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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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March 2026

**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: 23/00613/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.



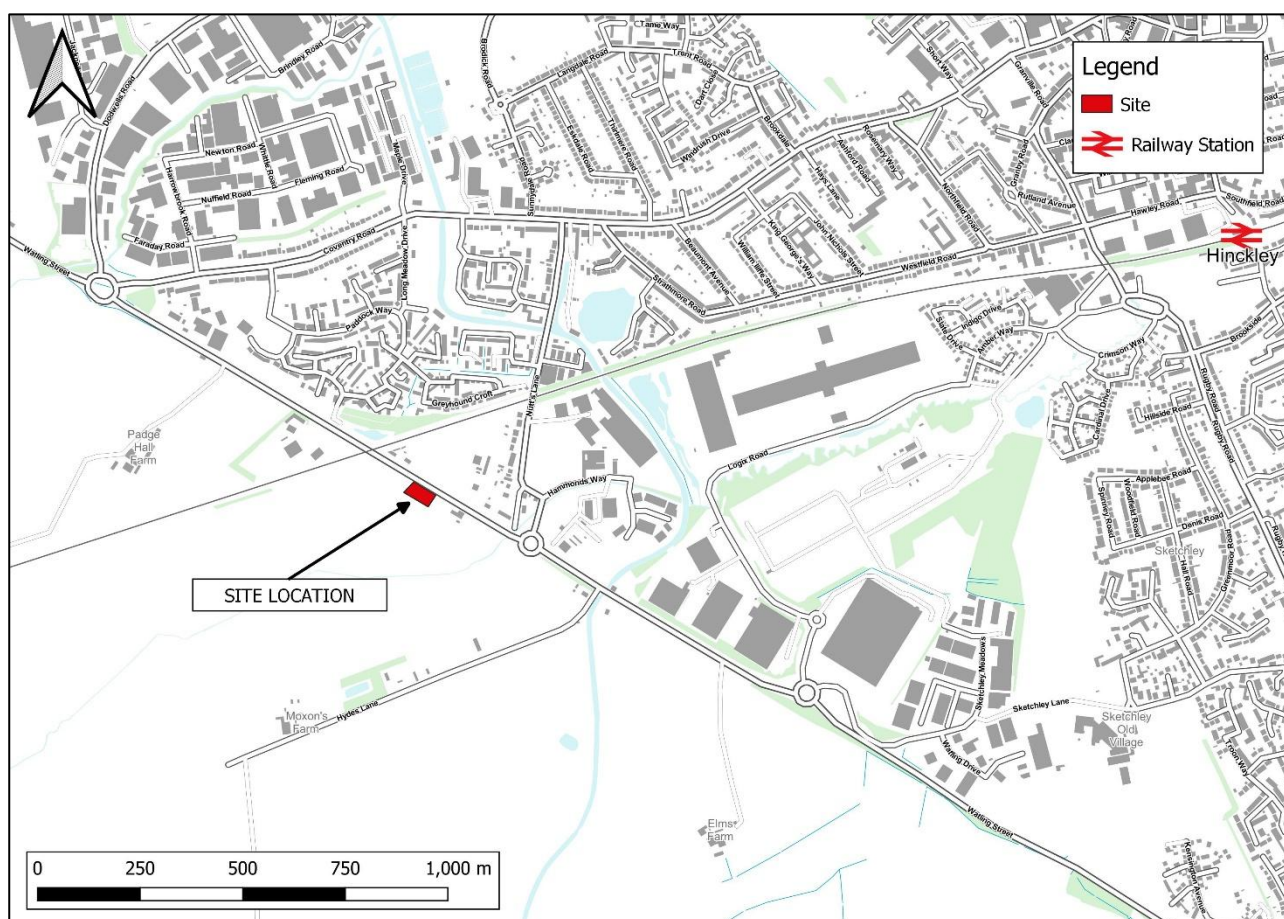
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3.0 SITE LOCATION

