CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Ingledene,

Wynnstay Lane,

Marford,

LL12 8LF

Planning Permission P/2023/0756FUL

Developer: Cameron Robson

Table of Contents

1 Introduction 3

2 Existing Conditions 4

3 Proposed Development 5

4 Vehicular Access Arrangements 7

5 Construction Traffic Management Measures 7

6 Summary & Conclusion 8

Appendix *Red Lion Parking Permission* 10

1 Introduction

1.1 This Construction Traffic Management Plan (CTMP) has been prepared for the development of a new building adjoining Ingledene on Wynnstay Lane, Marford, LL12 8LF shown below.



1.2 The purpose and aim of this CTMP is to outline the measures to be followed by all persons and companies visiting, travelling, or delivering items to the site. The guidance will provide information on the safest and best practice procedures to follow when considering movements to and from site by all construction vehicles.

1.3 Following this plan will help to reduce the negative effects of off-site construction traffic on the local environment. It will set a standard to follow which has the safety of all road users as its core value.

1.4 This is a live document and is subject to change as the scope of work develops and site conditions change.

1.5 The content of the CTMP will be communicated at the following appropriate points:

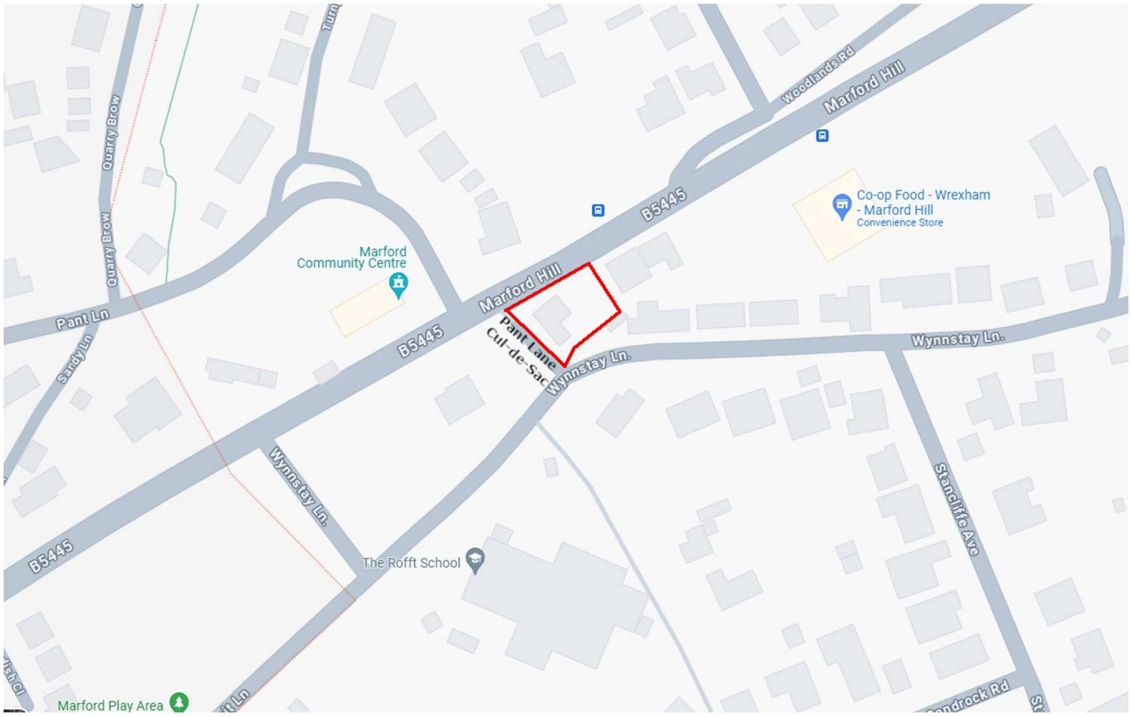
- Sub-contractor Tender Enquiries
- The Pre-Start Health, Safety and Environmental meetings
- All site inductions will include a section on the CTMP
- During on-going Toolbox Talks throughout the course of the works

1.6 Throughout the period of the works a nominated member of staff will act as a point of contact to manage liaison and handle local issues and points of concern.

