Light Industrial Commercial Development

Former EDF Car Park, Southdownview Road, Worthing

Construction Traffic Management Plan

Document Ref: 240001 - 20250220 CTMP

Connect Consultants, 78 Broad Street, Chipping Sodbury, Bristol BS37 6AG
t:01454 320 220 f:01454 320 099 e:bristol@connect-consultants.com

Contents

1.0 INTRODUCTION 1

1.1 Background 1

1.2 CTMP Purpose 1

1.3 Development Overview 1

1.4 Location of the Site 2

2.0 CONSTUCTION TRAFFIC MANAGEMENT PLAN 4

2.1 Introduction 4

2.2 Site Address 4

2.3 Work Programme 4

2.4 Routeing of Demolition / Construction Vehicles 5

2.5 Site Access 5

2.6 Vehicles Accessing the Site Per Day/Week 6

2.7 Vehicle Call-Up Procedure 7

2.8 Suspension of Existing Waiting and Loading Restrictions 8

2.9 Impact on Other Road Users 9

2.10 Utility Works 10

2.11 General CTMP Management 11

1.0 INTRODUCTION

1.1 Background

1.1.1 Connect Consultants Limited is a firm of transport planning and highway design consultants that have been instructed in relation to the approved development of light industrial units at the former EDF Energy car park, Southdownview Road, Worthing (Adur & Worthing Council reference AWDM/0056/22).

1.1.2 This Construction Traffic Management Plan (CTMP) has been produced for the appointed contractor to complete and to implement as part of the demolition and construction phases of the development scheme.

1.2 CTMP Purpose

1.2.1 The purpose of the CTMP is to manage the interaction between construction traffic and the general public through the delivery of a range of objectives, which include the following:

- Minimising the number of deliveries;
- Managing the times of deliveries and construction traffic movements to avoid peak traffic times and other sensitive traffic periods;
- Managing the routeing of construction traffic to avoid sensitive routes;
- Managing the interaction between pedestrians and vehicles;
- Minimising and managing reversing manoeuvres;
- Managing the parking, waiting, and loading/unloading of construction traffic;
- Protecting workers and public through the use of signs and barriers.
- Managing the cleansing of outgoing vehicles to avoid debris being deposited on the highway.

1.3 Development Overview

1.3.1 The approved development AWDM/0056/22 is for 3,303sq.m of commercial floorspace, split across three buildings providing 11 light industrial units, on the former car park for the former EDF Energy offices.

1.3.2 The planning approval for includes Condition 14, as follows:

> 14. 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 demolition and construction period. The Plan shall provide details as appropriate but not necessarily restricted to the following matters:-
>
> (i) the anticipated number, frequency and types of vehicles used during construction;
> (ii) the method of access and routing of vehicles during construction;
> (iii) the parking of vehicles by site operatives and visitors;
> (iv) the loading and unloading of plant, materials and waste;
> (v) the storage of plant and materials used in construction of the development;
> (vi) the erection and maintenance of security hoarding;
> (vii) the provision of wheel-washing facilities and other facilities to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
> (viii) details of public engagement both prior to and during construction works;
> (ix) measures to control the emission of dust and dirt during construction.
>
> **Reason**: *In the interests of highway safety and amenity.*

