

**LAND AT BAYARDS, EASTERGATE
DRAFT CONSTRUCTION TRAFFIC MANAGEMENT
PLAN
AUGUST 2021**



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DRAFT CONSTRUCTION TRAFFIC MANAGEMENT PLAN

August 2021

Reside Developments

**RESIDENTIAL DEVELOPMENT
LAND AT BAYARDS
EASTERGATE**

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

CONTROLLED DOCUMENT

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Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Chkd</i>	<i>Aprvd</i>
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RESIDENTIAL DEVELOPMENT
LAND AT BAYARDS
EASTERGATE

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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1. INTRODUCTION

- 1.1 This draft Construction Traffic Management Plan (CTMP) has been prepared by Paul Basham Associates on behalf of Reside Developments to support an outline application for up to 69 dwellings with access parking, landscaping and associated works with all matters reserved apart from access at Land at Bayards, Eastergate.
- 1.2 The site directly adjoins and acts a suitable extension to the consented 42 unit residential development at Land West of Fontwell Avenue, Fontwell (application reference: BN/50/20/PL). The application site is displayed in **Figures 1** and **2**.

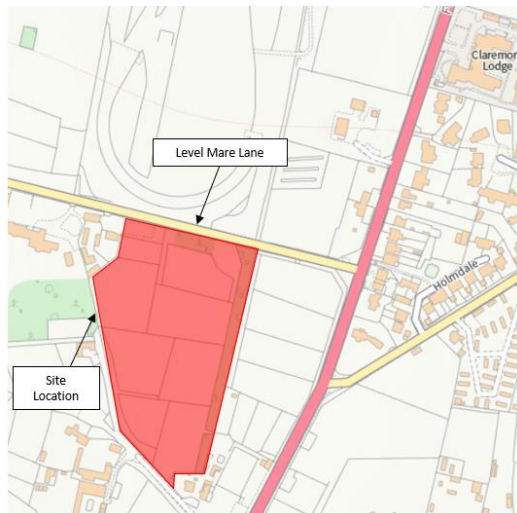


Figure 1: Site Location

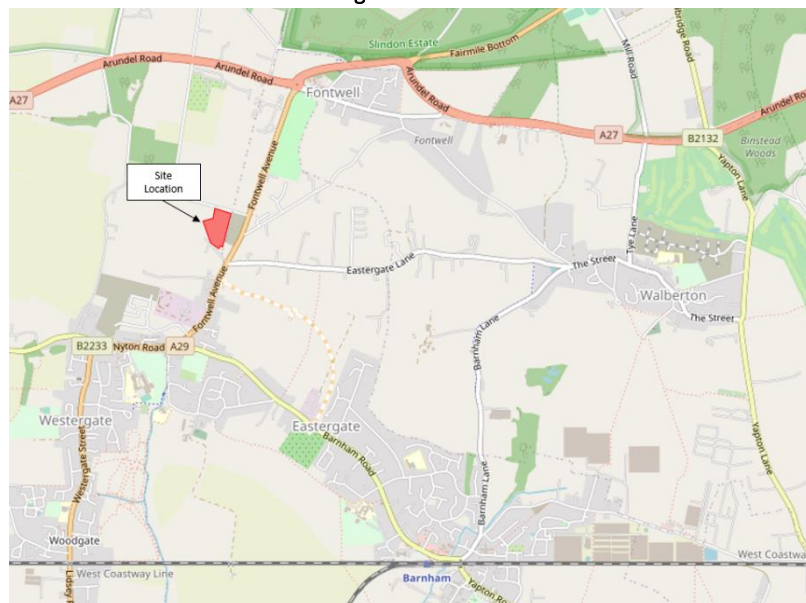


Figure 2: Site Context

- 1.3 It is proposed that up to 69 additional units would be provided on land to the west of the consented scheme to provide a maximum total of 111 units. The majority of the currently proposed site (63 units) would be accessed through the consented development with access onto Fontwell Avenue in the form of a ghost island right turn lane. A secondary access to serve six units would also be provided onto Level Mare Lane. An indicative site layout is included in **Appendix A**.
- 1.4 During the construction period of the site, it is proposed that temporary construction access would be provided onto Level Mare Lane. This would use the approximate location of the existing field gate.
- 1.5 The principle of construction access being provided onto Level Mare Lane was discussed with West Sussex County Council (WSCC) and Arun District Council (ADC) at the pre-application stage. The feedback received suggested that this acceptable in principle subject to routing, assessment of highway safety and queuing (blocking) on Level Mare Lane. WSCC suggested that these aspects would be covered within a Construction Management Plan that would be conditioned.
- 1.6 The applicant however wishes to agree as part of this outline application that construction access can be provided onto Level Mare Lane. This draft CTMP therefore provides the necessary information to confirm that appropriate construction access can be achieved from Level Mare Lane. Further information on construction details would be provided in an updated version of this CTMP which would be conditioned.
- 1.7 Paul Basham Associates have also prepared a Transport Statement (TS) to support the planning application. The TS should be read in conjunction with this draft CTMP.
- 1.8 The purpose of this document is to clarify how potential impacts from construction traffic will be minimised for local residents and businesses and explain how highways safety is maintained in the vicinity of the construction site.
- 1.9 This CTMP has been prepared adopting current best estimates of working practices and anticipated vehicle routing to support the necessary activities. Further iterations of the CTMP may be necessary to reflect or revise the logistical requirements of the scheme as it develops and to reflect specific requirements of a Contractor once appointed.



- 1.10 This CTMP considers the site's existing conditions, development proposals, trip generation including the likely arrangements for HGVs, confirmation on the size and type of vehicles required and associated tracking of said vehicles, construction vehicle routing, review of access arrangements, highway safety assessment and capacity assessment of Level Mare Lane.



2. EXISTING CONDITIONS

- 2.1 The site is located approximately 500m south of Fontwell and is currently agricultural land which is accessed via a gated access onto Level Mare Lane. The site is bordered by Level Mare Lane to the north, a development for 42 units to the east and a tree belt/large property to the south and west. Existing conditions of the surrounding area are identified within **Figure 3**.



Figure 3: Site Surroundings

Existing Highway Conditions

Level Mare Lane

- 2.2 Level Mare Lane lies to the north of the site and is a rural route which is bordered by vegetation on both sides of the carriageway. Level Mare Lane has a width of circa 4.5m wide and is subject to a derestricted speed limit. Level Mare Lane facilitate access to residential dwellings to the west and provides a convoluted route to the A27 to the north-west. At present the carriageway acts as an informal shared surface, with pedestrians required to walk along the edge of the carriageway. Conditions on Level Mare Lane in the site vicinity is shown in **Photograph 1**. To the east Level Mare Lane forms a bellmouth arrangement onto Fontwell Avenue (A29).



Photograph 1: Conditions on Level Mare Lane

Fontwell Avenue

- 2.3 Fontwell Avenue measures circa 10m wide and runs north to south. Fontwell Avenue is a strategic route (A29) which provides access to the A27 to the north and the A259 to the south which in turn facilitate access onto the wider strategic network and local centres such as Chichester, Southampton, Portsmouth and Bognor Regis. The site is therefore considered to be well placed to the strategic network. Fontwell Avenue is subject to a 40mph speed limit across the site frontage (changing to 30mph to the south of the site), with solid white lining in place to prevent vehicles from overtaking/turning right. Existing conditions along Fontwell Avenue is shown in **Photograph 2**.



Photograph 2: Conditions on Fontwell Avenue

3. CONSTRUCTION TRAFFIC ROUTING

- 3.1 The local highway network has been assessed in terms of its suitability for the movements of HGV vehicles to and from the site, associated with the recycling/disposing of waste and for the delivery of materials associated with construction work.

