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**CNG FUELLING FACILITY, WATLING
STREET, HINCKLEY LE10 3ED**

CONSTRUCTION MANAGEMENT PLAN



**CNG FUELLING FACILITY
WATLING STREET, HINCKLEY, LE10 3ED**

**CONSTRUCTION MANAGEMENT PLAN
ON BEHALF OF CNG FUELS**

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**DOCUMENT CONTROL SHEET**

Project Name CNG Fuelling Facility, Watling Street, Hinckley

Project No. 22-240

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1.0 INTRODUCTION

1.1 *General*

1.1.1 This Construction Management Plan (CMP) been prepared by Odyssey to support a Section 73 planning application on behalf of CNG Fuels Limited, hereafter referred to as “CNG”. The site of the proposed development holds an extant planning permission (Planning Reference: 20/00613/FUL) and this application details the scope of changes that are proposed to the extant permission under a S.73 application.

1.1.2 The site is located south of the A5 Watling Street, to the west of an existing BP petrol filling station and approximately 200 metres (m) from the Watling Street / Hammonds Way roundabout. **Figure 1** shows the site location. The site lies within the administrative boundary of Hinckley and Bosworth Borough Council (HBBC) who act as the local planning authority while Leicestershire County Council (LCC) act as the Local Highway Authority. Additionally, the A5 forms a part of the Strategic Road Network (SRN) and is therefore managed by National Highways (NH). The site is also situated close to the boundary of Warwickshire County Council (WCC).

1.1.3 This CMP seeks to ensure that the construction of the proposed development would not adversely impact the local highway network, the safety of the network or other road users.

1.1.4 CNG Fuels provides a network of environmentally friendly compressed natural gas (primarily from food waste) depots for CNG powered heavy goods vehicles (HGVs) to refuel. The majority of CNG’s clients are distribution and logistics firms. CNG intend to build a 24/7 refuelling depot on the A5 Watling Street near Hinckley to encourage further uptake of this greener and cleaner energy source by swapping from diesel (or similar) to biofuel, specifically targeting the existing distribution and logistics fleets that would already be passing the site due to its proximity to logistics and distribution hubs located on the nearby industrial estate.

1.2 *Context*

1.2.1 The remainder of this report is set out as follows:

- **Section 2.0** describes policy context and construction challenges to take into consideration.
- **Section 3.0** provides a description of the existing site location and the local highway network.
- **Section 4.0** provides a summary of the proposed development.
- **Section 5.0** sets out the anticipated strategy for construction.



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- **Section 6.0** describes the proposed construction vehicle routing and access arrangements for the site.
- **Section 7.0** discusses the process for monitoring and updating the CMP.
- **Section 8.0** provides the report's conclusions.



2.0 POLICY

2.1 *Policy Context*

2.1.1 This CMP is based upon standards and policies contained within national and local guidance relevant to the construction site.

2.2 *National Policy*

National Planning Policy Framework – December 2024

2.2.1 The National Planning Policy Framework (NPPF) was first published in March 2012 and most recently updated in February 2025, the document provides a structure for development within the UK, with a presumption in favour of sustainable development and the promotion of economic growth. It should be noted that the NPPF was amended on 7th February 2025 to correct cross-references from footnotes 7 and 8 and amend the end of the first sentence of paragraph 155 to make its intent clear. Furthermore, there is currently a NPPF consultation exercise ongoing which began on the 16th of December 2025 and is due to continue until the 10th of March 2026.

2.2.2 In paragraph 115 the NPPF requires that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- b) ...safe and suitable access to the site can be achieved for all users;*
- d) ...any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*

2.2.3 In paragraphs 116 it continues to state that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”



2.3 Local Policy

Hinckley & Bosworth Site Allocations and Development Management Policies DPD – July 2016

2.3.1 The Hinckley & Bosworth Site Allocations and Development Management Policies DPD document provides guidance relevant to construction practices within the Borough.

2.3.2 Policy DM17 'Highways and Transportation' states that:

"Development proposals will be supported where they:

c) Demonstrate that there is not a significant adverse impact upon highway safety;...

e) Where it can be demonstrated that the residual cumulative impacts of development on the transport network are not severe."

2.4 Planning Policy Summary

2.4.1 Based on the review of national and local planning policy, it is considered within this report that the construction element of the scheme would be compliant with the thrust of the above policies. Additionally, the proposed development would make every effort to adapt construction transport where possible, to accord with policy and reduce or limit the environmental impacts.



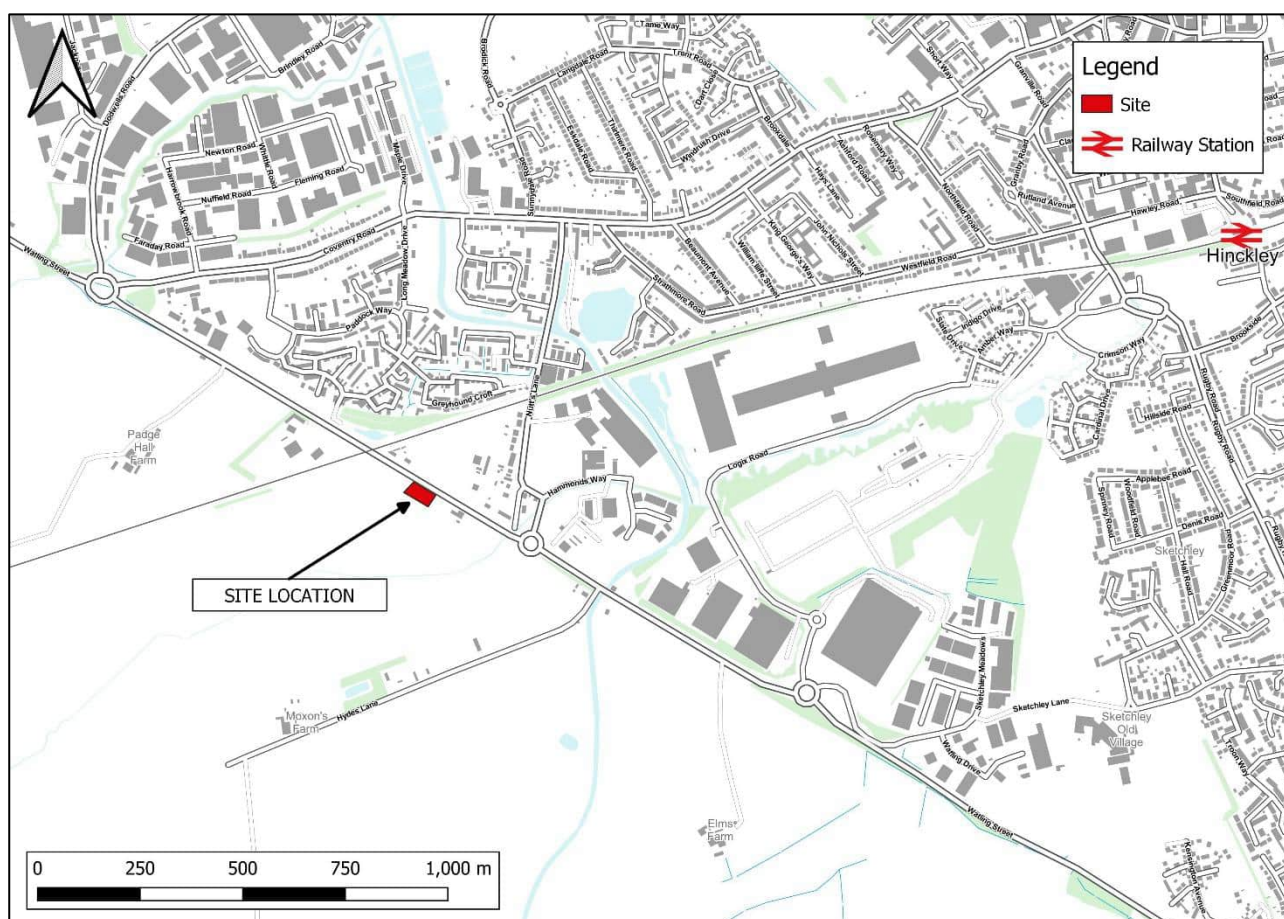
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3.0 SITE LOCATION

3.1 General

3.1.1 The site is situated southwest of, and is proposed to be accessed via, the A5 Watling Street. The site is approximately 2.5 kilometres (km) southwest of Hinckley town centre and is located adjacent to an existing BP petrol filling station. The site currently comprises greenfield land, with agricultural land located to the south and the west. Beyond the A5 to the east and north of the site lies existing industrial and distribution land use. **Figure 3-1** below shows the site's location.

Figure 3-1: Site Location



3.2 Adjacent Planning Application

3.2.1 A nearby consented planning application (HBBC ref. 21/01191/HYB), located circa 500m to the east of the site proposed a hybrid planning application for the development of class B2 and B8 industrial buildings with associated earthworks, infrastructure and landscaping. As part of these



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proposals, it was required that the applicant lowered the level of the A5 carriageway under the existing railway bridge to increase the available headroom space between the carriageway surface and the railway bridge, to help alleviate the potential perceived risk of bridge strikes.

3.2.2 This package of works was required to be implemented prior to any works taking place on site, as part of the planning permission. Condition 13 of the above planning consent stated that:

“The scheme of works for the lowering of the A5 carriageway under the Nutts Lane railway bridge, as shown on drawing 1839-DR-100 Rev P2, having first been submitted to and approved in writing by the Local Planning Authority (LPA) in consultation with National Highways, shall be completed prior to any part of the development hereby approved being first brought into use. The works shall be carried out in accordance with the approved details.”

3.2.3 It is understood that the above works would result in an increase in vehicle headroom to approximately 5.1 metres. A further condition was imposed which required the submission of a flood risk assessment (Condition 19) prior to the undertaking of works on the A5. Condition 19 has now been discharged under the reference 24/00154/DSICON.

3.2.4 For information, CNG are intending to not operate their site until the section of the A5 adjacent to the railway bridge has been lowered, thereby increasing the bridge height clearance for HGVs. However, it is noted that construction of the CNG site could begin prior to the carriageway lowering works being completed.

3.3 Local Highway Network

A5 Watling Street

3.3.1 The site is located immediately to the south of the A5 Watling Street. The A5 in the vicinity of the site is a two-way single carriageway designated trunk road running in a north-west to south-east orientation with a 50 mile per hour (mph) speed restriction.

3.3.2 Watling Street is lit along its length and provides access along the southern edge of Hinckley as well as further afield including connection south-east to Junction 1 of the M69 and north-west to Junction 10 of the M42.

3.3.3 **Photographs 3.1** and **3.2** below show the A5 in each direction in the vicinity of the site. These photographs show the existing footway located on the north-eastern side of the road which is provided between the railway bridge to the north and the wider footway network emanating from the A5 / Hammonds Way roundabout.



Photograph 3-1: View South-East on the A5 from the Site Frontage



Photograph 3-2: View North-West on the A5 from the Site Frontage





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M69 and M42

3.3.4 The M69 is a major strategic route providing connections between the M6 at Coventry and the M1 at Leicester. The M69 runs in a north-east to south-west orientation circa 3km to the south of the site.

3.3.5 The M42 is a major strategic route connecting the M5 (from south of Birmingham) to the A42 in the East Midlands, leading towards Nottingham. The M42 runs in a north-east to south-west orientation circa 20km to the north of the site.



3.4 *Access to Public Transport*

3.4.1 This section briefly details sustainable public transport options available within walking and cycling distance of the site, including bus and rail services. Contractors could use these local services to access the site during construction to enable a more sustainable mode of travel and decrease construction traffic through workers arriving on site.

3.5 *Bus*

3.5.1 The nearest bus stop to the site is the Nutts Lane bus stop, which is located on Coventry Road just east of the Coventry Road / Nutts Lane junction, approximately 1km or a 12-minute walk from the site. The stop is served by the 148 and 158 bus services.

3.5.2 The 148 bus service is operated by Stagecoach, and links Leicester to Coventry via Hinckley and Nuneaton. The 158 is operated by Arriva and also links Leicester, Hinckley and Nuneaton. The timetables of the two routes are co-ordinated as such that they operate at a typical 15-minute frequency in each direction.

3.6 *Rail*

3.6.1 The nearest railway station to the site is Hinckley railway station, which is located approximately 2.7km or a 10-minute cycle journey to the east of the site.

3.6.2 Hinckley railway station is served by CrossCountry which provides a typical off-peak service of two trains per hour to either Leicester or Birmingham New Street as well as one train per day each to Gloucester and Stansted Airport. Peak hour services include two trains per hour to Birmingham New Street, one train to Leicester and one to two trains to Cambridge.



4.0 DEVELOPMENT PROPOSALS

4.1 *Overview*

4.1.1 The proposed site layout would include ten dispensing pumps which represents a reduction of two pumps when compared to the previously consented development. Four vehicle parking spaces would be proposed on the site, three at the northeastern and one at the southwestern parts of the site, all of which would be used on an ad-hoc basis by occasional maintenance vehicles.

4.1.2 Additionally, two secure trailer bays would be located on-site and would be shut and locked when not in use for maintenance. It is not anticipated that a permanent staff presence would be necessary, as is the case for existing operational CNG sites. These trailer bays would not be required during normal operation, nor for day-to-day vehicle manoeuvring.

4.1.3 Access to the site would be provided by a new ghost island right turn lane junction on the A5 Watling Street. The corresponding Transport Statement that provides further detail on the proposed development is provided within **Appendix A**, whilst the proposed layout plan is provided within **Appendix B**. It should be noted that the Transport Statement has not been provided with its appendices or figures as part of this report, however the proposed drawings have been included.

4.2 *Construction Access Arrangement*

4.2.1 It is proposed that construction would be implemented through two stages. The 'initial construction phase' would consist of on-site excavation work and the building out of the bell mouth access/egress to the northwest of the site which would form the site's future access/egress arrangement. The junction would be constructed internally within the site to ensure the stretch of the A5 Watling Street abutting the site's northern boundary remains open to traffic throughout the construction of the site access.

4.2.2 **Drawing 22-240-101A** shows the proposed construction strategy during the initial construction phase. It is proposed that a temporary construction access would be created to the southeast of the site, with the existing trees adjacent to the proposed temporary site access to be removed prior to works commencing.

4.2.3 As shown on **Drawing 22-240-101A**, vehicles would gain access to the site from the A5 Watling Street via the easternmost access of the BP petrol filling station to the east of the site. All contractors would be instructed to access the site from the east i.e.; contractors would be instructed not to use the route from the west due to the low bridge restrictions.



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4.2.4 Construction vehicles would enter directly to the forecourt area of the BP petrol filling station and, from there, exit the BP garage via an existing gate. From this point, construction vehicles would travel to the proposed development site via ground protection mats which would be placed along the eastern and southern boundaries of the BP petrol filling station, as well as throughout the site (prior to site excavation).

4.2.5 In order to avoid potential conflicts between vehicles entering and exiting the site/ the BP garage, it is proposed that this system would work as a one-way shuttle operation with banksmen located at the BP garage access/ egress. Banksmen would also ensure that construction vehicles would avoid conflict with cars using the petrol filling station.

4.2.6 As set out in **Section 6**, for the initial construction phase, all construction vehicles would be able to exit the BP garage site via the existing westernmost egress. Additionally, it is anticipated that the initial construction phasing would only last for a period of up to six weeks. During the initial construction phasing, up to ten construction vehicles would be required to access the site per day in order to construct the site access.

4.2.7 It is confirmed that permission for access for construction vehicles associated with the proposed development has been obtained from the owner of the BP garage (who also owns the surrounding land, including the proposed development site).

4.2.8 The second and 'final construction phase' would consist of the internal layout of the site being constructed. Access during the final construction phase would be provided via the proposed steady-state junction arrangement on A5 Watling Street once completed.

4.2.9 **Drawing 22-240-106A** further shows the proposed final construction phase layout and access via the A5 Watling Street.



5.0 CONSTRUCTION STRATEGY AND MANAGEMENT

5.1 *Timeline of Construction*

5.1.1 The phases of construction and expected timelines are included in **Table 5-1** below. This information has been obtained directly from CNG Fuels.

Table 5-1: Stages and Timeline for Construction

Construction Phase	Planned Dates
Start of Works on Site	29/07/2027
Set up / Site Clearance Phase	29/07/2027 to 02/09/2027
Initial Construction Phase (access via BP garage)	03/09/2027 to 15/10/2027
Final Construction Phase (access via proposed new access on Wating Street)	16/10/2027 to 14/03/2028
Test & Commission Phase	17/03/2028 to 31/03/2028
Site Complete	01/04/2028

5.2 *Construction Methodology/ Equipment to be Used*

5.2.1 Based on the previous build out schedules of existing CNG sites, it is expected that the construction phases shown in **Table 5-1** are realistic and achievable. It is anticipated that HGV's, excavators, concrete mixers, and large tipper vehicles would be required to build-out the site. However, it is not expected that any cranes would be necessary as part of the build-out of the site. Further details of the anticipated construction vehicles required to access the site are set out in **Section 6**.

5.3 *Working Hours*

5.3.1 As per HBBC guidance, works would be restricted to 07:30 to 18:00 on weekdays and 08:00 to 13:00 on Saturdays. No works would be undertaken on Sundays or Bank Holidays. Excessively noisy works (associated with piling and earthworks) would be monitored and undertaken with "on and off" periods to reduce the impact within the local vicinity.

5.4 *Delivery Scheduling*

5.4.1 Contractors would be required to provide written justifications to HBBC if any deviation from the above working hours is proposed. The works outside normal hours would not commence until



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the Council confirms all agreed variations in writing, and further mitigation measures may be required for out-of-hours noise control.

5.5 Shared Deliveries

5.5.1 Where possible, the principal contractor would seek to consolidate deliveries onto the same vehicle to reduce the overall impact of the development during construction. Planning of deliveries would be managed by the principal contractor and the supplier of the construction materials.

5.5.2 The contractor would programme all construction vehicle trips such that none takes place outside of the above hours. All suppliers would be informed of the site's hours of operation and any contractors arriving after the identified deadlines would be turned away. Construction deliveries would be programmed to avoid peak periods at the start and end of each day.

5.6 On-Site Arrangements

5.6.1 Welfare facilities, parking spaces for construction vehicles, storage for construction materials and storage for waste would be located within the site boundary, with positioning to be sequenced as the works on site progress.

5.6.2 **Drawing 22-240-101A** and **Drawing 22-40-106A** identify the indicative placement of construction materials, storage for waste, welfare facilities, wheel washing and contractor parking throughout the initial and final construction phases, respectively.

5.7 Site Cleanliness

5.7.1 On each day of construction, the site entrance and any waste/dirt that may have made it onto the public highway would be cleaned by banksmen in order to ensure the immediate highway network retains its safe operation/navigation. A wheel wash facility would be included to avoid further local highway spillage of debris and dirt.

5.7.2 During the initial construction phase, the wheel wash facility would be positioned at the ground protection mat route access/egress via the BP garage hardstanding area to the east of the site, as shown in **Drawing 22-240-101A**. For the final construction phase, the wheel wash facility would be positioned at the site's egress onto the A5 Watling Street to the northwest of the site, as shown in **Drawing 22-240-106A**.

5.7.3 Any HGV's taking soil or other loose material to or from the site would have cover sheeting to avoid spillage/dust out of the vehicle.



5.8 *Surface Water Management Details*

5.8.1 Following the appointment of a contractor, as part of the final construction phasing, site levels would be profiled such that surface water run-off would not fall towards the Watling Street public highway. Should levels not permit this, heavy duty cut-off/ channel drainage would be implemented at the construction hoarding boundary to capture surface water run-off from entering the public highway. The interception drainage would incorporate silt traps and would be maintained by the contractor to ensure the drainage remains functional at all stages of the construction. The cut off drainage location is illustrated on **Drawing 22-240-106A**.

5.8.2 It is confirmed that the surface water run-off would be captured by the on-site surface water drainage strategy and surface water would be contained within the site i.e., no runoff would enter the public highway. In addition, the appointed contractor would use temporary pumps, if necessary, which could be stored on-site to move surface water following any flash flooding.

5.8.3 In summary, in order to avoid excess water build up, a number of measures would be implemented to mitigate the issue:

- Wheel wash facilities would be provided for both the initial and final phases of construction which would minimise debris and dirt being transported on to the local highway.
- Management of the levels onsite throughout construction, to minimise/ prevent possible run off towards the public highway while onsite drainage is installed.
- Monitoring of onsite and adjacent gullies/ drainage, ensuring no blockages, and ensuring any runoff is clean/clear of debris.
- To undertake localised street cleaning on Watling Street as necessary to ensure safe navigation/operation of the immediate highway network is retained throughout the works.

5.9 *Impact on Existing Infrastructure*

5.9.1 The contractor would collaborate with all parties involved with the site to ensure all necessary steps are taken to protect the neighbouring infrastructure in the vicinity of the site, including the BP garage apparatus. Appropriate care would be given to protecting the surrounding boundaries on all sides of the site. Erected site hoardings would prevent movement of debris outside the bounds of the construction site and the work to be undertaken would not be expected to pose any risk to surrounding buildings. Gates would be provided to allow construction vehicle access which would only open inwards away from the public highway.



5.10 Traffic Management Measures

5.10.1 The contractor would ensure the site includes suitable hoarding/fencing and lighting as required and that the site is secured prior to the commencement of works. Hazard warning signs and other signage would be provided and erected as necessary, to warn highway users of any hazards in advance of the construction site.

5.10.2 As identified previously, temporary construction signage would be utilised during the final construction phase to prevent construction vehicles turning left out of the site.

5.10.3 **Drawing 22-240-106A** displays the temporary/ construction traffic management that would be installed at the proposed egress of the site, with the temporary location of signs to ensure vehicle compliance with the right turn only egress arrangement and low bridge warning sign, in accordance with Chapter 8 of the Traffic Signs Regulations and General Directions (TSRGD).

5.10.4 Contractors within the site would be instructed to turn away any unscheduled construction delivery, with follow up contact by the logistics manager to the construction delivery company involved to ensure future adherence to this restriction.

5.10.5 No off-site vehicle holding area is envisaged and vehicles would have space to wait clear of the highway before accessing the site during either construction phase. Banksman would be designated to control vehicle movements and offloading. Banksman would also be designated to ensure safe routes for vehicles and pedestrians are maintained onsite and within the BP petrol filling station site during construction traffic movements.

5.10.6 It would be up to the principal contractor to take account of any local proposed developments that may disrupt the local highway network through the construction phases of the proposed CNG development and to communicate with HBBC about such matters.

