7 Montague Place,
Worthing, BN11 3BG

Construction Traffic Management Plan

APEX STRATEGIES

Control Sheet

Client Name:	Ganco (Holdings) Ltd
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1. Introduction

Apex Strategies Ltd has been appointed by Ganco (Holdings) Ltd to prepare a Construction Traffic Management Plan (CTMP) to discharge a planning condition associated with development proposals at 7 Montague Place, Worthing, BN11 3BG.

The proposals, approved under planning reference AWDM/1058/22, comprised the change of use from Use Class A3 on first, second and third floors to C3 (Residential) with 2 Nº one bedroom flats and 1 Nº two bedroom flats, alterations to front and rear elevations, rear extensions and balconies at 2nd floor and dormer extensions to 3rd and 4th floors west elevation with roof light to 4th floor. (Resubmission of AWDM/1618/20).

Condition 4 of the site's planning approval states:

"No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- *The anticipated number, frequency and types of vehicles used during construction,*
- *HGV construction traffic routings shall be designed to minimise journey distance through the AQMA's,*
- *The method of access and routing of vehicles during construction,*
- *The parking of vehicles by site operatives and visitors,*
- *The loading and unloading of plant, materials and waste,*
- *The storage of plant and materials used in construction of the development,*
- *The erection and maintenance of security hoarding,*
- *A commitment to no burning on site,*
- *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),*
- *Details of public engagement both prior to and during construction works,*
- *Methods to control dust from the site."*

It should be noted that a main contractor has not yet been appointed to undertake the construction works, and therefore, some specifics such as the detailed construction programme are yet to be determined. This CTMP is therefore considered to serve as an Outline document, upon which, any future detailed construction management / logistics plans will be based.

The structure of this report seeks to address the issues listed within the planning condition and provides as much information as is available at present.

2. Construction Vehicles and Deliveries

Due to the relatively modest scale of the development proposals it is expected that all construction and delivery vehicles will be 3.5t-7.5t Panel Vans, or similar. No HGV's (>7.5t) are likely to be required.

The estimated construction period is in the order of 10 weeks and working hours are likely to be between 7.30am and 4.30pm from Monday to Friday.

Materials shall be delivered to site as and when required and the frequency of deliveries would likely be no more than 1-2 deliveries per day.

Any associated deliveries shall be scheduled to avoid typical AM and PM network peak periods and would occur between the hours of 09:30-14:30. If any deliveries arrive during the restricted period (i.e. before 09:30 and after 14:30) they shall not be accepted into the site.

3.Vehicle Routing

The planning condition states that *"HGV construction traffic routings shall be designed to minimise journey distance through the AQMA's"*.

As noted above, no HGV traffic is expected to be generated during the construction phase. Furthermore, the nearest AQMA is the Worthing Grove Lodge (A27 Upper Brighton Road) AQMA which is located along the A27/A24 corridor to the north of Worthing, ~2.5km from the site. It is considered that construction traffic associated with the development would have no discernible adverse effects on air quality within the Worthing Grove Lodge AQMA.

Whilst the exact origin of construction / delivery vehicles is currently unknown, it is likely that vehicles will arrive either from the east via the A27/A2025/A259 (Figure 1), or from the west via the A27/A2700/A259 (Figure 2).