Route from the Strategic Road Network

- 3.2 **Figure 4** displays the proposed HGV route from the A27, which forms part of the Strategic Road Network (SRN) shown in blue with the site location shown in red. The route from the A27 follows Fontwell Avenue southbound before turning right into Level Mare Lane to access the site via a left turn approximately 150m from the junction with Fontwell Avenue. This route is considered the most appropriate route given the close proximity of the site to the A27 and avoids constrained roads or roads unsuitable for HGVs. This is also the route that was taken to support similarly sized construction vehicles associated with other developments in the area.

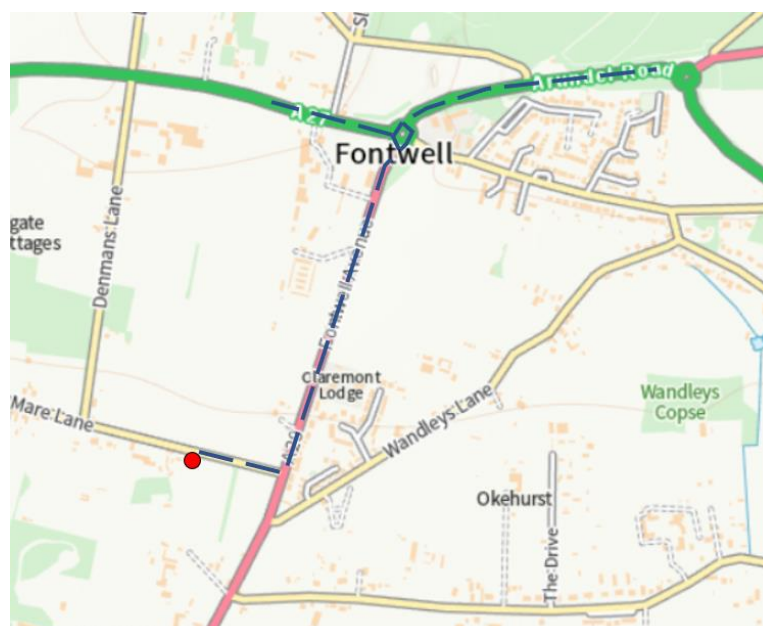


Figure 4: Construction Vehicle Routing

- 3.3 It is not anticipated that any temporary traffic management would be required to support the construction element of this development on Fontwell Avenue. However, should this change, contact with WSCC will be made as appropriate to put in place the required measures.
- 3.4 Temporary traffic management strategies are assessed for Level Mere Lane and are discussed further in the subsequent chapters of this report.

- 3.5 Construction traffic will be asked to follow the routes outlines within this CTMP, with details sent to all subcontractors/delivery companies informing them of the access arrangements and permitted working hours. Temporary directional signage will be installed to assist the drivers. Therefore, construction vehicles are not anticipated to have an adverse effect on the operation of the local highway network.
- 3.6 Construction vehicle drivers will be issued with routing instructions to assist with route adherence, with letters sent/emailed to all subcontractors and delivery companies informing them of the access arrangements and permitted working hours identified in this report.



4. CONSTRUCTION ACCESS

- 4.1 At this outline stage this CTMP seeks to agree the access arrangements for vehicles and as such a site set up plan is not yet available. There will however be iterations of this CTMP and this information will be provided following the Reserved Matters application when the site's internal arrangements have been fixed. Provision would however be made for all construction vehicle to turn onsite and enter and exit Level Mare Lane in a forward gear.

Vehicle Access

- 4.2 Construction vehicles will access the site via an existing gate arrangement on via Level Mare Lane. This gate access measures 6.1m wide and is offset approximately 3m from the carriageway. The largest vehicle able to be accommodated by this arrangement will be a 12m long Large Tipper.
- 4.3 Given the routing identified for construction traffic within **Chapter 3**, this access would operate as a left in/right out only arrangement with all traffic travelling to/from Fontwell Avenue. Tracking of this arrangement is attached in **Appendix B**. The site will be equipped with suitable turning facilities to ensure vehicles can enter and leave in forward gear.
- 4.4 A visibility splay assessment has been undertaken in the location of this gate access and visibility is achievable in line with 85th percentile speed surveys results conducted in 2019. Therefore, visibility is deemed to be achievable to 43.3m in the secondary direction and 35.5m in the primary direction. The visibility splay assessment is attached within **Appendix C** with the speed survey results included within **Appendix D**.
- 4.5 It should be noted that Level Mare Lane is subject to a 6' 6" vehicle width restriction (except for access). This is not considered to be a cause for concern as the access to the construction site is located approximately 110m from the junction with Fontwell Avenue. This section of the road will be managed by a banksman to help facilitate movements into/out of the site safely whilst managing potential oncoming vehicles and pedestrians along Level Mare Lane as necessary.

Construction Vehicle Trip Generation

- 4.6 Deliveries and collection of materials/equipment to the site would be on an “as-required” delivery basis. This is not anticipated to exceed a maximum of 10 deliveries per day. Deliveries will be assisted by a pre-booking regime; allowing on-site storage to be kept to a minimum and to ensure no vehicles wait on the local highway network reducing the likelihood of capacity issues on Level Mare Lane.
- 4.7 In addition to these delivery trips, it is anticipated that an estimated peak number of 18-22 contractor vehicles are anticipated per day.
- 4.8 Any defects caused to the highway or associated grass verge as a result of the demolition and construction traffic shall be made good once the construction phase is completed.

Pedestrian Access

- 4.9 During the construction period, appropriate provision would be provided for pedestrians with it likely that a connection would be provided to the site via the consented development to the east.

Parking Arrangements

- 4.10 Parking spaces will be provided on-site for staff, contractors and visitors to the site. Non-construction vehicles will also use the construction access on Level Mare Lane.
- 4.11 It is anticipated that some staff/contractors will be able to access the site via sustainable means such as bus. The nearest bus stops are located c. 300m from the site and provide connections to Arundel, Chichester and Bognor Regis via the Compass Travel 85 and 66 bus services. This will be considered when the number of spaces provided on the construction site plan are determined.
- 4.12 Contractors will also be advised of the required parking behaviours upon appointment. The workforce will aim not to cause any conflicts with any of the surrounding residents and businesses of the site. Should any unlawful parking occur the site manager will retain a log of inconsiderate parking, removing any repeat offenders from the job.

5. TRAFFIC MANAGEMENT AND MITIGATION

Prior to Construction

- 5.1 The works associated with the development, assuming permission is granted, are envisaged to last approximately 95 weeks and start in August 2022 and conclude in June 2024. Reside Developments recognises the importance of suitable consultation and liaison with neighbours and stakeholders prior to the commencement of any works. Reside Developments will provide details on when works will begin as well as to provide contact details for locals to raise any possible concerns as the build progresses.
- 5.2 Reside will issue a formal letter which includes details on the number of dwellings, timeframes of construction phases and appropriate contact details. A copy of an example letter is attached in **Appendix E**.
- 5.3 The construction process is anticipated to be broken down into the following stages:
- Enabling works and site access
 - Storm drainage works and surface water management
 - Construction of sub-structures
 - Construction of super-structures
 - Completion of plots
- 5.4 Hoarding will be erected along the site boundaries, with gates utilised at access points in order to minimise any impact on existing users in the vicinity. It is anticipated this would be in place from the outset.

Working Practice On-Site

- 5.5 During the demolition phase, all materials for removal will be contained in designated areas within the premises and during construction phase all materials will be stored within the construction compound. Materials will be loaded and unloaded using the crane situated onsite and would be done so safely by a trained professional. Hard hats will be compulsory on-site, with signage provided within the compound to this regard. In addition, all visitors to the site will be required to sign in at the site office to ensure all adequate safety measures are met.



