Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Construction Traffic Management Plan

Report Prepared by: BWB Consulting Ltd

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Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 5(2)(q)

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 Regulation 14

This document forms a part of the Environmental Statement for the Hinckley National Rail Freight Interchange project.

Tritax Symmetry (Hinckley) Limited (TSH) has applied to the Secretary of State for Transport for a Development Consent Order (DCO) for the Hinckley National Rail Freight Interchange (HNRFI).

To help inform the determination of the DCO application, TSH has undertaken an environmental impact assessment (EIA) of its proposals. EIA is a process that aims to improve the environmental design of a development proposal, and to provide the decision maker with sufficient information about the environmental effects of the project to make a decision.

The findings of an EIA are described in a written report known as an Environmental Statement (ES). An ES provides environmental information about the scheme, including a description of the development, its predicted environmental effects and the measures proposed to ameliorate any adverse effects.

Further details about the proposed Hinckley National Rail Freight Interchange are available on the project website:

[redacted]

The DCO application and documents relating to the examination of the proposed development can be viewed on the Planning Inspectorate's National Infrastructure Planning website:

https://infrastructure.planninginspectorate.gov.uk/projects/east-midlands/hinckley-national-rail-freight-interchange/

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INTRODUCTION

1.1. This 'Construction Traffic Management Plan' (CTMP) has been prepared on behalf of Tritax Symmetry (Hinckley) Limited (TSH) the Applicant to confirm that appropriate environmental controls will be in place during construction of the Proposed Development of the Hinckley National Rail Freight Interchange (HNRFI).

1.2. This CTMP should be read in conjunction with the 'Construction Environmental Management Plan' (CEMP), Document Reference 17.1. Both the CEMP and the CTMP will be further developed once the appointment of the 'Principal Contractor' (PC) for the project has been confirmed and a detailed construction programme has been developed.

1.3. The purpose of this CTMP is to specify the overarching principles and measures to manage and mitigate the effects of the traffic associated with the construction of the Proposed Development. It will also ensure that construction activities cause minimum disruption to existing highway users, highway infrastructure and the wider environment.

1.4. More specifically, the CTMP aims to:

- manage the movement of construction vehicles to minimise the effects of traffic travelling to and from the site during the construction period.
- Minimise the generation of traffic.
- Endeavour to ensure that delivery vehicles use agreed routes avoiding residential areas as far as possible and having the least impact on the Local Highway Network (LHN) and Strategic Road Network (SRN).
- Ensure no on-street parking occurs in relation to construction traffic; and
- Ensure safety of all users on the surrounding highway network is a key consideration for construction movements

1.5. This CTMP details the environmental controls and procedures that will need to be adopted throughout the development, thereby providing a tool to ensure the successful management of potential adverse effects as a result of the construction activities. It sets out roles and responsibilities for the management of these controls and procedures.

1.6. It should be noted that specific methodologies and procedures will be addressed in detailed phase-specific CTMPs, completed following the appointment of a PC.

1.7. In this regard, and as set out in the Statement of Common Ground Intent Schedule (document reference 15.1), phase-specific CTMPs will be prepared prior to the construction of each development phase, these will be secured through a DCO requirement.

1.8. Alongside both the CEMP and the CTMP the potential environmental effects of the construction work that have been identified through the environmental impact assessment (EIA), a series of supporting implementation plans set out a clear picture of the measures proposed to protect the environment and local amenity during construction. These will be secured through DCO requirements.

- ***Site Waste and Materials Management Plan (document reference 17.3)*** – covering the minimisation and management of waste generated during construction.
- ***Ecological Mitigation and Management Plan (document reference 17.5)*** – setting out the ecological mitigation strategies to be employed to ensure that protected species and habitats are safeguarded during site clearance and construction.
- ***Landscape Ecological Management Plan (document reference 17.2)*** – explaining how landscape and planting and habitat protection and enhancement will be undertaken with a view to securing specified landscape visual, ecology and biodiversity benefits.

Background

1.9. This CTMP identifies an appropriate route for HGV traffic to access the site during the construction phase. It also sets out potential measures to minimise interruption and / or delay to existing vehicle traffic on the Local Road Network (LRN) and Strategic Road Network (SRN).

1.10. It is intended that the following sections of the plan will be developed in greater detail after the Development Consent Order is granted for the proposed development, by the Principal Contractors (PC) responsible for implementing the relevant phases of construction work have been appointed.

1.11. A PC's detailed CTMP should include as appropriate:

- Construction traffic (types and predicted volume - quantum of movements).
- Construction traffic (routes and signing).
- Construction traffic (hours of deliveries).
- Temporary traffic management scheme.
- Programme of works.
- Location of proposed storage, site huts, and delivery areas.
- Environmental conditions and waste management
- Training of construction staff; and

- Monitoring.

1.12. This CTMP demonstrates TSH's commitment to minimising the impacts of construction. A full CTMP will be produced post-application by the Contractor which will adopt and build upon the measures set out within this Framework.

The DCO Application

1.13. It is understood that the site will be developed as a National Rail Freight Interchange (NRFI) with the proposals delivering up to 850,000sqm of built logistics space, which could attract several national and multi-national employers to the area. This would be served by an intermodal rail freight terminal, with rail-linked buildings provided according to demand. The scheme is a Nationally Significant Infrastructure project (NSIP).

1.14. Main HNRFI site will include the delivery of: -

a. The demolition of Woodhouse Farm, Hobbs Hayes, Freeholt Lodge and the existing bridge over the Leicester to Hinckley railway on Burbage Common Road;

b. new rail infrastructure including points off the existing Leicester to Hinckley railway providing access to a series of parallel sidings at the HNRFI, in which trains would be unloaded, marshalled and loaded;

c. an intermodal freight terminal or 'Railport' capable of accommodating up to 16 trains up to 775m in length per day, with hard-surfaced areas for container storage and HGV parking and cranes for the loading and unloading of shipping containers from trains and lorries;

d. up to 850,000 square metres (gross internal area or GIA) of warehousing and ancillary buildings with a total footprint of up to 650,000 square metres and up to 200,000 square metres of mezzanine floorspace, including the potential for some buildings to be directly rail linked if required by occupiers. These buildings might incorporate ancillary data centres to support the requirements of HNRFI occupiers and operators. They will also incorporate roof-mounted photovoltaic arrays with a generation capacity of up to 42.4 megawatts (MW), providing direct electricity supply to the building or exporting power to battery storage in the energy centre;

e. an energy centre incorporating an electricity substation connected to the local electricity distribution network, battery storage and a gas-fired combined heat and power plant (designed to be ready for 100% hydrogen in the grid gas supply) with an electrical generation capacity of up to 5 (MW). Total electricity generation capacity at the Main HNRFI Site is therefore 47.4 MW;

f. a lorry park with welfare facilities for drivers and HGV fuelling facilities;

g. a site hub building providing office, meeting space and marketing suite for use in connection with the management of the HNRFI and ancillary car parking;

h. terrain remodelling, hard and soft landscape works, amenity water features and planting;

i. noise attenuation measures, including acoustic barriers up to six metres in height;

j. habitat creation and enhancement, and the provision of publicly accessible amenity open space at the south-western extremity of the HNRFI near Burbage Wood and to the south of the proposed A47 Link Road between the railway and the B4668/A47 Leicester Road;
k. pedestrian, equestrian and cycle access routes and infrastructure, including a new dedicated route for pedestrians, cyclists and horse riders from a point south of Elmesthorpe to Burbage Common;
l. utility compounds, plant and service infrastructure;
m. security and safety provisions inside the HNRFI including fencing and lighting; and
n. drainage works including surface water retention ponds, underground attenuation tanks and swales.

