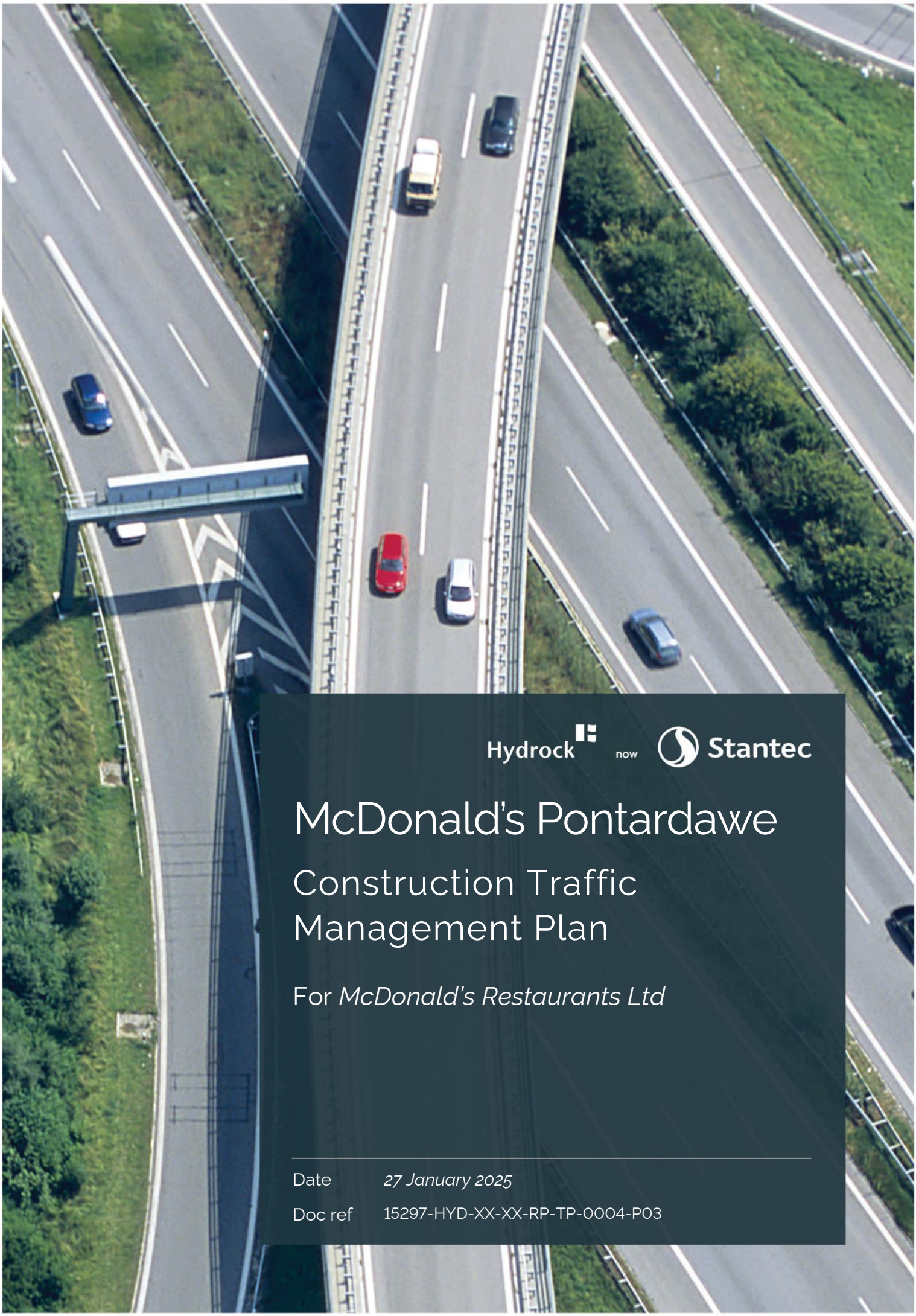


Hydrock now Stantec

McDonald's Pontardawe

Construction Traffic Management Plan

For *McDonald's Restaurants Ltd*

Date	*27 January 2025*
Doc ref	15297-HYD-XX-XX-RP-TP-0004-P03

Document control sheet

Issued by	Hydrock Consultants Limited Wharton Place 13 Wharton Street Cardiff CF10 1GS United Kingdom	T +44 (0)2920 023 665 E cardiff@hydrock.com hydrock.com
Client	McDonald's Restaurants Ltd	
Project name	McDonald's Pontardawe	
Title	Construction Traffic Management Plan	
Doc ref	15297-HYD-XX-XX-RP-TP-0004-P03	
Project number	15297	
Status	S3	
Date	27/01/2025	

Document production record		
Issue number	P03	Name
Prepared by		Lizzie Clark BSc (Hons) MSc MCIHT
Checked by		Rusne Bagdanaviciute BSc (Hons) MSc MCIHT
Approved by		Lizzie Clark BSc (Hons) MSc MCIHT

Document revision record			
Issue number	Status	Date	Revision details
P01	S3	17/12/2024	Suitable for comment and review
P02	S3	20/01/2025	Suitable for comment and review
P03	S3	27/01/2025	Suitable for submission

Hydrock Consultants Limited has prepared this report in accordance with the instructions of the above named client for their sole and specific use. Any third parties who may use the information contained herein do so at their own risk.