Working and Delivery Hours

5.6 The site demolition and construction hours as well as delivery hours are as follows:

- 0730-1800 Monday to Friday
- 0800-1300 Saturday
- No deliveries should be carried out on Sundays or Bank Holidays

5.7 Wherever possible, deliveries will be carried out during the week in the construction phase, but it may be necessary, in exceptional circumstances, to work outside these prescribed working hours. Should this occur, the hours and duration will be subject to agreement with Local Planning Authority in writing.

Use of Banksmen

5.8 Banksmen are operatives trained to direct vehicle movements on or around the site. Large construction vehicles will require some assistance whilst manoeuvring within the site and entering/exiting the site access. Banksmen will be used to ensure that these and any other manoeuvres are conducted in a safe manner and do not interfere with network traffic or members of the public.

Wheel Washing Facilities

5.9 To ensure that mud and debris is not carried onto the surrounding highway network, wheel washing facilities will be provided on site. The wheel washing station will be located close to the site access to reduce dirt and dust. A vehicle marshal will be used to inspect the wheels of all vehicles prior to leaving the site, and to hose off mud, dust or silt contaminate prior to the vehicle leaving the site. A standard hose will be used as it is more controllable than other methods and uses less water. Water arising from wheel cleaning will be filtered within the site prior to being positively drained. No water arising from wheel cleaning will discharge onto the public highway.

5.10 In the event that either the nature of the works or the weather conditions mean that there is a likelihood of wheel washing not being sufficient than a road sweeper will be employed at the developer's expense.

Inspection of Signing Pedestrian Routes

5.11 The site supervisor, or somebody appointed by them, will check the security of hording and scaffolding on a daily basis. The reason for this is to ensure that these are in the correct place and are not creating a hazard to road users.



Mitigation of Dust

- 5.12 A water truck will be driver on-site spraying water over affected areas in order to prevent dust from being airborne. Water would be applied at least 3 times a day or more depending on the atmospheric conditions.
- 5.13 The developer will ensure there is no discharge of surface run-off arising from the water spray onto the public highway. Should any formal complaints be received, a road sweeper will be employed.



6. SUMMARY AND CONCLUSIONS

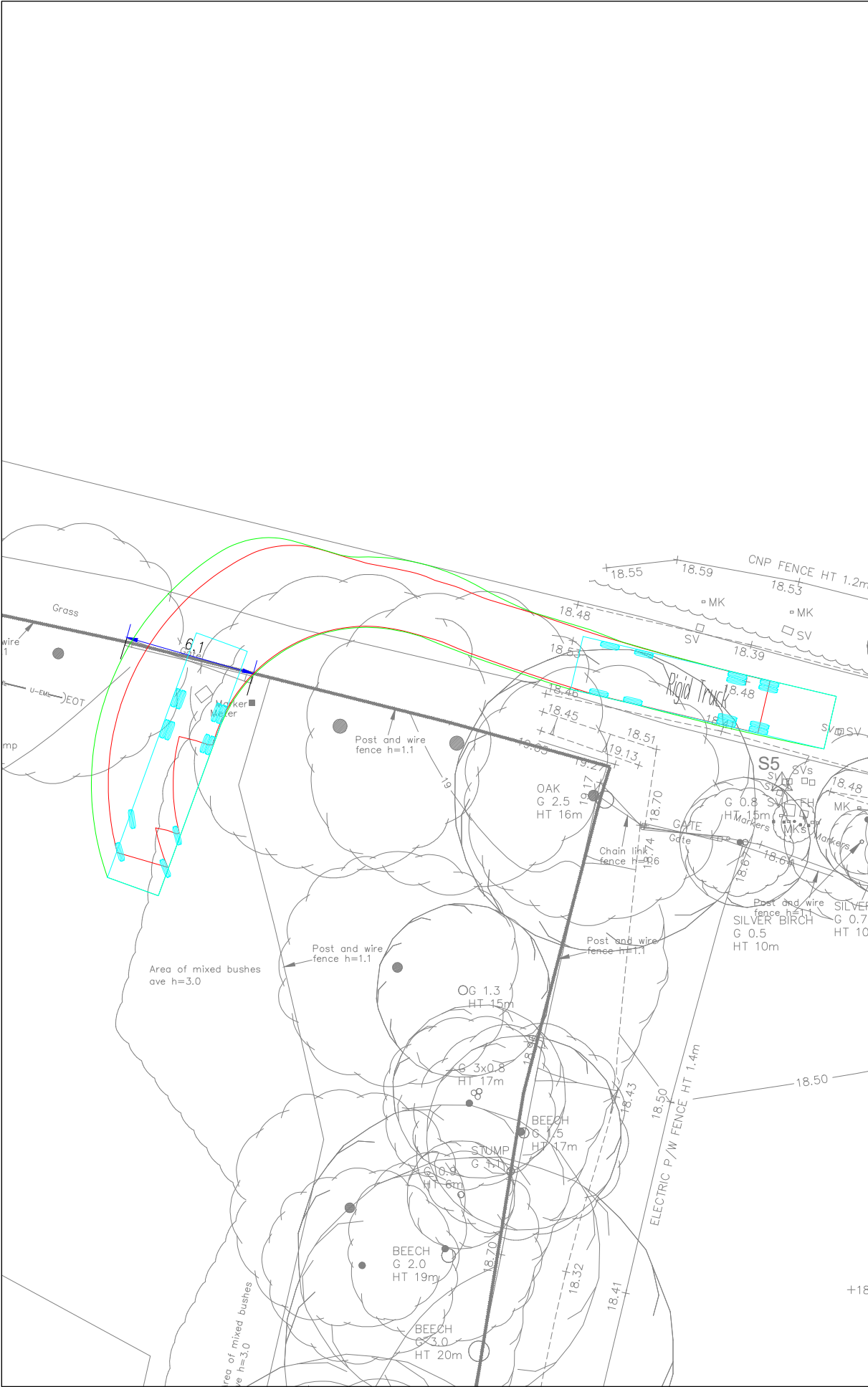
- 6.1 This Construction Traffic Management Plan (CTMP) has been prepared by Paul Basham Associates on behalf of Reside Developments to support an outline application for up to 69 dwellings with access parking, landscaping and associated works with all matters reserved apart from access at Land at Bayards, Eastergate.
- 6.2 The construction element of the site is accessed from Level Mare Lane and is bordered by Level Mare Lane to the north, a development for 42 units to the east and a tree belt/large property to the south and west.
- 6.3 The construction vehicle tracking demonstrates that the proposed site access is to rigid trucks can enter and exit the site in forward gear. Material storage, material drop off, waste management area, crane location, and staff welfare facilities will be accommodated within the site.
- 6.4 The proposed HGV route to the site involves using Level Mare Lane and Fontwell Avenue to access the Strategic Road Network in the form of the A27 to the north of the site. Directional signage will be provided to assist drivers in following the established construction route.
- 6.5 A number of other measures will be implemented to ensure safety and reduce disturbance from demolition and construction traffic. These include:
- Restricting working hours to 0730-1800 Monday-Friday and 0800-1300 on Saturdays;
 - Wheel washing facilities and use of banksmen for vehicle movements;
 - Management of deliveries using allocated timeslots;
 - Regular inspection of safety hoarding, scaffolding, and signs and
 - Consultation with local residents.
- 6.6 Whilst disruption is inevitable, it is considered that the above measures will provide significant steps to ensure the effects of the construction traffic on the local road network are minimised.