5.11 Communication of Construction Management Plan

5.11.1 The contractor would make every effort to inform nearby businesses of the proposed development and the nature of the proposed construction, and the measures taken to minimise the impact on the local highway network.



6.0 VEHICLE ACCESS AND ROUTING

6.1 *General*

6.1.1 CNG Fuels have provided a list of the types of vehicles that would service the construction works, as noted below:

- 7.5T Box Van
- Low Loader (to transport the Excavator)
- Tipper
- Concrete Mixer
- 18.55m HGV

6.1.2 As described in **Section 5.0**, construction vehicular access to the site during the initial construction phase would be provided via a temporary access/egress to the southeast of the site which would be accessible from the highway via the BP petrol filling station and grass field via ground protection mats. The proposed construction vehicles during the initial construction phase would comprise a 7.5 tonne Box Van, Low Loader, Tipper and Concrete Mixer, with swept path analysis of each vehicle accessing and egressing the site demonstrated within **Drawing 22-240-102A**, **Drawing 22-240-103A**, **Drawing 22-240-104A** and **Drawing 22-240-105A**, respectively.

6.1.3 With specific regard to **Drawings 22-240-104A** and **105A**, which show the swept path analysis of a Tipper and Concrete Mixer, it is noted that the canopy height of the BP forecourt measures 4.5 metres and therefore, the specified construction vehicles would be able to pass beneath the existing forecourt canopy.

6.1.4 Each construction vehicle would be able to successfully access and egress the site within a forward gear, as well as manoeuvre on-site on the ground protection mats to access the servicing facilities. For information, ground protection mats have been specified in order to ensure that construction vehicles do not become stuck due to the unmade nature of the grass field located adjacent to the BP garage/ proposed development site. The ground protection mats would also ensure that following the initial construction phase, the grass field could be more easily restored to the state prior to the construction works.

6.1.5 During the initial construction phase, banksmen would be located towards the westernmost access of the BP petrol filling station, adjacent to the BP shop to ensure that pedestrians do not step into the path of the egressing construction vehicles. Banksmen would also be located at the existing gates leading to the ground protection mats to ensure a one-way operation for all vehicles access



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and egressing the site. Banksmen would also be able to assist with pedestrian movement and vehicles accessing/ manoeuvring within the BP garage during construction vehicle access/ egress.

6.1.6 **Drawing 22-240-107A, Drawing 22-240-108A and Drawing 22-240-109A** demonstrate the vehicle swept path analysis of a Concrete Mixer, an 18.55m HGV and a Low Loader (to transport the excavator and/ or steel frames), to be utilised during the final construction phase. All of the construction vehicles would be able to successfully access the site facilities and egress the site within a forward gear from the proposed junction to the northwest of the site via the A5 Watling Street.

6.1.7 As indicated on **Drawing 22-240-106A**, the proposed construction hoarding line has been set back to enable a construction vehicle to wait clear of the public highway/ so as not to restrict traffic movements on the A5 Watling Street.

6.1.8 As far as is possible, construction vehicle trips to the site would be conducted outside of peak hours (Monday to Friday) to ensure minimal disruption to the peak period operation of the local road network.

6.1.9 The site foreman would arrange construction deliveries to avoid delays and ensure there is sufficient space for the vehicles being called on site. The call up procedure would reduce stoppage times to a minimum and prevent the stacking of vehicles on the A5 Watling Street.

6.2 Vehicle Routing Plan

6.2.1 **Figure 6-1** shows the route construction vehicles would take to access and egress the site using the highway network.

**Figure 6-1: Proposed Construction Vehicle Routing Plan**

6.2.2 It is proposed that all construction vehicles would access and egress the site from the east via the A5 Watling Street in order to avoid the existing low bridge. The A5 Watling Street runs to the west and south through to just northwest of Milton Keynes. The site is most easily accessed from the north and south via the M69 and the Stretton Baskerville Interchange, located approximately 3km to the southeast of the site.

6.2.3 **Table 6-1** shows the number of expected construction trips for each phase of development.

Table 6-1: Expected Vehicle Numbers for each Phase of Construction

Phase of Construction	Expected Number of Vehicles
Set up / Site Clearance Phase	15 – 20 per day
Initial Construction Phase	10 per day
Final Construction Phase	15 – 20 per day
Test & Commission Phase	10 per day



7.0 IMPLEMENTING, MONITORING AND UPDATING

7.1 *General*

7.1.1 This section describes how the CMP would be implemented and how it would be monitored.

7.1.2 The CMP is a live document that would be updated by the contractor once appointed, in order to add in extra detail, where applicable. The contractor would liaise with local businesses and residents, when necessary, to ensure that these user groups are aware of the programme of works taking place. The Construction Project Manager would deal with any complaints from local residents and businesses and, to this end, contact details of the Construction Project Manager would be displayed at the site.

7.1.3 The Construction Project Manager would also review the CMP monthly and would update the measures as required. This would consider local businesses and Council views on how the construction operation may be improved. Any significant changes to the CMP would be reported to LCC by the contractor. It is highlighted that the contractor would be a member of the 'Considerate Constructors Scheme' (CCS).

7.1.4 The contractor's 24-hour emergency contact number in case of emergency situations onsite is:

CNG Fuels

Thomas House
84 Eccleston Square
Pimlico
London
SW1V 1PX
020 3961 9925

Principal Contractor – TBC

(Details to be provided as part of a future revision of this CMP)



8.0 CONCLUSIONS

8.1 *General*

8.1.1 This CMP has considered the construction activities likely to result from the proposed development. This report has been prepared in accordance with the relevant guidance and requirements relating to construction activities. Suitable construction measures have been set out (where possible) to ensure safe working with minimal effect on the public highway.

8.1.2 This CMP has been prepared by Odyssey on behalf of CNG Fuels Ltd, for the proposed bio-gas vehicle fuelling facility at the A5 Watling Street, Hinckley. For further details and assistance in implementing or updating the CMP, contact:

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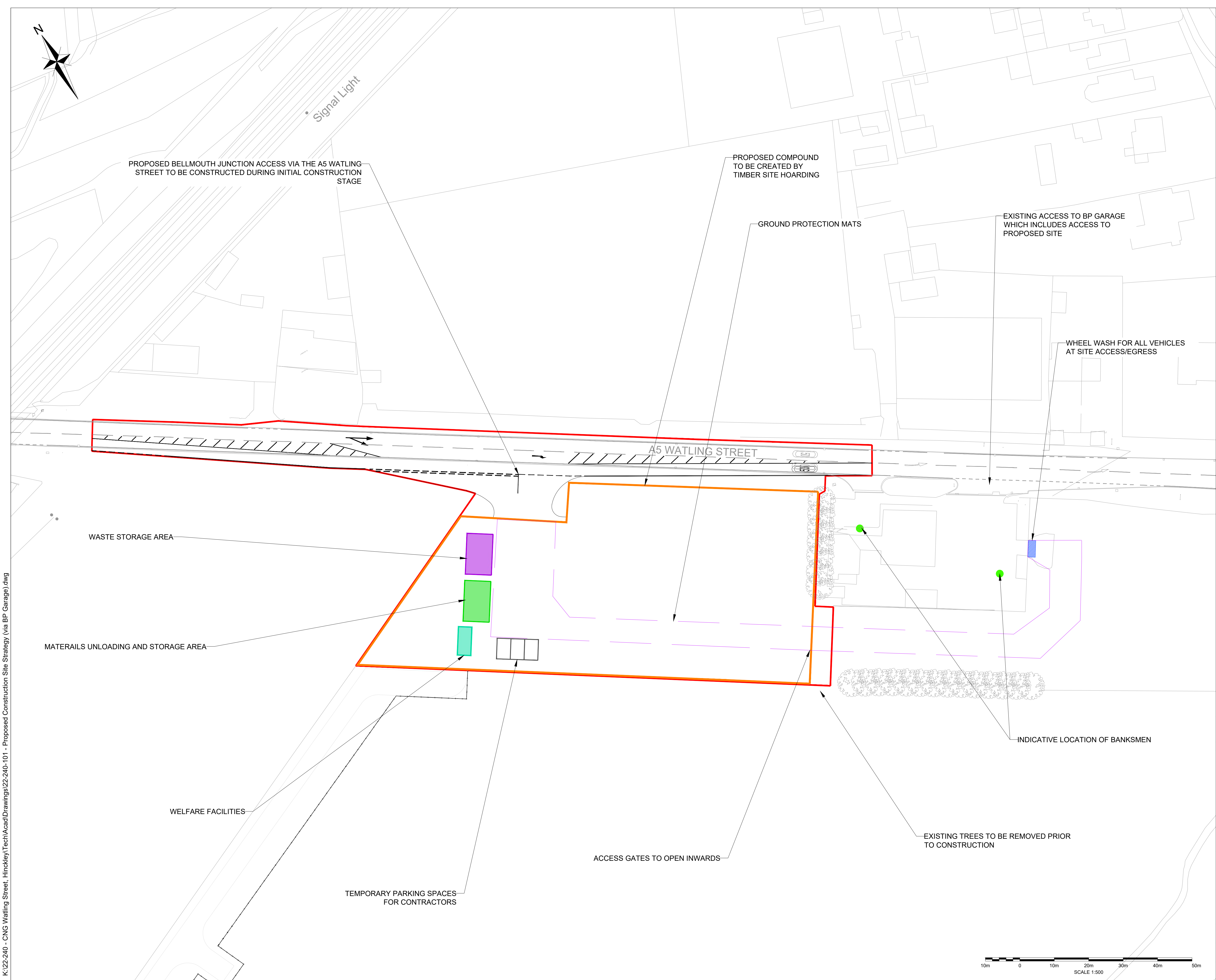
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CMP DRAWINGS



- NOTES
- APPLICATION BOUNDARY
 - SITE HOARDING
 - WHEEL WASH
 - MATERIALS UNLOADING/STORAGE
 - WASTE STORAGE/LOADING
 - WELFARE FACILITIES
 - GROUND PROTECTION MATS
 - TEMPORARY PARKING SPACE
 - LOCATION OF BANKSMEN

A		JUNCTION ARRANGEMENT UPDATED TO REFLECT THE DMRB TURNING REVIEW		LG	BO	BO	25.02.26
Rev	Amendments			Dm	Chk	App	Date

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Job Title

CNG HINCKLEY WATLING STREET

Drawing Title

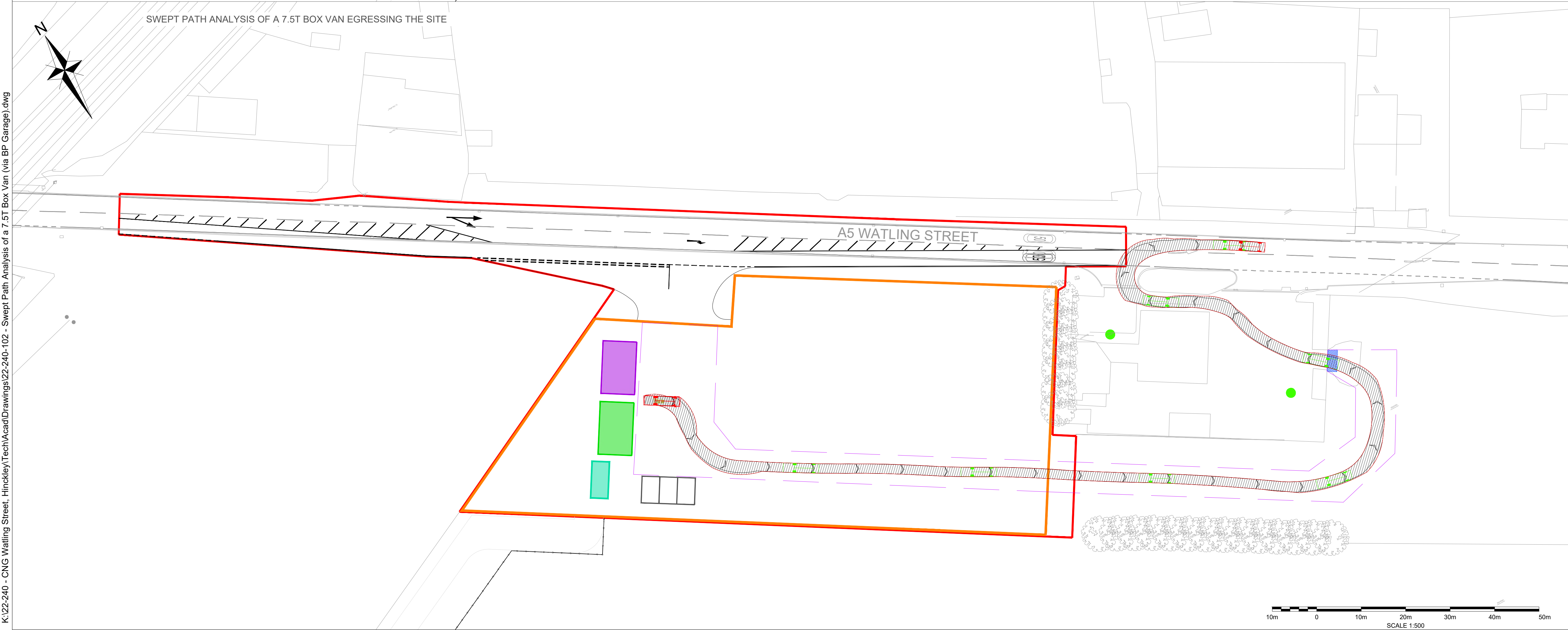
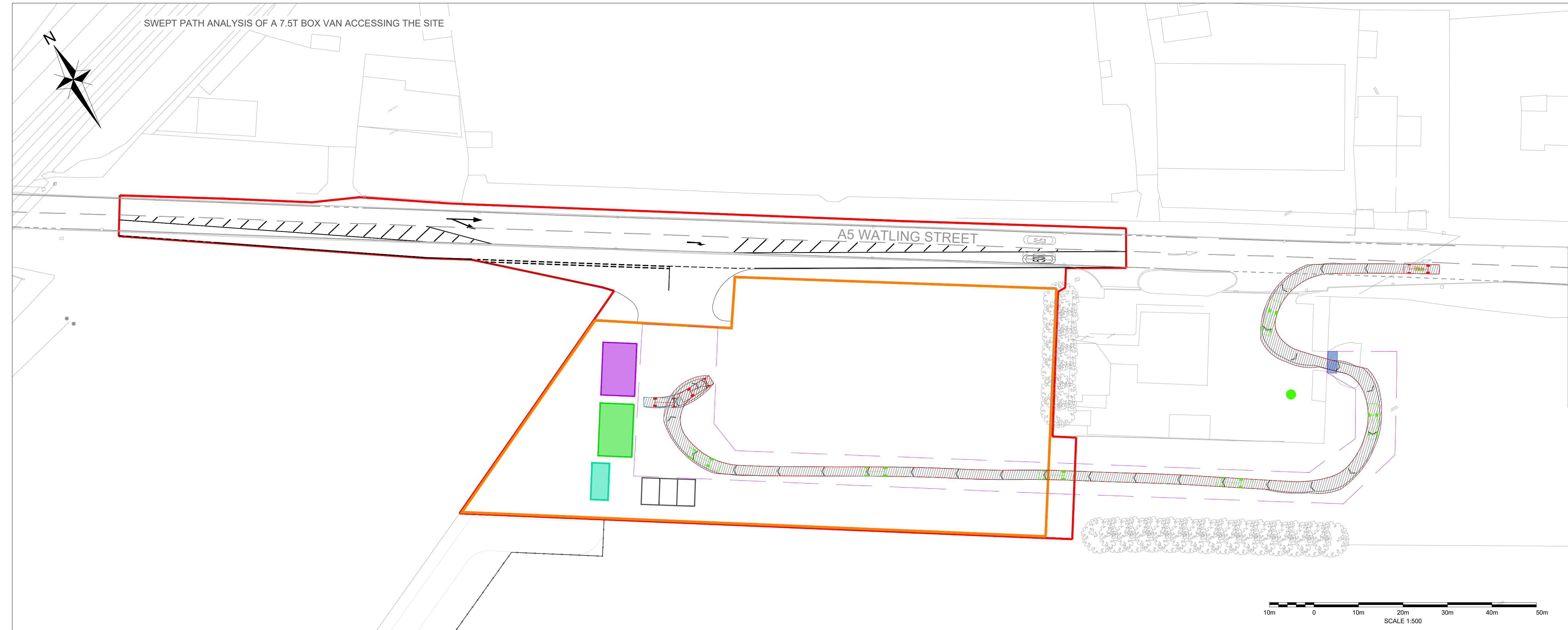
**PROPOSED CONSTRUCTION SITE
STRATEGY (INITIAL CONSTRUCTION
PHASE)**

Client

CNG FUELS LTD

Scale	Date	Designed
A1@1:500	MAY 24	SO
Drawn	Checked	Approved
SO	MJB	MJB
Job No	Drawing No	Rev
22-240	22-240-101	A

K:\22-240 - CNG Watling Street, Hinckley\Tech\Acad\Drawings\22-240-101 - Proposed Construction Site Strategy (via BP Garage).dwg



- NOTES
- APPLICATION BOUNDARY
 - SITE HOARDING
 - WHEEL WASH
 - MATERIALS UNLOADING/STORAGE
 - WASTE STORAGE/LOADING
 - WELFARE FACILITIES
 - GROUND PROTECTION MATS
 - TEMPORARY PARKING SPACE
 - LOCATION OF BANKSMEN

SWEPT PATH ANALYSIS IS BASED ON THE FOLLOWING VEHICLE

7.5t Box Van	8.01m
Overall Length	2.10m
Overall Width	3.55m
Overall Body Height	0.351m
Min Body Ground Clearance	2.064m
Track Width	4.00s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	

A	JUNCTION ARRANGEMENT UPDATED TO REFLECT THE DMRB TURNING REVIEW	LG	BO	BO	25.02.26
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Rev	Amendments	Dwn	Chk	App	Date
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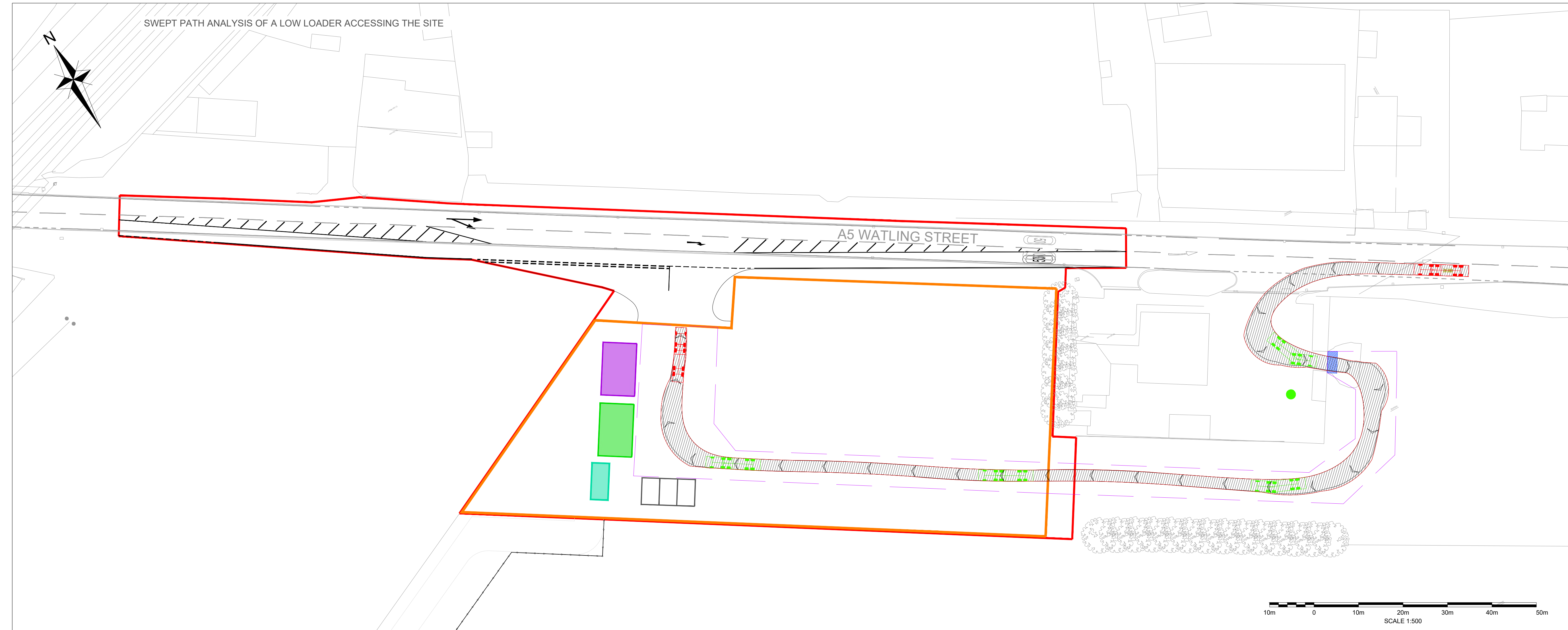
Drawing Title
**SWEPT PATH ANALYSIS OF A 7.5T
BOX VAN (INITIAL CONSTRUCTION
PHASE)**

