



Wrexham AFC Racecourse Ground Traffic Management Plan For Lighting Column Replacement

Prepared by Musco Lighting



A view of Wrexham Association Football Club - Racecourse Ground

Potential Significant Hazards and Mitigation:

1. Members of the public on foot and in vehicles can access some areas where the proposed works are to take place, particularly Crispin Lane, Club Car Park – where practicable use Heras fencing to segregate works
2. When plant and lorries are moving through along Crispin Lane and through the club car park extra care must be taken – Site speed limit 5 mph
3. When vehicles leave site on to Mold Road measures should be taken to minimise mud etc falling on to the public roads – we anticipate this being a minimal issue as the trucks will be on tarmac for loading and using established roadways. The contractors carrying out the works will be keeping the area free from any mud and dirt and will check vehicles for excessive mud etc. before leaving site – if required a road sweeper will be engaged to clean any club roadways or public routes as required
4. Currently the entrance to the rough ground behind the Kop is very narrow - needs to be widened to allow for safe access and egress by plant, equipment and vehicles
5. At the university end of the club car park temporary buildings have been installed to act as additional office for club staff. Project operators to be made aware of club staff movements, club staff to be briefed on works taking place and the associated hazards

Potential Significant Hazards and Mitigation continued:

6. Vehicles moving behind the University End Stand need to avoid striking trees and stopping on lightning protection inspection covers

7. When accessing or egressing site vehicles must not obstruct pavements or entrances to other premises – movement of vehicles to be controlled by a banksman

8. All project personnel to be provided with traffic management plan to ensure all vehicles and plant are moved safely

9. Loading and unloading of Plant and equipment e.g. Excavator when digging bases and crane when erecting and dismantling lighting columns – care must be taken to minimise disruption to traffic especially on public roads – agree times and exact locations

10. Deliveries to be timed and to exact locations to minimise disruption

11. Waste management – minimal waste e.g. packaging to be brought to site, all waste to be disposed of in correct waste streams – any skips will be located in the KOP compound or the Club Car Park in an agreed location subject to clients requirements and security control

12. Ensure all surfaces have been inspected to make sure the plant and equipment do not cause any damage. Where necessary lay trackway to provide additional support

Potential Significant Hazards and Mitigation continued:

Piling activities for Bases T01 & T02

1. Piling rig to be suitable for site access requirements and task
2. Piling rig to be operated by competent personnel
3. Piling for T02 to be done in Wrexrent / Macron compound, external gates to be kept closed to prevent unauthorised access and access from Macron building and pitch side to be fenced off to prevent access
4. Piling rig to be secured when not in use
5. Piling for T01 to be done at Kop site area near the Turf Hotel end, area must be fenced off to prevent unauthorised access to work area
6. When piling for T01 pub car park cannot be used for contractors vehicles
7. Access to T01 will be through the hoarding gates off Crispin Lane across the ground flattened during the demolition works



Google Earth image of the locations of lighting columns

The proposal is to start on the column circled in green and then to move onto the yellow circled area.

These works are to be completed whilst the Kop is being demolished by PP O'Connor

The next stage will be to move to the Kop end once demolition has been completed and the site levelled. Access to the columns will be achieved by entering through the hoarding off Crispin lane (highlighted in orange)



Google Earth image of the locations of lighting columns

The proposal is to create a one-way system for vehicles to allow the excavation of the bases for the columns at the University End

To enter from Crispin Lane towards the car park and then behind the University End and out onto Mold Road





The access road behind the University End Stand – care will be required when moving vehicles due to a number of inspection covers for lighting rod ground points as they are rated for up to 5t therefore where possible vehicles should not stop on or near these inspection covers





The yard adjacent to the column pictured above will need to be reorganised to allow access to the location of the new base.