Contents

1. Introduction 1

1.1 Background 1

1.2 Site Location 1

1.3 Site Description 1

1.4 Surrounding Land Uses 1

1.5 Construction Traffic Management Plan 2

2. General on-site health and safety 3

2.1 Introduction 3

2.2 Sub-contractors 3

2.3 Health and safety induction 3

2.4 Noise and vibration management 3

2.5 Dust and air quality management 3

2.6 Recycling/disposing of waste 4

2.7 Energy consumption 4

2.8 Monitoring 4

3. Phasing, timing and programming 5

3.1 Construction Programme and Duration 5

3.2 Hours of operation 5

3.3 Construction Trip Generation 5

4. Construction site layout 7

4.2 Parking for site operatives and visitor vehicles 7

4.3 Plant and materials - loading and unloading 7

4.4 Plant and materials - storage 7

4.5 Fencing 7

5. Construction traffic 8

5.1 Construction vehicle activity 8

5.2 Construction Traffic Routes 8

5.3 Description of the Strategic Road Network 8

5.4 Proposed Construction Routes 9

5.5 Construction Traffic Hours of Operation 10

5.6 Vehicle Access and Driver Information 11

5.7 Construction Vehicle Arrivals and Storage 11

5.8 Proposed Site Layout and Compound 12

5.9 Construction Workforce 13
6. Wheel-washing and road sweeping 14
6.2 Road sweeping 14
7. Construction management measures 15
7.2 Management of impact 15
7.3 Management of impact on members of the public 15
7.4 Slit trenches/trial holes 15
8. Contact list 16

Tables

Table 3.1: Construction Phasing 5
Table 8.1: Contract list 16

Figures

Figure 5.1: Construction Vehicle Routing Strategy 10
Figure 5.2: Construction Compound Layout 12

Appendices

Appendix A Swept path analysis: Construction Compound Layout

1. Introduction

1.1 Background

1.1.1 Hydrock has been appointed by McDonald's Restaurants Ltd to prepare this Construction Traffic Management Plan following planning consent for the development of a McDonald's Restaurant with a drive-thru facility on part of the existing Tesco car park in Pontardawe, to the north-east of Swansea.

1.1.2 This CTMP has been produce to support discharge of planning conditions associated with planning permission P2023/0101, including:

> *Condition 4*
>
> *"Prior to the commencement of any works on site, a temporary traffic management plan shall be submitted to and approved in writing by the Local Planning Authority detailing the temporary traffic arrangements within the site during the construction phase of the development. This shall include details and measures on how traffic trips for both pedestrian and vehicles will be managed through the site during the course of construction. The approved temporary traffic management plan shall be adhered to during the course of construction."*
>
> *Reason: In the interest of highway and pedestrian safety, and to ensure accordance with Policies BE1 and TR2 of the adopted Neath Port Talbot Local Development Plan.*

1.2 Site Location

1.1.3 The site is located at the Tesco Superstore, adjacent to A4067, Alltwen, Pontardawe, SA8 3AZ. The site is positioned between the A4067 and the Afon Tawe (River Tawe), within the car park of the Tesco Superstore.

1.3 Site Description

1.1.4 The site is roughly rectangular in shape, measuring approximately 60m northeast to southwest by 50m northwest to southeast, with an area of approximately 0.3 ha. The site is currently part of a car park for the Tesco superstore located to the southwest. Hydrock undertook a walkover in May 2020 which noted that the asphalt car park was visually in good condition with few repairs and no obvious cracking or settlement. A set of high-voltage overhead powerlines cross the site from the east corner to the west corner. In the north-easternmost car parking spaces there were a set of large manhole covers.

1.4 Surrounding Land Uses

1.1.5 The northeast boundary is formed of the access road from the A4067 roundabout with the Tesco petrol station approximately 50m northeast of the site. The southeast boundary is formed by a stepped slope up to the A4067.. This stepped slope progresses into a soil nailed slope to the southwest, towards the Tesco Superstore. Located to the south of the A4067 is residential housing on Lon Tanyralt. The southwest boundary is open to the Tesco car park with the Tesco Superstore 100m southwest. The northwest boundary comprises a reinforced soil slope, standing at approximately 70 degrees. This reinforced soil slope supports the Tesco car park and

provides access for deliveries to the Tesco Superstore between the car park and Afon Tawe. Located to the north of the Afon Tawe is a Cwmtawe Community School and residential housing on Llys Glanrafon.

1.5 Construction Traffic Management Plan

1.1.6 The purpose of this CTMP is to determine the environmental, safety and congestion impacts on the local road network associated with the proposed development.

1.1.7 Following this introductory section this CTMP is structured as follows:

- Section 2 details the general on-site health and safety;
- Section 3 outlines the construction phasing and programme;
- Section 4 details the construction site layout, including the location of the site compound, materials storage area(s) and staff parking;
- Section 5 describes the volume and type of construction vehicles likely to access the site, the routeing of construction vehicles and proposed traffic management measures;
- Section 6 outlines measures for wheel-washing and road sweeping;
- Section 7 outlines the measures proposed to manage the impact of construction on local residents and the public; and,
- Section 8 outlines contact details.

2. General on-site health and safety

2.1 Introduction

2.1.1 The contractor will develop a system of Safety, Health & Environment procedures that will cover all site activities and resulting environmental impacts that fall within current Health & Safety legislation. All activities on site must comply with the current Safety, Health and the Environment (SHE) manuals. All statutory inspections are recorded on the relevant SHE system forms.

2.2 Sub-contractors

2.2.1 All sub-contractors must submit risk assessments and method statements for their individual activities, plus any licenses or permits to work is required for daily activities. These are held on site, and are monitored to check that they are being implemented correctly.

2.3 Health and safety induction

2.3.1 All site personnel and visitors will undergo a Health & safety induction when first entering the development. The induction informs the person(s) of the works being carried out on a day to day basis on the development.

2.3.2 A standard F10 notice covering the Development and Off-Site Highway improvement works will be submitted to HSE on appointment of a suitable contractor.

