



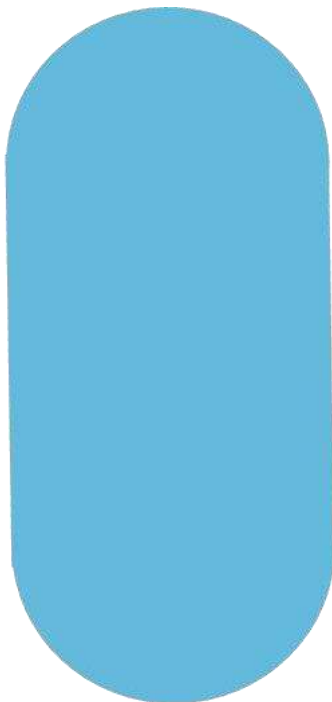
 Part of Shakespeare Martineau

Construction Impact Assessment

Land at Patshull Road, Albrighton

Boningale Developments Ltd

September 2026





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Document Control

Project Name: Land at Patshull Road, Albrighton

Matter Code: 2530067.61

Report Title: Construction Impact Assessment

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For and on behalf of Marrons			

1. Introduction

1.1. This Construction Impact Assessment (CIA) has been prepared by Marrons on behalf of Boningale Developments Ltd. This is in relation to the appeal against Shropshire Council's refusal to grant permission for up to 800 dwellings, a care home, secondary school and local centre on land at Patshull Road, Albrighton (application 24/02108/OUT).

1.2. The objective of this CIA is to address Policy TR6 of the National Planning Policy Framework (August 2026) which states that development proposals should be refused if:

"they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion."

1.3. Whilst the work undertaken to date in relation to the appeal has assessed the impact on the transport network 'following completion', Indeed the Highways Statement of Common Ground agrees at Point 11 that:

"The proposed scheme would not result in a significant or severe impact on the surrounding highway network following mitigation"

1.4. This CIA will assess the impact during the construction phase of the development in relation to highway safety and capacity on the transport network (noting a cumulative impact assessment is also required). The CIA will also identify mitigation where required.

1.5. This CIA does not negate the requirement for a detailed Construction Traffic Management Plan (CTMP) and Construction Environmental Management Plan (CEMP) to be provided prior to works starting in relation to any of the Reserved Matters application. The subsequent CTMP / CEMP will be reviewed and amended as necessary during the construction programme (using this CIA as a basis) to make working on-site and the proposed construction access route as safe as possible. Haulage firms and personnel working at the site shall be provided with a copy of the CTMP / CEMP to ensure all measures within it are adhered to.



1.6. The structure of this CIA is as follows:

- Section 2.0: Site Context
- Section 3.0: Construction Operations
- Section 4.0: Construction Vehicle Routing
- Section 5.0: Construction Traffic Impact Assessment
- Section 6.0: Construction Traffic Management

2. Site Context

Proposed Development

- 2.1. The proposals would allow for circa 800 dwellings, a care facility, secondary school and local centre.
- 2.2. The access strategy for the proposed development allows for a 6.5 metre wide spine road to link through the site via two new junctions onto the A464 Holyhead Road. These junctions take the form of a roundabout and right turn ghost island arrangement.
- 2.3. In addition to the above, links would be provided north towards Cross Road, albeit the site access strategy prohibits through traffic between Cross Road and the A464 Holyhead Road (i.e. via Patshull Road and Newhouse Lane).
- 2.4. An overview of the proposed site access strategy once the site is occupied is contained at Drawing Number 2530067.61.01 with an extract shown below at **Figure 1**.

