CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Ingledene,

Wynnstay Lane,

Marford,

LL12 8LF

Planning Permission P/2023/0756FUL

Developer: Cameron Robson

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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:

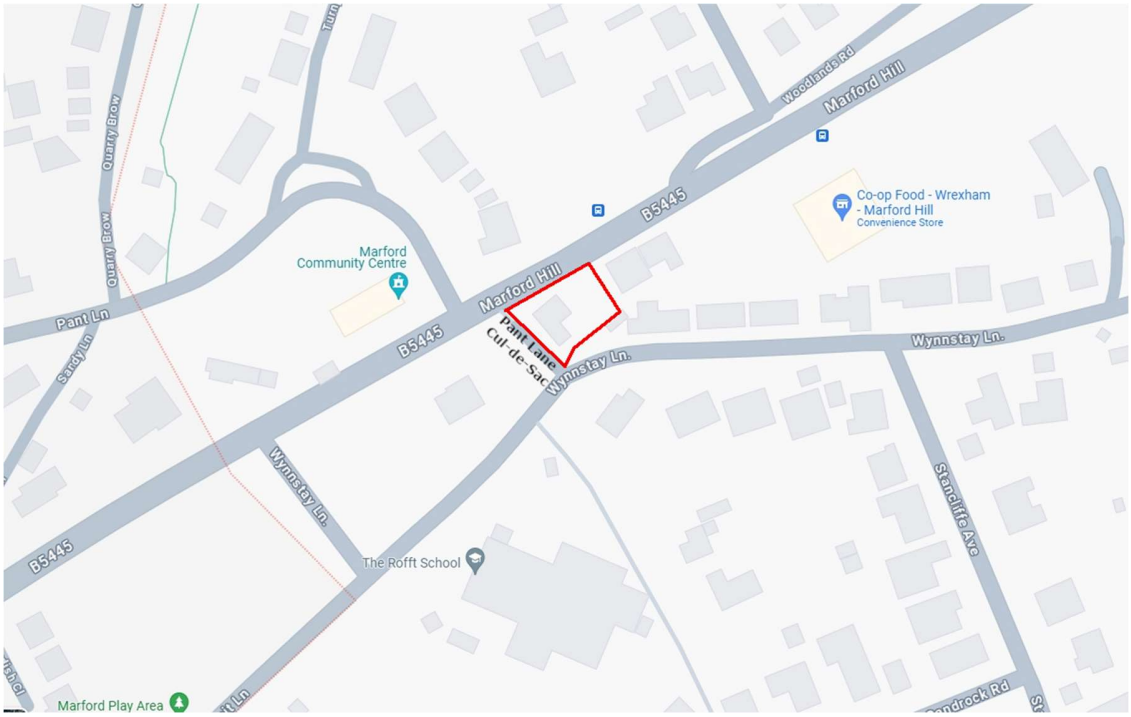
- Sub-contractor Tender Enquiries
- The Pre-Start Health, Safety and Environmental meetings
- All site inductions will include a section on the CTMP
- During on-going Toolbox Talks throughout the course of the works

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.



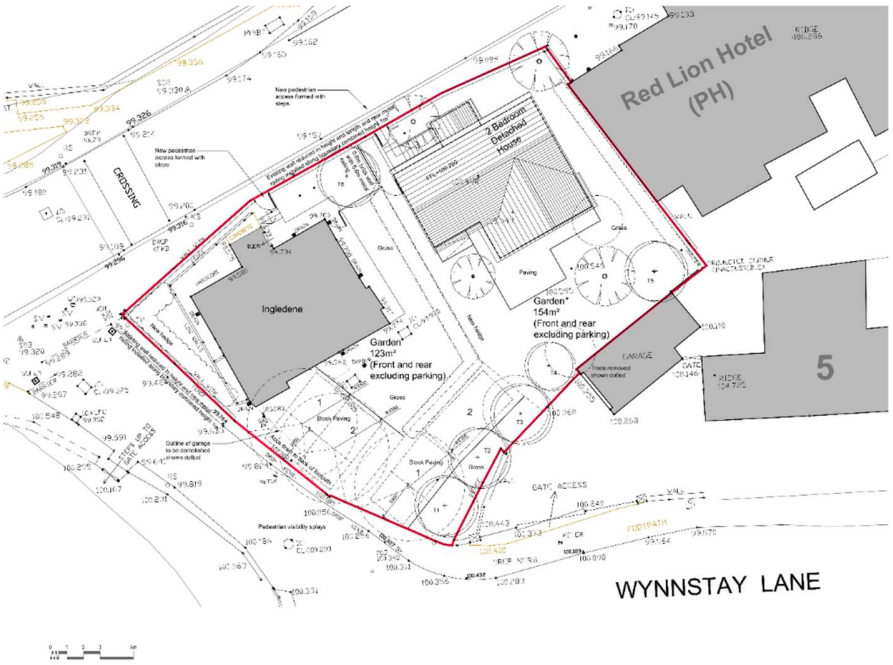
2.2 The site is located adjoining Ingledene on Wynnstay Lane, Marford, LL12 8LF.