Highway Works

a. works to M69 Junction 2 comprising the reconfiguration of the existing roundabout and its approach and exit lanes, the addition of a southbound slip road for traffic joining the M69 motorway and the addition of a northbound slip road for traffic leaving the M69 motorway at Junction 2.

b. a new road ('the A47 Link Road') from the modified M69 Junction 2 to the B4668 / A47 Leicester Road with a new bridge over the railway, providing vehicular access to the proposed HNRFI from the strategic highway network. The A47 Link Road will be intended for adoption as a public highway under the Highways Act 1980.
c. modifications to several junctions and amendments to Traffic Regulation Orders on the local road network in response to the different traffic flow pattern resulting partly from the trips generated by the HNRFI development and principally from the change in movements as a result of the M69 Junction 2 upgrade;
d. works affecting existing pedestrian level crossings on the Leicester to Hinckley railway at Thorney Fields Farm north-west of Sapcote, at Elmesthorpe and at Outwoods between Burbage and Hinckley. In addition, pedestrian level crossings serving footpaths that connect Burbage Common Road to Earl Shilton and Barwell are proposed for closure with the associated footpaths being diverted;
e. off-site (outside the Order Limits) railway infrastructure including signals, signage and electricity connections.

Programme

1.15. The overall construction programme for the HNRFI is ten years post consent. At this stage it is anticipated that construction will commence in year 3 post-development consent and construction of the Proposed Development will take approximately 7 years.

1.2. Illustrative Phasing and Works Plans Reference 2.18.1 – 2.18.6 (inclusive)show how the Main HNRFI Site is expected to be built out in phases. Each phase will require a detailed CTMP to be prepared by the Contractor and subject to approval by the LHA under the DCO requirements.

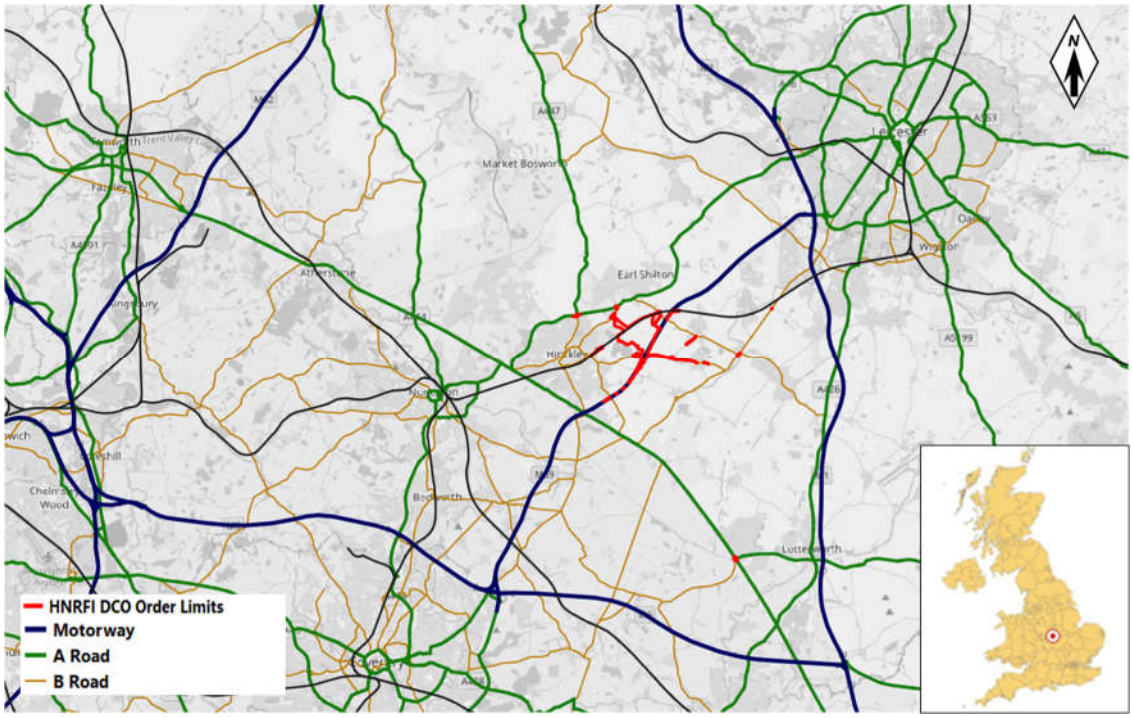
MAIN HNRFI SITE, LOCATION AND HIGHWAY NETWORK

Location

1.16. The Main HNRFI site is located to the north-east of Hinckley in the Blaby district of Leicestershire. The site is bound by the Birmingham-Peterborough Cross-country rail line which forms its north-western boundary and the M69 motorway to the east (including Junction 2 at the southeast corner of the site).

1.17. Figure 1 displays the indicative location of the Main HNRFI Site.

Figure 1: Main HNRFI Site location



1.18. Hinckley town centre and railway station are both located approximately two miles to the southwest, Earl Shilton and Barwell lie approximately two miles to the north and Stoney Stanton and Sapcote are approximately two miles to the east. The B4669 Hinckley Road runs east-west to the south of the site, and Burbage Common Road routes through the site and enters/ exits at two separate locations to the north).

Existing Use

1.19. The Main HNRFI Site lies in National Character Area (NCA) 94 'Leicestershire Vales', which comprises an open landscape of gentle clay ridges and valleys used for a mixture of pasture and arable agriculture, bisected by small watercourses.

1.20. The Main HNRFI Site appears broadly level, though it slopes gently downhill from a high point of 110m Above Ordnance Datum (AOD – i.e. above sea level) adjacent to M69 Junction 2 to a low point of 83m AOD beside the railway at the northern end of the Main Site.

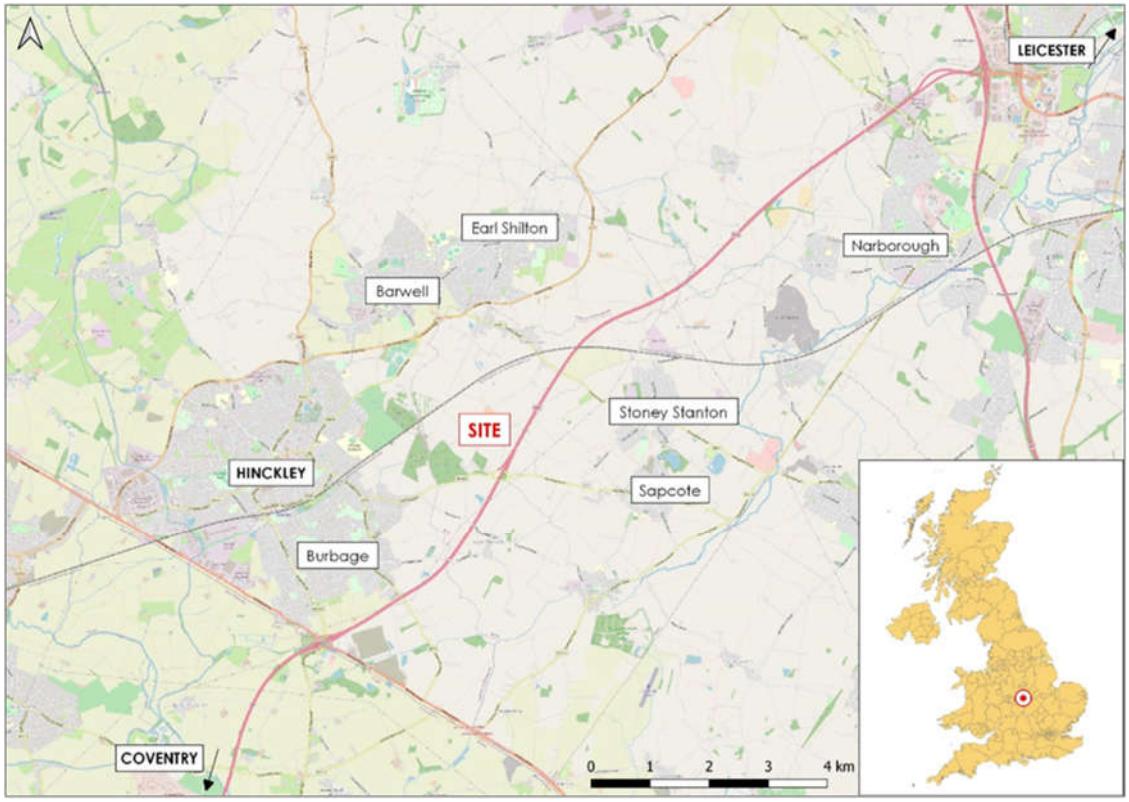
1.21. South-west of M69 Junction 2 the M69 motorway falls gently to a height of c. 96m AOD at the southern extremity of the DCO Site.

