



Bolney Valley
London Road, Bolney

Construction Traffic Management Plan

For

Amphibian Scaffolding Ltd.

Document Control Sheet

Bolney Valley

London Road, Bolney

Amphibian Scaffolding Ltd.

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- A Site Setup Plan
- B Swept Path Analysis

1.0 Introduction

- 1.1 This Construction Traffic Management Plan (CTMP) has been prepared on behalf of Amphibian Scaffolding Ltd in relation to a planning consent associated with a site known as Bolney Valley, located on London Road, in Bolney (herein referred to as 'the site').
- 1.2 The consent allows for the creation of an equestrian facility, scaffolding depot (comprising yard, storage and office space), access improvements, recontouring of site, habitat replacement and creation, and other associated works (part retrospective).
- 1.3 The site is located approximately 1.8 kilometres north of Bolney within the authorities of Mid Sussex District (local authority) and West Sussex County (County Highway Authority).
- 1.4 Condition 9 associated with the consent states the following:

"No commencement of the development of the storage building or associated earthworks, including drainage, shall take place until a Construction Management Plan has been submitted and agreed in writing by the local Planning authority (who shall consult with National Highways). Construction of the development shall then be carried out in accordance with the agreed Construction Management Plan. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- ▶ *the anticipated number, frequency, types and timing of vehicles used during construction (construction vehicles should avoid the network peak hours of 0800- 0900 and 1700-1800 where practicable);*
- ▶ *the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders); and*
- ▶ *measures to reduce dust, dirt and any other airborne contaminants and to avoid these passing beyond the site boundaries, including sheeted loads and dampening stockpiles where necessary.*

Reason: To ensure that the A23(T) continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety."

- 1.5 This CTMP has been prepared to address the requirements of Condition 19. Following the introduction, the remainder of this report comprises the following sections:
 - ▶ Baseline Conditions;
 - ▶ Construction Project Manager;
 - ▶ Construction Programme;
 - ▶ Traffic Management;
 - ▶ Nuisance Control; and,
 - ▶ Monitoring and Management.

2.0 Baseline Conditions

Site Location

- 2.1 The site currently accommodates a scaffolding business operating from a single industrial unit, alongside an equestrian facility which benefits from its own separate planning consent. Three detached residential dwellings are located to the south-west corner of the site which also benefit from their own separate planning consent. The site benefits from an access junction onto London Road, which splits internally providing separate access to the warehouse/equestrian facility and the three residential dwellings.
- 2.2 The site in relation to its local area is illustrated below in Figure 2.1.

