

Site: Maes- y-Parc, Glynneath

PROJECT CONTROL

Rev.	Changes / Comments	Prepared by: (Contracts / Project Manager)	Date	Approved by: (MD)	Implemented / Used by: (Site Manager)	Date
1.0	First Issue	David Manning	08/06/21	Stephen Euston	Andrew Banks	08/06/21
2.0						
3.0						
4.0						

Note: By signing above, you are confirming that you are confident that the control measures within are suitable and sufficient, and that you will bring to the attention of Manning Construction Limited any deficiencies which could lead to harm or injury.

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1.0 Site location

The proposed housing development is located adjacent to Park Avenue, Glynneath.

The Traffic Management Plan will form the basis for the arrangement of the site access and site movement of both pedestrian and vehicular movement along with the demarcation and segregation routes in accordance with the site layout and activities. It is with this in mind that certain elements of these arrangements will change, to a certain degree, to reflect the progress of the site development. This will not impact or impede upon the operation of the traffic management plan and as such will be reflected in line with the CPHSP. These both 'plans' are subject to regular review by the Client, Site Manager and HSQE Manager during the regular project progress meetings.

Parking areas will be confined to the restricted and allocated areas as to be incorporated within the Site Layout Plan with limited parking space. No change is proposed to these existing arrangements during the construction period. As part of these same considerations there is the requirement for the containment of activity within the site boundary, particularly noise, dust, access and egress, adjacent properties and residents.

The site will be managed at all times during working hours by an experienced site manager who will operate a quality control procedure in line with the CPHSP and CEMP. As part of standard company practice the site manager will notify all local residents and businesses of his name and contact number in the event of a query during the contract.

1.1 Scope of works

The works involve:-

- Construction of 10 detached houses
- Associated drainage works
- Associated road works
- Improvement to junction at Park Avenue

The construction site will be organised so that vehicles and pedestrians using site routes are clearly demarcated and segregated. These routes will be suitable for the persons or vehicles using them, in suitable positions and sufficient in number and size, this is so that incidents can be prevented by the effective management of transport operations throughout the construction process. Pedestrians and vehicles are to be kept apart by management of the following:

- **Entrances and exits** - provide segregated entry and exit gateways for pedestrians and vehicles;
- **Walkways** - provide firm, level, well-drained pedestrian walkways that take a direct route where possible;

- **Crossings** - where walkways cross roadways, provide a clearly signed and lit crossing point where drivers and pedestrians can see each other clearly;
- **Visibility** - make sure drivers driving out onto public roads can see both ways along the footway before they move on to it; the existing entrance has a visibility splay to enable this. A banksman is to be deployed with a gatekeeper routine in place to ensure the site is secure and vehicular movement managed;
- **Obstructions** – do not block walkways so that pedestrians have to step onto the vehicle route; and access to the nursing home.
- **Barriers** - install a barrier between the roadway and walkway.

Vehicle movement will need to be minimised on site due to the restricted areas in which the contractors will have to work. This will be minimised by management of the following:

- Provide car and van parking for the workforce and visitors away from the work area;
- Control entry to the work area; and
- Plan storage areas so that delivery vehicles do not have to cross the site;
- People who direct vehicle movements (banksmen) must be trained and authorised to do so;
- Make sure that all drivers and pedestrians know and understand the routes and traffic rules on site. Use standard road signs where appropriate;
- Provide induction training for drivers, workers and visitors and send instructions out to subcontractors and visitors before their visit.

This management will be greatly assisted by utilising the following:

- **Banksmen** – who will be appointed to control manoeuvres and who are trained in the task.
- **Clothing** - pedestrians on site will wear high-visibility clothing.
- **Speed limits** - restrict speed to 5 mph.
- **Communication** – resident & local businesses in this instance the library & nursing home

2.0 Days and hours of construction and deliveries

All deliveries will be notified to the Site Manager in advance with specific times identified. These will be collated and held in a diary by the Site Manager who will manage the deliveries on a daily basis, this will highlight any clashes and anticipated busy periods to streamline the processing of deliveries.

Unloading will be carried out at one of the material storage areas and/or laydown area. All deliveries, where possible, must be able to be unloaded by forklift or mechanical means. No persons will be permitted to get on the back of vehicles without safe system of work in place for edge protection or fall arrest.