Client
CNG FUELS LTD

Scale A1@1:500	Date MAY 24	Designed SO
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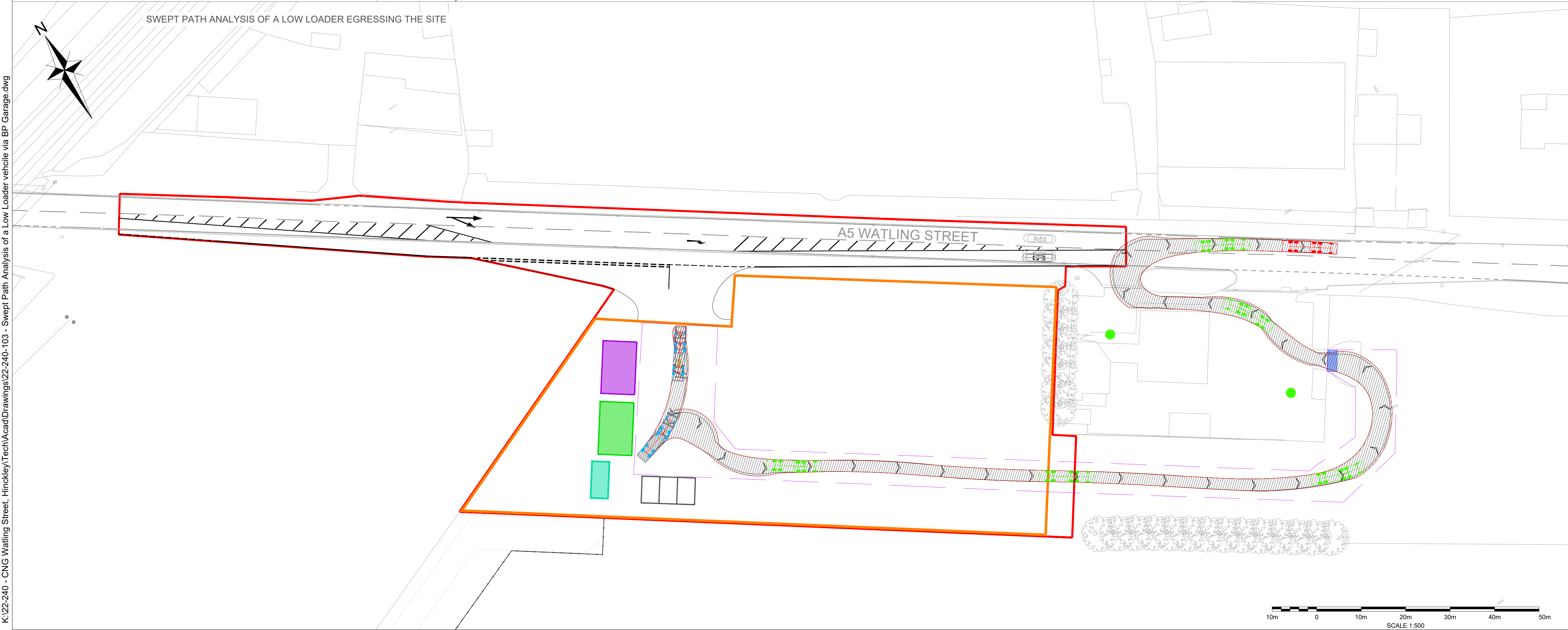
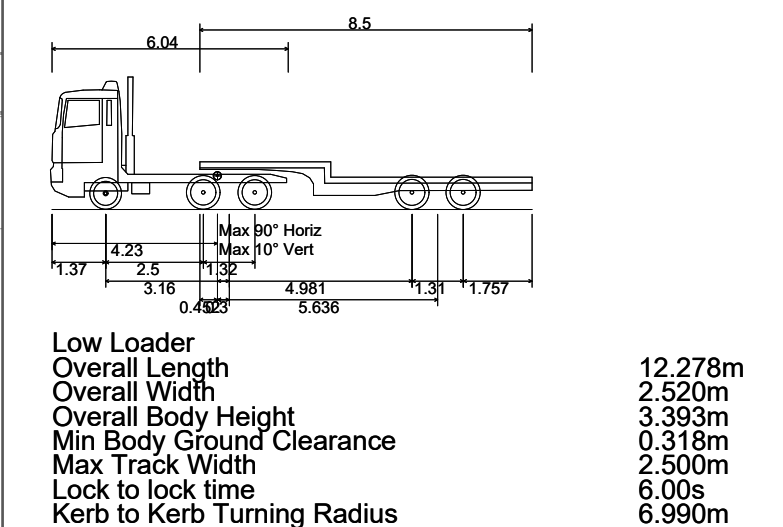
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Job No 22-240	Drawing No 22-240-102	Rev A
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- NOTES
- EXISTING APPLICATION BOUNDARY
 - SITE HOARDING
 - WHEEL WASH
 - MATERIALS UNLOADING/STORAGE
 - WASTE STORAGE/LOADING
 - WELFARE FACILITIES
 - GROUND PROTECTION MATS
 - TEMPORARY PARKING SPACE
 - LOCATION OF BANKSMEN

SWEPT PATH ANALYSIS IS BASED ON THE FOLLOWING VEHICLE



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Job Title
CNG HINCKLEY WATLING STREET

Drawing Title
SWEPT PATH ANALYSIS OF A LOW
LOADER (INITIAL CONSTRUCTION
PHASE)

Client
CNG FUELS LTD

Scale
A1@1:500

Date
MAY 24

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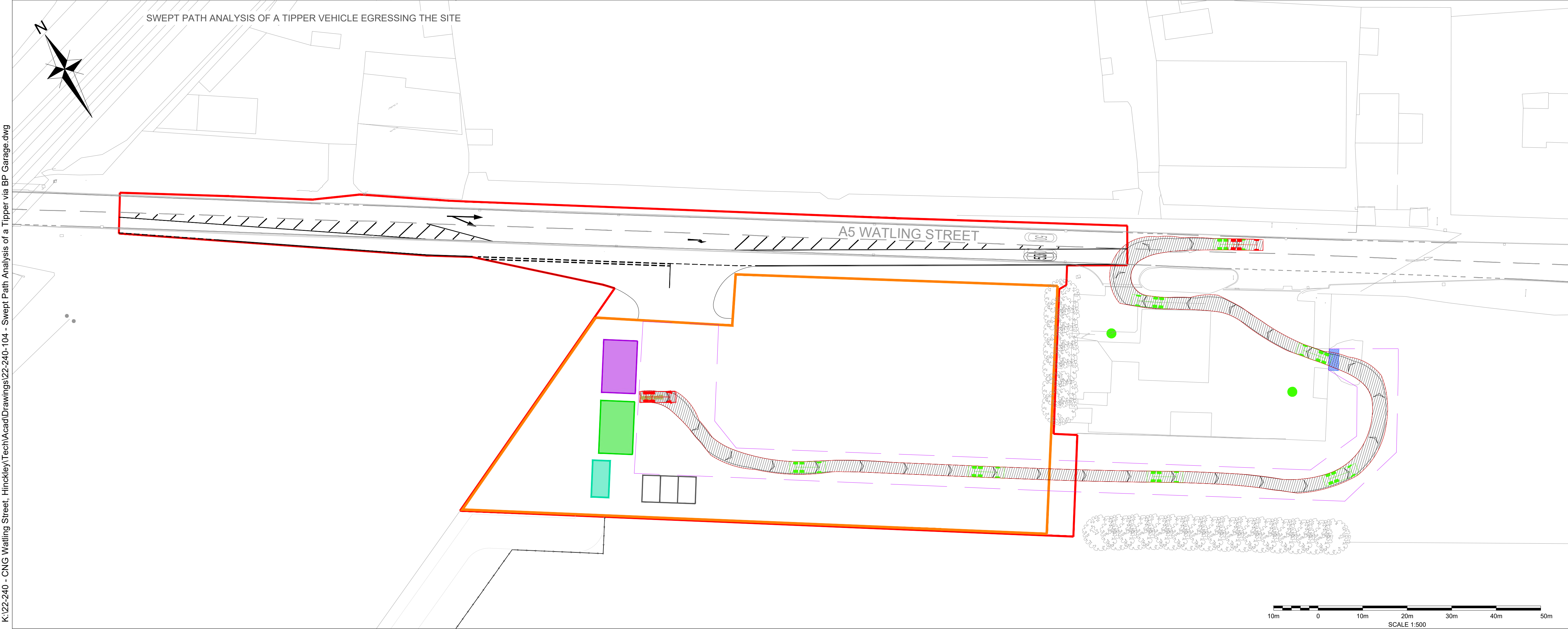
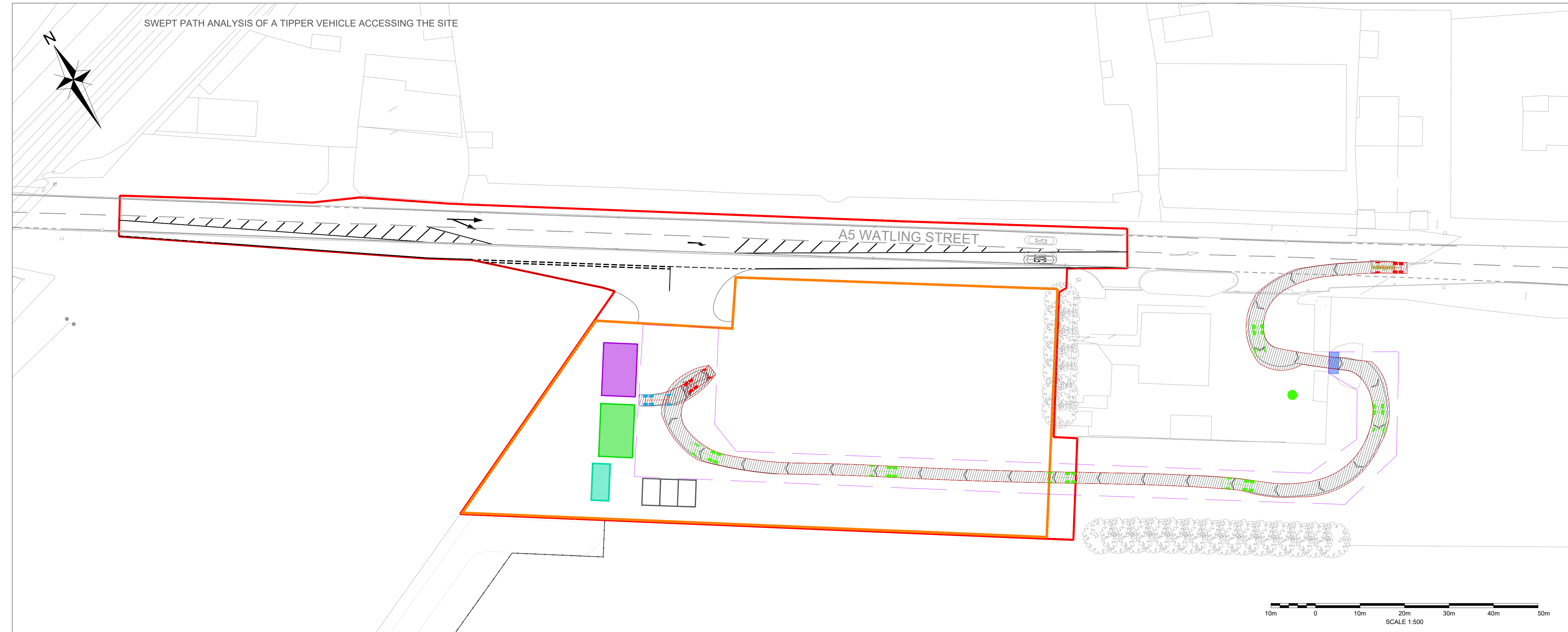
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Job No
22-240

Drawing No
22-240-103

Rev
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- NOTES
- APPLICATION BOUNDARY
 - SITE HOARDING
 - WHEEL WASH
 - MATERIALS UNLOADING/STORAGE
 - WASTE STORAGE/LOADING
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 - GROUND PROTECTION MATS
 - TEMPORARY PARKING SPACE
 - LOCATION OF BANKSMEN

SWEPT PATH ANALYSIS IS BASED ON THE FOLLOWING VEHICLE

Mercedes Actros Rigid Tipper 6x4 2632K	
Overall Length	8.040m
Overall Width	2.430m
Overall Body Height	3.191m
Min Body Ground Clearance	0.257m
Track Width	2.490m
Lock to lock time	5.00s
Wall to Wall Turning Radius	8.750m

A	JUNCTION ARRANGEMENT UPDATED TO REFLECT THE DMRB TURNING REVIEW	LG	BO	BO	25.02.26
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Rev	Amendments	Dwn	Chk	App	Date
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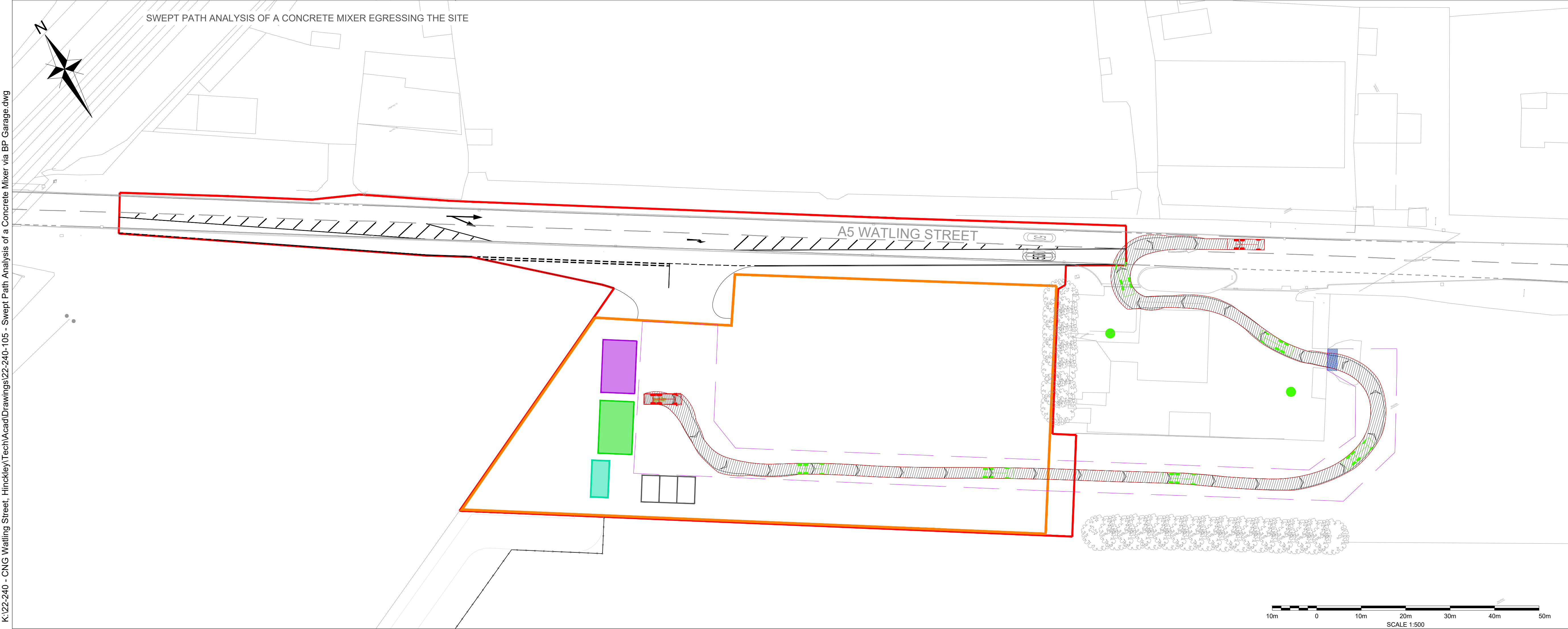
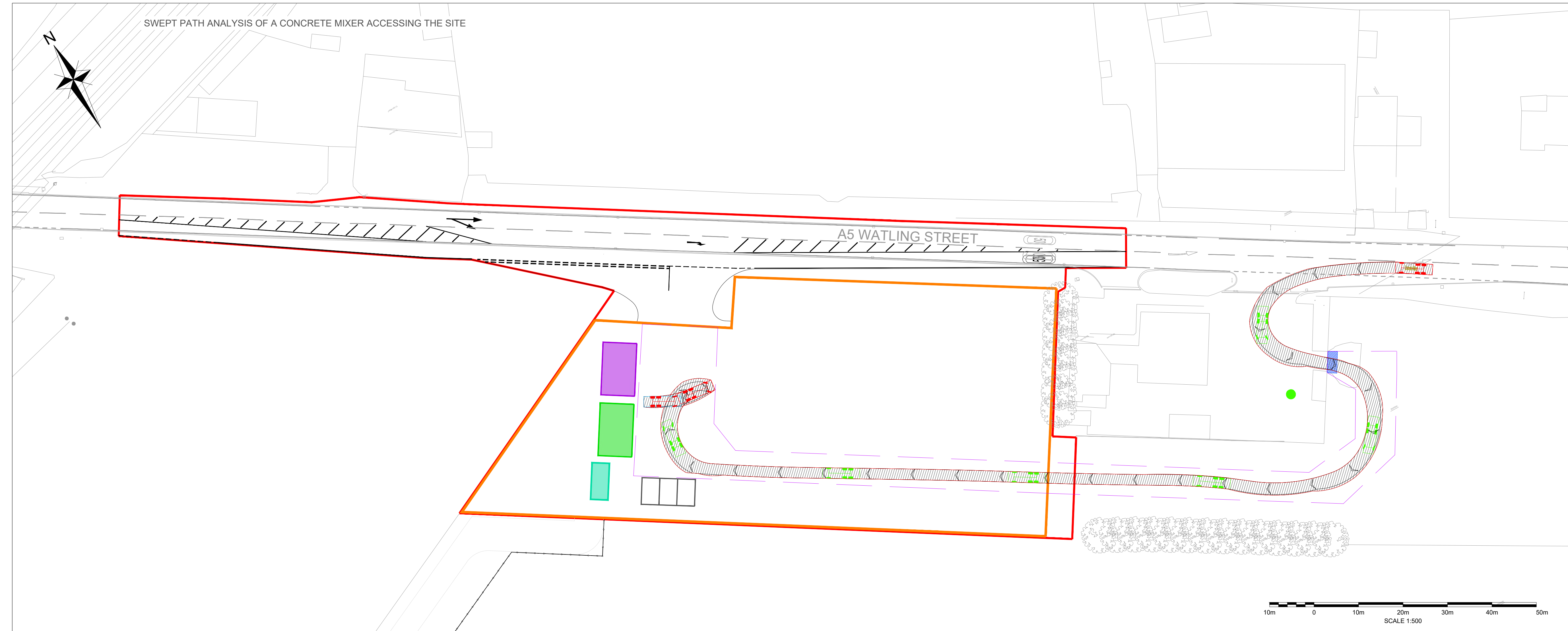
Drawing Title
**SWEPT PATH ANALYSIS OF A TIPPER
VEHICLE (INITIAL CONSTRUCTION
PHASE)**

Client
CNG FUELS LTD

Scale A1@1:500	Date MAY 24	Designed SO
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Drawn SO	Checked MJB	Approved MJB
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Job No 22-240	Drawing No 22-240-104	Rev A
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- NOTES
- APPLICATION BOUNDARY
 - SITE HOARDING
 - WHEEL WASH
 - MATERIALS UNLOADING/STORAGE
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 - TEMPORARY PARKING SPACE
 - LOCATION OF BANKSMEN

SWEPT PATH ANALYSIS IS BASED ON THE FOLLOWING VEHICLE

Concrete Mixer	8.360m
Overall Length	2.390m
Overall Width	4.027m
Overall Body Height	0.358m
Min Body Ground Clearance	2.413m
Max Track Width	6.00s
Lock to lock time	8.210m
Kerb to Kerb Turning Radius	

A	JUNCTION ARRANGEMENT UPDATED TO REFLECT THE DMRB TURNING REVIEW	LG	BO	BO	25.02.26
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Rev	Amendments	Dm	Chk	App	Date
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Job Title
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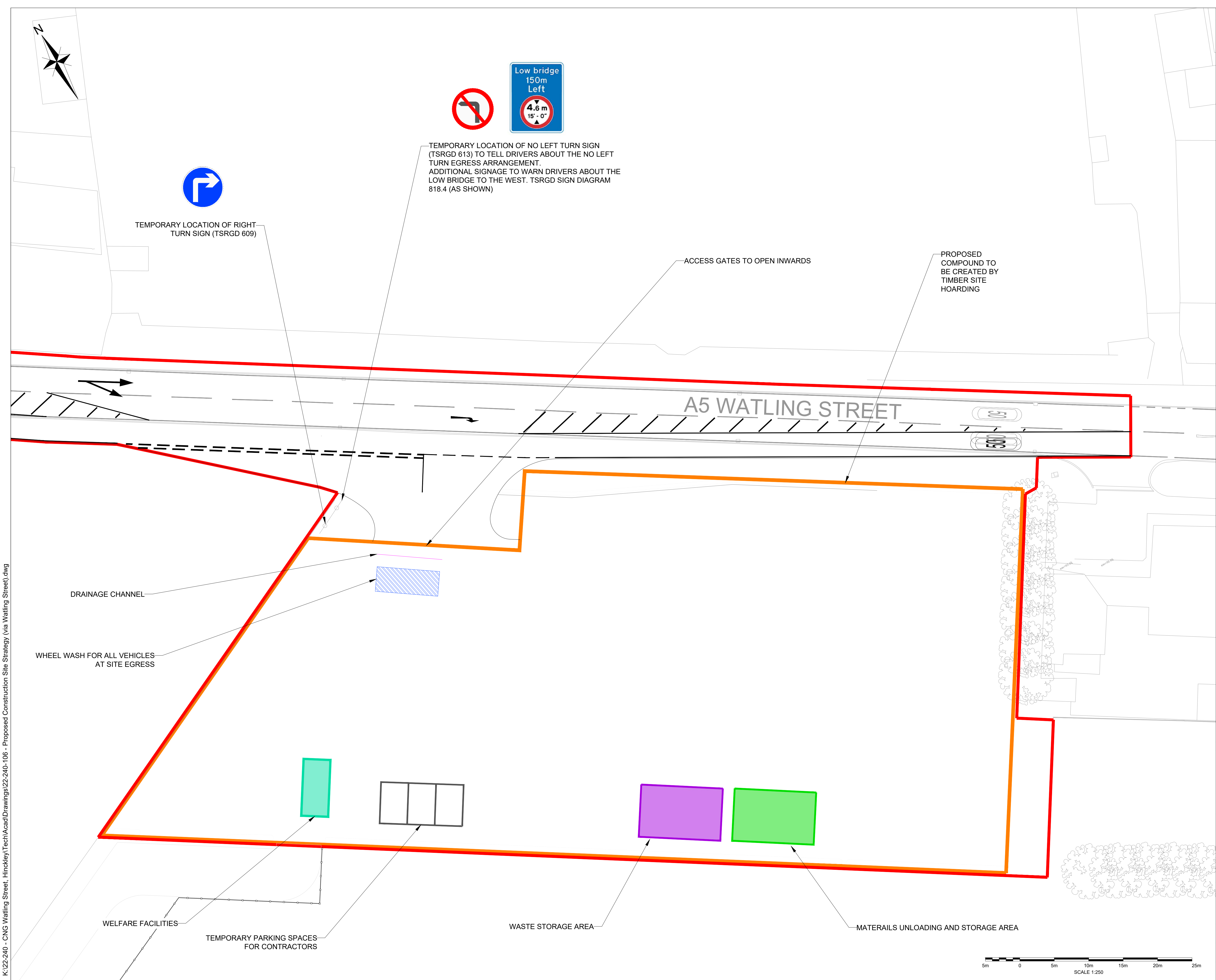
Drawing Title
**SWEPT PATH ANALYSIS OF A
CONCRETE MIXER (INITIAL
CONSTRUCTION PHASE)**

