits.
	Skip lorry	≤1 per week	Skip exchange only when full to minimise movements.
	Transit van	Daily (1–2 vehicles)	Demolition operatives and supervisors.
Groundworks & Drainage	7.5t tipper	2–4 per week	Excavation arisings and imported fill.
	Ready-mix concrete wagon	Intermittent (1–2 per pour)	Scheduled pours only; timed to avoid peak periods.
	Rigid flatbed	1–2 per week	Drainage pipes, chambers and construction materials.
	Transit van	Daily (2–3 vehicles)	Groundworks operatives.
Substructure	Ready-mix concrete wagon	Intermittent	Foundations, slabs and structural pours.
	Rigid flatbed	1–2 per week	Reinforcement, formwork and structural elements.
	7.5t tipper	1–2 per week	Spoil removal as required.
	Transit van	Daily (2–3 vehicles)	Substructure trade operatives.
Superstructure	Rigid HGV / flatbed	1–3 per week	Structural frame, blockwork and major materials.
	7.5t flatbed	1–2 per week	Secondary construction materials.
	Transit van	Daily (3–5 vehicles)	Site trades and supervisors.
Building Envelope	Rigid flatbed	1–2 per week	Brickwork, roofing and façade materials.
	Mobile access plant delivery	Ad hoc	MEWP or scaffold alterations as required.
	Transit van	Daily (3–5 vehicles)	Envelope and roofing trades.



Internal Fit-Out & Services	Transit van / small box van	Daily (4–6 vehicles)	Mechanical, electrical and internal fit-out trades.
	Small flatbed	Ad hoc	Plant and specialist equipment.
External Works & Landscaping	Transit van	Daily (1–2 vehicles)	External works operatives.
	7.5t tipper	1–2 per week	Surfacing materials, topsoil and planting.
	Small flatbed	Ad hoc	Street furniture and finishes.
All Phases	Refuse / recycling vehicle	As required	Collection of segregated construction waste.
	Emergency / specialist vehicles	Rare	Attendance only where unavoidable.

3.7 Vehicle Consolidation Measures

To minimise the number of construction vehicle movements associated with the development, a series of vehicle consolidation measures shall be implemented throughout the construction phase.

Materials and equipment deliveries shall be planned and coordinated by the Site Manager to maximise load efficiency and avoid partial or unnecessary deliveries. Where practicable, materials shall be grouped into combined deliveries rather than multiple smaller consignments.

Suppliers shall be instructed to consolidate loads off-site prior to delivery, and deliveries shall be sequenced to align with the construction programme and available unloading capacity. Just-in-time delivery principles shall be adopted to reduce the need for repeat vehicle movements and on-site storage.

The Site Manager shall maintain oversight of delivery scheduling to ensure that only essential deliveries attend the site and that delivery frequencies are kept to the minimum reasonably practicable for the safe and efficient delivery of the works.

3.8 Mud Control

A dedicated wheel-wash facility shall be installed at the primary site entrance on Wood Street, positioned immediately before vehicles re-enter the public highway.

All construction vehicles, delivery wagons etc. exiting the works shall pass through the wheel-wash and shall not leave the site until wheels, chassis and underbodies are free from accumulated mud or spoil.

The internal site area shall be maintained in a clean and serviceable condition through regular grading and damping-down to minimise loose material, prevent rutting and limit dust generation. The Contractor shall implement a regime of routine housekeeping across all on-site traffic routes,



including the access road, turning areas and laydown zones. These areas shall be inspected daily and cleaned as required to prevent the transfer of soil or debris toward the site entrance.

Should any material be deposited on the public footway or carriageway on Wood Street as a result of vehicle movements or adverse weather conditions, the Contractor shall undertake immediate remedial action. Minor deposits shall be removed through manual sweeping and damp cleaning, while more significant soiling shall require the prompt deployment of mechanical sweeping equipment or a specialist road-cleaning contractor. Such cleaning shall be undertaken without delay to ensure that the highway remains safe for road users and pedestrians and to maintain compliance with the requirements of the Local Highway Authority.

These measures shall remain in place for the duration of the demolition and construction works and shall be enforced by the Site Manager through daily inspections and ongoing supervision of vehicle movements.

4.0 Conclusion

This Construction Traffic Management Plan (CTMP) has been prepared in support of the proposed development at 68 Wood Street, Earl Shilton, and has been specifically developed in response to Condition 15 of planning permission 21/01391/FUL.