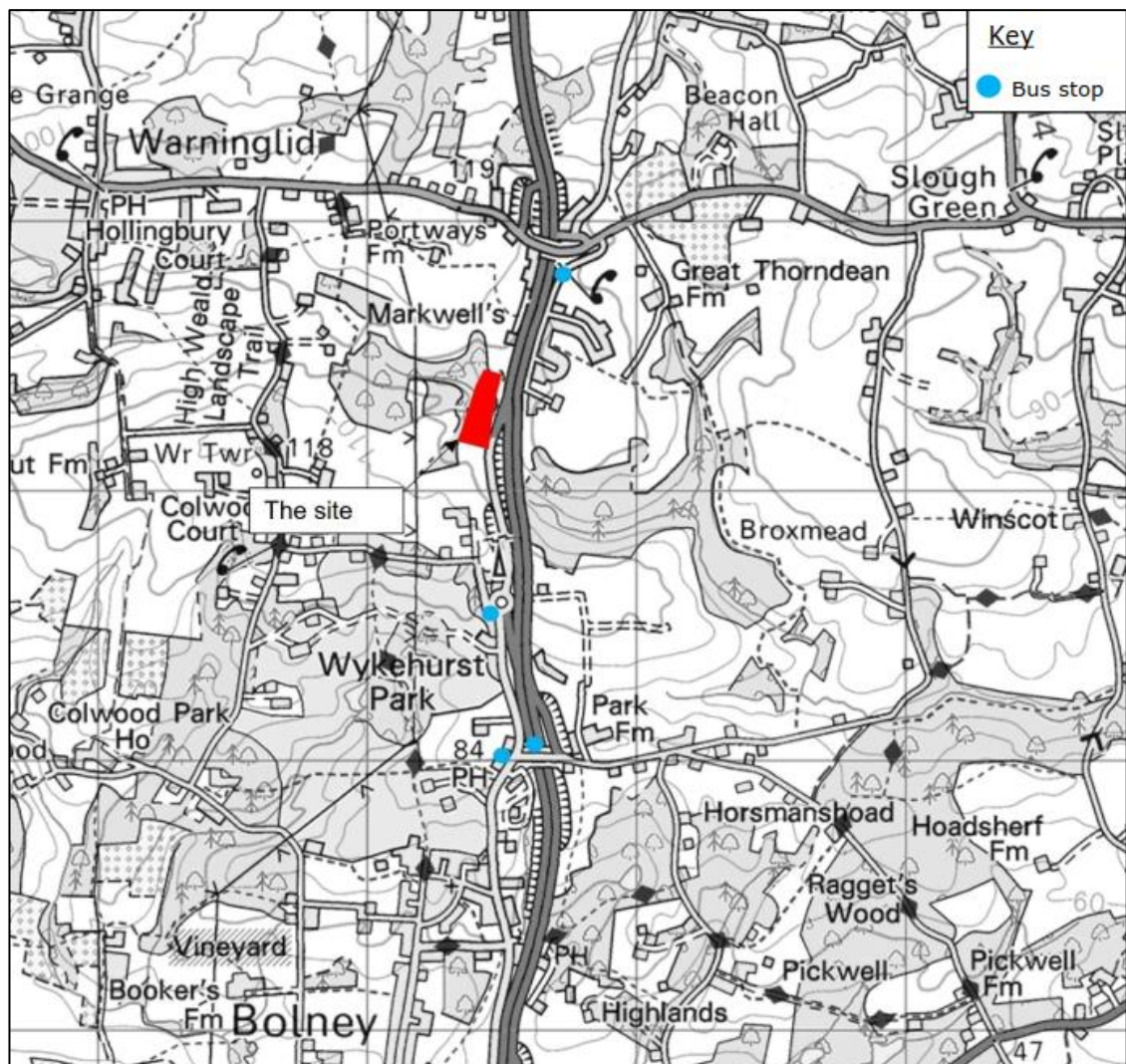


Figure 2.1: Site Location Plan

Local Highway Network

- 2.3 To the south of the site access London Road is a two-way single carriageway road subject to a national speed limit (60mph), whilst to the north of the access London Road forms part of the slip road onto the A23. The A23 northbound provides access to Crawley and the M23 for further destinations such as London and the M25. London Road southbound provides access to Sussex Junction connecting the A272 and the A23 southbound. The A23 southbound connects to locations such as Brighton and the A27.

- 2.4 London Road is subject to 60mph speed limit across the stretch of road which fronts the site and due to the nature of London Road there is no parking on-street directly outside the frontage of the site. However, there is a small lay-by roughly 85 metres south from the site.

Existing Site

- 2.5 The site currently accommodates an equestrian facility, three residential dwellings (use class C3) and a B8 warehouse measuring 840 sqm.
- 2.6 The existing access measures circa 4 metres in width at the junction with London Road with 6 metre kerb radii. The existing access is relatively informal with an area of hardstanding leading to the gated entrance. The largest vehicle associated with the scaffolding business which requires access to the site is 16.5m articulated vehicle. At present, 16.5m articulated vehicles cannot access the site with ease, using the entirety of the London Road carriageway to enter the site. This results in such vehicles obstructing both lanes of traffic to enter when approaching from the south.
- 2.7 Currently it is not possible for a car to pass an HGV internally. This will be addressed within the revised layout summarised in Section 4 of this report.

3.0 Construction Project Manager

- 3.1 The Construction Project Manager (CPM) will be responsible for implementing measures contained in this CTMP.
- 3.2 The contact details of the CPM will be displayed on the frontage of the site. The CPM will liaise with local residents when necessary to ensure that they are aware of the programme of works taking place and to give advance notice of any noisy or disruptive works.
- 3.3 The CPM will be responsible for monitoring and reviewing the CTMP and will deal with any concerns of local residents and businesses. The contact details of the CPM are provided below.
 - ▶ Name: Shane Watson
 - ▶ Email: Shane@amphibianscaffolding.co.uk
 - ▶ Telephone: 01293 883214
- 3.4 Mid Sussex District and West Sussex County Councils will be notified should the CPM change during the construction process.

4.0 Construction Programme

Programme of Works

- 4.1 Table 4.1 below outlines the key phases of the development and the expected construction programme and timings.

Programme of Works	Duration (weeks)
Construction of access junction	4
Site Setup	2
Foundations for steels	2
Construction of Frame	4
Fit-Out	12
Landscaping/Tree Planting	4-6
Total	28-30 weeks

Table 4.1: Programme of Works

- 4.2 It is likely that there will be some overlap between the construction of the industrial unit and the landscaping works, and therefore the period of time works will be taking place is unlikely to exceed six months (26 weeks).

