THORNEY BUSINESS PARK ACCESS ROAD (PL/22/1710/FA)

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

November 2024

EVOKE

THORNEY BUSINESS PARK ACCESS ROAD (PL/22/1710/FA)

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

PROJECT DETAILS	
Project Name:	Thorney Business Park Access Road (PL/22/1710/FA)
Client:	Thorney Lane LLP
Document Type:	Construction Traffic Management Plan
Document Reference:	R-21-0005-001A
Date:	29 November 2024

APPROVAL					
Number:	**Name:**		**Position:**	**Date:**	**Modifications:**
01A	Author:	DC	Transport Planner	26/11/2024	
	Checked:	RSp	Consultant Director	26/11/2024	
	Approved:	PK	Associate Director	29/11/2024	

Reading Office

Evoke Transport
Impact Working
R + Building
2 Blagrave St
Reading
RG1 1AZ
T: 0118 380 0182
E: info@evoketransport.co.uk

Birmingham Office

Evoke Transport
Alpha Works
Alpha Tower
Suffolk Street Queensway
Birmingham
B1 1TT
T: 0121 663 1719
E: birmingham@evoketransport.co.uk

www.evoketransport.co.uk
Linkedin.com/company/evoke-transport

Table of contents

List of Figures

List of Tables

Appendices

1. Introduction

1.1. Context

1.1.1. Evoke Transport Planning Consultants Ltd ('Evoke') has been commissioned by Thorney Lane LLP ('client') to provide construction traffic advice in support of a high-quality, purpose-built access road ('Site Access Road') to Thorney Business Park, Iver. The proposed Site Access Road seeks to upgrade and replace the existing substandard access road that serves Thorney Business Park, Iver. Buckinghamshire Council (Chiltern & South Bucks area) is the local planning authority (LPA) and Local Highway Authority (LHA).

1.1.2. Planning permission (ref: PL/22/1710/FA) for a new Site Access Road at Thorney Business Park was granted in May 2024 for the following:

"New access road to Thorney Business Park, new estate road to remaining industrial site, pedestrian route and cycleway, new landscaping, associated groundworks, drainage, services, lighting and removal of existing access road."

1.1.3. The general arrangement which accompanied the planning application is provided at Appendix A of this document.

1.1.4. As part of the permitted Site Access Road application (PL/22/1710/FA), Buckinghamshire Council has conditioned that a full Construction Traffic Management Plan (CTMP) be prepared and agreed prior to commencement of development. The full wording of the condition is provided below:

Condition 6 *No development shall take place, including works of demolition, until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority. The CTMP shall include details of:*

a. A construction programme
b. The accessing and routing of construction vehicles,
c. Number of HGV movements
d. Measures/systems to manage HGV construction traffic
e. Details of construction traffic movements/routing within the site in proximity to the existing public rights of ways and any measures necessary to ensure the safety and convenience of pedestrians using the Public Right of Ways
f. The parking of vehicles of site operatives and visitors
g. Loading and unloading of plant and materials
h. Storage of plant and materials used in constructing the development
i. Wheel washing facilities

The approved plan shall be adhered to throughout the construction period.

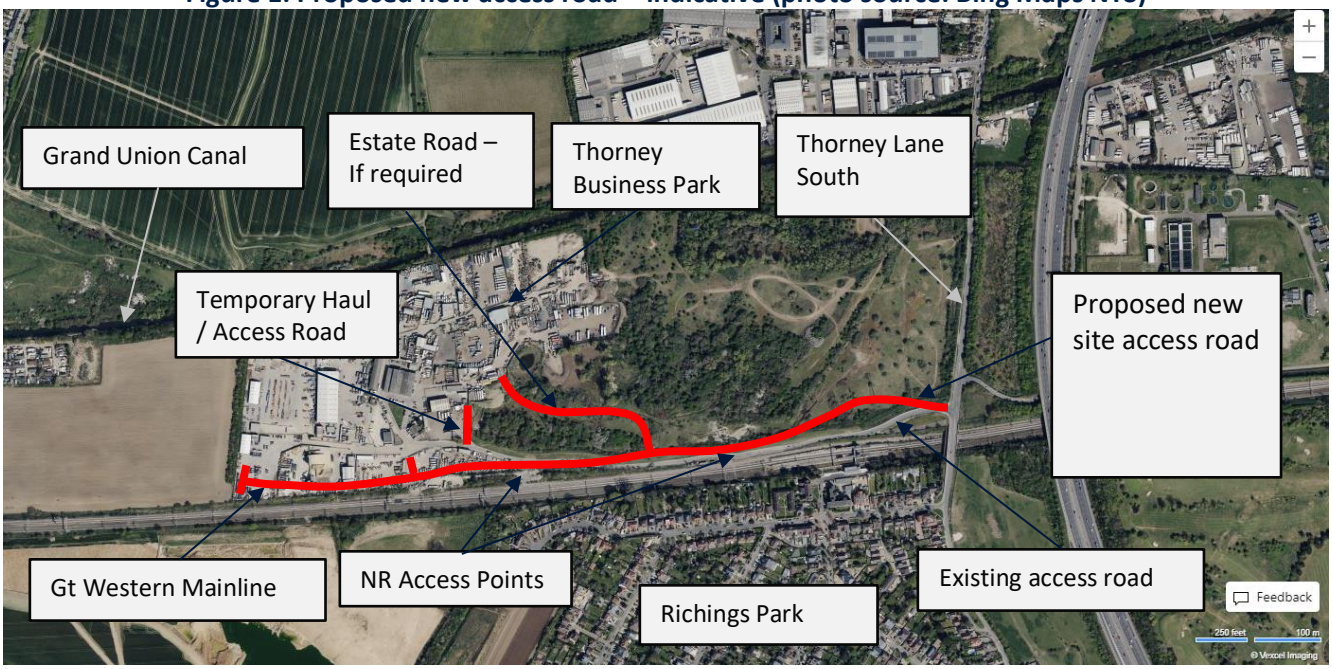
Reason: *In the interests of highway safety, convenience of highway users, to protect the amenities of residents*

1.1.5. This report forms the proposed Construction Traffic Management Plan (CTMP) to be prepared prior to commencement of the scheme to set out the approach to construction traffic for the site access road to Thorney Business Park.

1.2. Site Location and Context

1.2.1. Figure 1 shows an indicative arrangement of the proposed access scheme, including the existing and new alignments for highways. More detailed drawings of the scheme are included in Appendix A.

Figure 1: Proposed new access road – indicative (photo source: Bing Maps NTS)



1.2.2. The new Site Access Road is located on an area entirely within the ownership of Thorney Lane LLP. Prior to its purchase by Thorney Lane LLP, the Site was previously used by the railways and subsequently used for gravel extraction and landfill.

1.2.3. Planning permission was also granted in May 2024 for a new Data Centre entitled Data Centre Site 1 to the west of the business park (ref: PL/22/1775/FA). The Hybrid Application for the Data Centre will replace part of the existing Thorney Business Park. It includes demolition of existing buildings and structures, a detailed planning application for the construction of a commercial building to comprise the Data Centre use, and an outline planning application (all matters reserved except for access) for the commercial buildings to comprise data centre use (Use Class B8 or Sui Generis).

1.2.4. The Site Access Road will facilitate the delivery of the Data Centre Site 1 and the change of use of part of the site, as well as improving access to the retained areas of the Business Park. The change of use will lead to a significant reduction in the number of HGVs travelling to and from the Thorney Business Park, and through sensitive external areas such as Iver and Richings Park.