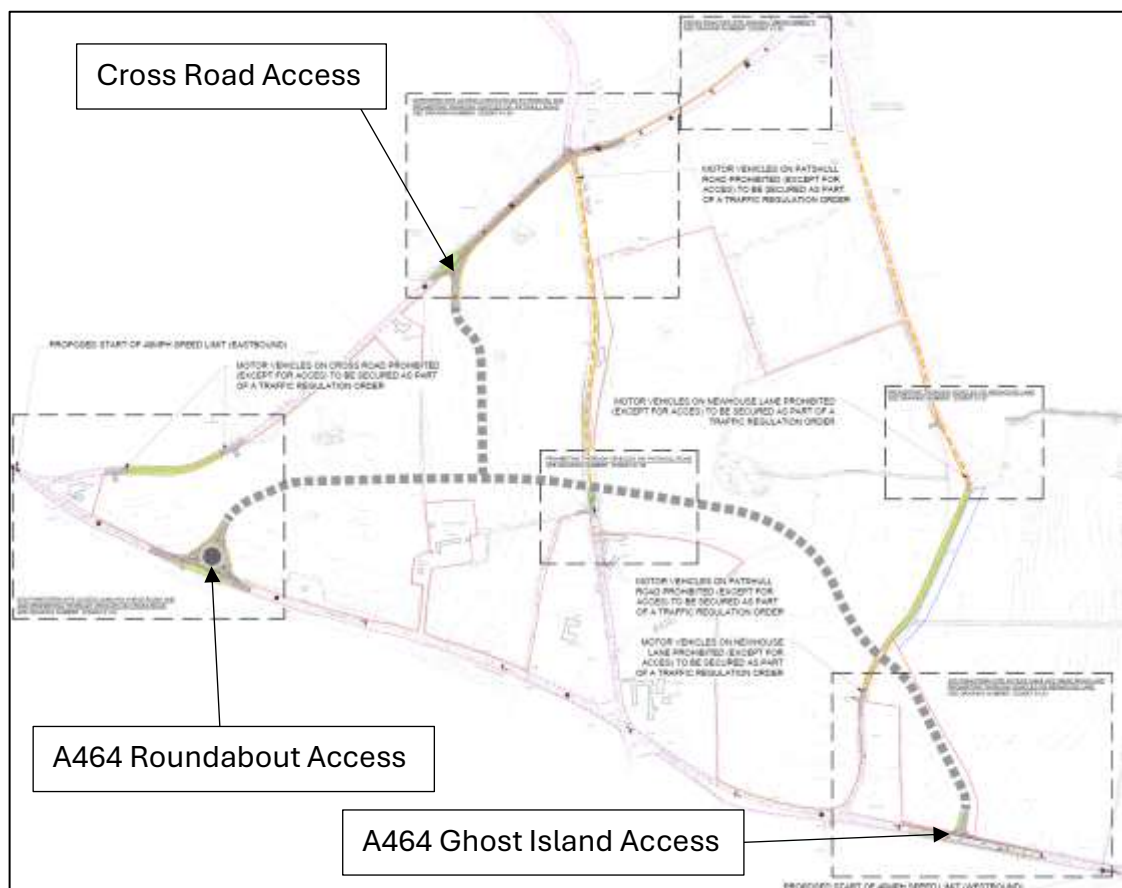


Figure 1: Extract of Proposed Access Strategy

3. Construction Operations

Construction Period

- 3.1. As set out in the Transport Assessment prepared in support of the application, and as agreed within the Highways Statement of Common Ground, a Future Year assessment of 2034 was undertaken, based upon the assumption that the site would be fully built out.
- 3.2. Allowing for the discharge of pre-commencement conditions and the approval of reserved matters, a start on site could reasonably occur in Autumn 2027. On this basis, first occupations are anticipated from January 2028. The methodology is anticipated as follows:
- Site set-up;
 - Clearance;
 - Excavation and Piling;
 - Construction.

Construction Phasing & Programme

- 3.3. An extract of the proposed Phasing Plan submitted as part of Application 24/02108/OUT is shown below at **Figure 2**.



Figure 2: Phasing Plan

- 3.4. The first phase to be built would be the northernmost parcel which lies between the proposed spine road and Cross Road. This parcel comprises circa 140 dwellings, the local centre and care facility.
- 3.5. Given the spine road would be completed prior to Phase 1, it is anticipated multiple parcels can be delivered simultaneously through separate build outlets in order to maximise the rate of delivery. Whilst build-out rates will vary throughout the process, an average 120 dwellings per annum have been assessed on the anticipation there could be between two to three build outlets. **Table 1** sets out indicatively how the parcels may be phased, including the local centre, care facility and secondary school.