Care will need to be taken when excavating as there is a drain in the location of the new base and a duct containing cables running between the University End Stand, the current lighting column and the Macron Stand



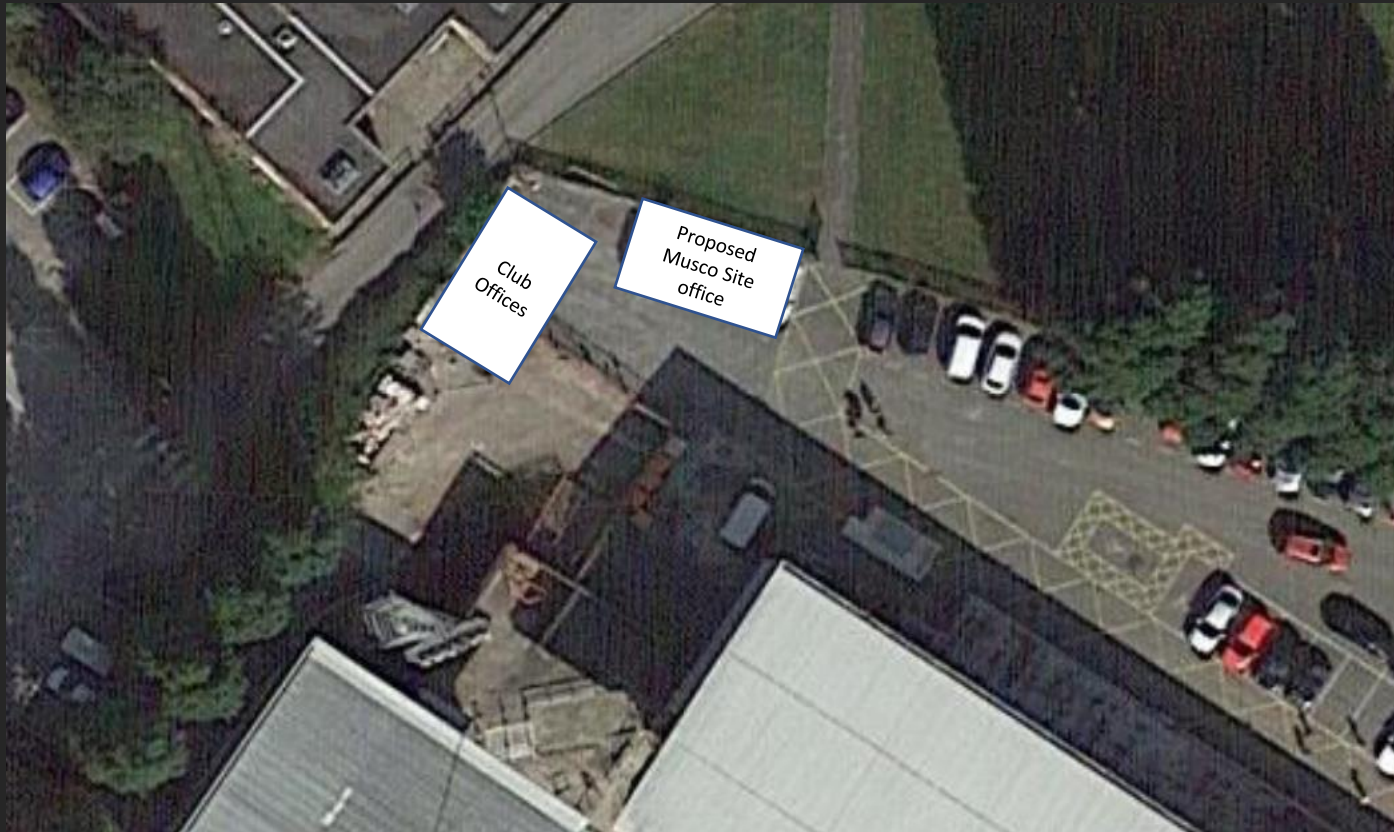
The works for this lighting will have to take into account that at certain times of the day there is a significant amount of pedestrians passing through to the university grounds. Operators may need to halt works.

