

ADVISORY

Hargreaves Land Limited
Planning Application 1 at Lincolnshire Lakes (North),
Scunthorpe, North Lincolnshire
Construction Traffic Management Plan

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CONTENTS

1.	Introduction	4
2.	Access Arrangements	4
3.	Construction Operations.....	7
4.	Construction Traffic and Environmental Control.....	7
5.	Monitoring, Complaints, and Incident Response	9
6.	Review and Updating the CTMP	9
7.	Conclusion	10

FIGURES

Figure 1: HGV Construction Traffic Route - Site Works

Figure 2: HGV Construction Traffic Route – Scotter Road Active Travel Infrastructure

1. Introduction

Appointment and Background Information

- 1.1 This Construction Traffic Management Plan (CTMP) has been produced by BWB Consulting Ltd ("BWB") on behalf of Hargreaves Land Limited (The Applicant) to support a hybrid application for a proposed residential-led mixed use development ('the Proposed Development') located on land to the east of the M181/A1077(M) in Scunthorpe, North Lincolnshire, known as 'Lincolnshire Lakes – Planning Application 1' ('the Site').
- 1.2 This CTMP is a live document, currently produced in an outline format to support the hybrid application. The expectation is that phase-specific CTMPs will be submitted by the appointed contractors for both the infrastructure works and the individual plot / housebuilder elements of the scheme. An appropriately worded condition is anticipated to accompany the hybrid application Decision Notice, requiring each phase to submit its own CTMP, aligning with the principles set out in this outline CTMP. Where any phase-specific CTMP does not align, the detail would need to be agreed with the Local Planning Authority.

