



Construction and Deliveries Management Plan

Construction of Elveden Garden Centre - Elveden, Thetford, Norfolk, IP24 3TQ

Prepared on behalf of The Applicant:

Elveden Farms Ltd

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Introduction:

The Traffic Management Strategy of the project is one of minimising the interface, wherever practically possible, between members of the public and the site traffic, and reducing the number of deliveries, including the staging of those deliveries, such that the volume of traffic is kept as even as possible avoiding peaks, and controlling vehicular movements on the project.

Every year around 70 people are killed or injured by vehicles at work. This document seeks to provide practical methodology which addresses the main elements of construction traffic to mitigate the risks associated with vehicle movement both on and in the environs of the site but in particular.

- i. Parking of vehicles.
- ii. Loading and unloading of plant and materials used in the development.
- iii. Storage of plant and materials used in the development.
- iv. The erection and maintenance of security hoarding / scaffolding affecting the highway, where required.
- v. Wheel washing facilities, where required.
- vi. Footpath/footway/cycleway or road closures needed during the development period
- vii. Traffic management needed during the development period.

The Construction Phase Plan, to be prepared by the Principal Contractor (PC), in compliance with the Construction Design and Management Regulations (CDM 2015) will address specific on-site transport ensuring construction workers, clients staff, visitors, members of the public and site plant are suitably segregated. This plan has been prepared for inclusion in the Pre-Construction Information Pack as an interim plan for tendering contractors and will be developed further by the PC upon appointment.

The CTMP will also be influenced by the final phasing of the project which will be determined by affordability and the selection of a main contractor to build the project..

Work on site will be sequenced as follows to control health and safety on site:-

1. Widening of the tarmac access road to 7.5m while maintaining the existing access to The Courtyard.
2. Erection of traffic signage in compliance with Appendix 1. TNS 2163 SK03
3. Establishment of the site boundaries with the erection of security fencing around the perimeter of the construction site and access into the main site compound. See Appendix 2.
4. Commence construction.

Traffic Management Plan (TMP)

i. Access Routes

Access to the site will be via the existing access off the B1106 which has very close access off and onto the A11 within 200m.

On assessing the risks associated with sharing the existing access road it was decided it was safer to widen the road to 7.5m and limit the speed to 10 miles per hour for all traffic.



Figure 1 Site Entrance Sign 'CONSTRUCTION ACCESS - STRICTLY 10 MPH'

Rather than obstructing the visibility with signs along the verge of the B1106 a 3m x 1.5m sign will be erected to the northern entrance bell mouth broadly as Figure 1 . All vehicles will enter the site through this access. The access road between the site entrance and the site will be made 7,500mm wide and constructed with a hardcore base, tarmac base and wearing courses to match the existing.

ii) Vehicle Parking

The exiting brick-built lean-to to the north of the walled garden will be used as the site office and welfare facilities. The area immediately to the north will be dedicated to the site car park (see Appendix 2) Due to the large footprint of the site, there is a large area for parking of any overflow vehicles and HGV's along the eastern boundary. When works start on this area to form the car park for the retail unit itself volumes of traffic and deliveries will have reduced allowing the site compound to be used. This area will be hard cored at an early stage.

iii) Loading and Unloading

Vehicles containing materials for immediate use on the site, i.e. structural steelwork, concrete, hardcore will be marshalled and unloaded within the walled garden area.

Vehicles containing materials requiring storage before use will be stored in the site compound.

Appendix 2 shows the controlled route takes for all deliveries.

iv) Storage of Plant and Materials

Due to the footprint of the site, there is a large area to the north of the site, adjacent to the forestry department to form a secure storage compound. The compound will be included within the construction site bounded by 'Herras' fencing. Where necessary 'Jersey Barriers' will be erected for additional security at the site entrance at night times. (see figure 2) These will be moved on a dailey basis.

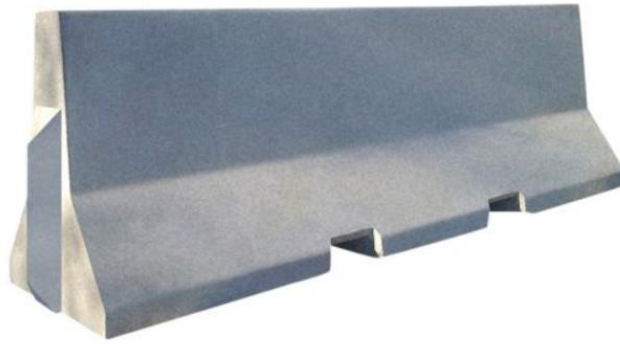


Figure 2 Jersey Barrier

v) Site Hoarding

- a) As an open site using an existing site entrance there will be no site hoarding used. Standard 'Herras' (or similar) Security fencing will be erected around the whole perimeter of the building area except where the walls of the garden form a more secure and robust boundary treatment. See figure 3