2 Existing Conditions

Location

2.1 The site is shown in the context of the surrounding transport network in Appendix 2.



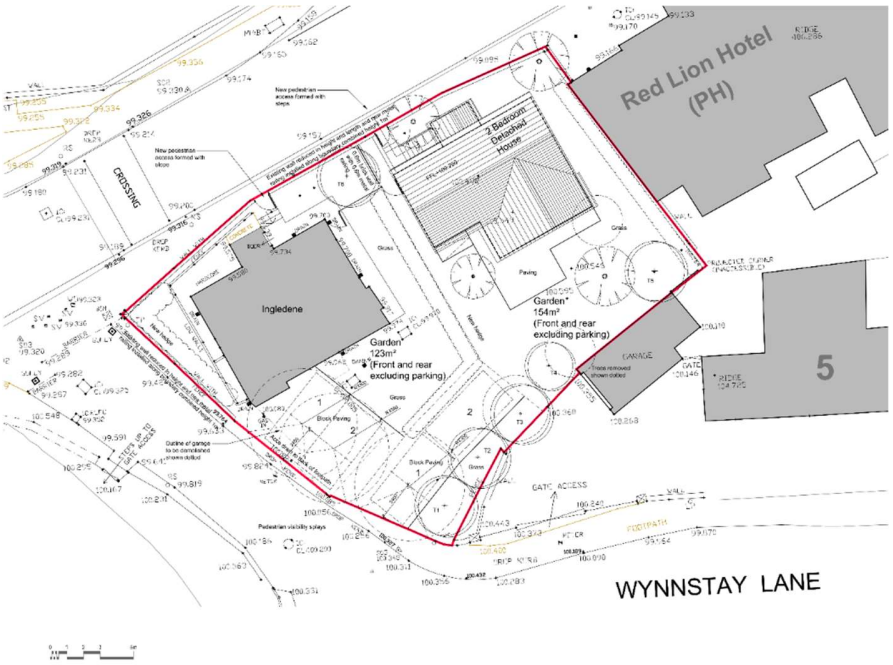
2.2 The site is located adjoining Ingledene on Wynnstay Lane, Marford, LL12 8LF.

2.3 The site is located and will be accessed from, Pant Lane Cul-de-Sac a no-through road attached to Wynnstay Lane. The cul-de-sac has no pathway and is used by pedestrians and vehicles accessing the original house – Ingledene – and the new driveway.

2.4 Pant Lane Cul-de-Sac is accessed from Wynnstay Lane a non-classified road accessed from the B5445 Marford Hill

3 Proposed Development

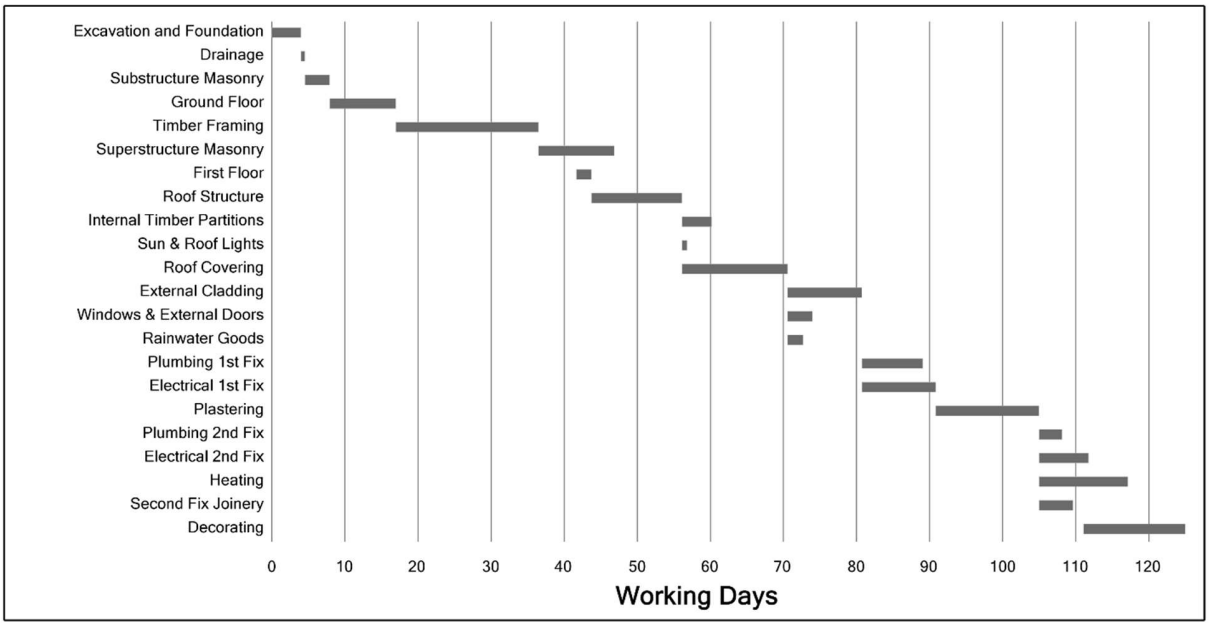
3.1 The proposed development layout is shown below.



