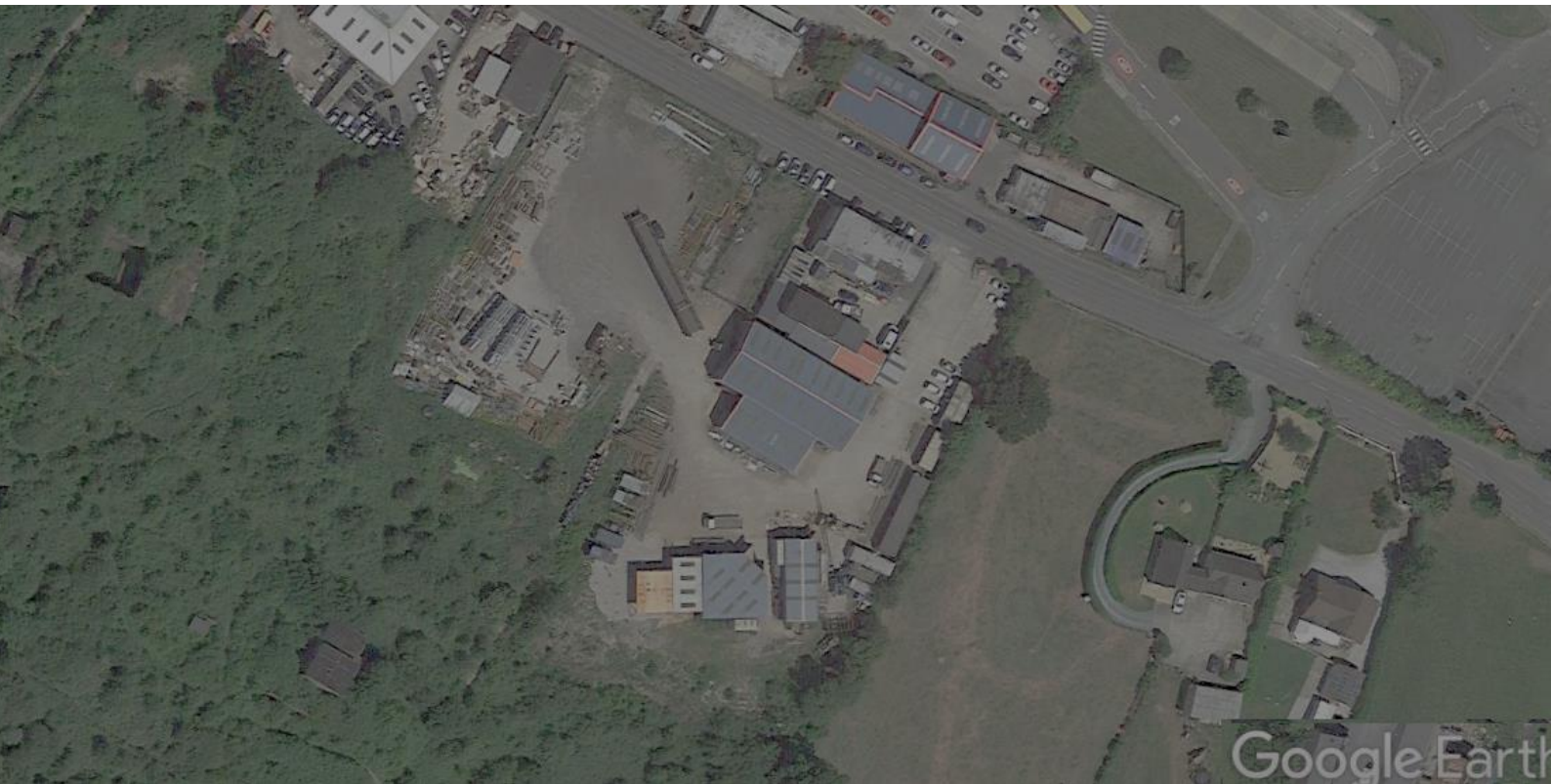


CONSTRUCTION TRAFFIC MANAGEMENT PLAN
Application Ref: P/2020/0679

Erection of Industrial Units (B2 Use)
for R&R Engineering

Land North of Oak Road, Wrexham Industrial Estate, LL13 9RG



1.1. Introduction

The site is situated to the South East of Wrexham Industrial Estate to the North of Oak Road. It is a brownfield site with a mixture of industrial units on the site. The site is within WCBC Unitary Development Plan map 2 inset 3 and with the settlement limit of Wrexham Industrial Estate

Planning consent ref: P/2020/0679 was granted 24th September 2021

The CTMP is prepared to discharge planning condition No 15 Construction Traffic Management Plan

No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved has been fully implemented.

In preparing the CTMP, reference has been made to relevant UK legislative requirements, British Standards, UK Environment Agency Guidance, and UK Health and Safety Guidance to ensure best practice.

The Principal Contractor's Site Manager shall be responsible for the overall implementation, maintenance and auditing of the CTMP. The Site Manager shall set up appropriate communication lines with construction workers to make them aware of the overall aims and actions within the CTMP.

