BLACK PARK CHAPEL, HALTON, CHIRK LL14 5BB

CONSTRUCTION TRAFFIC MANAGEMENT PLAN – JULY 2025

SITE ADDRESS

Q1. What is the full postal address of the site?

Black Park Chapel, Halton, Chirk, Wrexham LL14 5BB

Q2. Please give a very brief description of the work.

Conversion of existing music facility to 2 no. dwellings

WORK PROGRAMME

Q3. Please supply a broad-brush work programme and total timescale for the project, giving the duration of each major phase of the construction and the anticipated start date if known.

Internal Brickwork – 3 months Internal Ceiling – 1 month Internal Fitting out / Electrical /Plumbing /Joinery – 4 months Paving, Fencing and Garden – 1 month Completion Start date unknown

Q4. What are the days and hours of site operation?

Monday to Friday 0730 – 1800 Saturday 0800 to 1400 No work on a Sunday or a Bank Holiday

ROUTING OF DEMOLITION, EXCAVATION AND CONSTRUCTION VEHICLES

Q5. Please describe the proposed supply route to and from the site, showing details of links to the strategic road network (A and B roads). Alternatively, a plan may be submitted.

The route should avoid residential side streets wherever possible and vehicles should approach the site from the left-hand side of the road in two-way streets. It is useful to have a plan of the route to send to visitors and delivery companies. Can the suggested route accommodate all vehicles visiting the site in terms of capacity, geometry

and height? Consider any major trip generators (e.g. schools, offices, public buildings, museums, etc) on the route, can they be avoided?

Construction vehicles will approach the site from the west along the local highway link between the A5 / A483 Halton Roundabout to its junction with Black Park Road; where vehicles will then travel in a northerly direction along Black Park Road for approximately 320 m where the site is located on the right-hand side. Construction vehicles will then leave in a southerly direction along the same route.

The attached plan will be forwarded to all visitors/ delivery companies to ensure compliance with the suggested route.

There are no height limits along the route. No issues with capacity as there will be no more than one delivery required each week.

This is the only suitable route into the development site.

Q6. How will contractors, delivery companies and visitors be made aware of the route (to and from the site) and of on-site restrictions, prior to undertaking the journey?

For example, verbal and written briefings could be provided to all suppliers, contractors and visitors, noting restrictions or terms that are applicable to them, highlighting the route on a plan can be very useful.

The attached plan will be forwarded to all visitors/ suppliers/ delivery companies to ensure compliance with the suggested route.

Anyone attending the site will be aware of any restrictions that may be applicable to them.

SITE ACCESS

Q7. Please supply an accurate (to scale) site plan showing all points of access and where materials, skips and plant will be stored, and how vehicles will access the site.

A plan should be provided, detailing available space for vehicles and pedestrians to pass. A location plan should also be included showing the site and surrounding properties.

See photo below indicating site access.

The location of the existing access to Black Park Chapel is compatible with any larger vehicle manoeuvring into the site; although it will have to reverse into the site off the highway; a banksman in full high visibility clothing will ensure that the route in and out of the site is kept clear for delivery vehicles arriving and exiting the site.

The proposed access route is straightforward, is of adequate width for construction vehicles and does not require any arduous turning movements within the adopted carriageway.



The access is already hard surfaced and has an aco drain to prevent any private water from reaching the highway.

Under the guidance of a banksman the delivery vehicles will reverse into the site to unload and will then leave the site in a forward direction.

Any materials will be stored on the plot itself. No materials will be stored on the highway.

It is not intended to place a skip on the site as any rubbish /waste material will be removed daily on a transit van; however, should the need for a skip occur then it will be placed within the site and will not be placed on the adjacent highway.

All contractors' vehicles will park within the site and will not be permitted to park on the highway.

Q8. Can vehicles access the site and turn to exit in a forward direction?

If vehicular access is provided vehicles should be able to turn within the site to exit in a forward direction. Alternatively, vehicles may reverse in and drive out. Suitably experience banksmen MUST be provided at all times when vehicles are manoeuvring.

Any vehicle will approach the site from Black Park Road and will reverse into the site with relative ease.
An area will be kept clear for deliveries to unload within the site. All delivery vehicles will leave the site in a forward direction. A banksman in full high visibility clothing will ensure that the route out of the site is kept clear for delivery vehicles arriving and exiting the site.
An area will be set aside for all contractor's vehicles / vans.
No HGV will be permitted to turn right out of the site as Black Park Road is effectively a dead end.