The CTMP sets out a clear, proportionate and enforceable framework for managing construction traffic and site-related vehicle movements throughout the demolition and construction phases of the development. The document addresses all elements required by the planning condition, including construction traffic routing, site access and egress arrangements, delivery scheduling, contractor parking controls, vehicle consolidation measures and wheel cleansing procedures.

The access strategy has been designed to ensure that construction vehicles can enter and leave the site safely, with no reversing onto the public highway, and with banksman supervision provided at all times to protect pedestrians, cyclists and other vulnerable road users. Where direct on-site access is not practicable, controlled kerbside loading arrangements, subject to the appropriate approvals, are proposed to maintain highway safety and minimise disruption.

Construction vehicle routing has been selected to prioritise use of the strategic road network and to avoid busy high-street and pedestrian-dominated areas as far as reasonably practicable. Delivery timings have been restricted to avoid peak traffic periods and periods of highest pedestrian footfall, further reducing potential impacts on the local highway network and surrounding uses.

Parking arrangements ensure that construction-related parking does not occur on Wood Street or surrounding residential streets, with on-site parking prioritised and alternative designated parking locations used where necessary. Wheel cleansing, housekeeping and highway inspection measures have been defined to prevent the deposition of mud or debris on the public highway.



Subject to full implementation of the measures set out within this CTMP, construction traffic associated with the development is not expected to give rise to unacceptable impacts on highway safety or local amenity. The plan provides a robust and practical basis for managing construction traffic in a constrained town-centre environment and shall be adhered to for the duration of the works.

End of Report



DC Development Consultants
Driving Sustainable Development

APPENDIX A – Planning Decision Notice

Hinckley & Bosworth Borough Council

Town and Country Planning Act 1990

Planning Permission

Name and Address of Applicant

Mr Simon Manley
M2 Properties Ltd
188 Narborough Road
Leicester
LE3 0BU

Name and Address of Agent (if any)

Simon Cretney
Staniforth Architects
The Warehouse
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Leicester
LE1 6NL

Part I - Particulars of Application

Date of Application

19 November 2021

Application No.

21/01391/FUL

Particulars and location of development :

Demolition of existing buildings and development of one two buildings accommodating 1 retail unit and 23 apartments.

68 Wood Street Earl Shilton Leicester Leicestershire LE9 7ND

Part II - Particulars of decision

In dealing with the application, through ongoing negotiation the local planning authority have worked with the applicant in a positive and proactive manner by offering a pre-application advice service and by seeking solutions to problems arising in relation to dealing with the planning application and this has resulted in the approval of the application. The Local Planning Authority has therefore acted pro-actively to secure a sustainable form of development in line with the requirements of the National Planning Policy Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended).

In pursuance of its powers under the Town and Country Planning Act 1990, the Hinckley and Bosworth Borough Council grants permission for the carrying out of the development referred to in Part I hereof in accordance with the application form and plans submitted, subject to the following conditions :-

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the requirements of Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall not be carried out otherwise than in complete accordance with the submitted application details, as follows: Site Location Plan Dwg No. 1606- P01A, Proposed Ground Floor Plan 1606 - P02D, Proposed First, Second Floor Plan, Roof Plan, Dwg No. 1606-P03C, Proposed Elevations Dwg No. 1606 P10B, Proposed Elevations and Section Dwg No. 1606 P11C, Bin Store, Elevation, Floor Plan, Drg No. 1606-P21 received by the Local Planning Authority 19 November 2021 and 22 December 2022.

Reason: To ensure a satisfactory appearance and impact of the development to accord with Policies DM1 and DM10 of the adopted Site Allocations and Development Management Policies Development

IMPORTANT - PLEASE READ THE NOTES AT THE END OF THIS DOCUMENT

Plan Document (2016).

3. Before any development above floorplate level commences, representative samples of the types and colours of materials to be used on the external elevations of the proposed development and boundary walls hereby permitted shall be deposited with and approved in writing by the local planning authority, and the scheme shall be implemented in accordance with those approved materials.

Reason: To ensure that the development has a satisfactory appearance in the interests of visual amenity to accord with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

4. No development shall commence on site until such time as the existing and proposed ground levels of the site, and proposed finished floor levels have been submitted to and agreed in writing by the local planning authority. The approved proposed ground levels and finished floor levels shall then be implemented in accordance with the approved details.