1.22. To the west of the railway the A47 Link Road corridor falls from 99m to c. 93m before rising gently to 96m where it joins the A47 Leicester Road. This gentle valley is associated with an unnamed watercourse.

1.23. Settlements in the wider locality include Burbage and Hinckley to the south-west,

Barwell and Earl Shilton to the north-east and Stoney Stanton and Sapcote to the east as shown in Figure 2.

Figure 2: Urban Areas



1.24. The M69 motorway forms the eastern boundary of the site and links the M6 and A5 to the south-west with the M1 to the north-east. M69 Junction 2 lies at the southern edge of the site and affords potential for direct access to the motorway network. However, Junction 2 is currently a limited access junction and lacks slip-roads to and from the M69 southwards towards Coventry and the M6. This is capable of being improved in line with the Leicester and Leicestershire Economic Growth Strategy 2021-30 for better access to the M69.

Strategic Road Network

1.25. The main HNRFI site is well served by road and rail, with direct vehicular access onto the M69 via Junction 2 and thereafter the wider Strategic Road Network (SRN).

M69

1.26. The M69 is the motorway across approximately 26km (16 miles) between Leicester and Coventry, passing Nuneaton and Hinckley with connections available to the M1 and M6. The M69 connects to the M1 via Junction 21, approximately 11.5km (7.2 miles) to the north-east of the site and at the southern end of the M69, there are free-flowing slip roads onto the M6 towards Birmingham. Further connections are

also available to the A5 via Junction 1 of the A5, approximately 4km (2.5 miles) to the south-west of the site.

1.27. The nearest point of access in relation to the site is located at the southern extent of the site via Junction 2 of the M69.

M1

1.28. The M1 is a north-south arterial route stretching the 311km (193 miles) between London and Leeds. The M1 passes Northampton, Leicester, Nottingham, Derby, Sheffield and Wakefield. The nearest point of access in relation to the site is approximately 11.5 km (7.2 miles) to the north-east at Junction 21.

M6

1.29. The M6 extends from Junction 19 of the M1 at the Catthorpe interchange, near Rugby via Birmingham then heads north, passing Stoke-on-Trent, Liverpool, Manchester, Preston, Lancaster, Carlisle and terminating at the Gretna Junction (J45). The nearest point of access to the M6 in relation to the site is approximately 15.3km (9.5 miles) to the south of the site via Junction 2, known as the Ansty Interchange.

1.30. The M6 Toll, also known as the Birmingham North Relief Road or the Midland Expressway, connects M6 Junction 3a at the Coleshill Interchange to M6 Junction 11A at Wolverhampton with 43.5km (27 miles) of six-lane motorway. The M6 Toll is the northern bypass for the West Midlands, designed to relieve traffic congestion along the M6 through the urban area.

M42

1.31. The M42 routes north-east from Bromsgrove in Worcestershire to the south-west of Ashby-de-la-Zouch in Leicestershire, passing Redditch, Solihull, the National Exhibition Centre (NEC) and Tamworth on the way. The M42 is a road of two parts. Its southern section forms part of the box of motorways around Birmingham, traversing the southern and eastern sides of the city and linking the M5 and M6; it then strikes off to the north-east, towards Nottingham and the East Midlands. The A42 is a direct continuation of the motorway route that carries traffic through to the M1.

1.32. The nearest point of access to the M42 in relation to the site is located approximately 25km (15.5 miles) to the north-west via Junction 10 of the M42.

A5

1.33. The A5 trunk road connects with M69 Junction 1 approximately 4.2km (2.6 miles) south of the site access (and Junction 2), and acts as a key northwest-to-southeast link between the M42/Tamworth and the M1/M45/Milton Keynes. The A5 is a single

carriageway road within the vicinity of Hinckley. To the north of the A69 the road is subject to a speed limit of 40mph and to the south it is subject to a speed limit of 60mph (national speed limit).

1.34. Around 3.2km (2 miles) to the south of the M69 the A5 turns into a grade separated dual carriageway. To the north the A5 provides access from the M69 to both the recently developed Hinckley Commercial Park and the Teal Business Park.

1.35. The A5 passes below the Nuneaton-Leicester Rail line approximately 750m (0.47 miles) to the south-east of the Dodwells Roundabout. It is allegedly one of the most struck bridges on the SRN in England and has a clearance height of 4.6m (15ft), which is clearly signed at the location. The bridge has been identified as a concern for the HGV Route Management Plan and Strategy, reference 17.4

Local Highway Network

1.36. In addition to the site's accessibility to the SRN, the site is also accessible from the local highway network.

B4669 Sapcote Rd/ Hinckley Road

1.37. The B4669 runs in an east-west alignment immediate south of the site and forms a grade-separated junction with the M69 motorway at Junction 2. Access to the site is to be derived from this location. To the west the B4669 Sapcote Road provides a connection into Hinckley and to the east the B4669 Hinckley Road provides connections to the villages of Sapcote and Stoney Stanton.

1.38. The B4469 is a single carriageway road and within the vicinity of the site is subject to the national speed limit (60mph). On entry to the urban area of Hinckley this reduces to 40 and then 30mph. There are various side road junctions along the B4469 including the B578, Brookside and Park Road which serve residential areas in the southern part of Hinckley.

1.39. At the side road junction with Park Road the B4469 continues as the B590. In the urban area of Hinckley there is generally footway provision on both sides of the road, and in the vicinity of the site a footway on the northern side of the carriageway links Hinckley with M69 Junction 2.

1.40. To the east of M69 Junction 2 the B4669 provides a connection with the village of Sapcote and the B4114 Coventry Road to the south. In this location the road is generally rural in nature and is subject to the national speed limit. When the road enters the village of Sapcote the speed limit reduces to 30mph.

1.41. Footway provision is generally provided on both sides of the carriageway within the urban area of Sapcote. In Sapcote and at key junctions the carriageway is lit. However, in rural settings the carriageway is generally unlit.

B581

1.42. The B581 runs from the A47 and the village of Barwell to the village of Stoney Stanton passing over the M69. The road is primarily rural in nature with some intermittent residential frontage. It is subject to a 40mph speed limit to the north of the M69, the national speed limit (60mph) to the south of the M69 and 30mph within the village of Stoney Stanton. It provides secondary access to the site via Burbage Common Road or via a connection with Hinckley Road/B4669 to the south of the site.

A47

1.43. The A47 is a major road which runs along the northern boundary of Hinckley. This is likely to act as a local route for vehicular movements accessing the site from the surrounding area which are not as well connected to the strategic highway network. This would include villages such as Barwell and Kirkby Mallory and industrial sites such as the Caterpillar UK Ltd plant in the village of Peckleton.