Year End	Cumulative Residential Units	Local Centre	Care Facility	Secondary School
2028	120	X	X	X
2029	240	Operational	Operational	X
2030	360			X
2031	480			X
2032	600			X
2033	720			Operational
2034	800			

Table 1: Indicative Programme of Works

- 3.6. It is reiterated that the application is outline in nature, and therefore the precise quantum of dwellings within each parcel is currently indicative only.

Construction Access

- 3.7. All construction vehicles would be required to enter and exit the site via the southwestern roundabout access with the A464 (the geometric parameters of which have been agreed with the LHA to accommodate HGV traffic). This ensures that no access would be taken from Cross Road, Newhouse Lane or Patshull Road thus the future CTMP can control vehicle routing to avoid the village of Albrighton.
- 3.8. All construction delivery arrivals and departures would be overseen by qualified traffic marshals at all times.

Construction Compound

- 3.9. Internal construction compound areas would be provided to ensure construction traffic and staff are not blocking the public highway. Details of this would be provided in the CTMP.



Construction Staff

- 3.10. During the period of works it is expected that could be approximately 30 contractors per construction build outlet on-site at any one point. Considering that three phases could be built out concurrently, this equates to up to 90 tradesmen on site at any given time.
- 3.11. Based on an average occupancy of 1.5 contractors per vehicle, it is estimated there could be up to 60 tradesman arrivals / departures per day. These would typically arrive between 07:30 – 08:30 and depart between 16:00 – 18:00.

Working Hours

- 3.12. No vehicle connected with the works will arrive on-site before 7:30 or leave after 18:00 (except in the case of emergency). The normal working hours of work shall be:
- Monday: 07:30 – 18:00
 - Tuesday: 07:30 – 18:00
 - Wednesday: 07:30 – 18:00
 - Thursday: 07:30 – 18:00
 - Friday: 07:30 – 18:00
 - Saturday: 8:00 – 13:00
- 3.13. There will be no work of any kind permitted on Sundays or any Public / Bank Holidays unless in association with an emergency.

Vehicle Types

- 3.14. **Table 2** below sets out the types of vehicles anticipated at the site during the construction period. The largest anticipated construction vehicles would be a 16.5m articulated lorry and a 12m rigid truck.

Construction Vehicle Type	Typical Dimensions	Arrivals (two way) trips per day
44 tonne arctic lorry (bulk materials, aggregates, large deliveries)	Length: 16.5m Width: 2.55m Height: 4.0m	12 (24)
32 tonne rigid truck (building materials, waste removal, plant deliveries)	Length: 12.0m Width: 2.55m Height: 3.8m	12 (24)



Concrete lorries (can be concentrated over short period)	Length: 7.1m Width: 2.4m Height: 2.9m	10 (20)
7.5 tonne box van lorries (smaller deliveries / specialist contractors)	Length: 8.0m Width: 2.1m Height: 3.5m	6 (12)
Transit vans (contractors and supervisors)	Length: 5.3m Width: 2.0m Height: 2.5m	60 (120)

Table 2: Construction Vehicle Types

3.15. The above shows that the construction phase there could be circa 200 two-way construction vehicle trips per day (split 120 light-vehicle contractor / staff movements and 80 heavy goods vehicle delivery movements). Of these, the majority of contractors would arrive in the morning and depart in the evening, whilst deliveries would take place throughout the day.

4. Construction Vehicle Routing

- 4.1. This routing strategy will be provided to all delivery drivers before they travel to the site. Where possible, construction deliveries between 08:00 and 09:00 and 15:00 to 16:00 will be reduced to minimise overlap during busy construction periods.
- 4.2. As shown in **Figure 3**, all construction delivery vehicles will arrive and depart the site to the south via the A464. Beyond this construction delivery vehicles will be restricted to use the A464 east toward the A41, then northwest on the A41 to Junction 3 of the M54, to disperse east or west on the M54.
- 4.3. Traffic would follow this route which would avoid any highway restrictions that may impede construction traffic. This route represents the most direct route to the strategic road network, and has also been deemed acceptable as part of 22/03068/FUL to the east of the site.