2.4 Noise and vibration management

2.4.1 To control, prevent and minimise noise and vibration generated during demolition and construction periods, the following measures will be implemented:

- Noisy operations will only take place between 8am and 5pm (out Monday to Friday) and 8am to 1pm (Saturday);
- Noise emitting equipment will be switched off when not in use;
- The use of quieter equipment will be used where possible, and/or plant and machinery will have silencing apparatus attached;
- When noisy operations are being carried out, when possible, all doors and windows will be closed to reduce noise escaping from the site;
- Ensure that workers are supplied with hearing protection;
- Hiring equipment from reputable companies which supply well-maintained equipment; and,
- Any radio played on-site will be at a level that does not disturb neighbours.

2.5 Dust and air quality management

2.5.1 It is considered that the appointed contractors will ensure that the requirements of the Environment Protection Act 1990 are met, and that dust on the site is kept to a minimum. The measures taken to achieve this will include:

- Dust suppression techniques will be employed as necessary and available at all times to reduce the risk of dust settling on the public highway;

- Adequate sheeting of loads leaving the site;
- Regular road sweeping, clearing and washing will be implemented;
- Work area will be surrounded by hoarding to prevent the escape of dust.

2.6 Recycling/disposing of waste

2.6.1 To control, prevent and minimise waste generated during demolition and construction periods, the following measures will be implemented:

- Favour suppliers who remove packing as part of their contract;
- Where possible return excess material to the supplier or manufacturer;
- Encourage reuse of recycling waste wherever possible;
- Encourage the purchase of products with recycled content, and/or select materials with recycling potential;
- Avoid and minimise waste streams of high volume and high cost;
- Adopt a 'just in time' material delivery system, to avoid materials being stockpiled on site and avoid degradation through weathering and moisture damage.
- Burning of waste and unwanted materials will not be permitted on site;
- Limit unnecessary excavation;
- Colour coded, covered skips will be made available within the site to reduce the risk of cross contamination and prevent debris and dust from blowing around the site. These will be cleared on a regular basis; and,
- Collected waste and debris will be disposed of at a licensed waste facility.

2.6.2 It is considered important to provide correct handling, storage and disposal of waste in order to ensure compliance with environmental legislation and for pollution prevention. It is considered that consultations with the regulators will be carried out to ensure that the best practice is adopted.

2.7 Energy consumption

2.7.1 In order to reduce energy consumption, implementing energy efficient measures will be encouraged, including:

- Switching off the equipment when not in use;
- Using energy efficient light bulbs;
- Servicing site heaters; and,
- Minimising draughts at all project spaces

2.8 Monitoring

2.8.1 The measures detailed within this report will be monitored by McDonald's Restaurants Ltd to ensure they are adhered to by all contractors and sub-contractors, and any adverse impacts avoided.

3. Phasing, timing and programming

3.1 Construction Programme and Duration

3.1.1 It is considered that the typical construction phase of the development is anticipated to last a total of approximately 16 weeks.

3.1.2 This CTMP will be in place throughout the ground clearance and new development construction. Its intent will be to minimise adverse impacts on the surrounding area.

3.1.3 Table 3.1 below summarises the works to be undertaken and the time (in weeks) required for each task.

Table 3.1: Construction Phasing

Time	Task
2 days	Site set up
2 days	Site clearance
10 weeks	Excavation, waste removal and material delivery
5.5 weeks	Building installation
1 day	PC
Total	16.5 weeks

3.2 Hours of operation

3.2.1 All construction activity will be carried out Monday to Friday between 8am and 6pm and Saturday from 8am to 1pm. There will be no working on Sundays or Bank Holidays and any works that generate a significant amount of noise will be undertaken between 9am to 4pm.

3.2.2 It is considered that deliveries and collections will be made between the hours of 9am and 3pm, and 4pm to 5pm as these are the hours during which construction vehicles will cause least disruption in the area. There will be no deliveries taking place on weekends, bank or public holidays.

3.2.3 The site is located within close proximity of Godre'r Graig Primary School (accessed off the A474 and Ffordd Parc Ynysderw) and Alltwen Primary School (accessed via the Graig Road/A474 roundabout). The A4067 is via is the main route for construction traffic vehicles travelling from the north-east, therefore, no deliveries in excess of 3.5 tonnes shall access or leave the site via any route during the hours of 8am to 9.30am and 2.30pm to 4pm during school term time.

3.3 Construction Trip Generation

3.3.1 Although the precise works programme has not yet been finalised, the methodologies contained within the TRICS Research Report on Construction Traffic (February 2017) together with a number of reasonable assumptions on cost and duration of

construction supplied by the wider project team have been applied in order to calculate the anticipated daily construction traffic flows.

3.3.2 The calculation methodology detailed within the TRICS Research Report on Construction Traffic relates to the number of road vehicle movements to a site based on the total project value. A trip rate of 29.4 (one-way trips) is applied per £100,000 of project value based upon research undertaken as part of the 2007 UK Construction Industry Performance Indicators. This total number of vehicle movements is divided by the duration of the project (minus weekends) to give the anticipated daily construction vehicle movements.

3.3.3 Based on a construction period of approximately 16 weeks and an estimated project value of c. £2.4m, the anticipated construction traffic flows arising from the works would equate to 706 construction vehicle arrivals over the build period of 16 weeks with an average 8-9 construction vehicle arrivals per weekday. Therefore, assuming that all vehicles arriving to the site leave within the same day there would be a maximum average of 18 two-way construction related vehicle movements per day.

4. Construction site layout

4.1.1 In order to reduce the impact on local residents, the existing access from the A4067 will be utilised to provide access to the development site. A construction compound will be provided on-site, together with parking for staff and visitors.