1.2.5. It should be noted that a further full planning application for the Site Access Road (ref: PL/24/2751/FA) has been submitted with the intention to make clear future access requirements for the Site, noting the Site's allocation for further development within The Ivers Neighbourhood Plan (adopted January 2023) with three phases proposed comprising:

- Phase 1 – Replacement of existing sub-standard site access road between Thorney Business Park (Data Centre Site 1) and Thorney Lane South tying into the existing junction arrangement at Thorney Lane South which is commensurate to current planning permission (ref: PL/22/1710/FA).

- Phase 2 – Provision of 'Central roundabout' to facilitate access to wider development as and when required including Development Site 2 (which is the remaining business park estate area) and Station Car Park.
- Phase 3 – Provision of new roundabout ('Thorney Lane South Roundabout') and associated tie-in to Site Access Road at Thorney Lane South to replace existing priority junction arrangement when traffic conditions require.

1.3. Report structure

1.3.1. Following the introductory chapter, the report contains the following chapters:

- Chapter 2 describes the development proposals and scope of construction works required for the new site access road to Thorney Business Park;
- Chapter 3 sets out the analysis of construction traffic issues, materials used, deliveries forecasts, staffing and on-site arrangements for the construction phase;
- Chapter 4 outlines the mitigation measures proposed; and
- Chapter 5 provides a summary of the CTMP.

2. Development Proposals

2.1. Introduction

2.1.1. This chapter sets out the site context, development proposals, construction works, bulk earthworks and construction phasing for the new site access road to Thorney Business Park.

2.2. Site Context

2.2.1. The Proposed Development is located on an area entirely within the ownership of Thorney Lane LLP. Prior to its purchase by Thorney Lane LLP, the Site was previously used by the railways and subsequently used for gravel extraction and landfill.

2.2.2. The location of the site is shown in Figure 1 in the previous chapter. The site postcode is SL0 9HF. It is located on land to the west of Thorney Lane South, south of the Grand Union Canal and north of the Great Western mainline railway. The access road is used as the sole access to the Thorney Business Park. The same access is also used by Network Rail for access to a depot site and to electrical/ signal control equipment. The scheme will provide an entirely new access arrangement to the remaining business park, the proposed Data Centre and to the assets operated by Network Rail.

2.3. Development proposals

2.3.1. The description of development under consented planning ref: PL/22/1710/FA is as follows:

"New access road to Thorney Business Park, new estate road to remaining industrial site, pedestrian route and cycleway, new landscaping, associated groundworks, drainage, services, lighting and removal of existing access road."

2.3.2. The Site Access Road layout (drawing reference no. IVR-EVO-HY-ZZ-DR-D-0100 P15 General Arrangement) is provided at **Appendix A** of this report.

2.3.3. The scheme has been developed to create an efficient and safe access to the development, which will be a Data Centre in part of the Thorney Business Park and retained businesses in the rest of the business park. The access road has taken into account land availability, constraints e.g. proximity to rail lands, utilities, highway standards, road safety, traffic capacity and composition, access to other land uses and different types of users, including pedestrians and cyclists.

2.3.4. Access to the Site is to be taken from Thorney Lane South via the existing priority junction which will remain. This in turn will connect to a new link road that will extend to the Data Centre and retained parts of the Business Park.

2.3.5. The connecting link road between Thorney Lane South and the developed business park will replace the current access road, which is narrow, has a poor alignment, inadequate drainage and no formal facilities for pedestrians and cyclists. The existing alignment will be entirely removed as part of the scheme.

2.3.6. An additional priority junction leading to an Estate Road will be formed on the new link to serve retained properties/ businesses in the business park – if needed although access in the interim is likely to be maintained by a haul road.

2.3.7. The access road and Estate Road are both 7.3m in width between channel lines. The access road will be kerbed for its entire length as will the temporary access road. On the southside of the access road there will be a grassed margin/verge of 2m width and a shared footway/ cycleway of 3m, under which there will be a private services corridor serving the Data Centre. On the northside of the link there will

be a 2m footway and verge under which 3m will be a private services corridor serving the Data Centre Site 1, with further 6m included to the north of verge to allow for other services in the future.

2.3.8. The Site Access Road and Estate Road have been designed as normal crowned roads. The access road has been designed in accordance with Design Manual for Road and Bridges (DMRB) for a 64kph (40mph) speed limit with a design speed of 70A kph, as agreed with the LHA to future proof its use as a relief road for Iver if needed, although the posted speed will be 30 mph.

2.3.9. The Estate Road will provide access to the retained business park if required. The Data Centre will have two permanent points of site access taken from the west end of the access road.

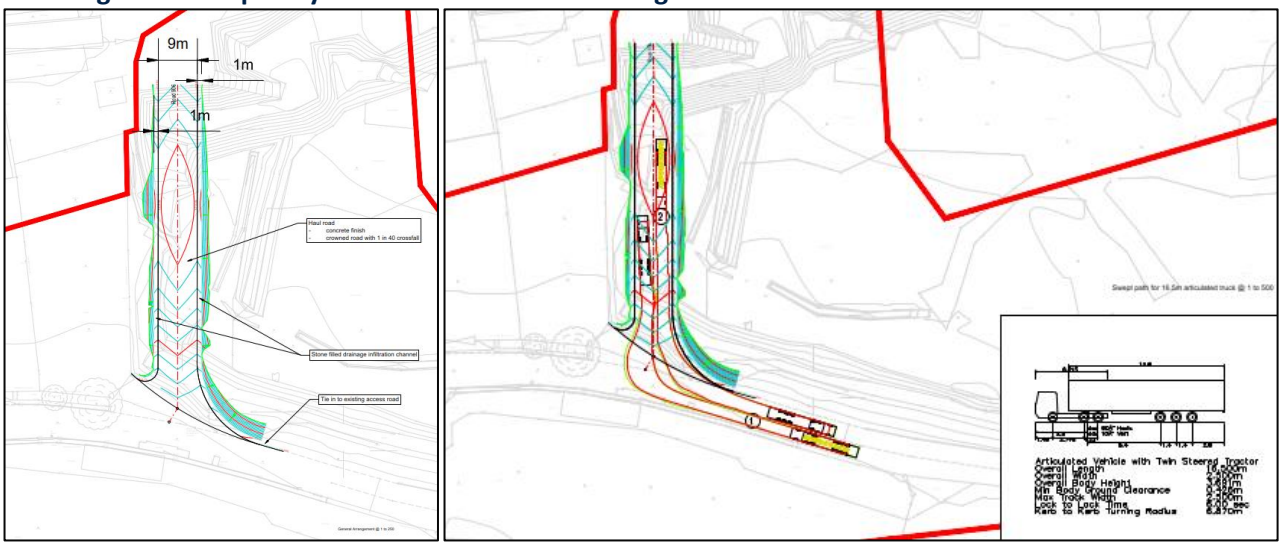
2.3.10. The old sections of the business park access road will be surplus to requirements and will be dug up for reuse or removed from the site. Highway regulatory and directional signage is included in the design. However, whilst the road is to be built to adoptable standards, it is proposed that the road will remain private in the short/ medium term.