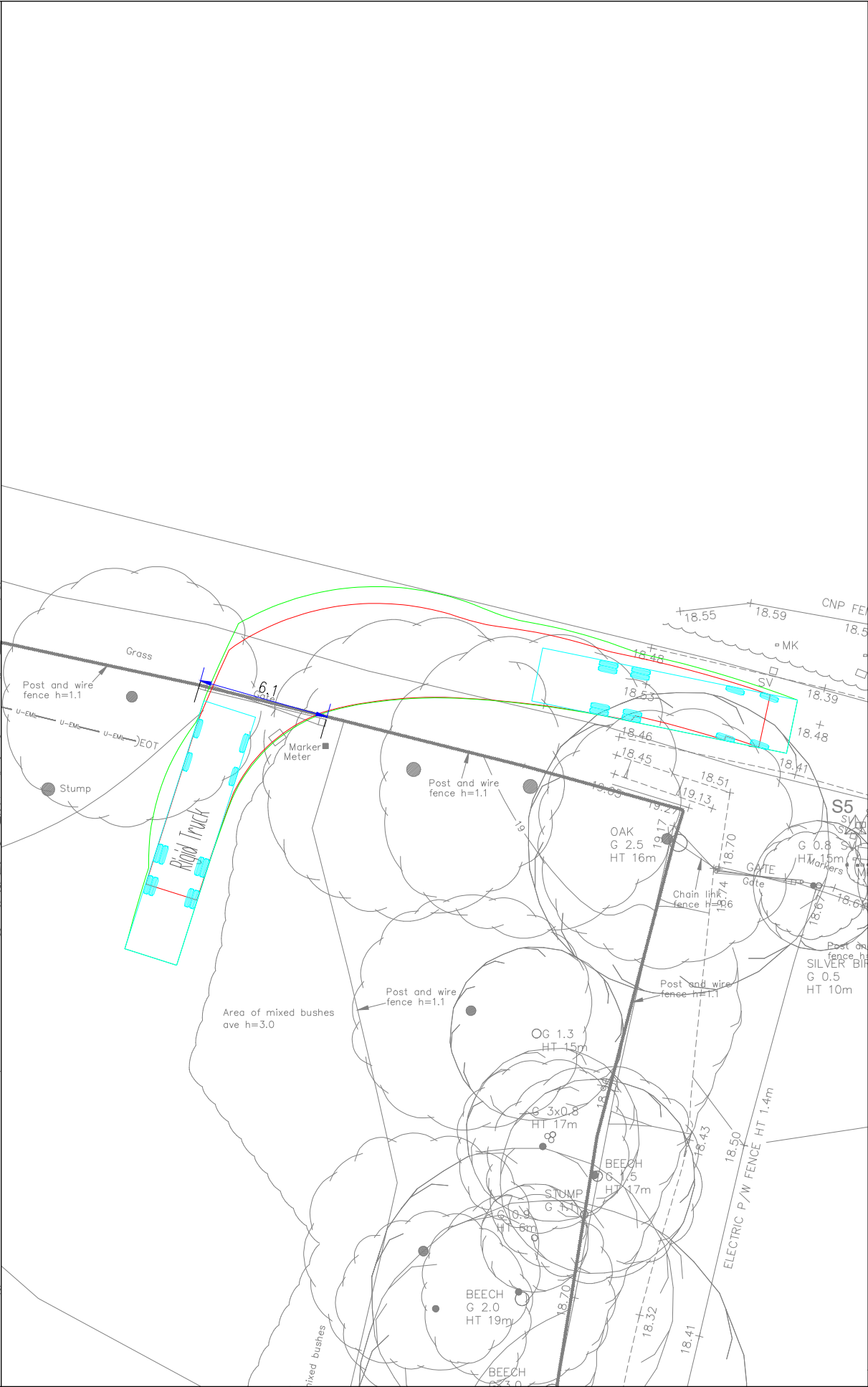
Appendix A



Appendix B



RIGID TRUCK ACCESS

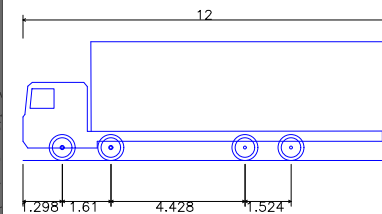


RIGID TRUCK EGRESS

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VEHICLE PROFILE



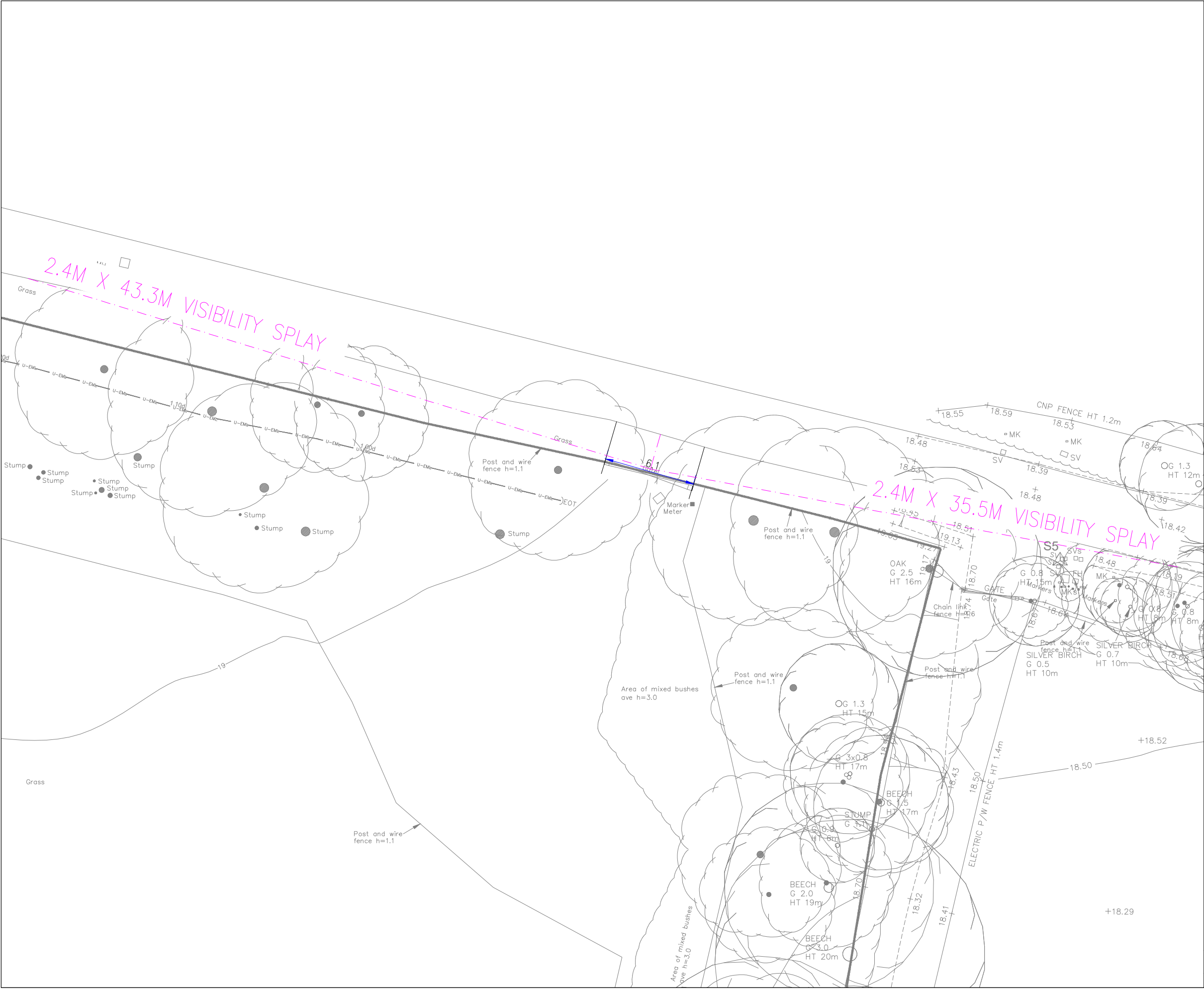
Rigid Truck	12.000m
Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m



Project Name PHASE 2, NORTHFIELDS COTTAGE FONTWELL		Title CONSTRUCTION ACCESS TRACKING	 Paul Basham Associates Ltd The Botly, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client reside.	Checked By MS	Checked Date 19.08.21	Scale 1 : 250 (AT A3 SIZE)		
Project Phase PRELIMINARY					Drawn By AF	Drawn Date 18.08.21	Client Drawing No. -	PBA Drawing No. 020.0672.008	Revision -

ARUN DISTRICT COUNCIL AUG 13/21/OUT

Appendix C



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VISIBILITY SPLAYS

VISIBILITY SPLAYS ARE ALSO BASED ON THE RECORDED 85%ILE SPEEDS OF 30.2MPH EASTBOUND & 26.2MPH WESTBOUND ON LEVEL MARE LANE. THE ATC LOCATIONS WERE IN CLOSE PROXIMITY TO THE ANTICIPATED CONSTRUCTION ACCESS.



