

Adjacent to Rackery Cottage, Rackery Lane, Llay, Wrexham,

LL12 0PB



CONSTRUCTION METHOD STATEMENT & TRAFFIC MANAGEMENT PLAN

Aviagen
Adjacent to Rackery Cottage
Rackery Lane
Llay
LL12 0PB

Construction Method Phase Plan
And
Traffic Management Plan

Knights Construction Group

Hafod Y Bwch

Middle Sontley

Wrexham

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SECTION 1: INTRODUCTION

General

- 1.1 This Construction Method Phase Plan and Traffic Management Plan (CMPP&TMP) has been prepared on behalf of Aviagen, in respect of commencement of works for a poultry development at Adjacent to Rackery Cottage, and Rackery Lane, Llay LL12 OPB.
- 1.2 Wrexham County Borough Council is the local planning and Highways authority for the area.
- 1.3 The anticipated draft planning condition relevant to this CMS&TMP is outlined below:

Conditions

1. *No part of the development shall commence until further details of the proposed vehicular parking and turning facilities have been submitted to and approved in writing by the Local Planning Authority. The facilities as are approved shall be fully laid out, surfaced and drained prior to first use of the development, and shall thereafter be permanently retained and kept free of any obstruction, and made available solely for the parking and turning of motor vehicles at all times.*
2. *No development shall take place until a phased site investigation of the nature and extent of contamination has been carried out and submitted to and approved in writing by the Local Planning Authority. If any contamination is found during the site investigation, no part of the development shall commence until a scheme specifying the measures that will be taken to remediate the site to render it suitable for the development hereby permitted has been submitted to and approved in writing by the Local Planning Authority. The site shall thereafter be remediated in accordance with the approved scheme. If during the course of development any contamination is found that has not been identified in the site investigation, no further development shall take*

place on those parts of the site where that contamination has been found until an additional scheme of remediation has been submitted to and approved in writing by the Local Planning Authority for those parts of the site. The relevant parts of the site shall thereafter be remediated in accordance with the additional scheme of remediation.

- 3. Each part of the site subject to the remediation under the scheme(s) approved as part of the condition 5 shall not be occupied/used until a Validation Report has been completed in respect of that part of the site and submitted to and approved in writing by the Local Planning Authority.*
- 4. All works in relation to the implementation of this permission, including deliveries to and / or leaving the site, shall be undertaken only between the hours of 0730 and 1800 Monday to Friday and 0800 to 1400 on a Saturday and at no time on a Sunday or Bank Holiday unless prior written approval of the Local Planning Authority has been obtained.*
- 5. Prior to the first use of the development hereby approved the vehicular access shall provide splays of 2.4m x 25m in both directions measured to the nearside edge of the adjoining highway. Within these splays there shall be no obstruction in excess of 1m in height above the level of the nearside edge of the adjoining highway. The splays shall thereafter be permanently retained clear of any such obstruction to visibility.*
- 6. No part of the development shall commence until a scheme for the comprehensive and integrated drainage of the site indicating how foul water, surface water and land drainage will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The scheme as approved shall be implemented in accordance with a timescale to be agreed as part of the submitted details and maintained thereafter.*

- 1.4 This CMPP&TMP seeks to minimise disruption to the surrounding neighbourhood, safeguard pedestrian and highway safety for both the public and site staff, and identify appropriate control measures where necessary.

The aim of the CMPP&TMP includes:

- The planning & management of vehicular and pedestrian routes;
 - The elimination of reversing where possible;
 - Safe driving and working practices;
 - Protection of the public;
 - Adequate vision and lines of sight;
 - The provision of suitable signs and barriers;
 - Adequate and safe parking and off-loading/storage areas.
- 1.5 The site is located off the B5373, approximately 2 miles North West of Gresford. The site is surrounded by agricultural land, with an existing means of access Rackery lane. Refer to Figure 1 Site Location Plan and Figure 2 Aerial Photo.
- 1.6 The approved site layout plan is contained in Appendix 1.

