

# Outline Construction Management Plan

Development at: Evergreen Farm

East Grinstead

RH19 4NE



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## Schedule of Appendices

- A Construction Vehicle Route Plan
- B Swept Path Analysis
- C Access Drawing

Issue	Issue date	Compiled	Checked	Authorised
1	December 2020	EM	RW	LS

## 1 Introduction

- 1.1 This OCMP has been prepared by GTA Civils & Transport Ltd for AMV Haulage in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils & Transport Ltd has been commissioned by AMV Haulage to prepare an Outline Construction Management Plan (OCMP) in connection with the proposed development at Evergreen Farm in East Grinstead.
- 1.3 Specifically, the planning application is for the 'restoration of the former Standen Landfill site with a woodland and pasture landfill cap system' (reference: WSCC/004/20). The proposals include an improved access onto West Hoathly Road and a turning area on site for HGV vehicles to manoeuvre.
- 1.4 This OCMP sets out an estimate of the construction traffic serving the development and highlights any potential conflicts on users of the local highway network. This OCMP is provided to ensure the site layout and traffic management issues are addressed prior to the start of the construction works.
- 1.5 The estimated construction period is 80 weeks.

## 2 Site Context & Description of Proposal

- 2.1 The existing site is agricultural land (used as rough pasture) and has adjacent equestrian and residential usage. The site was previously in use as a landfill before an application was approved on 1981-03-02 (GR/350/80) to reclaim the land for agricultural purposes.
  
- 2.2 The proposed development is for the "Restoration of the former Standen Landfill site with a woodland and pasture landfill cap system" at Evergreen Farm, on West Hoathly Road, in East Grinstead. The proposed development site is approximately 4.4ha (44,000m<sup>2</sup>) (including access roads). It is estimated that there will be 120,000 to 150,000 cubic metres of soil required to construct the proposed landfill cap. This allows sufficient material for the clay cap, restoration layer and a new topsoil level. The approved land levels will control the maximum level of imported soil. Three full time staff members will operate 1-2 x bulldozers and 1 x 360 digger (Bulldozer Komatsu D61 px \* 360 digger Komatsu pc210 lc).

Figure 3.1 – Aerial Site View of the Site





## Site Access

- 2.3 Vehicles will access the site via the improved vehicular access onto West Hoathly Road. This will be in the form of a bell-mouth junction with a 15m radii that adjoins onto an improved access road with passing places for HGV traffic.
- 2.4 **Appendix A** demonstrates that a HGV can safely access and egress the improved junction between the proposed development site and West Hoathly Road.
- 2.5 The site is adjacent to West Hoathly Road which is a rural road subject to a 60mph speed limit. West Hoathly Road connects Sunnyside neighbourhood, approximately 750m to the north in East Grinstead, and to Weir wood Reservoir, approximately 2.3km to the south.
- 2.6 Saint Hill Road is located approximately 550m south of the site access. Saint Hill Road runs from the Saint Hill/West Hoathly Road junction north to the B2110.
- 2.7 The B2110 connects Lower Beeding in West Sussex to Royal Tunbridge Wells in Kent, via East Grinstead, Forest Row and Groombridge.

## Bus Routes

- 2.8 The nearest bus stop to the site is Standen National Trust bus stop, located approximately 180m south of the site access point on West Hoathly Road. This provides occasional services to Crawly and East Grinstead. It is unlikely that Standen National Trust bus routes would be disrupted during the construction period due to the circumstance that delivery vehicles associated with the development will set down onsite.

## Railway

- 2.9 The site lies 2.7km south of East Grinstead Railway Station. However, construction will not have any impact on the operation of rail services due to the distance between the site and East Grinstead Railway Station.

## Walking

- 2.10 There are no footways within a close proximity to the site access.
- 2.11 There are two public right of way (PRoW) located within a close proximity (300meters) to the site. Although these PRoW are within a close proximity to the site, they do not cross the proposed development site, or the site access. Both PRoW do however cross West Hoathly Road, approximately 155m south of the proposed development site access. HGV drivers accessing the site will be made aware of potential pedestrian movements within a close proximity of the site.

## Local Challenges

- 2.12 The site is situated within a close proximity to Standen National Trust. During the summer months for Standen National Trust (peak visitor period), there is likely to be a higher level of pedestrian activity in the local area, since the national trust is connected by PRow 29EG. Construction vehicle drivers should therefore be advised accordingly of the higher volume/risk of pedestrians in the local area, particularly during the summer months.
- 2.13 A Community Liaison Officer will be appointed to mitigate and resolve any issues and difficulties in the local community, in relation to the project. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours. Any difficulties encountered during construction will be reported/recorded in a full log and resolved as appropriate.