3.0 Route for Deliveries

Site Access will be to approach the site off Park avenue and report to the site manager. This is the only access to the site. As this is the main access into the site it has been decided that only managed and limited construction access should be provided here i.e. pre-planned and scheduled arrivals with close liaison with the site manager. This will include the provision for delivery, off-loading, manoeuvring and anticipated timescale on site with use of banksmen. All instructions are to be relayed to the subcontractors and suppliers for advance with a site attendance and delivery schedule in place for all vehicular movement. This in turn will determine the number of site parking allocation and any subsequent limits to the size and type of delivery vehicle at any given period. Therefore, traditional small unit materials e.g. bricks, blocks, etc. will be factored into the delivery schedule (dependent upon storage and laydown space available) and used accordingly. The larger, heavier elements such as structural steelwork, roof trusses, etc. will be limited and deliveries must be carefully undertaken and programmed. This will be inclusive of deliveries including site cabins and storage containers. The route and delivery site layout is outlined on the Site Layout Plan

4.0 Loading and unloading of Plant and Materials

The loading and unloading of plant and materials will be through the main entrance using a HIAB lorry and/or other mechanical means. These activities will involve compulsory use of banksman and in strict adherence to the delivery schedule programme.

5.0 Storage of Plant and Materials

The storage of plant and materials will be within easy access of the point of unloading to minimise movement through the site for vehicles and plant. It will be relatively close to the contractor's compound.

6.0 Programme of Works, Traffic Management Measures

An overall programme of work has been provisionally included, although this will be subject to a regular update by Manning Construction Limited during the construction phase. The project programme will have a detailed breakdown of all site activities whereby all deliveries will be identified for the following week.

When the junction improvement works are being carried out temporary traffic light will be utilised to limit the disruption, a detail plan has been developed by a specialist traffic management company as Amberon, included within Appendix 3

7.0 Provision of Boundary Fencing/Hoarding

The work area is will be heras fenced off with low level fencing required to demarcate works areas/pedestrian routes

8.0 Parking for Site Personnel, Operatives and Visitors

The project aim is to reduce vehicle movements to and from the site as far as possible. To achieve this all sub-contractors will be asked to car share or use crew cab vehicles or similar at their pre-order meeting. There will be no access to the site without prior consent and authorisation by the Contracts Manager/Site Manager.

Due to the restrictions on site there will be limited and authorised only parking within the site boundary.

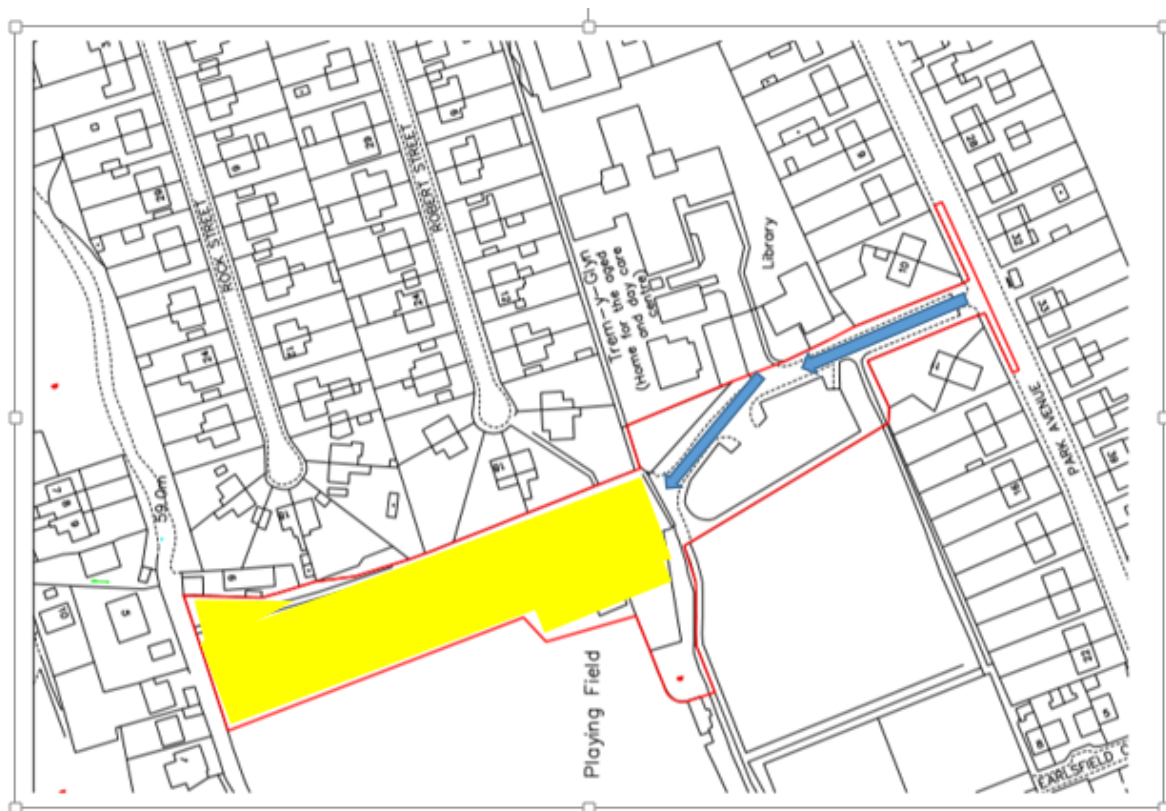
9.0 Site Plan

Site Layout:-

Red line denotes the site/ownership boundary.

