

# CONSTRUCTION HGV ROUTEING SCHEME AND CONSTRUCTION HGV COMMUNICATIONS STRATEGY

## INTRODUCTION

- 1 Outline planning permission for *'the erection of up to 278,709sqm of Storage, Distribution building (B8) with ancillary B1(a) offices, creation of access onto A4303 and emergency services only access onto A5, formation of a Lorry Park, creation of SuDS facilities and other associated infrastructure and the demolition of Glebe Farmhouse (means of access only to be considered), Land Adj Glebe Farm, Coventry Road, Lutterworth, Leicestershire,'* was granted on 5<sup>th</sup> July 2018, ref. 15/00865/OUT.
- 2 Condition 26 attached to the planning permission states: *'No construction will be undertaken until a Construction HGV Communications Strategy which contains points of contact and details for residents to report HGVs utilising inappropriate routes is submitted and approved in writing by the Planning Authority. REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with Paragraph 32 of the National Planning Policy Framework 2012.'*
- 3 Clause 4.1 of the S106 for the outline planning permission requires: *'The Landowners Covenant with the County Council to submit the Construction Traffic Routeing Scheme to the County Council for approval prior to Commencement of development'*
- 4 This strategy seeks to:
  - to control and minimise construction HGVs from Magna Park Lutterworth South travelling on the A426 through Lutterworth, and
  - put in place a Construction HGV Communications Strategy.
- 5 This document provides details of:
  - the proposed Construction HGV Routeing Scheme, identifying the promoted/ undesirable routes to/from Magna Park Lutterworth East; and
  - the proposed Construction HGV Communications Strategy.
- 6 The preferred routes are shown indicatively on Figure 1. Several minor rural roads surrounding the proposed development are subject to vehicle weight restrictions, and are also shown on Figure 1.

## **DETAILS OF CONSTRUCTION TRAFFIC ROUTEING SCHEME**

- 7 This Construction Traffic Routeing Scheme consists of three elements:
- requiring all construction traffic to agree to and implement the routeing scheme;
  - a series of encouragement measures to ensure construction traffic assign away from the A426 through Lutterworth and the weight restricted routes; and
  - providing a communication strategy system to enforce the Construction Routeing Scheme.

### **Construction Responsibilities**

- 8 The Construction HGV Scheme will be managed by the Contractor. The structure of the strategy will ensure flexibility so it can be adapted over time.
- 9 There will be specific obligations included within all contract agreements requiring all contractors to comply and enforce this Construction HGV Scheme, directing all unnecessary HGV trips away from Lutterworth.
- 10 The HGV routeing plan will internally be covered by issuing the planned accessed routes to all HGV drivers under direct employment of the Contractor. Where external deliveries are required, the routeing plan will form part of any order placed with strict instruction for HGV drivers to follow the approved access routes. Upon accessing the site for first, each HGV driver will be given a short induction where the approved routes will be reinforced to ensure nobody accidentally drives on prohibited routes.

### **On Site Measures**

- 11 No vehicles will be allowed to leave the site without being forward facing for safety reasons. This will be enforced through inductions, site security manning the exit point along with suitably qualified banksmen whenever reversing to enable leaving the site in a forward facing direction of travel is required.
- 12 A scale plan has been provided and can confirm that the intended internal haul routes are priced at 5m width and footpaths will be no less than the 1.2m width stated above. The site compound has been laid out to deliberately kept the storage area to one side of the access road and the compound/parking area to the opposite side in an effort to separate pedestrianised areas from HGV delivery areas.
- 13 Dwell times based on the operations would be no more than 5 minutes per wagon delivering aggregates. Where geotextiles are being delivered, this would entail a wait of circa an hour in order to offload the geotextiles with a telehandler or similar – these deliveries would be infrequent with only one HGV present at any one time. Where stabilisation binder deliveries are concerned, again this would be circa an hour to discharge from the delivery HGV to the static silo – albeit these deliveries would be staggered through the day so that only one delivery HGV

is present on site at any one time to avoid congestion. All access roads highlighted in green on the HGV route plan are suitable for the intended HGV vehicles travelling on them.

- 14 The Site Foreman will have this responsibility for supervising, controlling and monitoring vehicle movement to and from the site, and this will be enforced by the Site Manager.
- 15 To ensure that the loading and collection area is clear of vehicles and materials before next lorry arrives, a geotextile/pre-cast retaining wall sections/drainage pipework the HGV deliveries would be infrequent with one or two per day – these would be scheduled for say one am delivery and one pm delivery to avoid congestion in the storage area. For aggregates which will be the predominant delivery vehicles of circa 177 loads per day, these would be spread out by 5-10 minute intervals throughout the day, where one tipper has to wait for the previous tipper this will be limited to 5 minutes and controlled by a banksman at the delivery face – there will be significant area available for waiting tippers.
- 16 Within the compound car park – as shown on the plan, sufficient parking space will be made available for 40 cars which should be sufficient to cater for the plant operatives, site management and employers' staff/agents.