2.4. Construction Works

2.4.1. The works have been broken down into the following stages:

- Haul Road - A temporary concrete haul road (complete) that will provide access to existing tenants on the Business Park fort he existing access road. This will remain in place during construction until the new access road is completed or the new Estate Road is available (See below).

Figure 2: Temporary Haul Road between Existing Access and Retained Business Park Area



- Mobilisation / preliminaries – the contractor will set up the works compound, including principal offices, servicing, stores and workshops, site access and workers welfare facilities and parking for site operative's vehicles. The temporary concrete haul road will be used to ensure continued access for the Thorney Business Park, neighbouring properties and businesses. Diversions for utilities and other appropriate licenses will need to be arranged.
  - Construction traffic movements related to site mobilisation are anticipated to be minimal. Transport implications have therefore not been considered in detail.
- Demolition – Demolition of site buildings has taken place as a separate package of work prior to the construction of the access road. Abandoned/redundant services may be required to be removed or grouted up and some drainage structures e.g. manholes, may need to be removed.

Materials that cannot be re-used but have to be removed from site will be taken to licensed waste and recycling centres.

- Clearance & earthworks – Vegetation, spoil clearance and bulk earthworks will be required initially. Removal of redundant kerbs, signs, drainage, fences and road surface will be undertaken only when appropriate traffic management is in place. Wherever possible, materials will be stored for reuse if appropriate. Materials that cannot be reused should be disposed of at the designated areas on-site or otherwise removed from the site and taken to licensed waste and recycling receivers.
- Excavation – Excavation for the road, including ponds, ditches and drainage scheme will be required. Excavated materials will be reused elsewhere on the scheme where possible, disposed on site, or removed from the site to licensed waste and recycling receivers. The location of known services will be reviewed prior to excavation and care will be taken when excavating near services.
- Construction works – the main elements of scheme construction include highways, drainage, electrical, landscaping and earthworks works as detailed below.
    - Highway works include:
      A new access road and central roundabout to serve the development of a Data Centre at Thorney Business Park, as well as maintaining access to the existing Network rails assets and retained business park area, comprising:
        - A 7.3m width kerbed tarmac carriageway over a length of approximately 1130m.
        - On the south side of the road, a 0.5m berm, 3.0m footway/ cycleway and 2m verge (included in this is a 5m reservations for a services corridor to the Data Centre).
        - On the north side of the road, a verge (which includes for landlord's utilities corridor) 2m footway (which includes for a 3m services corridor reservation to the Data Centre) and additional 6m space for future services corridors and a security bund along part of the length.

      A new estate access road to serve the existing tenants at Thorney Business Park comprising:

        - 7.3m width kerbed tarmac carriageway.
        - On the westside, a 2m verge.
        - On the eastside a 2m footway and a security bund.

      Other highways works include:

        - Tie in at the eastern end to the existing access road where it approaches the junction and a hammerhead turning area at the western end with a secondary access to the Data Centre.
        - A simple priority junction forming a primary access and secondary access to the Data Centre
- Redundant road surfaces will need to be removed.

2.4.2. No construction traffic movements / routing are expected in proximity to any existing Public Rights of Way in the area. The closest PRoW is IVE/15A/1 to the west, which is outside the extent of the highway works for the Site Access Road.

2.5. Landscaping and earthworks

2.5.1. A key element of the initial construction activities will be to undertake the bulk earthworks for the whole site. These works will include moving large quantities of soil or rock across the site in order to grade each area to a suitable level for specific construction purposes. A key objective will be to retain

as much spoils as possible on-site and to limit the requirement for the importing or removal of materials to off-site locations.

2.5.2. To understand the nature of engineering works required, a 'cut & fill' analysis has been undertaken based on the latest available design, i.e. where excavated material (cut) is located and is used to raise the level of other on site areas (fill). An indicative cut & fill model has been prepared to understand surface level variations across the site.

2.5.3. Table 1 shows the volume summaries for the cut & fill estimate. The analysis shows that a net estimate of c.30,000 m^3 of 'import' (may include reuse) fill material will be required following site levelling. Bulk earthworks calculations have been accounted for in each sub-phase of the construction programme.

Table 1: Cut & Fill Estimate

Cut & Fill	Cut (m^3)	Fill (m^3)	Net (m^3)
TOTALS	53,931	83,654	29,723

2.5.4. Landscape works will take place towards the end of the construction programme to enable completion of the public realm for the new site access and surrounding area.

2.6. Construction phasing

2.6.1. Subject to planning approval, construction of the Site Access Road is currently timetabled to commence in April 2025 with completion to binder (Stage 1) anticipated by January 2026 to enable access to Data Centre Site 1 for construction.

2.6.2. Construction of the new Site Access Road to the Thorney Business Park is programmed to take a total of 80 weeks (excluding contractor lead-in of 4 weeks), although the majority of the road construction will be completed within 40 weeks (excluding contractor lead-in). The programme is broken down into three key stages:

- Stage 1: Access Road Construction (to binder course)
- Stage 2: Installation of Data Centre utilities (in newly formed Service Corridors) by Data Centre Site 1
- Stage 3: Finishing of Site Access Road (including surface course and landscaping)

3. CONSTRUCTION TRAFFIC ANALYSIS

3.1. Introduction

3.1.1. This chapter considers the construction transport issues associated with the construction of the new Site Access Road for Thorney Business Park. It reflects the present level of information that is available about the construction of the Site Access Road.

3.2. Traffic Implications

3.2.1. This section sets out the traffic implications for the programme of construction works for the Site Access Road and the anticipated numbers of daily deliveries.

3.2.2. Information on the construction phase includes the latest programming information, which anticipates a build duration for Stage 1 of the Site access road of up to 8 months (40 weeks).

3.2.3. The following workstreams have been considered based on the build programme in terms of the number, size and type of construction vehicles required:

Table 2: Construction Programme by Workstream

Workstream	Stage 1 Site Access Road	Stage 2 Service Corridors	Stage 3 Completion / Finishing of Site Access Road
Mobilisation	Month 1		
Demolition	Month 2 to 4		
Clearance	Month 2 to 4	Month 9	
Groundworks	Month 5 to 7	Month 10 to 13	
Excavation		Month 10	
Construction Works	Month 4 to 8		Month 14 to 18
Hard and Soft Landscaping			Month 15 to 20
Completion / Finishing			Month 18 to 20

3.2.4. The construction of the Site Access Road will be broken down into discrete packages of work ('construction phases'), so that access to Thorney Business Park and the future Data Centre construction site can be maintained at all times, this means that a number of the workstreams will be ongoing throughout the build period (and during Stage 1 in particular).

3.2.5. It is anticipated that most of these works will be undertaken using Tipper trucks (i.e. 8 wheeler truck) assumed to have a 15 cubic metres capacity for muck-away and general fill and 16 cubic metres capacity for construction fill.

