PATRICK PARSONS
Built environment | Engineering | Consultancy

Construction Traffic Management Plan "Framework"

Nutfield Green Park, A25, Nutfield, Redhill, Surrey

for

Nutfield Park (Developments) Ltd

A20255

V4.0

May 2021

Construction Traffic Management Plan "Framework"

Nutfield Green Park, A25, Nutfield, Redhill, Surrey

for

Nutfield Park (Developments) Ltd

Revision	Date of Issue	Comments	Prepared By	Checked By
1.0	18.12.2020	DRAFT ISSUE	JBr	CV
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3.0	07.05.2021	Final Scheme	JBr	CV
4.0	20.05.2021	Minor Scheme Change	JBr	CV

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PATRICK PARSONS

Contents

Appendices

1.0 Introduction

1.1 Patrick Parsons (PP) have been appointed by Nutfield Park (Developments) Ltd to prepare this Construction Management Plan Framework (CMP) for the proposed development at Nutfield Green Park, A25, Nutfield, Redhill, Surrey.

Existing Site

1.2 The Application site is located close to the village of Nutfield, which is located approximately 1.4 km at its closest point to the east of Redhill in Surrey. The site encompasses the former Laporte works and is bound to the east by Nutfield Marsh Road and Nutfield Road (A25) to the south. The Proposed Site Plans are shown in **Appendix A**.

Contractor and Responsibilities

1.3 The contractors for the development have not yet been appointed. Once known their contact details will be provided to SCC. They will liaise with SCC prior to starting on-site to finalise and agree details and methods.

1.4 They will agree a scope with SCC for the photographic condition survey of the public roads, footways and verges leading to the site, with an area agreed, and photos sent to SCC prior to starting onsite.

1.5 This strategy sets out the fundamental requirements for the CMP.

Working Hours

1.6 In the interest of neighbouring residents, local authorities working restrictions and site working hours the construction operations will conform to the following hours.

- Monday to Friday – 07:30am to 17:30pm
- Saturday – 08:00am to 13:00pm
- No construction works will be undertaken on Sunday or Bank Holidays

2.0 Site Location and Highway Network

Site Location

2.1 The Application site is located close to the village of Nutfield, which is located approximately 1.4 km at its closest point to the east of Redhill in Surrey.

2.2 The site encompasses the former Laporte works and is bound to the east by Nutfield Marsh Road and Nutfield Road (A25) to the south. The Site Location Plan can be seen in **Appendix B.**

Highway Network

Nutfield Road (A25)

2.3 Nutfield Road (A25) is the main distributor road in the area, locally travelling through the village of Nutfield. It has a 40mph speed limit adjacent to the site, with the 30mph termination point to the west of Parkwood Road as traffic enters the village. There is a footway along the northern side of the road connecting Nutfield to Redhill.

2.4 The A25 provides access eastwards to the M25 at Junction 6 at Godstone and westwards to the A23 and the urban areas of Redhill and Reigate.

2.5 The A25 is a principal distributor in the SCC highway hierarchy and it is intended to distribute traffic away from the Strategic Road Network into the local towns. The road is approximately 7m wide in the vicinity of the site. However, the road width varies along its route as it passes through the villages.

Nutfield Marsh Road

2.6 Nutfield Marsh Road (initially called Church Hill) junctions with the A25 to the east of Nutfield Village. The road is narrow and generally rural in nature. There are houses located sporadically on both sides along its length and intermittent footways are provided. The road junctions with Cormongers Lane to the north west of the site and a 6'6" width barriers restricts access by large commercial vehicles into the Holmesdale / South Merstham residential areas.

3.0 Site Specific Constraints

3.1 The following site-specific constraints were identified at an early stage and will need to be controlled or mitigated:

- Redhill town centre can be busy in the peak hours
- Pedestrians using the footways and crossing points on Nutfield Road and Nutfield Marsh Road;
- Footpaths crossing the existing site; and
- Residential houses located close to the site.

4.0 Construction Logistics

4.1 The level of construction traffic generated over the construction period will vary. This strategy sets out the fundamental requirements for the CMP framework. The details of the final CMP and further phases of construction plans will be agreed between the contractor and SCC.

Construction Access Strategy

4.2 Construction vehicles will gain access from Nutfield Road (A25). At such a time pedestrian access along the footways near to the site will be restricted with traffic management.

