

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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1.1 Background

This Construction Traffic Management Plan (CTMP) has been prepared on behalf of Enzo's Homes Ltd to assist with the discharge of Pre-App. Ref: Q2019/5053

PROPOSAL: Non-Statutory Pre-Application Advice for Section 73 revisions to Planning Permission P2010/0562 for 80 dwellings and associated works.

The site is located to the southeast of Heol-y-Glyn, which is the main route towards the northeast of Glynneath and is within the county borough of Neath Port Talbot.

The south and east boundaries of the site are bounded by the rear of residential dwellings at Woodland Park and Brynfryd. The town centre is to the southwest.

Both vehicular and pedestrian access is located via Heol-y-Glyn as shown at Fig. 3.

1.2 Site Location Plan

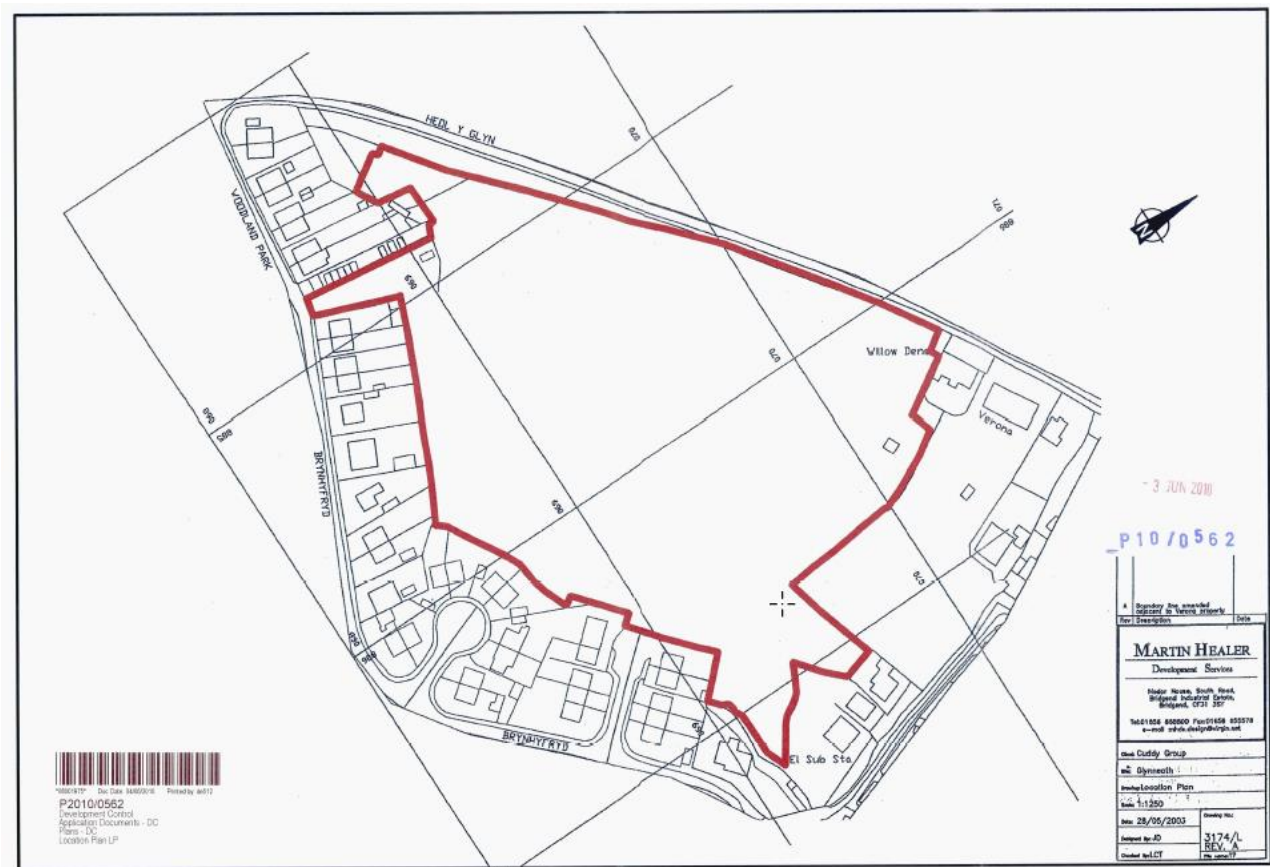


Fig. 1 Development Footprint

1.3 Timetable

The estimated timetable for the construction of the development will be 24 months, these works will be carried out in three phases.