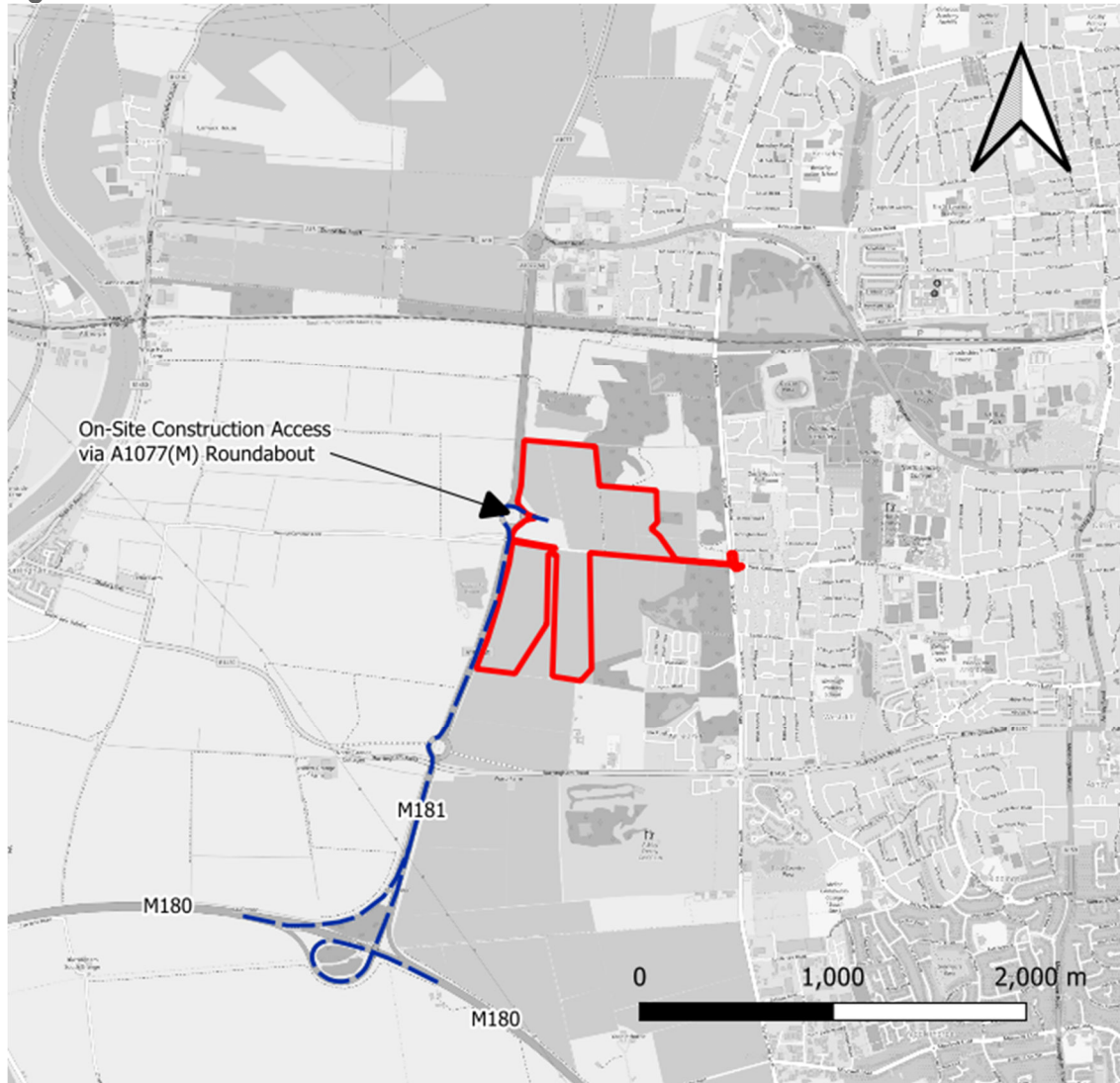
Report Purpose

- 1.3 A CTMP plays a key role in controlling environmental impacts associated with vehicle movements. Measures will be implemented to prevent mud, dust, and debris being deposited onto the public highway, and construction vehicles will be inspected regularly for leaks or defects. Traffic routing, access arrangements, and delivery scheduling will be coordinated to minimise disturbance to local residents and road users.

2. Access Arrangements

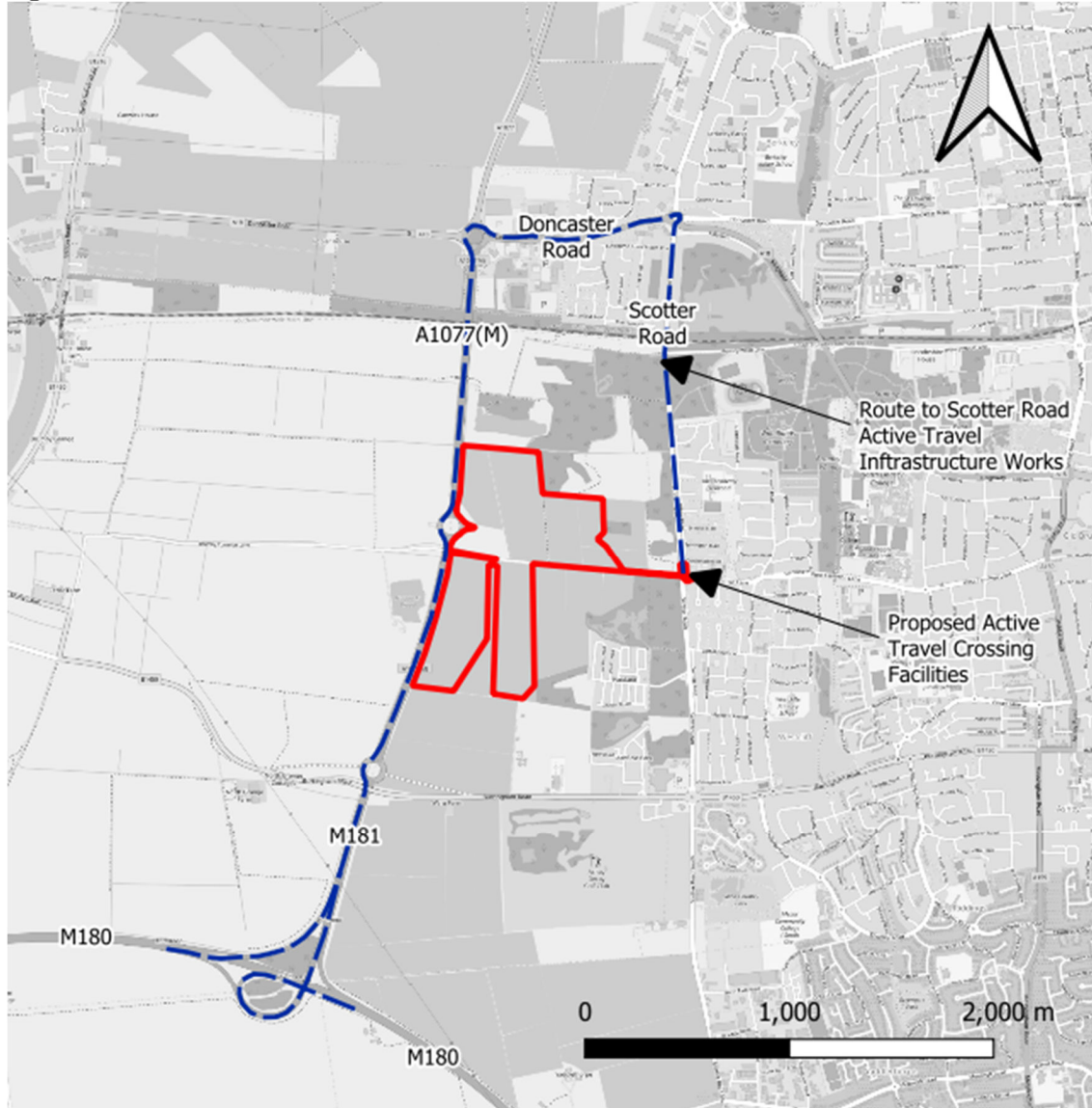
- 2.1 The Site is to be served via a single point of vehicular access, utilising the eastern stub of the existing roundabout on the A1077(M). All construction traffic will use the A1077(M) roundabout to access the Site during the construction phase. Heavy Goods Vehicle (HGV) construction traffic associated with on-site works will access the Site via the A1077(M) roundabout from the M180, as illustrated in **Figure 1**.