4.3 The site manager will ensure to work with other active developments located within the vicinity into co-ordinate and minimise the number of vehicles on the road network.

Phased Construction

4.4 Due to the size of the development, its construction will be phased. A Phasing Plan is included in **Appendix C** and **Table 4.1** below shows the main Phases. The development is expected to be completed by the end of 2025

Table 4.1 – Phased Construction

Phase	Housing Zones	No. dwellings	Timetable for build
Phase 1	Northern Housing Brookmead Place The Grange Activity Park Wellbeing Centre	47 dwellings Ground Works Groundworks Eastern Area Groundworks	End 2022
Phase 2	Activity Park South Eastern Housing Wellbeing Centre	Western Area 105 Dwellings Construction	2023-2024
Phase 3	Southern Housing Brookmead Place The Grange Wellbeing Centre Activity Park	87 dwellings Build-out Build-out Build out Construction	2024-2025

Construction Traffic Trip Rates - HGV Traffic

4.5 The estimated average construction traffic (assumed all HGVs) not including workforce traffic to and from site each day will be in the region of 132 vehicles, including:

- Civils 20 vehicles per day
- Sub-structure 15 vehicles per day
- Superstructure 25 vehicles per day
- Fit-out 20 vehicles per day
- Import of materials 52 vehicles per day
- **TOTAL** **132 HGVs per day**.

4.6 The HGVs will be given a timeslot to arrive at the site so that the HGVs are phased across the entire day. No more than 20 HGVs would arrive in any 1 hour.

4.7 A full breakdown of anticipated construction traffic numbers with the associated can be found in **Appendix D** and **Table 4.2** below.

Table 4.2 – Phased Construction

Traffic source	Numbers of HGVs/vehicles per day	Movements (in and out) per day
Inert Restoration Material importation		
215,000m³ imported over a 28 month period in 8m³ vehicles	47	94 HGV movement
Soil improver importation		
30,000m³ - 50,000m³ over a 24 month period in 12m³ loads	5 to 9	10-18 HGV movements
Civils movements	20	40 HGV movements
Sub-structure vehicle movements	15	30 HGV movements
Superstructure vehicle movements	25	50 HGV movements
Fit-out vehicle movements	20	40 HGV movements
Total HGVs per day	**132 to 136**	**264 to 272 HGV movements**
Construction workers	**Likely numbers**	**Movements (in and out)**
Activity park construction workers	8 to 10 individuals Maximum 12 cars or vans	16 to 20 Maximum 24 car or van movements

Construction Worker Traffic (Cars or vans)

4.8 It is estimated that up to 140 workers will be on site each day. Assuming 50% arrive and depart in the network peak hours, this would equate to 70 arrivals in the AM peak hour (08:00) and 70 departures in the PM peak hour (17:00).

Total Peak Hour Traffic

4.9 Based on the information above there would be a total of 90 arrivals in the AM peak hour and 90 departures in the PM peak hour.

5.0 Vehicle Routes

5.1 Construction vehicles will be able to access the site from Nutfield Road (A25) and Nutfield Marsh Road. A Construction Vehicle Route Plan is shown in **Appendix E**.

5.2 While during the period of construction of the development there will be increased HGV movements to the site, it is considered that these will not be severe, and they will have no residual effects.

6.0 Vehicle Types Required

6.1 The following types of vehicles will be used, however where possible vans and small goods vehicles will be used;

- Cars;
- 3.5 ton van;
- 7.5 ton van;
- Low loader and Heavy Articulated Goods Vehicle;
- Ready Mix concrete truck;
- Mobile crane;
- Road cleaning vehicle;
- Skip lorry;
- 32-ton rigid tipper truck (no artics);

6.2 The use of these vehicles is listed below:

- Rigid Heavy Goods Vehicle - Demolition, excavated material removal and movement. Tipper trucks and ready-mix concrete vehicles.
- Small Articulated Vehicle - Plant, steelwork, bricks and cladding panels
- Specialised Articulated Heavy Goods Vehicle - Tower crane erection & dismantle, mechanical & electrical plant, cladding panels. Roofing materials.
- Specialised Equipment Low Loader - Occasional delivery of plant.
- Vans - Plant service, materials, other suppliers.
- Cars – workforce

6.3 The following plant and equipment will be used:

- Excavators
- Piling rigs
- Tower crane
- Mobile concrete pump
- Skips
- Power tools
- Delivery vehicles
- Forklifts
- Scaffold access / Platforms
- Mobile towers

7.0 Delivery Procedures

7.1 A delivery procedure will be implemented to ensure that Nutfield Road, Nutfield Marsh Road and Nutfield Village are not overrun with site and delivery vehicles.