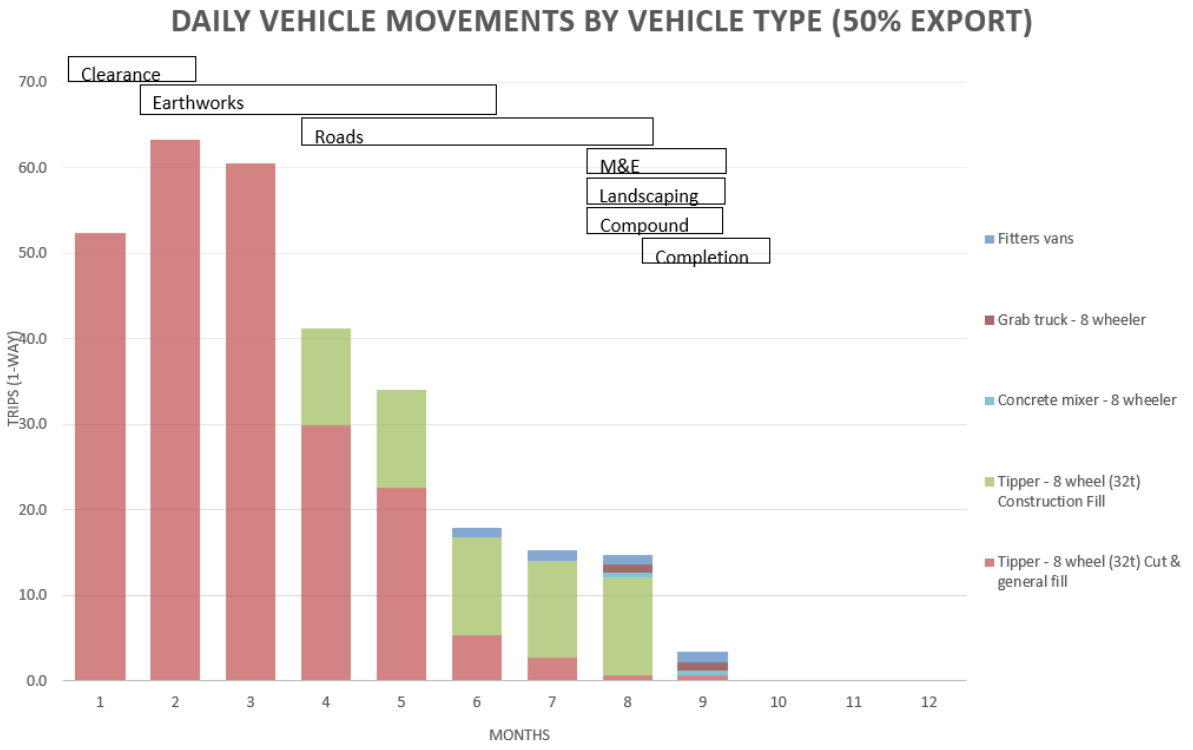
3.2.6. Assumptions have been made as to the likely proportions of spoils to be retained on site for reuse and to be removed off site for transfer to licensed waste recycling facilities, and these will be refined once the waste remediation strategy for the site is confirmed with it likely that amount of material re-used on site will increase. It is assumed that 25% of spoils will be retained on-site but will be stored and not

be reused for the construction works, 25% will be reused as part of the construction works, and 50% will be removed off site for transfer to licensed waste recycling facilities. The general fill to be imported has been offset by the 25% of spoils that have remained on site for reuse.

3.2.7. The results of the forecast for construction vehicles, expressed as the average number of vehicle movements per day per month, are shown in Figure 3. This is shown for Stage 1 only, as the majority of the works will be completed during this stage and will therefore be the period during which the highest level of construction traffic movements will be generated. Although for robustness traffic movements associated with completing the road (e.g. surfacing the road) have been included in Stage 1. Stage 2 will primarily be completed by Data Centre Site 1 and will comprise installation of services and utilities where the number of daily HGVs will be low.

3.2.8. It is anticipated that there will be a higher proportion of demolition, clearance and excavation related vehicles towards the beginning of the build and more construction works, landscaping and finishing related vehicles towards the end of the build. This forecast is solely for daily truck movements in the construction phase and does not include traffic related to construction staff vehicle movement, which is discussed later in this document.

Figure 3: Forecast of daily construction traffic movements



3.2.9. During Stage 1 and each phase within this, the first activities will be the demolition of existing hard surfacing (including sections of the old road, gravel and concrete areas), together with clearance of vegetation and existing landscaping and bunds. This will be followed by excavation for the new road. Ground works and majority earthworks to level the site in preparation for the construction works will start early in the work programme as progress continues across the site section by section. The first three months are anticipated to require on average approximately 50 HGVs (50+ IN and 50+ OUT) per day, reducing to less than 20 tipper trucks per day between Months 6 and 9 during an average weekday.

3.2.10. Road construction works are anticipated to start in Month 3 and to continue until the end of the Stage 1 works programme as progress continues across the site section by section.

3.2.11. Work on the final hard and soft landscaping and the final stages of the build will take place over Months 14 to 20 as the final section of the road construction is completed and following the installation of services for the Data Centre during Stage 2. Finishes will be required at the end of the programme. Average movements for finishes will be 10 movements per day (5 IN and 5 OUT).

3.2.12. It is important to note that all demolition relating to the redeveloped parts of the business park will be covered under a separate programme of work which is due to complete in early 2025 and prior to commencement of construction of the Site Access Road.

3.3. Construction access arrangements

3.3.1. Construction works will be accessed via the ghost island right-turn lane priority junction connecting the industrial estate road with Thorney Lane South. This junction benefits from wide kerb radii either side of the junction, which is suitable for the safe movement of Heavy Goods Vehicles required for the construction phase.

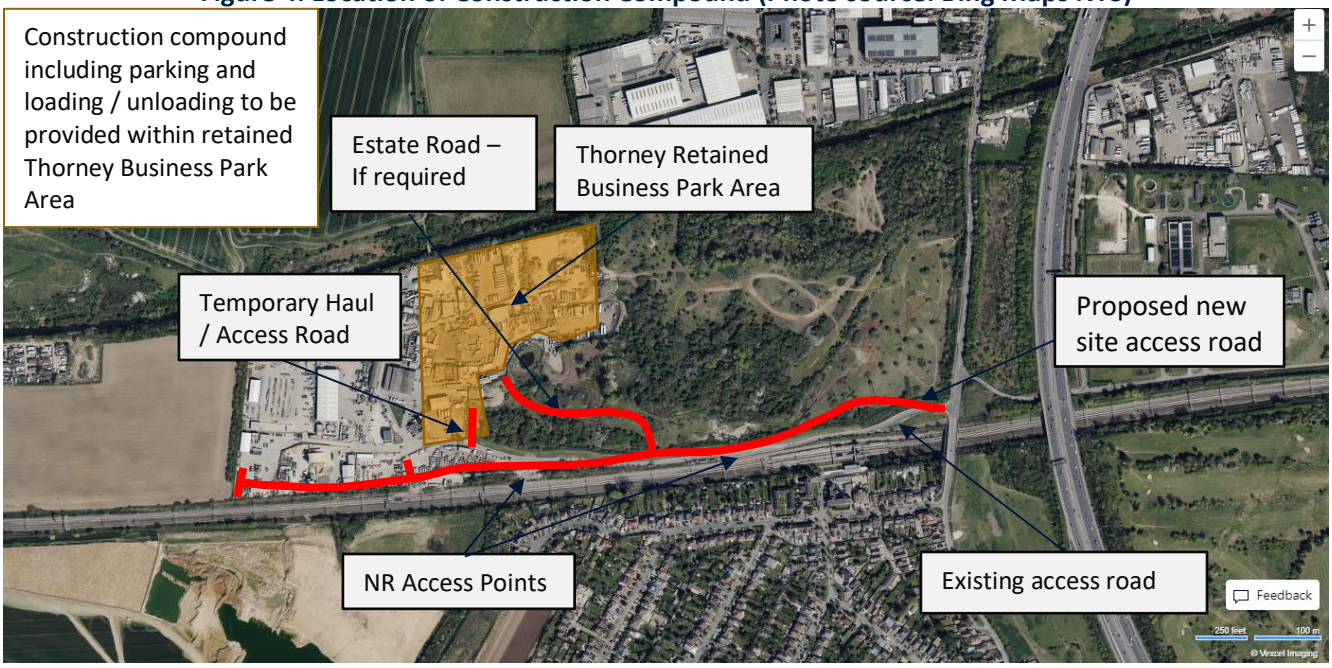
3.3.2. Visibility to the north of the existing site access junction is approximately 120m at a setback distance of 2.4m in accordance with DMRB guidance. Visibility to the south is across the new railway bridge located to the south of the junction and whilst constrained it is noted that this junction is regularly used by HGVs at present and there is no evidence to suggest that it is unsafe to be used as the construction site access.

