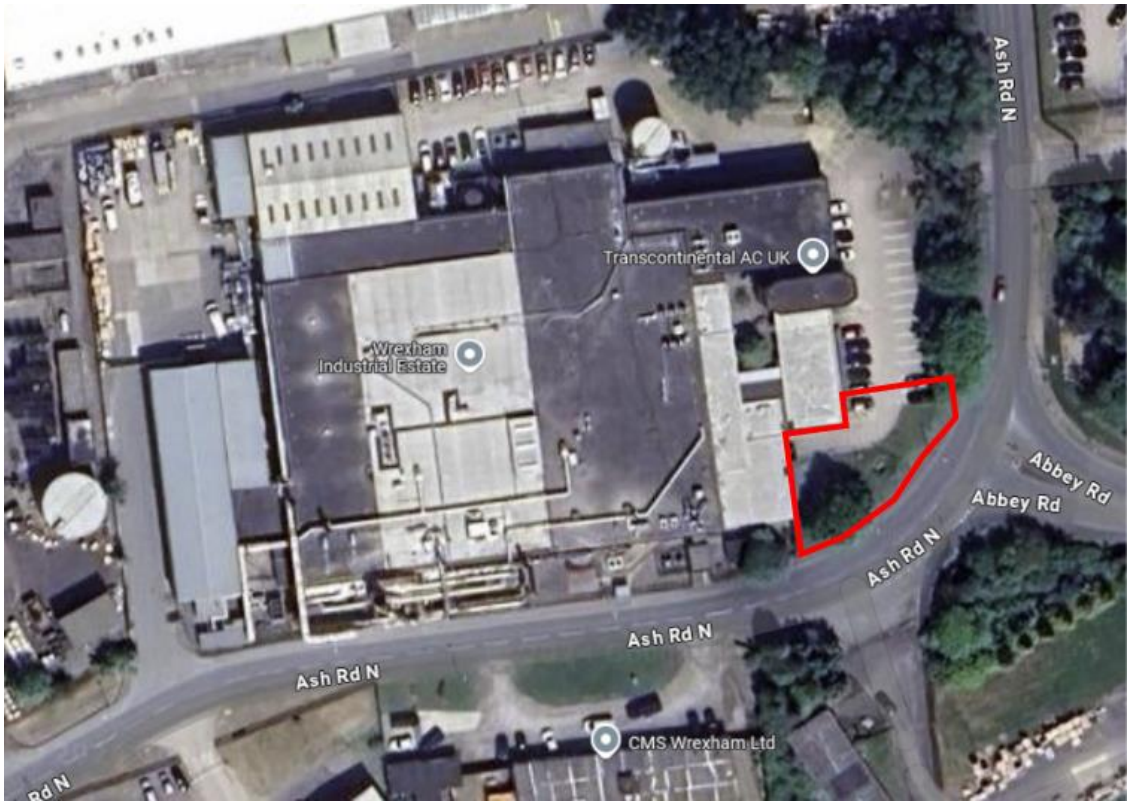
DATRYS

Proposed Regenerative Thermal Oxidiser TC Transcontinental, Wrexham

Construction Traffic Management Plan



October 2024

Proposed Regenerative Thermal Oxidiser
TC Transcontinental, Wrexham

Construction Traffic Management Plan

Client:	TC Transcontinental Advanced Coatings Ash Road North Wrexham Industrial Estate LL13 9UF
Report Status:	**Issue 1**
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Date:	October 2024

Contents Page

1	**INTRODUCTION**	**2**
	1.1 Overview of the Development	2
	1.2 Scope of Document	2
	1.3 References	3
2	**PROJECT MANAGEMENT**	**4**
	2.1 Project Team Structure	4
	2.2 Roles & Responsibilities	4
3	**TECHNICAL DETAILS**	**6**
	3.1 Programme	6
	3.2 Working Hours	6
	3.3 Worker Numbers	6
	3.4 Vehicles & Parking	6
	3.5 Routes to and From Site	7
	3.6 Compound	7
	3.7 Deliveries/unloading	7
	3.8 Site Entrance	8
	3.9 Communication	8
4	**CONSIDERATIONS**	**9**
	4.1 Pedestrians	9
	4.2 Other Road Users	9
	4.3 Subcontractors	9
	APPENDICES	**10**
	Appendix A: Site Plan	
	Appendix B: Access Photographs	

1. INTRODUCTION

1.1 Overview of The Development

The works entail the design, manufacture, installation and commissioning of a five-cannister regenerative thermal oxidiser (RTO) to treat Volatile Organic Compounds (VOC's) at TC Transcontinental's site off Ash Road North, Wrexham Industrial Estate. The RTO is required to reduce emissions and meet the emissions licence requirements. The area of the site where the works will be undertaken is to the southeast of the premises and is bounded to the south and east by Ash Road North and its pedestrian pavement.