Reason: To ensure that the development has a satisfactory appearance in the interests of visual amenity to accord with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

5. No development approved by this permission shall be commenced until a scheme for the investigation of any potential land contamination on the site has been submitted to and agreed in writing by the local planning authority which shall include details of how any contamination shall be dealt with. The approved scheme shall be implemented in accordance with the agreed details and any remediation works so approved shall be carried out prior to the site first being occupied.

Reason: To ensure that any contamination is dealt with appropriately to protect the amenity of the future occupiers of the site and to mitigate any risks to water quality in accordance with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

6. If during development, contamination not previously identified is found to be present at the site, no further development shall take place until an addendum to the scheme for the investigation of all potential land contamination is submitted to and approved in writing by the local planning authority which shall include details of how the unsuspected contamination shall be dealt with. Any remediation works so approved shall be carried out prior to the site first being occupied.

Reason: To ensure that any contamination identified during development of the site is dealt with appropriately to protect the amenity of the future occupiers of the site and to mitigate any risks to water quality in accordance with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

7. No development above floorplate level shall commence on site until a scheme for protecting the proposed occupiers of the development from noise from neighbouring Public House, and the proposed retail unit, has been submitted to and approved by the local planning authority. All works which form part of the approved scheme shall be completed before first occupation of the apartments hereby permitted.

Reason: To protect the amenity of the future occupiers of the site from activities in the vicinity in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

8. No development shall commence on site until drainage plans and details for the disposal of surface water, incorporating sustainable drainage principles (SuDS), and disposal of foul sewerage have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented in accordance with the approved details before the development is first brought into use.

Reason: To ensure that the development is provided with a satisfactory means of drainage as well as to reduce the risk of creating or exacerbating a flooding problem and to minimise the risk of pollution to accord with Policy DM7 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).

9. Notwithstanding the submitted details, no development above floorplate level shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include:
- a) Means of enclosure of the site
 - b) Hard surfacing materials
 - c) Planting plans
 - d) Written specifications
 - e) Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate
 - f) Implementation programme.
- Reason:** To protect the privacy and amenity of the occupiers of neighbouring properties and the future occupiers of the site and to enhance the visual appearance of the development in accordance with Policy DM10 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).
10. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on drawing number M2/0258/AD/22 have been implemented in full.
- Reason:** To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, in the interests of general highway safety and in accordance with policy DM17 of the adopted Site Allocations and Development Management Policies DPD and the NPPF.
11. No part of the development hereby permitted shall be occupied until such time as the parking and turning facilities shown on drawing number P02 Rev B have been implemented in full. Thereby the onsite parking provision shall be maintained in perpetuity.
- Reason:** To ensure that adequate off-street parking provision is made to reduce the possibility of the proposed development leading to on-street parking problems locally (and to enable vehicles to enter and leave the site in a forward direction) in accordance with Policy DM17 and DM18 of the adopted Site Allocations and Development Management Policies Plan.
12. The development hereby permitted shall not be occupied until such time as the existing gates to the vehicular access have been permanently removed. Notwithstanding the provisions of Part 2 of Schedule 2, Article 3 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order) no vehicular access gates, barriers, bollards, chains or other such obstructions shall be erected within a distance of 5 metres of the highway boundary, nor shall any be erected within a distance of 5 metres of the highway boundary unless hung to open away from the highway.
- Reason:** To enable a vehicle to stand clear of the highway in order to protect the free and safe passage of traffic including pedestrians in the public highway and in accordance with policy DM17 of the adopted Site Allocations and Development Management Policies DPD and the NPPF
13. The development hereby permitted shall not be occupied until such time as the access drive (and any turning space) has been surfaced with tarmacadam, or similar hard bound material (not loose aggregate) for a distance of at least 10 metres behind the highway boundary and, once provided, shall be so maintained in perpetuity.
- Reason:** To reduce the possibility of deleterious material being deposited in the highway (loose stones etc.) in the interests of highway safety in accordance with policy DM17 of the adopted Site Allocations and Development Management Policies DPD and the NPPF.
14. Before first use of the development hereby permitted, drainage shall be provided within the site such that surface water does not drain into the public highway and once provided shall thereafter be so maintained.
- Reason:** To reduce the possibility of surface water from the site being deposited in the highway in the interests of highway safety to accord with Policy DM17 of the adopted Site Allocations and Development Management Policies Development Plan Document (2016).
15. No development shall commence on the site until such time as a construction traffic/site traffic management plan, including wheel cleansing facilities and vehicle parking facilities, and a timetable for

their provision, has been submitted to and approved in writing by the Local Planning Authority. 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, to accord with Policy DM18 of the Site Allocations and Development Policies Development Plan Document (2016)

16. No development above floorplate level shall commence until full details of the proposed cycle parking provision has been submitted to and agreed in writing. The agreed details shall be carried out and completed prior to first occupation of the development and shall be maintained and kept available thereafter.