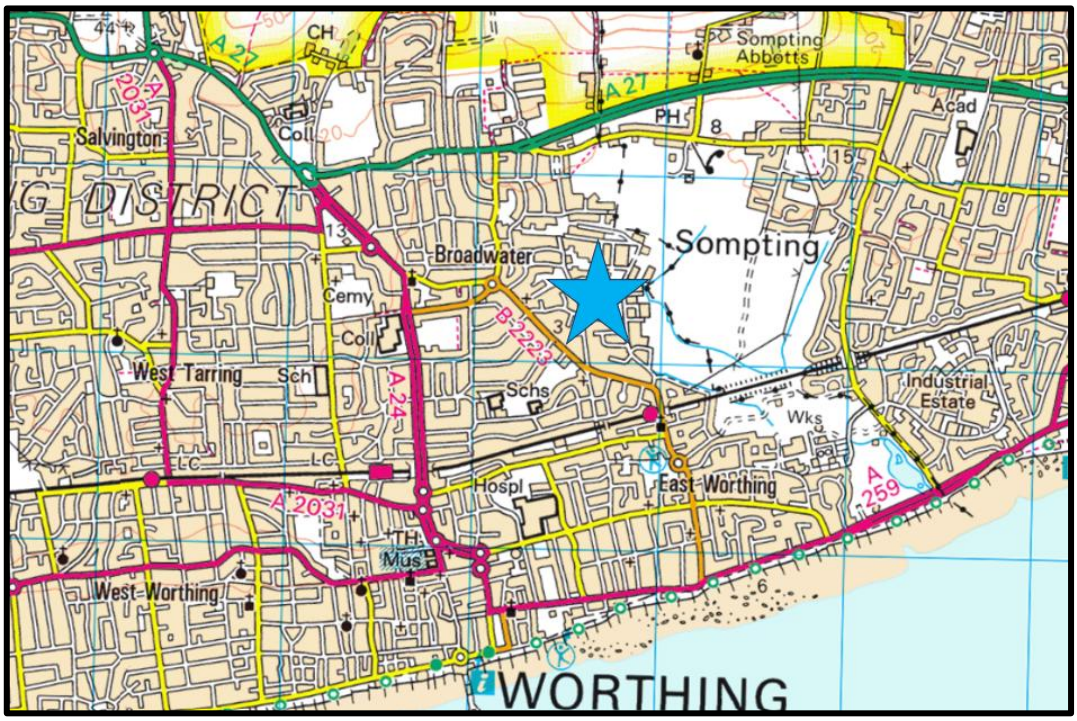
1.3.3 This document has been produced in order to discharge Condition 14.

1.4 Location of the Site

1.4.1 The development site (herein referred to as 'the Site') is located on Southdownview Road, in a largely industrial area on the eastern side of Worthing.

1.4.2 The location of the proposal site is presented at Figure 1.1 below.

Figure 1.1 – Site Location Plan



Source: Bing / Ordnance Survey. N.B. The proposal site is indicated by a blue star.

1.4.3 Figure 1.2 below identifies the Site in relation to the surrounding local area.

Figure 1.2 – Site in its Local Context



Source: Google Maps. N.B. The approximate site boundary is set in red.

2.0 CONSTUCTION TRAFFIC MANAGEMENT PLAN

2.1 Introduction

2.1.1 The following section sets out the framework of the CTMP which will be completed as appropriate by the appointed contactor, and will be submitted to Adur & Worthing Council (the Local Planning Authority) and West Sussex County Council (the Local Highway Authority) for approval prior to commencement of the works.

2.2 Site Address

2.2.1 Full postal address of the Site:

Former EDF Energy Car Park
Southdownview Road
Worthing
BN14 8NN

2.2.2 Summary of demolition / construction works:

Removal of existing hard standing car park Construction of three buildings comprising 11 light industrial units.

2.3 Work Programme

2.3.1 A high-level summary of the proposed work programme and total timescale for the project, indicating the duration/timing of each phase of the construction, including the anticipated start date if known:

Please see attached works programme.

2.3.2 Days and hours of site operation:

The site operation hours will be typically between the times of 7:30am to 5pm daily and the vast majority of works will be undertaken during the week. There may be the requirement for occasional weekend work but this will be few and far between if at all.

2.4 Routeing of Demolition / Construction Vehicles

2.4.1 Description of the proposed supply route to and from the Site, showing details of links to the strategic road network (A and B roads and motorways). A plan may be submitted.

The proposed designated route of all site traffic is using Sompting Road off the main trunk route of the A27. Vehicles would then carry straight on at the roundabout and continue along Dominion Road, this removes the shorter journey that could be used going left down Harrison Road, this is because the road width and residential parking along it would be too tight and potentially more problematic.

Guidance notes: The route should avoid residential streets. It is recommended to produce a plan of the route to provide to visitors and delivery companies. The route must be able to accommodate all vehicles visiting the Site in terms of capacity, geometry and height. Consider, and seek to avoid significant trip generators or sensitive sites on the route (e.g. schools, offices, hospitals, etc).

The plan should be appended to this CTMP.

2.4.2 Details of how contractors, deliveries, and visitors will be made aware of the supply route and of any on-site restrictions, prior to making their journey.