Client
CNG FUELS LTD

Scale A1@1:500	Date MAY 24	Designed SO
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Drawn SO	Checked MJB	Approved MJB
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Job No 22-240	Drawing No 22-240-105	Rev A
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- NOTES
- APPLICATION BOUNDARY
 - SITE HOARDING
 - DRAINAGE CHANNEL
 - WHEEL WASH
 - MATERIALS UNLOADING/STORAGE
 - WASTE STORAGE/LOADING
 - WELFARE FACILITIES
 - TEMPORARY PARKING SPACE

A		JUNCTION ARRANGEMENT UPDATED TO REFLECT THE DMRB TURNING REVIEW		LG	BO	BO	25.02.26
Rev	Amendments			Dm	Chk	App	Date

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CNG HINCKLEY WATLING STREET

Client
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Drawn SO	Checked MJB	Approved MJB
Job No 22-240	Drawing No 22-240-106	Rev A



K:\22-240 - CNG Watling Street, Hinckley\Tech\Acad\Drawings\22-240-107 - Swept Path Analysis of a Concrete Mixer Accessing and Egressing the site via Watling Street.dwg

NOTES

APPLICATION BOUNDARY

SITE HOARDING

DRAINAGE CHANNEL

WHEEL WASH

MATERIALS UNLOADING/STORAGE

WASTE STORAGE/LOADING

WELFARE FACILITIES

GROUND PROTECTION MATS

TEMPORARY PARKING SPACE

SWEPT PATH ANALYSIS IS BASED ON THE FOLLOWING VEHICLE

8.36

1.36

3.615

4.3

1.32

Concrete Mixer

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

8.360m

2.390m

4.027m

0.358m

2.413m

6.00s

8.210m

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JUNCTION ARRANGEMENT
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Job Title

CNG HINCKLEY WATLING STREET

Drawing Title

SWEPT PATH ANALYSIS OF A CONCRETE
MIXER (FINAL CONSTRUCTION PHASE)

Client

CNG FUELS LTD

Scale

A1@1:250

Date

MAY 24

Designed

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Drawn

SO

Checked

MJB

Approved

MJB

Job No

22-240

Drawing No

22-240-107

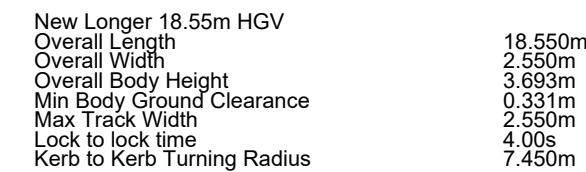
Rev

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- APPLICATION BOUNDARY
- SITE HOARDING
- DRAINAGE CHANNEL
-  WHEEL WASH
-  MATERIALS UNLOADING/STORAGE
-  WASTE STORAGE/LOADING
-  WELFARE FACILITIES
-  GROUND PROTECTION MATS
-  TEMPORARY PARKING SPACE

SWEPT PATH ANALYSIS IS BASED ON THE FOLLOWING VEHICLE



A	JUNCTION ARRANGEMENT UPDATED TO REFLECT THE DMRB TURNING REVIEW	LG	BO	BO	25.02.20
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Job Title

CNG HINCKLEY WATLING STREET

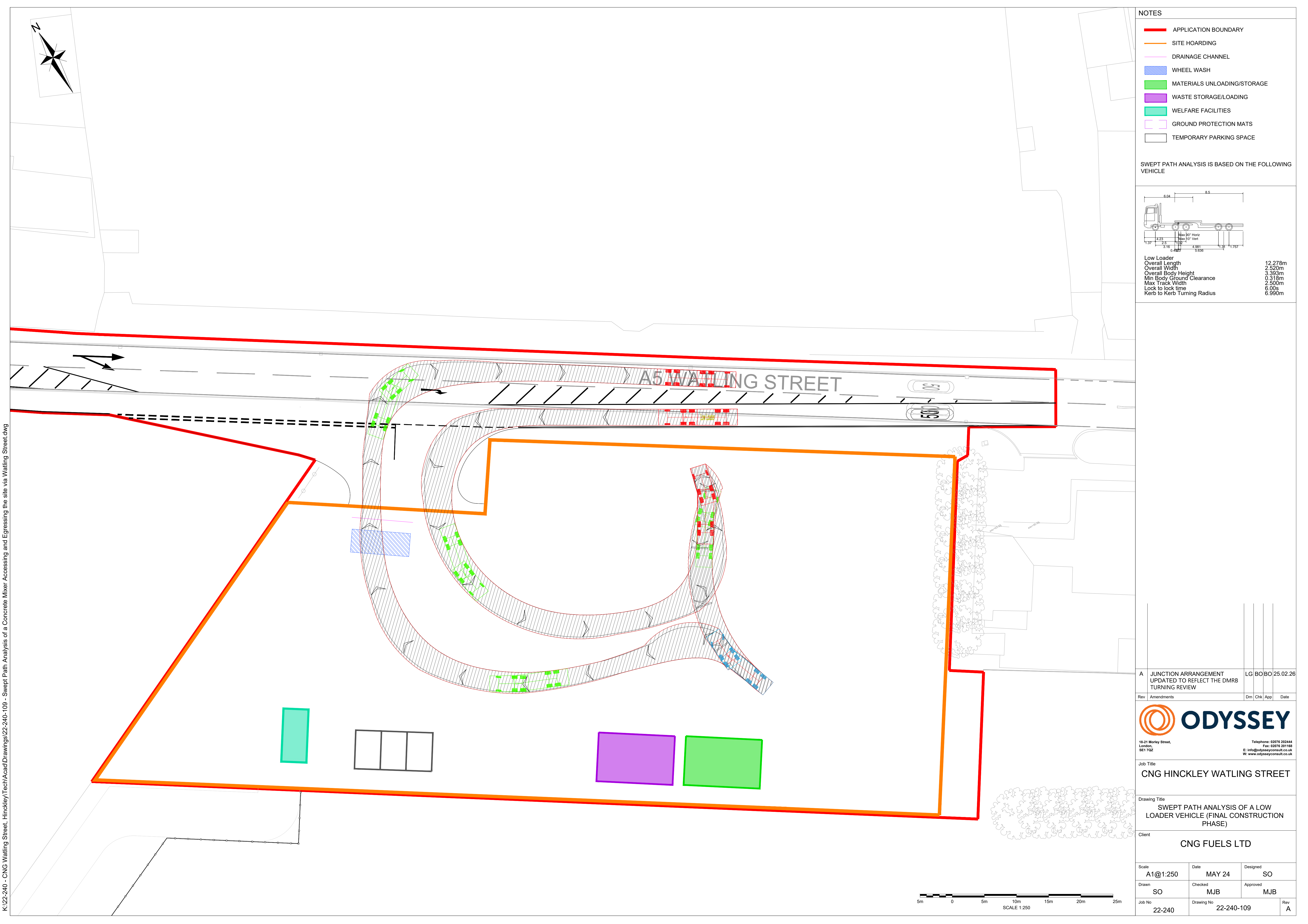
Drawing Title

SWEPT PATH ANALYSIS OF A 18.55m
HGV (FINAL CONSTRUCTION PHASE)

Client **CNG FUELS LTD**

Scale A1@1:250	Date MAY 24	Designed SO	
Drawn SO	Checked MJB	Approved MJB	
Job No 22-240	Drawing No 22-240-108		Rev A

K:\22-240 - CNG Watling Street, Hinckley\Tech\Acad\Drawings\22-240-108 - Swept Path Analysis of an 18.55m HGV (Final Construction Phase).dwg



This technical drawing illustrates the swept path analysis for a low loader vehicle at a junction. The vehicle, shown in the top right corner with dimensions (Overall Length: 12.278m, Overall Width: 2.520m, etc.), is depicted in various positions as it turns through the junction. The swept paths are shaded in grey, showing the vehicle's footprint. The analysis is bounded by a red line (Application Boundary) and a yellow line (Site Hoarding). Other features include a blue hatched area for the wheel wash, green hatched areas for materials unloading/storage, a purple rectangle for waste storage/loading, a red rectangle for welfare facilities, and a green rectangle for ground protection mats. A scale bar at the bottom indicates a scale of 1:250, with markings from 5m to 25m. A north arrow is located in the top left corner. The drawing is titled 'SWEPT PATH ANALYSIS OF A LOW LOADER VEHICLE (FINAL CONSTRUCTION PHASE)' and is for the project 'CNG HINCKLEY WATLING STREET'.

NOTES

- APPLICATION BOUNDARY
- SITE HOARDING
- DRAINAGE CHANNEL
- WHEEL WASH
- MATERIALS UNLOADING/STORAGE
- WASTE STORAGE/LOADING
- WELFARE FACILITIES
- GROUND PROTECTION MATS
- TEMPORARY PARKING SPACE

SWEPT PATH ANALYSIS IS BASED ON THE FOLLOWING VEHICLE

Low Loader

Overall Length	12.278m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m

Rev A JUNCTION ARRANGEMENT UPDATED TO REFLECT THE DMRB TURNING REVIEW LG BO BO 25.02.26

Rev Amendments **Drn** **Chk** **App** **Date**

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Job Title
CNG HINCKLEY WATLING STREET

Drawing Title
SWEPT PATH ANALYSIS OF A LOW LOADER VEHICLE (FINAL CONSTRUCTION PHASE)

Client
CNG FUELS LTD

Scale A1@1:250	Date MAY 24	Designed SO
Drawn SO	Checked MJB	Approved MJB
Job No 22-240	Drawing No 22-240-109	Rev A

	APPLICATION BOUNDARY
	SITE HOARDING
	DRAINAGE CHANNEL
	WHEEL WASH
	MATERIALS UNLOADING/S
	WASTE STORAGE/LOADING
	WELFARE FACILITIES
	GROUND PROTECTION MATS
	TEMPORARY PARKING SPACES

Technical drawing of a truck chassis showing dimensions in feet and inches. The drawing includes a side profile of the truck with various measurements labeled. Key dimensions include: 6.04 (overall length), 8.5 (wheelbase), 4.23 (front overhang), 2.5 (distance to front axle), 3.16 (distance to rear axle), 4.981 (distance to rear axle), 5.636 (distance to rear axle), 1.31 (distance to rear axle), and 1.757 (distance to rear axle). The drawing also indicates a maximum horizontal clearance of 10 feet and a maximum vertical clearance of 10 feet.

Low Loader	
Overall Length	12.278m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.990m

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JUNCTION ARRANGEMENT UPDATED TO REFLECT THE DMRB TURNING REVIEW	LG	BO	BO	25.02.2
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Amendments	Dm	Chk	App	Date
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b Title
CNG HINCKLEY WATLING STREET

Drawing Title

SWEPT PATH ANALYSIS OF A LOW
LOADER VEHICLE (FINAL CONSTRUCTION
PHASE)

CNG FUELS LTD

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awn SO	Checked MJB	Approved MJB
b No 22-240	Drawing No 22-240-109	Rev A

APPENDIX A

Odyssey Transport Statement (Report Reference: 22-240-02C)



ODYSSEY

DEVELOPING JOURNEYS

**CNG FUELLING FACILITY, WATLING
STREET, HINCKLEY, LE10 3ED**

TRANSPORT STATEMENT



**CNG FUELLING FACILITY, WATLING STREET,
HINCKLEY, LE10 3ED**

**TRANSPORT STATEMENT
ON BEHALF OF CNG FUELS LIMITED**

Prepared by
Odyssey
18-21 Morley Street
London
SE1 7QZ

Tel: 020 7620 2444

February 2026



DOCUMENT CONTROL SHEET

Project Name CNG Fuelling Facility, Watling Street, Hinckley

Project No. 22-240

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Draft	MN	RJH	BEB	RJH	05/05/23
A	For Issue	BEB	MJB	BEB	SRB	17/05/23
B	Minor Amendments	BEB	MJB	BEB	SRB	25/05/23
C	Section 73 Application	AM	MJB	AM	SRB	03/02/26



CONTENTS

1.0	INTRODUCTION	1
2.0	POLICY	4
3.0	EXISTING CONDITIONS AND SUSTAINABLE TRANSPORT	9
4.0	PROPOSED DEVELOPMENT	17
5.0	TRIP GENERATION	23
6.0	SUMMARY AND CONCLUSION	28

FIGURES

Figure 1	Site Location Plan
Figure 2	Collision Map

DRAWINGS

22-240-120D	DMRB Review of Right Turn Lane on Watling Street
22-240-121E	DMRB Review of Swept Path Analysis of Site Access 18.55m Articulated Vehicle
22-240-122A	Watling Street Vertical Sight Visibility Assessment
22-240-123A	DMRB Review of Swept Path Analysis of Site Access 16.5m Articulated Vehicle
22-240-124	Review of Mount Park/ Padge Hall Farm A5 Improvement Measures
22-240-125	Review of Mount Park/ Padge Hall Farm Access Site Visibility



APPENDICES

Appendix A	Transport Statement Addendum (previously consented scheme)
Appendix B	S.73 Application Correspondence with National Highways, Leicestershire County Council and Warwickshire County Council Highways Officers
Appendix C	Collision Data
Appendix D	Odyssey Speed Survey Technical Note
Appendix E	CNG Site Layout Plan



1.0 INTRODUCTION

1.1 *Preface*

1.1.1 This Transport Statement (TS) has been prepared by Odyssey as part of a Section 73 planning application on behalf of CNG Fuels Limited, hereafter referred to as “CNG”. This TS sets out the changes proposed to the extant development and examines highways and transport impacts associated with the proposed development of a bio-gas vehicle fuelling facility on land to the south of the A5 Watling Street, Hinckley.

1.1.2 The site of the proposed development holds an extant planning permission (Planning Reference: 20/00613/FUL) and this application details the scope of changes that are proposed to the extant permission under a S.73 application.

1.1.3 The site is located south of the A5 Watling Street, west of an existing BP petrol filling station and approximately 200 metres (m) from the Watling Street / Hammonds Way roundabout. **Figure 1** shows the site location.

1.1.4 The site lies within the administrative boundary of Hinckley and Bosworth Borough Council (HBBC) who act as the local planning authority while Leicestershire County Council (LCC) act as the Local Highway Authority. Additionally, the A5 forms a part of the Strategic Road Network (SRN) and is therefore managed by National Highways (NH). The site is also situated closed to the boundary of Warwickshire County Council (WCC).

1.1.5 This TS outlines the changes proposed to the consented development as part of the S.73 application and considers the highways and transport impact of these changes. Additionally, this TS considers the suitability of the development proposals in respect of transport policy, site access, impact on adjacent consented developments, site operation and vehicle trip generation.

1.2 *Bio-Gas Refuelling Stations*

1.2.1 CNG already operates several environmentally friendly, bio-gas heavy goods vehicles (HGVs) refuelling stations in a network across the UK. The proposed facility would be considered to primarily serve vehicles associated with the existing distribution units located nearby.

1.2.2 HGV's that utilise the bio-compressed natural gas fuel source typically see a 90% reduction in carbon dioxide emissions, up to a 75% reduction in nitrogen oxide emissions, and a circa 50% reduction in noise pollution, compared to traditional diesel-based power generation. Therefore,



swapping existing vehicles to this new more environmentally friendly fuel source is a positive step in reducing emissions from the distribution and logistics sector.

1.3 *Previously Consented Scheme and S.73 Development Proposals*

1.3.1 The previous consented Transport Statement Addendum for the CNG development is included at **Appendix A**.

1.3.2 As set out in **Paragraph 1.1.2**, above, the development site was previously granted planning permission to operate as a biogas fuel station however, as part of a separate S.278 application, National Highways advised that given that the highway improvement works associated with the adjacent Mount Park development (inclusive of the A5 carriageway lowering) were being progressed, it would be beneficial to provide a more typical, all movements junction to serve the CNG site.

1.3.3 Accordingly, it is CNG's intention to submit a S.73 application to amend the access arrangements as well as other non-material changes to the proposed site, as summarised below:

- The number of fuel dispensers proposed on the site would be reduce by two, to a total of ten dispensers.
- As described above, changes are proposed to the vehicular access to the site to enable vehicles to access either via a right in/ left out or left-in/ right-out manoeuvre. The proposed arrangement would replace the previously approved left in/ right out only arrangement.

1.3.4 The latest correspondence from January 2026 with NH, LCC and WCC Officers regarding the above S.73 proposals, is included in **Appendix B**.

1.4 *Scope of Assessment*

1.4.1 The content of this TS is as follows:

- **Section 2.0** considers national and local planning policy.
- **Section 3.0** includes the site description as well as reviewing the existing highway and transport conditions in the vicinity of the site, including a brief summary of access to sustainable transport.
- **Section 4.0** provides a description of the development proposals, access to the site and its operation, as well as a review of the adjacent Mount Park development and its associated A5 highway improvement measures.



- **Section 5.0** provides an analysis of the estimated development vehicle trips.



2.0 POLICY

2.1 General

2.1.1 This section sets out the relevant national and local planning policy relevant to the delivery of the development proposals.

2.2 National Policy

National Planning Policy Framework – December 2024

2.2.1 The National Planning Policy Framework (NPPF) was first published in March 2012 and most recently updated in December 2024, the document provides a structure for development within the UK, with a presumption in favour of sustainable development and the promotion of economic growth. It should be noted that the NPPF was amended on 7th February 2025 to correct cross-references from footnotes 7 and 8 and amend the end of the first sentence of paragraph 155 to make its intent clear. Furthermore, there is currently a NPPF consultation exercise ongoing which began on the 16th of December 2025 and is due to continue until the 10th of March 2026.

2.2.2 The NPPF paragraph 109 states that:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a) making transport considerations an important part of early engagement with local communities;*
- b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;*
- c) understanding and addressing the potential impacts of development on transport networks;*
- d) realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*
- e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and*
- f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.”*



TRANSPORT STATEMENT

2.2.3 In paragraph 115 the NPPF requires that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.”*

2.2.4 In paragraphs 116 and 117 it continues to state that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

“Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.2.5 Paragraph 118 states that:



“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

Department for Transport Circular 01/2022

2.2.6 The Department for Transport (DfT) Circular 01/2022 ‘*Strategic Road Network and the delivery of sustainable development*’ sets out policy in relation to the SRN of which the A5 Watling Street forms part. This policy paper explains how NH will engage with the planning system and fulfil its remit to be a delivery partner for sustainable economic growth whilst maintaining, managing and operating a safe and efficient strategic road network.

2.2.7 It is the aim of Circular 01/2022 to also address the requirements for roadside facilities, including HGV driver services and new provisions for zero emissions vehicles.

2.3 Local Policy

Hinckley & Bosworth Borough Council Core Strategy DPD 2009

2.3.1 The Hinckley & Bosworth Borough Council Core Strategy DPD [Development Plan Document] 2009 makes up a part of HBBC’s Local Plan. Of relevance to the proposed development ‘Spatial Objective 12: Climate Change and Resource Efficiency’ states:

“To minimise the impacts of climate change by promoting the prudent use of resources through sustainable patterns of development, investment in green infrastructure, minimising the use of resources and energy, increasing reuse and recycling of natural resources, increasing the use of renewable energy technologies and minimising pollution, including greenhouse gas emissions.”

Site Allocations and Development Management Policies DPD July 2016

2.3.2 Similarly, the above DPD also forms part of the HBBC Local Plan. Policy ‘DM2 Delivering Renewable Energy and Low Carbon Development’ states:

“The Borough Council is committed to reducing its environmental impact through carbon reduction measures and through the support of appropriately designed and sited renewable energy and low carbon developments.

Planning applications for the development of renewable energy and low carbon development installations at the domestic, community and commercial scales will be supported where:



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a) All reasonable steps have been taken to avoid or mitigate any adverse impacts including, but not limited to, landscape, noise, visual and cumulative impacts; and

b) The proposed development accords with other policies of this plan, with specific regard to DM11 and DM12.

The impact of ancillary structures included as part of the proposed scheme will also be assessed.

Community-led renewable energy schemes for low carbon developments which can demonstrate direct community benefit will be encouraged.”

2.3.3 In respect of Air Quality the DPD states:

“13.55: Air pollution is the release of greenhouse gas and other emissions, dust, fumes, odours and particulates being released into the atmosphere resulting in adverse impacts on health, amenity and the natural environment. Impacts can arise from construction, demolition and site works, related transport movements and industrial processes. Applicants will be required to demonstrate that new development should not result in adverse impacts, including cumulative impacts upon air quality. Appropriate construction design and mitigation measures, appropriate distances and screening between developments and sensitive uses will protect the amenity of residents and workers and the environment.”

2.3.4 Policy ‘BE1: Design and Siting of Development’ states:

“14.5: Facilities for charging plug-in and other ultra-low emission vehicles should be maximised in line with national planning policy.”

2.3.5 Policy ‘DM17 Highways and Transportation’ states:

“Development proposals will be supported where they:

a) Seek to make the best use of existing public transport services and, where appropriate, provide opportunities for improving and sustaining the viability of those services;

d) That the development is located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.”



2.4 *Planning Policy Summary*

2.4.1 Based on the review of national and local planning policy, it is considered the site is compliant with the thrust of relevant transport planning policy. The fuel used by CNG is sourced from food and animal /water waste, and it therefore provides a sustainable alternative to normal diesel in terms of emissions, noise pollution and cost.

2.4.2 Furthermore, the nature of the site of the proposed development, on a strategically important road, near distribution hubs, means that trips associated with the development would likely be diverted or pass by, and not generated, as will be demonstrated by this Transport Statement.



3.0 EXISTING CONDITIONS AND SUSTAINABLE TRANSPORT

3.1 *Site Location*

3.1.1 The site is situated southwest of and is proposed to be connected to, the A5 Watling Street. The site is approximately 2.5 kilometres (km) southwest of Hinckley town centre and is located adjacent to an existing BP petrol filling station. It is located on greenfield land, with agricultural land to the south and west. Beyond the A5 to the east and north lies existing industrial and distribution uses.

3.1.2 It is noted that a railway bridge passes over the A5 approximately 160m to the north-west of the site, with a current height restriction of 4.6m. It is further noted however that existing HGV fleets already use the A5 and pass under this bridge, which can accommodate typical HGV heights of 4.5m and under.

