Beaurepaire Park Estate
Bramley, Hampshire

Framework Construction Traffic Management Plan

For
Grandlane Developments Ltd
Document Control Sheet
Framework Construction Traffic Management Plan
Beurepaire House, Bramley, Hampshire
Grandlane Developments Ltd
This document has been issued and amended as follows:

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<th>Issue</th>
<th>Prepared by</th>
<th>Approved by</th>
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<td>Draft</td>
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1.0 Introduction

1.1 Motion has been appointed by Grandlane Developments Ltd to produce this Framework Construction Traffic Management Plan (CTMP) in relation to development proposals at Beaurepaire House on the Beaurepaire Estate south west of Bramley, Hampshire. A site location plan is provided at Appendix A.

1.2 The purpose of this Framework CTMP is to ensure that the impact of construction work on local residents and the immediate highway network is kept to an absolute minimum. The Construction Project Manager (CPM) will be responsible for implementing measures contained in the CTMP and will be the point of contact for local residents. The CPM will ensure that all contractors working on site have public liability cover in place before starting on site. The CPM’s name, telephone number and email address will be added to the CTMP once he/she has been appointed.

1.3 At this stage of the planning process, prior to the appointment of a demolition/building contractor, some information relating to the CTMP is unknown. However, the CTMP is a live document that will be updated by the CPM, once appointed, to include relevant information and if necessary address issues that may be identified through consultation with local residents as the project progresses. Any revisions made to the CTMP document will be submitted to the Council for approval.

1.4 This document has been prepared in accordance with HCC’s Traffic Management for all Significant Highway Works, or Works that will Significantly Affect the Highway Proforma, and seeks to minimise the impact of construction activity of the local highway network and residential amenity. In preparing this document, input has been provided from the project architects.

1.5 The routing of construction traffic presented in this document has been discussed with members of both Bramley Parish Council and Sherborne St John Parish Council. It has been agreed that the routing proposed will give rise to the least impact on local amenity.
2.0 Policy

2.1 Hampshire County Council’s Proforma on Construction Traffic Management notes that:

“The purpose of the Traffic Management Plan is to identify the risks to traffic safety and congestion that may arise through any works on the highway, and minimise them as far as possible whilst considering the statutory duties of the works promoters involved. Where a ‘route’ TM plan, written by Hampshire County Council, as the Highway Authority is already in place that document should be read in conjunction with this proforma.”

2.2 On the topic of traffic management the proforma outlines that:

“Traffic management is key to minimising the congestion & safety impact of the scheme. Road closures and traffic control are considered to be a LAST resort and their need must be proven in this plan. It is recognised that commercial, practical and safety pressures will impact the type of TM to be employed, however, it is also important that disruption to traffic, residents and businesses is considered in the TM plan.”
3.0 Site Background and Proposed Development

3.1 The Beaurepaire Estate is located less than two miles to the south-west of the village of Bramley, approximately six miles north of Basingstoke and three miles south-east of Tadley. The estate comprises approximately 300 acres of mixed parkland, woodland/copse, arable/grassland and pasture.

3.2 Beaurepaire House was destroyed by a fire in the 1940s and was later demolished. The former service wing was then converted to be the main house and some extensions were added then and in the 1960s and 1980s.

3.3 It is proposed that the main wing of the house is extended and re-orientated southwards towards a new southern driveway in the direction of Vyne Road. It is therefore proposed that the access arrangements are rationalised, whilst being orientated to better serve respective back and front of house functions.

3.4 Ancillary to the residential, the development includes 3 new garages arranged around a square accommodating up to 8 vehicles along with a staff/visitor car park providing space for up to 11 vehicles.

3.5 Also proposed are restored cottages and horse stables and a relocated horse manege, improving the facilities of the existing stud.

3.6 To facilitate all of the above there will be associated groundworks and landscaping improvements.

3.7 Construction activity is expected to last approximately 24 months, however timescales are only provided on an indicative basis and will be confirmed once a contractor has been appointed.
4.0 Description of Road Conditions

4.1 The property currently has two main points of access. The primary point of access for the owners, visitors and staff is via Silchester Road/ Boars Bridge, from which the house is accessed via a private drive approximately a mile in length. The secondary points of access are from Morgaston Road via the South Lodge (in separate ownership) and further to the east via a manual gate. Under the current arrangement the latter access point is lightly used and provides access to the agricultural land. There are no footpaths of public rights of way running through the Beaurepaire Estate.