4.2 Parking for site operatives and visitor vehicles

4.2.1 It is considered that there could be up to five operatives in total working on the S278 works at any given time. In order to minimise the impact of operatives' vehicles on the operation and free-flow of traffic within the vicinity of the site, operatives will be required to park within the construction compound for the main site. It is anticipated that parking on site will be managed by the site manager and/or Traffic Marshalls on site.

4.2.2 In addition, there will be occasional visitors to the site, and it is anticipated that the construction compound will be able to accommodate visitors' vehicles

4.3 Plant and materials - loading and unloading

4.3.1 All materials will be delivered on a timely basis, which is considered efficient and will provide accurate progress reporting of the project's programme. The material delivery will be provided in line with the materials required on-site. Up-front orders will be minimised to reduce over-stocking of the material on site.

4.3.2 All contractors and suppliers will be met prior to commencement on-site, and a copy of the Traffic Management Plan will be included within their contracts/orders.

4.3.3 Materials will be unloaded and placed within the main construction compound, and then transferred directly to the work area by the site forklift.

4.4 Plant and materials - storage

Compound

4.4.1 It is considered that during construction, all building materials will be stored within the main construction compound at all times, and no materials are to be kept outside the site, or on the public highway.

4.4.2 The on-site compound will include:

- Site offices and welfare units will be provided as steel containers; and,
- Steel storage containers (200m^2) will be provided as site storage facility. This will be locked securely and monitored under 24hrs CCTV.

4.5 Fencing

4.5.1 Fencing will be erected around the perimeter of the works site, where required to stop public access to areas where construction activities are taking place. This will be in the form of a Heras type fence panel system or similar erected on or around the working area.

5. Construction traffic

5.1 Construction vehicle activity

5.1.1 It is likely that the following Construction Vehicles will be utilised for the works:

- Mini-digger (overall dimensions 6.1m(l) x 2.4m(w) x 3.9m(h));
- Large tipper / 20 tonne Tarmac lorry (overall dims. 10.2m(l) x 2.5m(w) x 2.9m(h));
- Large HIAB delivery truck (overall dims. 9.5m(l) x 2.5m(w) x 3.0m(h));
- White-lining vehicle (overall dims. 8m(l) x 2.1m(w) x 3.6m(h)); and,
- Grab Lorry (overall dims. 9.1(l) x 2.6(w) x 3.5.(h)).

5.1.2 In addition to the vehicles outlined above, it is anticipated that a flatbed vehicle (11.5m(l) x 2.5m(w) x 3.0m(h)) will be required to transport the plant to and from the site.

5.1.3 Swept path analysis have been undertaken to show that a 16.5m articulated vehicle can manoeuvre within the construction compound layout and exit the construction site in a forward gear. Swept path analysis of vehicles accessing the site via the existing roundabout junction from the A4067 is presented in Appendix A.

5.2 Construction Traffic Routes

5.2.1 Suitable and safe routes have been identified which can accommodate the movements associated with construction materials, construction and plant vehicles. This section of the CEMP identifies appropriate routes for construction traffic to access the site during the construction phase.

The primary considerations for the routing strategy are as follows:

- To use the shortest route from the access point of the site to the Strategic Road Network (SRN);
- As far as possible use 'A' roads as a first priority followed by 'B' roads, 'C' roads and then 'unclassified roads;
- Where possible avoid single carriageway roads unless these provide direct access to the construction site; and
- To avoid settlements and sensitive receptors to minimise impact on villages and towns and sensitive road users.

5.3 Description of the Strategic Road Network

5.3.1 The site is located within the existing car park of a Tesco Superstore which lies directly to the north of the A4067. The A4067 runs in a south-west/north-east alignment and provides the principal vehicular route between Pontardawe and Swansea to the south-west whilst also offering direct access to the Strategic Road Network (SRN) via the M4 J45 some 6.5km south-west of the site.

5.3.2 Access to the A4067 from the site is provided via a four-arm roundabout, from hereon in referred to as the 'site access roundabout'. The site access roundabout provides direct access to the Tesco Superstore with the remaining three arms comprised of the A4067 carriageway.

5.3.3 To the north east of the site access roundabout the A4067 provides a direct vehicular route to the town of Ystradgynlais.

5.3.4 Approximately 150m north of the site access roundabout the A4067 meets the A474 at a further roundabout. The A474 is primarily suburban in nature providing access to local residential settlements to the south of the A4067 whilst providing a key route to small rural settlements to the north.

5.3.5 To the south-west of the site access roundabout the A4067 continues for some 6.5km from the site to provide access to the SRN at J45 of the M4. The M4 provides a strategic east to west route between London and South Wales providing a route to Port Talbot, Cardiff and Newport to the south east of the development site before continuing across the Severn Estuary to Bristol. The M4 terminates 19km to the west of the site before continuing as the A48 northwest to Carmarthen.

5.4 Proposed Construction Routes

5.4.1 It is proposed that all construction vehicles will enter/exit the site via the site access roundabout from the A4067. It is envisaged that the majority of construction vehicle movements would be from destinations to the south (Swansea), south-east (Port Talbot, Cardiff, Newport) and north-west (Carmarthen) of the site. There may be a limited number of construction vehicle movements from Ystradgynlais to the north-east of the site.

5.4.2 All vehicles travelling north-east from the site will travel via the north-eastern arm of the A4067 from the site access roundabout.

5.4.3 All construction vehicles travelling south, south-east and north west of the site will be routed south-west bound on the A4067 towards the M4 J45 gyratory. Those construction vehicles travelling south to Swansea will continue on the A4067 whilst those travelling south-east and north-west will travel via the M4.