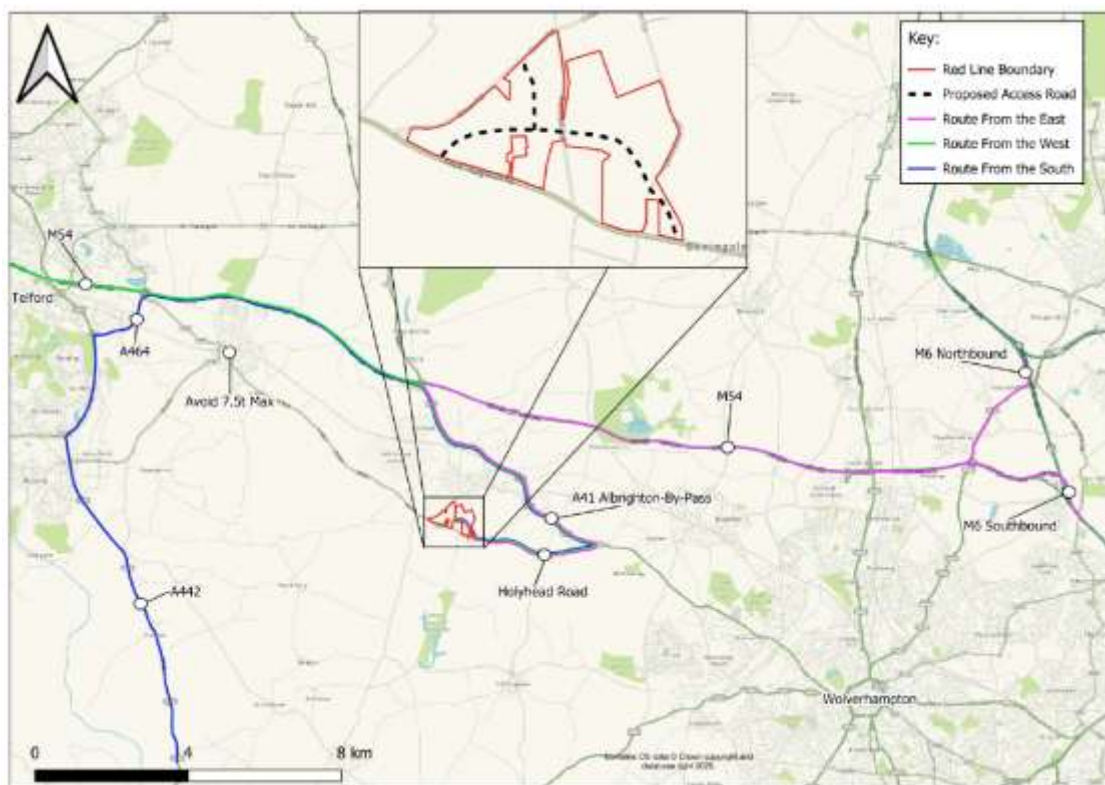


Figure 3: Construction Traffic Routing Plan

5. Construction Traffic Impact Assessment

- 5.1. An assessment of the construction traffic impact in the 2028 scenario has been undertaken, considering the proposed routing strategy, the baseline traffic flows, consideration of committed developments. A summary has been provided below.
- 5.2. **Figure 3** of this report has identified the construction delivery vehicle routing strategy for the site confirming all delivery vehicles would be required to arrive / depart via the A464 to the south, east to the A41, then northwest to Junction 3 of the M54.