### 3 Vehicle Access and Routing

- 3.1 **Appendix A** illustrates the construction vehicle routes that will be used by construction traffic travelling to the site. HGVs accessing & egressing the proposed site will be via the following route:
- The A22, travelling south onto Imberhorne Lane;
  - Travel south along Imberhorne Lane and across the B2110 cross road, onto Saint Hill Road;
  - Travel south along Saint Hill Road and turn left on the West Hoathly junction; and
  - Travel north along West Hoathly Road to turn right into the site.
- 3.2 Appropriate temporary signage will be agreed with WSCC and erected along the route.
- 3.3 This above route does not conflict with any weight or height restrictions. The town of East Grinstead has been avoided for HGV routes due to the narrow roads and pinch points and the potential impact that HGVs would have upon traffic flows in the town centre. HGVs will travel the same route back to the A22 when leaving the site.
- 3.4 The geometry of Imberhorne Lane, Saint Hill Road and West Hoathly Road do not indicate any issues towards the types of vehicles that the road can accommodate. The proposed HGV routing between the A22 and the proposed development site has been analysed to ensure that HGVs can safely manoeuvre the narrower rural roads. **Appendix B** has swept path analysed the Imberhorne Lane / B2110 / Saint Hill Road crossroad junction, the Saint Hill Road / West Hoathly Road junction and the two sharp bends on Imberhorne Lane between Greenacres house and Imberhorne Lane Nurseries. As **Appendix B** demonstrates, there are no highways safety issues with the proposed HGV route between the A22 and the proposed development site.
- 3.5 Vehicles expected to the site would be briefed by the site manager prior to arrival about the route to access the site and to avoid any roads which may be unsuitable. Signage will also be provided where appropriate to guide vehicles towards the site entrance.
- 3.6 Nearly all the deliveries to the site will be by a large HGV (approximately 10.2m long) that can accommodate 10m<sup>3</sup> of soil on average each journey. Deliveries will be made via the improved access onto West Hoathly Road that has a 15meter radii and onto the improved access road with passing places for HGVs (see **Appendix C**)
- 3.7 There will be 5 on-site parking spaces provided for construction worker's private vehicles. This parking provision will accommodate the 3 full time staff and the 2 specialists who visit the site occasionally. Additionally, 3 cycle parking spaces are to be provided for the 3 full time staff.

- 3.8 Since construction vehicles will be entering the site, plant and wheel washing facilities are required. The location of these wheel washing facilities are yet to be determined.



## 4 Estimated Vehicle Movements

- 4.1 The number of vehicles accessing the site has been forecast for the 80 week construction period for restoration of the former Standen Landfill site with a woodland and pasture landfill cap system.
- 4.2 The proposed development will require an estimated 120,000m<sup>2</sup> to 150,000m<sup>2</sup> of soil to construct the proposed landfill cap. Each 32 tonne HGV can carry around 16 tonnes per load, which amounts to 10m<sup>3</sup> of material on average per HGV. This equates to approximately 12,000 to 15,000 annual HGV deliveries, resulting in 24,000 to 30,000 annual trips.
- 4.3 Based on the circumstance that there are 253 working days in the 2021 calendar year and that the site will operate for half a day on Saturdays (08:00am to 13:00pm) (52 Saturdays per year), the site will be operational for a total of 279 days a year. The following calculation is for the daily distribution for HGV deliveries associated with the site:
- 12,000 annual deliveries divided by 279 = 43 daily deliveries;
  - 15,000 annual deliveries divided by 279 = 53.7 daily deliveries;
  - The mean of the two potential annual delivers = 48 daily deliveries;
  - Distributed over an 80 week period instead of a 52 week period results in a 35% daily delivery reduction;

**Total daily deliveries over an 80 week period:            31 daily deliveries**

- 4.4 This annual forecast amounts to approximately 31 daily HGV deliveries, or 62 two-way daily HGV trips throughout the 80 week operation period. Throughout the daily operational hours of 07:00am to 17:00pm on weekdays, 31 daily two-way HGV deliveries equates to 3.1 deliveries every hour, or one delivery every 19 minutes.

## 5 Implementing, Monitoring and Updating

5.1 This OCMP cannot include a detailed and defined description of how the CMP will be implemented, monitored and updated. However, the following strategy can be confirmed at this stage.

5.2 An appointed Construction Logistics Manager will be in charge of implementing the Detailed CMP. Their job will include collecting data on:

- Number of vehicle movements to site; collected through a delivery booking-in system
  - Total
  - By vehicle type/size/age
  - Time spent on site
  - Consolidation centre utilisation
  - Delivery/collection accuracy compared to schedule
- Breaches and complaints
  - Vehicle routing
  - Unacceptable queueing
  - Unacceptable parking
  - Supplier FORS accreditation
  - Low emissions Zone (LEZ) compliance
- Safety
  - Logistics-related accidents
  - Record of associated fatalities and serious injuries
  - Ways staff are travelling to site
  - Vehicles and operations not meeting safety requirements
- Description of the contractor's handbook
- Description of the driver's handbook

5.3 The data collected will be reported back to the applicant with full transparency to local government.

## 6 Conclusion

- 6.1 The measures outlined in this plan are intended to demonstrate to the Local Planning Authority and the Local Highway Authority that the applicant will minimise the impact and inconvenience to local residents and highway users, where reasonable. This OCMP has considered local challenges, recommended routes for constructions vehicles, access arrangements and set out the forecasted construction vehicle movements associated with the development.
  