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 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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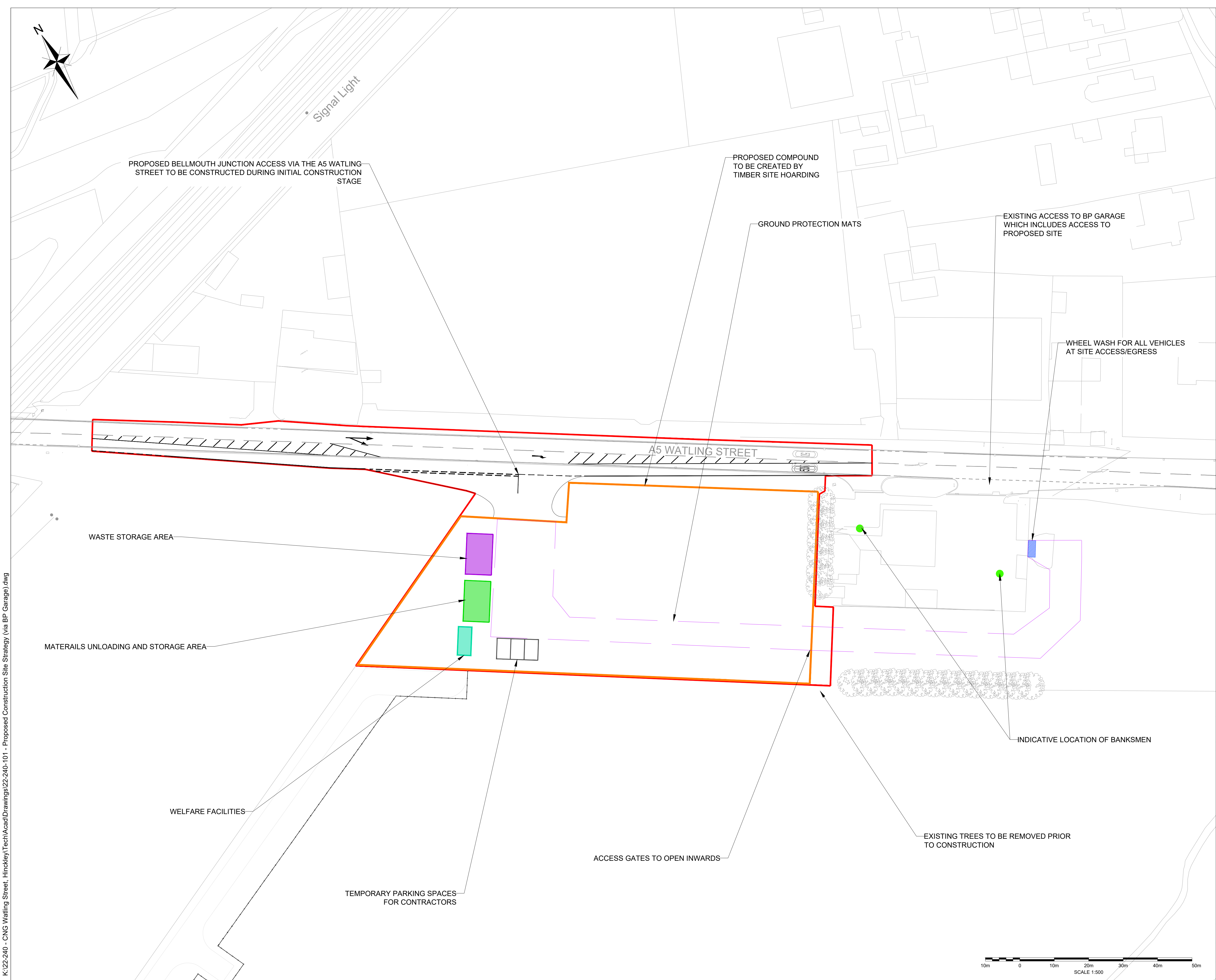
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CMP DRAWINGS