7.2 Delivery drivers and companies should be advised that parking restrictions and highway regulations will be strictly enforced by the Police and Highway Authorities. No storage of materials or waste will be permitted on the highway.

Driver Rules

7.3 All drivers on site will be required to comply with relevant site worker rules and the following site safety rules:

- All drivers must use the specific access routes to the site
- All drivers must comply with any "Traffic Management Controls" in place
- All drivers must call ahead 30 minutes prior to arrival
- Drivers are required to wear high visibility clothing when not in their cab
- The instructions of relevant Traffic Marshalls must be followed; and
- All vehicle/plant lights, warning lights devices must be fully operational.

Reverse Logistics

7.4 Reverse Logistics is the return of unused or surplus goods back to the source supplier (especially efficient when a delivery is made to the site the vehicle can take surplus or unused goods on return journey). Suppliers who operate using reverse logistics should be prioritised as this management technique allows the return of un-needed materials back to the supplier, reducing waste and cost.

7.5 Construction vehicle deliveries are to be planned to use a delivery booking system which will mean deliveries are timed to avoid waiting prior to site delivery. All sub-contractors and suppliers should be required to give 24 hours' notice of deliveries. The Site Manager should log delivery times and produce schedules. Where possible deliveries will be organised to avoid the morning and evening peak hours as well as school start and finish times. This will also allow for "Demand Smoothing" where deliveries are organised so there are less peaks (which can cause congestion on-site and on the local highway network) and less troughs (where delivery management staff are idle).

7.6 Details of agreed access / egress routes and times of deliveries should be issued to all suppliers and subcontractors and be clearly displayed at all entrances and at regular intervals on all hoardings.

7.7 A wide range of materials and plant will be required through the different construction phases of the project. It is the responsibility of all designers and project managers to ensure accurate and up-to-date design information, specification, drawings, and schedules for all aspects of the construction process are provided so all suppliers and contractors can indicate precisely when specific materials are needed. This also reduces ordering excess, wastage and saves

storage space as well as making construction vehicle delivery journeys more efficient. Deliveries should be made on a "just in time" basis where possible. This helps prevent materials being damaged in storage or stolen and helps make the most effective use of the available space possible.

Quiet Delivery Schemes

7.8 The full benefits, guidance on implementation and good practice of Quiet Delivery Schemes can be found in the document Department for Transport – Quiet Deliveries Good Practice Guidance – Key Principles and Processes for Construction Logistics 2014. The main benefit of implementing a quiet delivery scheme is that it can enable deliveries to be received outside the main working day. This can reduce congestion, lower emissions, improve relation with neighbours, improve road safety, improve the reputation of the developer, increase the efficiency of the scheduling of work and improve the overall construction management of a site.

Freight Operators Recognition Schemes (FORS)

7.9 The Freight Operator Recognition Scheme (FORS) is a voluntary accreditation scheme encompassing all aspects of safety, fuel efficiency, vehicle emissions and improved operations. FORS helps fleet operators to measure and monitor performance and alter their operations to demonstrate best practice. It is open to operators of vans, lorries, mini-buses, coaches, and other vehicles, and to the organisations that award contracts to those operators.

7.10 All delivery vehicles to site will be required to have a minimum of Silver FORS accreditation.

7.11 FORS will benefit operators who want to:

- Improve road safety
- Reduce the incidence of fines and other charges
- Reduce fuel emissions and enhance fuel efficiency
- Gain greater industry intelligence and networking opportunities
- Stand out from the crowd.

7.12 FORS offers best practice toolkits and advice, which include:

- FORS performance management system - demonstrates safety and efficiency improvements and progress through the FORS accreditation levels
- Penalty Charge Notice toolkit - monitor, manage and reduce the number of penalties your business receives
- Fuel use tracker - record and track fuel usage, monitor miles per gallon, CO2, and efficiency improvements
- Congestion toolkits - improve delivery plans and reduce the amount of time spent in traffic
- Collision reporting and investigation tool - capture, investigate, analyse, and reduce collisions.