3.2 *Adjacent Planning Application*

3.2.1 A nearby consented planning application (HBBC ref. 21/01191/HYB), located circa 500m to the east of the site proposed a hybrid planning application for the development of class B2 and B8 industrial buildings alongside associated earthworks, infrastructure and landscaping. As part of these proposals, it was required that the applicant lowered the level of the A5 carriageway under the existing railway bridge to increase the available headroom space between the carriageway surface and the railway bridge, to help alleviate the potential perceived risk of bridge strikes.

3.2.2 This package of works was required to be implemented prior to any works taking place on site as part of the planning permission which was granted and Condition 13 of the above planning consent stated that:

“The scheme of works for the lowering of the A5 carriageway under the Nutts Lane railway bridge, as shown on drawing 1839-DR-100 Rev P2, having first been submitted to and approved in writing by the Local Planning Authority (LPA) in consultation with National Highways, shall be completed prior to any part of the development hereby approved being first brought into use. The works shall be carried out in accordance with the approved details.”

3.2.3 It is understood that the above works would result in an increase in headroom to approximately 5.1 metres. A further condition was imposed which required the submission of a flood risk assessment (condition 19) prior to the undertaking of works on the A5. Condition 19 has now been discharged under the reference 24/00154/DSICON.



3.3 Local Highway Network

A5 Watling Street

3.3.1 The site is located immediately to the south of the A5 Watling Street. This section of the A5 is a two-way designated trunk road running in a north-west to south-east orientation with a 50 mile per hour (mph) speed restriction.

3.3.2 Watling Street is lit along its length and provides access along the southern edge of Hinckley as well as further afield including connection south-east to Junction 1 of the M69 and north-west to Junction 10 of the M42.

3.3.3 **Photographs 3.1** and **3.2** below show the A5 in each direction in the vicinity of the site. These photographs show the existing footway located on the north-eastern side of the road which is provided between the railway bridge to the north and the wider footway network emanating from the A5 / Hammonds Way roundabout.

Photograph 3.1: View South East on The A5 from the Site Frontage





Photograph 3.2: View North West on The A5 from the Site Frontage



M69 and M42

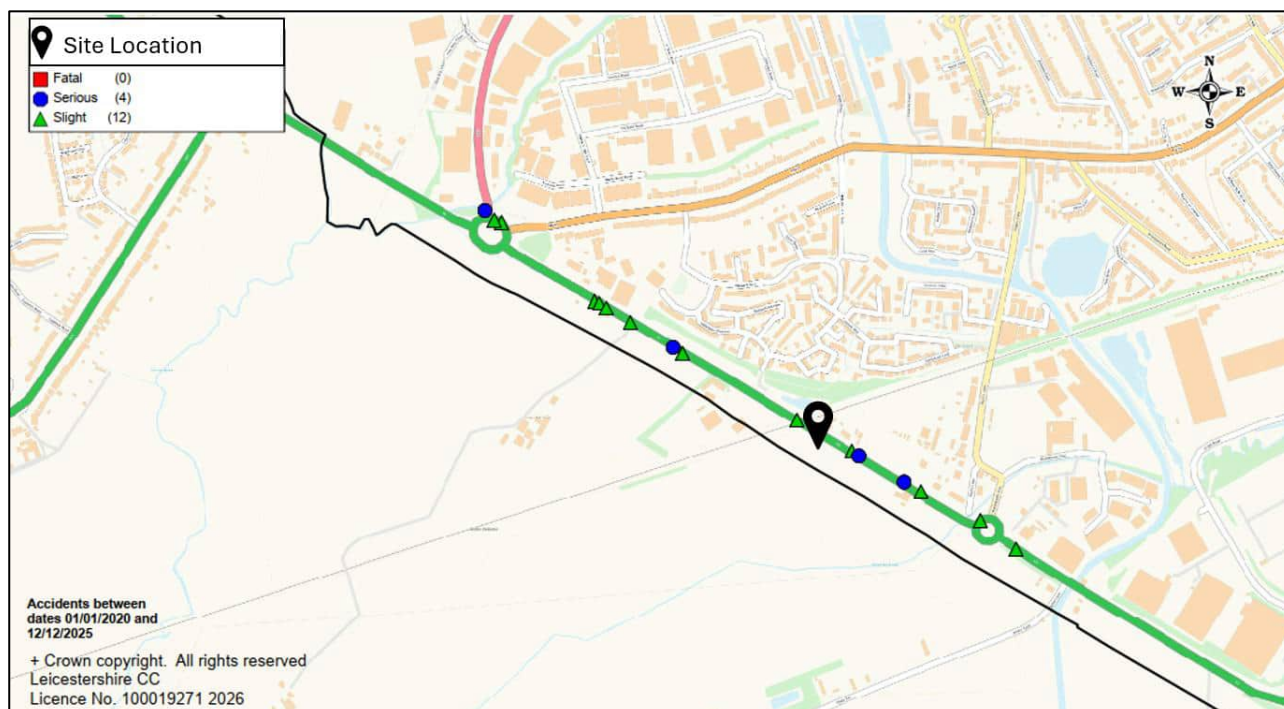
3.3.4 The M69 is a major strategic route providing connections between the M6 at Coventry and the M1 at Leicester. The M69 runs in a northeast – southwest orientation circa 3-kilometres (km) to the south of the site.

3.3.5 The M42 is a major strategic route connecting the M5 (from south of Birmingham) to the A42, in the East Midlands, leading towards Nottingham. The M42 runs in a northeast – southwest orientation circa 20km to the north of the site.

3.4 Highway Safety

3.4.1 Road Traffic Collision (RTC) data has been obtained from Leicestershire County Council for the most recently available five-year period at the time of request (01/01/2020 and 12/12/2025).

Figure 3-1 shows the collisions labelled on a map with slight or serious collisions shown.

**Figure 3-1: Collision Data Map**

3.4.2 In total, 16 collisions were recorded within the study area, of which four were serious collisions and 12 were slight collisions. Importantly, no fatal collisions were recorded within the survey area. **Table 3-1** summarises the collision data information, whilst **Appendix C** contains the source data.

Table 3-1: Road Traffic Collision Data

Police Ref	Date	Severity	Vehicle Type	Location
202001143	23/07/2020	Slight	Four cars and one goods vehicle of an unknown weight.	A5 Hinckley - exact location and directions unknown.
202100666	24/08/2021	Serious	Two cars.	A47 Dodwells road Hinckley at exit from A5 roundabout.
202200434	27/05/2022	Slight	One HGV (over 7.5tonnes).	A5 Hinckley at railway bridge.
202200964	06/11/2022	Serious	One private car and one motorcycle over 500cc.	A5 Hinckley approximately 150m southeast railway bridge.
202201036	29/11/2022	Slight	One goods vehicle (over 7.5tonnes) and one motorcycle under 125cc.	A5 Hinckley on Dodwells roundabout.
202300094	29/01/2023	Slight	Two cars.	A5 Hinckley near Paynes garage.



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202300569	11/07/2023	Slight	One car.	A5 southbound Hinckley at exit from roundabout with Hammonds way.
202300849	13/09/2023	Serious	One car and one motorcycle (engine size unknown).	A5 Watling Street Hinckley outside BP garage.
202300912	29/09/2023	Slight	One van under 3.5tonnes, one car and one goods vehicle over 7.5tonnes.	A5 Watling Street Hinckley outside Paynes garage.
202301056	27/10/2023	Serious	Two cars and one motorcycle under 500cc.	A5 Watling Street Hinckley approximately 250m southeast of the garage.
202301221	09/12/2023	Slight	Motorcycle under 500cc and one car.	A5/A47 roundabout Hinckley.
202400024	11/01/2024	Slight	Two cars.	A5 Hinckley outside BP garage.
202400875	10/09/2024	Slight	Two cars.	A5 northbound Hinckley approximately 100m northwest of the waste depot.
202500413	30/04/2025	Slight	Three cars and one goods vehicle under 7.5 tonnes.	A5 Hinckley outside Paynes garage.
202500809	25/08/2025	Slight	Two cars.	A5 Hinckley at access to Padge Hall Farm.
202501137	21/11/2025	Slight	Two cars.	A5 Hinckley - exact location unknown.

3.4.3 As presented in **Table 3-1**, within the past five years, all incidents occurring in the proximity of the site have involved motorised vehicles with five of the incidents recorded involving heavy goods vehicles (HGV's). The serious collisions were observed to be distributed across the survey area with no clear clusters observed, whereas slight collisions were observed to cluster between the A5 Watling Street/ Dowells Roundabout and the A5 Watling Street/ Hammonds Way Roundabout.

3.4.4 Given the detail of the collision data provided it has not been possible to establish the causation of the collisions recorded however given the location of the majority of collisions on straight sections of road it is considered that the fault of multiple of these collisions owes to driver error or vehicle mechanical failure and therefore not the design of the road itself.

3.4.5 Collision data was previously reviewed as part of the consented Transport Assessment which noted that two accidents were recorded previously which involved HGVs striking the railway bridge. As was previously noted, improvement works to the A5 are proposed as part of an adjacent development (as set out in **Section 4** of this report), which would further reduce the likelihood of HGV strikes to the railway bridge in the future.



3.4.6 Finally, it is considered that the relatively infrequent nature of incidents on the A5, at an average of four accidents per year, demonstrates the relative safety of the A5 when considering the role of the A5 as an important strategic road.

3.5 Access to Public Transport

3.5.1 Due to the nature of the proposed development as an HGV refuelling station, it is not expected that the development will generate any public transport trips. Notwithstanding this the availability of public transport options have been outlined briefly.

Bus

3.5.2 The nearest bus stop to the site is the Nutts Lane bus stop, which is located on Coventry Road just east of the Coventry Road / Nutts Lane junction, approximately 1km or a 12-minute walk from the site. The stop is served by the 148 and 158 bus services.

3.5.3 The 148 bus service is operated by Stagecoach, and links Leicester to Coventry via Hinckley and Nuneaton. The 158 is operated by Arriva Fox County and links Leicester, Hinckley and Nuneaton along the same route as the 148. The timetables of the two routes are co-ordinated such that they operate at a typical 15-minute frequency.

3.6 Traffic Surveys

3.6.1 Speed surveys were undertaken in October and November 2025 which were used to inform the design speed of the proposed site access arrangement. Four automatic traffic counters (ATC's) were installed on Watling Street at both 160 metres (m) and 215m distances from the proposed site access and were used to calculate validated 85th percentile speed (in accordance with DMRB CA-185 Vehicle Speed Measurement).

Survey Scope

3.6.2 Four ATCs were installed within the study area to cover both eastbound and westbound movements approaching the site access junction. The ATCs were installed in order to establish vehicle speeds at both 160m and 215m from the proposed site access in each direction, in line with design speeds of 50 miles per hour (mph)/ 85 kilometres per hour (kph) and 62mph/ 100kph, respectively.



3.6.3 The surveys were undertaken in two parts, as set out below:

- The first survey was undertaken between the 18th of September and the 23rd of September 2025.
- The second survey was undertaken between the 28th of October and the 3rd of November 2025.

3.6.4 It should be noted that whilst the October surveys did extend into November, the calculated 85th percentile speeds were derived from the October dates only, in accordance with the neutral month requirement set out in DMRB CA 185.

3.6.5 The analysis has been undertaken in accordance with the principles set out in DMRB CA-185 Vehicle Speed Measurement, which provides the accepted approach for determining representative speeds on existing all-purpose roads. Full details of the survey methodology, analysis and speed survey data is set out within Odyssey Report 22-240-08A which is provided within **Appendix D**.

Survey Data Results

3.6.6 **Tables 3-2** summarises the average 85th percentile speeds recorded during each survey period. All figures also include the HGV adjustment required by the DMRB (CA-185 Vehicle Speed Measurement, which specifies that +1 kph should be added for every 15% HGVs in the sample).

3.6.7 The average number of HGVs recorded during the September surveys was 70 vehicles per hour, representing 11% of the total traffic. The October surveys showed similar results, with an average of 66 HGVs per hour, accounting for 9% of the total traffic.

Table 3-2: Average 85th Percentile Speeds (Kph)

ATC	September (1 st survey)		October (2 nd survey)	
	Eastbound	Westbound	Eastbound	Westbound
No. 1	45.3	50.0	49.5	55.1
No. 2	51.7	50.5	56.1	53.9
No. 3	63.7	66.1	65.9	59.6
No. 4	65.4	67.8	66.1	60.3

3.6.8 The recorded 85th percentile speeds across all ATCs range between 45kph and 68kph, equivalent to 28-42mph. These values are consistent with the existing operational 50mph (85kph) speed limit that applies along the A5 in the vicinity of the site.



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3.6.9 ATCs 1 - 2, located nearer existing junctions and built-up frontage, recorded lower free-flow speeds of between 45–56kph. Whilst ATCs 3 - 4, positioned further west, recorded higher free-flow 85th percentile speeds of around 60–68kph, which remain within the operational 50mph speed limit.

3.6.10 As stated previously, the ATC's were located at 160m and 215m distances from the proposed site access in order to represent where a driver waiting to turn out of the proposed site access would see approaching vehicles travelling at speeds of 85-100kph; and also where approaching vehicles would see a vehicle turning out of the proposed junction. It is noted that given the recorded prevailing speeds, the more relevant ATC's are 2 and 3 representing the 160m splays/ 85kph design speed. A comparison of the two survey periods indicates consistent results, confirming that vehicle speeds were consistent over the survey period.

3.6.11 Overall, the speed survey data confirms that the prevailing free-flow speeds are representative of a 50 mph design environment, providing an appropriate basis for junction-design purposes in accordance with DMRB CA-185 Vehicle Speed Measurement and CD 123. Furthermore, the observed speeds do not indicate the need for any increase in design speed or Departure from Standards application on the grounds of junction visibility.



4.0 PROPOSED DEVELOPMENT

4.1 Overview

4.1.1 The proposed site layout would include ten dispensing pumps which represents a reduction in two pumps when compared to the previously consented development. Four vehicle parking spaces are proposed on the site, three at the northeastern and one at the southwestern sides of the site, all of which would be used on an ad-hoc basis by occasional maintenance vehicles. These maintenance vehicle spaces would continue to be provided as per the standards within Part 3 of the Leicestershire Highways Design Guide. Access to the site would be provided by a new ghost island right turn lane junction on the A5 Watling Street. The proposed site layout plan is attached at **Appendix E**.

4.1.2 Additionally, two secure trailer bays would also be located on-site and would be shut and locked when not in use for maintenance. It is not anticipated that a permanent staff presence would be necessary, as is the case for existing operational CNG sites. These trailer bays would not be required during normal operation, nor for day-to-day vehicle manoeuvring.

4.1.3 The proposed site location is considered to be appropriate for this type of land use given the existing industrial and distribution uses located within close proximity, together with its location on the SRN.

4.2 Access

4.2.1 It is proposed that the site would be accessed via a new ghost island priority junction arrangement on the A5 Watling Street. The location of the proposed access junction is shown in **Photo 4.1** below, and the location of the existing field access onto the A5 is shown in **Photo 4.2** below.



Photograph 4.1: Location of Proposed Access onto the A5 (looking south)



Photograph 4.2: Location of Existing Field Access onto the A5





Vehicle Access Design

4.2.2 As part of this S.73 application, the consented access design has been altered to allow vehicle access and egress using either a right in/ left out or left in/ right out arrangement. This replaces the consented left in/ right out arrangement and requires additional highways works on the A5 to facilitate these vehicle movements.

4.2.3 As per the consented design, it is proposed that eastbound vehicles would access the site via a ghost-island right-turn lane arrangement. This ghost island junction would allow through traffic on the A5 to be unimpeded by vehicles associated with the CNG facility. **Drawing 22-240-120D** shows the proposed right turn lane arrangement. The proposals show a 3.6m wide running lane heading eastbound and a 3.5m running lane heading westbound, alongside a 3.65m right turn lane.

4.2.4 In-line with the consented application, it is proposed that all the carriageway widening would occur on the southern side of the A5, with the northern kerb to remain unaltered. The proposed access would tie into the existing kerbs to the east and west of the site. The proposed access junction has been designed in compliance with the guidance set out in CD 123 of the DMRB, with no deviations from standards required or proposed.

4.2.5 On the basis of the above, the taper length would be based on a ratio of 1:25, or 90m long, and the deceleration length of the right turn lane would be 55m in length. In addition to this, an extra 17m of queuing length would be provided in order to accommodate two waiting HGVs, and the proprietary 10m turning length within the right turn lane would also be provided.

4.2.6 The 4.5m x 160m visibility splays are achievable from the proposed access in either direction commensurate with the 50mph speed limit, and within the recorded 85th percentile speeds. Horizontal visibility splays for the site access junction are provided on **Drawing 22-240-125**,

4.2.7 The visibility splay to the east crosses the existing egress for the adjacent BP petrol filling station, around 100m east of the proposed site. Investigation of the existing situation has found that the growth of the hedgerow on the southern side of the A5 currently restricts visibility from the BP fuel station to significantly less than 4.5m x 160m. The proposed development would enable restoration of the full 4.5m x 160m visibility splay by a programme of roadside vegetation maintenance.

4.2.8 Additionally, as the vehicles exiting the proposed CNG site are HGVs, the height of the visibility splay was also considered. The average HGV driver sits over 2m off the ground in the cab, with an average eye height of approximately 2.5m above the ground. Vertical visibility splays are detailed in **Drawing 22-240-122A**. Therefore, it is considered that the proposed 160m visibility sight



line is sufficient for the HGV driver to look past egressing vehicles from BP fuel station and see oncoming vehicles on the A5, should the two vehicles be egressing at the same time. It is also important to note that should visibility not be clear; the HGV would not egress the site and would wait at the egress until the driver is satisfied that there is sufficiently clear visibility allow them to pull out. For completeness, the full 4.5m x 160m visibility splay to the right is achievable within the proposed development site and available public highway.

4.2.9 **Drawing 22-240-120D** shows the known highway boundary as published online by NH. As shown, the proposed access / egress design is within NH controlled land or applicant-controlled land and thus no third-party land is required. As illustrated on **Drawing 22-240-120D**, the proposed access design would tie into the existing road markings to the east and west of the site. As detailed previously, nearby planning application (HBBC ref. 21/01191/HYB) is required to alter the A5 carriageway to the west of the site, lowering the carriageway level and increasing headroom under the railway bridge.

4.2.10 A review of the Mount Park (HBBC ref. 21/01191/HYB) highway improvement measures compared to the CNG proposals is shown on **Drawing 22-240-123A**. Furthermore, **Drawing 22-240-125** illustrates analysis of horizontal visibility from the proposed CNG access towards the railway bridge, inclusive of the Mount Park highway improvement proposals.

HGV Swept Path Analysis

4.2.11 **Drawing 22-240-121D** shows swept path analysis of an 18.55m articulated vehicle accessing and egressing the site from both the east and west. As this drawing shows, the proposed right turn lane would provide sufficient width for an HGV to turn into the site. Additionally, adequate turning space would also be provided for an articulated lorry to turn left out of the site without overrunning the right turn lane.

4.2.12 As requested by National Highways Officers, swept path analysis of a 16.5m HGV has also been provided. **Drawing 22-240-123A** demonstrates vehicle access and egress from both directions using a 16.5m articulated vehicle which again demonstrates that all manoeuvres are able to be safely undertaken.

4.2.13 Swept path analysis of the proposed internal site layout is also provided on **Drawing 22-240-121E and 123A**. As these drawings show, the site layout is suitable for an articulated vehicle to manoeuvre within the site to access the pumps.

4.2.14 Similarly to the extant development, no gates or barriers would be required at the access / egress as each dispenser pump would be operated with a fob system linked to the CNG head office.



As such there would therefore there be no likelihood of a build-up of vehicles waiting to enter the site.

4.2.15 Vehicle trips associated with the proposed development are anticipated to be spread across the day, with the majority being linked or minor diverted trips from the surrounding road network, refer to **Section 5.0** for further analysis. As such the proposed development is not expected to add materially to the existing peak period traffic on the surrounding highway network.

4.2.16 Accordingly, it is considered that given the proposed access/ egress arrangements, the proximity to the SRN (A5), the expectation of a high proportion of linked vehicle trips, and the 24/ 7 nature of the proposals, that the proposed development would not have a material impact on the local highway network, including during the peak periods. Furthermore, it has been demonstrated that the changes proposed as part of this application would continue to comply with local and national policy and would not result in any significant highways impacts.

4.3 Operational Management

4.3.1 No change is proposed to the operation of the site as part of this proposal when compared to the consented proposal, however the operational management of the site has been explained within this section of the report for clarity. The proposed development would operate over a 24-hour period, seven days a week. This is due to the continuous supply chain of the distribution and logistics industry, and the aspiration to limit the impact of the HGVs visiting the development over a wide period.

4.3.2 It has been demonstrated through swept path analysis that the site layout can safely accommodate multiple HGV's using the pumps. The applicant has designed the site to avoid any waiting of vehicles for refuelling, and the number of pumps provided on site is based upon the likely demand for fuel in the area. It is considered that the demand would be such that the provision of ten pumps would allow a reasonable level of operational resilience for unexpected demand during a short period, or for pump maintenance/ repair. Furthermore, it is not anticipated that there would be a significant dwell time on site, and therefore there should be no cause for vehicles to queue whilst waiting to access the site or onto the A5.

4.3.3 Vehicles permitted to use the development for fuelling would be fitted with fobs which would enable refuelling via the pumping units, allowing only permitted HGVs to use the pumps, whilst not restricting access to the site itself. In the unlikely case of a vehicle arriving at the site in error, they would still be able to access the development and turn clear of the A5 within the site, before egressing in a forward gear.



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4.3.4 It is noted that all vehicles anticipated refuelling locations would be tracked to estimate fuel demand, pump demand, and the anticipated number of vehicles that would require refuelling over a given period. Additionally, it is noted that the site would be well located for vehicles arriving and departing from the nearby industrial and commercial units accessed off the A5.

4.3.5 It is not anticipated that there would be any vehicle conflicts on site. As shown in the site layout and swept path analysis drawings within this TS, the proposed site allows for sufficient space for stop/ start/ reversing manoeuvres. Should a vehicle be manoeuvring on site, such as reversing into the maintenance bays while another HGV wishes to access the site, there is sufficient space within the proposed site for the HGV to wait without causing any blocking issues onto the A5.