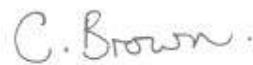
Reason: In the interests of the sustainability of the development and to encourage alternative transport choice to accord with Policy DM18 of the Site Allocations and Development Management Policies DPD (2016).

17. No development above floorplate level shall take place until a scheme that makes provision for waste and recycling storage and collection across the site has been submitted to and approved in writing to the Local Planning Authority. The details should address accessibility to storage facilities and adequate collection point space at the adopted highway boundary. The approved scheme shall be implemented prior to first occupation of the development.

Reason: To ensure that the proposed development provides adequate and accessible waste and recycling collection across the site, that would not affect the amenities of neighbouring and future occupants of the site to accord with Policy DM10 of the Site Allocations and Development Management Policies DPD (2016).

NOTES TO APPLICANT :-

1. The approved development may require Building Regulations Approval, for further information please contact the Building Control team via e-mail at buildingcontrol@hinckley-bosworth.gov.uk or call 01455 238141.
2. Planning Permission does not give you approval to work on the public highway. Therefore, prior to carrying out any works on the public highway you must ensure all necessary licences/permits/agreements are in place. For further information, please telephone 0116 305 0001. It is an offence under Section 148 and Section 151 of the Highways Act 1980 to deposit mud on the public highway and therefore you should take every effort to prevent this occurring.
3. To erect temporary directional signage you must seek prior approval from the Local Highway Authority in the first instance (telephone 0116 305 0001).
4. All proposed off site highway works, and internal road layouts shall be designed in accordance with Leicestershire County Council's latest design guidance, as Local Highway Authority. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>



Christopher Brown MRTPI
Planning Manager (Development Management)

Date : 6 February 2023

NOTES

1. It will be most helpful if the application number shown overleaf is quoted in all correspondence.
2. If you consider that this decision has been made invalidly through the Council failing to follow a procedure correctly, not having the legal power to make the decision in the way it did or through its decision being so unreasonable as no reasonable local authority would make the same decision based on the same facts, then you may enter a claim for judicial review to quash the decision. In order to proceed with a claim for judicial review an initial application for permission will need to be made to the Administrative Court, this application is required to be made "promptly and in any event within three months of the decision". The initial permission application will decide if you have an arguable case, whether you are sufficiently materially affected by the decision to bring the claim. If you are granted permission to bring the claim it will proceed to a full hearing at the Administrative Court. Although there is no requirement for you to do so it is highly recommended that you seek independent legal advice before bringing forward a claim for Judicial Review.
3. If you are aggrieved by the decision of the Local Planning Authority to grant permission subject to conditions, you may appeal to the Secretary of State for the Environment in accordance with Section 78 of the Town and Country Planning Act 1990 within six months (see para 2a below) of the date of this notice. (Appeals must be made on a form which is obtainable from the Planning Inspectorate, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN, tel. 0303 444 5000 or online at <https://www.gov.uk/planning-inspectorate>). You must use a Planning Appeal Form when making your appeal. If requesting forms from the Planning Inspectorate, please state the appeal form you require. The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that the permission for the proposed development could not have been granted by the Local Planning Authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements as set out in Section 78 of the Town and Country Planning Act 1990, to the provisions of the development order, and to the directions given under the order. He does not in practice refuse to entertain appeals solely because the decision by the Local Planning Authority was based on a direction given by him. Appeals- new time rules. Appeals relating to applications made to the Local Planning Authority on, or after, 5th September 2003 must be made within six months of the date of this notice.
4. If an enforcement notice is served relating to the same or substantially the same land and development as in your application and if you want to appeal against your local planning authority's decision on your application then, you must do so in accordance with the guidance found using the following link <https://www.gov.uk/appeal-enforcement-notice>.
5. If permission to develop land is granted subject to conditions, whether by the Local Planning Authority or by the Secretary of State for the Environment, and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the Council a purchase notice requiring that Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.
6. In certain circumstances, a claim may be made against the Local Planning Authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.
7. This permission covers only consent under the Town and Country Planning Acts and does not give permission to demolish a Listed Building, for which separate consent is required. Amongst other things the consent of the Council of the district in which the land is situated may be required under the Building Regulations and if the proposals affect land within the limits of the highway (that is between the highway fences or hedges) the separate consent of the Highway Authority may also be required. Steps to obtain the necessary further consents should be taken before proceeding with the development.