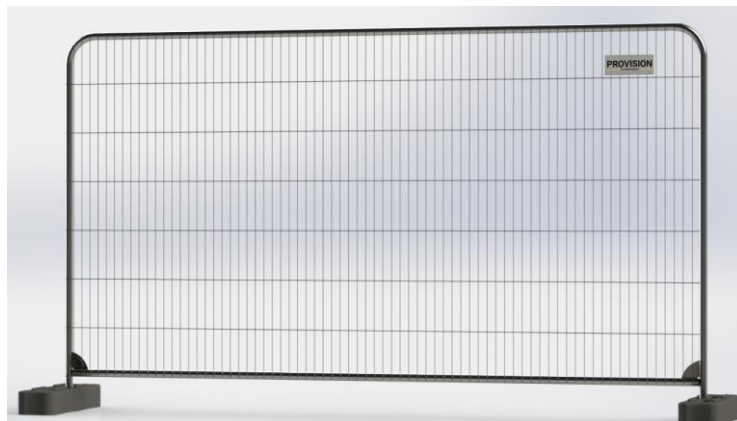


Figure 3 Security Fencing

vi) Wheel Washing Facilities

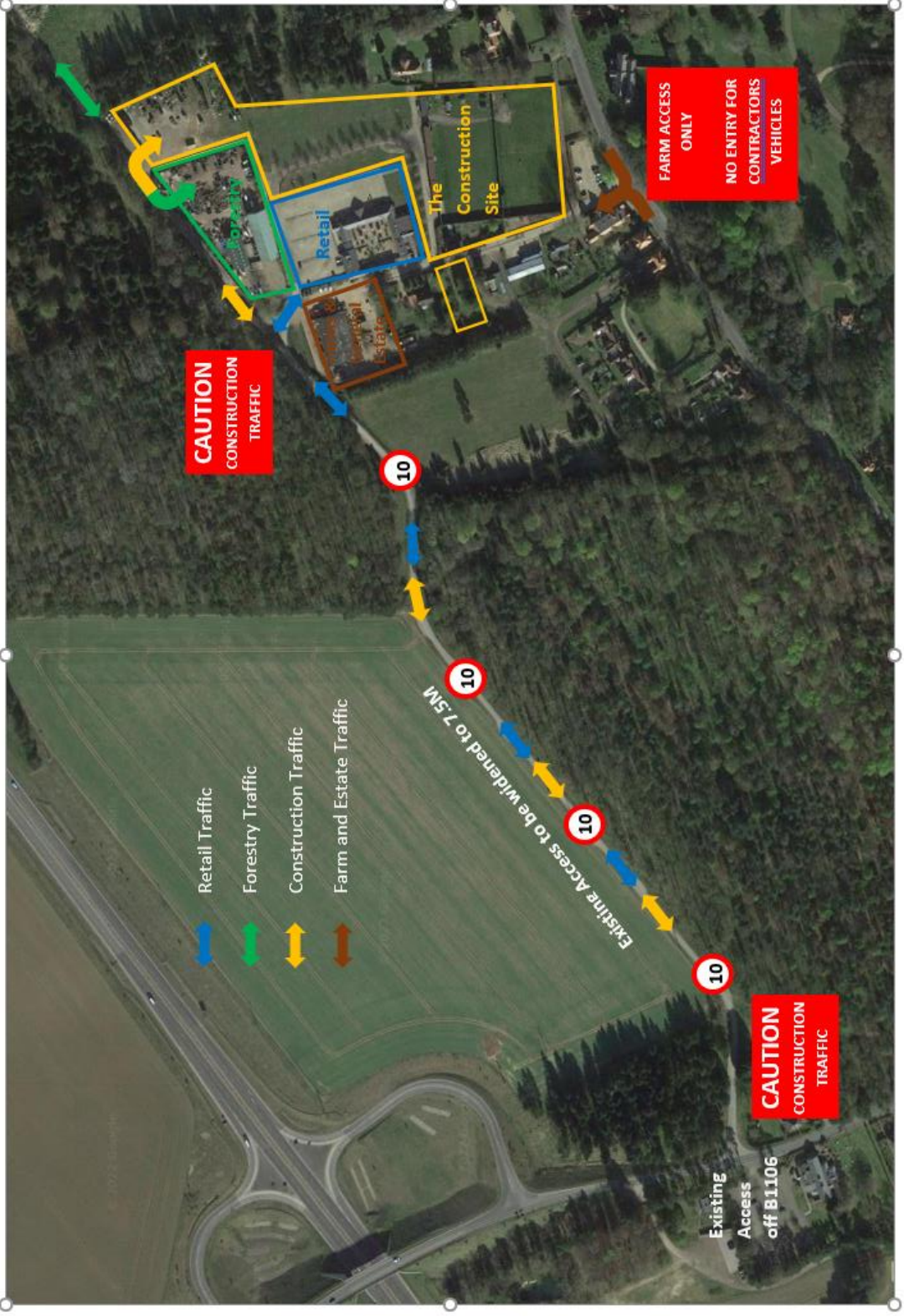
The site is known to be uncontaminated as verified by the site desk top study and site investigation and report. All the bulk dig associated with the site will be retained on land owned by the applicant. All vehicles entering and leaving the site will always be traveling on clean hardcore or tarmac so wheel washing facilities will not be required.

viii) Traffic Management During Construction

Beware Construction Traffic notices will be erected on the B1106 approaching from the north and south along the Brandon/Bury Road. There are no pedestrian routes in the area.

The main contractors will be in control of all site deliveries and consistent with good management of house-keeping on site will manage traffic to avoid significant peaks and troughs in local vehicle movements. All suppliers are instructed to provide a minimum of 72 hours' notice of deliveries at which time the delivery date and time will be scheduled by the site manager. Where possible deliveries will be scheduled every 20 minutes. All vehicles will be able to safely get well off the B1106 and if necessary be stacked by parking in the compound area and called in when ready for unloading and discharge when it is impossible to regulate the peaks caused by traffic conditions outside of the main contractors control.

Due to the size and layout of the site there will be minimal impact on highway safety.



TNS 2163 SK03 CONSTRUCTION ACCESS – OVERALL PLAN & GENERAL SIGNAGE
APPENDIX 1



APPENDIX 2 SITE SPACE ALLOCATION