5.4.4 The routes outlined above ensure that construction vehicles do not route through central Pontardawe, minimising the impact of construction vehicles on the highway network within the town centre.

5.4.5 The routes described above are outlined in Figure 5.1.

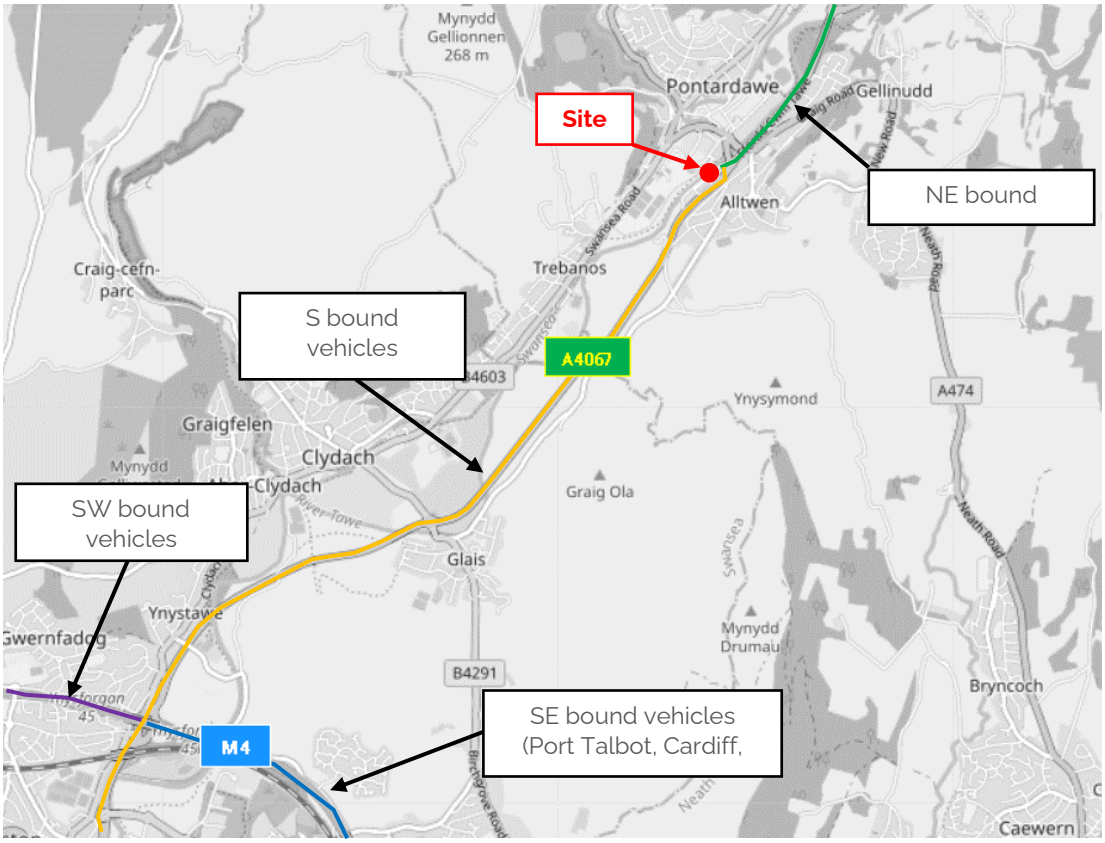


Figure 5.1: Construction Vehicle Routing Strategy

5.4.6 Each of the routes outlined in the figure above has been checked to confirm that there are neither weight, height or width limits that would otherwise preclude the use of the route for construction vehicles. It does however remain the driver's responsibility to ensure their vehicle can safely negotiate the prescribed route.

5.4.7 All of the above routes avoid the routing of traffic through densely populated residential areas with construction movements confined solely to 'A' roads or motorways within the vicinity of the site.

5.5 Construction Traffic Hours of Operation

5.5.1 Confirmation of the restrictions on construction vehicle delivery hours will be set out following the appointment of the contractor.

5.5.2 In order to minimise the disruption to general traffic movements along the surrounding road network during the AM and PM peak hours, restrictions on times and days when construction traffic vehicles can access the site will be applied.

5.5.3 The site is located within close proximity of Godre'r Graig Primary School (accessed off the A474 and Ffordd Parc Ynysderw) and Alltwen Primary School (accessed via the Graig Road/A474 roundabout). The A4067 is via is the main route for construction traffic vehicles travelling from the north-east, therefore, no deliveries in excess of 3.5 tonnes shall access or leave the site via any route during the hours of 8am to 9.30am and 2.30pm to 4pm during school term time.

5.5.4 In case of emergency, any work required to be undertaken outside of core working hours (not including repairs or maintenance) will be agreed with Neath Port Talbot Council prior to undertaking the works.

5.6 Vehicle Access and Driver Information

5.6.1 The construction access point is proposed in the same location as the proposed vehicular access for the development scheme, via the internal Tesco Superstore service road car park access road.

5.6.2 Vehicles will enter and exit the site in a forward gear using the construction vehicle turning area as outlined on the Construction Compound Layout. Swept path analysis has been carried out which shows that a 16.5m HGV can manoeuvre within this area and exit the site in a forward gear.

5.6.3 As set out within Health and Safety Executive (HSE) guidance, the Banksman directing vehicle movements (signallers) will be trained and authorised to do so. On the rare occasions when reversing is required and in addition to a competent Banksman directing vehicle movements consistent with HSE guidance, consideration will be given to:

- Aids for drivers - mirrors, CCTV cameras or reversing alarms that can help drivers see movement all-round the vehicle;
- Lighting - so that drivers and pedestrians on shared routes can see each other easily. Lighting may be needed after sunset or in bad weather; and
- Clothing - persons on site should wear high-visibility clothing.

