Construction Traffic Management Plan

Erection Of Agricultural Building
Land South West of Top Farm, Erbistock, Wrexham, LL13 0DG

For Harmin Agriculture



August 2024 – Rev A DOC Application

1.1. Introduction

The application site measures c0.55ha and forms part of a larger, essentially linear shaped agricultural holding (registration number 56/059/0012) that measures 9.65ha, which was acquired by the applicant in 2022. It has been farmed for wheat and silage, with some sheep grazing at certain times of the year.

The holding adjoins a narrow country lane (Plas Goulbourne Lane) that runs from the A539 to Erbistock village and the river Dee. The lane forms the land's northwestern boundary, with an extensive belt of mature woodland lying immediately to the south and east of the site.

There are a number of field gates/accesses into the land, including one that has been recently formed off an unclassified side lane (no through road) that runs southwards from Plas Goulbourne Lane to provide access to Plas Pen Y Bryn, a listed building c50m to the southwest of the application site, and to another dwelling (Tinkers Brook Cottage).

Planning permission ref: P/2024/0323 was granted 5th August 2024

This traffic management strategy for the project is one of minimising the interface wherever possible between public and site traffic, and reducing the number of deliveries were practicable, including the staging of deliveries such that the volume of traffic is kept as even as possible avoiding peaks, and controlling vehicular movements entering and leaving the site

This document provides practical guidance on the planning of these issues, the control measures that will be implemented and highlights the points for consideration and necessary actions and will be developed by the principal contractor when appointed

The document provides information to discharge planning condition No 4

1.2 The Site

Excavated materials will be kept onsite and alleviate the need for heavy vehicles leaving site and avoid the need to take spoil to offsite.

The contractor's compound would be laid to clean stone to enable site vehicles to park in a designated area and leave site without soiling the adjacent highway. Where ever possible, excavation works would be carried out during summer months. Wheel washing facilities are not thought to be necessary for the above reasons, however a high-pressure washer will be available onsite for wheel washing, if required. Systems would be reviewed as work progresses and would comply with regulations in force.

Unloading of plant and materials would be in accordance with detailed Method Statement agreed with the Principal Designer and would provide for vehicles load/unload on hard-standing with a designated turning area to allow vehicles to leave site in a forward gear.

Dust and emissions will be kept to a minimum and there will be no demolition work to be carried out as part of the planning permission. No bonfires will be allowed on site and there will be solid barriers erected around sensitive work and damping down with water will be carried out as necessary. Waste skips are to be kept covered and removed on a regular basis and vehicles must switch off engines and not to be left to idle. Vehicle routes to be hard surfaced and all vehicles entering or leaving site must be covered. There will be no stocking of fuel on site, fuel will be brought to site in appropriate containers on a daily basis and re-fuelling of plant will take place in a designated area.

All plant and vehicle will be maintained in good working order with particular attention to exhaust and noise control. Perishable Materials will be stored in lockable containers. Stockpiles will be covered as appropriate

1.3 Traffic Management Plan

Site deliveries will be from the north west along Plas Goulbourne Lane. Immediately upon commencement, all deliveries, operatives and visitors to the Project will report to the Site Manager, who will communicate to all the contents of this TMP

They will be inducted by company staff, and be informed of emergency procedures, assembly points, first aid, site rules, and location of welfare facilities, etc, at this time. They will be instructed to sign in and out each day.

An integral part to the progress meetings held with all trade contractors is the delivery schedule. All contractors are required to give details of proposed timing of material deliveries to the site. At this stage they will be given a specific area for delivery.

The traffic management plan and the control measures therein are included within all trade contractor tender enquiries to ensure early understanding and acceptance / compliance with the rules that will be enforced on this project.

The Site Manager will conduct regular inspections as part of his daily duties to ensure the integrity of site roads, entrance is maintained and kept clear of mud at all times.

Under no circumstances will Lorries, vans be allowed to lay-up in surrounding roads.

1.4 Delivery Vehicles / Laying Up

1. Delivery hours will be limited to working hours and subcontractors will be reminded of this
2. This will take place in the area shown on the appended drawing and will be by means of telescopic handler, if necessary, vehicles will leave site in forward gear.
3. Deliveries are booked in with the Site Manager and logged on the delivery schedule, located in the Site Office.
4. Persistent offenders will be reported to the Site Manager, who will action with the directors of the offending company

1.5 Site Administration:

The site administration and management will be the responsibility of the principal contractor who together with Senior Management will:

a) Ensure that subcontractors and suppliers adhere to procedures set out in the pre-site conditions by booking in deliveries giving the required notices.

b) Prevent unauthorised contractors parking along Plas Goulbourne Lane. All personnel in the team will be in contact with each other and site management who in turn will have mobile telephone contact with the subcontractors.