1.44. To the west the A47 connects with the A5 and Nuneaton with Leicester City Centre to the east. Within the area of Hinckley, the A47 is a 9-metre-wide single carriageway road with no direct frontage. It has a segregated walking and cycling route on its southern boundary. The A47 connects with amongst others the B4666, Stoke Road, B4667, B4668 and B581 via either roundabout or signalised junctions.

B4114 Coventry Road

1.45. The B4114 is an arterial road to the south of the site. It connects with the A5 to the west via a complex priority junction and to the east with the outskirts of Leicester and M1 Junction 21. This connects with the development site via a simple priority junction with the B4669.

1.46. The B4114 provides access to a number of villages along the route including Sharnford, Primethorpe, Croft, Littlethorpe and Narborough. The road is generally a single carriageway road with the exception of a small section within the vicinity of the village of Croft which widens to a dual carriageway with a central reservation. The speed limit along the road varies from 30 mph to 70 mph national speed limit. There are no weight limit restrictions on the road with various lay-bys along the side of the carriageway.

1.47. Where there is no direct frontage to the carriageway it is generally unlit with no footway provision. Where the road passes through the villages of Sharnford and Narborough the road is generally well lit with footway provision in place. The speed limit along the road varies from 30 mph to 60 mph national speed limit. There are no weight limit restrictions on the road with various lay-bys along the side of the carriageway.

B4668

1.48. B4668 connects with Burbage Common Road which passes broadly to the north of the proposed development site. The road then continues into Hinckley where it is directly fronted by residential properties. The B4668 is a single carriageway road with a minimum width of around 8 metres. It is generally well lit and has footway provision on both sides of the carriageway within the urban area. To the east the B4668 connects to the A47 roundabout south of Barwell and West of Elmesthorpe

1.49. A new roundabout access will be provided on the B4668 and works will include construction access to allow haul road activity for access to the railway bridge/Burbage Common Road rail crossing.

1.50. Within Hinckley the road is subject to a 30mph speed limit. Outside the urban area the speed limit increases to 40 and then 60mph. No weight or height restrictions are in place along the road.

A447 Ashby Road

1.51. A447 Ashby Road provides a main connection to the A511 in the North for Ashby de-la Zouch to Hinckley, passing through or close to Ibstock, Market Bosworth, Cadeby, Stapleton and then crossing the A47 at signal controlled junction into Hinckley.

1.52. It is a single carriageway with footways, private driveways and street lighting being present on a 900 metres section to the north of Hinckley between the junction with the A47 and the junction with Rogue's Lane / Hinckley Road. There are regular bus services on the A447.

Hollycroft/ Stoke Road

1.53. Hollycroft and Stoke Road provides another connection into Hinckley Town Centre and to the A590 from the A47 and residential suburbs in north-western Hinckley. This connects with the development site via the B590 and B4669.

1.54. These roads pass through residential suburbs with direct frontage. Stoke Road also has speed cushions in place as traffic calming measures. The carriageways are a minimum of 6 metres wide, generally well lit and have footway provision on both sides. The road is subject to a 30mph speed limit. This road is also a major bus route into Hinckley.

B4666

1.55. The B4666 connects the B590 with the A5. This road therefore acts as a major route into Hinckley from the west and connects the western areas of Hinckley with the development site via the B590 and B4669.

1.56. This is a single carriageway road which is well lit. There is a shared use walking and cycling route which runs along the northern side of the carriageway and is a major

bus route into the town. The road is fronted directly by residential properties as well as commercial properties including Tungsten Park and Harrowbrook Industrial Estate.

Rugby Road

1.57. Rugby Road is another key link road which connects residential areas to the south-east of Hinckley to M69 Junction 1. This is likely to be a key connecting route to the site from residential areas as well as commercial and industrial units located in south-west Hinckley.

1.58. Again, this road has limited direct frontage and is subject to a 30 to 40mph speed limit. The carriageway is generally well lit with a footway on the western side of the carriageway and a shared use walking and cycling path on the eastern side of the carriageway.

Brookside

1.59. Brookside is a local road which connects Rugby Road with the B4669. This connects the site with residential area to the south-west of Hinckley and runs parallel to the B590.

1.60. The carriageway is generally around 6m wide with traffic calming measures in the form of speed humps in place. Off-road lay-bys for residential parking is generally provided on both sides of the carriageway. The carriageway is well lit with pedestrian footways on both sides of the carriageway and is also identified as suitable for on-road cycling by the provision of road markings on the carriageway edge.

CONSTRUCTION PROGRAMME AND VEHICULAR MOVEMENTS

1.61. This CTMP sets the general principles for construction traffic management and will be in place throughout the ground clearance and new development construction. The clear intent will be to minimise adverse impacts on the surrounding area. This section provides an estimation of the anticipated construction traffic trip generation during the construction phase based on data extracted from a comparative site with similar highway connections.

1.62. It should be noted that specific methodologies and procedures will be addressed in detailed phase-specific CTMPs, completed following the appointment of a PC.

Site Establishment

1.63. As part of the site establishment several road deliveries will be required to set up the compounds and prepare the site generally. Mitigation measures will be taken to ensure that any impacts from these deliveries are minimised.

Staffing On-site

1.64. The level of staffing on site will vary with the various phases of the construction schedule. It is envisaged that staff trips will be mainly made by private vehicles. Vehicle parking will be on-site and there will be no parking permitted on the public highway.

Mitigation Measures

1.65. As referenced in 1.16 a detailed CTMP will set out further mitigation measures to reduce the impacts of the proposed development on the local / primary highway network, communities and environment. The detailed CTMP will be produced by the appointed Contractor for each phase, which will adopt and build upon the measures set out within this document.

1.66. This CTMP will consider the following elements as applicable: -

- Route signage;
- Working hours;
- Timing of deliveries;
- The requirement for a banksman at the access point;
- Vehicle wheel washing;
- Promotional material and communications;
- Coordination / emergency contact;
- Sustainable staff travel; and
- The preparation of a construction method statement.

Construction Programme

1.67. The development is planned to be constructed in phases. At this stage the full details of the construction programme are not finalised for the full 10 years of development delivery. . Therefore for each construction phase the appointed main contractor for that specific phase will provide a work programme and timescales.

1.68. It is anticipated that where feasible, large plant machinery will remain on site throughout the construction of the development. This will assist in minimising unnecessary local trips made by large and heavy vehicles travelling to and from the site each day. As such, the plant machinery would arrive at the beginning of the construction period and depart at the end of the construction period.

1.69. The volume of construction traffic will depend on the rate of build and materials used

in each stage of construction of the development.

1.70. .

Case Study; East Midlands Rail Strategic Rail Freight Interchange (EMSFRI)

1.71. In order to provide a basis for the quantum of trips generated by the construction phase, construction traffic survey data has been extracted from a site known as the 'East Midlands Gateway Strategic Rail Freight Interchange (EMSRFI)'.

1.72. The EMSRFI is located adjacent to East Midlands Airport in Leicestershire, located some 40km (25 miles) to the north of the development site, with similar connections to the Local Highway Network (LHN) and Strategic Road Network (SRN).

1.73. In summary, the EMSRFI is a large-scale employment site that proposed the following: -

- An intermodal freight terminal accommodating up to 16 trains per day and trains of up to 775m long and including container storage and HGV parking;
- Up to 557,414 sqm of rail served warehousing and ancillary service buildings;
- A new rail line connecting the terminal to the Castle Donnington branch freight only line; new road infrastructure and works to the existing road infrastructure;
- Demolition of existing structures and structural earthworks to create development plots and landscape zones;
- Strategic landscaping and open space, including alterations to public rights of way and the creation of new publicly accessible open areas; and
- Bus interchange.