5.6.4 To avoid construction traffic congestion and nuisance to the surrounding area, all suppliers and contractors will be made aware of the prescribed construction routes and time slot allocated within the booking system.

5.6.5 The site entrance will be appropriately signed to avoid congestion or queuing onto the highway. The site entrance will also be maintained and kept clean and clear.

5.7 Construction Vehicle Arrivals and Storage

5.7.1 Site deliveries will adopt a 'just in time' arrangement whenever practical so as to minimise queuing and on-site storage requirements. Deliveries to the site will be staggered with drivers given specific time windows for arrival and these will be recorded within the booking system by the site manager. This will prevent convoying of vehicles to and from the site and ensure that construction traffic does not queue on the local highway network.

5.7.2 Prior to arrival on-site, drivers of vehicles will be instructed to call ahead to confirm they will arrive during their allocated timeslot. If there are any issues with arriving during the allocated time, drivers will be instructed to contact the site manager as soon as this is known to obtain another timeslot. A number of spare slots will be reserved throughout the day to maintain flexibility. No deliveries in excess of 3.5 tonnes shall access or leave the site via any route during the hours of 8am to 9.30am and 2.30pm to 4pm during school term times

5.7.3 The construction compound layout includes:

- Internal materials storage area (200m²);
- Site office and welfare facilities;
- A total of 11 car parking spaces for staff; and,
- A turning circle for articulated vehicles.

5.7.4 The construction compound layout is shown in Figure 5.2 below, and presented in Appendix B.

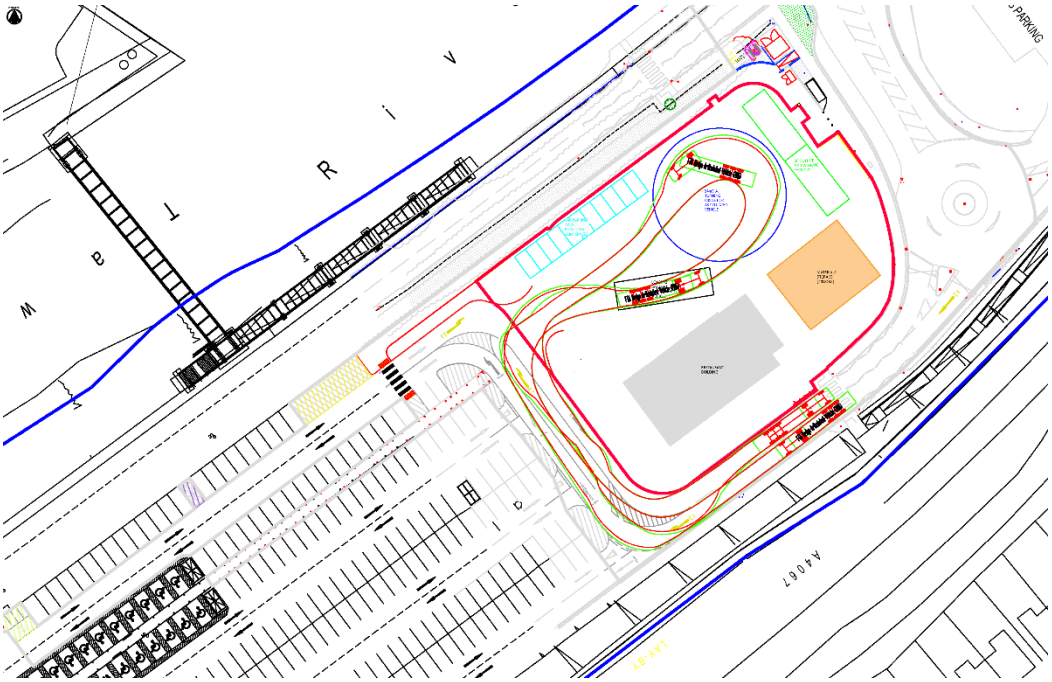


Figure 5.2: Construction Compound Layout

5.7.5 All plant and construction materials will be stored within the site boundary in the location shown above. Deliveries of building materials will be phased throughout the construction period to ensure there is sufficient storage space available for direct offloading and storage on the site.

5.7.6 During the twelve-hour delivery period, there would be 24 time slots available (assuming 30-minute periods) and as such there would be suitable capacity to accommodate the anticipated number of arrivals per day on the peak days of delivery.

5.7.7 All loading and unloading of plant and materials will be undertaken onsite, with allocated areas provided for parking of vehicles for site operatives and visitors.

5.8 Proposed Site Layout and Compound

5.8.1 The materials storage, site welfare and delivery area will be accommodated on-site.

5.8.2 The contractor will implement a clear and concise construction warning signage scheme on-site to assist in internal traffic control and separate construction vehicles and pedestrians.

5.8.3 Signage will also identify the site office and parking areas for workers, site visitors and delivery vehicles.

5.8.4 Signage will be positioned at the entrance to the construction compound so it is visible to all vehicles arriving to the site.

5.8.5 The site will have secure perimeters to protect the community and pedestrians on adjacent footways from construction work and vehicle movements. These will be erected and maintained by construction workers.

5.9 Construction Workforce

Number of Workers and Parking

5.9.1 The level of construction workers on-site will vary during each phase of construction. It is envisaged that workers will travel mainly by private vehicle, although sustainable transport options will be encouraged and promoted, including car sharing.