The RTO is to be built on an area of the site that is partly grassed and part hardstanding. The works will involve the following:

- Diversion of existing buried services (HV cable – 2 No, Gas Main).
- Site set up
- Removal of 3 No. trees.
- Excavation of the ground.
- Casting of a reinforced concrete slab for the plant to sit on.
- Installation of external ductwork, divert valves and stacks to transfer TC Transcontinental's existing six processes to the RTO.
- Installation of various other mechanical and electrical services required by the installation.
- Fencing & landscaping.

To undertake the above works, the Contractor will have a compound within the existing carpark to the front (east) of the site. This will be used for the receiving and unloading of materials, site cabins. The contract area will be separated from public areas by appropriately selected fencing.

1.2 Scope Of Document

The Construction Traffic Management Plan (CTMP) has been prepared to convey how construction traffic including site personnel movements are managed and safely

controlled within the site area and external locality by the Principal Contractor and his sub-contractors.

The document covers some of the detail that is in the transport statement, but the focus is on the management of construction traffic through the construction phase.

The comments given in this report are based on the available information at the time of compiling. There may, however, be outstanding information and data which becomes available later which has an impact on the written text. The CTMP is therefore a working document that will be periodically reviewed and updated as required from matters arising during the period of the works. Revisions of the document will be circulated to all project stakeholders.

1.3 References

The new oxidiser scheme is within Wrexham County Borough Council and the full planning documents can be found on WCBC planning website with reference P/2024/0006.

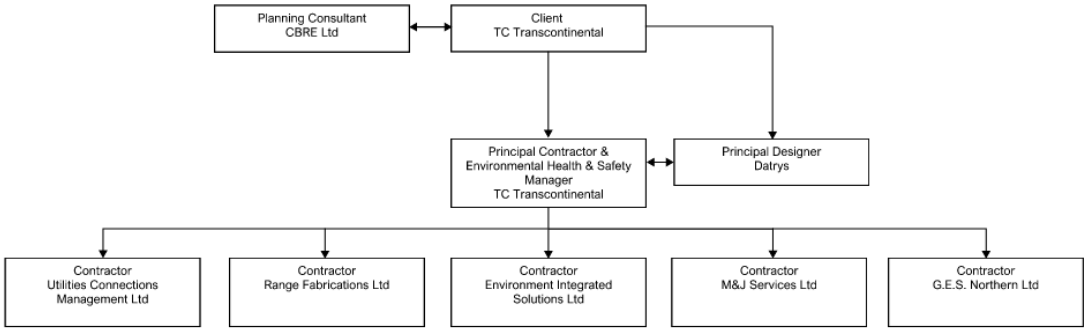
Reports referred to within the document are listed below.

- Transport Technical Note 27518-HYD-XX-XX-RP-TP-1001 prepared by Hydrock, December 2023.
- Design & Access Statement, CBRE Ltd, December 2023.

2. PROJECT MANAGEMENT

2.1 Project Team Structure

The project team structure is shown in the diagram below. There will no doubt be other subcontractors involved in the project over its lifetime. When these are known they will be added to the list and inducted into the site.



2.2 Roles & Responsibilities

The various roles and responsibilities of the project key personnel are further expanded in the table below.

Role	Contact	Responsibility
Client	Chris Reed VP Global Operations Transcontinental Advanced Coatings 01978 663212	Overall overseeing of the project and responsibility for the commercial, financial and contract aspects of the build.
Principal Contractor	Sean O'Brien TC Transcontinental 01978 663203	Overall control of the Construction Phase, managing health and safety risks and coordination of all contractors on the site.
Contractor	David Thompson Environmental Integrated Solutions Ltd 07435 900512	EIS will be undertaking aspects of the project from planning to the installation of the ductwork to the plant and equipment installation.

Contractor - Civils	TBC	M&J Services will be undertaking the **Civils** works for the project. This will consist of excavation and concrete work for the base slab.
Contractor – Steelwork	Gareth Roberts Range Fabrications 01948 830702	Supply and Installation of the **Structural steelwork** for the project.
Contractor - Electrical	Brian Harrod G.E.S. Northern Ltd 01978 800350	Design and installation of all **Electrical Works** on the project.
Contractor	Ryan Elliman Utilities Connections Management Limited 01978 661800	**Utilities Diversions** namely gas, electric.
Principal Designer	Warren Lewis Datrys 01352 706205	The Principal Designer has control over the Pre-Construction phase for projects with more than one contractor. The PD has a significant influence in ensuring that the project risks to health and safety are managed.
Planning Consultant	Sarah Grady CBRE Ltd 0161 2387308	The planning consultant deals with the planning application and ensures that all pre-construction planning conditions are met.
Environmental Emergency	Natural Resources Wales 0300 065 3000	Reporting of an incident during the construction phase.