SECTION 2: Construction Method Phase Plan

- 2.1 It will be the responsibility of the Project Manager to update the CMPP&TMP. Any Sub-Contractors employed at the site will adhere to the requirements of the CMPP&TMP at all times and to make relevant amendments to the CMPP&TMP as required.

Scope of Works

- 2.2 The planning permission relates to six new poultry sheds which will be used as houses for Turkeys. The works initially relate to the construction of a single lane access road, which is to be surrounded with topsoil sealed bunds with a reed bed pond to the North. Bunding is to be provided to the west together with screening landscaping. Works to improve the eastern radius of the existing access are to be undertaken together with the cutting back of adjacent foliage to provide adequate junction visibility splays.
- 2.3 Some works will be undertaken by specialist sub-contractors under separate method statements for example:
- 278 Street Works

Public Engagement

- 2.4 The County Council and local highways department will be notified prior to commencement on site and provided with a copy of the CMPP&TMP. During construction the contact details for an on-site representative will be made available.

Preparatory & Enabling Works

- 2.5 Initial tasks include the formation of a suitable access. Creation of a compound. Groundworks to level the site and prepare for car parking, unloading/loading and storage areas and setting up of site compound and welfare, security fencing and lighting.

Construction Programme

- 2.6 Site deliveries, utilising larger vehicles, of equipment to site will be phased over an eight week construction period, thereafter the majority of vehicles requiring access to the site will be small commercial vehicles and cars.
- 2.7 Construction is to commence following receipt of planning consent and discharge of any pre-commencement conditions. An overview of the project construction

The programme is set out below and anticipated to last approximately 30-36 weeks.

This may vary depending on weather and other constraints unknown at this stage.

Stage 1	Weeks 1-2. Formation of access track,
Stage 2	Weeks 3-8. Site Formation
Stage 3	Weeks 9-11. Civils works
Stage 4	Weeks 10-13 External Concrete works
Stage 5	Weeks 14-22 Steel frame erection, internal 1 st fix
Stage 6	Weeks 23-31 Internal concrete, Plant installation
Stage 7	Week 32-35 Commissioning
Stage 8	Week 36 Operational

Working Times

- 2.8 Construction of the development will be undertaken 5.5 days a week. The proposed hours of working during the construction period will be between 7.30am and 6.00pm with the intention to avoid use of local highway network for deliveries during peak hours (08.00-09.30 & 16.30-18.00).
- 2.9 All deliveries will be between 7.30am and 6.00pm. Deliveries to the site will be staged within this time period with drivers given specific time windows for arrival at site.

Site Security & Compound

- 2.10 A perimeter safety segregation system (i.e. Heras fencing) will be erected together with appropriate safety and way finding signs that will remain in place for the duration of the works.. These fences/hoardings will be inspected daily by the contractor and any defects or breaches rectified immediately. Warning notices shall be provided at regular intervals to all fences/hoardings. The fences/hoardings will be of robust construction of a height to offer a deterrent to unauthorised entry to the site. Pedestrian and vehicle access gates will be incorporated with in the perimeter. A separate welfare compound will be established.
- 2.11 Upon commencement of the development, all arrivals (deliveries, staff, visitors etc.) will report to the Site Manager whereupon they will receive a site induction. This will include, information relating to emergency procedures, assembly points, First Aid, site rules, and welfare facilities. They will be required to sign both in and out, and PPE appropriate to the tasks being undertaken will be checked.

Storage of Plant and Materials

- 2.12 All plant and materials will be stored within the secure site compound.
- 2.13 Stockpiled materials will not be stacked higher than 1.2m.
- 2.14 The Site Layout Drawing contained in Appendix 1 shows the access to the site, loading area, site storage and compound area. The level hardstanding area is for the temporary storage of equipment and materials during construction and parking for site vehicles as shown on the proposed site layout plan. The hard standing area has been sized, and will be managed, to allow two or more vehicles to enter the site at the same time and for vehicles to turn around.
- 2.15 Materials will be stored on site as close to their place of use as possible and in an ordered fashion. Pedestrian walkways and vehicle routes will be segregated and marked out with appropriate barriers. Lay down areas will be set out for trades such as steel work and cladding and suitably fenced off.