Figure 1: HGV Construction Traffic Route - Site Works



2.2 The Proposed Development includes the implementation of off-site active travel infrastructure, in the form of pedestrian / cycle facility improvements on Scotter Road and West Common Lane. Construction vehicles will make use of off-road parking to the west of the Scotter Road / West Common Lane junction, and surrounding on-street parking areas, and HGVs will access the Scotter Road proposed active travel area via the route presented in **Figure 2** overleaf.

Figure 2: HGV Construction Traffic Route – Scotter Road Active Travel Infrastructure



2.3 If an HGV is required to use a different route to access the Site or the Scotter Road proposed active travel area (i.e. from the north or east within Scunthorpe), agreement with the local authorities will be required.

3. Construction Operations

Hours of Operation

- 3.1 The hours of construction operation will be agreed at the discharge of condition stage for each phase of development; however, it is expected that works will typically take place during Monday to Friday daytime hours (08:00 – 18:00), and on Saturday mornings (08:00 – 13:00).

Staff Numbers and Parking

- 3.2 Until a contractor is appointed, staff numbers are unknown. Details of the expected staff numbers required during the construction period, including a breakdown of the number of staff expected during each stage of the construction period, will be provided in an updated CTMP. The updated CTMP will demonstrate that sufficient parking and safe access will be provided. On site parking is to be provided by the contractor.

Abnormal Loads

- 3.3 The need for abnormal loads is not anticipated but if a need is identified the contractor would liaise with the highway authorities and the police to identify the most appropriate route and timing for the delivery to minimise the impact on other road users and neighbouring properties. This includes the needs for any controls to manage the movement of abnormal loads, for example escort vehicles.

4. Construction Traffic and Environmental Control

Introduction

- 4.1 Construction works associated with large-scale residential development have the potential to give rise to environmental impacts if not properly managed. These impacts may include dust emissions, noise and vibration, and pollution of land and water.
- 4.2 The overarching objective of this CTMP is to ensure that construction traffic activities are carried out in an environmentally responsible manner that protects residential amenity, public health, the highway network, and the natural environment. The plan seeks to minimise dust generation, control noise and vibration, prevent pollution incidents, and ensure effective coordination between site activities and construction traffic. Clear responsibilities are established for implementation, monitoring, and review.
- 4.3 The plan has been considered with regard to recognised best practice guidance, including the principles of the Institute of Air Quality Management (IAQM), British Standard BS 5228, and Environment Agency pollution prevention guidance.

Site Context and Sensitive Receptors

- 4.4 Sensitive receptors in the vicinity of the Site include nearby residential properties to the east, users of surrounding highways and footpaths, site operatives, surface water bodies, groundwater resources, and areas of ecological interest. Without appropriate controls,

construction activities and construction traffic have the potential to affect these receptors.

Dust Management Measures

- 4.5 Dust may be generated by earthworks, materials handling, construction activities, and the movement of construction vehicles and plant. To minimise dust generation and migration, exposed ground surfaces and stockpiles will be damped down during dry or windy conditions. Earthworks will be phased to limit the extent of exposed surfaces at any one time, and disturbed areas will be stabilised as soon as practicable.
- 4.6 Stockpiles will be positioned away from Site boundaries wherever possible, and drop heights for materials will be controlled to reduce dust release. Cutting and grinding activities will use water suppression or local dust extraction where practicable and will be located away from sensitive receptors where possible.
- 4.7 Construction traffic will be managed in accordance with the CTMP to minimise dust impacts. Vehicle speeds within the Site will be controlled, internal haul routes will be clearly defined, and wheel-washing facilities will be provided (i.e. at the entrance to the Site) to prevent dust and mud being deposited on the public highway. Vehicles carrying loose materials will be appropriately sheeted before leaving the Site, and access roads will be inspected and cleaned as required.