Q9. If delivery vehicles cannot access the site, where will they wait to load/unload?

The loading area must be shown on the site plan. The available width of footways and carriageways adjacent to delivery vehicles must be clearly shown on the plan. A clear minimum width of 1.2m of footway and 3.0m of carriageway should be available.

Delivery vehicles will be able to access the site to unload. There will be no unloading on the highway.
All deliveries by HGV will be strictly controlled to ensure that there is never more than one on site and there will be adequate time left between each delivery to ensure that there is no conflict of HGV movements on Black Park Road.

VEHICLES ACCESSING THE SITE PER DAY/WEEK

Q10. Provide a breakdown of the number, type, size and weight of vehicles accessing the site.

You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures. Are roads on route suitable for the size of vehicles to be used? Are there other known developments in the local area or on route?

3 small builders van / pick-up truck parked off road every day. These belong to the brickies /tradesmen undertaking the work so will be on site most of the day with very little movement to / from the site.
1 10T delivery lorry once a week.

The road is adequate width for occasional construction traffic to access the site but this will be done under strict supervision.
We are not aware of any other developments in the vicinity of the site currently.

Q11. Deliveries and collections should generally be restricted to between 9.30am and 4.30pm. Please confirm your acceptance to this condition and describe how it will be enforced.

If there is a school on route, then deliveries must be restricted to between 9.30am and 3pm during term time. Delivery vehicles must be managed and prevented from causing obstructions to the highway.

Even though there is no school near the site we are more than happy to accept a condition restricting deliveries between the hours of 0930 and 1630 if necessary.
We will instruct suppliers of the time restrictions

Q12. Will vehicle wheel wash facilities be provided?

Vehicle wheel wash facilities should be provided for all brownfield sites and/or where site conditions dictate. It is the responsibility of the main contractor to ensure that mud/detritus originating from the site is not deposited on the public highway.

Wheel wash facilities are unnecessary as the site is already hard surfaced.
We will however ensure that no detritus is carried out on to the highway from within the site and a banksman will check vehicles leaving the site do not drag mud from the site on to the highway.

VEHICLE CALL UP PROCEDURE

Q13. What are the arrangements for co-ordinating and controlling delivery vehicles?

Deliveries should be given set times to arrive. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians and vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or stack on borough roads. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.

Given that there is only one delivery by 10T vehicle expected once a week it is not necessary to co-ordinate different suppliers. We will however ensure that the supplier is made aware of restrictions on delivery times and will insist that they phone through their intended delivery time to within a 15-minute time period in order that any vehicle laying up on the highway is unloaded as quickly as possible.
Banksmen will be provided as and when necessary.

Q14. Who has responsibility for supervising, controlling and monitoring vehicle movements to/from the site?

Normally the Site Manager or Site Foreman will coordinate and allocate time slots.

The site manager / owner will be responsible for supervising, controlling and monitoring vehicle movements to and from the site.

Q15. What are the arrangements to ensure that the loading/collection area is clear of vehicles and materials before the next lorry arrives?

For example, suppliers could call the site manager some 20mins before their vehicle arrives at site. If the loading area is unavailable, they should wait outside the borough.

Drivers will contact site manager before he delivers but as there is only one delivery vehicle expected once a week so there is never any likelihood that lorries / deliveries will conflict on site

Q16. Where will the contractors' own vehicles park?

Contractors' vehicles are not permitted to park in any suspended parking bays or on suspended waiting and loading restrictions.

There is space for contractors' vehicles to park within the site so they will not impact on the highway.
A plan is shown below indicating dedicated areas for contractors, plant and materials.



Area marked as CP1 to CP6 – Contractors storage of materials/skip /plant during construction process
Parking spaces for contractors cars / vans
Area reserved for deliveries
Herras fencing around site area

EXISTING WAITING AND LOADING RESTRICTIONS

Q17. Please supply details of any waiting/loading restrictions or parking bays that you will apply to have suspended.
Consider existing waiting, loading and parking arrangements in the street. Parking bay suspensions are normally only permitted outside the property being redeveloped. All suspensions must be justified. You should submit a plan showing the locations of the bays to be suspended and the expected duration. Once the CTMP is agreed you will need to apply to the Council's Parking Section to implement the waiting and loading restriction suspensions outlined in the CTMP.