#### **Encouragement Measures**

- 17 Construction HGVs will be directed to use alternative routes away from Lutterworth.
- 18 A large area of the existing road network around Lutterworth is covered by vehicle weight restrictions which makes it illegal for HGV traffic to route via these roads (as enforced by the Police) – in particular Mere Lane and Brookfield Way/Coventry Road around Lutterworth.
- 19 HGVs have a number of routing options locally, in particular the M1 north and south, the A5 north and south and the A4303. There is currently no vehicle weight restriction on the A426 through the centre of Lutterworth therefore HGVs are permitted to use this route.
- 20 Whilst there are currently no vehicle weight restrictions through Lutterworth via the A426, there are a number of methods that can be implemented to discourage and enforce symmetry park HGVs to avoid routing through the centre of Lutterworth.
- 21 A strategy will be implemented to direct construction HGVs away from Lutterworth Town Centre. The strategy includes:
  - Identifying prohibited routes with weight restrictions (as detailed above) that construction

workers will make drivers aware of and suggest they do their most to avoid;

- The setting of legal and controlled routes for HGV drivers, which will include avoiding the A426 through Lutterworth town centre;
- Providing information leaflets to drivers to instruct them to use the preferred routes;
- Encouraging employees to implement Satellite Navigation Reference checking – i.e. working with construction workers to ensure their satellite navigation reference data is correct for their key destinations to ensure the prohibited routeing is not employed; and
- The inclusion of specific obligations within the lease/land purchase – for example HGVs must ‘comply with any rules and regulations which Gazeley may introduce from time to time’ allowing Gazeley to adapt the preferred routeing.

22 HGVs will be directed on alternative routes away from Lutterworth town centre, particularly M1 north for those HGVs travelling to/from locations north of Lutterworth. Construction HGV Communication Strategy

23 Several minor rural roads surrounding the site are subject to vehicle weight restrictions. The enforcement of these restrictions is not the responsibility of Gazeley. However, Gazeley will put in place a reporting procedure to establish whether HGV traffic to / from the site has broken the restrictions.

24 Gazeley will create a “Weight Restriction Enforcement” page on the Magna Park website to offer residents in sensitive settlements an easy method to report breaches by HGVs.

25 This website page will include options to detail fully the incident and add photographs. If this is the case, the Contractor may reasonably inform the complainant whether the alleged transgressor vehicle is related to the site. Beyond that the complainant should report the incident to the Police or Weights and Measures.

26 The S278 work will require traffic management to be installed on the A4303 – this has not been planned in detail at this point however would not foresee this affecting local business in any way. The most significant impact will be the reducing of the A4303 from two lanes in either direction to one lane in either direction as explained in the methodology for constructing the roundabout in the CEMP document.

