

OUTLINE CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Proposed Care Home, Middleton-on-Sea

Prepared for: Frontier Estates Ltd.

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SLR





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Drawing 01: Site Location Plan

1.0 Introduction

SLR Consulting Limited (SLR) has been appointed to provide Highways and Transportation consultancy services to Frontier Estates Ltd, in support of a planning application to construct a new care home (Use Class C2) on land at the former poultry farm west of Yapton Road, Bognor Regis.

1.1 Background

The proposal seeks to develop the site to accommodate a new 66 bed care home with 24-hour on-site care provision, parking and a new site access.

1.2 Types of Construction Traffic Management Plan

There are two types of CTMP that are required to be submitted:

- An Outline CTMP; and
- A Detailed CTMP.

The main difference between an Outline CTMP and a Detailed CTMP is the level of information required; this usually depends on the stage the development plans have reached.

An Outline CTMP usually accompanies an associated application to a planning authority. It may be submitted earlier in the planning process during pre-application discussions. An Outline CTMP gives the planning authority an overview of the expected logistics activity during the construction project.

A Detailed CTMP usually goes to a planning authority at the post-granted discharge of conditions stage, and/or at the highways design stage, following planning approval and appointment of the successful contractor. A Detailed CTMP provides the planning authority with the detail of the logistics activity expected during the construction stage of the project.

This Outline CTMP has been prepared as the first stage of the requirement to manage and control all related traffic activity during the construction phase of the development proposals.

The purpose of this Outline CTMP is to set out the areas for consideration when preparing the programme of works and the site operation and will therefore be used during the construction phase, with updating as necessary.

2.0 The Proposed Development

The proposal seeks to develop the site to accommodate a new 66 bed care home with 24-hour on-site care provision, associated amenities and parking, and a new site access taken from the Silver Birch Drive cul-de-sac.

2.1 Site Location

The site is located to the north-west of the roundabout junction between Silver Birch Drive and the B2132 Yapton Road, within the village of Middleton-on-Sea, Bognor Regis; in broader terms the site lies 4.0km east-northeast of Bognor Regis and 17km west of Worthing.

The site location is depicted within Drawing 01 of this report.

2.2 Existing Site

The site currently comprises a parcel of land of approximately 0.68ha which previously supported a poultry farm with a single residence located in the south-east corner; the site has remained vacant since circa 2005 and has fallen into a state of disrepair in the interim.

2.2.1 Existing Site Access

The site frontage and historical access are situated at the northern extremity of the Silver Birch Drive cul-de-sac off Silver Birch Drive, bearing north, at a location circa 75 metres west from its roundabout junction with the B2132 Yapton Road.

The existing site access is not currently in use; the gating is shut and locked and several concrete barriers have been placed within the boundary behind it.

The existing site access is overgrown with surrounding bushes, shrubs etc and the presence of a fully mature tree line; the access follows on directly from the cul-de-sac with the entrance to the site positioned centrally relative to the carriageway visible above.

2.3 Proposed Development

The proposal seeks to develop the site to accommodate a new 66 bed care home with 24-hour on-site care provision, parking and a new site access. There will be a total of 29 car parking spaces (6 of which will incorporate facilities for charging electric vehicles and 2 will be designed for disabled use), 3 motorcycle parking bays and storage for 6 cycles. The plans include a turning head/dedicated area for drop-offs and servicing.

2.3.1 Proposed Site Access

Access to and from the site will continue to be taken from this existing access point off the Silver Birch Drive cul-de-sac which will be upgraded as part of the proposed works.

The upgraded access will be installed to the appropriate standards and serve all modes of transport including vehicular, servicing, emergency, cycle, and pedestrian; pedestrian footway will flank the western edge of the site access leading into the site and will link with the pedestrian infrastructure in the immediate vicinity of the site.

3.0 The Construction Traffic Management Plan

The following Outline CTMP is the first stage of the requirement to manage and control all related traffic activity during the construction phase of the proposed care home and contains a summary of the main logistics issues expected during construction.

3.1 Introduction

The purpose of this Outline CTMP is to outline the areas for consideration when preparing the programme of works and the site operation, and will therefore be used during the construction phases, with updating as necessary.

3.2 Principal Areas of Concern

The principal areas that the CTMP will cover may be summarised as follows:

- Construction Access Arrangements;
- Management and phasing of work programme;
- Management and control of hours of traffic activity and movements to minimise impact on the local highway network;
- Physical measures at construction site entrance;
- Internal layout of compound, allocation of space within site to enable turning and loading, material storage and workforce rest facilities;
- Parking arrangements for workforce; and
- Publicity and consultation.

3.3 Construction Access Arrangements

Construction access will be via the Silver Birch Drive cul-de-sac served off Silver Birch Drive.

The proposed site access will be completed prior to the construction of the main development to ensure that reasonable and safe access is achievable and 'at-risk' tree roots are protected adequately.