4.3.6 With regard to the previously consented scheme, it is noted that LCC raised concern over the site being used as a rest stop for HGVs during pre-application discussions for the consented development. Similarly to the consented development, the Applicant would not permit any HGVs to use the site as a rest stop and the site would be monitored via a CCTV system. As such, no parking area is proposed and signage indicating this will be installed. Similarly, no driver welfare facilities are proposed e.g., toilets, cafes, or seating. As mentioned previously, sufficient space will be provided on site to allow vehicles who wrongly enter the site to safely manoeuvre and egress the site.



5.0 TRIP GENERATION

5.1 *General*

5.1.1 As a result of the sites unique use as a bio-gas fuelling facility, vehicle trips for the development have been estimated based on a “first principles” assessment using existing data from a number of operational CNG fuelling facilities across England. The methodology builds on the trip generation approach that was used for the consented scheme’s Transport Statement, which used data from one operational CNG facility. This assessment uses trip generation data gathered at 14 of CNG’s operational sites, which aims to provide a broader assessment of the expected trip generation demand at the site.

5.1.2 The first principles data used as part of this trip generation assessment is considered to provide the most up to date assessment of the number and profile of trips associated with CNG’s development sites and is based upon 14 of CNG’s sites (including CNG Warrington, the site that the consented trip generation data was previously extracted from). As stated above, this methodology builds upon the methodology that was used within the consented TA by using additional CNG sites data rather than one site.

5.1.3 The above-described approach is considered to provide a more accurate representation of the impact of this development than an assessment of theoretical capacity based on the number of pumps provided or an assessment based on data from the TRICS database. Furthermore, this methodology is considered to provide the most accurate and robust assessment of the potential trip attraction for the proposed development. An assessment has also been undertaken to demonstrate the difference between the consented and proposed trip generation, which demonstrates a significant reduction in trips due to the reduced number of pumps proposed and the updated trip generation assessment methodology.

5.2 *Trip Generation – Proposed Use*

5.2.1 As set out above, the trip generation has been derived from operational CNG site arrival data from 14 of CNG’s sites, to forecast the number of potential trips that could arise from the proposed CNG Hinckley site. On this basis, the average arrival data for the latest CNG sites from a typical week in May 2025 has been used as a baseline. The arrival per hour data has been averaged for the weekday periods, when CNG fuels and the local highway network demand is typically higher, with weekend data discounted; this allows for a robust assessment when deriving a “trip-per-hour” rate.



5.2.2 The average trip rates shown below in **Table 5-1** provides an indication of the anticipated number of trips to the site throughout the day, with the AM and PM peak periods highlighted for clarity.

Table 5.1: CNG Hinkley – Estimated Hourly Demand (Ten Pumps)

Time Start	Time End	Average Arrival Per Hour (Weekday) 10 Pumps
00:00	01:00	6
01:00	02:00	5
02:00	03:00	5
03:00	04:00	7
04:00	05:00	6
05:00	06:00	5
06:00	07:00	6
07:00	08:00	5
08:00	09:00	6
09:00	10:00	6
10:00	11:00	6
11:00	12:00	6
12:00	13:00	6
13:00	14:00	6
14:00	15:00	6
15:00	16:00	6
16:00	17:00	5
17:00	18:00	5
18:00	19:00	6
19:00	20:00	6
20:00	21:00	6
21:00	22:00	6
22:00	23:00	7
23:00	00:00	6

5.2.3 **Table 5-1** demonstrates that the proposed total of ten pumps would attract circa 12 two-way movements (six arrivals and six departures) in the AM peak period, and circa ten two-way movements in the PM peak period. This level of estimated trips is not expected to cause any material impact on the surrounding highway network.

5.2.4 Additionally, the site is anticipated to see a peak hourly arrival figure of seven HGV's (or 14 two way HGV trips), during the hours of 03:00-04:00 and 22:00-23:00. This equates to around one HGV every four minutes during either of the peak hours. It is therefore, not anticipated that there would be any blocking back onto the A5 due to HGVs waiting to access the site, due to the site



operating ten pumps. It is further noted that should two HGVs arrive at the site at the same time, the right turn lane has been designed to accommodate both vehicles simultaneously.

5.2.5 Given that the S.73 application proposes a reduction in the number of pumps proposed at the site when compared to the consented development, the number of vehicles that would use the site is lower than what was previously consented. Therefore, the impact of the proposed development, in terms of trip generation would be reduced when compared with the previously consented development. As such, no further highways or junction assessments have been undertaken. **Table 5-2** sets out the change in trip generation when comparing the consented trip generation to the updated trip generation assessment which has been undertaken as part of this application. This assessment uses the most up to date CNG data from 14 sites to calculate the likely trip generation for the proposed development.

**Table 5-2: Net Trip Generation (Consented and Proposed)**

Time Start	Time End	Consented Trip Generation (12 pumps)	Updated Trip Generation (10 pumps)	Net Trip Generation
00:00	01:00	15	6	-9
01:00	02:00	11	5	-6
02:00	03:00	8	5	-3
03:00	04:00	7	7	0
04:00	05:00	8	6	-2
05:00	06:00	9	5	-4
06:00	07:00	6	6	0
07:00	08:00	7	5	-2
08:00	09:00	9	6	-3
09:00	10:00	10	6	-4
10:00	11:00	10	6	-4
11:00	12:00	7	6	-1
12:00	13:00	7	6	-1
13:00	14:00	8	6	-2
14:00	15:00	6	6	0
15:00	16:00	14	6	-8
16:00	17:00	11	5	-6
17:00	18:00	11	5	-6
18:00	19:00	15	6	-9
19:00	20:00	12	6	-6
20:00	21:00	15	6	-9
21:00	22:00	13	6	-7
22:00	23:00	12	7	-5
23:00	00:00	14	6	-8
Total	-	245	140	-105

5.2.6 **Table 5-2** demonstrates that there would be a significant reduction in trips when comparing the previously consented development and the proposed development, this is due both to a reduction in the number of pumps proposed and due to the use of updated trip generation data as part of this Transport Statement. The data used as part of this assessment derived data from 14 of CNG's operational sites to provide the most up-to-date assessment of the proposed development, beyond that of the trip generation assessment that was undertaken for the consented development. This demonstrates that the proposed development would be expected to generate 105 fewer trips over the course of a 24-hour period than was previously forecast.



5.3 *Summary*

5.3.1 The above trip generation demonstrates that the proposed development would generate substantially fewer trips than the consented development, as such these proposals represent a betterment in terms of trip generation compared to the consented development. As such, it is considered that the proposed trip generation would be able to be accommodated on the local highway network without any significant highways impact.

5.3.2 Furthermore, CNG Fuels sites are not outright trip generators as they only serve customers who have predetermined access to pumps, and for HGVs that have swapped to biofuel. Therefore, the majority of trips associated with the site would be linked/ passby trips, with the HGVs already being on the local highway network. Therefore, the refuelling facility would only be diverting the existing trips on the local highway network, rather than adding new trips.

5.3.3 The associated plant parking spaces are proposed to be used on an ad-hoc basis for maintenance vehicles, with no permanent staff. The unit is therefore unlikely to generate regular or significant vehicle trips. Vehicle movements associated with the maintenance of the site would therefore be judged to be of negligible impact. It is considered that the above user-specific methodology provides the most accurate and robust assessment of the potential trip attraction for the proposed development.



6.0 SUMMARY AND CONCLUSION

6.1 *General*

6.1.1 This Transport Statement (TS) has been prepared by Odyssey as part of a Section 73 planning application on behalf of CNG Fuels Limited. This TS sets out the changes proposed to the consented development and examines highways and transport impacts associated with the proposed development of a bio-gas vehicle fuelling facility on land to the south of the A5 Watling Street, Hinckley.

6.1.2 The site is located south of the A5 Watling Street, west of an existing BP petrol filling station and approximately 200m from the Watling Street / Hammonds Way roundabout. The A5 is part of the Strategic Road Network managed by National Highways. This report has considered the proposals in the context of relevant national and local policy and has found the proposals to be in line with the thrust of transport planning policy.

6.1.3 As set out in **Section 3.2** of this report, a nearby consented planning application (HBBC ref. 21/01191/HYB) was required by planning condition to lower the level of the A5 carriageway under the existing railway bridge to increase the available space between the carriageway surface and the railway bridge and reduce the potential perceived risk of bridge strikes. The possibility of HGV strikes of the railway bridge was raised during the previous pre-application engagement during the submission of the consented application and the proposed improvements as part of the HBBC ref. 21/01191/HYB application is considered to resolve the issue of potential strikes.

6.1.4 A suitable ghost island priority junction arrangement is proposed to appropriately facilitate vehicular access to and from the site. This arrangement is capable of accommodating HGVs without impeding the flow of other traffic, these being the vehicles which will use the site most frequently.

6.1.5 An analysis of trips expected from the proposed development has been undertaken based on a “first principles” assessment using existing (updated) data from a number of operational CNG fuelling facilities across England. The assessment uses the most recent trip generation data derived from 14 of CNG’s operational sites, which aims to provide an accurate assessment of the expected trip generation demand at the site.

6.1.6 As this S.73 application proposes a reduction in the number of pumps proposed at the site when compared to the consented development, the number of vehicles that would use the site is lower than what was previously forecast. Therefore, the impact of the proposed development, in terms of trip generation would be reduced when compared with the previously consented

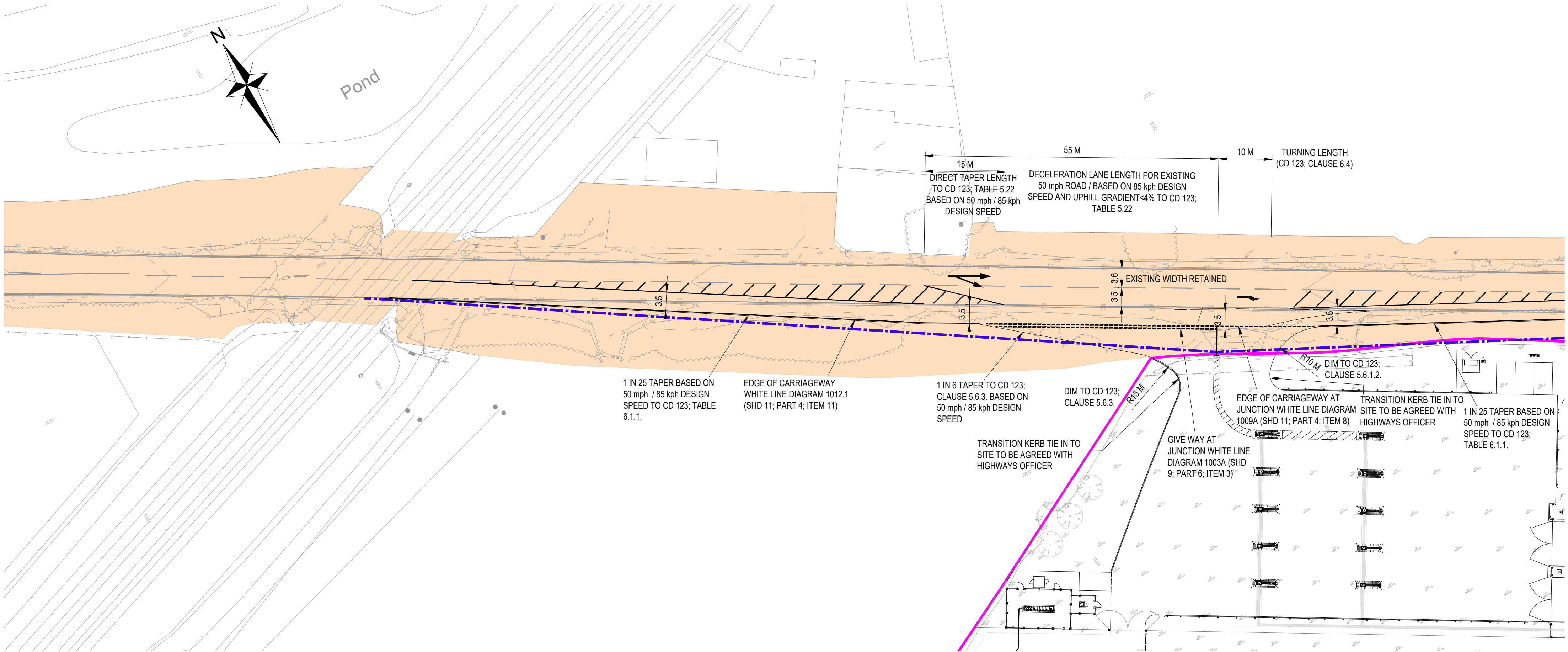


TRANSPORT STATEMENT

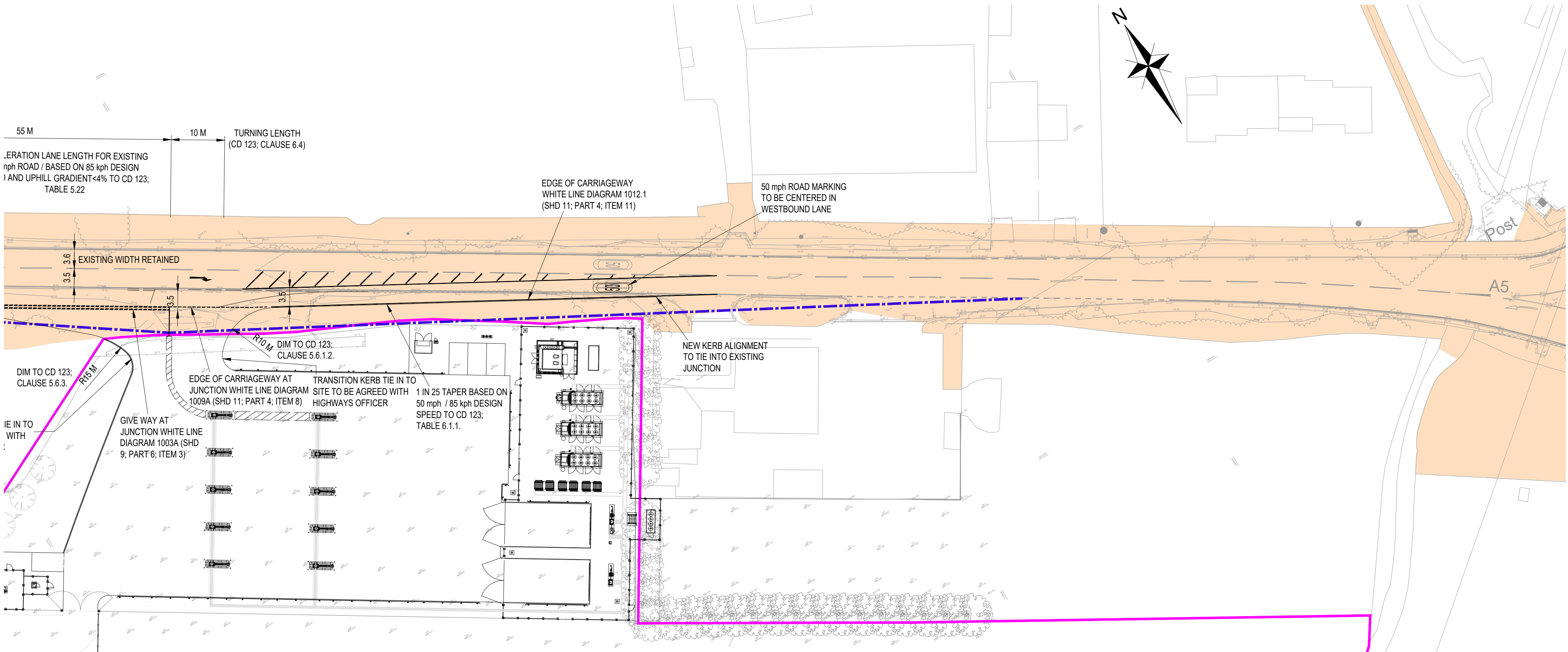
development. The assessment demonstrates that the proposed development would be expected to generate 105 fewer trips over the course of a 24-hour period than was previously expected.

6.1.7 Based on the above, it is considered that the proposals could be accommodated without detriment to the operation of the local highway network. As such, the development proposals would not result in a 'severe' impact and are considered to be acceptable and in accordance with both national and local transport policy.

DRAWINGS



LAYOUT TO WEST OF SITE



LAYOUT TO EAST OF SITE

- NOTES
- ALL DESIGN REQUIREMENTS WITHIN THIS DRAWING HAVE BEEN DRAWN IN ACCORDANCE TO CD123 OF THE DESIGN MANUAL FOR ROADS AND BRIDGES AND BASED ON 85kph DESIGN SPEED LIMIT.
 - THE LEGAL OWNERSHIP BOUNDARY SHOWN ON THIS PLAN IS FOR REFERENCE ONLY. EXACT LOCATION DETAILS TO BE FINALIZED.
 - DESIGN SHOWN IS BASED ON "SITE SURVEY SERVICES" SURVEY OF THE EXISTING WATLING STREET, DRAWING NUMBER S250719-DR-T-001/004 PROVIDED BY CNG FUELS LTD. ODYSSEY CAN NOT ACCEPT ANY LIABILITY IN THE SURVEY INACCURACY OR OMISSIONS.
- KEY
- PROPOSED JUNCTION LAYOUT SEE NOTE 3
 - 4.5m x 160m VISIBILITY SPLAY FOR CNG SITE CALCULATED ACCORDING TO DMRB GUIDANCE FOR A 50MPH ROAD
 - HIGHWAY BOUNDARY (OBTAINED FROM NATIONAL HIGHWAYS OPENDATA)
 - LEGAL OWNERSHIP BOUNDARY

D	SITE LAYOUT UPDATED TO CNG LATEST DESIGN	LG	BOMB	05.12.25
C	JUNCTION RADI KERBS AMENDED FOLLOWING NATIONAL HIGHWAYS COMMENTS	LG	BOMB	27.11.25
B	JUNCTION REDESIGNED TO REFLECT LATEST SITE LAYOUT RECEIVED 24-11-25 FROM CNG	LG	BOMB	24.11.25
A	JUNCTION REDESIGNED TO UPDATED TOPO SURVEY INFORMATION RECEIVED 26.09.25 AND TO CD 123 BASED ON 85kph DESIGN SPEED	LG	BOMB	21.11.25

Rev	Amendments	Dtm	Chk	App	Date
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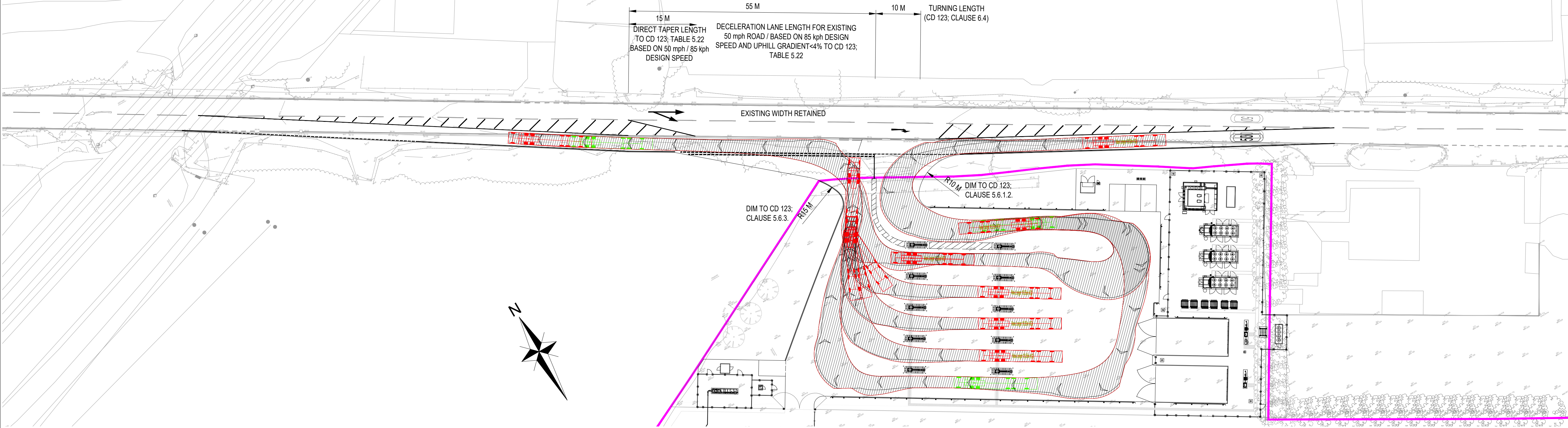
Job Title
CNG HINCKLEY WATLING STREET

Drawing Title
DMRB REVIEW OF RIGHT TURN LANE ON WATLING STREET

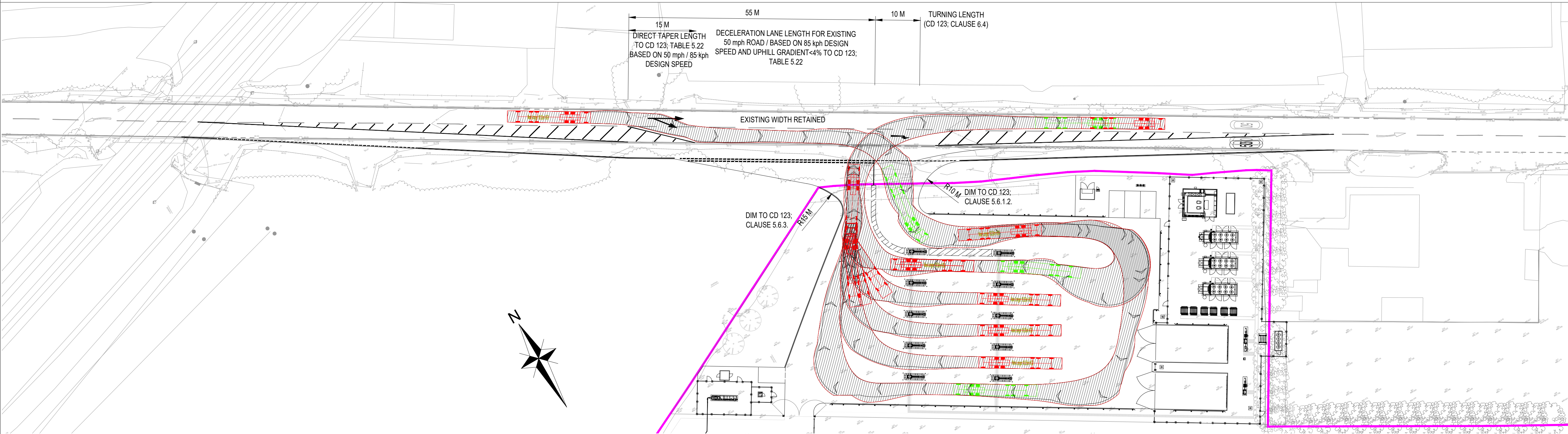
Client
CNG FUELS LTD

Scale 1:500 @A1	Date NOV 25	Designed LG
Drawn LG	Checked BO	Approved MB
Job No 22-240	Drawing No 22-240-120	Rev D