- 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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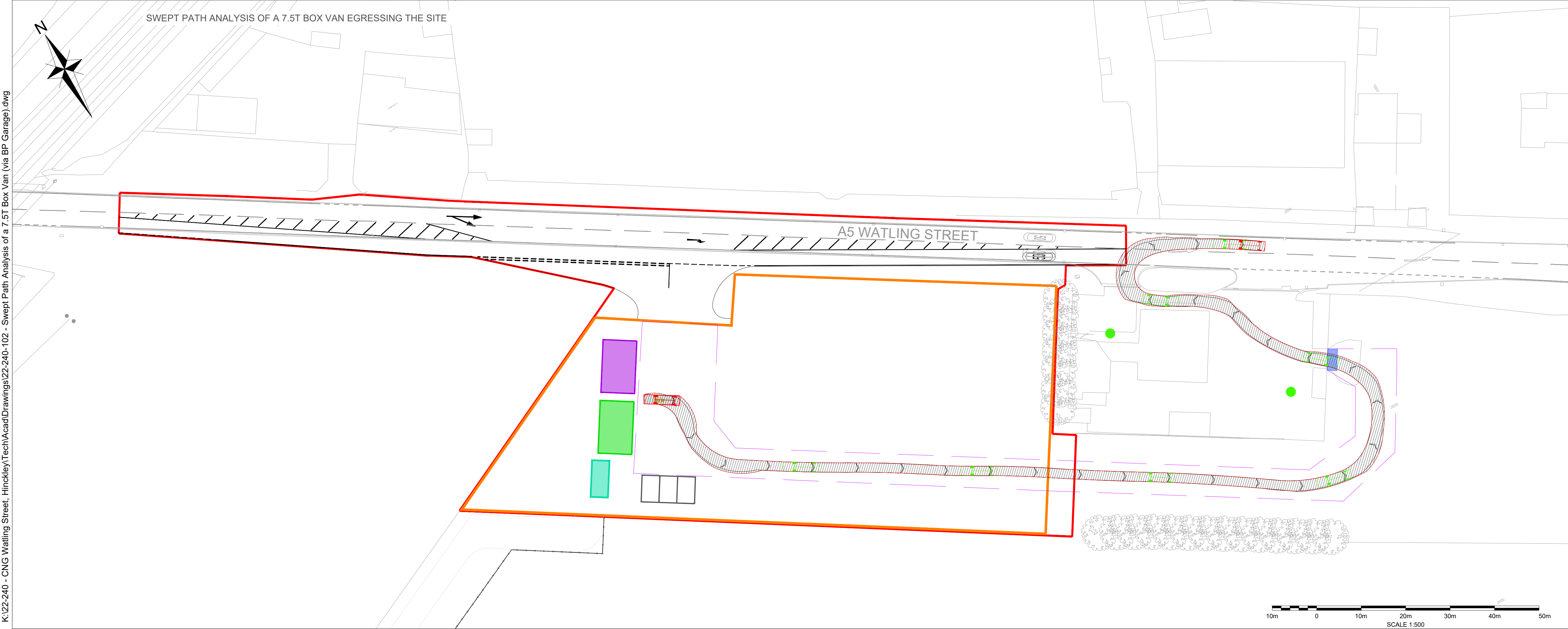