5.9.2 Some construction workers will require access to tools and materials which are usually stored within vehicles and as such, some workers will need to travel by vehicle and park on-site. To accommodate this, a total of 11 on-site car parking spaces have been provided for construction workers. These spaces will be carefully managed to ensure that these vehicles are booked into the site in advance and on arrival.

Sustainable Travel Opportunities

5.9.3 The client will ensure that where reasonable and practicable local labour and sub-contractors will be utilised for the duration of construction, thus minimising distances travelled on the network and maximising opportunities to consider alternative modes of transport to the site. As it is envisaged that workers will mainly travel by private vehicle, sustainable travel will be best achieved through the promotion of car sharing.

5.9.4 The nearest bus stop is located on Lon Tanyrallt south of the site, approximately 333m walking distance from the site equating to a 4-minute walk. This stop is accessed by travelling south via the footbridge over the A4067 which connects to Lon Tanyrallt. Service X6 provides a route between Swansea and Ystradgynlais running at a 20-minute frequency Monday to Saturday. The use of this service by construction workers will be promoted and encouraged via travel information displayed within the site office.

6. Wheel-washing and road sweeping

Wheel-washing facilities

6.1.1 It is considered that all drivers will be expected to check their vehicle is free of dirt prior to departing and a high-power jet wash will be available for use by all vehicles leaving the site. These facilities will be inspected on a weekly basis by the site supervisor and cleaned and maintained as necessary to ensure efficient and effective operation.

6.1.2 Water used for the wheel wash facility will be directed to a temporary settlement pond or catchpit located within the development. The temporary settlement pond or catchpit will collect solid material arising from the wheel wash facility.

6.1.3 Any deposits of mud and silt from the wheel wash facility will be cleaned up and disposed of within the development by the Traffic Marshall(s), who will also operate the wheel wash facility.

6.1.4 The Traffic Marshall will also inspect the access road leading to the proposed development and the existing Tesco superstore, from the entrance to the construction site to the A4067 roundabout junction. The carriageway immediately surrounding the site will be checked twice a day for any deposits of mud or silt which were not removed at the wheel wash facility, but subsequently fallen off a vehicle further up the carriageway. It is anticipated inspections will take place late morning and late afternoon, and the Traffic Marshalls will remove any deposits of mud and silt found on the highway and dispose of them within the development.

6.1.5 All gulley's within the adoptable highway within the vicinity of the site shall be inspected, twice a week for any blockages or silt build up.

6.2 Road sweeping

6.2.1 It is considered that the site operator will ensure that the site access and the public highway is kept clear at all times. The measures to achieve this will include the following:

- Regular road sweeping, clearing, washing and vacuuming etc. will be implemented to ensure that the construction site is in good order and the public highway is kept clear and clear of dust and debris;
- Prevent and reduce mud and debris from being deposited on the highway network by implementing appropriate measures and providing wheel washing facilities and adequate sheeting of loads; and,
- Monitor cleanliness on the access route on a regular basis and assess if further measures are required to maintain cleanliness.

6.2.2 It is anticipated that the roads will be swept twice a week in normal circumstances, usually on Tuesday or Wednesday, and Friday. However, this may change due to circumstances on site. For example, if earth moving operations are taking place. Likewise, the frequency of sweeping may decrease to once a week.

6.2.3 The Site Manager will be responsible for monitoring the condition of the site access and on-site roads, as well as the link roads immediately surrounding the site.

7. Construction management measures

7.1.1 This section of the CTMP set out measures which will be implemented to reduce the impact of construction on the surrounding highway and the existing Tesco superstore.

7.2 Management of impact

7.2.1 The contactor will take steps to ensure that the impact on shoppers associated with the existing Tesco superstore is minimised and, the following measures will be applied:

- The sequence of development will be carried out in an efficient manner to shorten the overall programme;
- Ensuring that vehicle and pedestrian access for the superstore is maintained;
- Ensuring that all residents are safe at all times by maintaining a clear separation between the site and communal areas;
- Works will be carried out during approved hours as specified by the Neath Port Talbot County Borough Council; and
- Liaising with representative of the superstore to ensure that all issues are dealt with in professional manner.

7.2.2 It is anticipated that a letter will be sent to residential dwellings within close vicinity of the access to the development site. The letter will inform residents of the intended development, as well as the likely duration of the works.

7.3 Management of impact on members of the public

7.3.1 The contractor will take steps to ensure that the impact on public will be monitored and minimised.

- The sequence of development will be carried out in an efficient manner to shorten the overall programme;
- Ensuring that footways surrounding the site is kept clear at all times;
- Ensuring that all deliveries take place within the site, and that the carriageway is kept clear of obstruction at all times; and,
- Appropriate safety signage to be provided within the public realm to ensure safety of members of public; and,
- Ensuring that all members of public are safe at all times by maintaining a clear separation between the site and public areas.

7.3.2 It is considered that during construction, the existing pedestrian routes will be maintained and free to use as is reasonably practicable.

7.3.3 If any temporary closures are required, road signage will be used to guide construction vehicles into the site, licenses will be obtained, and appropriate barriers and signage will be provided.