3.3.3. The existing access to Data Centre Site 1 area and retained business park area premises is to be maintained until the construction of the Estate Road most likely through the haul road (shown in Appendix A). This will ensure that any disruptions to retained areas of the Business Park are kept to a minimum. Once completed and if required, the Estate Road will provide high quality access for all vehicles, including HGVs.

3.4. Construction compound

3.4.1. It is proposed that the contractor's site compound for the build is located adjacent to the temporary service road access to the retained parts of the Thorney Business Park, as shown in Figure 4.

Figure 4: Location of Construction Compound (Photo source: Bing Maps NTS)



3.4.2. The location of the construction compound means that it will be possible to use existing hardstanding, which should minimise construction set-up time and help with muck control. It will be positioned to avoid constraints within the build area for the Site Access Road and the more sensitive ecological areas to the east of the Business Park. Initially, the area can be accessed via the existing industrial estate road followed by the Haul Road or Estate Road (once constructed).

3.4.3. The compound will be used to store plant and materials, and will also include space for unloading / loading either within or immediately adjacent to the compound. Temporary loading / unloading areas may also be created along the route set back from the routes, for example, for distribution of general fill for earthworks. .

3.4.4. The interface between the construction compound and access road throughout the build programme will need to be carefully monitored to ensure that any impacts to existing site users are kept to a minimum. Further details are found with the mitigation section in Chapter 4.

3.5. Construction workers

3.5.1. Construction works are likely to require 20-40 construction workers on site at any one time. Construction workers are expected to arrive in cars, vans or public transport given the location of the site close to Iver Station and will typically share vehicles to travel to/from the site. Arrival times will primarily be in the hour preceding construction start with departure in the hour following construction end, so between 07:00-08:00 and 18:00-19:00.

3.5.2. Parking areas for these site operatives will be made available in the construction compound or within the remaining yard areas immediately adjacent to the compound, as shown in orange in Figure 4.

4. CONSTRUCTION MANAGEMENT AND MITIGATION

4.1. Introduction

4.1.1. Mitigation measures help to ensure that any impacts related to the construction works are identified and addressed. Designated appropriate vehicle route and effective management of site deliveries are important considerations for mitigating potential impact. In addition, the following sections detail the further mitigation measures proposed for the construction works.

4.2. Management of deliveries

4.2.1. The following measures are proposed to effectively manage site deliveries:

- All deliveries are pre-booked and allocated set arrival times.
- Delivery instructions are sent to all suppliers and sub-contractors setting out route restrictions, arrival procedures and delivery protocols.
- Suppliers call the site office in advance of their arrival time to confirm that they are expected and the loading area is available.
- Loading and collection areas are cleared of vehicles and materials before the next delivery arrives.
- Contractors and deliveries vehicles should not be allowed to park or stand idle on the surrounding highways. Sufficient space is available for a waiting area off the public highway.

4.3. Construction Personnel

4.3.1. During the construction timeline, the number of construction workers that will be employed on site is likely to range from 20 to 40 construction workers at any one time. The percentage mode share for driving a car, van or motorcycle to work in South Bucks 008 MSOA, in which the site falls, is 80%. This therefore indicates that between 16 and 32 cars may travel to site in the AM and travel from site in the PM. However, as a construction site there will be opportunities to organise / encourage multiple occupant car journeys, whilst the proximity of the site to Iver Station will also afford the potential for some construction workers to arrive by rail.

4.3.2. The contractor, where feasible, will seek to recruit construction workers from the local area. This will help maximise the potential for construction workers to walk, cycle and use public transport to access the site. The developer will also engage with BC to discuss relevant local employment and skills leads with the hope of ensuring that a minimum of 10% of the total workforce are from the local area.

4.3.3. All car parking for the Contractor's workforce will be accommodated on site. Space for vehicle and cycle parking will be set aside in the construction compound. The Contractor will also identify opportunities to encourage construction workers to travel to the site by sustainable modes. This will include considering the option of a shared mini-bus service to collect staff arriving by train or residing locally and/or car sharing.

4.4. Vehicle routes

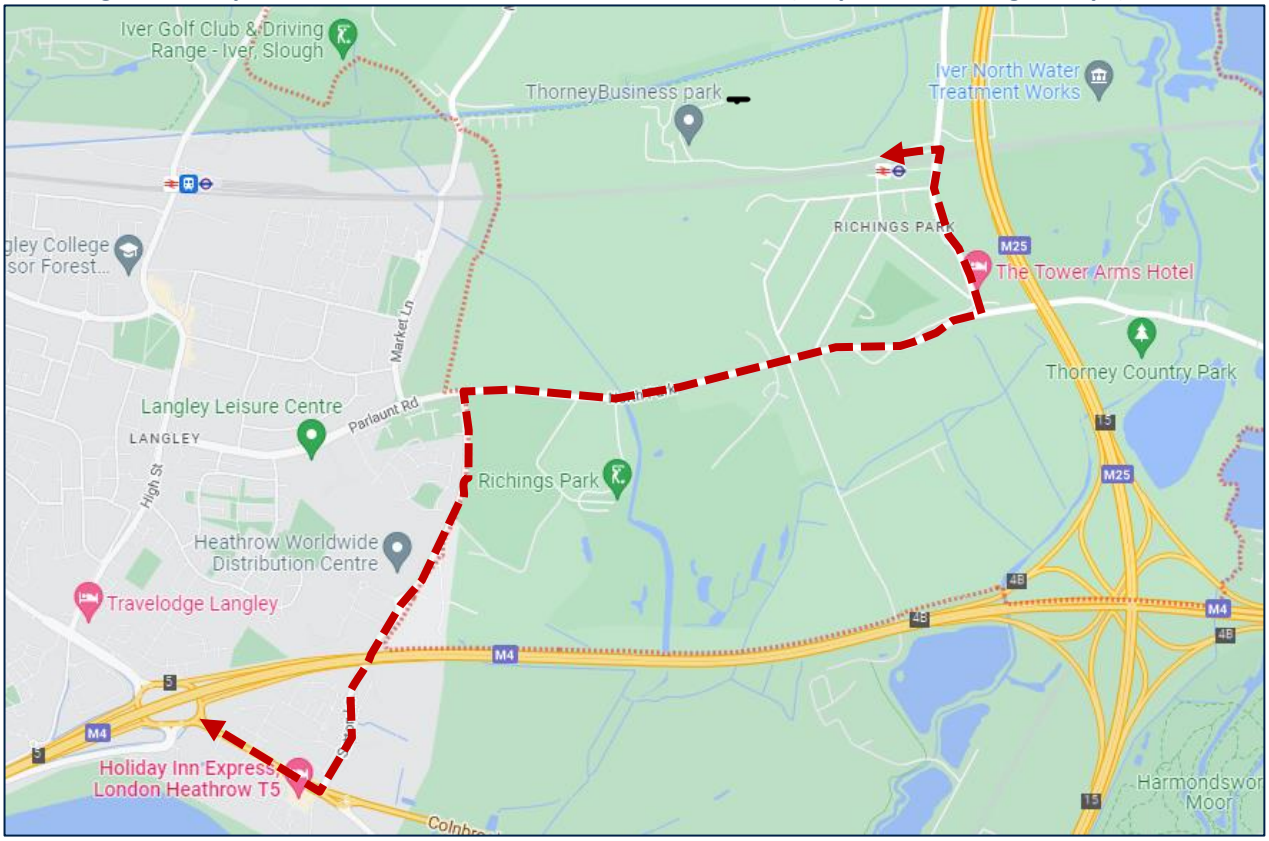
4.4.1. Authorised routes for construction vehicles need to be carefully managed to ensure that any adverse effects are appropriately mitigated. This is important in minimising disruption to local people, preventing damage to the environment and ensuring effective health and safety during construction. HGVs can have a negative impact on local communities, particularly if they use inappropriate routes.