Access/egress route demarcated by the blue arrows

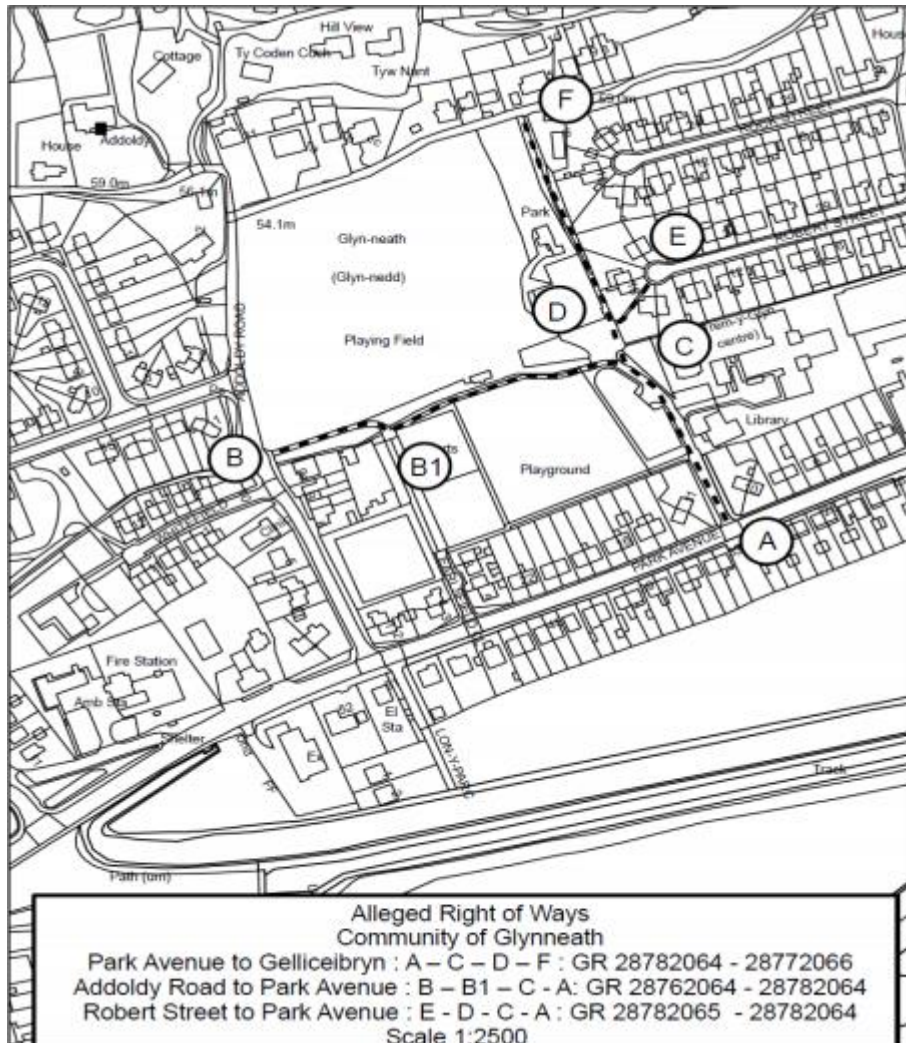
Yellow identifies the work area



Appendix 1

Pedestrian access

The site in its current state has 3 no public right of way through the site, as noted below



When the site commences an application will be submitted for the closure of all these pathways due to Health & safety reasons.

Suitable signage and barrier will be erected to advise of this, we understand that this may be an inconvenience , however, we feel due to the nature of the works being carried out that the safest option to temporarily close them during the construction period.

Pedestrian access will be maintained to both the library and Trem-y-Glyn , this will only be accessible from Park Avenue.

Part of the construction work is to upgrade and enhance the entrance way, which included footpath to both sides, whilst these works are being carried out temporary access will be provided, again suitable signage and barrier will be erected .

