

4/1/2016

Construction Management Plan

**Erection of Two New Dwellings,
Construction of New Vehicular and
Pedestrian Access**

**Land off Maes Mawr Road, Garth,
Wrexham**



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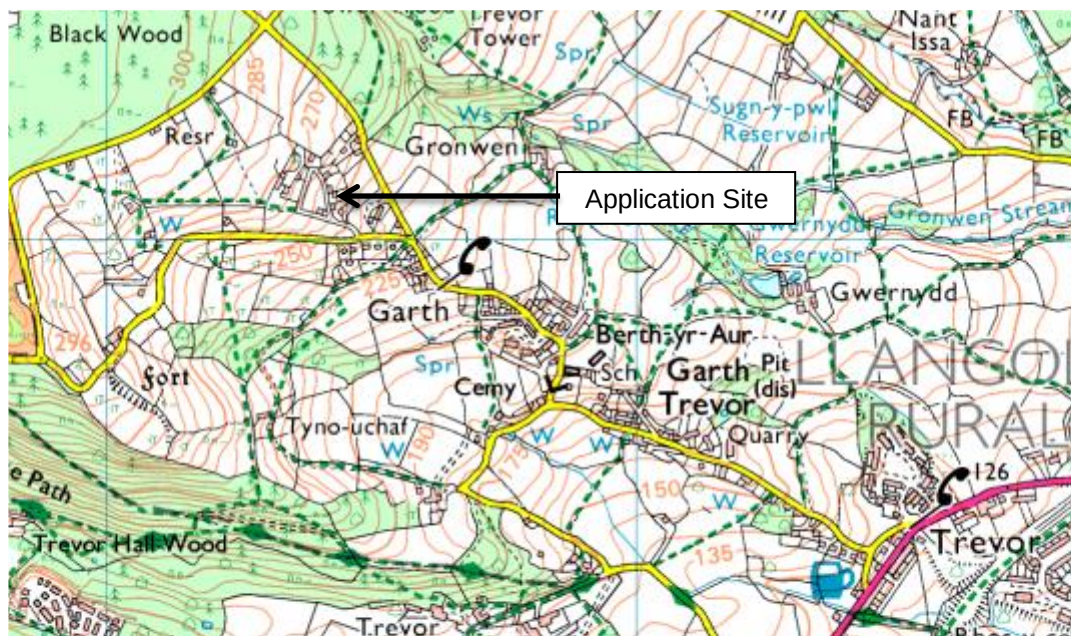


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1. Introduction

1.1 This Construction Traffic Management Plan has been prepared by Real Planning on behalf of the applicant in support of the submission of a planning application seeking full planning permission for the erection of two dwellings and construction of new vehicular and pedestrian access off Maes Mawr Road, Garth, Wrexham.