8.0 Material Logistics, Storage, Recycling and Disposal Measures

8.1 The Site Manager will be responsible for keeping the site tidy. Regular tool-box talks should be held with all subcontractors to support using the space in the most efficient manner.

Material Logistics

8.2 The contactor will ensure that waste in minimised at every step of the build to eliminate the need for skip deliveries / removals.

Material Wastage Areas

8.3 Material wastage on construction projects has been identified to occur mainly through the following mechanisms:

- Off-cuts of materials such as tiles and plasterboard
- Inaccurate or surplus ordering of materials
- Damage to materials via inappropriate storage, handling, or loss via theft
- Reworks due to errors, poor workmanship, or defective site processes and
- Inefficient use of materials e.g. uses of temporary materials such as hoardings.

Waste Mitigation Measures

8.4 The following measures can be undertaken on-site to address these issues such as:

- All arisings to be segregated on site
- Re-usable materials will be identified on site and either re-used on site or removed for storage and re-sale
- Recyclable materials will be removed from site for processing in licenced facilities
- Recoverable materials will be removed from site for processing in licenced facilities
- The overall creation of waste resulting from over-ordering and inefficient design should be minimised by effective implementation of the SWMP
- Reduction of materials sent to landfill during the construction process should also result from effective implementation of the SWMP
- Using more recyclable materials and products with a higher recycled content on site; and
- No waste materials are to be burned on site.

9.0 Mitigation Measures for Construction Traffic

9.1 Vehicles servicing the site should include sidebars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with cyclists and other road users and pedestrians on the nearby roads.

9.2 All plant and machinery to be used during the demolition and construction phases of the development shall meet Stage IIIA of EU Directive 97/68/EC for both NOx and PM emissions.

9.3 The construction process can generate several effects on the general environment and local amenities / residents. These include:

- Reduction in local air quality due to dust generation and increased traffic movements during construction of the development
- Increase in current noise levels associated with construction activities
- Potential damage to local infrastructure, including footways and carriageway materials.

9.4 The movement of construction traffic should be managed through careful consideration through the CMP prior to construction. The objectives of the CMP are:

- Minimum disruption by working to specified hours only
- The on-site co-ordination of construction movements
- Manage the conflicts between construction and local vehicular traffic on the surrounding highway network
- Manage the conflicts between bus, pedestrian/cycle, and construction traffic in the locality
- Ensure lorries are fully loaded to minimise traffic movements where possible
- Consultation with local authorities and residents.

Wheel Washing

9.5 The wheels and undercarriage of all construction vehicles exiting the site should be thoroughly cleaned to prevent dirt and debris being deposited on the local highway.

9.6 In addition to the on-site wheel washing facilities, the contractor will arrange for a road sweeper to be on stand-by which will be able to attend the site within three hours of a request.

Reducing emissions from vehicles

- Vehicles delivering to or collecting from the site will not be left idling and will be instructed to turn off their engines if waiting for more than a minute
- The loading and delivery procedures are outlined earlier in this report
- Site workers will be encouraged to use public transport to get to the site, therein reducing emissions from personal vehicles. There are bus stops located 50m from the site which are served by 3 bus routes. Nutfield Station is located approximately 2km to the south of the site.

Access for Emergency Vehicles

9.7 The main site entrance will be kept clear and free of any obstructions, such as delivery vehicles to ensure that access can be gained to the site.

10.0 Implementation and Monitoring

10.1 The CTMP will be implemented and monitored by the chosen contractor.

10.2 The Contractor will appoint a Site Manager to take overall responsibility for the delivery of the CTMP. They will be responsible for consulting with the relevant officers at TDC & SCC.

10.3 Benchmarks and targets should be set and continuously monitored with regards to:

- No complaints regarding the condition of the footway or roads from the public or local neighbours
- Contract compliance of main and subcontractors
- High standards of Health & Safety on site and on the surrounding roads
- Waste minimisation and cost-effective construction logistics activity
- Efficient delivery scheduling to minimise delays to construction, idling of construction delivery vehicles and contribution to congestion of the local highway network
- Encouragement of contractors, operatives, and visitors to use sustainable transport modes
- Training for staff on site and construction delivery vehicle drivers
- Adherence to the most appropriate and up to date Best Practise, Standards and Regulations
- Identifying inefficiencies in planning management such as supply routes, scheduling of deliveries, storage and handling of materials, site security and use and recycling of excess materials
- Minimising deleterious effects to the environment such as carbon footprint, light pollution, noise pollution, volume of material sent to landfill etc.