3. TECHNICAL DETAILS

3.1 Programme

The works are proposed to commence on the 9th of December 2024 and are due to take 43 weeks with an estimated completion date of the 10th of October 2025.

The construction programme will be developed as the works progress and will be available on site, in the site managers office.

3.2 Working Hours

The normal site working hours will be 8.30am to 16.30pm Monday to Fridays and 8.30am to 1.00pm on Saturday. Some Sunday working may be required on an agreed basis with TC Transcontinental between the hours of 9.00am and 1.00pm. This will not be 'noisy work'.

Any works outside of these hours will be with the explicit consent of TC Transcontinental and Wrexham County Borough Council should the works require road closures.

3.3 Worker Numbers

The maximum anticipated number of additional workers that will be employed on the site during the construction period it 15. This would equate to an increase of approximately 20%. The additional workforce will be a mixture of local and non-local operatives. Workers travelling from afar would stay in local accommodation.

3.4 Vehicles & Parking

TC Transcontinental will relinquish the southern half of their existing car park to the east of the site and pass it over to the contractors for use during the works. Employees of TC transcontinental that currently park within this area will be requested to park in TC Transcontinental's off-site car park off Abbey Road. There will be no unnecessary parking on the roads.

TC Transcontinental have 145 employees at present and the maximum number of employees on site at any one time is 70 (due to shift and hybrid working).

There are currently 112 parking spaces within the company's ownership. The works will require the loss of 12 of these spaces to give over to the compound. Therefore, there will still be more parking spaces available than vehicles and there will be no need to upset the road network.

Vehicles will tend to be transit van size in the main on a frequent basis and occasionally HGV's including low-loaders for deliveries. Vehicles will be limited to the compound area apart from excavators when the foundations are being dug.

3.5 Routes to and From Site

Existing routes to and from the site will be maintained. These comprise approaches from the north along Ash Road North and from the west along Ash Road North. Of these, the predominant route will be from the north. There is the possibility of access from Abbey Road to the southeast, but this is unlikely as the road is part of the wider industrial estate and predominantly used by businesses in that locality.

3.6 Compound

The southern part of the front car park will be retained for use by the contractors throughout the construction period. The northern part of the car park will remain in use for visitors to TC Transcontinental with a clear route to the reception maintained. This is also the only access route into the buildings for wheelchair users.

It will be a requirement for everyone within the compound and site area to wear the appropriate PPE. This will be Hi-Vis, Safety Helmet and Safety Boots.

3.7 Deliveries/Unloading

Visitors to site including those making deliveries will be required to report to the site manager at the entrance to the compound. The site managers details will be displayed clearly to facilitate this. Deliveries and collections will be limited to normal daytime working hours. Deliveries will be received and unloaded/loaded from within the site boundary which will be within the front car park where the contractors' compound will be located. Delivery drivers will be made aware of this arrangement prior to arrival.

All vehicles leaving site will be inspected to ensure that they are suitable to access the public highway. Wheel washing facilities will be provided and other measures taken to ensure that there is no migration of material onto the road.

An alternative site access for deliveries which may be used on occasion is to the west of the site using the 'goods in' entrance. This will most likely be used for the equipment that needs to be placed onto the roof. There is scope to set up a crane from within the yard.

Large loads will be craned onto the site. It is envisaged that a crane will be positioned within the site compound. The ducting that is to be placed on the roof will require cranage from the road. This will necessitate a lane closure and traffic management.

Banksmen will provide supervision to reversing vehicles. Due to the small nature of the site, banksmen will form members of the contractor's staff and will have other duties.

3.8 Site Entrance

The entrance to the site will be internally from TC Transcontinental's existing car parking area to the southeast of their premises via the existing main entrance along the east boundary of the site, off Ash Road North.

An adequate visibility splay will be maintained throughout the construction works and post completion of the works as detailed by Hydrock in their Technical Note.

There are no overhead services so no height restrictions will be in place.

3.9 Communication

Traffic management arrangements will be discussed during daily briefings to include planned deliveries and any restrictions or changes due to changing site conditions. Consultation and an open-door policy will be implemented on site to gain worker involvement and understanding. There will also be signage on the site to provide relevant information to all.