7.4 Slit trenches/trial holes

7.4.1 No slit trenches/trial holes are required on the adopted highway and, therefore, no licenses are required.

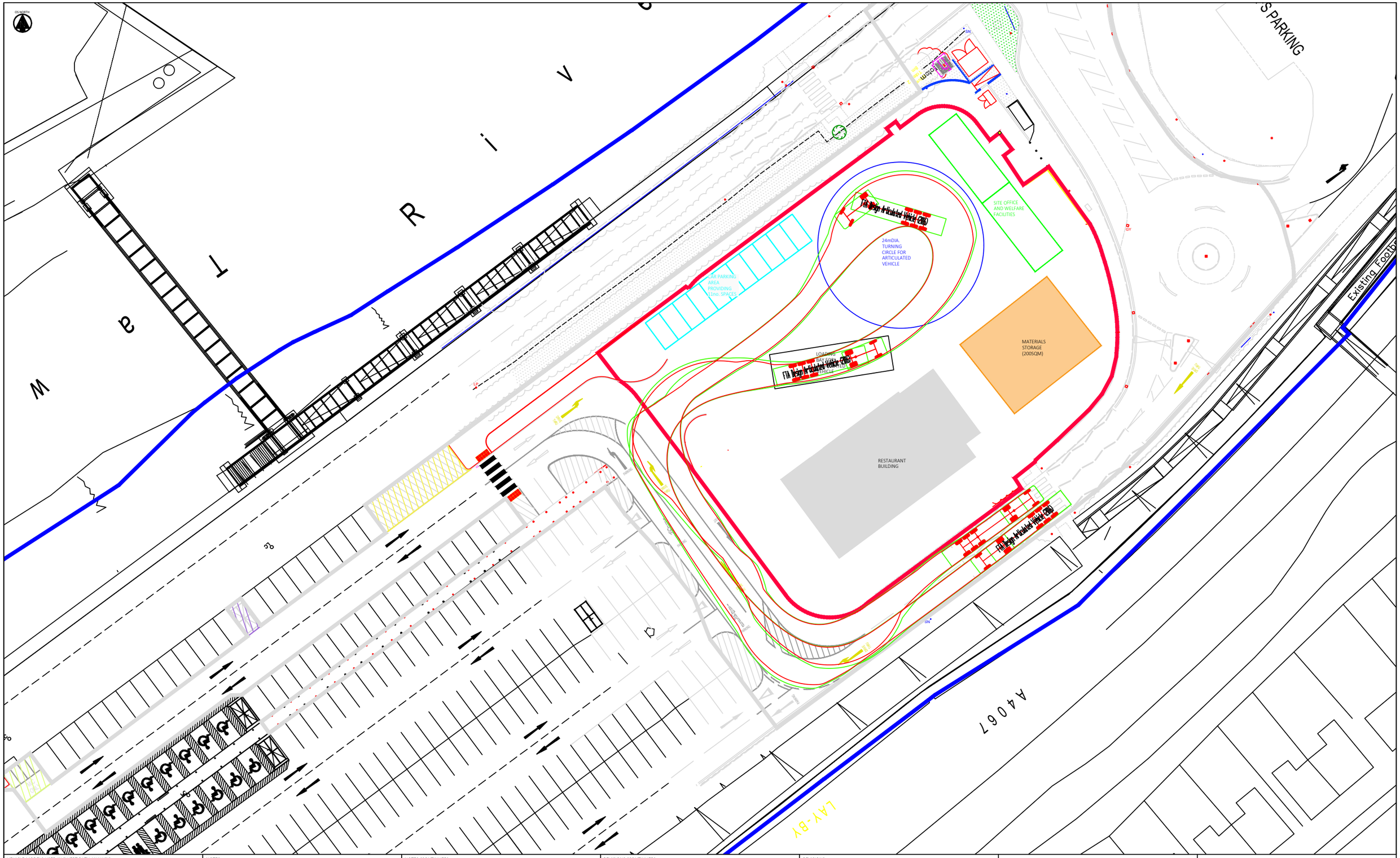
8. Contact list

8.1.1 This section of the report sets out contact details of the client, main developer, contractor and sub-contractors, which are summarised in below.

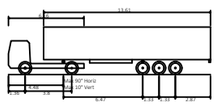
Table 8.1: Contract list

Contact		Details
Client	Name:	Ashley Macey-Norris
	Organisation:	McDonald's Restaurants Ltd
	Contact number:	07938 737310
	Contact email:	ashley.macey-norris@uk.mcd.com
Contact Managers	Name:	Ashley Macey-Norris
	Organisation:	McDonald's Restaurants Ltd
	Contact number:	07938 737310
	Contact email:	ashley.macey-norris@uk.mcd.com
Site manager	Name:	TBC
	Organisation:	
	Contact number:	
	Contact email:	
Contractor - TBC	Name:	David Thomas
	Organisation:	Trojan CML
	Contact number:	01443 303035
	Contact email:	david@trojan-cml.com
Out of Hours Contact	Name:	Ashley Macey-Norris
	Organisation:	McDonald's Restaurants Ltd
	Contact number:	07938 737310
	Contact email:	ashley.macey-norris@uk.mcd.com

Appendix A Swept path analysis: Construction Compound



VEHICLE MODELS USED IN SWEPT PATH ANALYSIS



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

NOTES

NOTES *(CONTINUED)*

REVISIONS *(CONTINUED)*

REVISIONS

	FIRST ISSUE					
P01	DRAWN BY R.OSBORNE	21/07/22	CHECKED BY D.HORN	21/07/22	APPROVED BY R.MCHUGH	21/07/22

Hydrock
MERCHANTS' HOUSE NORTH
WAPPING ROAD
BRISTOL
BS1 4RW
t: (0117) 9459 225
e: bristol@hydrock.com

CLIENT
MCDONALDS RESTAURANTS

PROJECT
MCDONALDS PONTARDAWE

CONSTRUCTION COMPOUND LAYOUT

HYDROCK PROJECT NO.	SCALE @ A3
15297	1:500

STATUS DESCRIPTION	STATUS
INFORMATION	S2

DRAWING NO. (PROJECT CODE-ORGINATOR-ZONE-LEVEL-TYPE-ROLE-NUMBER)	REVISION
15297-HYD-XX-XX-DR-TP-0002	P01