

Construction Traffic Management Plan For Maesteg, Gwynfryn, Wrexham, LL11 5YU

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1. Details of Construction Work.

The construction of five residential units on land in the village of Gwynfryn near Wrexham. The site location is marked on plans in Appendix A.

2. Purpose of the Plan

This CTMP is for construction work by WD Stant Ltd at Gwynfryn, Wrexham, LL11 5YU and has been developed to address potential construction traffic impacts. Consideration has been given to the following;

- Details of traffic routes used by construction vehicles.
- The number and type of vehicles to be used in the construction of the project, and their movements to, from and within the site per day.
- Minimum requirements for vehicle maintenance to address noise and exhaust emissions.
- Speed limits to be observed along routes to and from the site.
- Behaviour requirements for vehicle drivers to and from the site and within the site.

3. Existing Situation.

The roads to be used to access the site are shown on a plan in Appendix B, they comprise;
B5430 Old Road Bwlchwyn

A two lane road allowing access from an easterly or westerly direction to the intersection with Ffordd Newydd.

Ffordd Newydd

A small side road leading towards the site. The road is one of the two transit routes from Gwynfryn to the B5430.

Ffordd Isaf

A small single carriageway road which borders the site and allows access to a number of residential properties as well as the site entrance.

4. Construction Vehicle Movements and Parking

The principal vehicle movements to and from site will be;

- Staff Cars/Vans (Light Vehicles).
- General Product Deliveries (Light/Medium Vehicles).
- Special Product Deliveries (Heavy Vehicles).

All vehicles will approach and leave the site via Ffordd Newydd and Ffordd Isaf directly from the B5430. The daily site staff anticipated to be around 2-6 in number, will arrive at 7.15 am and leave at 4.30 pm and be parked on the site in between times.

The bulk of deliveries will be made during off peak hours and using a just in time approach to avoid queueing at the site entrance. All vehicles will be reversed onto site by a banksman and escorted off site once the delivery is completed. Temporary signage will be provided on the approach routes and also routing signage will be displayed to keep HGV traffic on route. All signage will be in English and Welsh (With Welsh first) and remain in position for the duration of the project. The positions of the signage are clearly marked on a location plan in Appendix C.

We can also confirm that;

All vehicle parking including construction vehicles and staff vehicles will be provided within the site. There will be no staff or construction vehicle parking allowed on the public highway.

All HGV vehicles will only enter and exit the site under the direction and support of a banksman. The banksman will be attired in high visibility jackets and will be easily visible to road users.

Should any mud be deposited on the road as a result of this development, the site manager will arrange for the road to be swept and kept clean.

5. Impact Assessment on Traffic and Transport Operations.

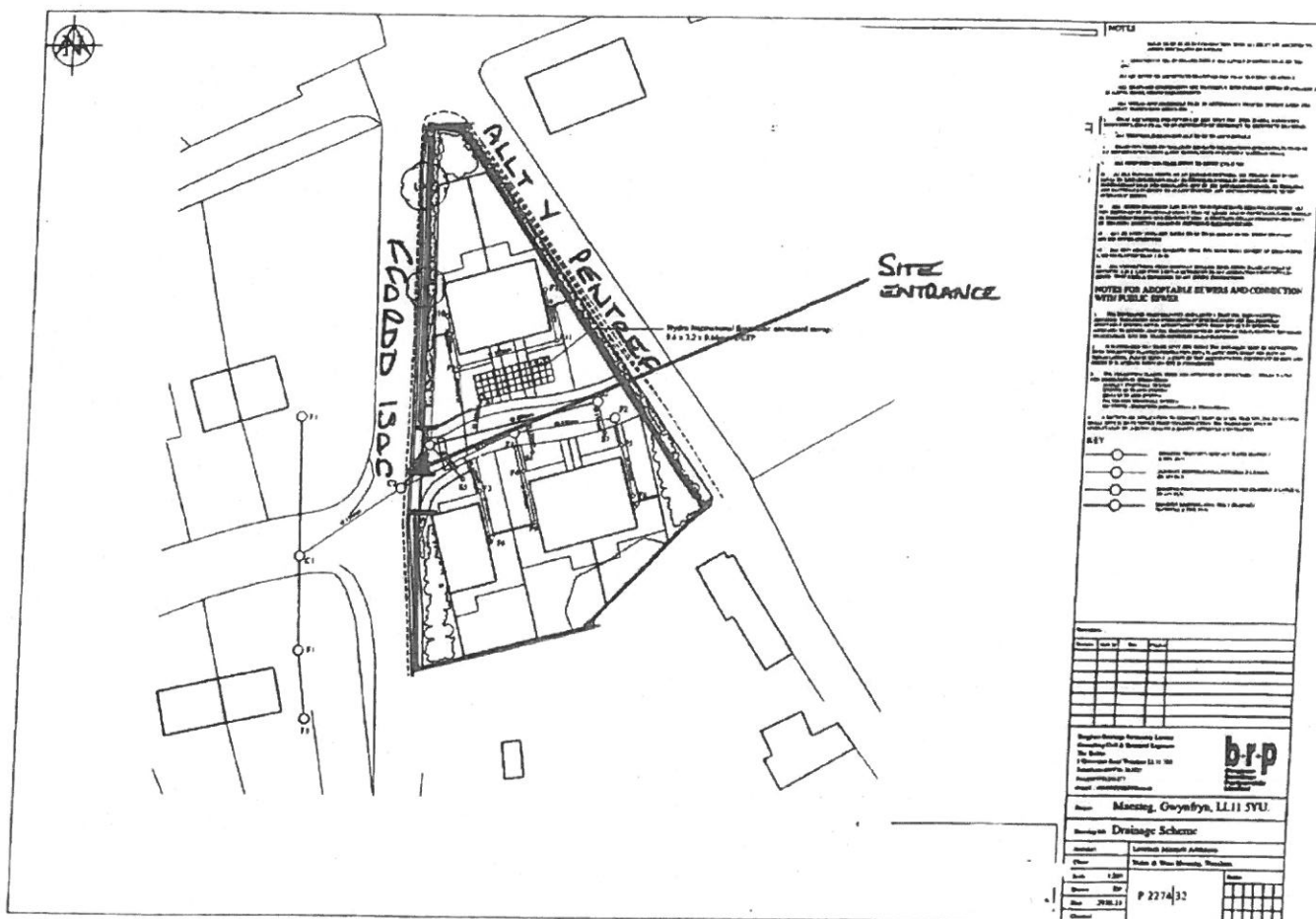
It is believed that by using onsite parking, timing deliveries to miss peak times and providing information to all site workers, visitors etc of the need to follow the procedures outlined that the impact of our traffic movements will be negligible.

Our Site Manager and H&S Officer will carry out inspections and audits to ensure compliance and also check the effectiveness of the plan and revise it if necessary as the project progresses.

APPENDIX A



APPENDIX B



APPENDIX C

SIGNAGE LOCATION PLAN

* DIRECTIONAL SIGNAGE
* HQV WALKING SIGNAGE.