4.4.2. The Contractor will also utilise websites such as www.lorryroute/go/freight-journey-planner to plan routes for specific sizes of vehicles and identify where to stop legally. The Site Manager or Banksman

will keep up to date on scheduled roadworks, events and incidents in the area using the http://roadworks.org/ website.

4.4.3. Dedicated routes for construction vehicles travelling to and from the site are shown in below and will for agreement with BC as the LHA. Given existing weight and height restrictions in the area for HGVs, it is expected that HGV traffic will route from the south-west via M4 Junction 5, routing through Sutton Lane and North Park and onto Thorney Lane South (see Figure 5).

Figure 5: Proposed Vehicle Routes for Construction Traffic (Map Source: Google Maps)



4.4.4. Routes will avoid construction vehicles passing through Iver village. Construction HGV movements will be lower than the typical daily HGV movements associated with those parts of the existing Business Park to be redeveloped.

4.4.5. The routes will be shared with the contractors and sub-contractors as part of the site briefing process by the Construction Site Manager.

4.5. Hours of operation

4.5.1. Construction activities will take place on-site from Monday to Friday between 08:00 and 18:00 with a half day on Saturday (08:00 – 13:00).

4.5.2. The contractor will need to consider the impacts of operating hours on the local road network and neighbouring premises / communities. Construction traffic hours for the delivery of materials, mucking away and delivery of plant will be set to avoid peak travel times in the mornings and afternoons where possible. This will help to avoid contributing to traffic congestion. It is understood that some flexibility will be required to cover deliveries delayed on the wider road network, just-in time delivery e.g. concrete pours, or a construction task that overruns that cannot be halted.

4.5.3. Where possible, all deliveries by goods vehicles (>7.5 tonnes) will be undertaken outside of the highway peak periods of 08:00-09:00hrs and 17:00-18:00hrs.

4.5.4. If required, site security personnel may be present on site up to 24 hrs/ 7days a week.

4.6. Large deliveries

4.6.1. Over-sized loads and longer than maximum standard length articulated lorry movements may require special temporary traffic management measures e.g. temporary road closures, although this is anticipated to occur very infrequently and outside of peak traffic times.

4.6.2. Abnormal load movements (probably by low loader) will need to be planned in advance although it is not expected that there will be any for the road build. The contractor will need to undertake appropriate risk assessment and passage of any abnormal loads will need to be agreed with the Local Highway Authority and the police if required. Banksmen may be required to accompany the abnormal loads.

4.6.3. A register of any non-road mobile machinery (NRMM) used on site will be kept and can be provided to Buckinghamshire Council in advance of its use. All NRMM are to use ultra-low sulphur tax-exempt diesel (ULSD) where feasible.

4.7. Limiting disruption to local communities

4.7.1. Deliveries and construction traffic activities will need to be managed to ensure that disruption to local communities is kept to a minimum. Emergency access, including access for fire and other emergency vehicles, is to be maintained at all times. In addition, access to the retained part of the Business Park and to Network Rail premises will be retained throughout this construction programme. Site users will be adequately forewarned of any disruption, route closures or alternative routes by the Site Manager.

4.8. Interface with pedestrians and other site users

4.8.1. There is anticipated to be a limited impact on pedestrian routes in the area as construction will take place away from most areas currently used by pedestrians. Given the location of the Site there are unlikely to be many pedestrians, however any pedestrian routes will need to be retained at all times. The construction site will be adjacent to the existing Business Park and access to these premises will need to be retained, so the appointed contractor will need to ensure that any potential conflicts are appropriately managed.

4.8.2. Care will be needed to ensure that road safety is maintained at the construction site access, the construction compound, and at any other points of interfaces between construction vehicles and general traffic in the area.

4.8.3. For construction vehicles travelling to the site, special precautions will need to be taken to ensure the footways are protected from construction traffic e.g. using hoardings or temporary water filled traffic barriers. In addition, the routing agreement to the site has been designed to ensure that sensitive roads are avoided.

4.8.4. At the construction site access, where appropriate, pedestrian barriers and directional signage may need to be used. The interface between the construction traffic and any pedestrians will be carefully monitored by a site gatesman, although conflicts between these movements are expected to be minimal.

4.8.5. No construction traffic movements are expected in proximity to the existing Public Rights of Way. The closest PRoW is IVE/15A/1 to the west, which is outside the extent of the highway works for the Site Access Road and clear of any potential interaction with construction traffic. If any works are required

close to the PRoW then appropriate fencing and hoarding would be installed to maintain clear separation.

4.9. Hoardings, barriers and signing

4.9.1. To ensure public safety, a secure hoarding or fencing will be provided around the perimeter of the site construction area. Access points will have suitable barriers with lockable entries.

4.9.2. Signing will be provided leading to the site to direct vehicles to the appropriate construction access points.

4.10. Noise & Vibration Control

4.10.1. The Client will endeavour to keep noise levels to a minimum at all times. Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce and control noise and vibration.

4.10.2. The quietest / lowest impact processes that are reasonably practicable will be employed on site to carry out the construction works. Other measures to be implemented to minimise noise are:

- No construction works, without prior approval from BC will take place outside the aforementioned core hours;
- The quietest vehicles and plant shall be used as far as is reasonably practicable;
- Keep voices and conversation outside the site perimeter to a minimum and low in volume;
- Ground activities that excite significant vibration levels around the frequency range 10 – 40 Hz will be discouraged whenever practical alternatives can be found;
- No banging of doors, gates or other objects;
- No machinery starting up on site before the designated start times;
- Locating plant, equipment, storage areas and worksites away from the remaining business park entrance where reasonably practicable;
- Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens;
- Fixed items of construction machinery will be electrically powered rather than powered by diesel or petrol (where feasible);
- Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum;
- No engines left running on vehicles unloading / loading;
- Construction personnel carefully placing waste into vehicles when loading;
- Using low impact and low volume machinery and tools where possible; and
- Local residents will be advised of the start and finishing dates/times of particularly noisy works and these will be timed to minimise disruption.