Description of Works

Construction of Access Junction

- 4.3 The access junction will require widening as part of the development proposals, to accord with an agreed layout. This includes measures on the public highway to reduce conflict between opposing vehicle movements.
- 4.4 This will require partial closure of the A23 slip road whilst works take place, with advanced warning signage to encourage drivers to slow on the approach to the junction. It is envisaged that partial closure rather than full closure of the highway is possible.
- 4.5 Works to the highway will involve limited HGV movements other than to deliver materials and re-surface the carriageway.

Foundations for Steel Work

- 4.6 There is a need to prepare suitable foundations for the steel beams alongside foundations for the concrete slab. It is anticipated that this process will take two weeks, and include four concrete lorries for the steel foundations and 30 lorries for the slab. Due to the need for a continuous concrete pour, this would take place within a confined time period with a vehicle arriving every 30-40 minutes.

Construction of Frame

- 4.7 The construction of the steel frame will require the use of circa 2 or 3 16.5 metre articulated HGVs to deliver steels. This will be undertaken in a short period of time, with materials stored on site.

Fit-Out

- 4.8 Once the frame is finished, smaller vehicles will be visiting the site such as electrician's/plumber's Transit type vans. This phase will take approximately 3 months to complete, and will involve regular small vehicles unlikely to extend beyond transit size.

Landscaping/Tree Planting

- 4.9 A limited number of flatbed vehicles will be needed to transport plants/trees to site, however a significant amount of topsoil will be required, totalling 5,164m³.
- 4.10 A grab lorry can hold up to 16 cubic metres of soil. On this basis, the planting period will require a total of 323 grab lorries. This will be spread out over a 4-6 period, roughly translating to between 11-16 vehicles per day. Assuming an even split across a working day, this would mean no more than two grab lorries per hour delivering topsoil.

5.0 Traffic Management

- 5.1 The site is located to the west of London Road, adjacent to a slip road onto the A23. It is proposed that all construction deliveries and loading will take place on the site. A secure, lockable gate will be installed at the site access and all materials will be stored on-site. The site setup plan is attached at **Appendix A**.
- 5.2 The consent allows for the existing access junction to be widened to adequately cater for larger HGVs visiting the site. This access will be built prior to works starting on site, therefore this access will be used during construction phase.
- 5.3 All operatives, sub-concentrators and suppliers will be advised of the loading arrangements at the site and that under no circumstance should vehicles parked or stop on the public highway outside the site. The CPM will ensure that no vehicles associated with the development are permitted to stop or wait on the public highway, nor cause any obstruction to neighbouring properties that would impede pedestrian or vehicle access/egress to those properties.
- 5.4 Staff parking for contractors will be located on site, as shown within the above site set up plan. The plan shows 10 spaces, although there is significant hardstanding to enable additional parking to take place. As most staff will be on site at the same time, tandem parking will be accommodated on site.

Construction Vehicles

- 5.5 The following list provides details of the type of vehicles expected to require access to the site during the construction process:
- ▶ Concrete Delivery Vehicle – circa 8 metres long;
 - ▶ Tipper Lorry – circa 6 metres long;
 - ▶ General Building Material 7.5T Flat Bed / Rigid Vehicle – circa 8 metres long;
 - ▶ Grab lorries to deliver soil – circa 8 metres long; and
 - ▶ Very limited number of 16.5 metre articulated HGVs to deliver steels.
- 5.6 Swept Path analysis has been undertaken to demonstrate that the expected construction vehicle can access and exit the site appropriately using the proposed access. The analysis demonstrates that the expected vehicles would approach the site from the south on London Road and turn left into the site. The vehicle will then turn around on site and exit the site in forward gear to the north using the London Road slip road to access the A23. The CPM will be responsible for managing the safe and efficient movement of vehicles to the site.
- 5.7 Swept path analysis has been undertaken to demonstrate that this manoeuvre can be achieved. The swept path analysis is attached at **Appendix B**.

Delivery Management

- 5.8 All deliveries will be pre-booked in advance and allocated set arrival times. Suppliers shall call the Construction Project Manager a minimum of 20 minutes before their vehicle arrives at the site to confirm that the loading area is available. If loading space is unavailable, vehicles will be turned away and given an alternative delivery time.
- 5.9 Deliveries to the site will generally take place outside the peak hours on the highway network. Where possible, deliveries will be scheduled to distribute vehicle movements throughout these hours and to avoid more than one vehicle delivering to the site at any one time.

Vehicle Routing

- 5.10 Construction vehicles will route to and from the site directly from the A23 using northbound slip roads, onto London Road and continue north towards the site where they will then use another slip road to the north of the site back to the A23. A plan showing vehicle routing to and from the site is provided at Figure 5.1 below.