-	-	--/--	--	-/-/OUT
Rev	Description	Date	By	Chk

Project Name	Title	 Paul Basham Associates Ltd The Botly, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client	Checked By	Checked Date	Scale		
PHASE 2, NORTHFIELDS COTTAGE FONTWELL				MS	19.08.21	1 : 250		
Project Phase	CONSTRUCTION ACCESS VISIBILITY SPLAYS		reside.	Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision
PRELIMINARY				AF	18.08.21	-	020.0672.009	-

ARUN DISTRICT COUNCIL AUGUST 2021

Appendix D

Westergate ATC

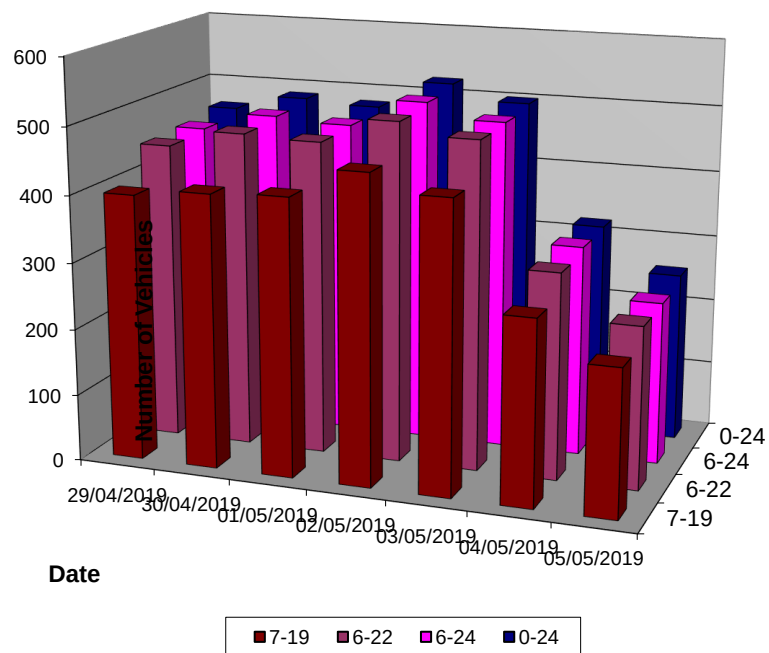
Channel 1 - Eastbound

Vehicle Flow

Week 1

Hr Ending	29/04/2019 Monday	30/04/2019 Tuesday	01/05/2019 Wednesday	02/05/2019 Thursday	03/05/2019 Friday	04/05/2019 Saturday	05/05/2019 Sunday	5 Day Ave	7 Day Ave
1	2	0	1	1	2	1	5	1	2
2	0	0	1	1	0	0	3	0	1
3	0	1	0	0	0	2	2	0	1
4	0	0	0	0	1	0	0	0	0
5	3	3	1	1	1	0	0	2	1
6	6	3	4	5	3	0	1	4	3
7	13	19	9	14	13	9	7	14	12
8	29	22	30	29	22	14	10	26	22
9	27	17	25	34	30	15	11	27	23
10	22	25	17	37	25	18	16	25	23
11	16	19	19	43	26	38	18	25	26
12	29	33	30	30	23	36	23	29	29
13	25	26	36	29	40	21	23	31	29
14	23	36	29	33	28	27	22	30	28
15	31	30	29	46	36	27	19	34	31
16	26	47	30	31	41	25	18	35	31
17	71	68	70	71	63	16	15	69	53
18	55	43	55	45	59	21	24	51	43
19	45	44	45	31	40	18	20	41	35
20	17	30	32	26	29	17	11	27	23
21	14	11	11	7	11	4	2	11	9
22	5	4	3	2	4	3	4	4	4
23	1	3	0	2	0	5	1	1	2
24	3	2	3	5	3	3	0	3	3
7-19	399	410	415	459	433	276	219	423	373
6-22	448	474	470	508	490	309	243	478	420
6-24	452	479	473	515	493	317	244	482	425
0-24	463	486	480	523	500	320	255	490	432

Vehicle Flow (Channel 1)



Westergate ATC

Channel 1 - Eastbound

Average Speed

Week 1

Hr Ending	29/04/2019 Monday	30/04/2019 Tuesday	01/05/2019 Wednesday	02/05/2019 Thursday	03/05/2019 Friday	04/05/2019 Saturday	05/05/2019 Sunday
1	35.5	-	15.5	25.5	35.5	25.5	23.5
2	-	-	43.0	15.5	-	-	25.5
3	-	33.0	-	-	-	29.2	25.5
4	-	-	-	-	25.5	-	-
5	30.5	25.5	25.5	33.0	38.0	-	-
6	25.1	32.2	27.4	26.5	25.5	-	33.0
7	27.2	28.5	28.0	23.9	29.5	25.2	25.1
8	24.6	28.8	24.9	26.2	23.8	27.1	26.2
9	25.5	25.8	26.2	25.1	26.2	24.8	23.4
10	24.7	26.3	25.8	24.7	25.6	26.7	25.6
11	24.7	24.8	24.6	26.4	24.9	25.0	24.5
12	27.2	24.9	25.2	23.8	25.5	23.7	23.8
13	26.7	23.2	27.1	25.4	25.4	25.3	24.4
14	25.4	25.1	23.5	26.3	23.7	24.9	24.7
15	26.4	25.4	25.0	25.2	24.7	24.2	26.3
16	23.4	22.4	26.4	24.9	25.2	23.7	23.5
17	23.8	23.1	26.1	23.8	25.7	20.4	25.3
18	25.3	24.9	25.9	27.4	26.1	25.7	25.3
19	24.3	24.9	25.5	26.5	26.6	25.9	25.6
20	24.8	24.2	25.7	25.4	24.6	27.0	24.1
21	23.0	25.2	22.8	24.1	25.5	29.9	25.5
22	24.4	20.4	22.2	20.5	22.4	22.2	23.0
23	25.5	22.2	-	25.5	-	23.5	25.5
24	24.7	25.5	25.5	27.0	28.0	22.2	-
10-12	26.3	24.9	25.0	25.3	25.2	24.4	24.1
14-16	25.0	23.6	25.7	25.1	24.9	24.0	24.9
0-24	25.1	24.8	25.6	25.3	25.5	24.9	24.8

Average	25.1
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Channel 1 - Eastbound