All contractors, material suppliers and any site related vehicles will be sent clear instructions, contact information and soft copy route plans to be given to drivers as to how to get to site and within that any time or date restricted information that may be pertinent.

Guidance note: e.g., A verbal, written, or electronic brief, including the route plan, could be provided to contractors, suppliers, and visitors.

2.5 Site Access

2.5.1 This should include an accurate, scaled site plan showing all points of access and where materials, skips and plant will be stored, and how vehicles will access the Site. It should detail the available space for vehicles and pedestrians to pass. A location plan should also be included showing the site and surrounding properties.

Please see site plan in appenix.

Guidance note: The plan should be appended to this CTMP.

2.5.2 Can vehicles access the site and turn to exit in a forward direction?

Yes, all vehicles will be able to turn within the site to exit in a forward direction.

Guidance notes: Vehicles should be able to turn within the site to exit in a forward direction. Alternatively, vehicles may reverse in and drive out forward, in which case suitably qualified banksmen must be provided when vehicles are manoeuvring. The swept path of the chosen manoeuvre should be shown on the site plan.

2.5.3 If delivery vehicles cannot access the Site, where will they wait to load/unload?

There is a stretch of road, on thh approach to site, around 4m wide and 75m long that any HGV or below can wait off the highway for a short period should there been any requirements to delay the delivery and entrance on to site. Therefore we deem this a very low risk that any delivery vehicles will be in the highway and blocking access. The obstruction can be sorted on site and the new delivery vehicle allowed on before the exiting vehicle(s) are given directions to vacate the site.

Guidance notes: The loading area must be shown on the site plan. The available width of foot-ways and carriageways adjacent to delivery vehicles must also be shown. Delivery vehicles must be managed and prevented from causing obstructions to the highway.

2.6 Vehicles Accessing the Site Per Day/Week

2.6.1 Provide details of the number, type, size and weight of vehicles which will access the site.

Proper planing of all deliveries and logistics will be part of the Site Management weekly and daily responsibilities and therefore the sequencing of these movements will be instigated to ensure holding of vehicles is kept to an absolute minimum. Estimated totals across the project as a whole on average per day & week are as follows: 4 HGV movements a day & 20 HGV movements per week. 14 LGV/cars movements a day & 70 LGVcars movements per week

Guidance notes: Estimate the daily/weekly average number of vehicles during each phase of the work, including anticipated dwell time at the Site. Consider implementing vehicle holding procedures if there will be high numbers of vehicles and/or long dwell times.

2.6.2 Confirmation that deliveries and collections will be restricted in accordance with any associated planning condition/s, providing details of how it will be enforced.

Please see appendix: Southdown View Delivery and Collection Restrictions and Enforcement Measures Doc

Guidance notes: If there is a school on route, the need for additional restrictions will be considered.

2.6.3 Details of vehicle wheel wash facilities, if appropriate.

As stated, vehicle wheel wash facilities should be provided where site conditions dictate. It is the responsibility of the main contractor to ensure that mud/detritus originating from the Site is not deposited on the public highway and if the pre start conditions dictate as such, then a wheel wash will be instigated.

Guidance notes: Vehicle wheel wash facilities should be provided where site conditions dictate. It is the responsibility of the main contractor to ensure that mud/detritus originating from the Site is not deposited on the public highway.

2.7 Vehicle Call-Up Procedure

2.7.1 Provide details of the arrangements for coordinating and controlling delivery vehicles.

Please see appendix: Southdown View Delivery and Collection Restrictions and Enforcement Measures Doc

Guidance notes: This might include pre-arranged arrival times, instructions to all suppliers and contractors, trained staff to assist delivery vehicles accessing the Site or parking on the adjacent highway, banksmen to ensure the safe passage of pedestrians and vehicular traffic while loading/unloading.

2.7.2 Confirm the name of the person who has responsibility for supervising, controlling and monitoring vehicle movements to/from the Site.

Site Manager.

Guidance note: For example, the Site Manager or Site Foreman.

2.7.3 Details of arrangements to ensure that the loading/collection area is clear of vehicles and materials before the next delivery arrives.

Please see appendix: Southdown View Delivery and Collection Restrictions and Enforcement Measures Doc

Guidance note: This may include suppliers being required to call the Site Manager 15 minutes before arriving arrives at the Site, and making alternative arrangements if the loading area is unavailable.