11.0 Pedestrian and Cyclist Safety

11.1 When vehicles are entering or leaving the site, they should be supervised by on-site operatives and the banksmen / traffic marshal.

11.2 Vehicles servicing the site should include sidebars, blind spot mirrors and detection equipment to reduce the risk and impact of collisions with cyclists and other road users and pedestrians on the nearby roads.

11.3 The public / pedestrians will have right of way along local roads close to the site; however, it will be necessary for the traffic marshal to hold pedestrians on the footway when deliveries are entering / exiting.

11.4 The appointed Site Manager will also ensure that the external perimeter of the site is regularly patrolled (twice a day) to ensure that any debris is kept clear off Nutfield Road and the surrounding highway network.

12.0 Consultation with Neighbours

12.1 Any particularly sensitive works or issues should be dealt with in a professional and accountable manner, with the public and local community kept informed always. This may include things like out of hours' delivery of large items of plant etc.

12.2 Information boards will be displayed on the site which will highlight the key personnel on site, including their contact details. All complaints will be logged, all actions will be tracked, and each item closed out to the satisfactory agreement of all parties.

12.3 Before work commences, letters will be sent to neighbouring properties informing them of what will be happening and giving them a contact name and telephone number. This will include a 24-hour emergency hotline. Full and regular communications with affected neighbours regarding site activity, deliveries and traffic will be on-going throughout the duration of the build.

12.4 Personnel should be informed during the site induction about any relevant issues related to the neighbours.

12.5 The site will have an interactive web page to communicate the project programme and for local liaison and sharing updates etc.

Appendix A

Proposed Site Plan

KEY

- PROPOSED BOUNDARY OF NUTFIELD GREEN PARK
- EXISTING VEGETATION RETAINED
- PROPOSED TREES AND WOODLAND PLANTING
- EXISTING PUBLIC RIGHTS OF WAY RETAINED