Proposed site access

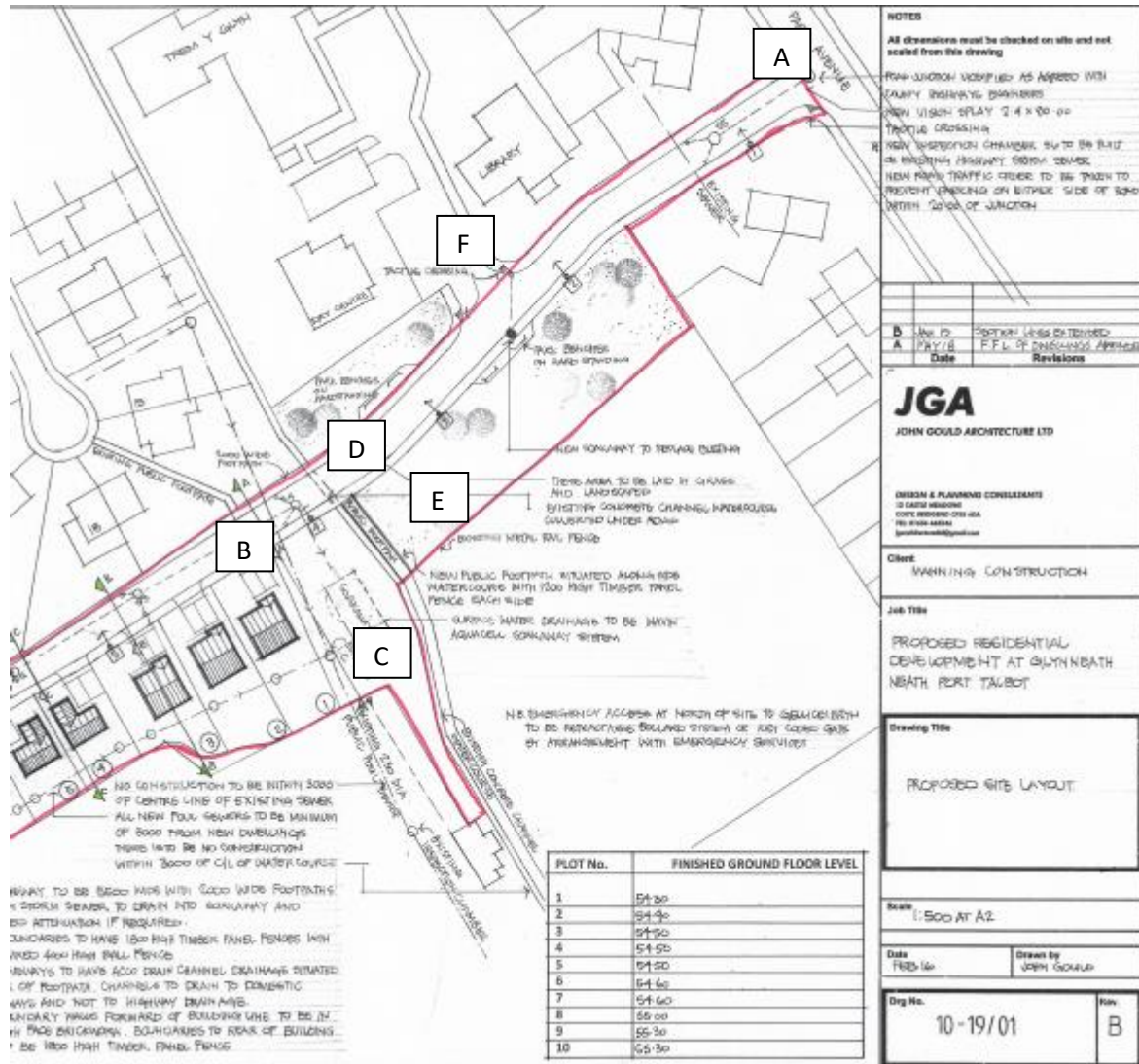
Extract from approved drawing 10-19/01B



Appendix 2

Vehicle Access

The site in its current state has a suitable access road from point A to B



The site welfare facilities are located at point C , all traffic both construction public will enter the site location via park avenue (point A) , however , only construction traffic will be able to travel beyond point D, this section will be fenced & gated to prevent any unauthorised access.

All construction vehicle must not block the access road , to prevent this we will introduce a holding area where vehicles can park/stop , but still maintain access for other vehicles accessing the 2 other facilities as noted.

The holding area will be located on the existing hardstanding area, point E.

The existing tarmac carpark will be maintained and utilised for both construction works and members of the public.

Suitable fencing and signage will be installed so that all personnel are aware of the arrangements

During the site induction all construction personnel will be made aware of these arrangements, also all suppliers.

Access to residential home and library will be as currently via point F, when construction works are being carried out on the main access road, a designed/approved traffic management system will be introduced to control traffic flow.

The site team will liaise with all suppliers to plan deliveries not for them to coincide with peak traffic times such as school starting & finishing, and any peak times for both the care home and Library.

Appendix 3

Traffic Management layout