The contractor will operate a 'near miss' reporting system whereby Incidents will be reported promptly, investigated and responded to promptly.

4. CONSIDERATIONS

4.1 Pedestrians

The existing footpath along Ash Road North to the south and east of the site will be maintained for pedestrian use as far as possible throughout the works.

There will be occasions where a footpath diversion is required when the underground pipe diversions are being undertaken.

Pedestrian traffic crossing Ash Road North will increase but not significantly.

Pedestrians on site are required to wear the correct personal Protection Equipment.

4.2 Other Road Users

It is not envisaged that the construction works will have any significant impact on other road users. The proposed development will not affect existing access to the site, nor will it affect accessibility to other sites for road users. The works will not significantly increase the volume of traffic on the road.

The forward visibility along Ash Road North has been assessed by Hydrock and has been found to satisfy the requirements. The works will not affect the safety or continued operation of the existing transport network.

There will be occasions throughout the contract period where lane closure on Ash Road North will be required for short periods of time. A traffic management system will be operational during these times.

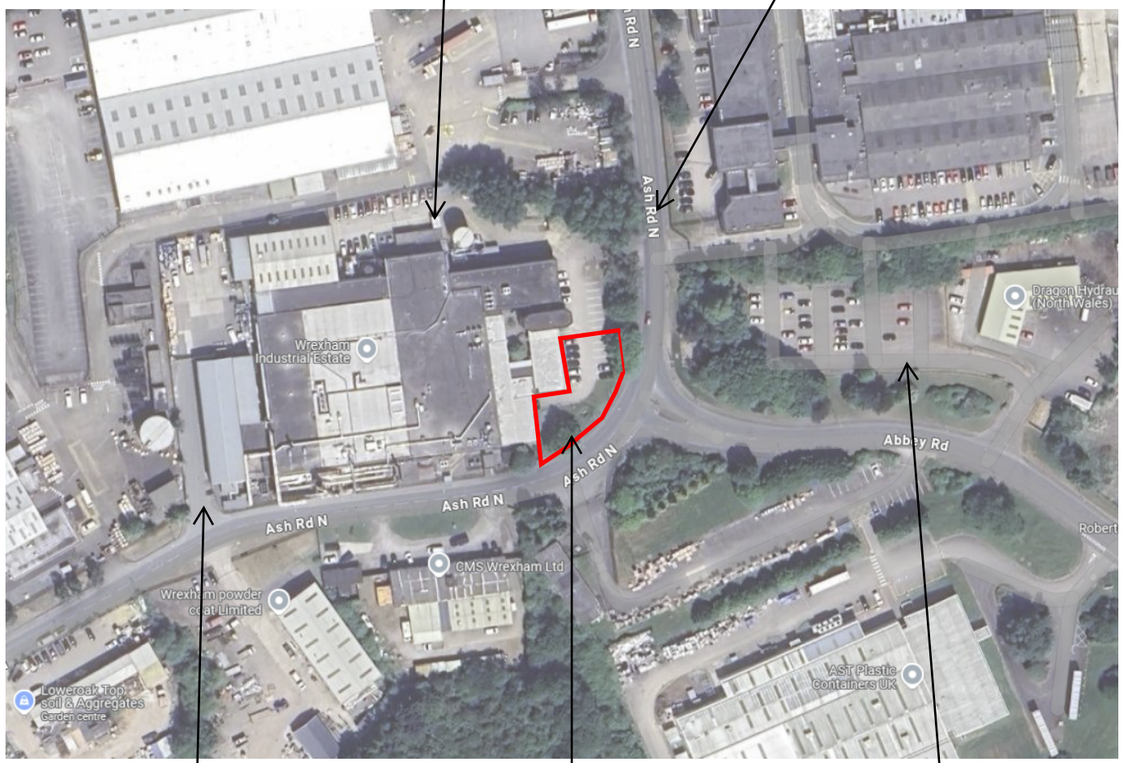
4.3 Subcontractors

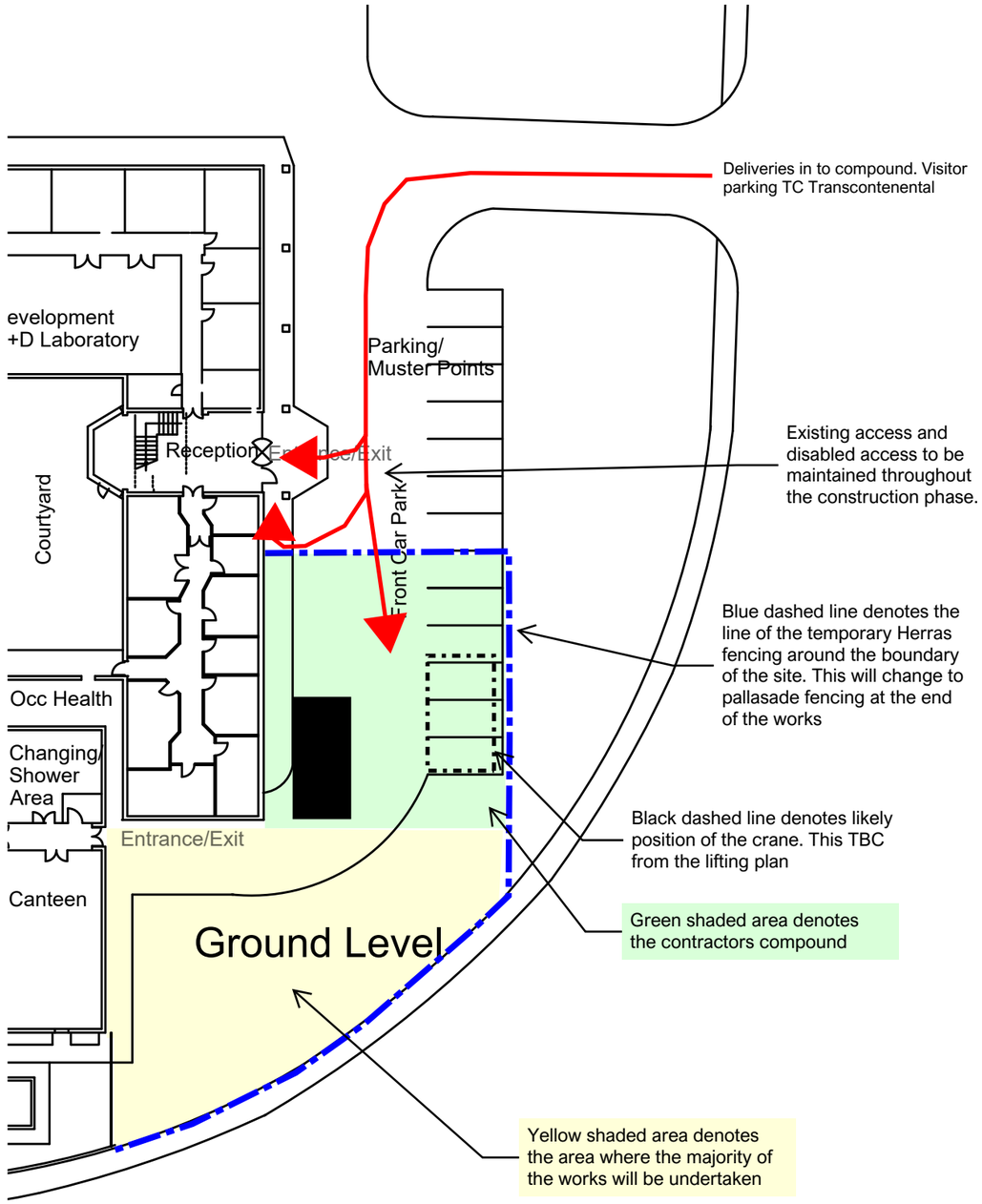