- 6.2 It is forecasted that the site will generate approximately 62 daily two-way HGV vehicle journeys. Overall, the impact of construction vehicles will not be significant and will be minimised as far as possible.

- End of Report -

## Appendix A

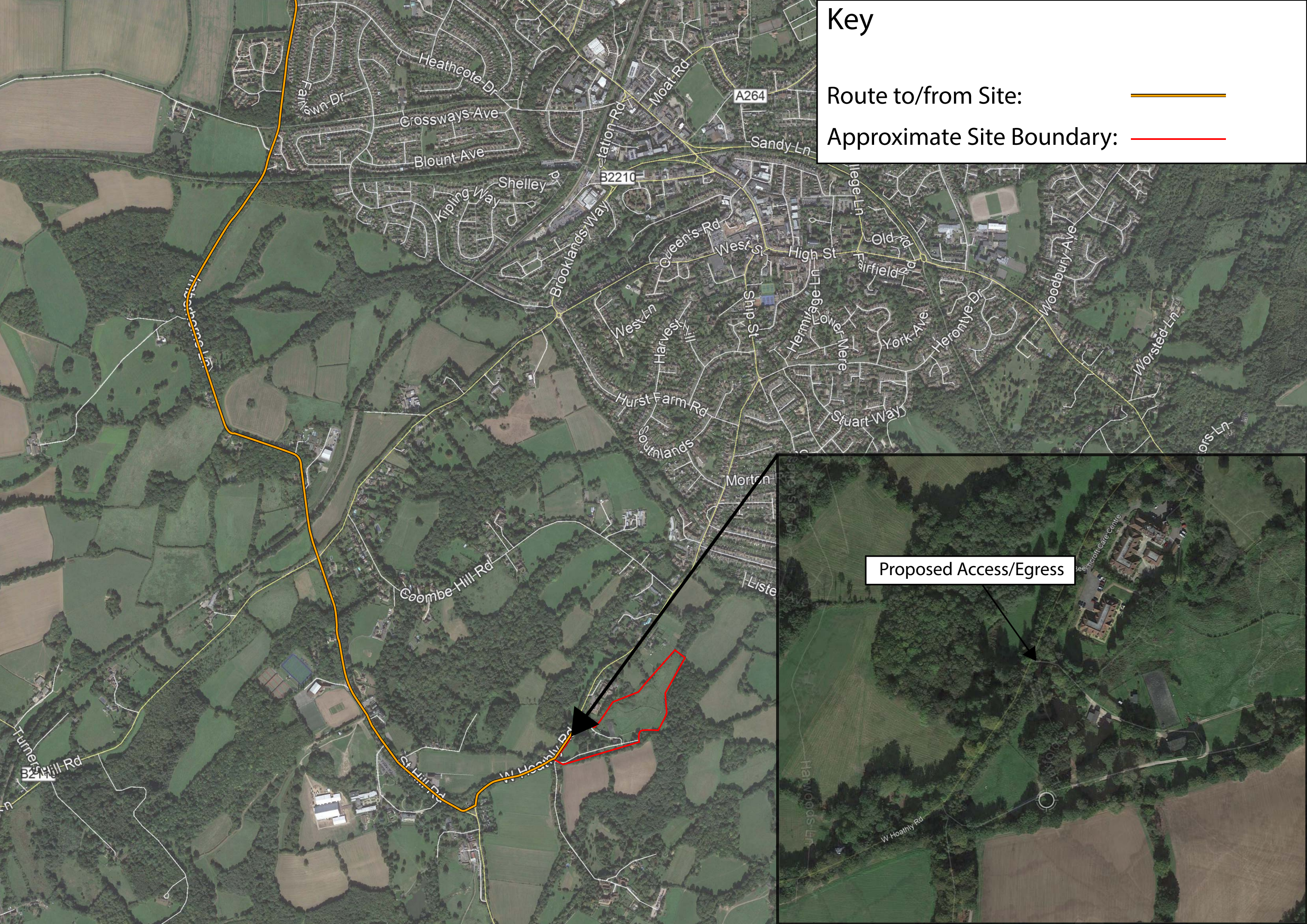
### Construction Vehicle Route Plan



# Key

Route to/from Site: 

Approximate Site Boundary: 