The Principal Contractor's Site Manager will also be responsible for informing the sub-Contractors and construction workers of the site's sensitivities and advising on required good construction practice on site.

1.2 The Site

The Principal Contractor shall setup the contractor's compound within the area of the site plan below. The compound will include area for site cabins and welfare facilities.



Excavated materials will be kept onsite where possible with the surplus being removed to licensed tip. Storage of spoil onsite would alleviate the need for heavy vehicles leaving site and avoid the need to take all spoil to landfill.

The Road and Parking areas would then be laid to clean stone to enable site and visitors' vehicles to park in a designated area and leave site without soiling the adjacent highway. Excavation works would be carried out during summer months and wheel washing facilities are not thought to be necessary for the above reasons, however a high-pressure washer will be available onsite for wheel washing if required. A road sweeper will be made available as

required. Systems would be reviewed as work progresses and would comply with regulations in force.

Unloading of plant and materials would be in accordance with detailed Method Statement agreed with the Principal Designer and would provide for vehicles load/unload on hard-standing with a designated turning area to allow vehicles to leave site in a forward gear.

Public visits for viewing etc. will be controlled under pre-arranged times and would always be accompanied, visitors would have to receive site safety induction and wear appropriate Personal Protective Equipment if deemed necessary by the site management.

Dust and emissions will be kept to a minimum and there will be no demolition work to be carried out as part of the planning consent. No bonfires will be allowed on site and there will be solid barriers erected around sensitive work and damping down with water will be carried out as necessary. Waste skips are to be kept covered and removed on a regular basis and vehicles must switch off engines and not to be left to idle. Vehicle routes to be hard surfaced and all vehicles entering or leaving site must be covered. There will be no stocking of fuel on site, fuel will be brought to site in appropriate containers on a daily basis and re-fuelling of plant will take place in a designated area.

All plant and vehicle will be maintained in good working order with particular attention to exhaust and noise control. Perishable Materials will be stored in lockable containers. Stockpiles will be covered as appropriate

1.3 Traffic Management Plan

All site deliveries will be from Oak Road. Immediately upon commencement, all deliveries, operatives and visitors to the Project will report to the Site Manager, who will communicate to all the contents of this CTMP.

They will be inducted by company staff, and be informed of emergency procedures, assembly points, first aid, site rules, and location of welfare facilities, etc, at this time. They will be instructed to sign in and out each day.

An integral part to the progress meetings held with all trade contractors is the delivery schedule. All contractors are required to give details of proposed timing of material deliveries to the site. At this stage they will be given a specific area for delivery.

The CTMP and the control measures therein are included within all trade contractor tender enquiries to ensure early understanding and acceptance / compliance with the rules that will be enforced on this project.

The Site Manager will conduct regular inspections as part of his daily duties to ensure the integrity of site roads, entrance is maintained and kept clear of mud at all times.

Construction traffic will gain access to the site via Oak Road only and leave via Oak Road only. Under no circumstances will vehicles be allowed to lay-up or park on the adjoining highway.

1.4 Construction Working Hours

- 7.30am to 6.30pm (Monday to Friday)
- 7.30am to 5.00pm (Saturdays)
- No Sunday or Bank Holiday Working

1.5 Delivery Vehicles / Laying Up

1. Delivery hours will be limited to working hours and subcontractors will be reminded of this
2. Vehicles shall only be on the site for the time that is required to load/unload
3. No night time deliveries will be permitted without prior notification and approval from the relevant authorities;
4. This will take place within the site area and will be by means of telescopic handler if necessary, vehicles will leave site in forward gear. A signaller will be used when turning.
5. Deliveries are booked in with the Site Manager and logged on the delivery schedule, located in the Site Office.
6. Persistent offenders will be reported to the Site Manager, who will action with the directors of the offending company

1.6 Site Administration:

The site administration and management will be the responsibility of the Principal Contractor who together with Senior Management will:

- a) Ensure that subcontractors and suppliers adhere to procedures set out in the pre-site conditions by booking in deliveries giving the required notices.
- b) Prevent unauthorised contractors parking along the new estate roads. All personnel in the team will be in contact with each other and site management who in turn will have mobile telephone contact with the subcontractors.
- c) Maintain roads in a clean and safe condition.

It is recognised that all deliveries may not be notified; such deliveries are usually smaller, deliveries by third parties and on occasion simply not booked in. Deliveries from overseas often have difficulty in provided accurate arrival times. The Site Manager will then manage the delivery situation with the priority to get the vehicle off the shared road

system and within the site. Other options open to the team are to send deliverables away (persistent offenders) or temporarily send deliveries to a lorry park with a return time. No delivery vehicles will not be allowed to lay-up along or adjacent to public roads.

Concrete, Stone delivery wagons will not be booked in but these generally occur early on the project when other deliveries are less numerous.

1.7 Access and Egress

Temporary road signage will be in accordance with Chapter 8, Signs for Road Works and Temporary situations. Signage to the site will be in Welsh over English.

A Heras type security fence will be erected to the perimeter of the site and gates provided at the entrance to the site. A site board is likely to be erected on the Heras fence to provide details of the contractor, design team and development. All construction delivery traffic will access the site via Oak Road