Not required

IMPACT ON OTHER HIGHWAY USERS

Q20. How will you protect pedestrians from the construction works, particularly vulnerable users?
In this section you should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include

wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

The site will be securely fenced off to prevent any conflict between pedestrians and construction vehicles. When taking deliveries banksmen will ensure the safe passage of any pedestrians passing the site.

Q21. Do you intend to apply for a licence to use the public highway for construction activity or for the storage of materials and will this include the diversion of an existing footpath?

Use of highway for storage or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use, you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the highway including; the extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Not required

Q22. Do you propose to install a traffic diversion during the construction period?

You should submit detailed plans showing the impact on the surrounding highway network including the extent of the closure; the proposed diversion route for traffic and pedestrians; traffic management; the affected waiting/loading restrictions; affected parking facilities; emergency services access; public transport; refuse collection; deliveries; local businesses; etc. Temporary Traffic Management Orders and consultation will require an 8-week lead-in time. Road closures will require Councillor involvement and may need public consultation.

Not required

Q23. What is your proposed method of spoil removal (wait & load, conveyor, grab, skip swap, etc.) and what is the anticipated dwell time of spoil removal vehicles?

You will require a Highways Licence for skips and temporary structures on the highway. Whatever method is chosen the delivery/collection lorries must not block the road.

There is no requirement to remove spoil from the site but if skips are required, they will be collected from within the site where vehicles have room to access. Any vehicle entering or leaving the site in a reverse direction will be assisted by an experienced banksman. No skips or skip wagons will load or unload on the highway

Q24. How will concrete be supplied to the site, where will the delivery lorries be located and for how long?
You will need adequate call-up procedures and arrangements to deal with delays and holding of vehicles.

If necessary, any concrete /cement wagons will deliver to the site along the agreed route; Halton Roundabout link to Black Park Road under the supervision of experienced banksmen; the pour will be done within the site and will not impact on the highway. The wagon will then leave the site under the supervision of experienced banksmen. However, given the scale of the work involved it is likely that all mortar / cement will be mixed by mixer within the site.

Q25. Do you intend to erect scaffolding on, over or adjacent to the public highway?
If so, we will require full details and you will need to apply for a licence if it is on or over the public highway. All obstructions and diversions on the public highway must be provided with temporary signage complying with Chapter 8 of the Traffic Signs Manual and/or the Code of Practice for Safety at Streetworks and Roadworks. Signage must be regularly inspected and maintained. TfL issues scaffold licences for developments adjacent to the TLRN.

No scaffolding anywhere near the public highway

UTILITY WORKS

Q26. Will you be applying to install new or modified utility services to the site that involve work to the public highway? If so, which companies are involved?
Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, which utility companies have been contacted (Thames Water, National Grid, EDF Energy, BT. etc.)? You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

All utilities are already on site for the existing dwelling
If, however utility companies are required at any time, each company will work under full Chapter 8 requirements using their own traffic management teams
Each company will be offered the opportunity to share the same excavations and TM proposals.

GENERAL MANAGEMENT ISSUES

Q26. The Construction Traffic Management Plan should be periodically monitored and reviewed. Any significant changes to the CTMP should be reported to the Department of Planning and Borough Development. Who will be responsible for this?

The site manager will be responsible for monitoring and reviewing the CTMP

Q27. You must coordinate traffic arrangements with other developments in the area. Who will be responsible for this?

The site manager will communicate with the Wrexham County Borough Council Streetworks Manager to coordinate traffic management as and when it's necessary

Q28. How will you ensure domestic and commercial waste collections are not disrupted?
You will need to establish the days and times of collections and ensure that there is no conflict.

We will check what day refuse collections are made along Black Park Road and ensure that there is no conflict between the refuse wagon and delivery times.

Q29. Who will deal with any complaints from local residents and businesses, etc.?
Generally, this will be the Project Architect, or Site Manager, or the Client, or his Agent

The site manager

Q30. Please provide details of any construction related equipment, structures or activities on or over the public highway. These will require authorisation and/or a licence issued by the Council and include: -

- *Skips* □ *Signage*
- *Hoardings* □ *Traffic management*
- *Material storage* □ *Temporary traffic Signals*
- *Scaffolding* □ *Footway and carriageway diversions or* □ *Temporary structures closures*
- *Gantries* □ *Temporary footway crossovers*
- *Cranes* □ *Suspension of waiting, loading or parking restrictions*

Not Applicable

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TRAFFIC ROUTING PLAN



IN → OUT →

SITE PARKING and UNLOADING ⬢

ACCESS ⇨