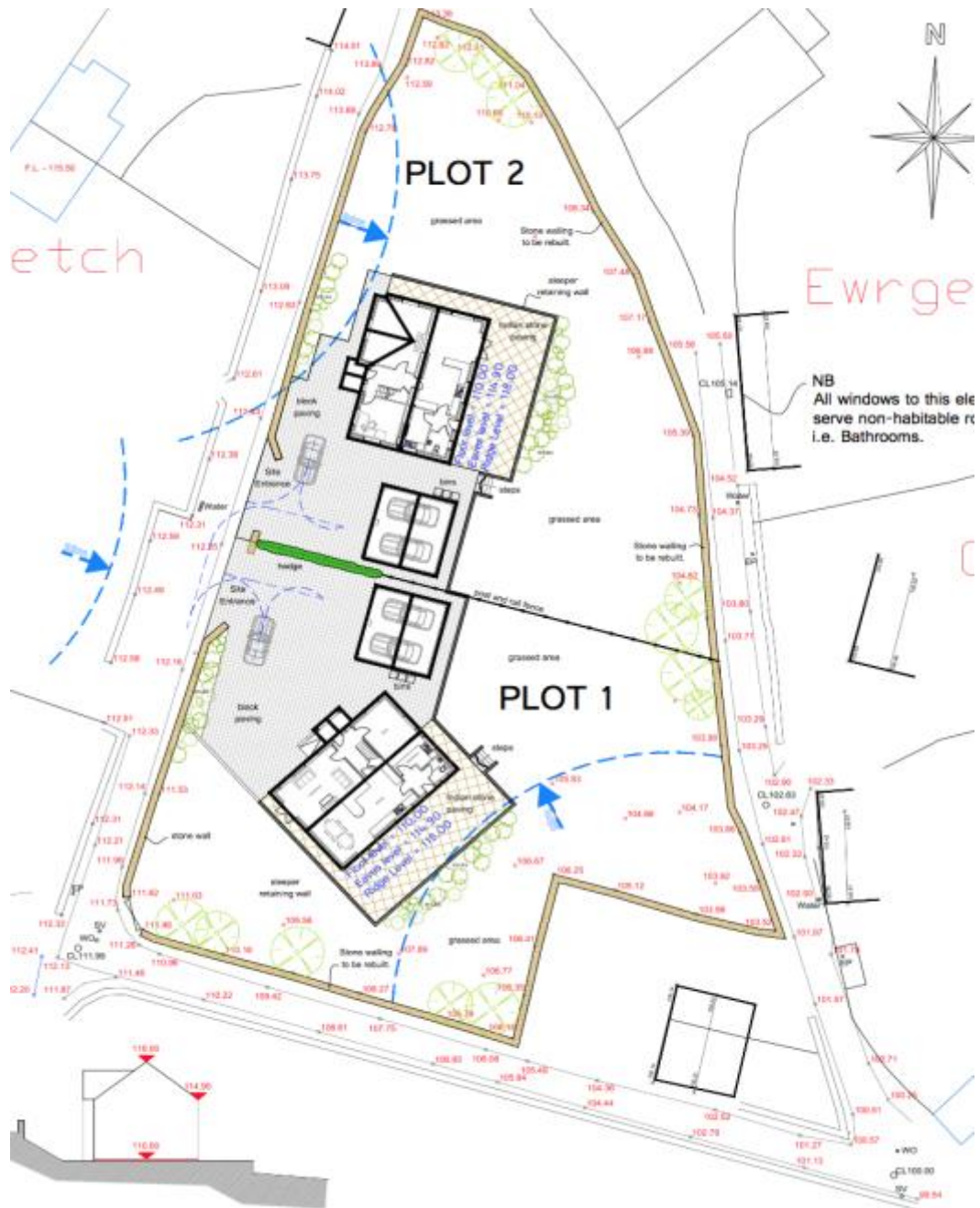


Plan 1 - Location of application site

1.2 The application site is located off Maes Mawr Road, with two road frontages and an existing access at the south-western corner, in the village of Garth, 8 miles west of the town of Wrexham. There are no trees on site. Maes Mawr Road is located at the northern end of the village of Garth accessed off firstly Pen Y Gaer Road and then Garth Road 1.5k from its junction with the Wrexham / Llangollen Road. Garth is a small village located on the eastern slopes of Ruabon Mountain with superb views overlooking the Dee Valley to the south. The site is presently unused grazing land sloping from west to east. There are stone walls along both frontages to Maes Mawr Road and the boundaries to the east and bottom of the site.

2. Site Layout

2.1 The layout of the proposed dwellings and the application site can be seen from the Proposed Site Plan submitted as Appendix 7 [Drawing No H/06 rev C] to the Planning Statement [see extract below].



Plan 1 - Proposed Site Plan

2.2 The proposed site plan demonstrates how the proposed dwellings will successfully be situated on the site, utilising the best possible position for a new vehicular and pedestrian access to both properties, off Maes Mawr Road, providing access to the proposed double garages and on-site parking for four vehicles



Photo 1 – Application site viewed from the existing access

3. Hours of Operation

3.1 It is expected that the planning permission will be conditioned in relation to hours of operation as follows:

“All works in relation to the implementation of this permission, including deliveries to and / or leaving the site, shall be undertaken only between the hours of 07.30 and 18.00 Monday to Friday, and 08.00 to 14.00 on a Saturday, and at no time on a Sunday or a Bank Holiday unless agreed the prior written approval of the Local Planning Authority has been obtained.”

3.2 No work will be permitted outside of these hours and no plant machinery will be started before the permitted hours of work.

4. Extract from Supporting Planning Statement regarding “Accessibility”

4.1 The Planning Statement submitted in support of this planning application discussed in detail the issue of accessibility to and from the application site and is repeated below for information:

“7.11 The application site has frontages onto Maes Mawr Road along two sides of the site. Maes Mawr Road is currently quite narrow although mostly through overgrown and unattended grass verges [see Photo 6]. It is not considered that the additional number of vehicular movements will present any highway danger along Maes Mawr Road. In addition, there is acceptable visibility on exiting Maes Mawr Road onto Pen Y Gaer Road, which is within the 30-mph zone for this part of the village [see Photo 7 below].