3.4 Management and Phasing of Work Programme

There is a requirement to seek to minimise the impact of the construction traffic on nearby roads; any phases of the development works that will involve a significant level of importation of construction materials will therefore be restricted to periods outside the peak hours of traffic activity on the local highway.

Full consideration and priority will therefore be given to phasing such works outside of peak periods on the local highway network, such as:

- Initial set-up and basic site plant importation (cabins, rest and comfort facilities etc);
- Any initial site access works and compound set out;
- Exportation of demolished materials (if required);
- Importation of bulky or large volumes of goods; and

- Final site clearance and removal.

Consideration must also be given to the use of just-in-time deliveries to reduce the requirement to store large amounts of materials on site.

3.5 Management and Control of Hours of Traffic Activity and Movements

To ensure the impact of construction traffic movements on the local highway network is limited, where practicable, no deliveries shall be made to the site, nor shall the workforce arrive or depart the site, between the hours 08:00 – 09:00 & 17:00 – 18:00, Monday through Friday.

In addition, the construction phases will be required to accord with any planning conditions relating to hours of working.

All contractors, sub-contractors etc. will be formally notified of these restrictions. Any vehicle approaching the site during these times will be advised to park up elsewhere, in an appropriate off-site location to be determined, and await the appropriate operating times for delivery.

Any vehicle/operator arriving at the site during the exclusion hours in contravention of any planning restrictions will be given 1 formal warning and then subsequently removed from the project.

Sub-contractors will be required to provide a procurement and delivery schedule for their own materials to the site during regular monitoring and progress meetings.

3.6 Physical measures at Construction Site entrance

Suitable traffic management and appropriate warning signage will be provided both on the approaches to the site entrance and within the site. Signage on the highway will be in accordance with the appropriate signage regulations of the highway authority.

For significant deliveries, a trained banksman shall be present to co-ordinate the arrival and departure of all vehicles on and off the site. The access to the highway will otherwise be securely closed. The hours of exclusion are as set out above.

At all times parking on the Silver Birch Drive cul-de-sac, and on Silver Birch Drive itself, will be prevented to ensure access for emergency vehicles is maintained.

3.7 Internal Layout of Compound

Where appropriate, operational compounds will be laid out to optimise the provision of storage, turning and workforce rest facilities/security cabins as necessary. A working layout plan of the compound for each Stage of the works will be agreed prior to the commencement of the works.

3.8 Fencing and Security

The site compound and construction site will be securely fenced to prevent all access from the public highway other than via the identified construction site access point.

Such fencing will also serve to protect neighbouring buildings during the construction phase. Any temporary fencing within the highway must be agreed in advance with the highway authority.

3.9 Parking Arrangements for Workforce

Site car parking will be established at commencement of the works for key staff and visitors to the site. It will be advised that no parking should take place on the adjacent roads. Contractors will be advised that the site has minimal parking on site and that they should ensure that all personnel attending site share vehicles or use public transport where possible.

3.10 Publicity and Consultation

The following parties will be involved in the preparation of the Detailed CTMP:

- the developer;
- the project manager and project team as appropriate;
- the lead contractor;
- all principal sub-contractors as identified by the lead contractor; and
- the highway authority as necessary.

Once the final plan is agreed, copies will be distributed to all contractors and sub-contractors.

3.11 Summary

The purpose of this Outline CMP is to set out the areas for consideration when preparing the programme of works and the site operation, and will therefore be used during the tendering and subsequent construction phases.

A Detailed CMP will be produced by the successful contractor where the above measures will be considered in greater detail.

The plan shall be subject to on-going review during the entire construction phase, and amended where appropriate through consultation.

4.0 Summary & Conclusions

SLR Consulting Limited (SLR) has been appointed to provide Highways and Transportation consultancy services to Frontier Estates Ltd, in support of a planning application to construct a new care home (use class C2) on land at the former poultry farm west of Yapton Road, Bognor Regis.

There is a clear requirement to seek to minimise the impact of the construction traffic on nearby roads; any phases of the development works that will involve a significant level of importation of construction materials will therefore be restricted to periods outside the peak hours of traffic activity on the local highway.

The purpose of this Outline CTMP is to identify the areas for consideration when preparing the programme of works and the site operation for use during the construction phase, with updating as necessary.

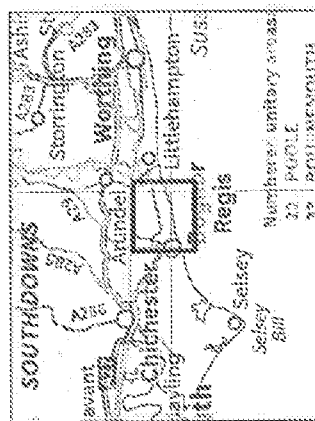
A Detailed CTMP will be produced considering the above measures in greater detail as and when appropriate.

DRAWING 01

Site Location Plan

QIN3537

Site Location



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0100001573, DS OpenData

Scale	Date	Drawn by	Checked by
1:25,000 @ 4.3	12/08/2019	IRS	JWW

Site Location Plan

DRAWING 01



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0654.0008.14.1.0 Site Location Plan

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