Status

PLANNING

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Client

NUTFIELD PARK (DEVELOPMENTS) LTD

Project

NUTFIELD GREEN PARK

Drawing Title

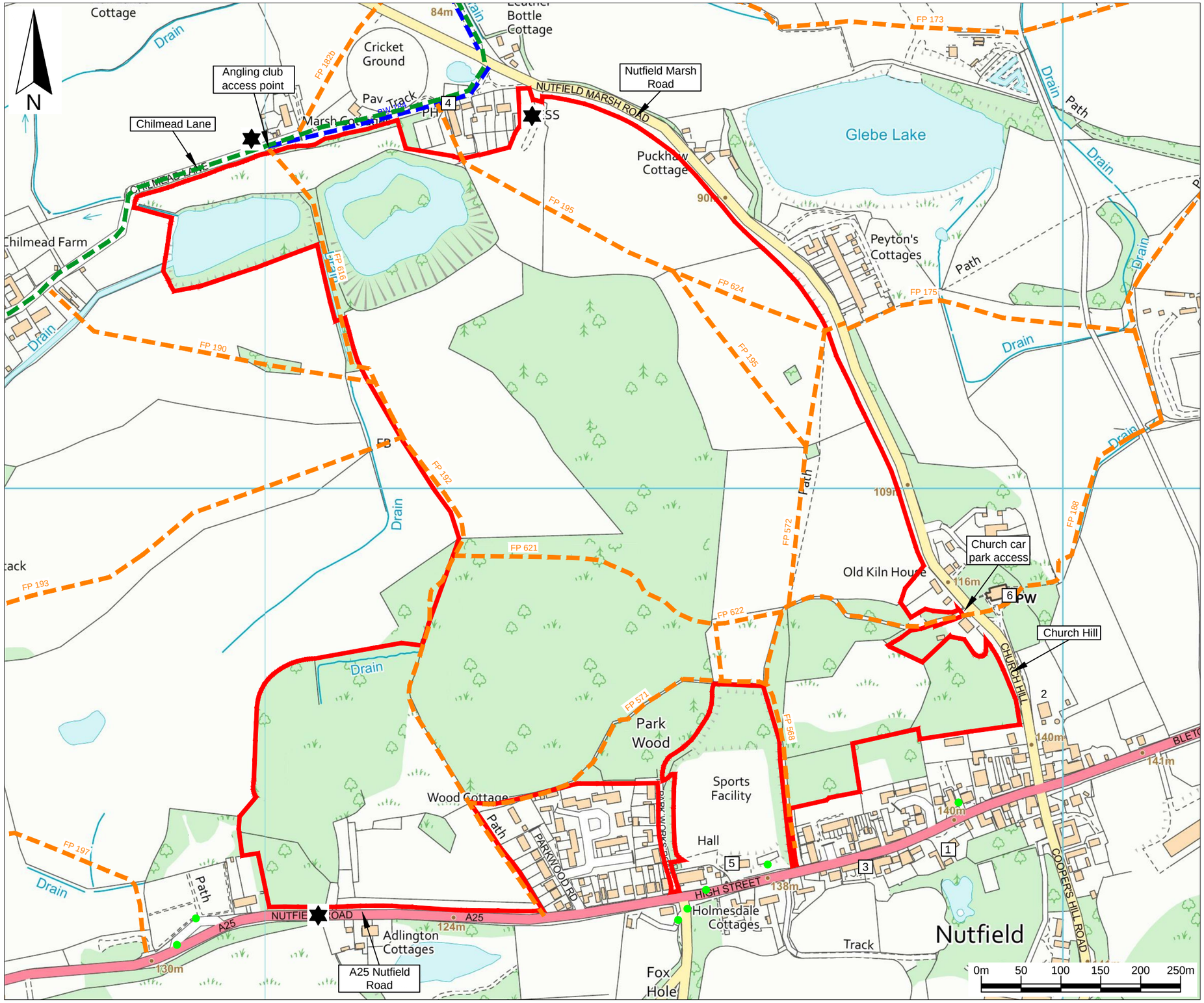
ILLUSTRATIVE MASTERPLAN

Scale	Sheet Size	Date Plotted
1:2,000	A1	10/05/2021

Client Ref.	Drawing Ref.	Drawing No.	Version
-	2609-5-2	DR-0023	S5-P3

Appendix B

Site Location Plan



Key / Notes

- The boundary of Nutfield Green Park
- 1 The Queens Head Public House
- 2 Nutfield Day Nursery
- 3 Oldpost Cafe and Coffee House
- 4 Inn on the Pond Public House
- 5 Nutfield Memorial Hall
- 6 St. Peter and St. Pauls Church
- Approximate location of a footpath
- Approximate location of a bridleway
- Approximate location of Sustrans Route 21 cycleway
- Approximate location of a bus stop
- Current vehicular accesses to the site