85th Percentile

Hr Ending	29/04/2019 Monday	30/04/2019 Tuesday	01/05/2019 Wednesday	02/05/2019 Thursday	03/05/2019 Friday	04/05/2019 Saturday	05/05/2019 Sunday
1	38.7	-	-	-	39.0	-	25.8
2	-	-	-	-	-	-	25.6
3	-	-	-	-	-	33.3	26.1
4	-	-	-	-	-	-	-
5	33.5	25.8	-	-	-	-	-
6	33.6	38.6	33.4	33.9	25.9	-	-
7	33.3	33.6	33.3	26.1	38.5	25.6	26.4
8	33.3	33.3	33.9	33.6	25.7	33.0	26.3
9	26.3	25.9	34.0	33.4	33.5	26.0	25.9
10	25.5	33.8	25.9	25.6	25.8	33.7	33.3
11	26.3	33.8	33.3	33.6	33.6	33.5	33.9
12	33.8	33.6	33.2	26.2	33.5	26.3	26.3
13	33.7	34.0	33.2	33.9	33.2	25.6	25.8
14	33.0	26.4	26.1	33.8	33.9	33.2	26.2
15	33.4	33.2	25.9	25.5	26.2	26.2	26.4
16	26.4	26.2	33.4	26.0	33.5	26.0	25.6
17	26.3	26.5	33.7	26.4	33.4	25.9	25.5
18	25.9	25.7	33.3	33.4	33.1	33.1	33.3
19	26.5	33.5	33.6	33.7	33.8	33.7	33.8
20	26.4	25.6	33.2	26.0	26.0	33.9	33.3
21	25.6	34.0	25.7	26.0	33.8	38.5	25.7
22	33.9	26.2	26.1	26.0	33.6	25.6	26.0
23	-	25.5	-	25.9	-	26.3	-
24	33.5	26.1	25.6	33.4	33.8	25.9	-
10-12	33.8	33.1	33.5	25.8	33.0	26.0	25.8
14-16	25.6	25.6	33.9	25.6	33.2	26.0	25.5
0-24	26.1	26.3	33.3	33.2	33.1	33.2	26.0

85th %ile	30.2
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Westergate ATC

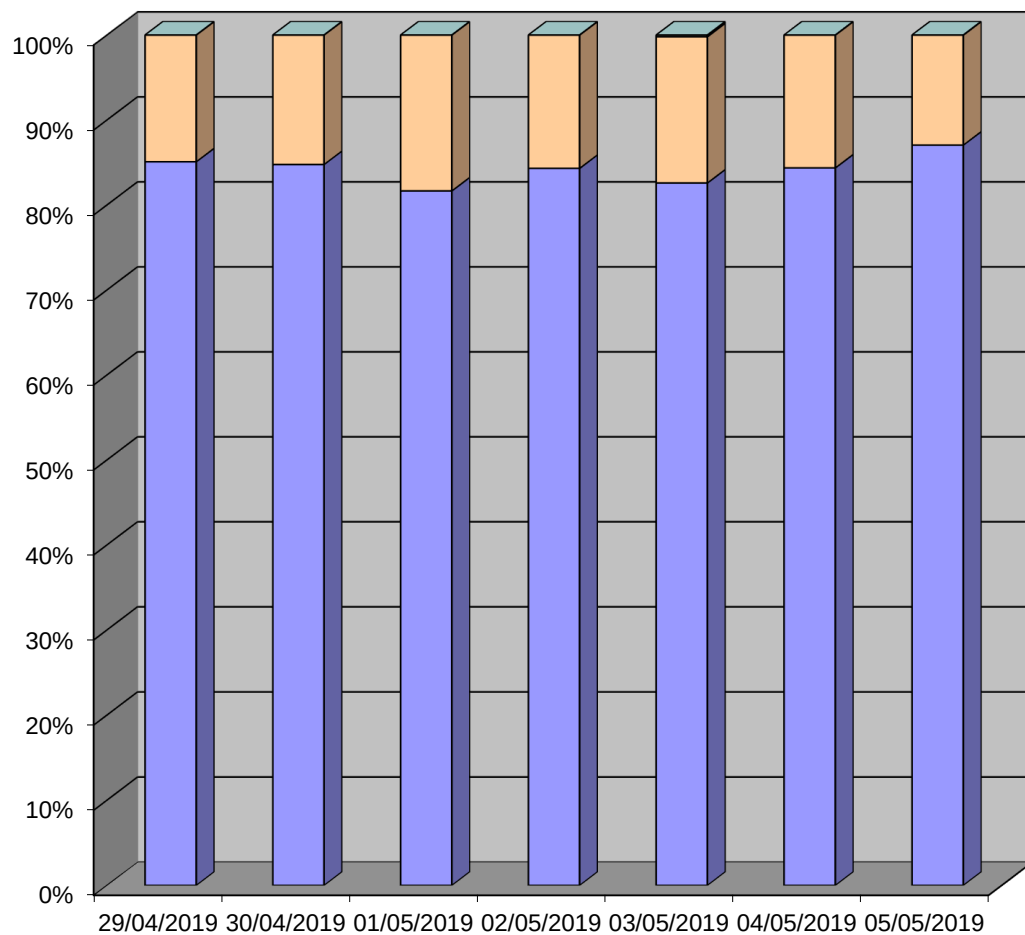
Channel 1 - Eastbound

Speed Summary

Week 1

Speed (MPH)	29/04/2019 Monday	30/04/2019 Tuesday	01/05/2019 Wednesday	02/05/2019 Thursday	03/05/2019 Friday	04/05/2019 Saturday	05/05/2019 Sunday
0-30	394	412	392	441	413	270	222
31-45	69	74	88	82	86	50	33
46-60	0	0	0	0	1	0	0
61-	0	0	0	0	0	0	0
TOTAL	463	486	480	523	500	320	255

Speed Summary (MPH)



Date

0-30

31-45

46-60

61-

Westergate ATC

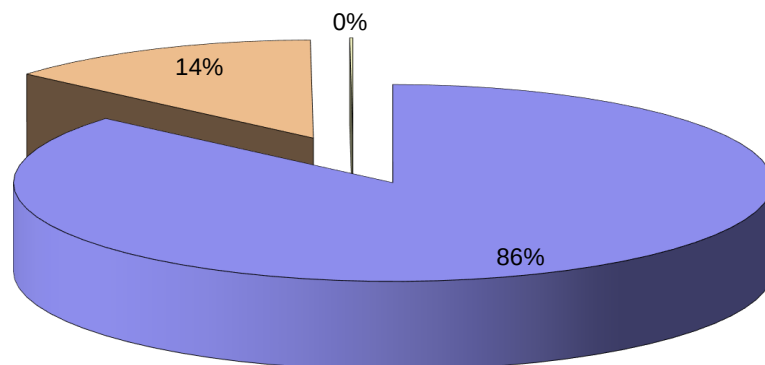
Channel 1 - Eastbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
29/04/2019				
7-19	337	61	1	399
6-22	378	69	1	448
6-24	382	69	1	452
0-24	392	70	1	463
30/04/2019				
7-19	345	65	0	410
6-22	399	75	0	474
6-24	404	75	0	479
0-24	409	77	0	486
01/05/2019				
7-19	346	67	2	415
6-22	395	73	2	470
6-24	398	73	2	473
0-24	404	74	2	480
02/05/2019				
7-19	390	69	0	459
6-22	432	76	0	508
6-24	439	76	0	515
0-24	446	77	0	523
03/05/2019				
7-19	358	75	0	433
6-22	407	82	1	490
6-24	410	82	1	493
0-24	416	83	1	500
04/05/2019				
7-19	262	14	0	276
6-22	294	15	0	309
6-24	301	16	0	317
0-24	304	16	0	320
05/05/2019				
7-19	209	10	0	219
6-22	232	11	0	243
6-24	233	11	0	244
0-24	242	13	0	255
Average				
7-19	321	52	0	373
6-22	362	57	1	420
6-24	367	57	1	425
0-24	373	59	1	432