SHOPS, OFFICES, FACTORIES, EDUCATIONAL BUILDINGS & BUILDINGS TO WHICH THE PUBLIC ARE TO BE ADMITTED : ACCESS AND PROVISION FOR THE DISABLED PERSONS

- 1 The Local Planning Authority is required to bring to your attention the requirements of the Disabled Persons 1981, Building Regulations 1991 "Access and facilities for Disabled People" document M and the Chronically Sick & Disabled Act 1970 (as amended 1976) (Sections 4.7.8 and 8A) requiring the provision of access facilities, car parking and toilets for the disabled and the provision of signing indicating what provision has been made for disabled persons within the building. Your attention is also drawn to the Code of Practice B.S 5619 "Design of Housing for the convenience of Disabled People", 1978 and Code of Practice, B.S. 5810 : 1979, "Access for the Disabled to buildings" available from the British Standards Institution, 2 Park Street, London W1A 2BS. (Tel 071-629-9000) and (in so far as educational buildings are concerned), to Design Note 18 "Access for the Physically Disabled to Educational Buildings."
- 2 The buildings to which these requirements apply are :-
 - a) Buildings to which the public are to be admitted to which Section 4 of the Chronically Sick & Disabled Act 1970 (as amended 1976) applies.
 - b) Offices, Shops & Railway Premises as defined in the Offices, Shops & Railway Premises Act 1963 or premises deemed to fall within the Act.
 - c) Factories as defined by Section 175 of the Factories Act 1961.
Educational Buildings as defined by Section 29B of the Disabled Persons Act 1981.

PPNOTES (02/07/2014)



Start Notice

Important Information – Please keep this with your decision notice

Please read the above decision notice carefully and ensure that you understand and comply with the requirements of any planning conditions imposed.

If you require any further information about why a particular planning condition has been imposed or in respect of what information is needed to discharge your condition please contact the case officer who will be happy to advise of the requirements and information required.

We carry out a programme of site monitoring to check compliance with conditions in order to proactively manage the development and to ensure development is carried out in accordance with the planning permission granted.

Please ensure that any application for the discharge of pre-commencement conditions are carried out in a timely manner as this may take up to 8 weeks depending on the requirements of the condition. Please also be aware there is a charge to discharge conditions per request which means you can discharge conditions individually or group details together as a single request to discharge multiple planning conditions. The fee for discharging these pre-commence conditions, can be found on the [planning portal](#).

We would be grateful if you could email the development address and application reference number with your contact details and the intended start date by email to planning@hinckley-bosworth.gov.uk or complete the form on the reverse.

Hinckley & Bosworth Borough Council
Hinckley Hub, Rugby Road, Hinckley, Leicestershire, LE10 0FR
TEL: 01455 238141 EMAIL: planning@hinckley-bosworth.gov.uk



Hinckley & Bosworth
Borough Council

Development Details

Planning application ref:	21/01391/FUL
Proposal:	Demolition of existing buildings and development of one two buildings accommodating 1 retail unit and 23 apartments.
Site Location:	68 Wood Street Earl Shilton Leicester Leicestershire LE9 7ND

Date when work is intended to start:	
Have all pre-commencement conditions been discharged?	
Signed:	Print Name:

Your contact details (or attach letterhead/business card):

Name:	
Address:	
Telephone:	
Mobile:	
Email:	

Hinckley & Bosworth Borough Council
Hinckley Hub, Rugby Road, Hinckley, Leicestershire, LE10 0FR
TEL: 01455 238141 EMAIL: planning@hinckley-bosworth.gov.uk