The image below shows the gate and footpath from the university side to the club car park that a significant number of pedestrians use. Care is required when working in this area





A view of the club car park and additional club offices



A proposed Musco Site office location



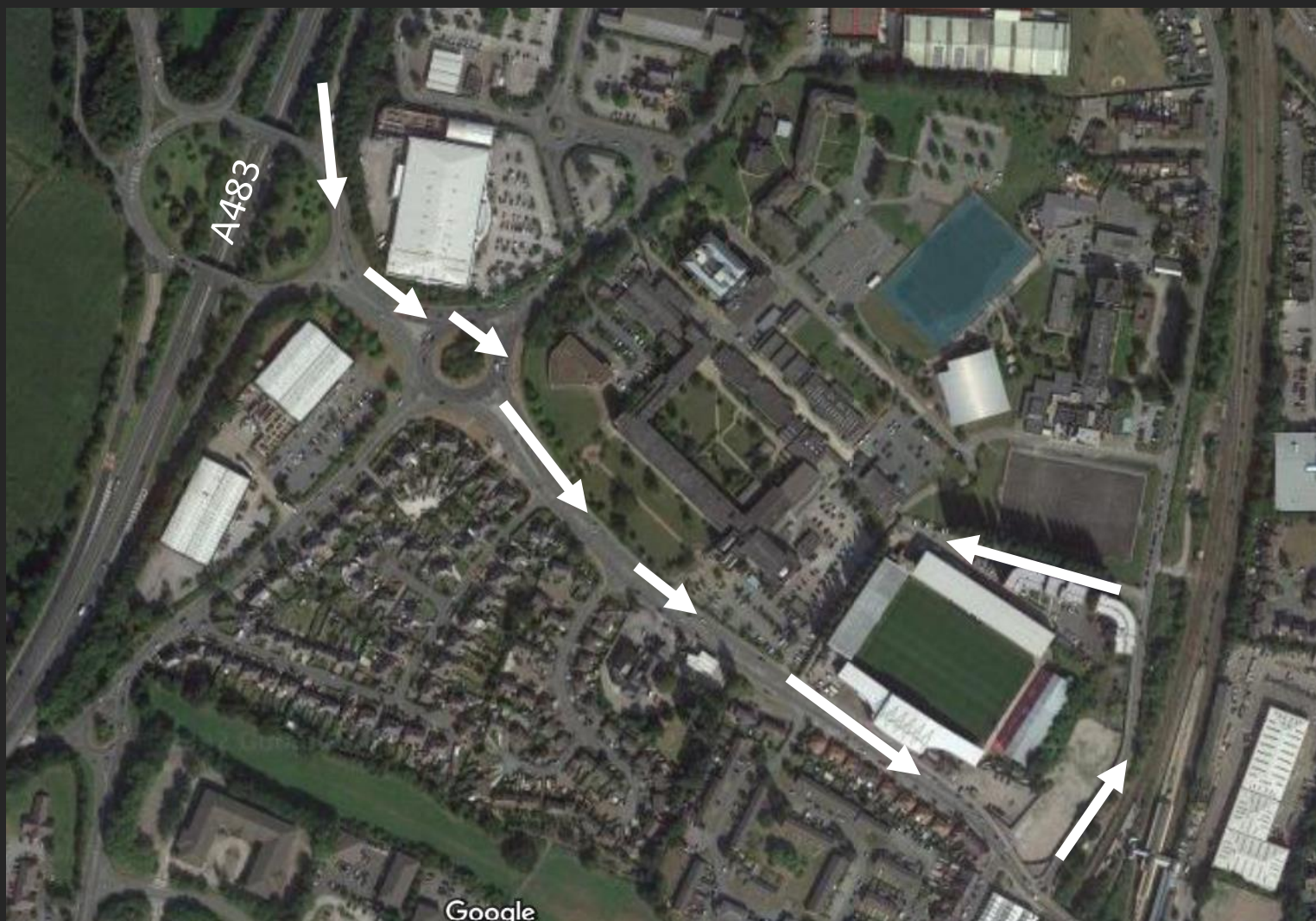
The Crispin Lane entrance to the club car park, this also serves as an access road to a car park and a student accommodation block on the left hand side. Be aware vehicles park on Crispin Lane right up to the entrance to the club as can be seen in the image on the right



The car park shown in this image is for the use of the Turf Hotel & Pub ONLY – no project vehicles to use this car park.



The entrance to the yard/car park for the for the first column base to be completed.



This image shows the route from the A483 to the Racecourse Ground via Mold Road and Crispin Lane