Midlands Portable Buildings

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Construction Traffic Management Plan (CTMP) V1 Rev A
All Saints Church in Wales VA School,
Clappers Lane,
Gresford,
Wrexham,
LL12 8RW

Introduction

This Construction Traffic Management Plan (CTMP) has been prepared in accordance with the requirements of the Local Planning Authority as set out in Condition 5 of Planning Permission Ref: P/2025/0754 (5000 All Saints School Modular Library Planning Decision Notice Dec 25 .pdf). It outlines how construction-related vehicle movements will be managed safely and efficiently for the installation of the modular building at All Saints School, Gresford.
The plan incorporates detailed survey information provided by **Lymers Assist** following a full route and site assessment (mpb-all-saints-gresford-school-wrexham-ll12-8rw.pdf).

Duration of Works (Delivery)

The installation works include:
Delivery and installation of 1 × 12m modular unit and 2 × 7.8m modular units.
Associated crane operations, remedial access works, and reinstatement.
The works are expected to take place within a short, coordinated delivery and installation window, estimated at 1 day of activity, plus any additional time required for preparatory and remedial works.

Duration of Works (Ongoing Works for Modular Building Installation)

Following the delivery and initial installation of the modular buildings, further works will be undertaken on site to complete fit-out and commissioning. These ongoing works will require the presence of two contractor vans, which will remain on site for an estimated 7 working days. No contractor vehicles will be parked on public roads; all vehicles will be accommodated within a designated secure area provided by the school for the duration of the works.

All construction and delivery activities will comply with the permitted working hours specified by the Council:
07:30–18:00 Monday to Friday
08:00–14:00 Saturday
No working on Sundays or Bank Holidays

Access Route for Construction Traffic

Based on route survey findings:

Access to the site will be via the A483, exiting at Junction 6 (Gresford Roundabout).

Vehicles will continue along Chester Road, noting:

Localised narrowing near The Beeches.

Overhanging trees/foliage in several areas.

A left turn will be made onto Clappers Lane, where a traffic island with signage provides a minimum width of 4m, allowing safe passage for HGVs with escort assistance.

A pilot/escort vehicle will manage traffic on Clappers Lane to ensure safe passage and prevent oncoming vehicles from obstructing HGV movements.

Access to the Site (School Entrance)

The entrance gates will be temporarily removed to achieve a clear access width of 5m.

A section of railing above the existing brick wall will be removed to facilitate the reversing movements required to access the site.

Following removal of the gates, the entrance to the site will be closed off with lockable heras fencing when not in use to prevent members of the public entering the site.

Trackway will be laid to protect the tarmac play area surfaces and provide a suitable running surface for HGVs and crane operations. Delivery Vehicles will be using the trackway to access the holding area and therefore there will not be any soil/mud transferred onto the highway and a wheel washing station is unlikely to be required.

The 3 No Building Modules (Dimensions 3.0m(W) x 12.m(L) and 7.8m(L)) will be delivered on articulated vehicles which will nose past the main school gates and reverse into the site under the guidance of designated Traffic Marshalls.

Vehicles will then be reversed on site to the Designated Holding Area as shown on drawing PL-03B using site banksman and will be driven off site with the assistance of Traffic Marshalls. Traffic Marshalls will temporarily hold up the traffic to assist vehicles on and off site, if required.

A mobile crane will be used to place the building modules in place and will be positioned in the designated Lifting Area as indicated on drawing PL-03B. A lifting plan will be created by an Appointed Person prior to the lift.

Vehicle Types, Sizes, and Swept Path Requirements

The following vehicles will be used:

1 × Full Steer Flat Bed Trailer (for the 12m modular unit).

2 × Urban Flat-Bed Trailers (for the 7.8m units).

1 × Mobile Crane positioned within the Designated Lifting Area.

Pilot/Escort vehicle.

Swept-path considerations:

All-steer capability is required for the 12m building due to tight access.

Swept-path manoeuvres have been assessed in the haulier's site survey and confirm feasibility with gate and fence removal.

Vehicles will exit using the same route used to access the school.

Frequency of Vehicle Movements
Estimated vehicle movements:
HGV deliveries: 3 deliveries (1 per modular unit).
Crane delivery and removal: 2 movements.
Pilot vehicle: Continuous presence during HGV movements.
Support vehicles: Minimal movements from installation team.
Total estimated construction vehicle movements over the installation period: 10–12 movements.

Contractor Parking Arrangements
Contractors will park within the school site, using designated internal areas, as indicated on drawing PL-03B
No contractor vehicles will park on Clappers Lane or the surrounding highway, in accordance with the planning condition.

Designated Holding & Lifting Areas

Holding Area as indicated on drawing PL-03B
Located immediately inside the main school gates.
Trackway installed for protection and stability.
Vehicles to unstrap and prepare for lifting under supervision.

Lifting Area as indicated on drawing PL-03B
Located behind the wooden fence within the play area.
Crane to lift and slew modular units over the fence line into final position.
All drivers must exit cabs during lifting operations.

Site Management & Communications
The haulier's Pilot/Escort will act as on-site traffic coordinator.
The Pilot/Escort will operate as Point of Contact (POC) for the school, MPB, and all third-party suppliers.
All operatives must comply with MPB and school site rules at all times.

Compliance Statement
This CTMP has been prepared to satisfy the Local Planning Authority's requirements and will be strictly adhered to throughout all phases of construction.
A signed copy of this document can be provided to the Local Planning Authority prior to the commencement of any works if required.

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Construction Traffic Management Plan (CTMP) V1 Rev A
Rev A: All steer Low loader for 12.0m Unit replaced with Full Steer Flat Bed Trailer