Total Vehicle Class Distribution



Westergate ATC

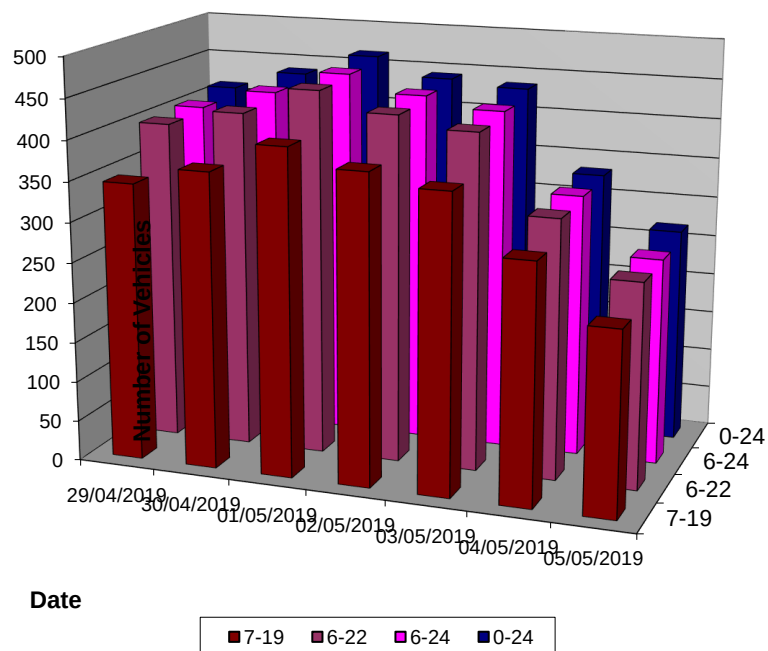
Channel 2 - Westbound

Vehicle Flow

Week 1

Hr Ending	29/04/2019 Monday	30/04/2019 Tuesday	01/05/2019 Wednesday	02/05/2019 Thursday	03/05/2019 Friday	04/05/2019 Saturday	05/05/2019 Sunday	5 Day Ave	7 Day Ave
1	1	0	1	0	2	0	4	1	1
2	0	0	1	1	0	0	3	0	1
3	0	0	0	0	0	0	0	0	0
4	1	1	0	0	0	0	0	0	0
5	0	0	0	0	2	1	0	0	0
6	7	7	5	4	7	4	4	6	5
7	25	31	23	25	20	15	11	25	21
8	61	57	63	53	57	11	13	58	45
9	42	62	70	67	46	22	15	57	46
10	28	22	40	31	30	26	19	30	28
11	18	22	23	32	17	24	21	22	22
12	16	22	23	25	27	30	25	23	24
13	24	31	22	25	21	18	22	25	23
14	24	26	21	23	26	25	21	24	24
15	19	19	20	23	28	19	17	22	21
16	26	36	30	30	29	20	16	30	27
17	37	23	37	28	28	61	22	31	34
18	24	28	30	20	24	24	18	25	24
19	27	20	26	26	35	16	18	27	24
20	16	14	11	14	13	6	10	14	12
21	6	6	13	5	11	4	4	8	7
22	7	1	2	4	5	1	3	4	3
23	2	7	2	3	6	3	0	4	3
24	2	2	2	3	1	2	2	2	2
7-19	346	368	405	383	368	296	227	374	342
6-22	400	420	454	431	417	322	255	424	386
6-24	404	429	458	437	424	327	257	430	391
0-24	413	437	465	442	435	332	268	438	399

Vehicle Flow (Channel 2)



Westergate ATC

Channel 2 - Westbound

Average Speed

Week 1

Hr Ending	29/04/2019 Monday	30/04/2019 Tuesday	01/05/2019 Wednesday	02/05/2019 Thursday	03/05/2019 Friday	04/05/2019 Saturday	05/05/2019 Sunday
1	25.5	-	25.5	-	25.5	-	23.0
2	-	-	25.5	25.5	-	-	25.5
3	-	-	-	-	-	-	-
4	25.5	25.5	-	-	-	-	-
5	-	-	-	-	25.5	15.5	-
6	22.6	20.9	25.0	20.5	21.2	23.0	23.0
7	25.1	25.6	25.8	24.9	25.9	23.3	23.5
8	25.4	27.1	25.2	26.0	26.2	25.3	23.2
9	24.3	23.2	25.5	25.0	24.4	25.2	26.3
10	21.9	23.9	24.2	22.8	22.8	24.5	23.2
11	24.1	23.2	24.5	22.1	21.4	23.6	22.9
12	25.5	20.5	24.1	22.9	24.0	24.3	24.5
13	23.9	22.4	22.7	21.3	24.2	24.2	24.1
14	25.4	21.7	21.1	25.1	25.3	24.6	24.1
15	23.7	24.3	23.5	23.2	23.5	23.6	24.3
16	23.9	23.4	24.2	23.1	23.9	21.5	24.6
17	22.7	21.0	24.5	22.6	23.2	22.8	22.4
18	21.2	22.1	23.3	23.4	23.3	24.5	22.4
19	25.5	24.1	25.2	24.8	23.8	25.5	25.8
20	24.6	22.8	26.6	25.1	21.7	22.2	24.5
21	20.4	23.8	21.4	25.5	25.7	27.4	25.5
22	24.1	25.5	29.2	25.5	21.5	15.5	28.0
23	20.5	23.4	25.5	21.3	25.5	18.7	-
24	25.5	25.5	25.5	22.2	25.5	25.5	20.5
10-12	24.8	21.9	24.3	22.5	23.0	24.0	23.7
14-16	23.8	23.7	23.9	23.1	23.7	22.5	24.4
0-24	24.0	23.5	24.4	23.9	24.1	23.8	24.0

Average	24.0
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Channel 2 - Westbound

85th Percentile

Hr Ending	29/04/2019 Monday	30/04/2019 Tuesday	01/05/2019 Wednesday	02/05/2019 Thursday	03/05/2019 Friday	04/05/2019 Saturday	05/05/2019 Sunday
1	-	-	-	-	26.2	-	26.4
2	-	-	-	-	-	-	26.4
3	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-
5	-	-	-	-	25.9	-	-
6	26.1	25.9	33.3	25.6	26.2	26.5	25.9
7	26.3	33.8	25.9	25.7	26.0	26.1	25.6
8	33.9	33.8	33.5	33.0	33.4	26.4	26.5
9	33.3	26.2	25.7	26.2	33.4	26.2	33.8
10	26.0	26.2	26.1	26.0	26.4	25.9	26.2
11	25.6	26.5	25.9	26.1	25.6	26.2	25.9
12	26.1	25.8	26.4	25.7	26.1	25.6	33.0
13	25.9	26.0	26.0	26.0	33.3	26.3	25.7
14	26.5	25.9	25.7	26.2	33.1	26.2	25.7
15	25.6	26.2	26.2	26.3	25.7	26.0	26.0
16	26.4	25.7	26.2	25.9	25.6	25.7	25.9
17	26.1	25.9	33.6	26.4	25.9	25.7	25.6
18	25.8	26.0	26.3	26.2	26.5	25.8	25.8
19	25.6	26.3	25.7	25.6	26.0	26.3	26.1
20	26.0	26.0	26.6	26.1	26.0	25.6	33.8
21	25.7	25.9	25.7	26.2	39.0	33.5	26.0
22	26.5	-	34.0	25.5	25.7	-	33.2
23	25.6	33.2	25.6	33.4	25.9	26.3	-
24	25.5	26.1	25.6	25.9	-	25.8	26.4
10-12	25.8	26.0	26.3	25.8	25.8	26.5	25.9
14-16	26.0	26.2	25.9	26.5	26.0	26.3	25.8
0-24	26.4	26.4	26.0	26.3	25.6	26.2	26.3