4.2 Morgaston Road is a lightly trafficked single track road off of the A340. A grass verge is present on both sides providing some vehicle crossing space. Also present are low overhanging branches from close by trees.

4.3 Boar’s Bridge is a two way operation C-road that is mostly set at national speed limit. As with Morgaston Road a grass verge is present on both sides and overhanging tree branches which can restrict HGV movement.

4.4 The A340 provides access south to Basingstoke and the A339 effectively connecting the site with the M3. North bound the A340 provides a link onto the A4 Bath Road which if followed east bound links up with the M4.

4.5 Approximately 5km east of the site lies the A33, this can be accessed by driving through the nearby village of Bramley. The A33 provides a north south connection, north to Reading and access to the M4, and south to Basingstoke and access to the M3.

4.6 The site location plan in Appendix A shows the sites surrounding road network.
5.0 Indicative Construction Details

5.1 This section provides indicative details of the expected construction programme and activity. The information and numbers provided will be amended and revised once a contractor has been appointed.

Programme

5.2 An indicative programme of works is provided at Table 5.1. The duration of each phase of works, expected vehicles and approximate number of workers required on site will be updated by the CPM at the earliest opportunity following appointment. At present it is envisaged that the total project duration will be approximately 48 weeks although it is expected that some phases may run concurrently which will reduce the overall duration of the construction period.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Duration (Weeks)</th>
<th>Average Vehicles per Day</th>
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<td>Dumper</td>
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<tr>
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<td>RMC Truck</td>
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<td>External Works</td>
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<td>20</td>
<td>Tipper</td>
<td>20</td>
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Table 5.1 – Indicative Programme of Works

Types of Vehicles

5.3 The following list provides an indicative list of the type of vehicles that will need to serve the site during the construction process.

► skip lorries - these will be standard 4.2m skips for waste removal and lorries with an approximate size being 7m long and 2.4m wide;
► large tipper – approximately 9m long and 2.4m wide;
► concrete lorries - these will be a standard ready mixed lorry with an approximate size of 8m long by 2.4m wide;
► flat bed delivery vehicle - the flat bed vehicles will be used to deliver various materials including scaffolding, steelwork, timber, reinforcement, brick and block work, roofing materials, plaster, joinery etc. The approximate size will be 7m long by 2.25m wide; and
► box van (luton) - these will be utilised for all ancillary deliveries and small components, the approximate size of this vehicle is 4m long by 2m wide.
Description of Works

Site Set-up

5.4 There will be a temporary car park provided for deliveries and for use of contractors where necessary. A portacabin will also be provided onsite for staff welfare, however the site also benefits from having a number of existing facilities.

5.5 There will be no hoarding required as the works will be away from the public highway network and all works will be contained within the site.

5.6 A wheel wash facility will be in place on exit from the site to ensure good housekeeping and no visual impact on the surrounding highway network.

Structural/Non-Structural Works

5.7 The number of construction-related delivery and waste collection vehicles during these activities is expected to be on average 10 - 20 vehicles per day, although during delivery intensive phases, such as road formation, this is expected to rise to 40.

5.8 It is proposed that most deliveries will be made by Tipper and Rigid vehicles.

Construction Project Manager

5.9 The Construction Project Manager (CPM) will be responsible for implementing measures contained in the CTMP and will be the point of contact for local residents.

5.10 The contact details of the CPM will be displayed on the frontage of the site. The CPM will liaise with local residents when necessary to ensure that they are aware of the programme of works taking place and to give advance notice of any noisy or disruptive works.

5.11 The CPM will be responsible for monitoring and reviewing the CTMP and will deal with any concerns of local residents and businesses. The contact details for the CPM will be confirmed once a contractor has been appointed.
6.0 Vehicle Access

6.1 In order to avoid construction vehicles having to cross each other on route to/away from the site it has been agreed that a separate access and egress route is the best approach to take. A plan of construction vehicle routes is provided at Appendix B.