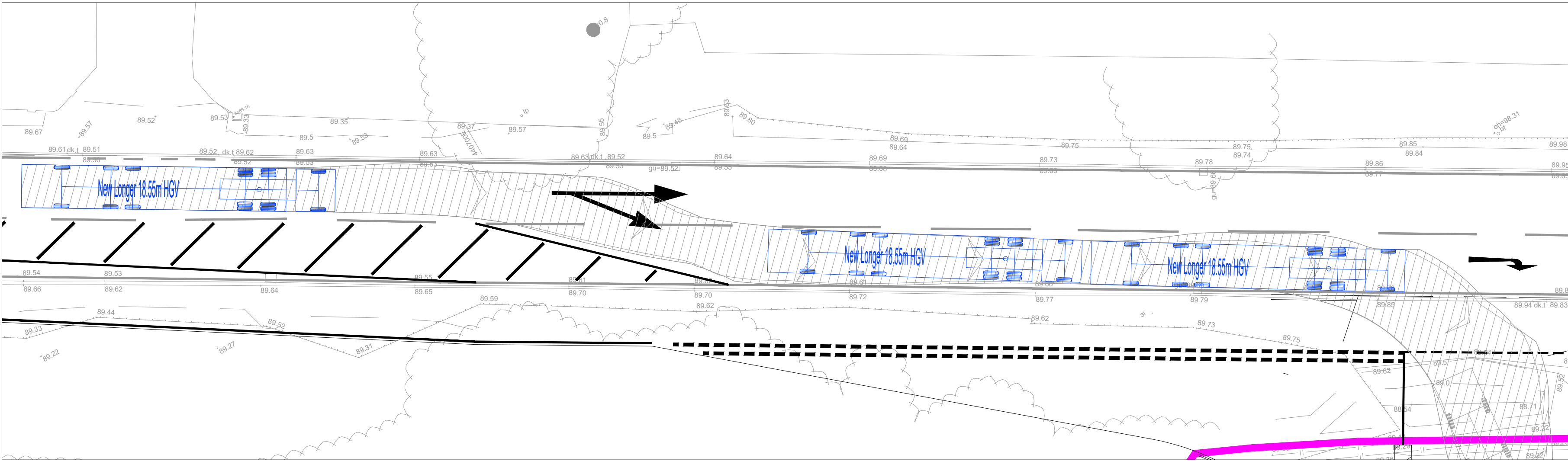
K:\22-240 - CNG Watling Street, Hinckley\TechAcad\Drawings\22-240-121 DMRB Review for Right Turn Layout SPA 18.55m Artic.dwg



VEHICLE ENTERING FROM THE EAST AND LEAVING TO THE WEST



VEHICLE ENTERING FROM THE WEST AND LEAVING TO THE EAST



EXTRACT OF 2 VEHICLES WAITING IN THE DECELERATION LANE

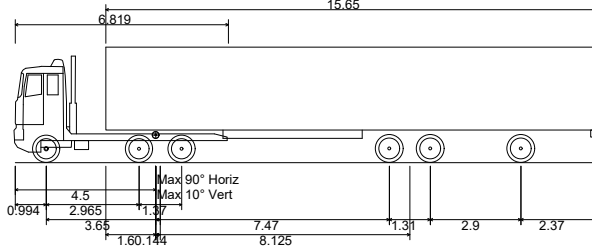
- NOTES
1. ALL DESIGN REQUIREMENTS WITHIN THIS DRAWING HAVE BEEN DRAWN IN ACCORDANCE TO CD123 OF THE DESIGN MANUAL FOR ROADS AND BRIDGES AND BASED ON 85kph DESIGN SPEED LIMIT.
 2. THE LEGAL OWNERSHIP BOUNDARY SHOWN ON THIS PLAN IS FOR REFERENCE ONLY. EXACT LOCATION DETAILS TO BE FINALIZED.
 3. DESIGN SHOWN IS BASED ON "SITE SURVEY SERVICES" SURVEY OF THE EXISTING WATLING STREET, DRAWING NUMBER S250719-DR-T-001/004 PROVIDED BY CNG FUELS LTD. ODYSSEY CAN NOT ACCEPT ANY LIABILITY IN THE SURVEY INACCURACY OR OMISSIONS.

KEY

PROPOSED JUNCTION LAYOUT
SEE NOTE 3

LEGAL OWNERSHIP BOUNDARY

SWEPT PATH ANALYSIS IS BASED ON THE FOLLOWING VEHICLE



New Longer 18.55m HGV
Overall Length 18.550m
Overall Width 2.550m
Overall Body Height 3.653m
Min Body Ground Clearance 0.331m
Max Track Width 2.550m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.450m

E	EXTRACT ADDED SHOWING 2 VEHICLES WAITING IN DECELERATION LANE	LG	BO	MB	27.01.26
D	SITE LAYOUT UPDATED TO CNG LATEST DESIGN	LG	BO	MB	05.12.25
C	JUNCTION RADII KERBS AMENDED FOLLOWING NATIONAL HIGHWAYS COMMENTS	LG	BO	MB	27.11.25
B	INTERNAL SITE TRACKING ARRANGEMENT AMENDED TO CLEAR BOLLARDS	LG	BO	MB	26.11.25
A	JUNCTION REDESIGNED TO REFLECT LATEST SITE LAYOUT RECEIVED 24-11-25 FROM CNG	LG	BO	MB	24.11.25

Rev	Amendments	Drn	Chk	App	Date
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Job Title
CNG HINCKLEY WATLING STREET

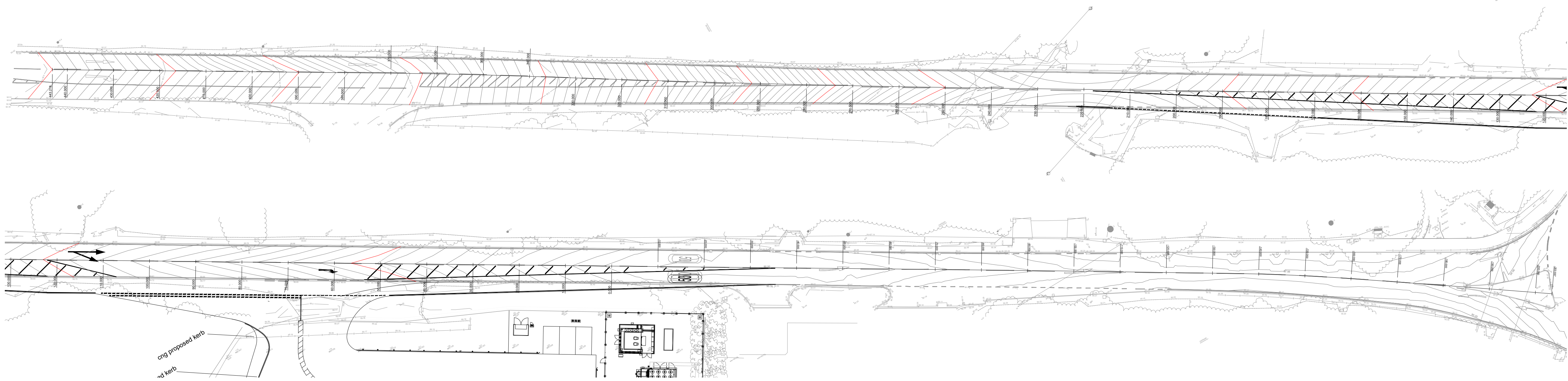
Drawing Title
DMRB REVIEW OF SWEPT PATH ANALYSIS OF SITE ACCESS OFF WATLING STREET - 18.55m ARTIC

Client
CNG FUELS LTD

Scale 1:500 @A1	Date NOV' 25	Designed LG
Drawn LG	Checked BO	Approved MB
Job No 22-240	Drawing No 22-240-121	Rev E

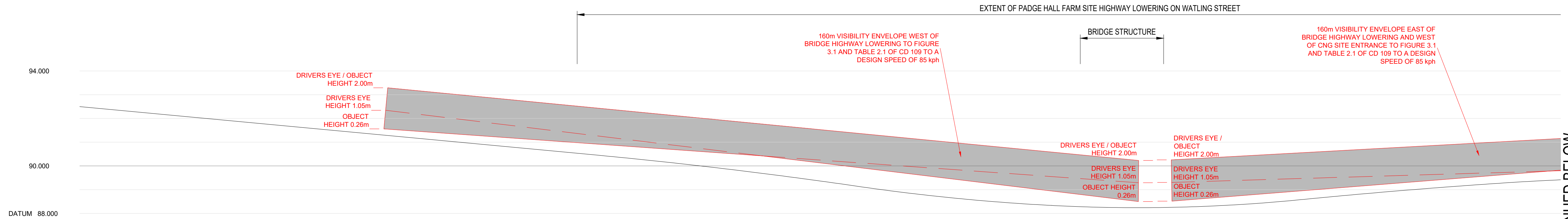
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CONTINUED ABOVE



CONTINUED BELOW

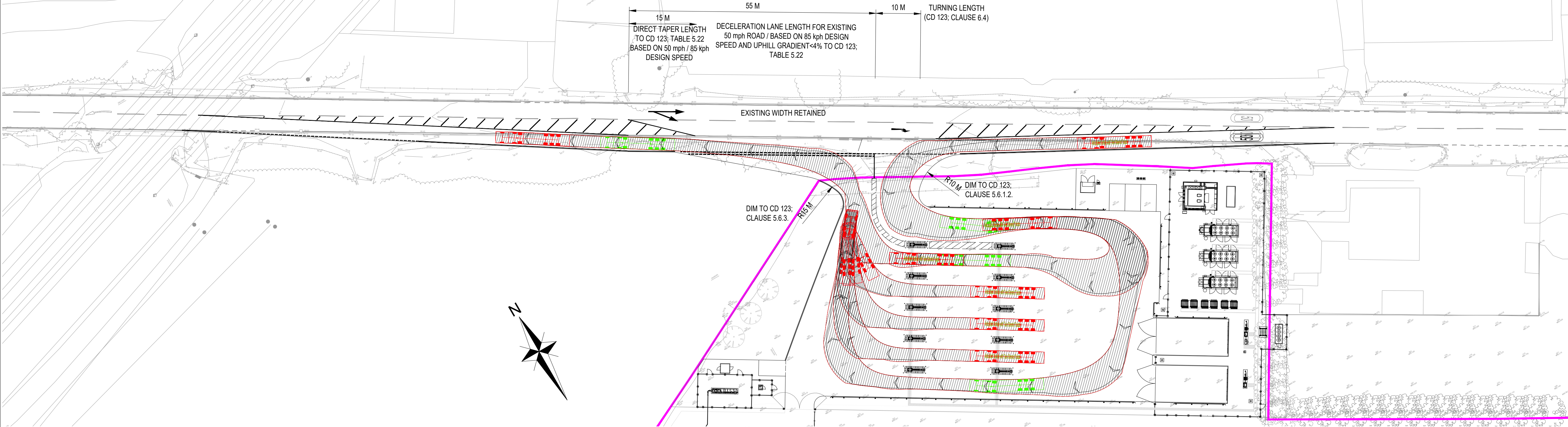
WATLING STREET HIGHWAY CHAINAGES



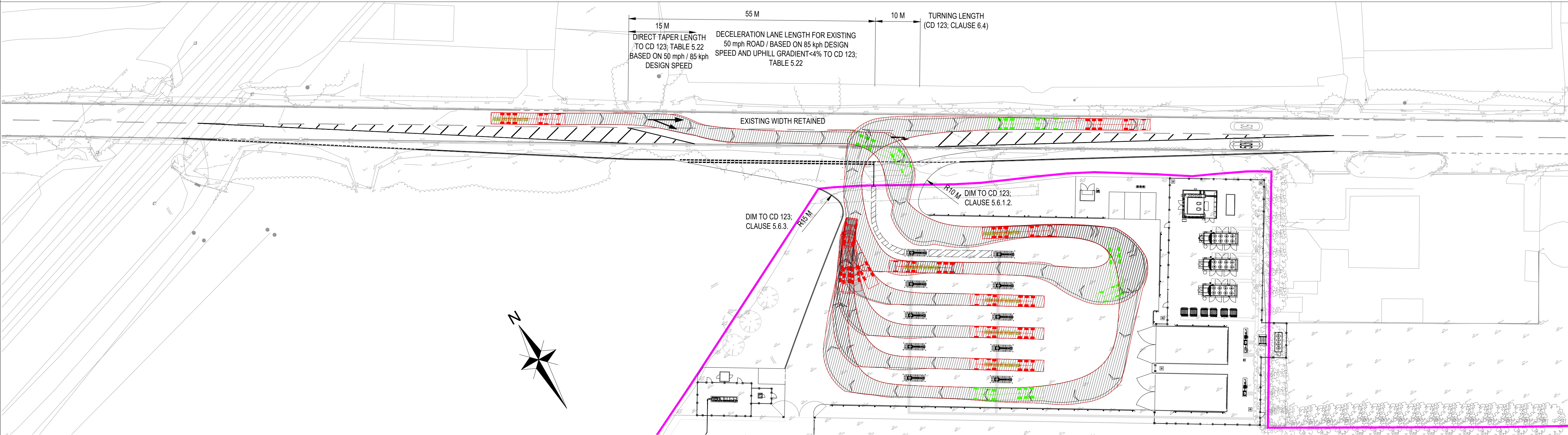
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WATLING STREET

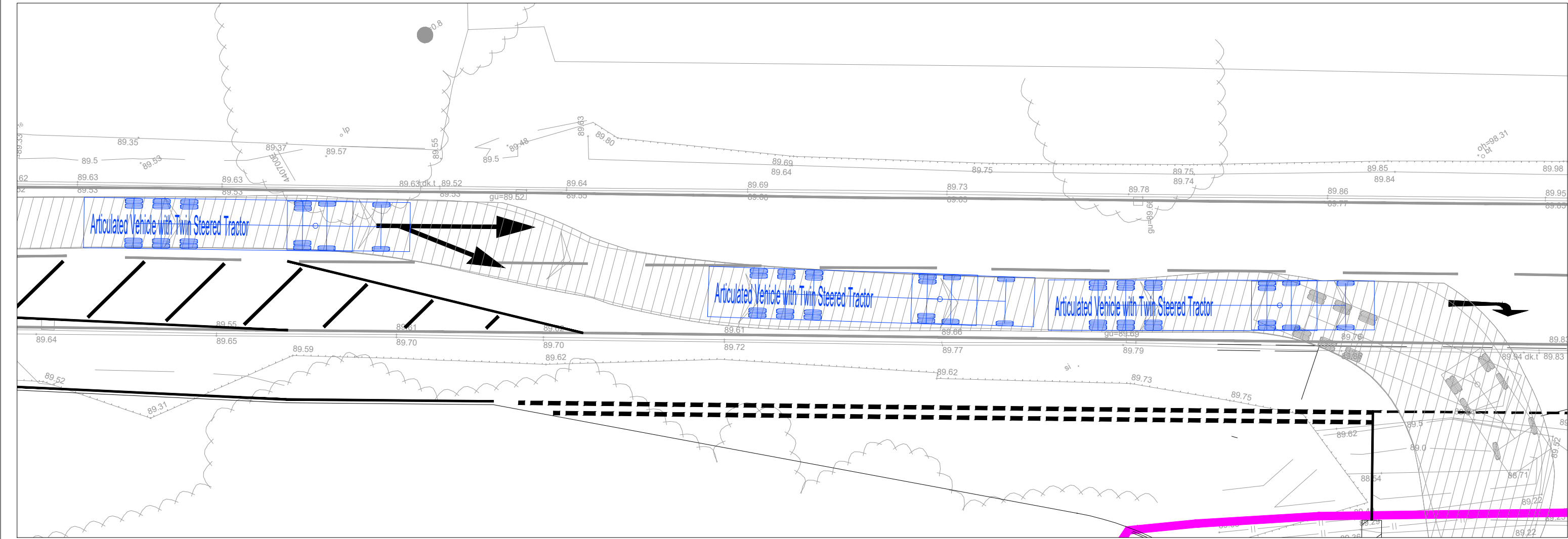
CHAINAGE	423.218	443.000	443.218	443.438	443.658	443.878	444.098	444.318	444.538	444.758	444.978	445.198	445.418	445.638	445.858	446.078	446.298	446.518	446.738	446.958	447.178	447.398	447.618	447.838	448.058	448.278	448.498	448.718	448.938	449.158	449.378	449.598	449.818	450.038	450.258	450.478	450.698	450.918	451.138	451.358	451.578	451.798	452.018	452.238	452.458	452.678	452.898	453.118	453.338	453.558	453.778	453.998	454.218	454.438	454.658	454.878	455.098	455.318	455.538	455.758	455.978	456.198	456.418	456.638	456.858	457.078	457.298	457.518	457.738	457.958	458.178	458.398	458.618	458.838	459.058	459.278	459.498	459.718	459.938	460.158	460.378	460.598	460.818	461.038	461.258	461.478	461.698	461.918	462.138	462.358	462.578	462.798	463.018	463.238	463.458	463.678	463.898	464.118	464.338	464.558	464.778	464.998	465.218	465.438	465.658	465.878	466.098	466.318	466.538	466.758	466.978	467.198	467.418	467.638	467.858	468.078	468.298	468.518	468.738	468.958	469.178	469.398	469.618	469.838	470.058	470.278	470.498	470.718	470.938	471.158	471.378	471.598	471.818	472.038	472.258	472.478	472.698	472.918	473.138	473.358	473.578	473.798	474.018	474.238	474.458	474.678	474.898	475.118	475.338	475.558	475.778	475.998	476.218	476.438	476.658	476.878	477.098	477.318	477.538	477.758	477.978	478.198	478.418	478.638	478.858	479.078	479.298	479.518	479.738	479.958	480.178	480.398	480.618	480.838	481.058	481.278	481.498	481.718	481.938	482.158	482.378	482.598	482.818	483.038	483.258	483.478	483.698	483.918	484.138	484.358	484.578	484.798	485.018	485.238	485.458	485.678	485.898	486.118	486.338	486.558	486.778	486.998	487.218	487.438	487.658	487.878	488.098	488.318	488.538	488.758	488.978	489.198	489.418	489.638	489.858	490.078	490.298	490.518	490.738	490.958	491.178	491.398	491.618	491.838	492.058	492.278	492.498	492.718	492.938	493.158	493.378	493.598	493.818	494.038	494.258	494.478	494.698	494.918	495.138	495.358	495.578	495.798	496.018	496.238	496.458	496.678	496.898	497.118	497.338	497.558	497.778	497.998	498.218	498.438	498.658	498.878	499.098	499.318	499.538	499.758	499.978	500.198	500.418	500.638	500.858	501.078	501.298	501.518	501.738	501.958	502.178	502.398	502.618	502.838	503.058	503.278	503.498	503.718	503.938	504.158	504.378	504.598	504.818	505.038	505.258	505.478	505.698	505.918	506.138	506.358	506.578	506.798	507.018	507.238	507.458	507.678	507.898	508.118	508.338	508.558	508.778	508.998	509.218	509.438	509.658	509.878	510.098	510.318	510.538	510.758	510.978	511.198	511.418	511.638	511.858	512.078	512.298	512.518	512.738	512.958	513.178	513.398	513.618	513.838	514.058	514.278	514.498	514.718	514.938	515.158	515.378	515.598	515.818	516.038	516.258	516.478	516.698	516.918	517.138	517.358	517.578	517.798	518.018	518.238	518.458	518.678	518.898	519.118	519.338	519.558	519.778	519.998	520.218	520.438	520.658	520.878	521.098	521.318	521.538	521.758	521.978	522.198	522.418	522.638	522.858	523.078	523.298	523.518	523.738	523.958	524.178	524.398	524.618	524.838	525.058	525.278	525.498	525.718	525.938	526.158	526.378	526.598	526.818	527.038	527.258	527.478	527.698	527.918	528.138	528.358	528.578	528.798	529.018	529.238	529.458	529.678	529.898	530.118	530.338	530.558	530.778	530.998	531.218	531.438	531.658	531.878	532.098	532.318	532.538	532.758	532.978	533.198	533.418	533.638	533.858	534.078	534.298	534.518	534.738	534.958	535.178	535.398	535.618	535.838	536.058	536.278	536.498	536.718	536.938	537.158	537.378	537.598	537.798	537.998	538.198	538.398	538.598	538.798	538.998	539.198	539.398	539.598	539.798	539.998	540.198	540.398	540.598	540.798	540.998	541.198	541.398	541.598	541.798	541.998	542.198	542.398	542.598	542.798	542.998	543.198	543.398	543.598	543.798	543.998	544.198	544.398	544.598	544.798	544.998	545.198	545.398	545.598	545.798	545.998	546.198	546.398	546.598	546.798	546.998	547.198	547.398	547.598	547.798	547.998	548.198	548.398	548.598	548.798	548.998	549.198	549.398	549.598	549.798	549.998	550.198	550.398	550.598	550.798	550.998	551.198	551.398	551.598	551.798	551.998	552.198	552.398	552.598	552.798	552.998	553.198	553.398	553.598	553.798	553.998	554.198	554.398	554.598	554.798	554.998	555.198	555.398	555.598	555.798	555.998	556.198	556.398	556.598	556.798	556.998	557.198	557.398	557.598	557.798	557.998	558.198	558.398	558.598	558.798	558.998	559.198	559.398	559.598	559.798	559.998	560.198	560.398	560.598	560.798	560.998	561.198	561.398	561.598	561.798	561.998	562.198	562.398	562.598	562.798	562.998	563.198	563.398	563.598	563.798	563.998	564.198	564.398	564.598	564.798	564.998	565.198	565.398	565.598	565.798	565.998	566.198	566.398	566.598	566.798	566.998	567.198	567.398	567.598	567.798	567.998	568.198	568.398	568.598	568.798	568.998	569.198	569.398	569.598	569.798	569.998	570.198	570.398	570.598	570.798	570.998	571.198	571.398	571.598	571.798	571.998	572.198	572.398	572.598	572.798	572.998	573.198	573.398	573.598	573.798	573.998	574.198	574.398	574.598	574.798	574.998	575.198	575.398	575.598	575.798	575.998	576.198	576.398	576.598	576.798	576.998	577.198	577.398	577.598	577.798	577.998	578.198	578.398	578.598	578.798	578.998	579.198	579.398	579.598	579.798	579.998	580.198	580.398	580.598	580.798	580.998	581.198	581.398	581.598	581.798	581.998	582.198	582.398	582.598	582.798	582.998	583.198	583.398	583.598	583.798	583.998	584.198	584.398	584.598	584.798	584.998	585.198	585.398	585.598	585.798	585.998	586.198	586.398	586.598	586.798	586.998	587.198	587.398	587.598	587.798	587.998	588.198	588.398	588.598	588.798	588.998	589.198	589.398	589.598	589.798	589.998	590.198	590.398	590.598	590.798	590.998	591.198	591.398	591.598	591.798	591.998	592.198	592.398	592.598	592.798	592.998	593.198	593.398	593.598	593.798	593.998	594.198	594.398	594.598	594.798	594.998	595.198	595.398	595.598	595.798	595.998	596.198	596.398	596.598	596.798	596.998	597.198	597.398	597.598	597.798	597.998	598.198	598.398	598.598	598.798	598.998	599.198	599.398	599.598	599.798	599.998	600.198	600.398	600.598	600.798	600.998	601.198	601.398	601.598	601.798	601.998	602.198	602.398	602.598	602.798	602.998	603.198	603.398	603.598	603.798	603.998	604.198	604.398	604.598	604.798	604.998	605.198	605.398	605.598	605.798	605.998	606.198	606.398	606.598	606.798	606.998	607.198	607.398	607.598	607.798	607.998	608.198	608.398	608.598	608.798	608.998	609.198	609.398	609.598	609.798	609.998	610.198	610.398	610.598	610.798	610.998	611.198	611.398	611.598	611.798	611.998	612.198	612.398	612.598	612.798	612.998	613.198	613.398	613.598	613.798	613.998	614.198	614.398	614.598	614.798	614.998	615.198	615.398	615.598	615.798	615.998	616.198	616.398	616.598	616.798	616.998	617.198	617.398	617.598	617.798	617.998	618.198	618.398	618.598	618.798	618.998	619.198	619.398	619.598	619.798	619.998	620.198	620.398	620.598	620.798	620.998	621.198	621.398	621.598	621.798	621.998	622.198	622.398	622.598	622.798	622.998	623.198	623.398	623.598	623.798	623.998	624.198	624.398	624.598	624.798	624.998	625.198	625.398	625.598	625.798	625.998	626.198	626.398	626.598	626.798	626.998	627.198	627.398	627.598	627.798	627.998	628.198	628.398	628.598	628.798	628.998	629.198	629.398	629.598	629.798	629.998	630.198	630.398	630.598	630.798	630.998	631.198	631.398	631.598	631.798	631.998	632.198	632.398	632.598	632.798	632.998	633.198	633.398	633.598	633.798	633.998	634.198	634.398	634.598	634.798	634.998	635.198	635.398	635.598	635.798	635.998	636.198	636.398	636.598	636.798	636.998	637.198	637.398	637.598	637.798	637.998	638.198	638.398	638.598	638.798	638.998	639.198	639.398	639.598	639.798	639.998	640.198	640.398	640.598	640.798	640.998	641.198	641.398	641.598	641.798	641.998	642.198	642.398	642.598	642.798	642.998	643.198	643.398	643.598	643.798	643.998	644.198	644.398	644.598	644.798	644.998	645.198	645.398	645.598	645.798	645.998	646.198	646.398	646.598	646.798	646.998	647.198	647.398	647.598	647.798	647.998	648.198	648.398	648.598	648.798	648.998	649.198	649.398	649.598	649.798	649.998	650.198	650.398	650.598	650.798	650.998	651.198	651.398	651.598	651.798	651.998	652.198	652.398	652.598	652.798	652.998	653.198	653.398	653.598	653.798	653.998	654.198	654.398	654.598	654.798	654.998	655.198	655.398	655.598	655.798	655.998	656.198	656.398	656.598	656.798	656.998	657.198	657.398
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VEHICLE ENTERING FROM THE EAST AND LEAVING TO THE WEST