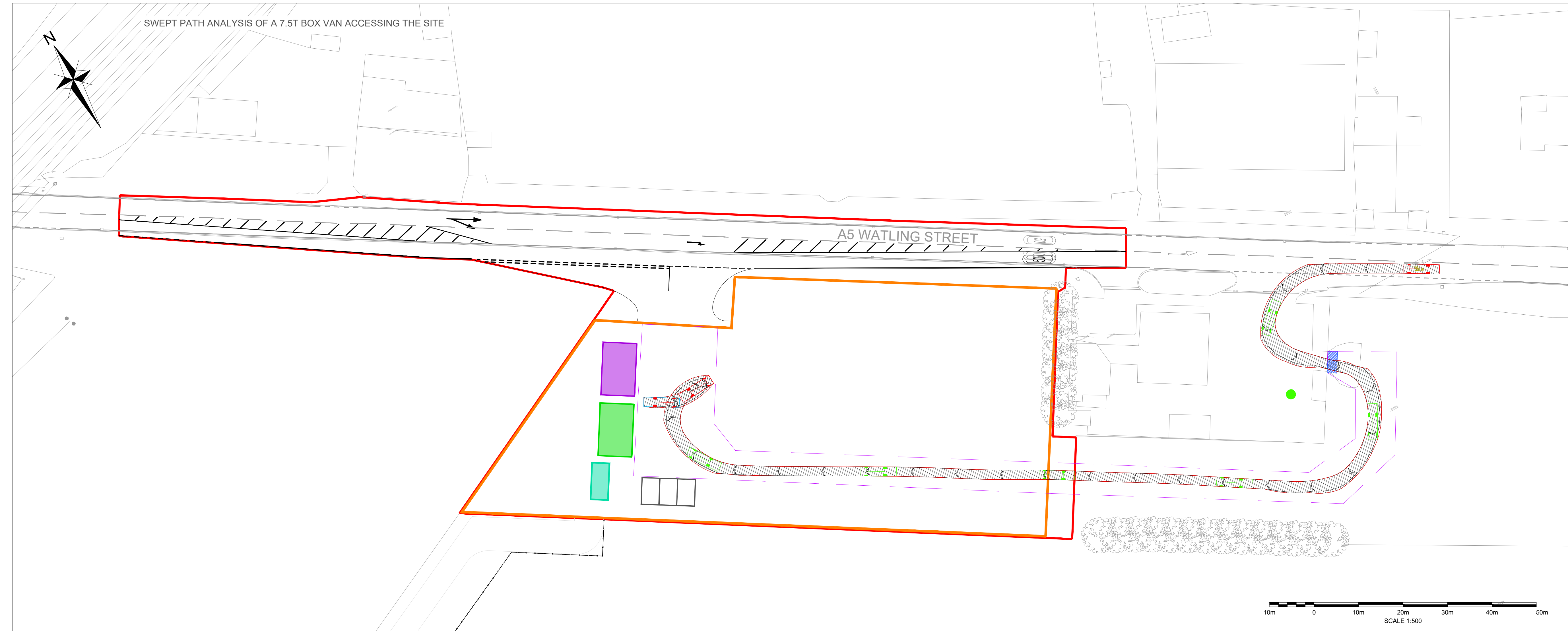
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Job Title
CNG HINCKLEY WATLING STREET