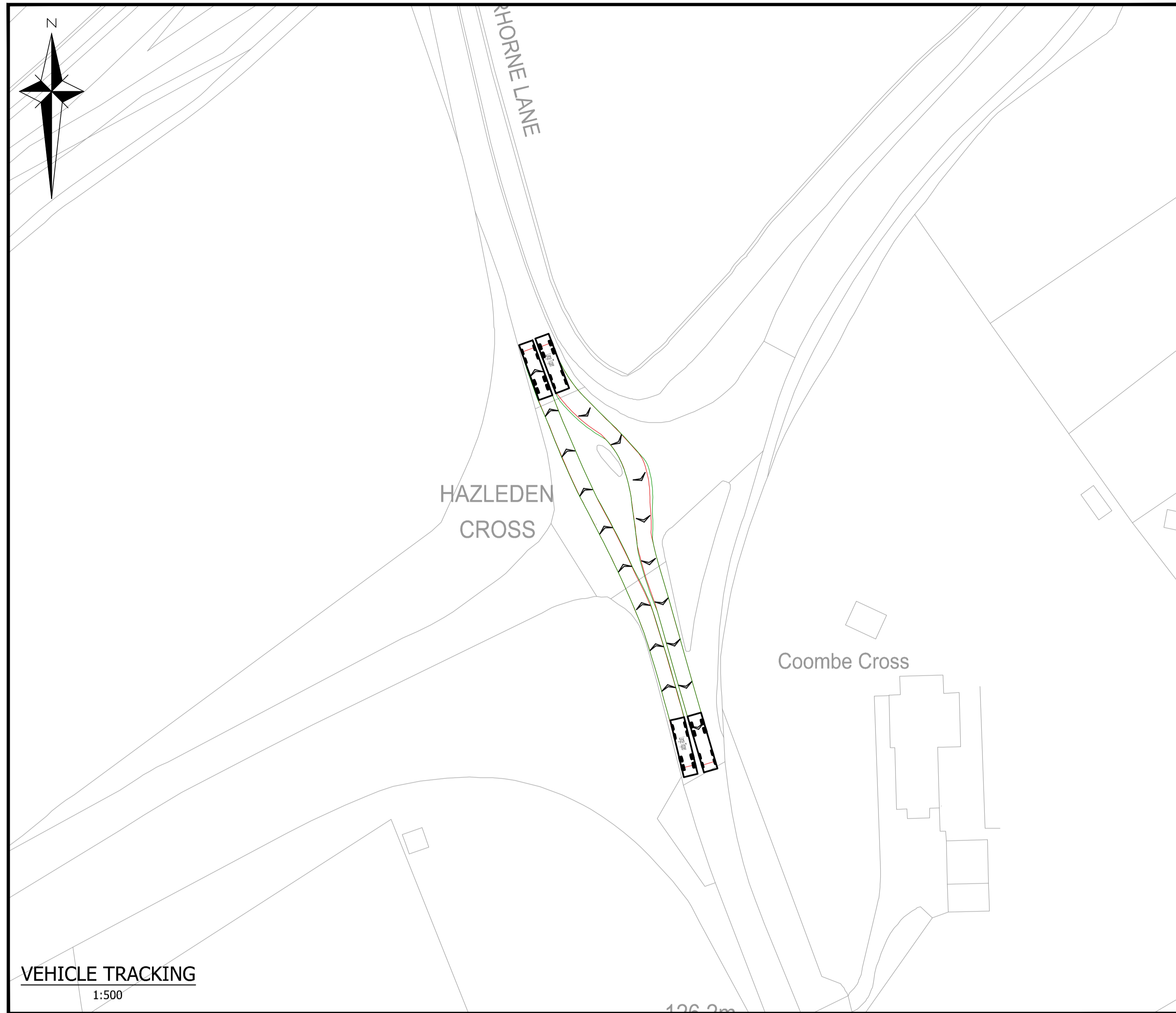




## Appendix B

### Swept Path Analysis

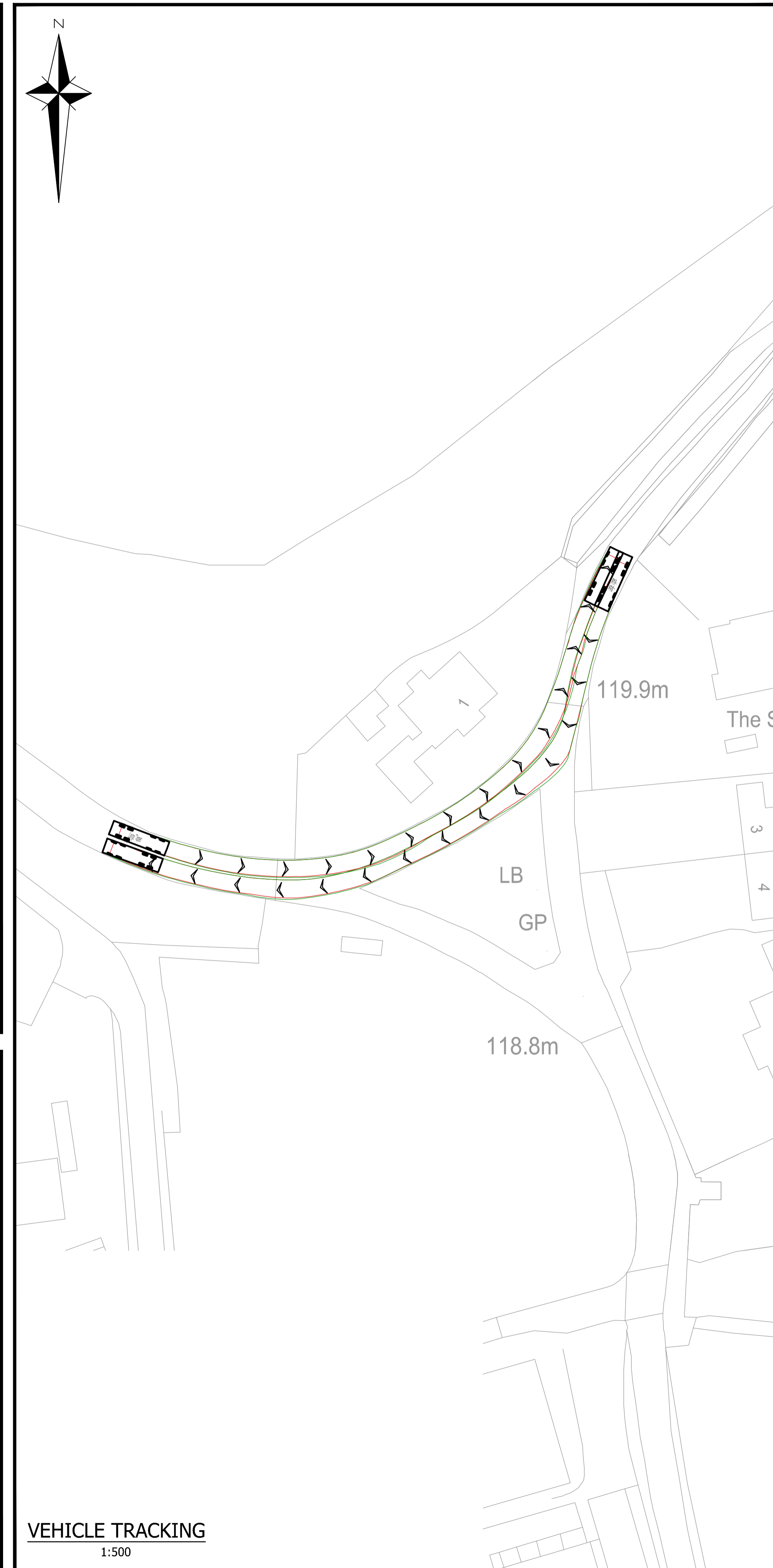




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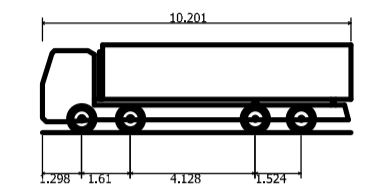
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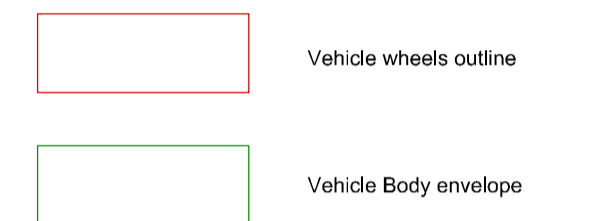
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**GENERAL NOTES**

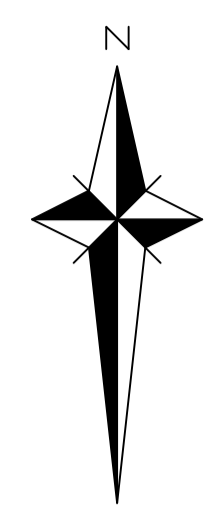
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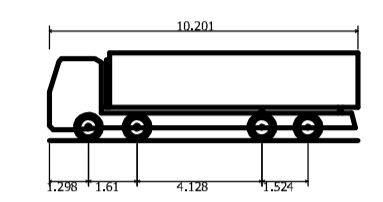
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Overall Width 2.500m  
Overall Body Height 2.893m  
Min Body Ground Clearance 0.343m  
Max Track Width 2.500m  
Lock to lock time 6.065m  
Kerb to Kerb Turning Radius 11.550m



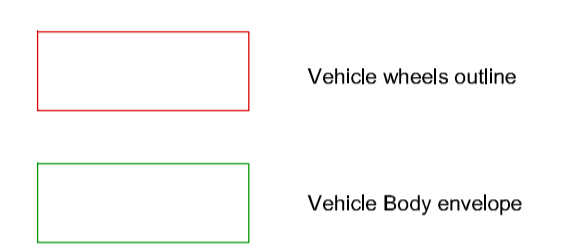
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Rev	Amendments	Date	Dsn	Chk
Status FOR PLANNING				
Client FLUID PLANNING LTD				
Architect				
Project EVERGREEN FARM WEST HOATHLY ROAD, EAST GRINSTEAD				
Title IMBERHORNE ROAD VEHICLE TRACKING				
Date	OCT 2020	Scale @ A1	as shown	
Clients Ref.	Project Ref. 10908			
 Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS Tel: 01444 871444 Web: www.gtacivils.co.uk				
Drawing Number	10908/201			Rev. P2