Rev	Status	Drn	App	Chk	Date
	Final	KR	SPS		

Site
NUTFIELD GREEN PARK

Client
Nutfield Park (Developments) Ltd

Title
Amenities in the vicinity of the site

Figure ES 3.4

Scale
1:5,000@A3

Drawing Ref
NP/NU/05-21/22425

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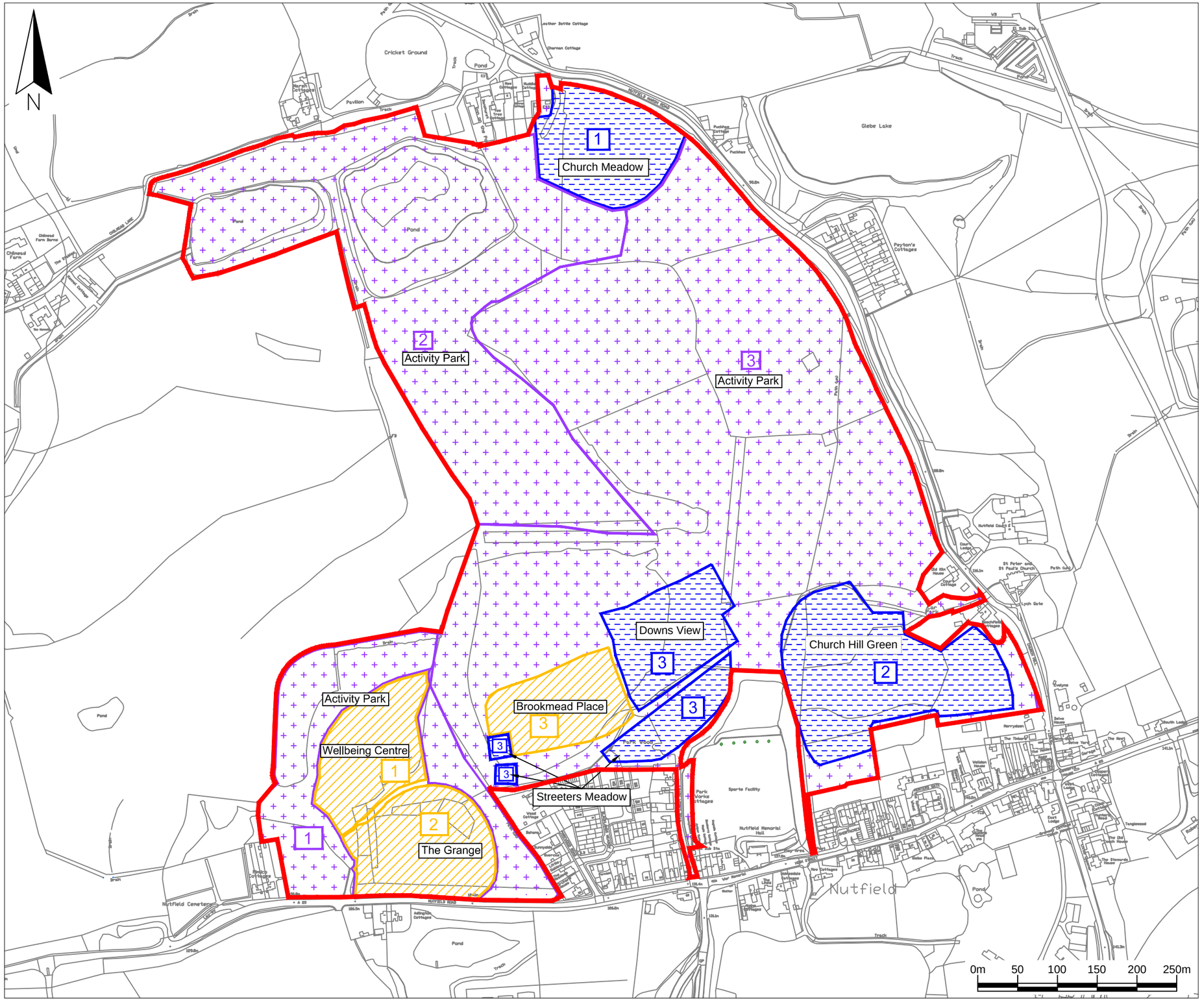
Appendix C

Construction Phasing Plan



Key / Notes

- The boundary of Nutfield Green Park
- Order of the commencement of construction of the residential development
- Order of the commencement of construction of the activity park
- Order of commencement of construction for the other built development