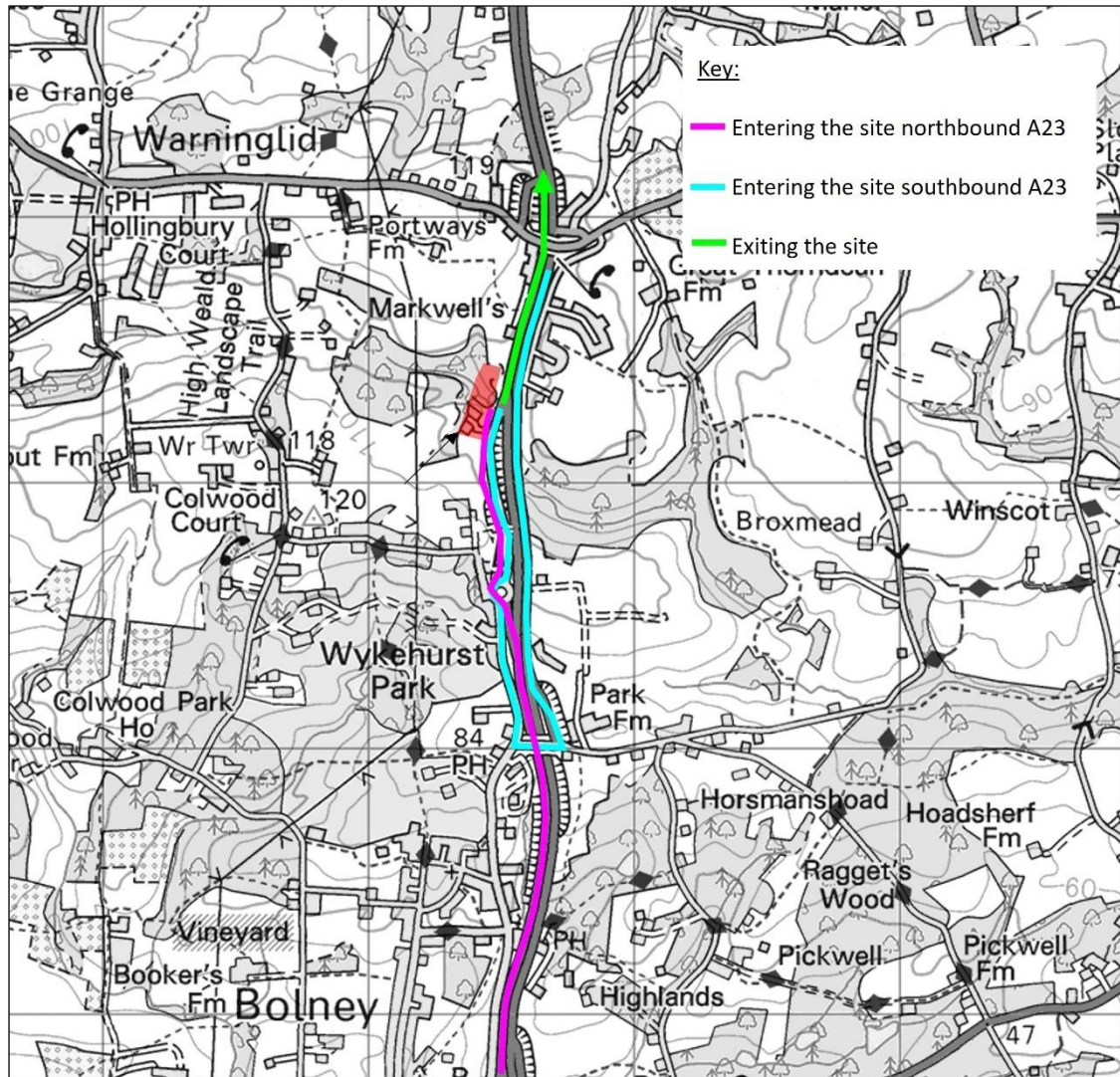


Figure 5.1 – Routing Plan

Interaction with Existing Site Operations

- 5.11 Deliveries will be timed to not only avoid the peak hours, but also peak operations for the existing employment business. To this effect, scaffolding lorries will generally take place at the start and end of the day, with smaller vehicles during the daytime. By avoiding the peak hours, there is less likelihood of construction vehicles conflicting with HGVs on site.