4.10.3. The Site Manager will inform all neighbours and neighbouring residents in advance of noisy works and will, in accordance with Section 72 of the Control of Pollution Act 1974, take best practicable means to minimise noise and vibration. The various measures outline above will be employed to help minimise noise generated by the site.

4.10.4. In the event that noise levels are high, or a complaint or concern is raised, an immediate review will be carried out to establish the degree of noise created and to establish how to best develop a solution

4.11. Drainage, contamination and dust suppression

4.11.1. Drainage issues during the construction phase will be dealt with under the temporary works package to ensure satisfactory management of surface water from the site during construction.

4.11.2. Together with the construction drainage scheme, there are a number of management issues that can assist with flooding, drainage and pollution matters in the construction phase. These include delivery of a Construction Environmental Management Plan and Best Practical Means for contaminated earth, water management, water conservation and dust suppression.

4.11.3. Wheel washing and dust suppression measures will be implemented as required with wheel washing points to be provided at the exit to the Construction Compound. Wheel washing will minimise the spread of materials from the area of excavation and construction. In addition, if needed the local roads will be periodically cleaned to remove any residual soiling. Dust suppression will consist of damping down dust accumulation from loads and on surfaces.

4.11.4. Site clearance, demolition and excavated spoils will be retained and reused on site where possible as a means of limiting dust and dirt being transferred to the surrounding highways and local area.

4.12. Monitoring and Management

4.12.1. The CTMP will need to be managed and monitored to ensure it remains effective. A record of all deliveries will be kept at the point of delivery and will include origin of the materials. Monthly reports should be produced showing the number and type of deliveries. The monthly reports will therefore help identify any required changes to the CTMP.

4.13. Considerate Constructors Scheme (CSS)

4.13.1. The appointed contractor should be registered with CSS or a similar scheme, or have the site registered. A member of the contractor's team should be designated as the 'liaison officer' to engage with the local community and to address any points of concern that are raised by them.

4.14. Health and Safety/ CDM obligations

4.14.1. Health and Safety, and the requirements of the Construction (Design & Management) Regulations 2015, will need to be complied with as an integral part of the design and management of the construction phase. The CDM Regulations place a number of specific duties on Clients, the extent of which varies with the type of project involved. For most projects the client will be required to appoint a Principal Designer and Contractor before significant detailed design works are undertaken.

5. Summary

5.1.1. Evoke has been commissioned by Thorney Lane LLP (the client) to provide construction traffic advice in support of the planning application for a high-quality, purpose-built access road (hereafter referred to as the 'Site Access Road') to Thorney Business Park, Iver.

5.1.2. Planning permission (ref: PL/22/1710/FA) for a new Site Access Road at Thorney Business Park was granted in May 2024. As part of the permission Buckinghamshire Council conditioned that a full Construction Traffic Management Plan (CTMP) be prepared and agreed prior to commencement of development.

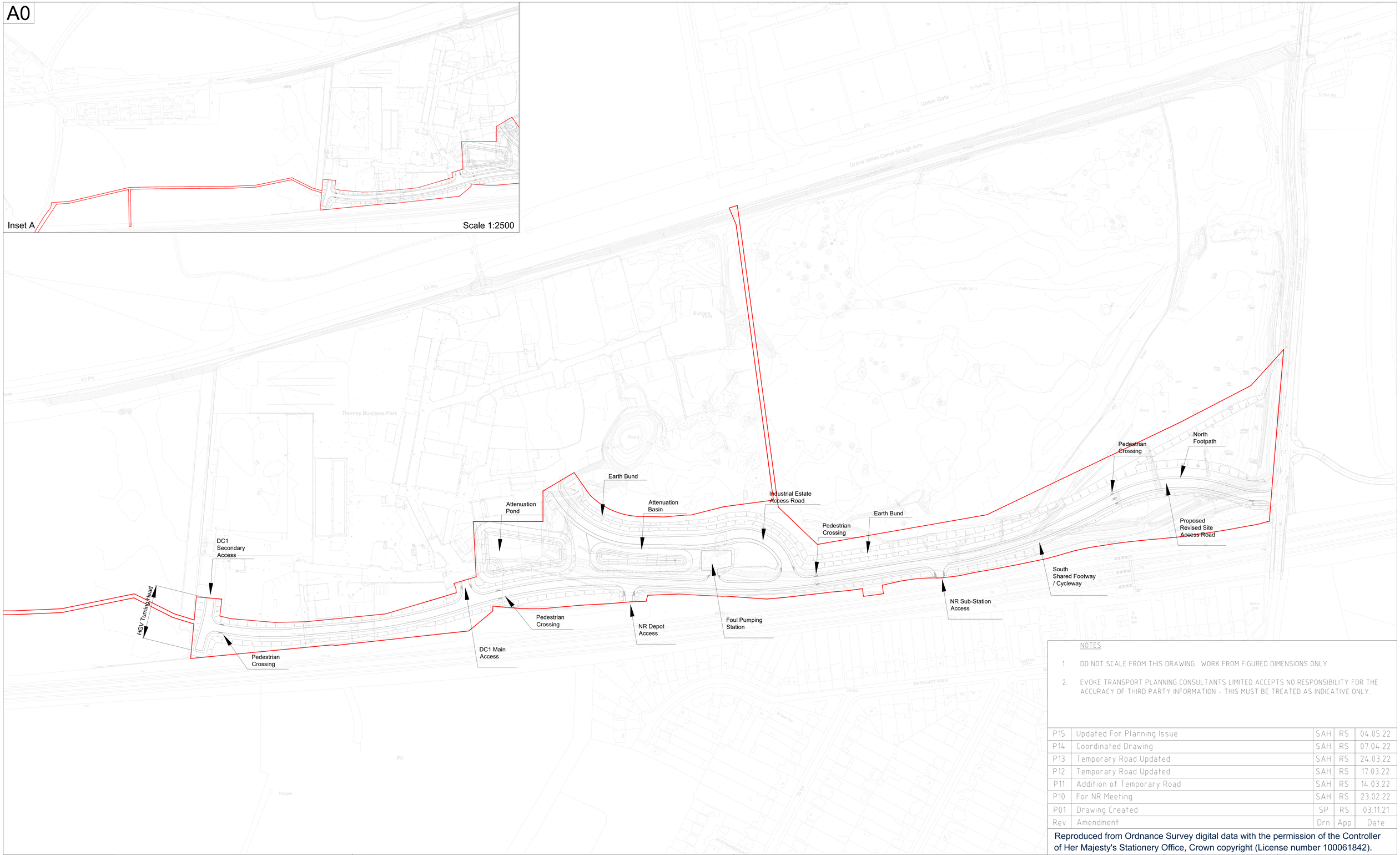
5.1.3. This report has therefore provided details of the CTMP for the new Site Access Road, and associated works, to the Thorney Business Park site. It supports the pre-construction advice for the delivery of these new access arrangements and addresses the requirements set out by Condition 6 of the permitted Site Access Road application (PL/22/1710/FA). Table 3 summarises how each detail required by Condition 6 has been addressed within the CTMP.