Quantum of Vehicle Trips Generated at Construction Phase

1.74. It is currently unknown how many construction vehicles would be required during the construction process. Using the case study for the EMSRFI it is possible to derive the estimated number of vehicles anticipated to access the site through the construction period, the worst case for the first two years of construction have been quantified as this is during the construction of the slips roads and A47 link road and when earthworks will be at their most intensive.

1.75. The EMSRFI provided a breakdown of the likely number of construction vehicles (sorted by type) based on the size of each element of the site.

1.76. Table 1 outlines the factors used in the estimation of construction traffic trip generation.

Table 1: Trip Rate Estimates based on type of Construction (source: EMSRFI)

	Trip Rate (One Way)				
Type of Construction	**HGV**	**LGV**	**Car**	**Vans**	**Total**
Earthworks					
Earthworks	0.001	0.0005	0.002	0.0075	0.011
Roads					
Onsite Highway	0.5	0.1	0.3	0.3	1.2
Drainage					
On plot Storm and foul drainage	0.001	0.0005	0.002	0.0075	0.011
Access Infrastructure Works					
M69 J2 Site Access, Slips and Rbt on B4668 Leicester Road	0.5	0.1	0.3	0.3	1.2
Rail					
Terminal	0.15	0.03	0.03	0.045	0.2550
Tracks	0.075	0.0375	0.05	0.1	0.2625
Building					
Building One	0.015	0.003	0.0075	0.01	0.355

1.77. These factors have been applied to each land use for the HNRFI based on the size of each proposed element to give an estimated number of construction vehicles throughout the peak construction period. The peak construction period has been taken as January 2026 to December 2026 when the enabling works are being undertaken and access infrastructure being constructed. Table 2 outlines the number of daily construction vehicles estimated over this period.

Table 2: Estimation of Daily Movements for the Peak Construction Period (2026)

	Daily Movements (2 way)				
Type of Construction	**HGV**	**LGV**	**Car**	**Vans**	**Total**
Earthworks					
Earthworks	11	6	23	85	124
Roads					
Onsite	148	30	200	160	537
Drainage					
On plot Storm and foul drainage	0	0	1	3	4
Access Infrastructure Works					
Off site	144	29	86	86	346
Rail Road Bridge	13	5	24	24	65
Rail					
Rail tracks, terminal and road	0	0	0	0	0
Building					
Building One	0	0	0	0	0
Total	316	69	333	357	1075

Table 3: Estimation of Daily Construction Traffic Movements for Peak Construction Period by Calendar year (2026 to 2028)

Year	Type	Total	Site Clearance	Earthworks	Road (Onsite)	Roads (Offsite)	Bridges	Drainage	Rail	Building
0	HGV	316	0	11	148	144	13	0	0	0
0	LGV	69	0	6	30	29	5	0	0	0
0	Car	333	0	23	200	86	24	1	0	0
0	Vans	357	0	85	160	86	24	3	0	0
0	**Total (Daily)**	**1075**	**0**	**124**	**537**	**346**	**65**	**4**	**0**	**0**
1	HGV	193	0	11	129	0	0	0	52	0
1	LGV	43	0	6	26	0	0	0	11	0
1	Car	382	0	23	258	0	0	1	101	0
1	Vans	359	0	85	193	0	0	3	78	0
1	**Total (Daily)**	**976**	**0**	**124**	**606**	**0**	**0**	**4**	**242**	**0**
2	HGV	189	0	7	50	0	0	0	0	132
2	LGV	39	0	3	10	0	0	0	0	26
2	Car	171	0	13	99	0	0	0	0	59
2	Vans	203	0	49	74	0	0	0	0	79
2	**Total (Daily)**	**601**	**0**	**72**	**233**	**0**	**0**	**0**	**0**	**296**

The calculations provided are indicative and the contractor will liaise with the LHA to confirm daily movements as part of the detailed Construction Traffic Management Plan (CTMP).

CONSTRUCTION TRAFFIC ROUTES

1.79. This CTMP identifies appropriate routes for construction traffic to access the site during the construction phase. It also sets out potential measures to minimise interruption and / or delay to existing vehicle traffic. It is intended that the CTMP will be developed in greater detail following the appointment of the Contractor responsible for the construction work proposed development and will be subject to approval by the LHA under the DCO requirements.

Routing Strategy

1.80. The primary considerations for the routing strategy include using the shortest route from location of access points to the SRN; use 'A' roads as a first priority, then 'B' roads then 'C' roads and then 'unclassified roads' where possible, avoid single track roads unless these provide direct access to a construction site and avoid settlements and sensitive receptors to minimise impact on villages and towns and sensitive road users.

1.81. It is necessary to identify suitable safe routes that can accommodate the HGV

movements associated with construction materials, construction and plant vehicles. Access to the site will be via the M69 J2 site access, which is considered suitable as it offers direct access to the Strategic Road Network.

1.82. The site is located within close proximity to the M69 (T) which forms part of the SRN. Access to the M69 is obtained via Junction 2 which is located adjacent to the application site.

1.83. The close proximity of the M69 (T) is a positive feature of the site as it reduces the length that construction vehicles will be required to route on the local highway network. By ensuring that construction traffic follows the designated route it will minimise disruptions on the local highway network and the residential roads within proximity the site.

1.84. A short-term temporary access acting as a haul road is be provided off the B4668 for abutment works to the proposed new rail bridge and for the purposes of demolition of the existing Burbage Common Road rail bridge. This will be developed alongside the S278 works for the new access roundabout on the B4668. The haul road will be for the sole use of any development/infrastructure works to be carried out on the north side of the railway.

1.85. Prior to the commencement of the development the access routes will be confirmed and agreed by the Contractor and be subject to approval by the LHA under the DCO requirement.

Proposed Construction Traffic Routes

1.86. , The site is accessible from the M69 at Junction 2. Each of these routes has been mapped using “Freight Journey Planner” with the origin location selected as the M6 (T) or the M1 (T) and the destination location selected as the development site, purely reflecting northbound or southbound traffic routing along the M69 (T).

1.87. As part of the improvements planned at Junction 2, two new slip roads are to be provided to the south providing direct access to the M69 (T) Southbound and allowing northbound vehicles to exit at Junction 2. This will be provided during the phased construction process, the first initial phase of work will be to provide a temporary access for haul road at Junction 2, this involves some work around smithy lane initially. Until the slip roads are open, access will be managed by the contractor and where possible northbound construction vehicles will use Junction 3 of the M69 (T) to perform a U-turn and use the existing Junction 2 arrangement.

1.88. Each prescribed route has been checked for weight, height and width limits that would preclude the use of the route, the inclusion of the route indicates that no such restriction has been identified. It remains the driver’s responsibility to ensure their vehicle can safely negotiate the prescribed route.

1.89. Additionally routes to works at level crossings and outside the main HNRFI site, such as Outwoods will be managed and routes identified by the PC to reduce impact to

local residents and users of the public rights of ways, keeping disruption to a minimum.

Arriving from the North- via M69 southbound.

1.90. Table 4.1 details the prescribed route for construction traffic heading southbound along the M69 (T) from the M1 (T).

Table 4: Prescribed Route - Southbound

Direction		**Distance**	**Travel time**
From J21 of the M1, to M69 J2		7 miles (11.2km)	7 minutes
Details			
1)	At M1 junction 21, take the M69 exit to Coventry.	6.4 miles (10.3Km)	6 minutes
2)	At junction 2, take the B4669 exit to Hinckley.	0.3 miles (450m)	30 seconds
3)	Turn right into the site.	0.3 miles (450m)	30 seconds

Arriving from the South M69 northbound

1.91. Table 5 details the prescribed route for construction traffic heading northbound along the M69 (T)from the M6 (T) without the proposed slip road.