Figure 1. Construction HGV Routeing Scheme

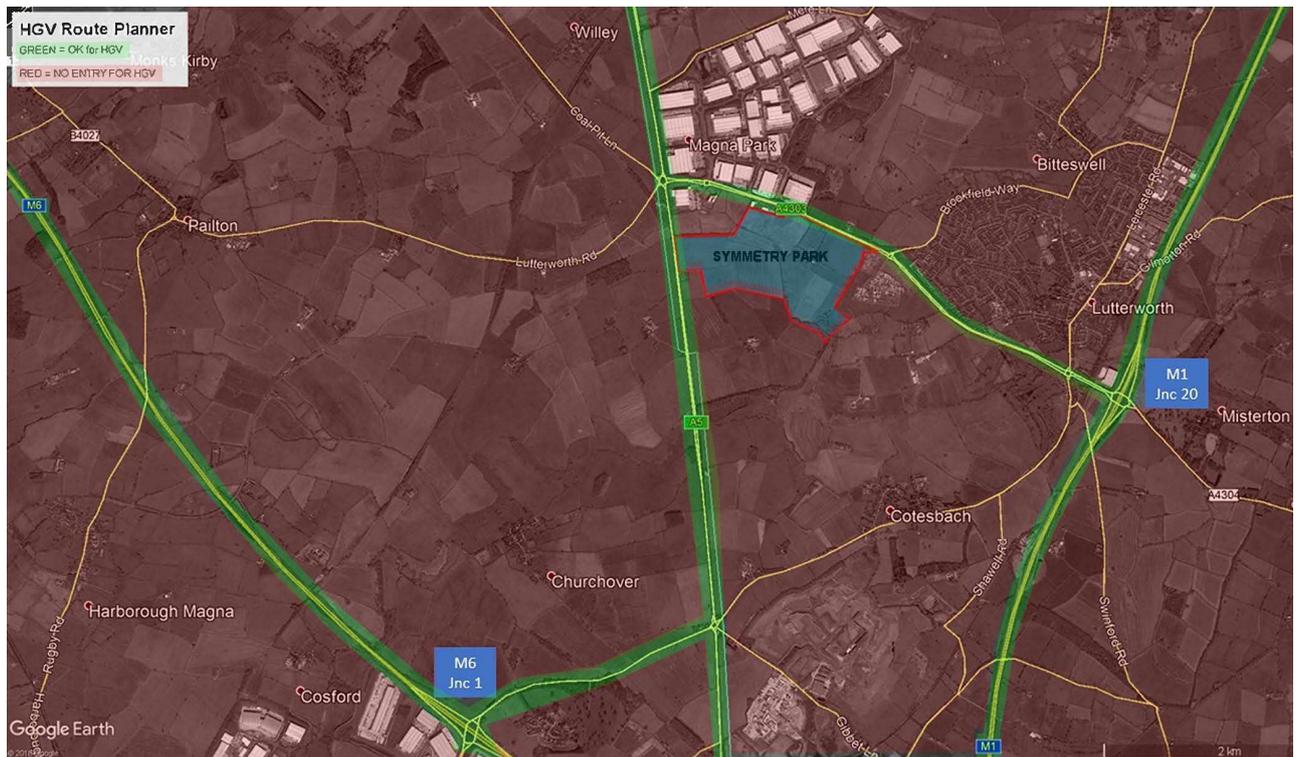
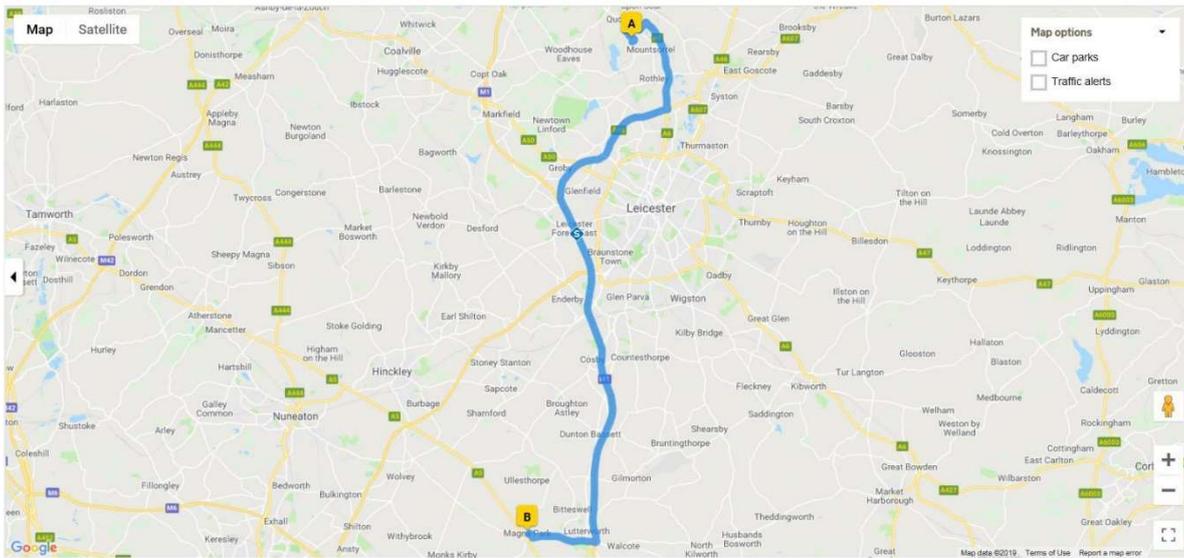


Figure 2. Delivery Route Plan



<b>Start:</b>	1 Wood Ln, Quorn, Loughborough LE12 8GE, UK	
0.0	Head east on Wood Ln towards Unitt Rd	0.0
0.9	At the roundabout, take the 2nd exit onto Leicester Rd	0.9
0.8	At the roundabout, take the 1st exit onto Granite Way	1.5
0.4	At the roundabout, take the 2nd exit onto A6	1.9
3.6	At the roundabout, take the 4th exit	5.5
0.3	Merge onto Leicester Western Bypass/A46	5.8
5.3	Keep right at the fork, follow signs for London/M69/M1 and merge onto M1	11.1
	<b>London M1 (M69)</b>	
13.9	At junction 20, take the A4303 exit to Lutterworth/Rugby/A426	24.9
	<b>Lutterworth A4303 Rugby (A426)</b>	
0.3	At the roundabout, take the 3rd exit onto Lutterworth Rd/A4303	25.2
0.4	At the roundabout, take the 2nd exit and stay on Lutterworth Rd/A4303	25.6
	<b>Hinckley A4303 Magna Park</b>	
1.1	At the roundabout, take the 2nd exit onto Coventry Rd/A4303	26.8
1.0	At the roundabout, take the 3rd exit onto Hunter Blvd	27.8
0.2	At the roundabout, take the 1st exit	28.0
0.1	Turn right	28.1
0.1	Continue straight Destination will be on the right	28.1
0.0	Arrive: Magna Park, Lutterworth LE17 4XH, UK	28.2
<b>Section time: 33 mins 30 s, Total time: 33 mins 30 s</b>		