Noise and Vibration Management Measures

- 4.8 Construction activities have the potential to generate noise and vibration that could affect nearby receptors if not properly managed. Overall responsibility for noise management will rest with the main contractor, who will ensure that all reasonable and practicable measures are implemented in accordance with best practice guidance.
- 4.9 It is noted that the nearest residential property from the main development area is circa 500m away to the east (on Scotter Road), therefore the impact of development related noise and vibration should be limited for the majority of the construction works.
- 4.10 Notwithstanding the above, construction works will generally be restricted to standard daytime working hours, unless otherwise agreed with the Local Planning Authority. The layout of the Site will be managed to locate fixed plant and particularly noisy activities away from Site boundaries and sensitive receptors where practicable. Plant and equipment will be appropriately selected, well maintained, and fitted with effective silencers or acoustic covers.
- 4.11 Construction traffic movements will be managed to minimise noise impacts, with controls on delivery times, avoidance of unnecessary idling, and clear instructions to drivers regarding considerate driving behaviour.

Pollution Prevention Measures

- 4.12 Pollution prevention measures will be implemented to protect land quality, surface water, groundwater, and ecological receptors. Fuels, oils, and hazardous materials will be stored in designated areas away from water features and drainage routes wherever

practicable and will be provided with appropriate secondary containment. Refuelling of plant will be undertaken in controlled locations, and regular inspections will be carried out to identify leaks or defects.

- 4.13 Surface water runoff will be managed to prevent the discharge of silt, sediments, or contaminants into watercourses or drainage systems. Temporary drainage controls, such as silt fencing or settlement areas, will be used where required, and earthworks will be phased to minimise exposed ground. Concrete works and washout activities will be carefully managed to prevent alkaline runoff from entering the drainage network.
- 4.14 Waste will be managed in accordance with relevant legislation and best practice. Materials will be stored in designated areas to prevent contamination of land or water, and waste will be removed from site by licensed contractors.

5. Monitoring, Complaints, and Incident Response

- 5.1 The development will register with the considerate constructors scheme.
- 5.2 The main contractor will undertake regular inspections to monitor dust, noise, and pollution risks and to ensure that control measures are being implemented effectively. Monitoring will be increased during high-risk activities or adverse weather conditions. Any visible dust emissions, excessive noise, or pollution incidents will be investigated promptly and appropriate corrective actions taken.
- 5.3 The contact details of the main contractor will be displayed on site hoardings to allow members of the public to raise concerns relating to construction activities. All complaints will be logged, investigated, and responded to in a timely manner. Procedures will be in place to respond to environmental incidents, including the availability of spill kits and training for site personnel.

6. Review and Updating the CTMP

- 6.1 This CTMP is a live document and will be reviewed throughout the construction period. Reviews will be undertaken at key stages of the construction programme, following significant changes to site activities or traffic arrangements, or in response to complaints or incidents. The plan will be updated as necessary to ensure that environmental controls remain effective.
- 6.2 As described previously, the construction contractor/s (and associated construction timings and staff numbers) is not known at this stage, therefore this CTMP will be updated once the first construction contractor has been appointed. A revision of the CTMP will be required after each contractor appointment.
- 6.3 The updated CTMP will provide further details on:
- Size of vehicles and an indicative schedule of when they will need to access the Site;
 - Provision of wheel cleaning or other appropriate facilities;
 - Swept path analysis of all construction vehicles on the relevant routes onto the Site;

- Parking and loading arrangements for construction vehicles and the delivery strategy for material and plant to the Site;
- Details of any proposed temporary Traffic Management Orders;
- Proposed overhang (if any) of the public highway (scaffolding, cranes, etc);
- Details of how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any banksmen arrangements;
- Confirmation of the proposed working hours;
- Start and end dates for each phase of construction;
- Details of how traffic associated with the development will be managed in order to minimise congestion;
- Details of any other measures designed to reduce the impact of associated traffic; and
- How the approach to servicing takes into consideration the cumulative effects of other developments local to the Site regarding traffic and transport.

7. Conclusion

- 7.1 The implementation of this CTMP, in conjunction with a Construction Environmental Management Plan (CEMP), will ensure that dust, noise, and pollution arising from the construction of the Proposed Development at Lincolnshire Lakes, Scunthorpe are effectively managed. Through proactive site management, appropriate mitigation measures, and ongoing monitoring, impacts on local amenity, the highway network, and the surrounding environment will be minimised throughout the construction period.
- 7.2 The construction contractor (and associated construction timings and staff numbers) is not known at this stage, therefore this CTMP will be updated once the first construction contractor has been appointed and approved prior to the start of construction activity.
- 7.3 This document will be shared with potential main contractors at tender stage to ensure early engagement and buy in.