VEHICLE ENTERING FROM THE WEST AND LEAVING TO THE EAST



EXTRACT OF 2 VEHICLES WAITING IN THE DECELERATION LANE

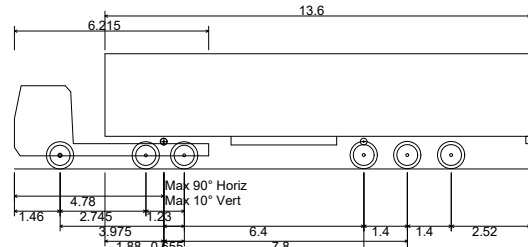
- NOTES
- ALL DESIGN REQUIREMENTS WITHIN THIS DRAWING HAVE BEEN DRAWN IN ACCORDANCE TO CD123 OF THE DESIGN MANUAL FOR ROADS AND BRIDGES AND BASED ON 85kph DESIGN SPEED LIMIT.
 - THE LEGAL OWNERSHIP BOUNDARY SHOWN ON THIS PLAN IS FOR REFERENCE ONLY. EXACT LOCATION DETAILS TO BE FINALIZED.
 - DESIGN SHOWN IS BASED ON "SITE SURVEY SERVICES" SURVEY OF THE EXISTING WATLING STREET, DRAWING NUMBER S250719-DR-T-001/004 PROVIDED BY CNG FUELS LTD. ODYSSEY CAN NOT ACCEPT ANY LIABILITY IN THE SURVEY INACCURACY OR OMISSIONS.

KEY

PROPOSED JUNCTION LAYOUT
SEE NOTE 3

LEGAL OWNERSHIP BOUNDARY

SWEPT PATH ANALYSIS IS BASED ON THE FOLLOWING VEHICLE



Articulated Vehicle with Twin Steered Tractor
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.691m
Min Body Ground Clearance 0.420m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.967m

A	EXTRACT ADDED SHOWING 2 VEHICLES WAITING IN DECELERATION LANE	LG	BO	MB	27.01.26
Rev	Amendments	Drn	Chk	App	Date

ODYSSEY

16.21 Watling Street,
London,
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W: www.odysseyconsult.co.uk

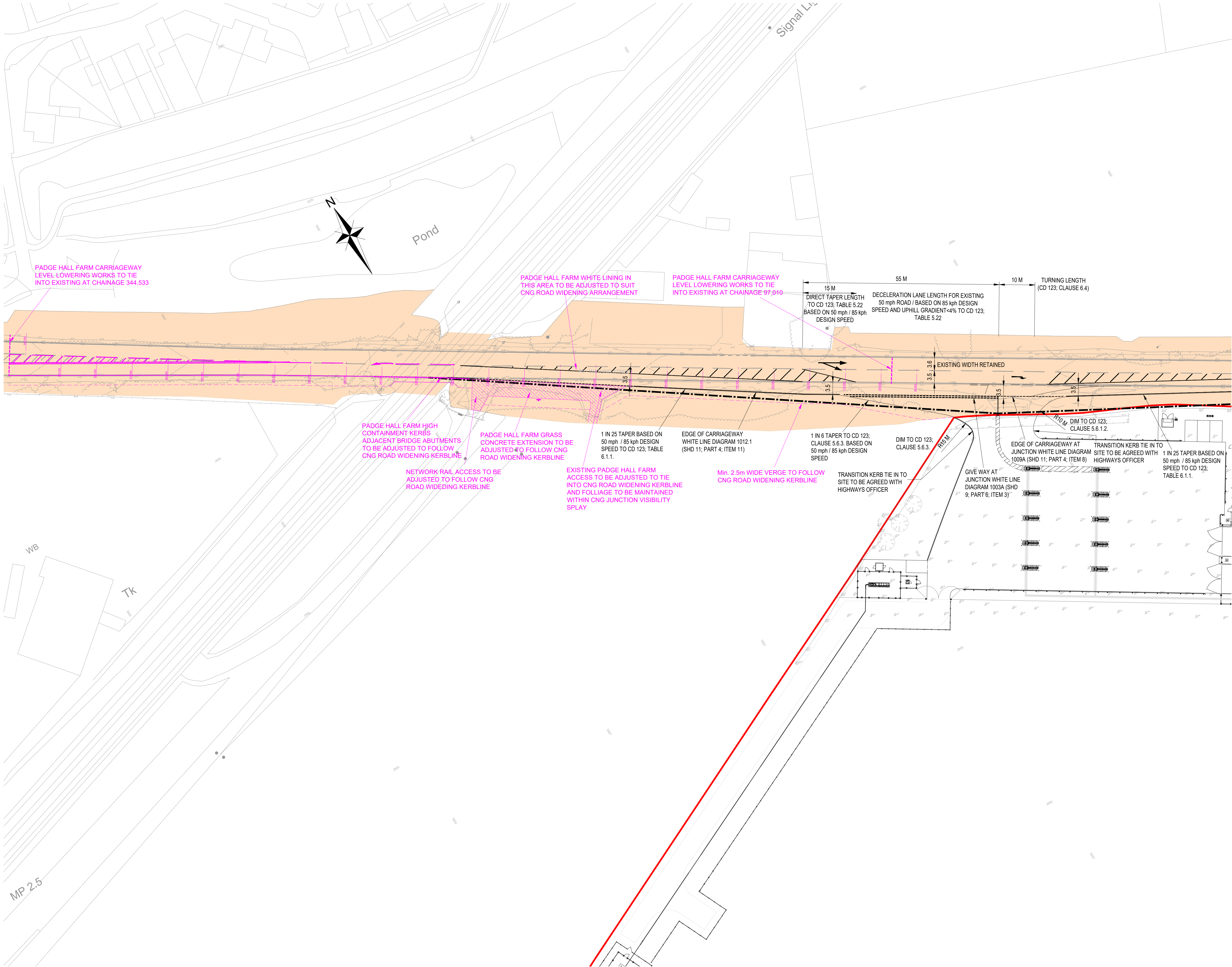
Job Title
CNG HINCKLEY WATLING STREET

Drawing Title
DMRB REVIEW OF SWEPT PATH ANALYSIS OF SITE ACCESS OFF WATLING STREET - 16.5m ARTIC

Client
CNG FUELS LTD

Scale 1:500 @A1	Date DEC' 25	Designed LG
Drawn LG	Checked BO	Approved MB
Job No 22-240	Drawing No 22-240-123	Rev A

K:\22-240 - CNG Watling Street, Hinckley\Tech\Acad\Drawings\22-240-124 Review of Padge Hall Farm Access tie in to CNG Road Widening.dwg



LAYOUT TO WEST OF CNG SITE SHOWING TIE IN WITH PADGE HALL FARM ACCESS AND BRIDGE LOWERING WORKS

- NOTES
- ALL DESIGN REQUIREMENTS WITHIN THIS DRAWING HAVE BEEN DRAWN IN ACCORDANCE TO CD123 OF THE DESIGN MANUAL FOR ROADS AND BRIDGES AND BASED ON 85kph DESIGN SPEED LIMIT.
 - THE LEGAL OWNERSHIP BOUNDARY SHOWN ON THIS PLAN IS FOR REFERENCE ONLY. EXACT LOCATION DETAILS TO BE FINALIZED.
 - DESIGN SHOWN IS BASED ON "SITE SURVEY SERVICES" SURVEY OF THE EXISTING WATLING STREET, DRAWING NUMBER S250719-DR-T-001/004 PROVIDED BY CNG FUELS LTD. ODYSSEY CAN NOT ACCEPT ANY LIABILITY IN THE SURVEY INACCURACY OR OMISSIONS.
 - PADGE HALL FARM LAYOUT IS BASED ON "ADC" A5 HIGHWAY LOWERING WORKS GENERAL ARRANGEMENT, DRAWING NUMBER ADC1839-DR-Z01-0100-P13 PROVIDED BY CNG FUELS LTD. ODYSSEY CAN NOT ACCEPT ANY LIABILITY IN THE SURVEY INACCURACY OR OMISSIONS.
 - THERE IS A SLIGHT DISCREPANCY BETWEEN "SITE SURVEY SERVICES" SURVEY USED BY ODYSSEY FOR THE CNG ACCESS DESIGN AND THE SUPPLIED SURVEY SHOWN ON "ADC" GENERAL ARRANGEMENT WHICH WILL NEED INVESTIGATING. ODYSSEY CAN NOT ACCEPT ANY LIABILITY IN THE SURVEY INACCURACY OR OMISSIONS.

- KEY
- PROPOSED CNG ACCESS AND ROAD WIDENING WORKS
SEE NOTE 3
 - 4.5m x 160m VISIBILITY SPLAY FOR CNG SITE CALCULATED ACCORDING TO DMRB GUIDANCE FOR A 50MPH ROAD
 - HIGHWAY BOUNDARY (OBTAINED FROM NATIONAL HIGHWAYS OPENDATA)
 - CNG LEGAL OWNERSHIP BOUNDARY
 - PADGE HALL FARM WORKS ADJUSTED TO FIT CNG A5 ROAD WIDENING ARRANGEMENT

Rev	Amendments	Dm	Chk	App	Date

ODYSSEY

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SE1 7QZ

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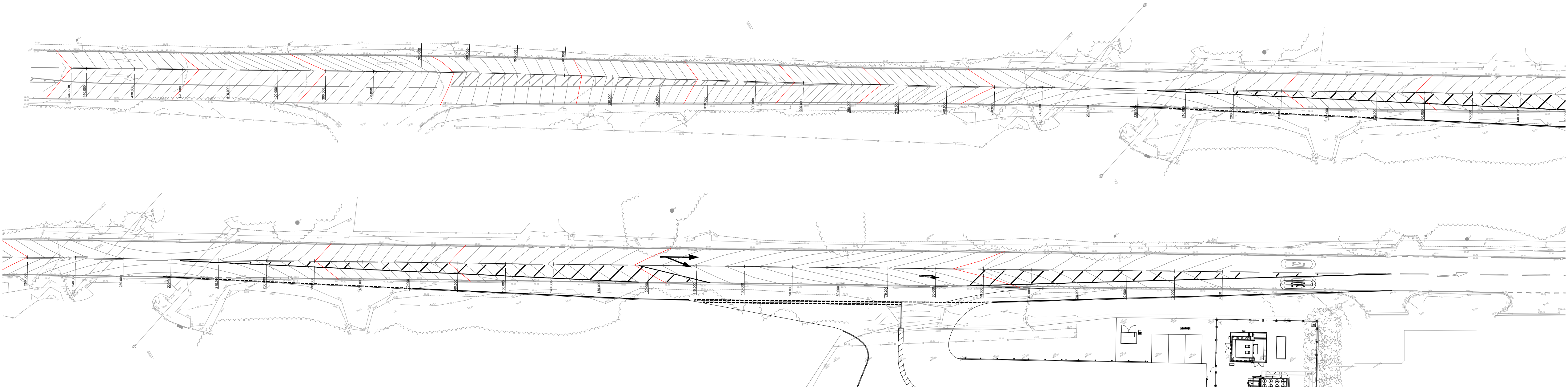
Job Title
CNG HINCKLEY WATLING STREET

Drawing Title
REVIEW OF PADGE HALL FARM ACCESS TIE IN TO CNG A5 ROAD WIDENING WORKS

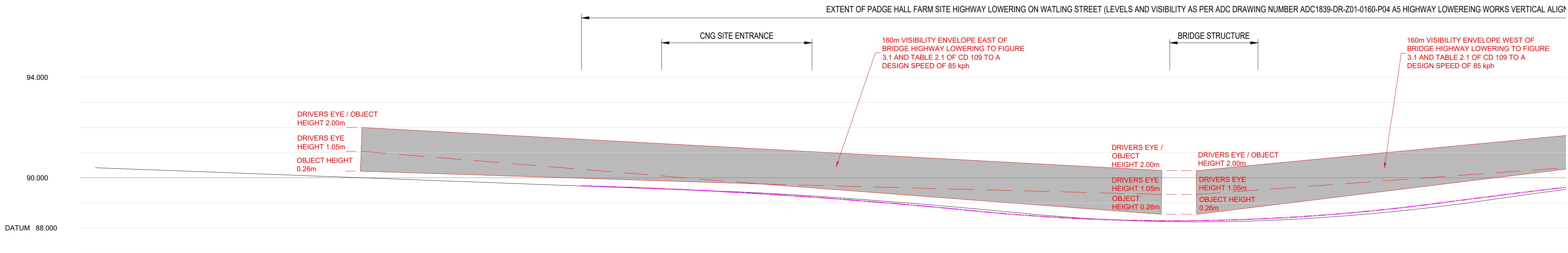
Client
CNG FUELS LTD

Scale 1:500 @A1	Date JAN 26	Designed LG
Drawn LG	Checked BO	Approved MB
Job No 22-240	Drawing No 22-240-124	Rev

CONTINUED ABOVE



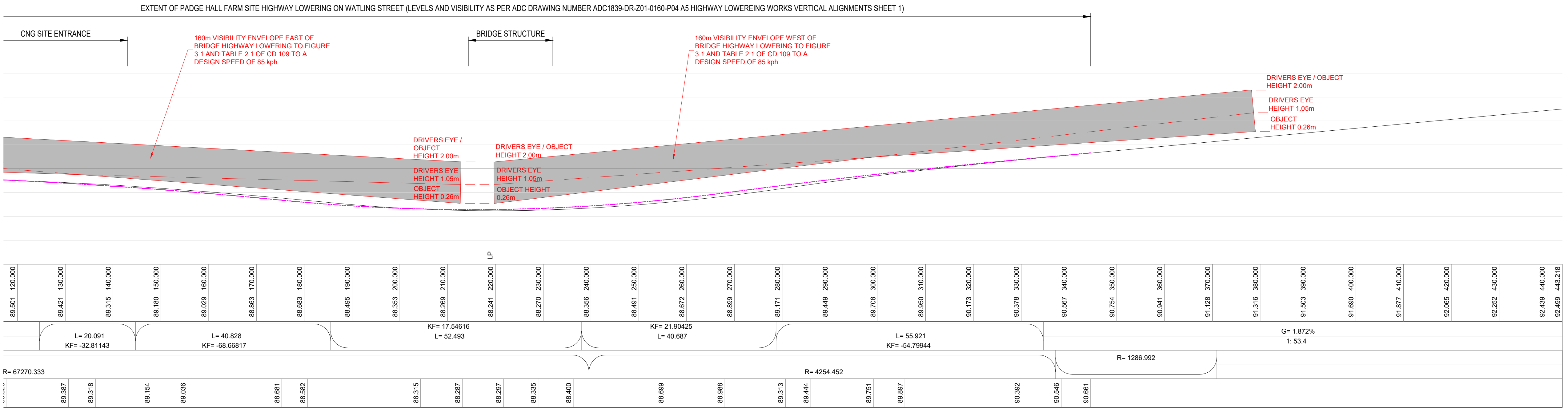
WATLING STREET HIGHWAY CHAINAGES



WATLING STREET

[illegible]

SCALE 1:500 HORIZ, 1:100 VERT



STOPPING SIGHT DISTANCE THROUGH ROAD LOWERING UNDER BRIDGE ON WATLING STREET

CONTINUED BELOW

CONTINUED BELOW

NOTES

1. ALL DESIGN REQUIREMENTS WITHIN THIS DRAWING HAVE BEEN DRAWN IN ACCORDANCE TO CD123 AND CD109 OF THE DESIGN MANUAL FOR ROADS AND BRIDGES AND BASED ON 85kph DESIGN SPEED LIMIT.
2. DESIGN SHOWN IS BASED ON "SITE SURVEY SERVICES" SURVEY OF THE EXISTING WATLING STREET, DRAWING NUMBER S250179-DR-Z01-001 PROVIDED BY CNG FUELS LTD. ODYSSEY CAN NOT ACCEPT ANY LIABILITY IN THE SURVEY INACCURACY OR OMISSIONS.
3. ORIGINAL VERTICAL DESIGN OF WATLING STREET HAS BEEN INTERPOLATED FROM A PDF OF THE PADGE HALL FARM HIGHWAY LOWERING DRAWINGS ADC1839-DR-Z01-0641-P01 BY ADC INFRASTRUCTURE. ODYSSEY CAN NOT ACCEPT ANY LIABILITY IN THE INACCURACY OF LEVEL INFORMATION.
4. PADGE HALL FARM LAYOUT IS BASED ON "ADC" A5 HIGHWAY LOWERING WORKS GENERAL ARRANGEMENT, DRAWING NUMBER ADC1839-DR-Z01-0100-P13 PROVIDED BY CNG FUELS LTD. ODYSSEY CAN NOT ACCEPT ANY LIABILITY IN THE SURVEY INACCURACY OR OMISSIONS.
5. THERE IS A SLIGHT DISCREPANCY BETWEEN "SITE SURVEY SERVICES" SURVEY USED BY ODYSSEY FOR THE CNG ACCESS DESIGN AND THE SUPPLIED SURVEY SHOWN ON "ADC" GENERAL ARRANGEMENT WHICH WILL NEED INVESTIGATING. ODYSSEY CAN NOT ACCEPT ANY LIABILITY IN THE SURVEY INACCURACY OR OMISSIONS.
6. THIS DRAWING IS FOR INFORMATION ONLY AND MUST NOT BE USED FOR SETTING OUT.

KEY

ORIGINALLY USED FROM INTERPOLATED
INFORMATION TAKEN FROM DRAWING
NUMBER ADC1839-DR-Z01-0641-P01
WATLING STREET HIGHWAY LOWERING
FINISHED LEVEL

PADGE HALL FARM HIGHWAY LOWERING
WORKS TAKEN FROM DRAWING NUMBER
ADC1839-DR-Z01-0100-P13

STOPPING SIGHT DISTANCE ENVELOPE OF
VISIBILITY TO CD 109 AT A DESIGN SPEED
OF 85 kph ADJUSTED TO SUIT UPDATED
PADGE HALL FARM A5 HIGHWAY
LOWERING INFORMATION

Rev	Amendments	Drm	Chk	App	Date
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Job Title
CNG HINCKLEY WATLING STREET

REVIEW OF PADGE HALL FARM
ACCESS SIGHT VISIBILITY
LAYOUT

CNG FUELS LTD

Scale 1:500 @A1	Date JAN 26	Designed LG
Drawn LG	Checked BO	Approved MB
Job No 22-240	Drawing No 22-240-125	Rev