DC Development Consultants
Driving Sustainable Development

APPENDIX B – Drawings



Location Plan
1:1250@A2



Aerial View
NTS@A2



Existing Site Plan
1:500@A2



Street View 1
NTS@A2



Street View 2
NTS@A2

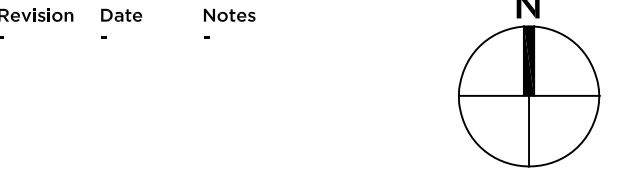
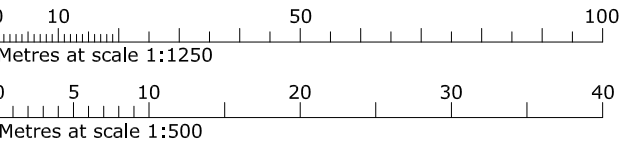


Street View 3
NTS@A2

Sketch proposals are for illustrative purposes only & as such are subject to detailed site investigation including ground conditions / contaminants, drainage, design & planning/density negotiations. Sketch proposals may be based upon enlargements of OS sheets & visual estimations of existing site features, accuracy will therefore need to be verified by survey. Sketch proposals have not been considered in respect of CDM Regulations.

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FOR PLANNING



Revision	Date	Notes
-	-	-

SITE AREA
1,326m² / 0.33 acres

- Site boundary

Project No. Drawing No. Revision

68 Wood Street
Earl Shilton

1606 P01 A

Location Plan and Existing Site Plan

The Warehouse
1A Stamford Street
Leicester LE1 6NL

0116 2853775
www.staniforth.co.uk

Drawing Status: Planning
Cad Reference: 1606-P01
Drawn: SC, AM
Checked: SC
Date: 23-09-2021
Scale: 1:1250, 1:500@A2



Proposed Site and Ground Floor Plan
1:100@A1

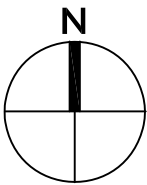
Sketch proposals are for illustrative purposes only & as such are subject to detailed site investigation including ground conditions / contaminants, drainage, design & planning/density negotiations. Sketch proposals may be based upon enlargements of OS sheets & visual estimations of existing site features, accuracy will therefore need to be verified by survey. Sketch proposals have not been considered in respect of CDH Regulations.

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FOR PLANNING

0 1 5 10
Metres at scale 1:100

Revision	Date	Notes
A	10-11-21	Layouts updated.
B	17-11-21	Schedule updated.
C/D	20-12-22	Landscaping information added South-west corner of rear block updated to incorporate planning officer comments.



Materials Key

		Marshalls Priora Permeable Block Paving - Natural
		Marshalls Priora Permeable Block Paving - Bracken
		Mixed planting

Area Schedule

Apartment Accommodation Mix

Floor	1 bed	2 bed	Tot. flats	GIA/m²
2nd	7	3	10	587.9
1st	7	3	10	587.9
Ground	1	2	3	262.4
	Retail 137m²			137.0
Tot. flats	15	8	23	
Tot. Beds	15	16	31	1575.2