Rev	Status	Drn	App	Chk	Date
	Final	KR	SPS	LC	10/05/21

Site
NUTFIELD GREEN PARK

Client
Nutfield Park (Developments) Ltd

Title
The proposed phasing of the construction operations at Nutfield Park

Figure ES 5.2

Scale
1:5,000@A3

Drawing Ref
NP/NU/05-21/22433

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Appendix D

Construction Traffic Breakdown

Schedule 1 to the email to C Vaughan dated 4 November 2020

Anticipated Construction Traffic numbers associated with Nutfield Green Park

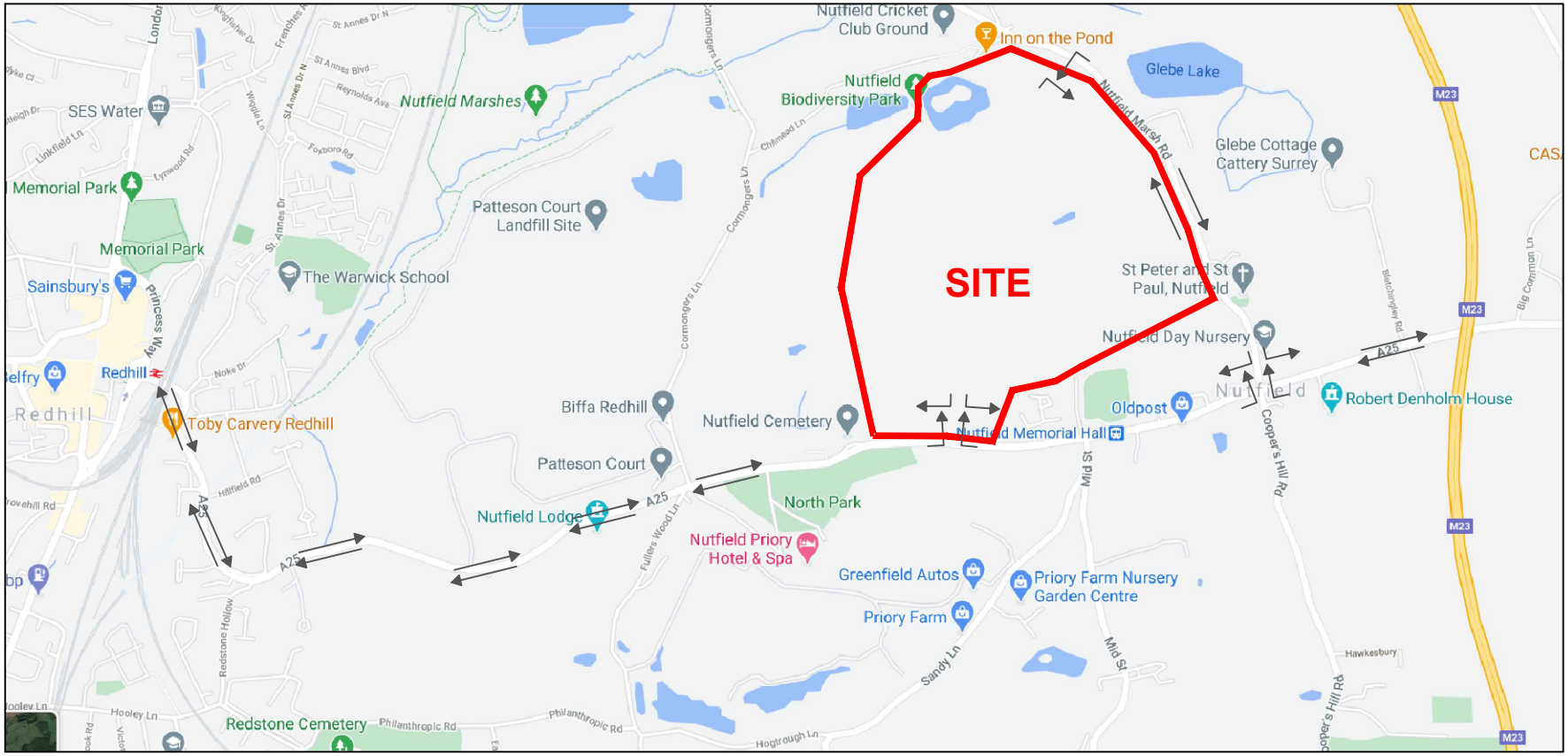
Traffic source	**Numbers of HGVs/vehicles per day**	**Movements (in and out) per day**
Inert Restoration Material importation		
215,000m³ imported over a 28 month period in 8m³ vehicles	47	94 HGV movement
Soil improver importation		
30,000m³ - 50,000m³ over a 24 month period in 12m³ loads	5 to 9	10-18 HGV movements
Civils movements	20	40 HGV movements
Sub-structure vehicle movements	15	30 HGV movements
Superstructure vehicle movements	25	50 HGV movements
Fit-out vehicle movements	20	40 HGV movements
Total HGVs per day	**132 to 136**	**264 to 272 HGV movements**
Construction workers	**Likely numbers**	**Movements (in and out)**
Activity park construction workers	8 to 10 individuals Maximum 12 cars or vans	16 to 20 Maximum 24 car or van movements

Traffic source	Numbers of HGVs/vehicles per day	Movements (in and out) per day
Built development workforce	Between 50 to 130 individuals.	Up to a maximum of 100 to 260 car or van movements (subject to car sharing/travel plan?)

Appendix E

HGV Construction Vehicle Route Plan

A4 ORIGINAL SIZE - DO NOT SCALE.



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Client: Nutfield Park Developments Ltd

Project: Nutfield Green Park, Nutfield Road, Nutfield, Redhill, Surrey

Drawing: Construction Vehicle Route

Scales: NTS

Drawn: JBr DEC 20

Checked: CV

Drawing No.: A20255-05

Rev.: P2

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