Background Traffic

- 5.3. A review of the Department for Transport 'Road Traffic Statistics' website has been undertaken to understand existing daily traffic flows on each of these links, with an average weekday TEMPro growth factor of 1.0364 (2025 to 2028 for Shropshire 027) applied to the 2025 survey data. The 2028 year represents end of first year build. A summary of this has been provided below in **Table 3**:

Link	Year of Data	2025 AADT	2025 HGV	2028 AADT	2028 HGV
1 – A464	2025	3,054	83	3,165	86
2 – A41	2025	17,102	564	17,725	585
3 – M54 West	2025	60,201	6,212	62,392	6438
4 – M54 East	2025	62,789	6,688	65,075	6931

Table 3: Background Traffic Flows¹

Proposed Development Construction Traffic

- 5.4. Section 3.0 of this report confirms that the site would be delivered through multiple build outlets in order to maximise the rate of delivery, with it being anticipated that the construction period will be between 2028 to 2034.
- 5.5. During the construction period, it has been calculated there could be 200 two-way construction vehicles per day, split 120 movements associated with contractors / light vehicles / staff and 80 movements associated with construction-related deliveries via HGVs. **Table 4** provides a summary of the daily construction related traffic generation between the site and the M54:

Link	% Distribution	AADT (vehicles)	HGV movements
1 – A464	100%	200	80
2 – A41	100%	200	80
3 – M54 West	50%	100	40

¹ Department for Transport road traffic statistics

4 – M54 East	50%	100	40
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Table 4: Proposed Development Construction Trips Distribution

Committed Development Construction Traffic

- 5.6. The construction-phase assessment has considered the potential for cumulative effects arising from other development schemes within and around Albrighton which have the potential to overlap temporally and spatially with construction of the proposed development. It should be noted that safeguarded or longer-term development sites are not treated as committed sources of construction traffic in this instance, given no delivery programme exists.
- 5.7. The principal cumulative schemes identified are the permitted development of up to 150 dwellings north of Kingswood Road/Beamish Lane (24/02662/OUT), and the permitted development east of Shaw Lane/Millfield's Phase 4 (23/02095/OUT), for which reserved matters for 88 dwellings are being progressed under application 25/03227/REM.
- 5.8. These developments are considered particularly relevant because of their proximity to the proposed development and the potential for construction traffic to use overlapping parts of the local highway network (and Strategic Road Network). The 150-dwelling development has its principal vehicular access from Kingswood Road, while the Millfield's Phase 4 development is associated with the wider existing Millfield's / Kingswood Road site.
- 5.9. For both of the above sites, there is no information available in terms of the likely number of contractors, HGV trips per day, or routing assignment during their construction periods. Therefore, **Table 5** provides a high-level assessment estimate based upon the committed development construction trips and assumption that the routing strategy will also be to the A41 then the M54:

Application Reference, Site Name and Proposal	Construction Period	Construction Trips Per Day	Study Area
24/02662/OUT & RM 25/04095/REM - Land north of Kingswood Road (150 dwellings)	2027 - 2029	50 AADT (20 HGVs)	A41 / M54
23/02095/OUT & RM 25/03227/REM -Land east of Shaw Lane / Millfield's Phase 4 (88 dwellings)	2027 - 2028	40 AADT (16 HGVs)	A41 / M54

Table 5: Cumulative Impact Assessment

Construction Impact Assessment

- 5.10. **Table 6** provides a summary comparison of the '2028 + Committed Development' and '2028 + Committed Development + Proposed Development' construction traffic impact in terms of vehicular flows on the four links:

Cumulative 2028 Construction Phase Scenario						
Link Ref	2028 + Com Dev	2028 + Com Dev + Prop Dev	AADT % Change	HGVs	HGV + Construction Dev HGVs	HGV % Change
1	3,165	3,365	+6.3%	86	166	+93.0%
2	17,815	18,015	+1.1%	621	701	+12.9%
3	62,437	62,537	+0.2%	6,456	6,496	+0.6%
4	65,120	65,220	+0.2%	6,949	6,989	+0.6%