All subcontractors will be inducted and provided information on the traffic management procedures in place. Regular toolbox talks will be carried out by the Principal Contractor. All subcontractors will be required to submit details of planned deliveries to the Principal Contractor to comply with the contents of this traffic management plan and facilitate coordination to prevent deliveries waiting in the road.

APPENDICES

APPENDIX A

SITE TRAFFIC PLAN





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TITLE: Site Traffic Plan	PROJECT: Proposed Thermal Regfenerative Oxidiser	DATRYS MODELU DYLUNIO PEIRIANNEG MODEL DESIGN ENGINEERING	Job No. 24257	DATE 07.11.24	SCALE NTS
			ACAD Ref. -	CHECKED SF	PASSED WL
			DRAWN WL	DRG No. 24257 SK02	REV

APPENDIX B

ACCESS PHOTOGRAPHS



Photograph 1: The site looking southwest from the proposed compound area.



Photograph 2: The site looking west from the proposed compound area.



Photograph 3: The proposed compound area, car park and access behind.



Photograph 4: The bend on Ash Road North looking toward Abbey Road.



Photograph 5: View along Ash Road North toward the site entrance.



Photograph 6: View along Ash Road North away from the site entrance.



Photograph 7: The site access looking north.



Photograph 8: The site access looking south.



Photograph 9: View along the southern boundary. The right-hand lane will need to be closed on various agreed dates.



Photograph 10: The ‘Goods In’ HGV entrance.