Photo 6 - Maes Mawr Road



Photo 7 – Junction of Maes Mawr Road onto Pen Y Gaer Road within 30 mph zone

7.12 However, there is an issue with the junction of Pen Y Gaer Road when it joins with Garth Road – the visibility is unacceptable [see Photo 7 below]. To overcome this the applicant has agreed to purchase sufficient land from the landowner of the property to the

immediate north of this junction to make appropriate improvements – a visibility of 2.4 x 25m to the north. Real Planning considers that this will not only be sufficient to overcome any highway objection to the development of the application site as proposed but will add significant community benefit to all users originating from Maes Mawr Road, Pen Y Gaer Road and Garth Road including those from the new dwellings on the yet to be developed [which is for nine dwellings] site further-up on land at Bryn Celyn, Garth Road [see Section 5 – Relevant Planning History].

7.13 Real Planning considers that the above-mentioned improvements to visibility can be achieved using a Grampian condition. Conditions on a planning permission can enable many development proposals to proceed where it would otherwise be necessary to refuse planning permission. The proper use of conditions can improve the quality of development and enhance public confidence in the outputs of the planning system [Planning Policy Wales (Edition 9, November) refers] and goes on to state: -

“It is possible for local planning authorities to grant permission subject to a condition that development should not be commenced or occupied until some obstacle to the development has been overcome.”

7.14 Real Planning suggests that this should be the case in relation to achieving the sustainable use of the last remaining piece of undeveloped land that exists within the settlement limits of Garth. It is considered that such a condition would be: “necessary; relevant to planning; relevant to the development to be permitted; enforceable; precise; and reasonable in all other respects.”



Photo 8 – Junction of Pen Y Gaer Road unto Garth Road

5. Access to the Application Site

5.1 The new vehicular and pedestrian access to the application site will be off the western section of Maes Mawr Road which, predominantly, is single carriageway in width as can be seen from the Photo 6 in the above-mentioned extract from the Planning Statement.

5.2 Access to Maes Mawr Road is from Pen Y Gaer Road where the junction, within the 30-mph zone, will not present any issues - refer to Photo 7 identified in the extract from the supporting Planning Statement [see Section 4 to this document]. However, the Planning Statement explained that there is an issue with the junction of Pen Y Gaer Road when it joins with Garth Road – the visibility is currently, unacceptable [see Photo 8 in the above-mentioned extract].

5.3 As stated, the applicant has agreed to purchase sufficient land from the landowner of the property to the immediate north of this junction to make appropriate improvements – providing visibility of 2.4 x 25m to the north. The applicant proposes the following:

5.4 ***Prior to commencement of development***, and to improve accessibility to the site for construction traffic, the applicant will undertake the following:

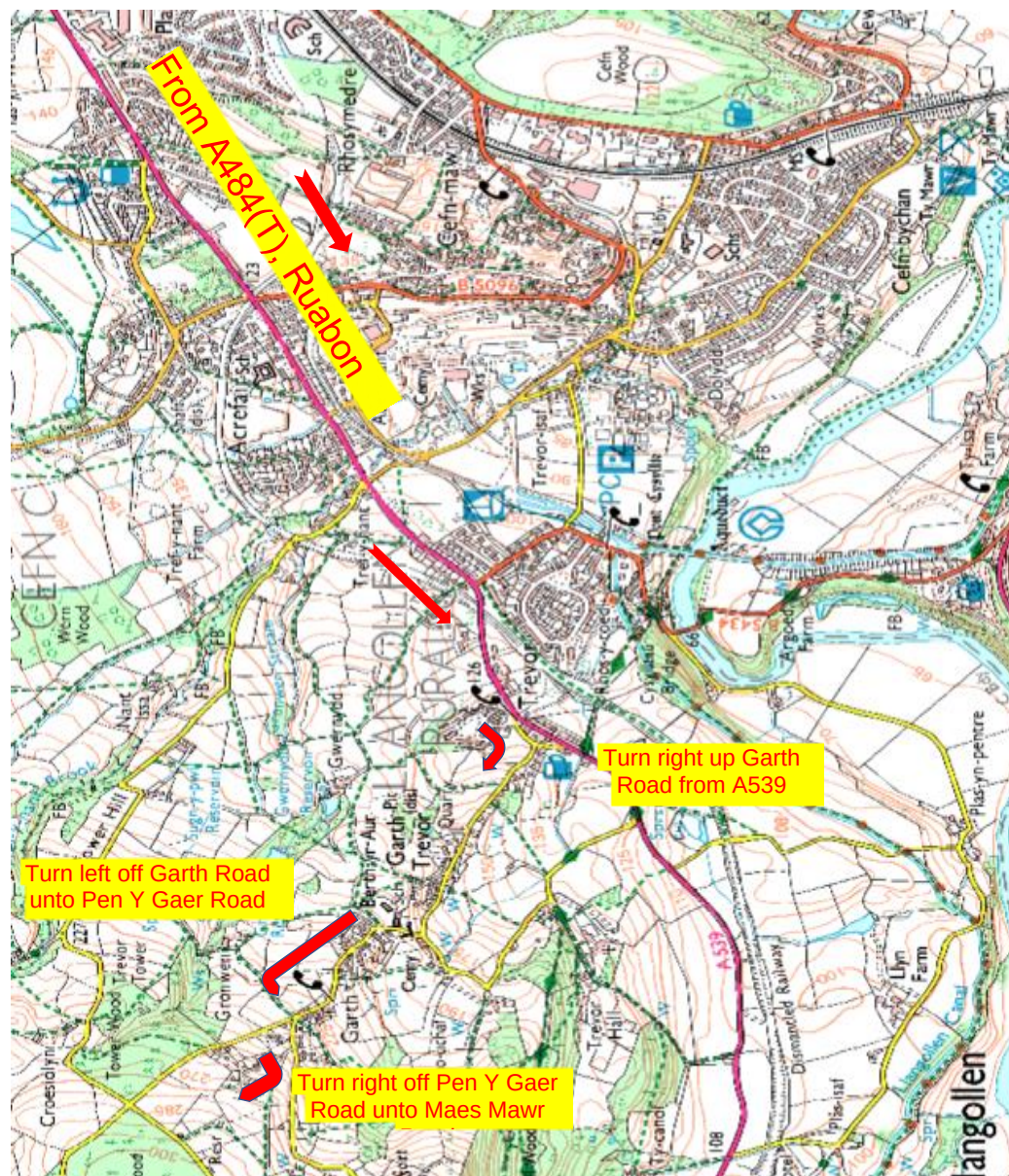
- Scrape away the residual growth from along Maes Mawr Road and tarmacadam to adoptable standard, up to the existing stone walls - this will increase the usable width of Maes Mawr Road; and
- Make alterations to, and provide a temporary access for construction vehicles onto the application site at the south-west corner of the application site, leading to an area for the turning and parking of construction vehicles [see attached drawing];

5.5 ***Prior to occupation of the development***, the applicant will implement the following in accord with the details submitted with this Construction Management Plan:

- Provision of an 8-metre-long passing place at the south-west corner of the application site [see detailed drawing in Appendix 3]; and
- Alter the junction of Pen Y Gaer Road with Garth Road by taking down and relocating the garden wall of the property to the immediate north of this

junction to provide a visibility splay of 2.4m x 25m to the centreline in the northerly direction [see detailed drawing in Appendix 2].

5.5 All construction traffic will approach the application site mostly from the east, the A539 junction with A483 (T), near Ruabon. Traffic will continue westwards on the Llangollen Road [A539] through Acrefair to the village of Trefor where it will turn north travelling uphill on Garth Road to the village of Garth. Garth Road is a classified highway and usable by construction traffic with care. After entering the village of Garth, traffic will then turn west along Pen Y Gaer Road for 100m before turning north onto Maes Mawr Road. Expected route is shown below.



Plan 3 – Expected route of construction traffic

5.8 The applicant, who intends building the development, currently uses Huws Gray, in Rhostyllen, Wrexham for most, if not all, of his building materials. Real Planning has contacted the company and it has confirmed that to access this particularly application site, while not ideal, should be possible, particularly, if the proposals detailed in this CTMP are in place.

6. Site Accommodation and Parking Area

6.1 A site compound is not required for this level of development although an area will be set aside for the storage of materials during construction. This, together with an area to provide parking for workmen and visitors to the site. This area will also be large enough for delivery vehicles to be able to manoeuvre to leave the site using what will be the main access to the two dwellings – in effect a partial one-way system into and exiting the site [see plan in Appendix 1].