Figure 1 - Vehicle Routing from the East

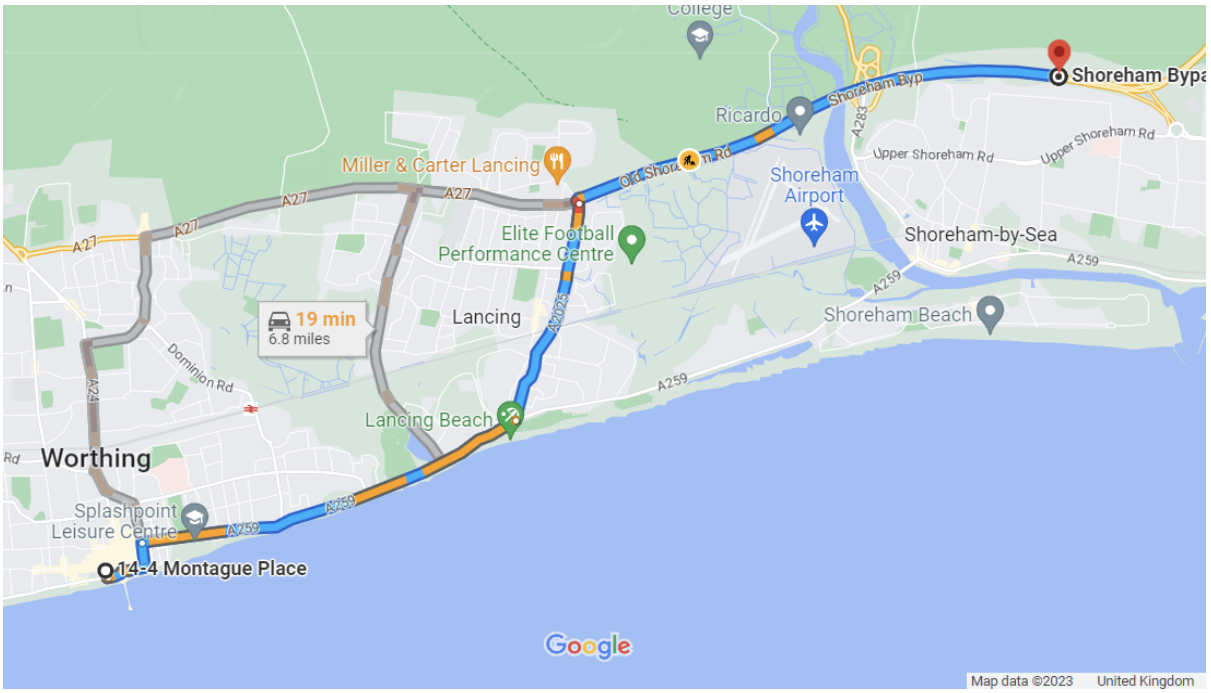
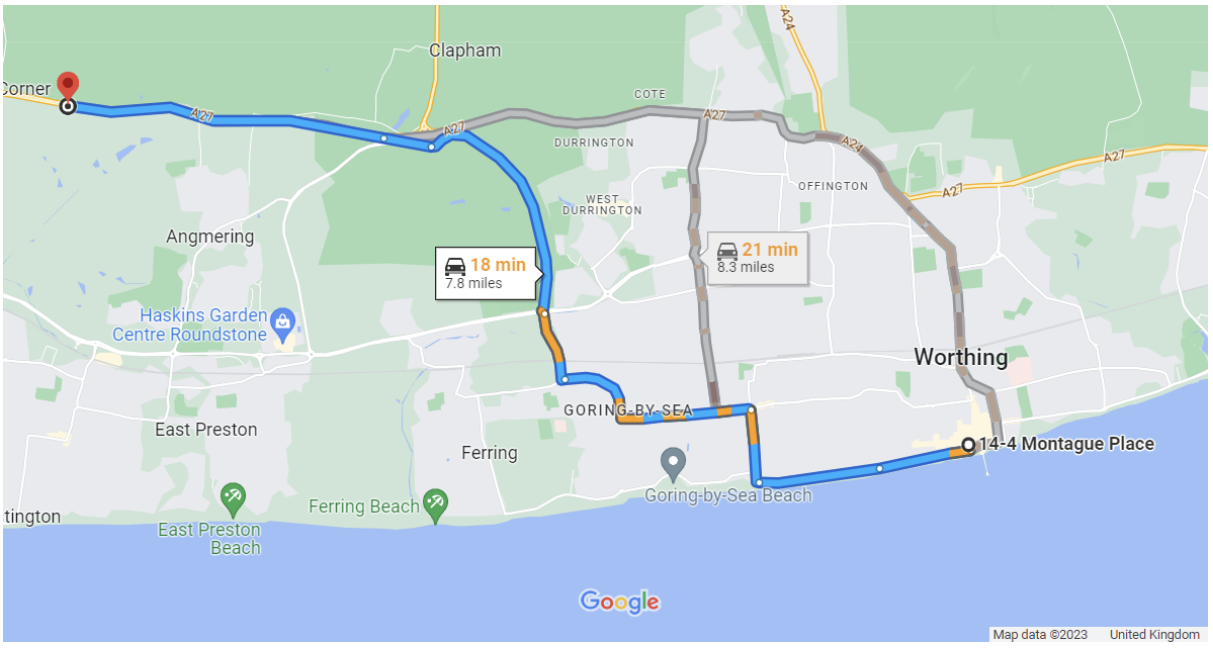


Figure 2 - Vehicle Routing from the West



4. Parking

There are no on-site parking provisions. Therefore, vehicle parking for site operatives, visitors and deliveries will occur within the public highway and within local car parking facilities.

For deliveries there is a large layby for 'Loading only' immediately outside the development site around the northern end of the Montague Place turning facility. Loading is permitted Mon-Sat, 7am-7pm.

For visitors, short-stay pay & display parking provisions are available along the western flank of Montague Place with a capacity for 8 vehicles. These spaces are restricted to 1 hour max stay Mon-Sat, 9am-6pm. Additional short-stay provisions (2 hour max stay) are available along the southern flank of Marine Parade within a short walk of the site.