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

Client
CNG FUELS LTD

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



- 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

8.01	
1.21	4.25
7.5t Box Van	8.010m
Overall Length	2.100m
Overall Width	3.556m
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	Dm	Chk	App	Date
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 **ODYSSEY**

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Job Title
CNG HINCKLEY WATLING STREET

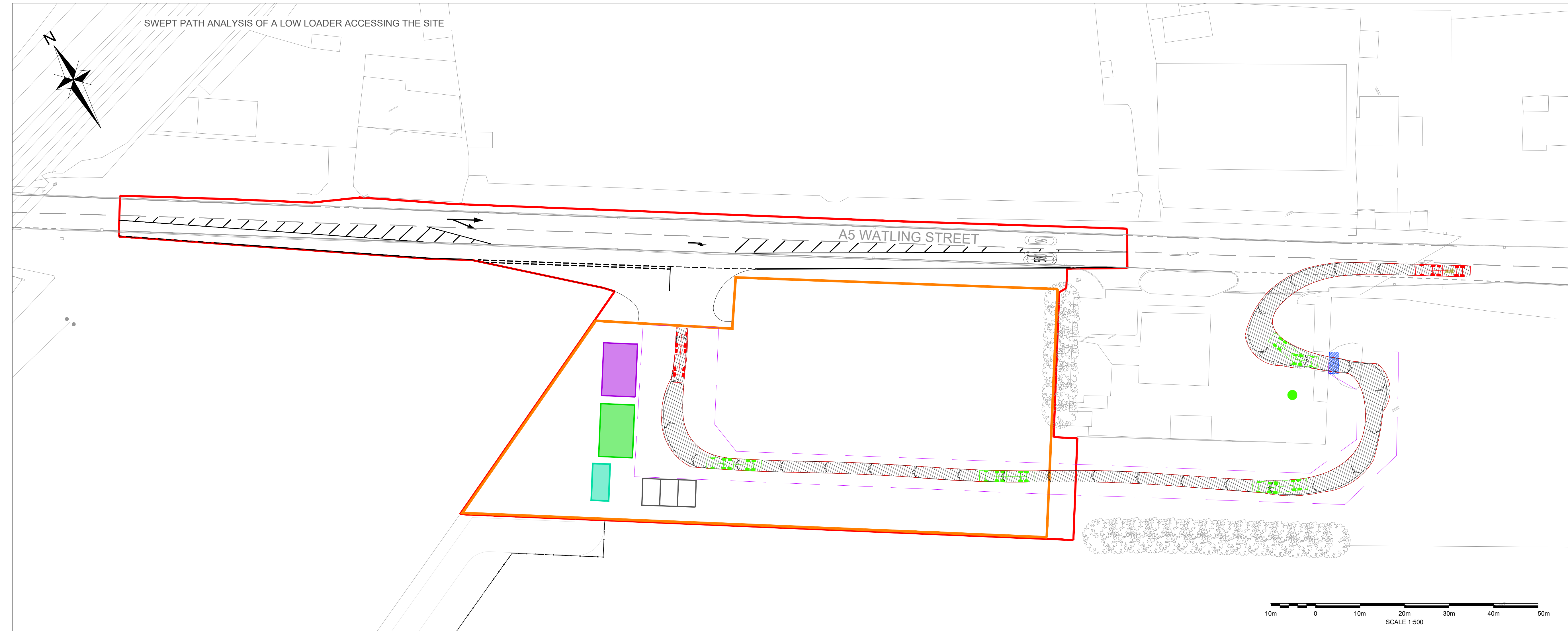
Drawing Title
**SWEPT PATH ANALYSIS OF A 7.5T
BOX VAN (INITIAL CONSTRUCTION
PHASE)**