85th %ile	26.2
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Westergate ATC

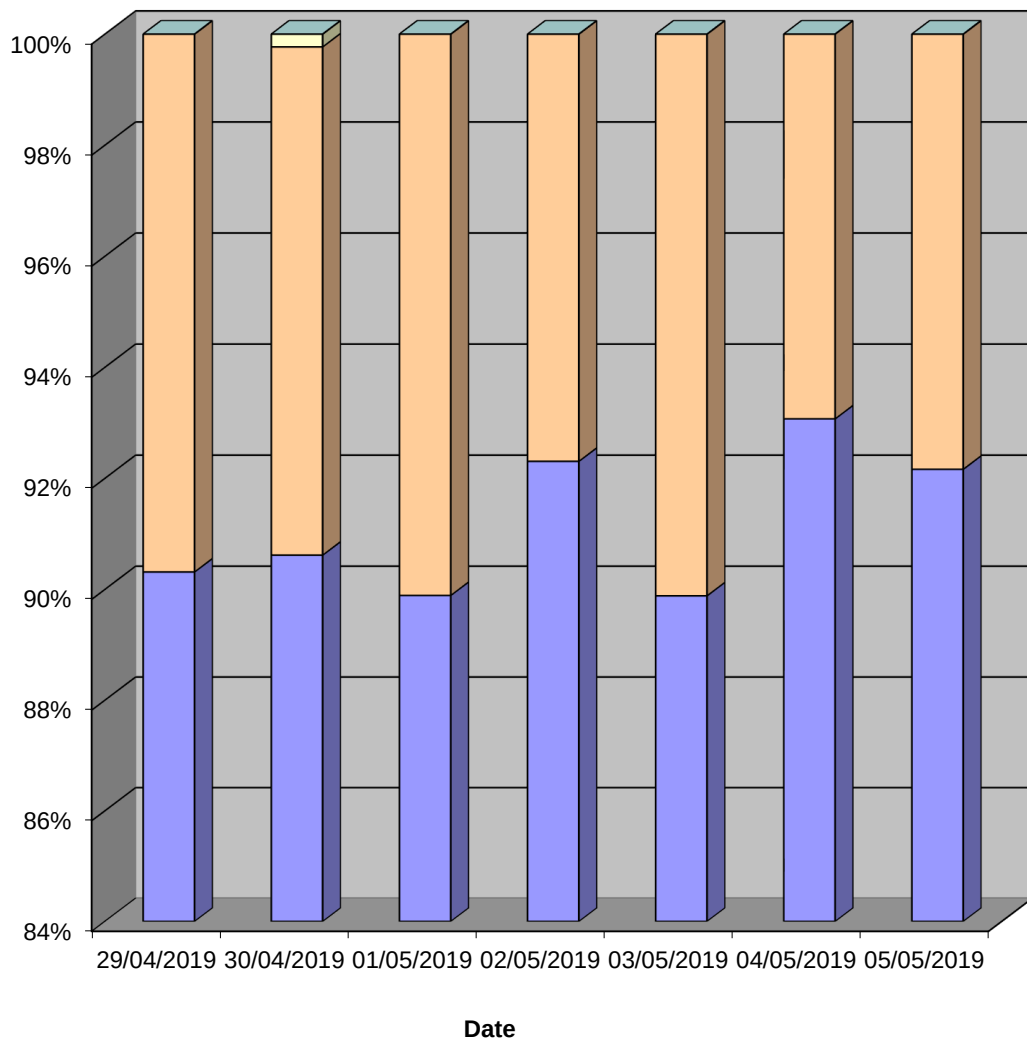
Channel 2 - Westbound

Speed Summary

Week 1

Speed (MPH)	29/04/2019 Monday	30/04/2019 Tuesday	01/05/2019 Wednesday	02/05/2019 Thursday	03/05/2019 Friday	04/05/2019 Saturday	05/05/2019 Sunday
0-30	373	396	418	408	391	309	247
31-45	40	40	47	34	44	23	21
46-60	0	1	0	0	0	0	0
61-	0	0	0	0	0	0	0
TOTAL	413	437	465	442	435	332	268

Speed Summary (MPH)



Westergate ATC

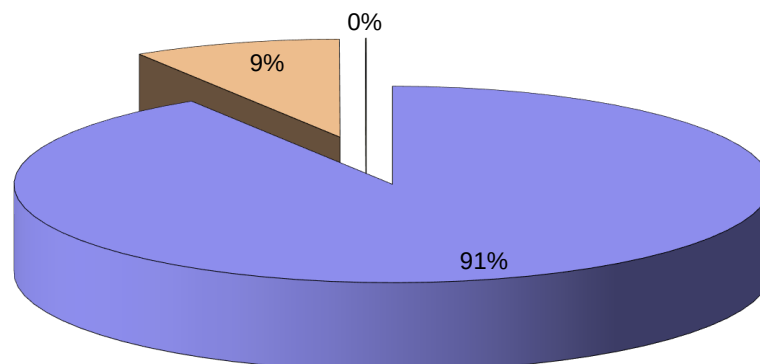
Channel 2 - Westbound

Vehicle Class

Week 1

Classes Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
29/04/2019				
7-19	313	32	1	346
6-22	364	35	1	400
6-24	368	35	1	404
0-24	376	36	1	413
30/04/2019				
7-19	333	35	0	368
6-22	382	38	0	420
6-24	390	39	0	429
0-24	398	39	0	437
01/05/2019				
7-19	358	47	0	405
6-22	405	49	0	454
6-24	409	49	0	458
0-24	415	50	0	465
02/05/2019				
7-19	340	43	0	383
6-22	385	46	0	431
6-24	389	48	0	437
0-24	394	48	0	442
03/05/2019				
7-19	325	43	0	368
6-22	373	44	0	417
6-24	379	45	0	424
0-24	389	46	0	435
04/05/2019				
7-19	281	15	0	296
6-22	307	15	0	322
6-24	312	15	0	327
0-24	316	16	0	332
05/05/2019				
7-19	216	11	0	227
6-22	243	12	0	255
6-24	245	12	0	257
0-24	255	13	0	268
Average				
7-19	309	32	0	342
6-22	351	34	0	386
6-24	356	35	0	391
0-24	363	35	0	399

Total Vehicle Class Distribution



Appendix E

Date

Address

Dear Resident/Neighbour

Re: Development at address, name

We are due to commence work at the above location on the **date**.

The development consists of **number** units made up of traditional housing and apartments.

The scheme is due to be completed by **month, year**.

By its very nature, construction work involves the use of heavy machinery to shape and excavate the site, followed by a progression of trades to complete the building work.

This work will necessitate the influx of workers and deliveries of materials and equipment on a regular basis.

We have made arrangements to minimise any disruption to the local neighbourhood, through restricted delivery times and controlled working hours, so as not to cause a nuisance.

However, should you believe that our activities are causing a nuisance, or that our approach is less than professional, please make contact with us directly at one of the numbers below:

Number –Regional Office

Number –Site Manager

Number –National Hotline

Number –Safety, Health and Environment

Building sites are a ‘magnet’ for children, however they can be dangerous places for the uninvited and we would ask that you help us to keep children off the sites at all times.

If you would like any further information, or have any concerns please make contact using the above number at the Regional Office.

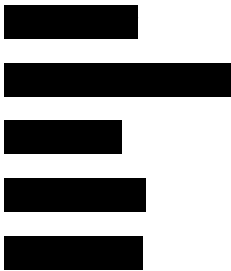
Yours sincerely

Name

Managing Director

Report Presented by:

Paul Basham Associates



Reside Developments Ltd



T: [REDACTED]