2.7.4 Details of arrangements and location of contractor vehicle and contactor staff vehicle parking.

All contractor, visitor, site staff and any other vehicles will be arranged in designated parking areas on site, with successful sub-contractors being advised of the need to reduce the amount of vehicles on site and to pan to vehicle share for the duration of the project.

2.8 Suspension of Existing Waiting and Loading Restrictions

2.8.1 Provide details of any waiting/loading restrictions that will need to be suspended.

At this stage we don't deem any necessary. No parking bays or waiting/loading restrictions will be affected by the proposed works.

Guidance note: Any suspension of waiting/loading restrictions will need to be agreed via a separate application to Adur and Worthing Council.

2.9 Impact on Other Road Users

2.9.1 Provide details of arrangements to protect pedestrians from the construction works, particularly vulnerable users.

The property is located in an existing industrial estate. Although there are adjacent properties to the area, the use of the local roads and the designated route has been carefully thought out to ensure minimal interaction with public and the entrance to and from site will mirror this approach. The site will be permanently secured through hoarding, with a lockable access; a covered walkway to protect pedestrians from work above ground floor level; and the provision of a wheel wash will be used as principle measures to keep the adjoining public highway clean and clear.

Guidance notes: Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, the blind and partially-sighted, etc.

Provide details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). E.g., a secure hoarding to the site boundary with a lockable access; a covered walkway to protect pedestrians from work above ground floor level; measures to clean and clear the adjoining public highway; lighting and signage on temporary structures/skips/hoardings; appropriate ramps if cables, hoses, etc. are laid across the footway.

2.9.2 Provide details of any intention to install a traffic diversion during the demolition/construction period.

We don't believe one will be required, for more information on movements to and from site please see appendix: Southdown View Delivery and Collection Restrictions and Enforcement Measures Doc

Guidance notes: Provide detailed plans showing the proposed diversion route for traffic and pedestrians, traffic management, any affected waiting/loading restrictions or parking facilities, emergency services access, public transport, refuse collection, deliveries etc.

2.9.3 Details of the proposed method of spoil removal (e.g., wait-and-load, conveyor, grab, skip, etc.) and details of the anticipated dwell time of spoil removal vehicles.

Please see appendix: Spoil Removal Methodology and Vehicle Dwell Time Doc

Guidance note: A Highways Licence will be required for skips and temporary structures on the public highway.

2.9.4 Details of how concrete will be supplied to the Site, including the location(s) and dwell time of delivery trucks.

Please see appendix: Spoil Removal Methodology and Vehicle Dwell Time Doc

Guidance note: Refer as appropriate to the call-up procedure and holding arrangements.

2.9.5 Details of any intention to erect scaffolding on, over, or adjacent to the public highway.

Any scaffolding will carry with it the correct license which will be applied for via a separate application if scaffolding is required on or over the public highway.

Guidance note: A licence will be required via a separate application if scaffolding is required on or over the public highway.

2.10 Utility Works

2.10.1 Details of any application to install new or modified utility services to the Site that involve work to the public highway. Provide details of which companies are involved.

Please see appendix: Utility Connection Overview - Southdownview Road

Guidance notes: This may require a strategy for coordinating the connection of services and sharing excavations and traffic management proposals. Please supply details of any discussions.

2.11 General CTMP Management

2.11.1 Details of the person with responsibility for monitoring and reviewing the CTMP, and for reporting any significant changes to Adur and Worthing Council and West Sussex County Council.

Site Manager

Guidance note: For example, the Site Manager or Site Foreman.

2.11.2 Details of the person with responsibility for coordinating traffic arrangements with other developments/construction in the area.

Site Manager and Project Manager

2.11.3 Details of the person with responsibility who will deal with any complaints from local residents and businesses.

Site Manager

2.11.4 Provide a checklist of any construction equipment, structures or activities which are anticipated on or over the public highway.

Skips	
Hoardings	
Material storage	
Scaffolding	
Temporary structures	
Gantries	
Cranes	
Signage	
Traffic management	
Temporary traffic Signals	
Footway and carriageway diversions or closures	
Temporary footway crossovers	
Suspension of waiting, loading or parking restrictions	
Other:	