Client
CNG FUELS LTD

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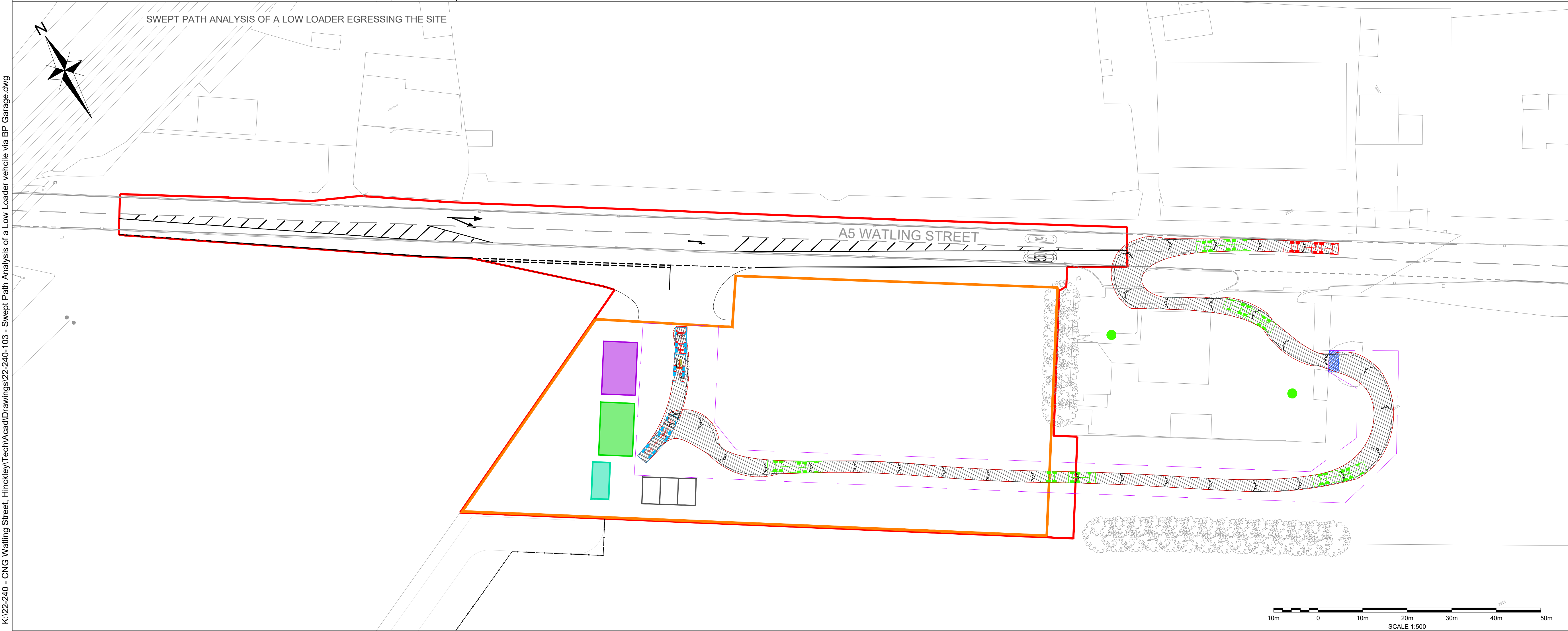
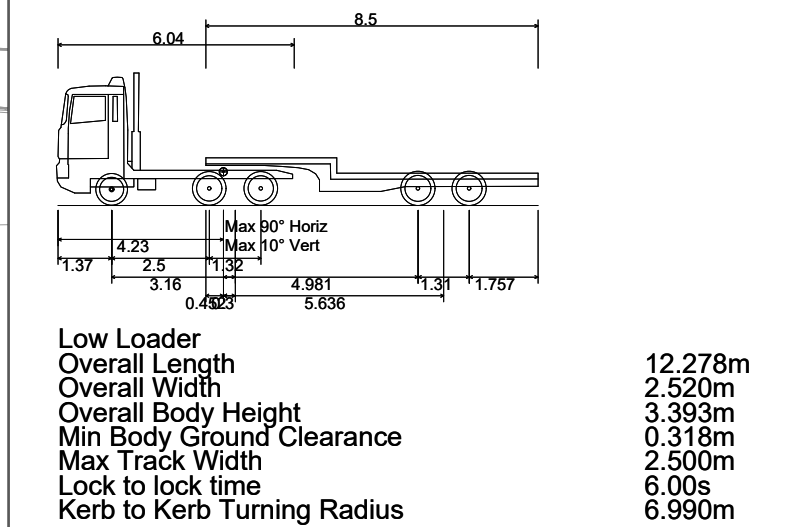
Drawn SO	Checked MJB	Approved MJB
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Job No 22-240	Drawing No 22-240-102	Rev A
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- NOTES
- EXISTING APPLICATION BOUNDARY
 - SITE HOARDING
 - WHEEL WASH
 - MATERIALS UNLOADING/STORAGE
 - WASTE STORAGE/LOADING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

SWEPT PATH ANALYSIS IS BASED ON THE FOLLOWING VEHICLE



A JUNCTION ARRANGEMENT
UPDATED TO REFLECT THE DMRB
TURNING REVIEW

Rev Amendments Dm Chk App Date

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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

Designed
SO

Drawn
SO

Checked
MJB

Approved
MJB

Job No
22-240

Drawing No
22-240-103

Rev
A