For staff / site operatives, the nearest long-stay car park is Grafton Multi Storey located around 250m / 3 minutes walking distance from the site.

The appointed main contractor will seek to encourage staff to travel to / from the site sustainably wherever possible to limit the number of vehicles accessing the site on a daily basis during the construction period. This may be achieved by car-sharing or by utilising local public transport services. Within a 2 minute walk of the site, bus stops are available along Marine Parade which provide access to the following services; 1C, 7, Connect 7, 8/8A, 69, 700, and 743. The 7 and Connect 7 services connect to Worthing train station which means that staff may combine bus and rail as part of an extended journey by sustainable travel modes.

5. Loading / Unloading

It is acknowledged that due to site constraints, much of the works cannot take place outside of the maintained highway. The applicant is aware that a licence will be required for the works to take place within the maintained highway and that a licence can be obtained through the local area office.

During deliveries, barriers will be erected and marshalled by a site operative to ensure pedestrian safety whilst goods are transported between the delivery vehicles and the building.

The main contractor will be responsible for coordinating deliveries to the site to avoid the simultaneous presence of delivery vehicles, and, wherever possible, will seek to combine deliveries for various construction disciplines on site at any particular time to limit the number of vehicle movements associated with the construction process.

6. Storage of Plant and Materials

All construction materials will be stored inside of the building. Materials shall only be brought to site when required, as such, the requirements for storage will be limited. No COSHH products or substances will be stored on site.

7. Security

All necessary protection, hoardings, and covers will be put in place as and when required. There will be controlled access to the site, for both security and safety reasons. At night the site will be kept locked.

8. Environmental Considerations

Care shall be taken not to cause environmental nuisances, noise and dust pollution. The following actions will be taken by the Contractor to abate these problems:

Reduction in noise to be achieved by:

I. Noise control measures will be implemented to reduce the likely impact to local residents;
II. No works to be undertaken outside the proposed working hours of Monday - Friday 07:30-16:30 hrs;
III. Plant will be effectively sound attenuated by means of silencers, mufflers, acoustic linings, shields, acoustic sheds or screens;
IV. Plant will be regularly services and maintained, and,
V. Operation of plant will be carried out in such a way that noise is minimised. E.g. plant will be throttled down, or switched off when not in use.

The proposed mitigation measures will be designed to ensure that the daytime noise levels are compliant with the required standards which will in turn reduce the nuisance caused to local residents and amenities.

Reduction in dust pollution and other airborne debris is to be achieved by:

I. Locating machinery and dust generating activities away from receptors, i.e. all cutting activities will be undertaken away from adjacent properties;
II. Installing solid screens or barriers around dust generating activities;
III. Any loose materials will be removed as soon as possible; and,
IV. Hoardings, fencing, barriers and scaffolding will be regularly cleaned.

No groundworks are involved in the construction process therefore it is considered that wheel washing facilities for mud and debris are not required.

The Contractor shall make a commitment to not undertake any burning of materials on site.

9. Public Engagement

The contractor will deal with all complaints and enquiries. The individual will be named at the site entrance, with a contact number. Any complaints will be logged on-site, fully investigated and reported to the client as soon as possible.

The complainant will be informed as to what action has been taken. In the event of unusual activities or events, the client and other relevant third parties (i.e. statutory and non-statutory bodies) will be notified in advance of the work being carried out.

10. Summary

Apex Strategies Ltd has been appointed by Ganco (Holdings) Ltd to prepare a Construction Traffic Management Plan (CTMP) to discharge a planning condition associated with development proposals at 7 Montague Place, Worthing, BN11 3BG.

The applicant has yet to make any decisions on the appointment of a main contractor for the construction of the proposed development. As soon as this information is available the Council / LHA will be advised.

The applicant, in conjunction with the appointed main contractor, will actively encourage the use of sustainable transport for all construction operatives to limit the number of vehicles accessing the site on a daily basis during the construction period.

It is considered that there are sufficient opportunities to access the site to enable deliveries of building material and any plant and machinery to be made.

No HGV movements are likely to be generated by the construction phase of the proposed development and there will be no discernible adverse impacts upon the Worthing Grove Lodge AQMA.

The site will be secured and materials safely stored within the building. Measures will also be taken to reduce any environmental nuisances such as noise and dust pollution.

Any complaints or enquiries will be promptly dealt with by the appointed Contractor.

APEX STRATEGIES

Website:	www.apexstrategies.co.uk
Email:	contact@apexstrategies.co.uk
Tel:	07375511320

Company Name:	Apex Strategies Ltd
Company Nº:	13597180
VAT Nº:	389153656
Registered Office:	31 Parkside, Flockton Wakefield, WF4 4AD