3.2 The development is the construction of a single detached dwelling.

3.3 An indicative 130 day programme for the construction works is provided below.

Schedule Of Works



3.4 A crane will be required to construct the timber frame. It will be located on site.

3.5 It is estimated that generally no more than 2 HGV deliveries will be required each week. Occasionally this may reach a maximum of 5. In any event no more than 2 are likely to take place on a single day. The developer is aware that the Rofft School is close to the site and children use the cul-de-sac between 8 and 9 a.m. and 3 and 4 p.m. Accordingly the developer will request deliveries of materials and plant to take place outside these times to increase public safety levels.

3.6 It is expected that a maximum of up to 8 personnel will be working on site during construction and the worst case scenario suggests that this will generate 8 vehicle arrivals at the beginning of the day and the same number of departures at the end. On most occasions it is expected that this is more likely to be no more than 5.

3.7 There will not be sufficient room on site for all personnel to park. It is likely that there will regularly be one or two open car parking spaces on site. There is also roadside parking available on Wynnstay Lane. However the Developer has been given permission by the manager of the adjacent Red Lion to use 5 car parking spaces in their car park during construction. See the email attached as Appendix 1.

4 Vehicular Access Arrangements

4.1 Access to the site will be via the B5445 Marford Hill onto Wynnstay Lane.

4.2 The developer will ensure that all personnel and delivery drivers are advised of this access route to ensure that they do not use the more difficult access routes from the southern end of Wynnstay Lane, including Pistyll Hill and Hoseley Lane. This is to ensure that the development has the lowest traffic impact on residents and pedestrians

5 Construction Traffic Management Measures

5.1 This section outlines the intended construction traffic management measures that could be introduced to mitigate any impacts resulting from the proposals, specifically during the construction phase.

Access & Site Set-up

5.2 The following measures will be adopted to safely control access to the site and manage the movement of vehicles and construction plant.

- Only the identified access route is to be used to access and egress the site;
- Delivery of Materials and Plant will be restricted from arriving between 8 and 9 a.m. and 4 and 5 p.m. to increase the safety of schoolchildren accessing the Rofft School
- On-site personnel will only be allowed to use the cul-de-sac for temporary parking for the removal of tools but will then be required to park primarily in the Red Lion , then on site when parking is available, only using on Wynnstay Lane as a last resort
- All drivers and personnel must report to the Site Foreman when arriving on site;
- All personnel must confirm to the Foreman their parking location.
- All drivers must adhere to the Welsh 20 mph speed limit;
- Strictly no reversing will be allowed from the site or the cul-de-sac without the presence of a banksman provided by the Site Foreman;
- Any lifting equipment e.g. Hiab/Crane must have relevant certificate prior to useon-site & documents must be inspected by the Site Foreman;
- Operatives must ensure that plant, machinery, cabins and containers are secured at the end of the working day and keys removed during meal breaks;
- All vehicle drivers must ensure that their wheels are clean prior to entering the public highway;
- Any members of the public attempting to enter the site with a query will not be allowed on site without being accompanied to the Site Foreman

Road Cleaning

5.3 Despite the limited on-site parking, during periods of the construction there is still a low risk of transporting spoil (through dirty wheels) on to the road network and to deal with this a road way inspection and clean will be carried out at the end of the working day.

6 Summary & Conclusion

6.1 This Construction Traffic Management Plan (CTMP) has been prepared for the proposed development at Ingledene, Wyynstay Lane, Marford.

6.2 It is anticipated that the development will have a 130 day construction phase. It is anticipated that, during peak periods, a maximum of 2 HGV movements per day could be generated.

6.3 Construction traffic will access the site from the Pant Lane Cul-de-Sac.

6.4 A number of measures are proposed that will manage the movement of construction traffic and minimise its impacts on the surrounding highway network and local residential area

Appendix 1 Parking Permission Email

Gmail

Cameron Robson <cameron.robson@gmail.com>

Ingledene Construction - contractor parking request

RedLion <RedLion@ov-group.co.uk> Mon, Jul 22, 2024 at 9:30 AM
To: Cameron Robson <cameron.robson@gmail.com>

Hiya sorry for the late reply, due to having no internet I struggle to get on my emails, yes this is fine with me

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From: Cameron Robson <cameron.robson@gmail.com>
Sent: Tuesday, July 16, 2024 9:33 AM
To: RedLion <RedLion@ov-group.co.uk>
Subject: Ingledene Construction - contractor parking request

Hi Gemma,

We spoke the other day and I explained that I would shortly be building a new property in the garden space between the Red Lion and Ingledene. I will have various contractors who will need to park during the day to carry out works on site.

Would it be possible for those contractors to use your car parking area during the working day? If you are happy to allow us to do this then I will limit the number to 5 but if this is too many, again, please let me know.

many thanks and

kind regards

Cameron Robson

07890 539727