Table 5: Prescribed Route - Northbound

Direction		**Distance**	**Travel time**
From J2 of the M6, to M69 J2		22 miles (35.5 km)	20 minutes
Details			
1)	At M6 junction 2, take the M69 exit to Leicester.	15.1 miles (24.3Km)	15 minutes
2)	Use the M69 J3 to U-turn and take the 4th exit onto the M69	6.4 miles (10.3 km)	6 mins
3)	At junction 2, take the B4669 exit to Hinckley.	0.3 miles (450m)	30 seconds

4)	Turn right into the site.	0.3 miles (450m)	30 seconds

Arriving from the South M69 Northbound, with proposed slips completed

1.92. Table 6 details the prescribed route for construction traffic heading northbound along the M69 (T).

Table 6: Prescribed Route – Northbound (when south facing slips open)

Direction		Distance	Travel time
From J2 of the M6, to M69 J2		8.7 miles (13.9 km)	8 minutes
Details			
1)	At M6 junction 2, take the M69 exit	8.1 miles (13 Km)	7 minutes
3)	At junction 2, take the B4669 exit to Hinckley.	0.3 miles (450m)	30 seconds
4)	Turn right into the site.	0.3 miles (450m)	30 seconds

1.93. Suppliers and subcontractors will be informed of the prescribed routes to ensure that no other local roads within the vicinity of the site will therefore be impacted. A log of regular drivers will be maintained, including records of agreements with organisations and the drivers to demonstrate their understanding of the access route. In the event of non-compliance, the subcontractor or supplier will be notified of the breach and reasonable appropriate action will be taken.

CONSTRUCTION TRAFFIC MANAGEMENT AND ACCESS

Hours of Operation

1.94. Detailed arrangements for managing and controlling construction vehicle deliveries to the development site will be determined following the appointment of the Principal Contractor. However, to reduce the disruption to general traffic movements during the morning and evening peak hours, it will be necessary to impose restrictions on times and days during the week when construction vehicles are not permitted to undertake deliveries to the site.

1.95. The anticipated working hours are:

- Monday to Saturday (07:00 to 19:00 hrs); and

- Sundays and Bank Holidays (No routine working)

1.96. Subject to the exceptions set out below and within the CEMP (document reference 17.1) any works required outside of these hours will be agreed in advance.

1.97. In order to maintain these working hours, the contractor(s) may require a period of up to half an hour before and up to one hour after normal working hours for start up and close down of activities. This does not include operation of plant or machinery giving rise to noise that has the potential to disturb nearby residents or the arrival of any HGV at the Site before 07:30 hours.

1.98. These hours will be strictly adhered to, unless, or in the event of, the following:

- *Works are carried out within existing buildings or buildings constructed as part of the authorised development.*
- *Works to the railway that require rail works' possessions that need to be agreed and secured by Network Rail, including demolition of Burbage Common Road Bridge and installation of the replacement bridge across the railway forming part of the 'A47 Link Road', the rail connections to connect the railport to the mainline, and the construction of the new footbridge at the Outwoods PRoW crossing, and works related to the closures/stopping up of the identified level crossing points affected by the development*
- *Works to the highway agreed with the relevant highway authority.*
- *Works are carried out with the prior approval of the relevant planning authority.*
- *Works are associated with slip form working.*
- *Works involve deliveries, movements to work, maintenance and general preparation works but not including running plant and machinery for a period of one hour either side of the above times.*
- *Works involve any oversize deliveries or deliveries where daytime working would be excessively disruptive to normal traffic operation.*
- *Works involve removal / diversion / protection of existing services and installation of new services or drainage.*
- *Works are associated with an emergency.*
- *Works involve overnight traffic management measures.*
- *Works involve completion of an operation that would otherwise cause greater interference with the environment / general public if left unfinished.*

1.99. Only exceptional work will be permitted outside these hours. If exceptional circumstances occur, the relevant local planning authority and appropriate environmental health department will be advised and provided with appropriate method statements and risk assessments.

1.100. Non-routine work will be required outside these hours to suit the restrictions imposed by regulating authorities, for example National Highways and Network Rail etc. Where non-routine works are required, the relevant local authority will be advised and provided with appropriate method statements and risk assessment unless related to an emergency situation or the completion of a piece of work where

its non-completion could otherwise cause greater interference with the environment / general public if left unfinished.

Contruction Phases

1.101. During the construction phases, HGV movements will be limited to those considered necessary. Movements to and from the site each day will be undertaken with all vehicles using the agreed access /egress routes as proposed.

1.102. For any Oversize deliveries or deliveries whereby daytime working would be excessively disruptive to normal traffic, notification of abnormal loads will be submitted via the Department for Transport website Electronic Service Delivery for Abnormal Loads (ESDAL) system[1] and these movements agreed with the relevant highway authorities and National Highways at the requisite time once details of the origin and dates of the deliveries are known.

1.103. Expected HGV volumes and timings are based on best estimates at this stage and will be dependent on several factors such as shipping schedules and the progress of construction works at the site.

1.104. It is estimated that further smaller delivery vans will enter and exit the site during the construction phase as well as cars. The times of access will generally range from 07:00 hrs onwards being primarily site workers and normal traffic movements. This will result in a modest increase in traffic movements along the route.

Construction Vehicles Arrivals and Storage

1.105. Site deliveries will adopt a 'just in time' arrangement whenever practical so as to minimise queuing and on-site storage requirements. Deliveries to the site will be staged with drivers given specific time windows for arrival and these will be recorded within the booking system by the site manager. To manage this, communication will be required between the site manager and the source company. This will prevent convoying of vehicles to and from the site and ensure that HGVs and vehicles are not queuing on the LHN / SRN.

1.106. All plant and construction materials will be stored within the site compound. Deliveries of building materials will be phased throughout the construction period to ensure there is sufficient storage space available for direct offloading and storage on the site. The arrangements for the storage of plant and construction materials will be provided within a compound setup drawing, this will be included in the detailed CTMP and agreed with the Local Highway Authority. All plant and construction

[1] https://www.gov.uk/esdal-abnormal-load-notification

materials shall be stored in accordance with the manufacturer's recommendations. All plant maintenance shall be carried out in the service area indicated on the Compound Setup drawing.

Vehicle Access and Driver Information

1.107. Vehicles will access the development site via the proposed development access, off the B4668 and the M69 J2.

1.108. As set out within Health and Safety Executive (HSE) guidance the banksman directing vehicle movements (signallers) will be trained and authorised to do so. On the rare occasions when reversing is required, in addition to a competent Banksman directing vehicle movements consistent with HSE guidance consideration will be given to:

- Aids for drivers - mirrors, CCTV cameras or reversing alarms that can help drivers see movement all-round the vehicle;
- Lighting - so that drivers and pedestrians on shared routes can see each other easily. Lighting may be needed after sunset or in bad weather; and
- Clothing - pedestrians on site should wear appropriate high-visibility clothing.

1.109. Advanced warning signs will be provided informing existing vehicle traffic of HGV's manoeuvring /turning at the site access / egress. The site entrance will be signed for 'emergency access points' for safe access and egress of emergency vehicles. To avoid construction traffic congestion and nuisance to the surrounding area, all suppliers and contractors will be made aware of the optimal HGV route and the time slot allocated within the booking system. The site entrance will be kept clear, appropriately signed to avoid congestion or queuing onto the highway.