6.2 It has been agreed that construction vehicles should access the site off of the A340, turning onto Bramley Road which leads onto Boar’s Bridge and making a right turn into the northern access to Beaurepaire Park. By entering this way the poor visibility on exit from the junction of Boar’s Bridge/Silchester Road is avoided. A plan of visibility at this junction is provided at Appendix D.

6.3 Vehicles will exit using the existing southern drive; turning right onto Morgaston Road before travelling in a westerly direction rejoining the A340 Aldermaston Road. This route has been selected as it is has the shortest route off of the strategic road network. A plan of visibility at this junction is provided at Appendix E.

6.4 This arrangement was discussed with members of Sherborne St John Parish Council and Bramley Parish Council and has agreed being the most appropriate routing for construction traffic and would lead to minimum disruption to amenity in the local area.

6.5 Swept Path Analysis has been undertaken using the computer programme AutoTrack to demonstrate that the proposed loading area provides sufficient space for construction vehicles to manoeuvre and undertake loading activity directly outside the site. Swept Path Analysis was conducted using a 4-axle large tipper, over 10m in length, this is to ensure worst case is accounted for. The swept path analysis plot is attached at Appendix C.

6.6 This access strategy is considered to be the most effective in creating minimal disruption to local traffic.

6.7 All contractors, delivery companies and visitors to the site will be made aware of the access and egress route and of on-site restrictions prior to undertaking their journey. A written briefing and plan for the site will be provided to contractors, delivery companies and visitors.
7.0 **Organisation**

7.1 All construction activities are expected to take place between 8am-6pm Monday to Friday and 8am-1pm on Saturdays. No construction activity will take place on a Sunday.

7.2 The delivery of materials, collection of waste and delivery/collection of machinery will be scheduled and managed by banksmen. All drivers will be provided with instructions on approach routes and mobile phone contact details of a banksman who will be put on “stand-by” to receive a vehicle.

7.3 All necessary signage will be provided in accordance with relevant guidance. Banksmen will assist with any potential conflicts when materials are being transferred.

7.4 For any proposed scaffolding, the Council’s procedures (applications, licences, etc) shall be adhered to with all preparations made to ensure compliance with health & safety regulations.

7.5 In the event of other construction activity taking place in proximity to the site, the CPM will liaise with other sites in order to avoid unnecessary conflicting vehicle movements. On the advice of the Council, the Construction Project Manager will liaise closely with the Project Managers of any other construction sites in the immediate vicinity so that consideration can be given to any measures that could be implemented to minimise the cumulative effect of construction work.

7.6 The CPM will be responsible for any complaints made in relation to construction works associated with the site. Details for the CPM will be provided on the site frontage should any local residents or businesses have any concerns. Where possible the CPM will attempt to resolve any issues as quickly as possible.

7.7 The CPM will monitor all construction procedures to ensure all activities are undertaken in a safe and efficient manner. Should any issues arise the CPM will make efforts to provide a suitable solution. Monitoring checks will be undertaken on a monthly basis.

7.8 Should the development require any new utility connections the project manager will make contact with the relevant utility companies in order to co-ordinate any scheduled work.
8.0 Summary

8.1 This Framework CTMP has been prepared in relation to the proposed development at Beaurepaire Park Estate. The purpose of the CTMP is to ensure that the impact of construction works on the local residents and the immediate highway network is kept to an absolute minimum.

8.2 At this stage of the planning process some information relating to the CTMP is unknown. However, the CTMP is a live document that will be updated by the CPM, once appointed, to include relevant information. The CPM shall work with the Council and review this document if any problems arise in relation to the construction of the development and in the event of issues arising from local residents.
Appendix A

Site Location Plan
Appendix B

Construction Vehicle Routes
Appendix C

Swept Path Analysis
Boar's Bridge > Northern Site Access

Banksman required for 3-point manoeuvre

Site > Southern Site Access

Southern Access > Morgaston Road

62.5m

Large Tipper

Overall Length: 10.201m
Overall Width: 2.500m
Overall Body Height: 2.893m
Min Body Ground Clearance: 0.343m
Max Track Width: 2.500m
Kerb to Kerb Turning Radius: 11.550m

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Appendix D

Visibility at Boar’s Bridge/ Silchester Road
Appendix E

Visibility at Morgaston Road/ Vyne Road