1.4 Working Hours

Monday to Friday 08:00 hrs – 18:00 hrs
 Saturday 08:00 hrs - 13:00 hrs (if required).

Works are not permitted Saturday afternoons, Sundays or Public Holidays unless with the approval of the LPA.

1.5 Site Drawing:



Fig. 2. Proposed Site Drawing

2 Construction Traffic and Access Arrangements:

2.1 Construction traffic arriving at the site will travel using the A465. Vehicles will leave the A465 at the roundabout with the A4109 and follow the A4109 onto Heol-y-Glyn.

2.2 Vehicles leaving the site will continue southwest on Heol-y-Glyn, A 4109 towards Woodland Park, merging onto the A465 and their onward journey.

2.3 The arrival and departure routes as identified, (2.1 – 2.2 above), are shown Fig 3. Below

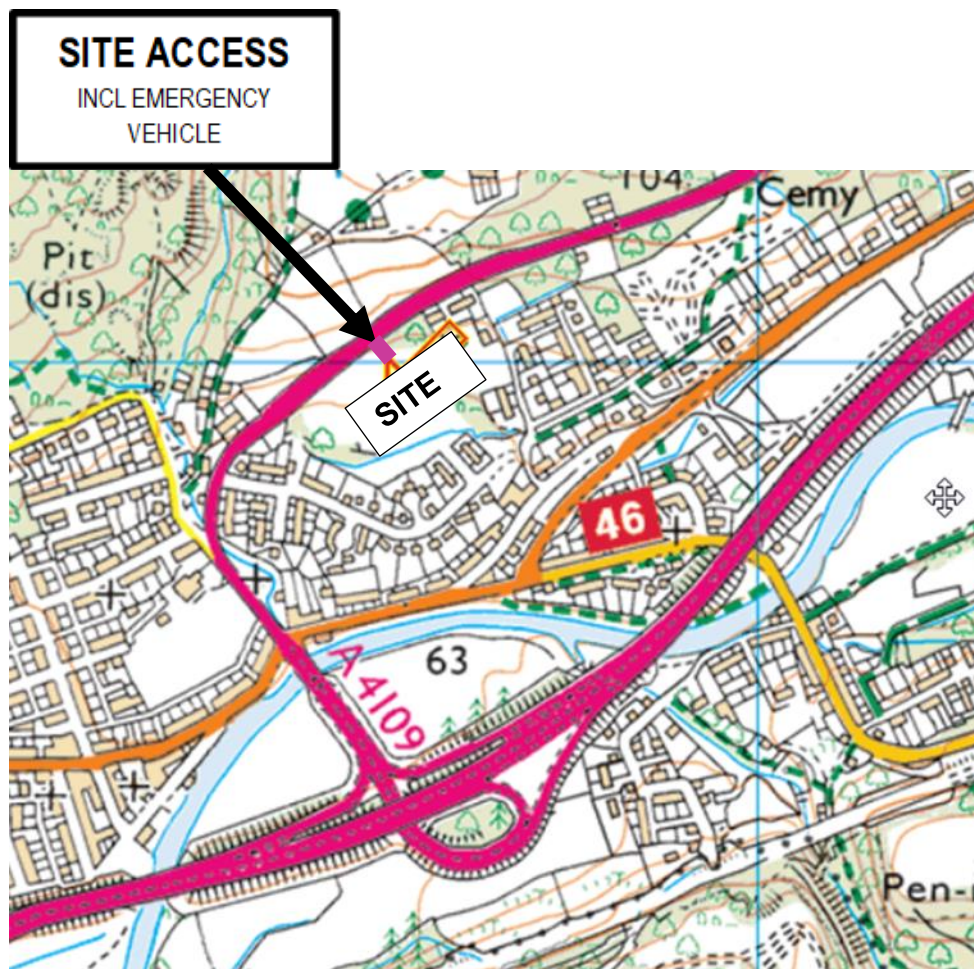


Fig 3. Arrival & Departure Routes For Construction Traffic (highlighted pink)

2.4 Site vehicles are not permitted to use residential streets as part of their route to or from the site. There is no requirement for site vehicles to use residential streets.