Table 3: Summary of CTMP Details

Condition Details Required	Details provided within the CTMP
A construction programme	A summary of the construction programme is provided at Table 2
The accessing and routing of construction vehicles,	See Section 4.5 for construction vehicle routing and Section 3.3 for access details. Access will be provided from Thorney Lane South via the existing Site Access Junction which frequently accommodates large vehicles given the nature of the site. With consideration to existing weight and height restrictions in the area for HGVs and to avoid sensitive receptors, HGV traffic will route from the south-west via M4 Junction 5, routing through Sutton Lane and North Park and on to Thorney Lane South
Number of HGV movements	Projected HGV movements have been set out at Figure 3 for the primary stage of the Site Access Road construction which will take c.9 months. On average c.50 HGVs (50 in and 50 out) per day are expected for the first three months, reducing to less than 20 HGVs per day (20 in and 20 out) between Months 6 and 9. Construction HGV movements are anticipated to be lower than the typical daily HGV movements associated with those parts of the existing Business Park to be redeveloped and which will be demolished in advance of the start of the works.
Measures/systems to manage HGV construction traffic	Management measures and systems for HGV construction traffic are outlined at Chapter 4 of this report. This includes specific routing, delivery management systems, timing of deliveries, noise, dust and muck suppression and encouraging car sharing by construction staff.
Details of construction traffic movements/routing within the site in proximity to the existing public rights of ways and any measures necessary to ensure the safety and convenience of pedestrians using the Public Right of Ways	No construction traffic movements are expected in proximity to the existing Public Rights of Way. The closest PRoW is IVE/15A/1 to the west, which is outside the extent of the highway works for the Site Access Road.
The parking of vehicles of site operatives and visitors	Details of construction workers and parking for operatives and visitors is provided at Section 3.5. Parking will be provided within the Site Compound or adjacent to this within the existing yard area within the retained industrial estate which will remain within the ownership of Thorney Lane LLP.
Loading and unloading of plant and materials	Loading and unloading will be undertaken within the Site Compound and adjacent to the private access road (if required). In the case of the latter specific set down points will be created. See Section 3.4 for further detail and Appendix A.
Storage of plant and materials used in constructing the development	Plant and materials will be stored within the Site compound (see Section 3.4 for further details and Appendix A).
Wheel washing facilities	See Section 4.12. Wheel washing facilities will be located at the exit to the site compound. Road cleaning will also be provided periodically.

Appendix A – Permitted Site Access Road (PL/22/1710/FA)

A0



NOTES

1. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
2. EVOKE TRANSPORT PLANNING CONSULTANTS LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF THIRD PARTY INFORMATION - THIS MUST BE TREATED AS INDICATIVE ONLY.

Rev	Amendment	Drn	App	Date
P15	Updated For Planning Issue	SAH	RS	04.05.22
P14	Coordinated Drawing	SAH	RS	07.04.22
P13	Temporary Road Updated	SAH	RS	24.03.22
P12	Temporary Road Updated	SAH	RS	17.03.22
P11	Addition of Temporary Road	SAH	RS	14.03.22
P10	For NR Meeting	SAH	RS	23.02.22
P01	Drawing Created	SP	RS	03.11.21

EVOKE

Evoke Transport Consultants Limited
The White Building
33 King's Road
Reading RG1 3AR

Telephone: 01183 800 182
E: info@evoketransport.co.uk
W: www.evoketransport.co.uk

Project Name
ACCESS ROAD TO THORNEY BUSINESS PARK, IVER

Drawing Title
GENERAL ARRANGEMENTS

Client
THORNEY LANE LLP

Drawn by	Approved by	Date
SP	RS	04.05.22

Scale	Job No
1:1250	R-21-0005

Drawing No	Rev
IVR-EVO-HY-ZZ-DR-D-0100	P15

Appendix B – Updated Site Access Road Application (PL/24/2751/FA)

A1

DC1 secondary access
Pedestrian and cycle crossing
Pedestrian and cycle crossing
HGV turning head
Vehicle containment kerbs and bollards
West field - route of drainage outfall
Retaining wall
DC1 site
French drain to southern boundary
Inset A (1:1250)
Estate Road to Thorney Lane Business Park
Planning red line boundary
Temporary haul road
Field ditch
Security earth bund
Verge reservation for services corridor
0.5m berm
3m footway/ cycleway (including DC1 service corridor)
2m verge (landlord services)
7.3m carriageway
2m verge (part of DC1 services corridor)
3m footway/ cycleway (including DC1 services corridor)
0.5m berm
Barrier controlled access
12m services corridor
Access to/ from carriageway to cycleway
Central hatching on wider bend section of the carriageway
Maintenance access gate
New earth bund
Pedestrian crossing and refuge
Access road tie in to existing ghost island priority junction
Attenuation pond
NR depot access
Security gate to Thorney Business Park
French drain to southern boundary
French drain to southern boundary
Crossover access to NR sub-station compound
Service layby for NR and Utilities with lockable gate to protect access
North side of east culvert under railway line
See inset A
Pedestrian crossing
Estate's compound
Foul pump station
DC1 main access
DC1 site
French drain to southern boundary
Planning red line boundary
20 0 20 40 60 80 100
Metres

NOTES

- Not for construction

REV	NAME	CHECK	DATE	NATURE OF REVISION
P02	SH	RS	06/08/24	Client update to tenant's road
P01	SH	RS	17/07/24	Drawing Created

REVISIONS

R+ BUILDING • 2 BLAGRAVE STREET • READING • RG1 3AZ
T 01183 800 182
E info@evoketransport.co.uk
W www.evoketransport.co.uk
Registered in England & Wales No. 11750776

EVOKE

Evoke Project No. R-22-0077

Dwg. No:	IVR-EVO-H7-ZZ-SK-D-0101
Rev:	P02
STATUS:	S8-Issued for Planning
SCALE:	1:1250
PAPER SIZE:	@ A1
Project Title:	Access Road to Thorney Business Park
Drawing Title:	General Arrangement PHASE 1
Client:	Thorney Lane LLP

A1

NOTES

- Not for construction

REV	NAME	CHECK	DATE	NATURE OF REVISION
P02	SH	RS	06/08/24	Client update to tenant's road
P01	SH	RS	17/07/24	Drawing Created

REVISIONS

R+ BUILDING • 2 BLAGRAVE STREET • READING • RG1 3AZ
T 01183 800 182
E info@evoketransport.co.uk
W www.evoketransport.co.uk
Registered in England & Wales No. 11750776

EVOKE

Evoke Project No.	R-22-0077
Dwg. No:	IVR-EVO-H7-ZZ-SK-D-0102
Rev:	P02
STATUS:	S8-Issued for Planning
SCALE:	1:1250
PAPER SIZE:	@ A1
Project Title:	Access Road to Thorney Business Park
Drawing Title:	General Arrangement PHASE II
Client:	Thorney Lane LLP

A1

NOTES

- Not for construction

REV	NAME	CHECK	DATE	NATURE OF REVISION
P02	SH	RS	06/08/24	Client update to tenant's road
P01	SH	RS	17/07/24	Drawing Created

REVISIONS

R+ BUILDING • 2 BLAGRAVE STREET • READING • RG1 3AZ

T 01183 800 182
E info@evoketransport.co.uk
W www.evoketransport.co.uk

Registered in England & Wales No. 11750776

Evoke Project No. R-22-0077

STATUS:	S8-Issued for Planning
SCALE:	1:1250
PAPER SIZE:	@ A1
Dwg. No:	IVR-EVO-H7-ZZ-SK-D-0103
Rev:	P02
Project Title:	Access Road to Thorney Business Park
Drawing Title:	General Arrangement PHASE III
Client:	Thorney Lane LLP