Proposed Site Layout and Compound

1.110. The materials storage, site welfare facilities and delivery area will be accommodated on-site and temporary compounds set up to allow for works at Junction 2. In terms of the separation of pedestrians and vehicles on site, HSE guidance will be adhered to. This states that: -

- "The majority of construction transport accidents result from the inadequate separation of pedestrians and vehicles.
- This can usually be avoided by careful planning, particularly at the design stage, and by controlling vehicle operations during construction work.
- The following actions will help keep pedestrians and vehicles apart:
- Entrances and exits - provide separate entry and exit gateways for pedestrians and vehicles;

- Walkways - provide firm, level, well-drained pedestrian walkways that take a direct route where possible;
- Crossings - where footways cross roadways, provide a clearly signed and lit crossing point where drivers and pedestrians can see each other clearly;
- Visibility - make sure drivers driving out onto public roads can see both ways along the footway before they move on to it;
- Obstructions – do not block walkways so that pedestrians have to step onto the vehicle route; and
- Barriers - think about installing a barrier between the roadway and walkway"

1.111. The above measures will be taken into consideration with the design of the construction working areas. The Contractor will implement a clear and concise construction warning signage scheme on-site to assist in internal traffic control and separate construction vehicles and pedestrians. Signage will also identify the site office and parking areas (including disabled) for workers, site visitors, and delivery vehicles.

Security Perimeters

1.112. The site will have secure perimeters to protect the community and pedestrians on adjacent footways and PRoWs from construction work and vehicle movements. The following measures will be applied, as appropriate.

1.1. Fencing and Hoardings will be maintained to prevent unwanted access, aid noise attenuation, minimise dust and act as screening.

Temporary Traffic Management Scheme

Background

1.113. During the construction period it is important that construction traffic is managed and integrated into the existing road highway network, to maximise construction efficiency and safety while minimising the risk of inconvenience and nuisance to the public travelling along the roads utilised by the construction traffic associated with the scheme.

1.114. The appointed Principal Contractor will, prior to the commencement of construction works, submit details of the proposed temporary traffic management measures together with a programme of works for approval by the LHA. These will be submitted in order to minimise the delay to the travelling public and to facilitate their safe movement.

1.115. The Principal Contractor will be responsible for developing, implementing and maintaining temporary traffic management measures e.g. signing, lining and

guarding etc. in compliance with 'Chapter 8 of the Traffic Signs Manual'

Proposed Scheme

1.116. There is one main access point into the site for HGV movements from the strategic road network. Following the second phase of the infrastructure construction, a link to the A47 will be established. During construction:

- Drivers of vehicles accessing the site, will be instructed prior to arrival on site to minimise any disruption / conflict with existing highway users.
- Adequate manoeuvring areas will be established on site to ensure that vehicles only need to manoeuvre on the public highway in exceptional circumstances. The Principal Contractor will, prior to the commencement of construction works, submit details of the proposed temporary traffic management measures together with a programme of works for the approval of the LHA. These will be submitted in order to minimise the delay to the public and to facilitate their safe movement accordingly;
- Such measures will be implemented as advanced warning signs informing drivers of HGV's manoeuvring / turning at the site access / egress;
- The site entrances will be signed for 'emergency access points' for safe access and egress of emergency vehicles;
- To avoid construction traffic congestion and nuisance to the surrounding area, all suppliers and contractors will be made aware of the traffic routes;
- The site entrances will be appropriately signed to avoid congestion at the junctions with the surrounding highway;
- The site entrances will be maintained and kept clean and clear; and
- Car parking for contractor vehicles will be provided within the site.
- Where appropriate signage indicating 'no construction traffic' routes will be set out for as long as is required.

NOISE, ENVIRONMENTAL CONDITIONS AND WASTE

Construction Traffic Noise

1.117. The following will be applied during construction to minimise the traffic noise impacts:

- Apply and strictly adhere to low speed limits within the site;
- As far as possible, ensure all contractor vehicles are fitted with adequate noise

control equipment in good working order;

- Large vehicles will not arrive or leave the site at noise sensitive times (to be determined by the Principal Contractor), before 07:00 hrs and after 19:00 hrs on Saturdays and at any time on Sundays public holidays; and

- Ensure no parking or queuing of construction traffic on surrounding roads.

Environmental Conditions and Waste Management

1.118. The potential exists for the transportation of the mud onto the surrounding highway network. During certain phases of construction, vehicle washing and road sweeping may be required. The contractor will therefore enforce suitable measures to avoid the environmental nuisance of mud on the roads.

1.119. These measures will include but are not limited to: -

- Provision of wheel washing at the site construction traffic exits;

- A water bowser will be present on site to aid in dust control, should this be a likely issue - this may well depend on the time of year in which construction takes place;

- Adequate sheeting of vehicles carrying out waste materials; and

- Measures will be taken to ensure that mud and debris is not swept into gullies.

1.120. Dust control will be best achieved at sources and, if possible, activities will be carried out in a manner so as to preclude dust generation. Dust levels will be controlled and, if required, consent sought from the relevant local authority under the 'Control of Pollution Act 1974', 'Environmental Protection Act 1990' and local policy guidelines, to ensure that construction traffic is operated in a way which is not detrimental to the amenity of local residents.

1.121. If dust is generated, steps will initially be taken to protect workers in the vicinity who shall, as a minimum, be issued with dust masks. Dust will, if possible, be contained in the location in which it is generated and be controlled and managed therein. Dust suppression measures will be carried out to ensure that dust nuisance affecting local settlements is minimised.

1.122. Dust emissions from construction will be controlled through careful pre-project planning and effective site management. The following control measures and good management practices, will be employed:

- Site operations will be planned to take into account local topography, prevailing wind patterns and local sensitive receptors e.g. schools, residences and ecological designated sites;

- Burning of materials on site will be prohibited;
- Loading and unloading will only be permitted in designated areas;
- Provision of water sprays and wind / dust fences where possible, particularly in dust sensitive locations, for example, during demolition works. Water spraying and/or screening will be undertaken prior to and during demolition;
- An appointed person will oversee / control activities and handle complaints; and
- Dust on tree foliage will be minimised where practical.

1.123. The removal of any waste will be covered by a Site Waste and Materials Management Plan (document reference 17.3), produced by the Principal Contractor.

1.124. The destination of any earth movements will be determined following further detail earthworks modelling post-consent. Once the destination(s) is confirmed, specific route-planning will be carried out by the Contractor and incorporated into the phase-specific CTMP.

1.125. A qualitative construction phase dust assessment was undertaken as part of the air quality assessment in accordance with guidance from the Institute of Air Quality Management (IAQM) as part of ES Chapter 9, document reference 6.1.9. Proportionate mitigation measures, such as those detailed above, were identified for implementation on site to minimise the potential for dust emissions to influence amenity at existing receptors in the vicinity of the Main HNRFI Site. These measures will also be incorporated into a Construction Environment Management Plan, reference number 17.1. With the implementation of these measures, the residual effect of construction phase dust on local air quality is considered to be not significant in accordance with IAQM guidance.

Construction Waste Management

1.126. An initial Site Waste and Materials Management Plan (SWMMP), reference 17.3 has been prepared and will be developed in detail by the contractor before construction begins. The SWMP describes how materials will be managed efficiently and disposed of appropriately during the construction of the works explaining how the re-use and recycling of materials will be maximised.

1.127. Estimates will be provided how much of each type of waste is likely to be produced and the proportion of this that will be re-used or recycled on site, or removed from the site for re-use, recycling, recovery or disposal.

1.128. During construction, for each phase, the Principal Contractor will:

- Ensure that the requirements of the site waste and materials management plan are included in sub-contracts.
- Arrange suitable site induction, information and training of personnel to ensure that the plan is implemented.
- Take all reasonable steps to prevent unauthorised disposal of waste by others.
- Update the plan as the works progress to reflect the actual handling of waste.
- At the end of the project (within three months of completion) reconcile the planned handling of waste against what actually happened and provide an explanation of any differences.