2.5 Dedicated space for deliveries or waste removal lorries will be provided within the blue block area shown at Fig. 4 below



Fig. 4. Blue block area denoting site compound/welfare/material storage/contractor parking

2.6 There will be a requirement for waste skips during the course of construction and therefore, removal of skips from site. Waste skip(s) will be placed within the site hoarding.

2.7 Delivery vehicle parking will be on site. Delivery and waste removal lorry timings are to be coordinated such that only one activity occurs at any one time. Congestion on the local road network can be mitigated by means of vehicles arriving and departing at staggered intervals during the day in order to reduce congestion and delays on the local road network.

2.8 Deliveries of bulk concrete will be by pump system from lorries parked within the site boundary. Paragraph 2.7 above will apply with regard to scheduling of this activity.

2.9 Some construction elements will require lifting by crane. A mobile crane will be provided for this on an 'as needed' basis. The mobile crane will be parked within the site boundary.

2.10 The loading/unloading time of waste disposal and most delivery lorries will be less than 30 minutes; with an average time of around 15 minutes. The time will be longer for some specific activities. Concrete supply lorries may be present for up to 2 hours. A scaffold delivery lorry may be present for 2 to 3 hours to allow the scaffold erection to be undertaken with scaffold materials taken directly from the delivery lorry.

2.11 Lorry engines are to be switched off when parked up on site; with the exception of when power is required for the operation of loading or lifting equipment (tail-lift or grab) or for concrete agitation/pumping.

2.12 No on-street parking will be provided for any transit or personnel vehicles, all construction traffic will be able to park within the site compound.

2.13 Both plant and pedestrian access will be by the existing entrance to the boundary with Heol-y-Glyn.

3. Delivery Hours

Deliveries are to be scheduled outside of peak traffic hours, (08:00 – 09:00, 16:30 – 18:00). As paragraph 2.7 above, deliveries will be coordinated so that only one activity occurs at any one time.

4. Prevention of Mud on Highway and Dust Suppression of Same

- Vehicles leaving site shall be checked for cleanliness and if necessary be subject to wash down.
- Enzo's Homes Ltd will, when required, employ the use of a road sweeper to clean any affected area of the highway. Furthermore, local dust/mud/debris will be removed manually as the need arises to prevent such material causing contamination further on.
- In the event that wheel-washing is required a power washer will be available on site.
- The Site Manager will undertake weekly Health, Safety and Environmental Inspections to ensure the procedures listed above are being followed.
- During all stages of construction, the Site Project Manager will be responsible for maintaining the CTMP.
- The CTMP will be routinely reviewed on a monthly basis or earlier if circumstances dictate.
- All 'open' wagons and waste vehicles will be sheeted over. During dry periods dust suppression will be utilised by water spraying.
- Vehicle co-ordination will be organised by the Site Manager who will have overall responsibility for the coordination of deliveries.
- The anticipated number, frequency and types of vehicles will vary throughout the project. In the early stage of the development there may be in the region of up to 30 HGVs per week. As the scheme progresses the number of deliveries will diminish.
- Banksman will be used to direct vehicle manoeuvres at the site access/waiting/loading points ensuring that other vehicles can pass and are not unduly delayed by the waiting vehicle whilst it is undergoing loading/unloading

5. Vehicle Scheduling Procedure (as Noted 2.7)

5.1 A daily delivery schedule will be prepared by the site manager to ensure that all vehicle arrivals at the site are programmed and managed. There should be no unexpected or unprogrammed arrivals at the site.

5.2 A banksman will be responsible for directing deliveries to avoid conflict between other site activities and the delivery and waste removal activities.

6. Local Residents/Businesses/Pedestrians

- The hours of delivery will minimise the potential for disruption to peak hour traffic on the local network.

- The procedures put in place will avoid, minimise or mitigate effects on the local area.
- Signage to the front of the site will identify the construction site, Site Managers details and those of the Principle Contractor.
- Footpath signs/notices will be placed to ensure vulnerable pedestrians are made aware of the site traffic entrance/exit.

7. Monitoring

- The Site Manager will ensure that the CTMP is monitored and reviewed as necessary.
- The Site Manager will display a Traffic Route Plan on the site noticeboards depicting traffic & pedestrian routes, material storage areas, car parking etc.

8. Complaints Procedure

- The Site Manager will deal with any complaints from local residents/businesses in co-ordination with the Principle Contractor.
- A record will be kept of issues raised and the subsequent resolution.