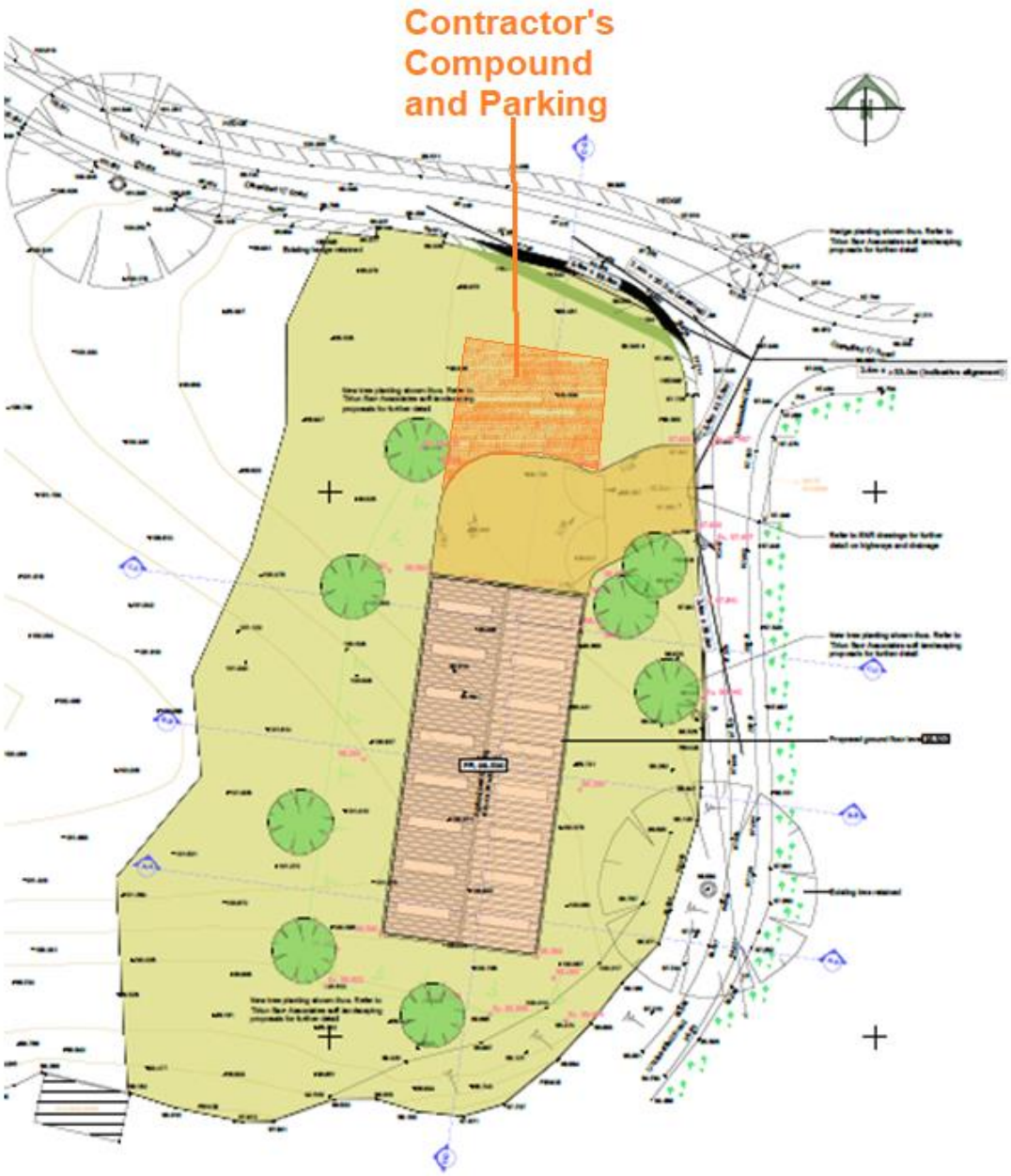
c) Maintain roads in a clean and safe condition.

It is recognised that all deliveries may not be notified; such deliveries are usually smaller, deliveries by third parties and on occasion simply not booked in. Deliveries from overseas often have difficulty in provided accurate arrival times. The Site Manager will then manage the delivery situation with the priority to get the vehicle off the shared road system and within the site. Other options open to the team are to send deliverables away (persistent offenders). No delivery vehicles will not be allowed to lay-up along or adjacent to public roads. Concrete, Stone delivery wagons will not be booked in but these generally occur early on the project when other deliveries are less numerous.

1.6 Access, Egress & Contractor Car Parking

Temporary road signage will be in accordance with Chapter 8, Signs for Road Works and Temporary situations

A 2.4m high Heras fencing will be erected to the perimeter of the site with gates at the site entrance. The fencing and gate to the entrance to the site will be set back to allow vehicles to be clear of the road when accessing the site. There will be sufficient room on site for vehicles to turn on site and leave in forward gear.



Contractor’s Compound & Parking Areas