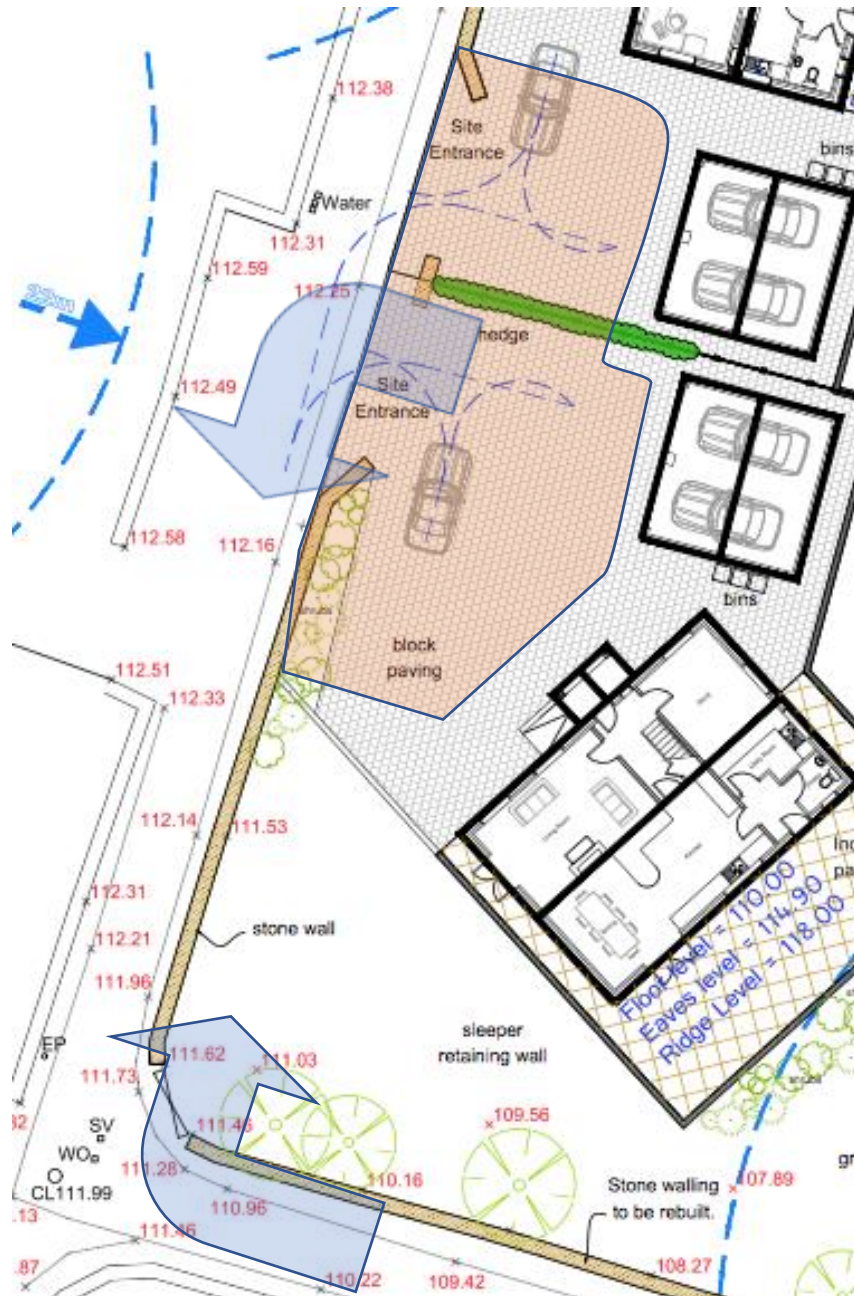
7. Wheel Washing

7.1 Wheel washing facilities are not required for this level of development. However, the applicant will ensure that dirt and mud from construction traffic does not adversely impact upon highway.