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Large Tipper	
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.243m
Max Track Width	2.500m
Lock to lock time	6.08s
Kerb to Kerb Turning Radius	11.550m



136700m  
number 100022432

136700m

136600m

136600m

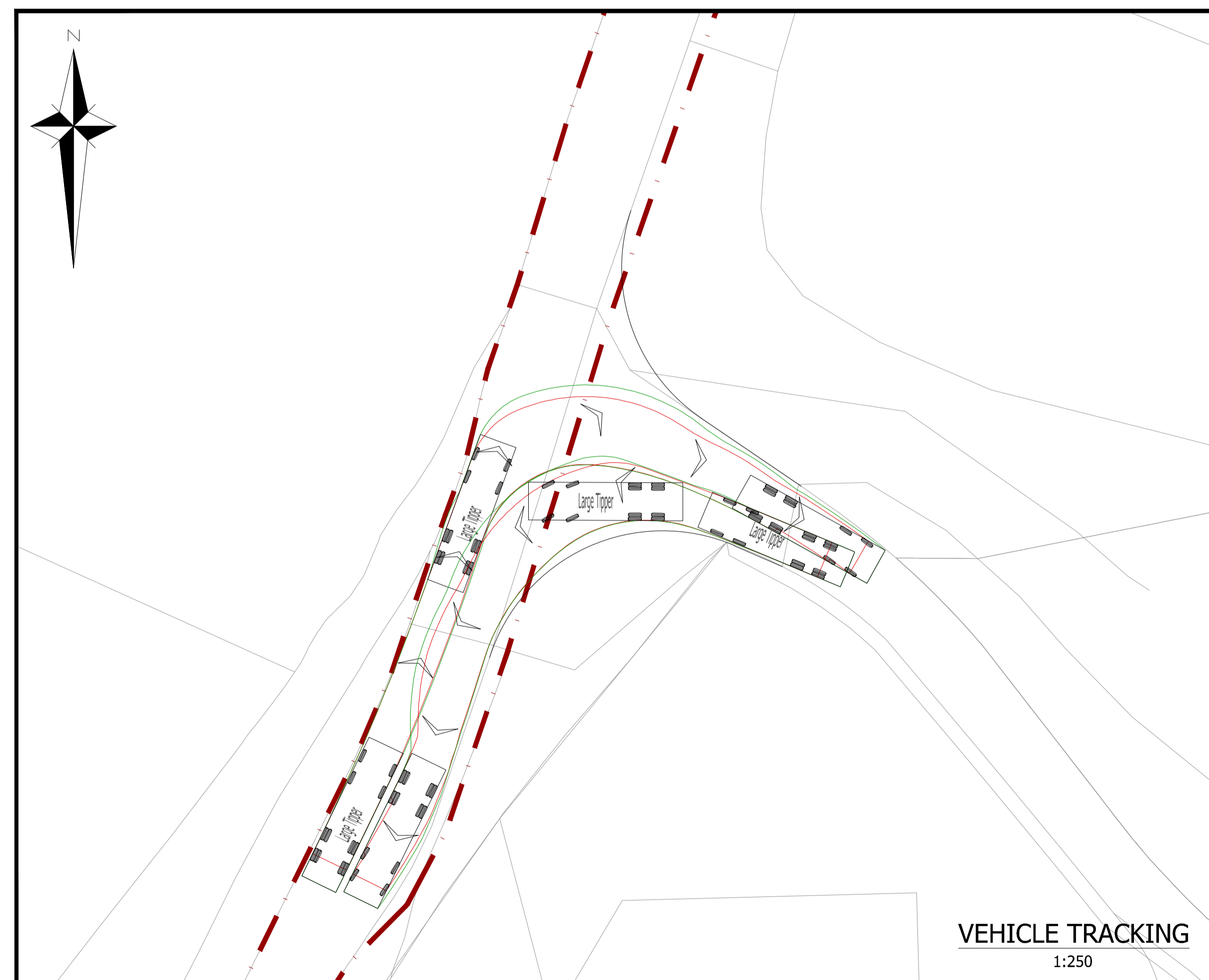
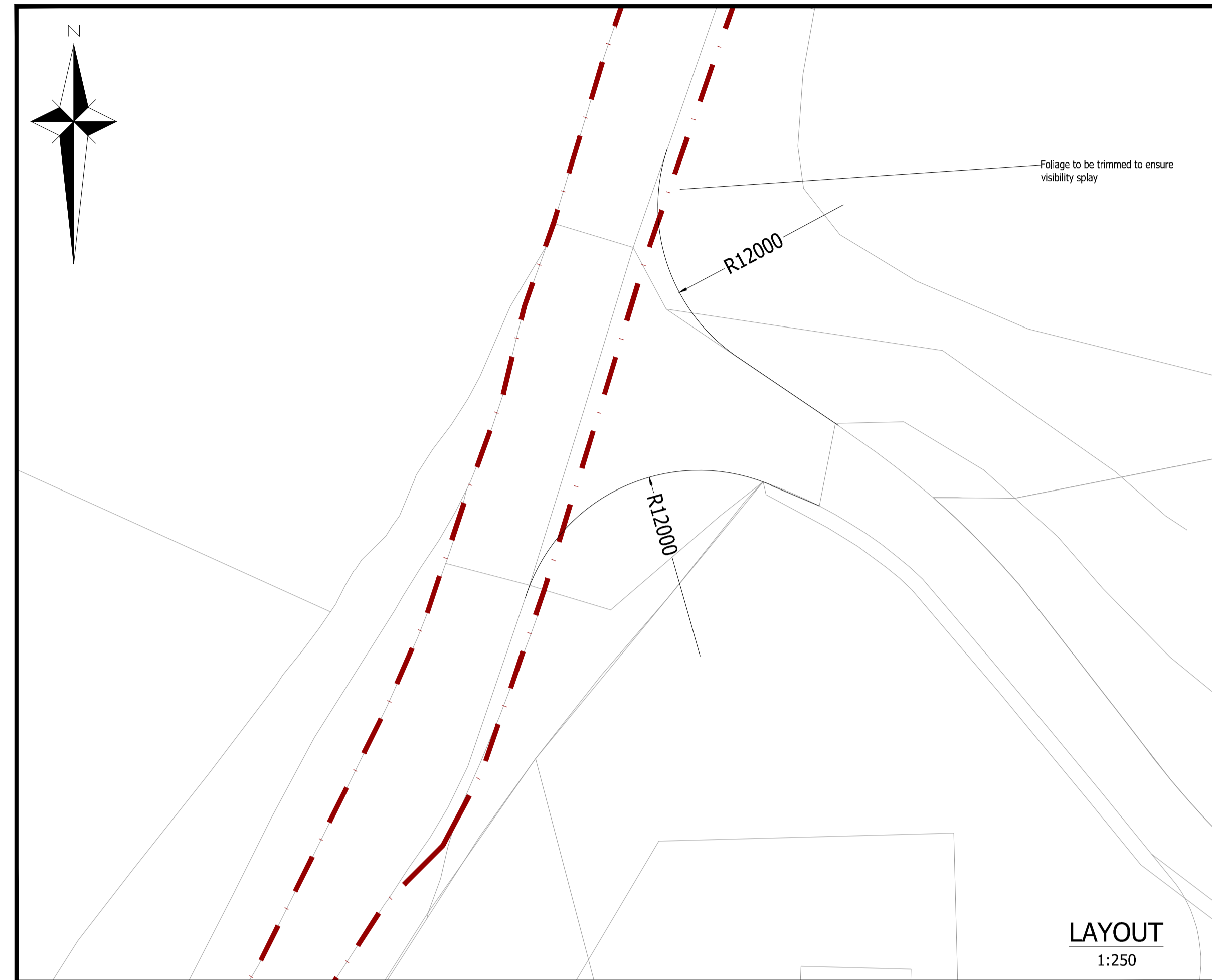
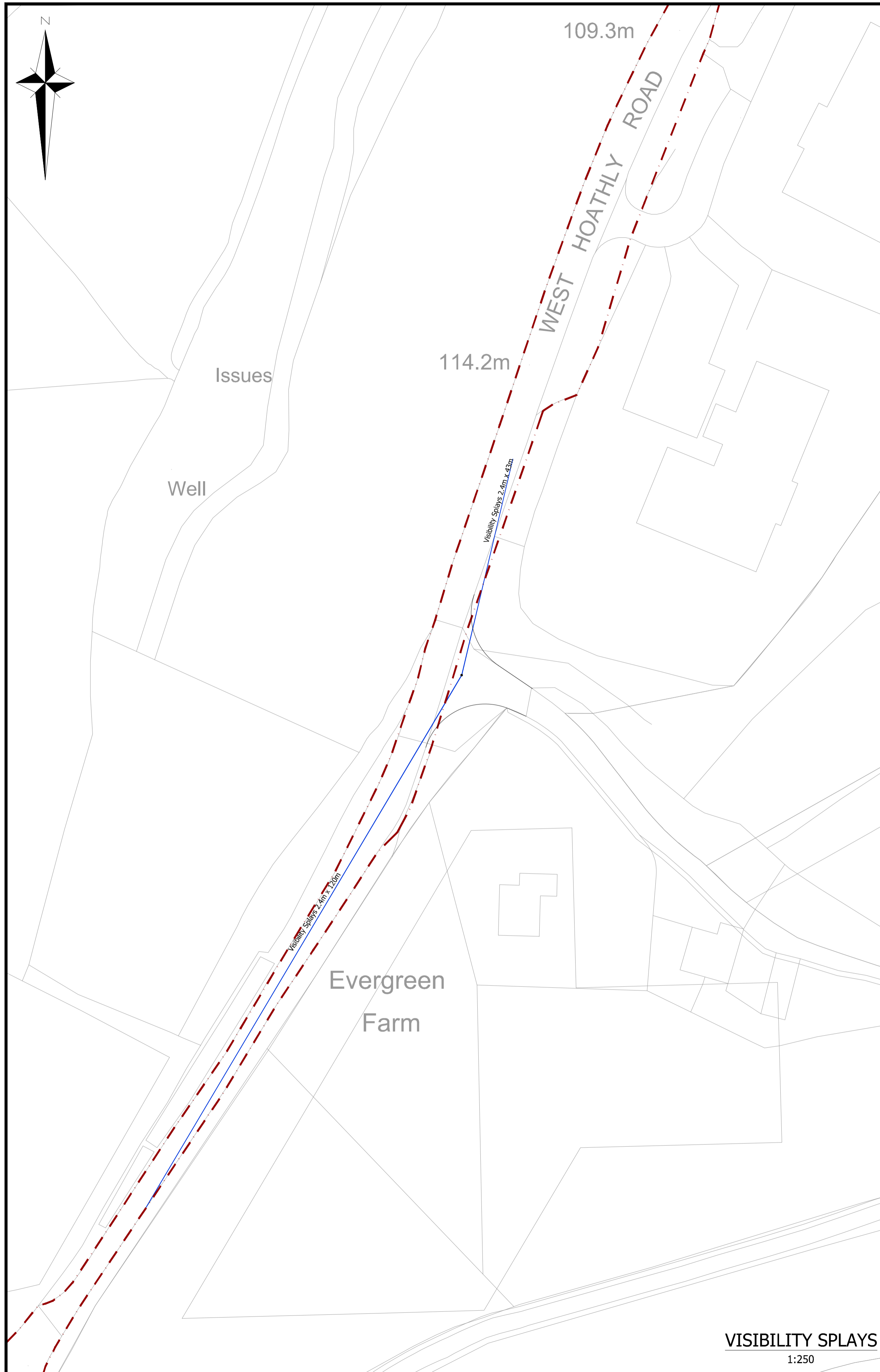
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Rev	Amendments	Date	Dis	Chk
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Client	FLUID PLANNING LTD			
Architect				
Project	EVERGREEN FARM WEST HOATHLY ROAD, EAST GRINSTEAD			
Title	SAINT HILL ROAD VEHICLE TRACKING			
Date	DEC 2020	Scale @ A1	1:500	
Clients Ref	Project Ref. 10908			
 <b>gta</b> Civils & Transport Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS Tel.01444 871444 Web: www.gtacivils.co.uk				
Drawing Number	10908/203			Rev.
				P1