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

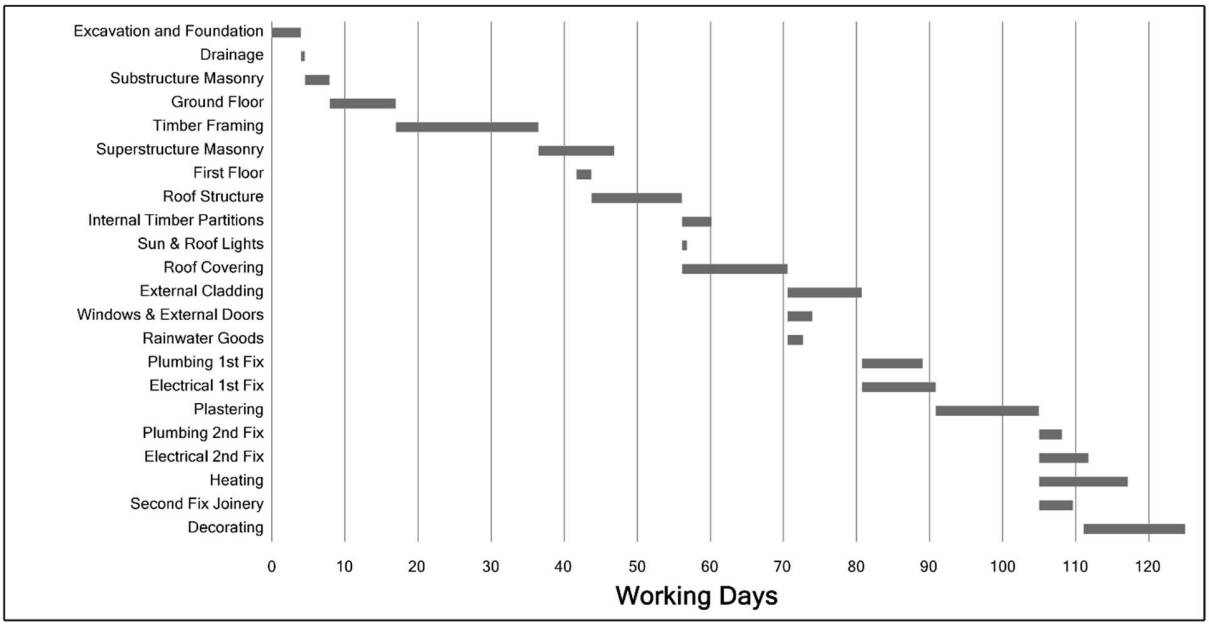
3.1 The proposed development layout is shown below.



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.

Pedestrian Safety

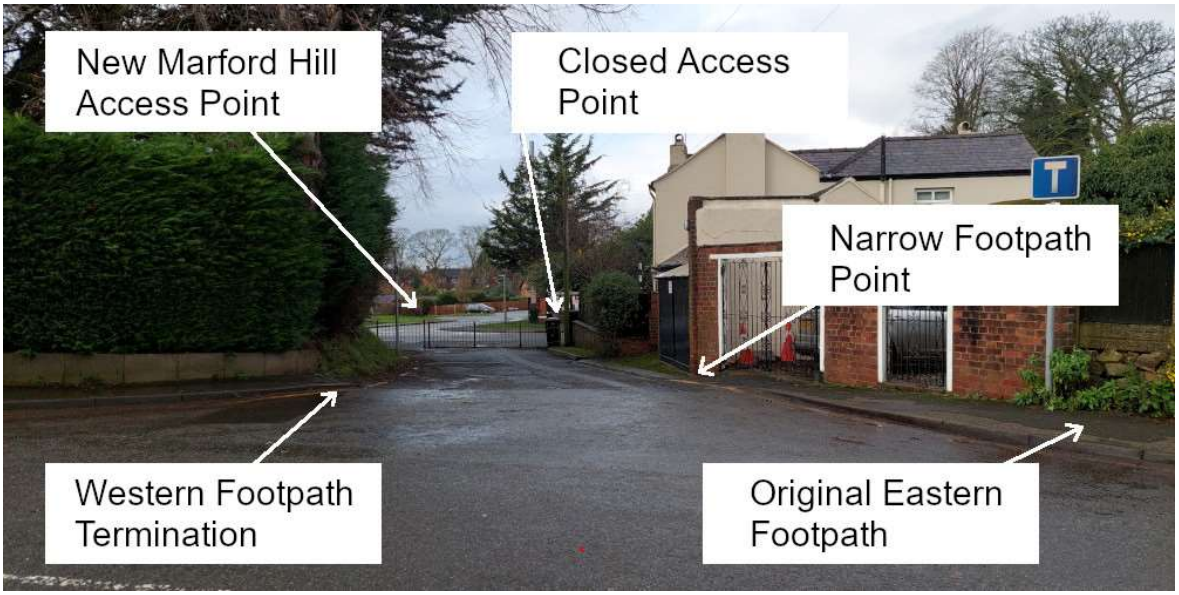
5.4 To ensure public safety the Developer assessed the access to the existing property and the new property in Design and Access Statement 5 of the planning application. The current driveway access point to the site will be used as the access point for the development.