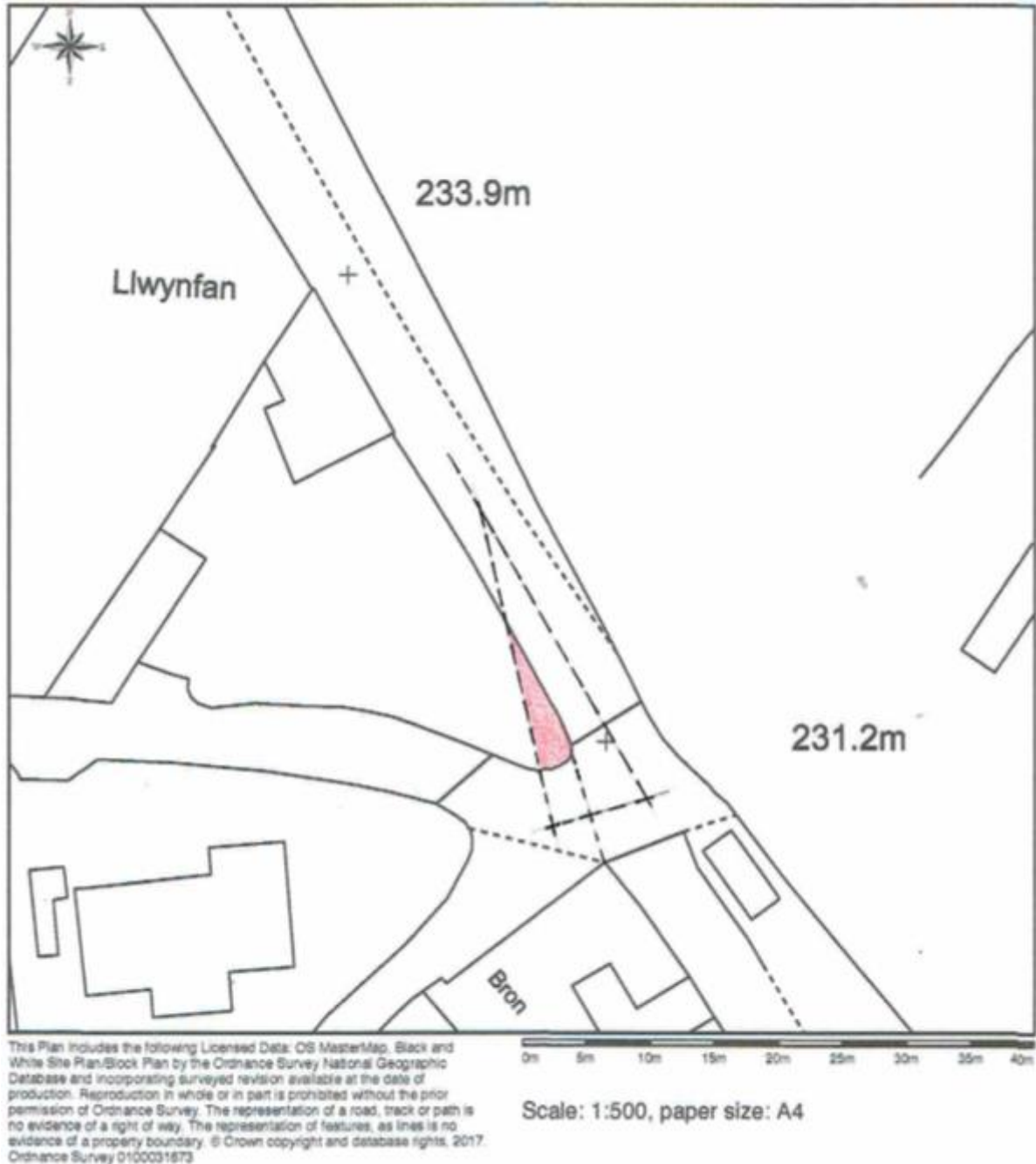
8. Deliveries

8.1 Deliveries will be made via the temporary access to the south-western corner of the application site as explained in Section 5 – Access to the application Site. It is intended that major suppliers of materials will be advised of this Construction Traffic Management Plan in recognition of the narrowness, particularly, of Maes Mawr Road.