## Appendix C

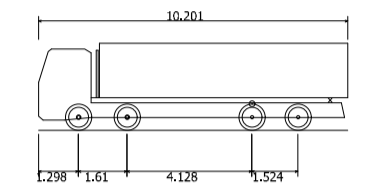
### Access Drawing



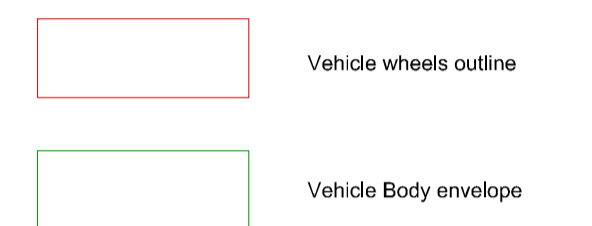


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Large Tipper	10.201m
Overall Length	2.500m
Overall Width	2.850m
Overall Body Height	0.343m
Min Body Ground Clearance	2.500m
Max Track Width	6.00s
Lock to lock time	11.550m
Kerb to Kerb Turning Radius	



Rev	Amendments	Date	Dsn	Chk
P4	Updated access location	07.01.2021	ART	LS
P3	Updated access location	10.11.2020	JMW	LS
P2	Updated to include Highway Boundary	29.10.2020	JMW	LS
P1	INITIAL ISSUE	29.09.2020	JMW	LS

Status	<b>FOR PLANNING</b>			
Client	<b>FLUID PLANNING LTD</b>			
Architect				
Project	<b>EVERGREEN FARM WEST HOATHLY ROAD, EAST GRINSTEAD</b>			
Title	<b>ACCESS PLAN</b>			
Date	SEPT 2020	Scale @ A1	as shown	
Clients Ref.	Project Ref.		10908	

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 Burgess Hill, West Sussex, RH15 9AS  
 Tel: 01444 871444 Web: www.gtacivils.co.uk

Drawing Number	10908/101	Rev.	P4
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## Civil Engineering - Transport Planning - Flood Risk

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