- 5.12 Irrespective, the Transport Statement supporting the original planning consent served to show how limited vehicular activity takes place at present across the various uses on site. As such with the measures promoted in this CTMP to control deliveries and limit the number of vehicles at any one time, there is limited risk of the two uses conflicting. In any case, the works relate to the same business, and therefore the developer will want to ensure minimal interaction.
- 5.13 As noted in Section 4, the access junction improvements will be implemented prior to works taking place on site, and therefore improved access to the highway will be secured before any construction vehicles require access to the wider site to carry out construction works.

6.0 Nuisance Control

- 6.1 A range of measures will be implemented to ensure that the potential impact of the works on local residents and businesses will be minimised. These measures are discussed in turn below.

Dust Control

- 6.2 Where required, scaffolding and sheeting will be erected to further contain dust. Water dampening measures will also be used if necessary.

Waste and Recycling

- 6.3 All waste will be stored on site within the site hoarding and dealt with in accordance with the duty of care Section 34 of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) Regulations 1991. Where hazardous waste is identified, it will be controlled and disposed of following the Environment Agency approved procedures.
- 6.4 Waste material arising from the demolition will be sorted on site and any suitable materials will be recycled. In addition, during the progress of the works every effort will be made to avoid waste, and where waste material is produced, this will again be sorted and recycled in accordance with good practice guidance. As part of their induction, all site operatives will be made aware of the need to reduce waste and where waste is unavoidable, that waste will be sorted and recycled where possible.

Hazardous Material

- 6.5 In the event that hazardous materials are present in the existing building, the materials will be disposed of using the appropriate procedures and local residents/businesses advised accordingly.

Noise Control

- 6.6 There will be no HGV movements to or from the site between the hours of 08:00 and 09:00am and 17:00 and 18:00pm. This is to avoid potential conflict with traffic during the peak periods of the day. Where possible, deliveries will be scheduled to distribute vehicle movements throughout these hours and to avoid more than one vehicle delivering to the site at any one time.

Wheel Washing

- 6.7 To prevent the spread of dirt and debris to the public highway, all vehicles accessing the site will be inspected and wheels cleaned before leaving the site to the public highway, if necessary. In event that mud is spread on the public highway this will be cleaned using a road sweeper.

Site Security

- 6.8 All construction materials will be stored on site within the secure hoarding. The CPM will be responsible for site security and emergency procedures and contact details for the CPM will be advertised on the site hoarding.

Consultation

- 6.9 The CPM will liaise with immediate neighbours to ensure that residents and businesses are aware of how the construction works are progressing and provide them with the opportunity to raise any issues that may arise as they occur.

7.0 Monitoring and Management

- 7.1 The CPM will be responsible for the ongoing monitoring and management of the construction process. This will include the following:
- ▶ Monitoring of dust associated with the works;
 - ▶ Waste management and reduction, including the disposal of hazardous materials; and,
 - ▶ Review meetings with the planning authority, as necessary.
- 7.2 The CPM will further be responsible for the updating of the Plan as and when it is required.

Appendix A

Site Setup Plan





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Project: Units 1-7 Bolney Valley, London Road		
Title: Site Setup Plan		
Scale: 1:250 (@ A3)		
Notes:		Drawing: 2111075-04
		Revision: A

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Appendix B

Swept Path Analysis

Appendix B

Swept Path Analysis

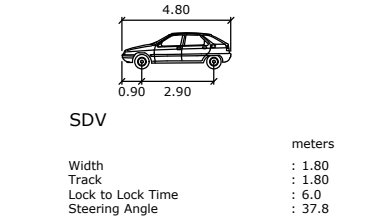
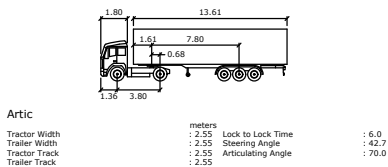
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 84 North Street Guildford Surrey GU1 4AU Golden Cross House 8 Duncannon Street London WC2N 4JF T: 01483 531 300 T: 020 8065 5208 www.motion.co.uk	Project: Units 1-7 Bolney Valley, London Road		
	Title: Swept Path Analysis Mixer		
	Scale: 1:1000 (@ A3)		
	Notes:	Drawing: 2111075-TK07	Revision: -

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Project:
Units 1-7 Bolney Valley, London Road

Title:
Swept Path Analysis
16.5m Articulated Vehicle

Scale: 1:1000 (@ A3)

Drawing:
2111075-TK05

Revision:
B

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Artic			
Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Tractor Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Tractor Track	: 2.55		



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Project:	Units 1-7 Bolney Valley, London Road
Title:	Swept Path Analysis 16.5m Articulated Vehicle
Scale:	1:1000 (@ A3)
Drawing:	Revision:
2111075-TK06	B