5.4.1 The details of this pedestrian safety assessment which was approved as part of the planning permission is set out below. This information is important in ensuring ongoing pedestrian safety during the development.

Until the closure of the vehicular access pedestrians walking from Wynnstay Lane to Marford Hill had no pathway on the west side of Pant Lane Cul-de-Sac and only a narrow pathway on the east side. This pathway decreased from the 1.75m wide Wynnstay Lane pathway to 0.46m at its intersection with the Ingledene Garage closest to Wynnstay Lane but then increased to a still narrow 0.825m width where it entered onto Marford Hill.

This pathway access point was terminated by the erection of the barrier and moved closer to the west side of road with a 0.75m opening.

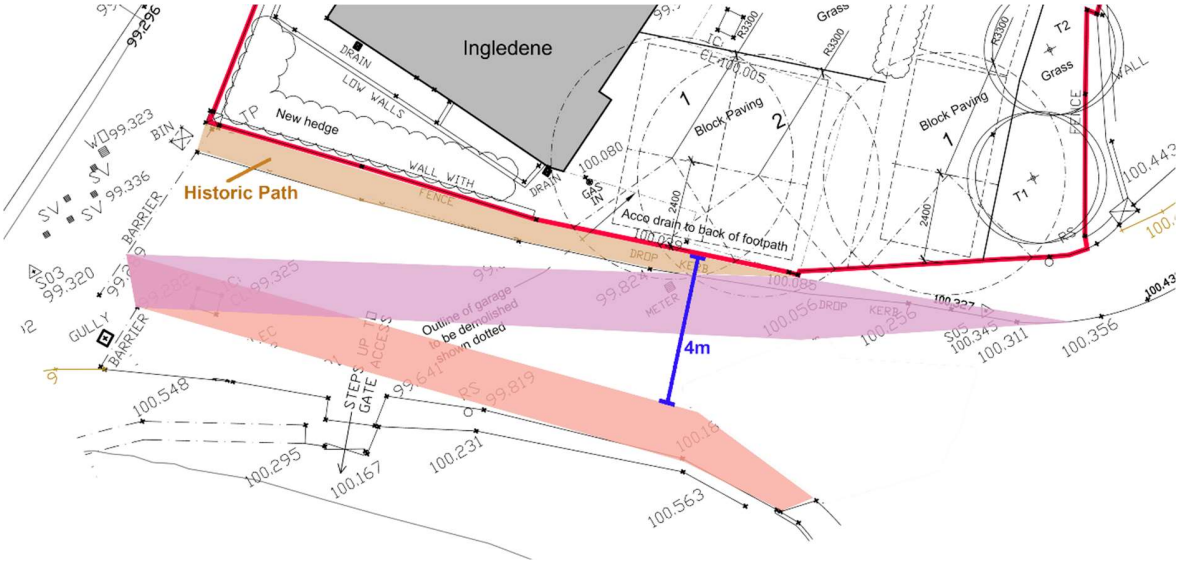
These elements of the pedestrian access from Wynnstay Lane are shown in Photograph 2 below.



Photograph 2. Elements of pedestrian access

The creation of the cul-de-sac has increased pedestrian safety by removing the historic traffic flow and creating a quiet cul-de-sac. Vehicles are only using the cul-de sac to:

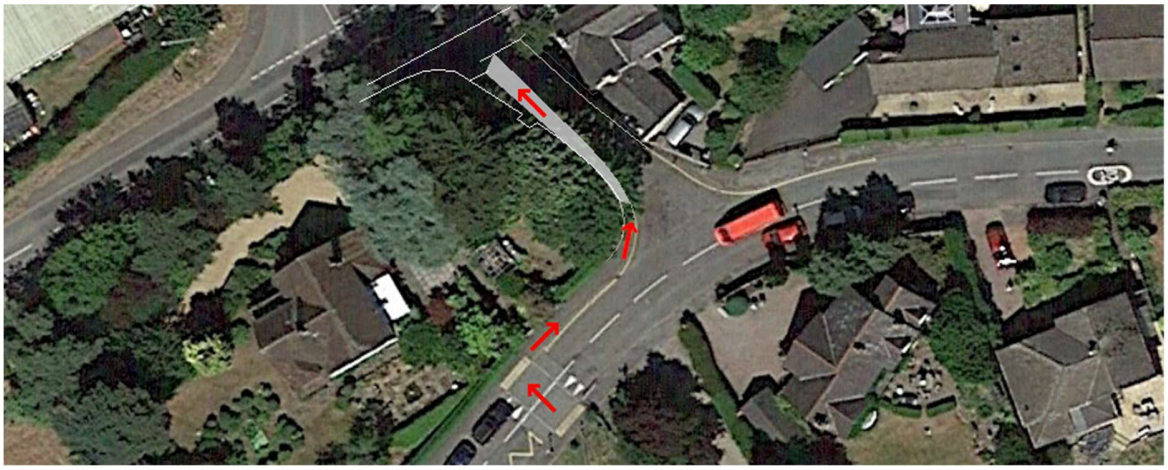
- use the entrances to the Ingledene car parking access points,
- use the cul-de-sac as a turning point for Wynnstay Lane; and
- use the cul-de-sac for parking when allowed
- **3.3.3 Desire Line Pathway Location**
- The closure of the roadway and creation of the cul-de-sac has removed the separate footpath access to Marford Hill. Pedestrians wishing to use this route are now on a roadway that can still be used by vehicles. On coming round the corner from Wynnstay Lane into the cul-de sac from either direction pedestrians now head for the barrier opening. The Applicants have observed pedestrians passing the barrier. The Applicants confirm that pedestrians use what is the most logical, fastest and direct route for them to and from the barrier opening. Such routes are known as "desire lines" and are created in many locations where there are no formal pathways. This effectively creates two pathways shown on Plan 2 below.



- Plan 2. Desire Line Routes. Direct routes to/from Marford Hill to/from Wynnstay Lane paths
- Rofft School has been provided with pedestrian crossing areas from the school (south) side of Wynnstay Lane to the opposite (northern side) pathway protected by "sleeping policemen". The one that children and their parents use to walk to and from Marford Hill and the route they take is shown on Photograph 4 below. The purpose of the sleeping policemen is to slow traffic so that children can cross the road safely.



- Photograph 4. Pedestrian route to Marford Hill from Rofft School along Wynnstay Lane.
- When the pedestrians turn into the cul-de-sac the footpath ends and they follow the salmon coloured route shown in Plan 2 above. That route is also shown on Photograph 5 below and is the direct route to the barrier opening.



- Photograph 5. Pedestrian route to Marford Hill along Pant Lane cul-de-sac.
- From a safety perspective - as can be seen from Photograph 5 and Plan 2 - this new route does not pass directly in front of the existing Ingledene access but is approximately 4 metres away from the entrance. This increases the safety of children. They no longer walk down the historic path in front of the driveway but are distanced from any car moving between Ingledene via the cul-de-sac and Wynnstay Lane.

- This photograph, taken on 10 June 2024 at circa 8.45 a.m. shows parents taking their children to school along the "desire line" referred to above. They are on the opposite side of the road to the Ingledene driveway. For privacy purposes the photograph has been amended to hide the identity of the people in the photo.



5.4.2 As can be seen pedestrians using the school do not pass within 4 metres of the entrance to the site. Pedestrians coming from Wynnstay Lane East do pass in front of the entrance to the site.

5.4.3 For this reason:

The entrance to the site must be closed with Heras Fencing to prevent access to the site.

- The following signage shall be installed on the Heras Fencing



- This signage is more focused on child safety and parental advice than standard signage.

- The arrival of delivery vehicles and the arrival of the on-site timber frame construction crane will be limited to a time period between 9 a.m. and 3 p.m. during daylight hours to ensure that vehicles are not present during school arrival and dispersal periods.
- No lighting will be required as delivery will only take place during daylight hours
- Upon the arrival of delivery vehicles they shall be, whenever possible, located on the site.
- If the delivery vehicle cannot access the site and is parked in the cul-de-sac the developer will ensure that a worker sets out two signed pedestrian safety cones at the front and rear of the vehicle to ensure pedestrians have advance warning of the vehicle's presence and to guide them round the vehicle. The left hand version of the sign is shown below.



- The worker will remain present at the vehicle and in the cul-de-sac to act as a banksman during the delivery and unloading to further ensure public safety.

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

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