Appendix 1: Detailed Site Access and Parking for Construction Traffic



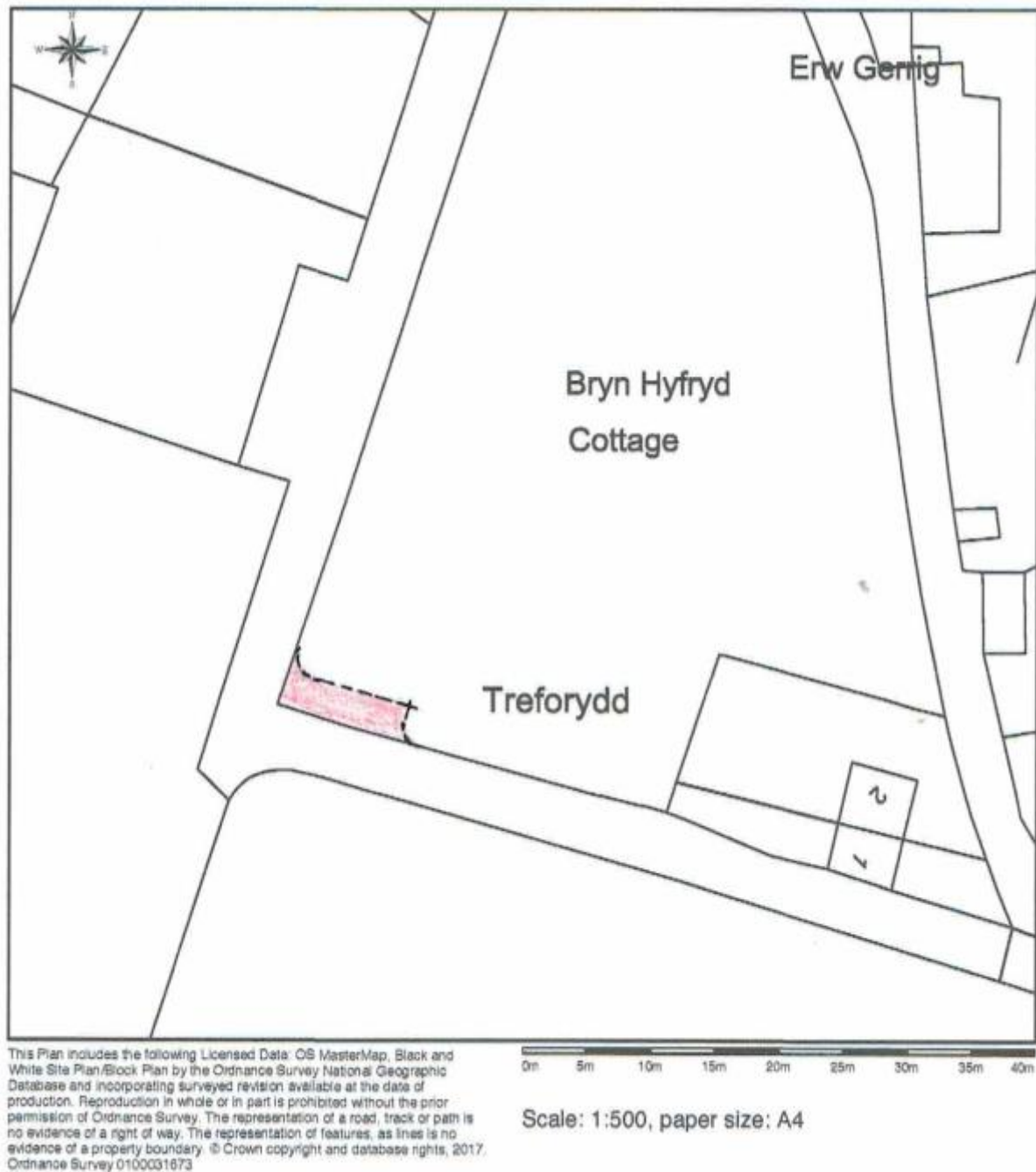
Appendix 2: Details of Proposed Works to Junction of Pen Y Gaer Road with Garth Road, Garth



Notes:

1. Above drawing shows details of visibility splay in a northerly direction of 2.4m x 25m.
2. The existing stone wall and hedge will be removed and replaced within the new boundary to the property known as Llwynfan.
3. The new portion of highway will be constructed to adoptable standard.
4. Within the visibility splay there shall be no obstruction in excess of 1 metre in height above the level of the adjoining highway.

Appendix 3: Details of Proposed Passing Space on Maes Mawr Road, Garth



Notes:

1. Above drawing shows details of the proposed passing place along the southern section of Maes Mawr Road measuring 8m in length and 2.4m in depth.
2. The existing stone wall previously removed to allow for construction traffic site access to be replaced within the new boundary to Plot 1.
3. The new portion of highway will be constructed to adoptable standard.