Storage of Oils, Fuels and Pollution Prevention

- 2.16 All oil and fuel will be stored in the appropriate bunded containers in accordance with specific UK Regulations e.g. The Control of Pollution (Oil Storage) (England) Regulations 2001 (OSR England).

Recycling of Construction and Disposing of Waste

- 2.17 Wherever possible waste construction materials will be recycled. Separate waste skips clearly marked will be provided for general waste, wood and metal.

Construction Impact

- 2.18 During the construction phases there are predictable adverse effects, which are generally unavoidable; many are temporary or short-term and can be minimised as part of the construction management, but some have the potential for more lasting effects. The potential for adverse effects arises largely from disturbance including noise, vibration, light, dust, and human presence. These would be minimised as far as

possible through the application of good practice techniques and adherence to well-designed method statements.

Measures to Control/Minimise Noise Emission, Vibration, Dust and Dirt

- 2.19 The site shall operate within any noise limits and operational times as may be specified or required by planning approval.
- 2.20 All plant shall be modern and fitted with fully maintained and effective silencers to the manufacturer's specification.
- 2.21 Operational Methodology and plant selection shall be undertaken with the view of minimising the potential noise arising from the constructional works.
- 2.22 The welfare compound and site office shall be located at the maximum distance from the proposed works.

Complaints

- 2.23 Residents within 250m of the site will be informed by letter of the contact details of the Site Manager. The Project Manager will liaise with residents thorough out the project and will inform them of any significant deliveries. To assist members of the public wishing to make representations, a sign board will be displayed on the site boundary providing the following contact details.
 - Anthony Litchfield – Project Manager – 07581 165651 / 01978 846841
 - George Tinney – Site Manager – 07734 474461

Emergency Contacts

2.24 In case of emergency the contact numbers for the Project Manager and local emergency services are:

Project Manager

Mr A Litchfield

Site Supervisor

Mr G Tinney

Urgent Care

Wrexham Maelor Hospital

Croesnewydd Road, Wrexham, LL13 7TD

Tel: 01978 291100

Police

Wrexham Police Station, Wrexham, LL12 7BW

Tel: Emergency 999

 Non-emergency 101

 Non-emergency email contactus@westmercia.police.uk

Ambulance and Fire Services

Croesnewydd Rd, Wrexham, LL13 7YU

Tel: 0300 123 3247

SECTION 3: SITE & TRAFFIC MANAGEMENT

General

- 3.1 The Site Manager is responsible for site traffic movement and will:
- Ensure that all contractors and suppliers adhere to procedures set out in the pre-site conditions by booking deliveries and giving required notices.
 - Wherever possible prevent unauthorised contractor parking traffic congestion. All site personnel to be in contact with each other and site management who in turn will have telephone contact with sub-contractors.

Parking of Vehicles

- 3.2 Parking for site operatives will be provided within the site compound close to the site offices and welfare facilities so that Personal Protection Equipment (PPE) is not required for travelling between parking and welfare facilities. Visitor parking will be provided next to the site offices and will not be within the construction site compound so that visitors to site will not require any PPE travelling between parking and site reception. Parking for site staff and visitors will be signposted.

Access and Egress to Site

- 3.3 Throughout the duration of the initial construction phase works, access and egress will be taken from the same position as the existing access serving the Old Rackery. Adequate visibility will be provided at all times. Access to the site shall be clearly routed by means of effective signing. Construction traffic shall be prohibited from using any other route to the site and appropriate signage will be erected at all local road junctions. All site vehicles will leave the site in forward gear.
- 3.4 Prior to the commencement of any works on the site the access road improvements will be undertaken. These shall be inspected on site once complete and approved in writing by the Local Planning Authority.