1.129. The Principal Contractor will record in detail how each consignment of waste is handled and by whom.

Vehicle Emissions

1.130. Construction vehicles will be required to comply with relevant European standards. Suppliers and drivers will be required to (as far as practical): -

- Switch off their vehicle's engine when stationary to prevent exhaust emissions;
- Where possible maintain vehicles including engines in tune and catalysts working efficiently; and
- All vehicles used by contractors must comply with MOT emission standards at all times.

ENFORCEMENT OF CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Introduction

1.131. The Records of deliveries and construction traffic movements will be kept, resulting in the production of weekly reports that demonstrate compliance with the detailed CTMP and identify deviations from this CTMP. The information will then be used to identify any improvements required to the plan as an ongoing process.

1.132. The ES Appendix 8.2 - Framework Site Wide Travel Plan (FSWTP) (Ref: 6.2.8.2) will also be made available to construction staff and contractors, identifying sustainable transport choices available to the site from surrounding areas, in the hope of minimising the extent of any development related trips.

Review and Improvement of the CTMP

1.133. The effectiveness and proper implementation of the CTMP will be reviewed every twelve months as a minimum or sooner as necessary. Review will be undertaken by TSH and the Principal Contractor. The review will comprise:

- Reviewing the results of audits;
- Evaluation of the system, which improvements and corrective actions will be sought; and
- Evaluation of the operation of the CTMP.

Compliance with the CDM Regulations (2020)

1.134. The Construction (Design and Management) Regulations 2020 (CDM) aims to improve health and safety in the industry by providing guidance on:

- Sensibly plan the work so the risks involved are managed from start to finish;
- Have the right people for the right job at the right time;
- Cooperate and coordinate your work with others;
- Have the right information about the risks and how they are being managed;
- Communicate this information effectively to those who need to know; and
- Consult and engage with workers about the risks and how they are being managed.

1.135. The following Duties will be undertaken and are required to follow the relevant CDM regulations.

Principal Contractor

1.136. A Principal Contractor is appointed to coordinate the construction phase of a project where it involves more than one contractor. They are required to plan, manage, monitor and coordinate health and safety in the construction phase of a project. This includes:

- Liaising with the client and Principal Designer;
- Preparing the construction phase plan;
- Organising cooperation between contractors and coordinating their work;
- Ensuring suitable site inductions are provided;

- Ensuring reasonable steps are taken to prevent unauthorised access;
- Ensuring workers are consulted and engaged in securing their health and safety; and
- Provision of welfare facilities.

Contractor

1.137. A Contractor carries out the actual construction work, contractors can be an individual or a company.

1.138. A Contractor is required to plan, manage and monitor construction work under their control so it is carried out without risks to health and safety. For projects involving more than one contractor, coordinate their activities with others in the project team - in particular, comply with directions given to them by the Principal Contractor.

Workers

1.139. Workers are persons working for or under the control of contractors on a construction site.

1.140. Workers must:

- Be consulted about matters which affect their health, safety and welfare;
- Take care of their own health and safety, and of others who might be affected by their actions;
- Report anything which is likely to endanger either their own or others' health and safety; and
- Co-operate with their employer, fellow workers, contractors and other duty holders.

Summary on CDM

1.141. On site construction will be inspected and assessed based on the above requirements for each key role within the construction process. Failure to follow these could lead to enforcement action, or in extreme cases, the prosecution of a person or company.

Continual Improvement

1.142. Continual improvement of the CTMP will be achieved by the regular evaluation of environmental management performance against environmental policies, objectives and targets for the purpose of identifying opportunities for improvement. The continual improvement process will at least monthly (or as incidents / non-

conformances occur):

- Determine the root cause or causes of non-conformances and deficiencies.
- Develop and implement a plan of corrective and preventative action to address non-conformances and deficiencies; and
- Verify the effectiveness of the corrective and preventative actions.

1.143. Outcomes of these reviews shall be documented and retained for the duration of the project.

MEASURES TO REDUCE IMPACTS

Measures Influencing Construction Vehicles and Deliveries

Safety and Environmental Standards and Programmes

1.144. The developer is committed to ensuring all contractor and sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk.

1.145. A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used; [redacted].

Adherence to Designated Routes

1.146. Details of designated routes to be used for journeys to and from site via road are outlined in the Construction Traffic Routes section earlier in this document. These routes will be continuously reviewed with respect to potential impacts, conflicts and hazards.

1.147. A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Re-timing for Out of Peak Deliveries

1.148. Re-timing out of peak time will aid the operational efficiency of the construction site and the neighbouring area. The developer commits to attempting to re-time as many deliveries as possible out of the morning peak. Due to the nature of the site and its location next to the SRN, the impact of deliveries currently is likely to be negligible.

Material Procurement Measures

1.149. Design for Off-site Manufacture and therefore reducing delivery numbers and effective delivery management is a core value of this development. Therefore, the option of off-site construction will be discussed upon appointment of a contractor and used where possible.

Re-use of material on site

1.150. Measures will be explored to re-use material on site. These will be decided upon in agreement with the Contractor. For example, any suitable material arising from demolition will be crushed and re-used within the development.

Smart Procurement

1.151. The Contractor will explore in the procurement stage sourcing local suppliers to contribute to the local economy. The Contractor will also explore opportunities to source materials from the same supplier(s) as other developers with sites underway in close proximity to this site.

Other Measures

1.152. Collaboration amongst other construction sites in the area will be undertaken by the Principal Contractor where possible to minimise deliveries.

MONITORING AND MITIGATION

Community Information

1.153. Pages with information about the construction of the site will be available on the development site website and this will be updated throughout the construction period. If visitors to the website are unable to find the answer to their question on the web pages, an email address will be provided to contact TSH and a response provided promptly.

1.154. TSH are happy to respond to enquiries from members of the public regarding construction and update local residents through letters and telephone calls, particularly for those without the internet.

1.155. If members of the public do experience any problems TSH will encourage people to contact them so that they can reach solutions together.

Monitoring

1.156. The Principal Contractor, in association with TSH and the LHA / National Highway (NH) will ensure that construction traffic operators adhere to this CTMP through the DCO process.

1.157. Records of deliveries and construction traffic movements will be kept, to demonstrate compliance with the CTMP requirements and identify deviations from the proposed CTMP and schedule. The information will then be used to identify any improvements required to the plan as an ongoing process.

Review and Implementation of the CTMP

1.158. The effectiveness and implementation of the CTMP will be reviewed on an ongoing basis to ensure that measures are adhered to and identify any aspects which could be improved.

Accident and Monitoring

1.159. The Principal Contractor will develop emergency procedures for the management of the works. These will include procedures for responding to an accident on the highway, including liaison with the emergency services and, if appropriate, the LHA. The Principal Contractor will have the ability to call on recovery services following an accident if required.

1.160. All traffic entering the site will be directed to the appropriate area, for example staff and visitors to the car park. Any traffic incidents will be reported to the Principal Contractor who will notify the Project Manager.

Training

1.161. The Principal Contractor will implement appropriate training and induction in the requirements of this CTMP. All employees, contractors and utility staff working on site will undergo site induction training which includes Environmental Due Diligence Training. The induction will address:

- This CTMP;
- The existence of traffic restrictions and what this means for the project;
- Delivery hours and locations;
- Reporting and recording environmental incidents related to traffic; and
- Traffic control measures and the development and implementation of Traffic Control Plans.

1.162. Records will be kept of all personnel undertaking the site induction and training, including the contents of the training, date and name of trainer(s).

1.163. Key staff will undertake more comprehensive training relevant to their position and / or responsibility, this training may be provided as “toolbox” training.

Inspections

1.164. There are three main types of inspection:

- Pre-start and pre-closedown inspections of short-term traffic control;
- Weekly inspections of long-term traffic control; and
- Night inspections of long-term traffic control.

1.165. The Principal Contractor will develop a detailed inspection plan as part of their project specific Traffic Management proposals.