18 Parking Space

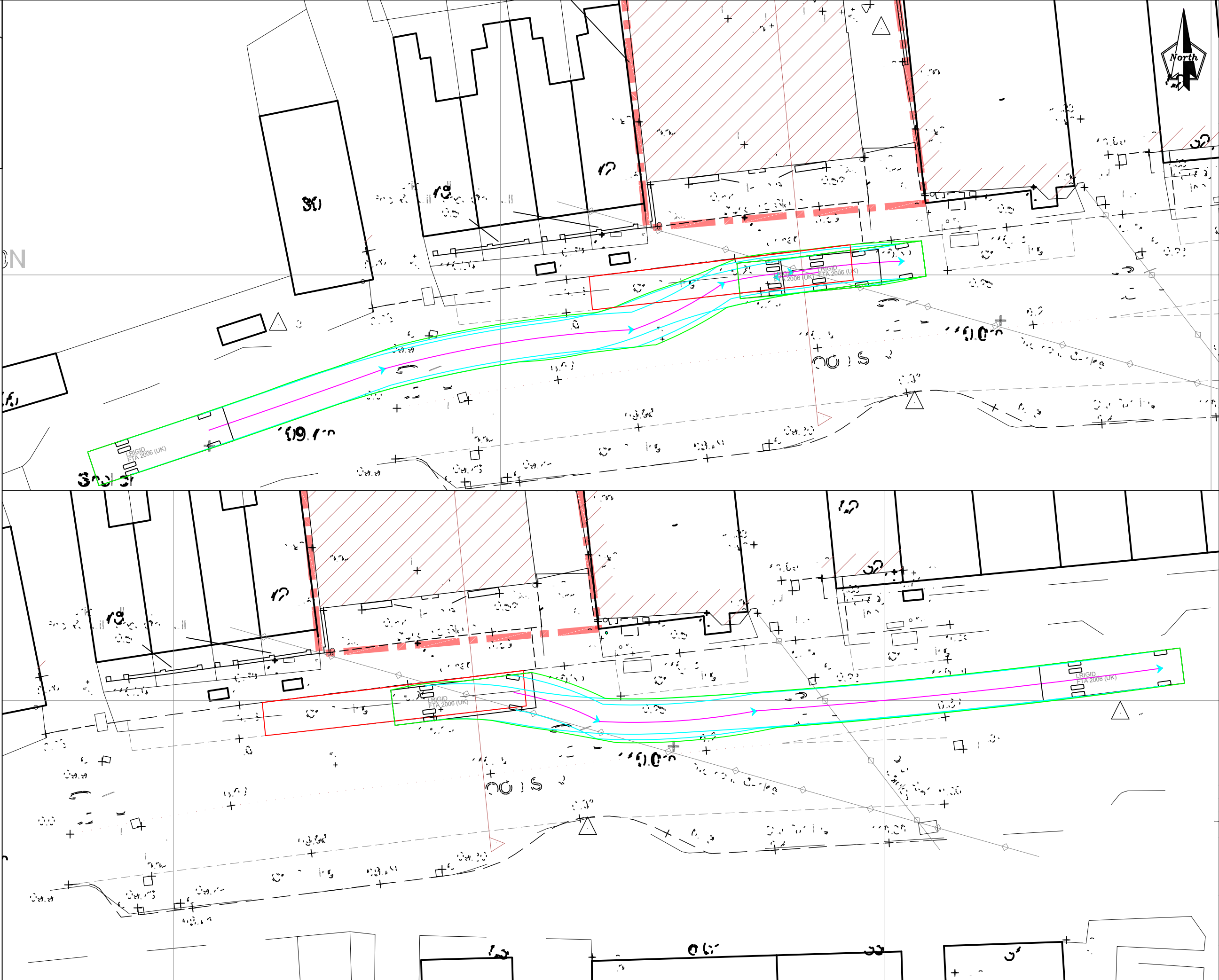
STANIFORTH ARCHITECTS

Proposed Ground Floor Plan

The Warehouse 1A Staniford Street Leicester LE1 6NL 0116 2853775 www.staniforth.co.uk	Drawing Status: Cad Reference: Drawn: Checked: Date: Scale:	Planning 1606-P01 SC, AM SC 23-09-2021 1:100@A1
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Project No. Drawing No. Revision

68 Wood Street
Earl Shilton
1606 P02 D



Job Title
68 Wood Street

Location
Earl Shilton

Client
M2 Properties

- Key
- Approximate site boundary
 - Vehicle Body
 - Wheel path
 - Body path
 - Center line
 - Location of TTRO/occupancy order to suspend parking bays (18m total)

Vehicle modeled:

LRIGID

Width	: 2.50
Track	: 2.47
Lock to Lock Time	: 6.00 s
Steering Angle	: 37.60 deg

Rev	Date	Description
A	14/12/25	Information

Drawing Status		Information
Drawing Title		Swept Path Analysis Largest Regularly Anticipated Vehicle - Loading Bay
Project Code	359	Scale: 1:250
		Date Drawn: 14/12/25
		Drawn By: TM
		Reviewed By: CH
		Original Size: A3

Drawing Number	359-SPA-001	Rev	A
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Job Title
68 Wood Street

Location
Earl Shilton

Client
M2 Properties

- Key**
- Approximate site boundary
 - Vehicle Body
 - Wheel path
 - Body path
 - Center line
 - Location of TTRO/occupancy order to suspend parking bays (18m total)

Vehicle modeled:

SRIGID

Width	: 2.30
Track	: 2.12
Lock to Lock Time	: 6.00 s
Steering Angle	: 42.70 deg

Rev	Date	Description
A	14/12/25	Information

Information		
Drawing Title		
Swept Path Analysis		
Largest Regularly Anticipated		
Vehicle - Site Access		
Project Code	359	Scale 1:500
Date Drawn	14/12/25	Drawn By TM
Reviewed By	CH	Original Size A3

Drawing Number	359-SPA-002	Rev A
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