Loading and Unloading

3.5 All loading and unloading of materials and equipment will occur within the site boundary wherever possible. A lifting plan and risk assessment will be undertaken for any Lifting Operation / Lifting Equipment required in accordance with the Lifting Operations and Lifting Equipment Regulations 1998 (LOLER). Working from height safe systems of work will be put in place for any personal required to access, for the purpose of loading / unloading at height, i.e. working to the back of HGV's. All deliveries to site will be strictly monitored and controlled including:

- The setting of specific delivery dates and collection times, where feasible;
- Consolidation of deliveries, where feasible.

Predicted Size of Vehicles

3.6 A range of different vehicle types can be expected to visit the site as part of the construction works. These include cars and small vans up to earth tipper vehicles, flat-bed roof truss/brick delivery vehicles, concrete mixers, skip lorries, and plant transporter lorries.

Vehicle Routing

3.7 All deliveries to and from the site will be directed via the approved routing plan contained shown on Figure 2. Appropriate signage will be provided to the necessary standards.

Deliveries

3.8 Site deliveries of equipment to the site, utilising larger vehicles, will be phased over a thirty eight week construction period. All drivers will report to the site office prior to entering the site. Deliveries will be timed to prevent multiple HGV's arriving at once.

3.9 All deliveries will be between 7.30am and 6.00pm. Deliveries to the site will be staged within this time period with drivers given specific time windows for arrival at site. Due to the relative lack of neighbouring properties to the application site, it is not considered necessary to formally notify local residents of the construction phase period. However, as set out below appropriate traffic warning signs will be put in place. Access for emergency vehicles will be maintained at all times.

Signs

- 3.10 To ensure safe access to the site, signage will be implemented prior to the commencement of the works. Warning signs will be erected and supplemented, warning pedestrians and motorists.
- 3.11 All signage and safety barriers/fencing will be inspected prior to the start of each working week, in order to ensure they are maintained to the appropriate standards.

FIGURES

Figure 1



Figure 2
Site Layout



Where practicable all materials, plant and equipment will be sourced from local suppliers to minimise the impact upon the highway network

The hours of deliveries to the site of the development will be restricted to 0800 to 1800 hours on Monday to Friday, 0900 to 1400 hours on Saturday, with no work at any other time including Sundays and Public Holidays.

Table 1 Delivery of Heavy machinery

Description	Vehicle Type	Estimated Number of vehicles
Temporary offices, welfare	Trailer	2 – remain on site
Generators	Trailer	1- Remain on site
Excavator	Trailer	1- Remain on site- demolition and initial groundworks phase
Teleporter	Self-Propelled	1- Remain on site for construction phase
Cranage	Self-Propelled	1 - at key stages of contract during construction phase

Table 2 Delivery of materials and equipment to and from site

Waste from demolition	10 tonne max load	15
Aggregates for construction work	10 tonne max load	20
Concrete deliveries	10 Tonne max Load	15
Waste containers and materials during construction	8 tonne max load	70
Delivery vehicles	10 tonne max	Max of 2 per week during specific periods
Site personnel traffic- Demolition & Construction	Vans <2Tonne	2 per day
Site personnel traffic- Finishing	Vans <2Tonnes	3 per day

1. Daily Traffic Movements

During the demolition and construction phase, it is anticipated that the workforce will be generally be between 5-10 (employees and contractors). To reduce the number of trade vehicles, vehicle sharing will be utilised and additional car parking has been made available at the company offices. Only essential vehicles will park on site.

2. Vehicle parking

For all non-essential project vehicles the company, s office car park and local council managed Long Stay public car parks will be utilised. It is likely that the maximum of 2 vehicles per day will be parked on site during the demolition and initial stages of construction.

3. Site vehicle manoeuvring

The onsite construction manager will ensure that suitable room is available to allow for the turning /reversing of vehicles. Reversing will be kept to a minimum, all vehicles entering and leaving site will be managed by a suitably trained banksman.

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