Table 6: 2028 Percentage Impact of Construction Traffic

- 5.11. The results show that the increase in vehicle movements on the local highway network associated with the construction traffic would be negligible, with the greatest increase in AADT being 6.3% immediately south of the site on the A464, noting that once on the A41 to the east it equates to a figure of 1% and less.
- 5.12. It is acknowledged that the construction traffic associated with the site would represent a 93% increase in HGVs on the A464. However, the higher percentage increase is reflective of the low number of existing HGVs on the route, noting that the uplift of 80 HGVs per day across a 10-hour construction working period is only equivalent to 8 HGVs an hour. This is not considered to show a significant impact, given the A464 is of suitable width and alignment to accommodate HGVs passing along its full length. The additional 8 HGVs per hour would not fundamentally change how the network currently operates.
- 5.13. The cumulative position can be reviewed and updated through the subsequent CTMP if further information on nearby construction programmes becomes available before works commence.

6. Construction Traffic Management

- 6.1. This section sets out a summary of the key measures that would be implemented to mitigate the impact of construction traffic on the operation of the immediate and surrounding adopted road network to the site. These measures would be secured and refined through the subsequent CTMP.

Construction Traffic Signage

- 6.2. Temporary signage will be installed during the entire construction period to both inform site bound traffic and make road users aware of the large vehicles turning in and out of the site access.
- 6.3. An example of the type of signage that would be provided and located in the vicinity of the construction access is contained at **Figure 4**.



Figure 4: Indicative Temporary Signage

Banksmen

- 6.4. Banksmen will manage construction vehicle movements to ensure that HGV arrivals and departures do not occur at the same time at the site access and on the internal site access road.
- 6.5. Banksmen will ensure the safe passage of pedestrians and vehicular traffic when vehicles are being loaded or unloaded.

Vehicle Call-Up Procedure

- 6.6. All deliveries will be managed on a system where they are allocated a time slot to arrive to avoid large vehicles accessing the site at a similar time. Authorised banksmen will be located on site to assist with manoeuvring large vehicles.

7. Conclusion

- 7.1. This Construction Impact Assessment has assessed the potential highway and transport effects associated with the construction phase of the proposed development on land at Patshull Road, Albrighton, including construction access, vehicle routing, daily construction traffic generation, cumulative construction activity and traffic management measures.
- 7.2. All construction traffic would be required to access the site from the proposed southwestern roundabout access onto the A464, and would be routed south and east via the A464 to the A41, before continuing to Junction 3 of the M54. This strategy would avoid the use of Cross Road, Newhouse Lane and Patshull Road for construction access and would instead route construction vehicles towards the strategic road network using roads suitable for HGV traffic. Construction GHV traffic through the village would also be prohibited.
- 7.3. The assessment identifies that construction traffic associated with the proposed development would result in a negligible increase in overall AADT traffic flows on the assessed links. The greatest increase in total AADT would occur on the A464 immediately south of the site, with lower percentage changes on the A41 and M54. Although the HGV percentage increase on the A464 is higher due to the low existing HGV baseline, the effective level of additional HGV activity would equate to approximately eight HGV movements per hour across the assessed construction working period.
- 7.4. The assessment has also considered cumulative construction traffic associated with nearby committed development. On the basis of the assumptions set out in this report, the cumulative construction scenario would not be expected to result in a significant impact on the operation of the surrounding highway network. The cumulative position can be reviewed and updated through the subsequent CTMP if further information on nearby construction programmes becomes available before works commence.
- 7.5. The construction phase would be subject to a detailed CTMP and CEMP, which would be secured by a suitably worded planning condition. These documents would refine measures including the proposed construction route, delivery scheduling, temporary signage, banksmen, vehicle call-up procedures, compound arrangements and the management of pedestrian and vehicle movements at the site access. These measures would provide an appropriate framework for managing construction traffic safely and efficiently throughout the construction programme.



- 7.6. Overall, subject to the implementation of the CTMP and associated traffic management measures, the construction phase of the proposed development is not expected to give rise to an unacceptable impact on highway safety or a severe adverse impact on the operation of the local or strategic highway network in accordance with Policy TR6 of the NPPF (August 2026).



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