

HIGHWAY CONSTRUCTION MANAGEMENT PLAN

1.0 Project Details

1.1 Client

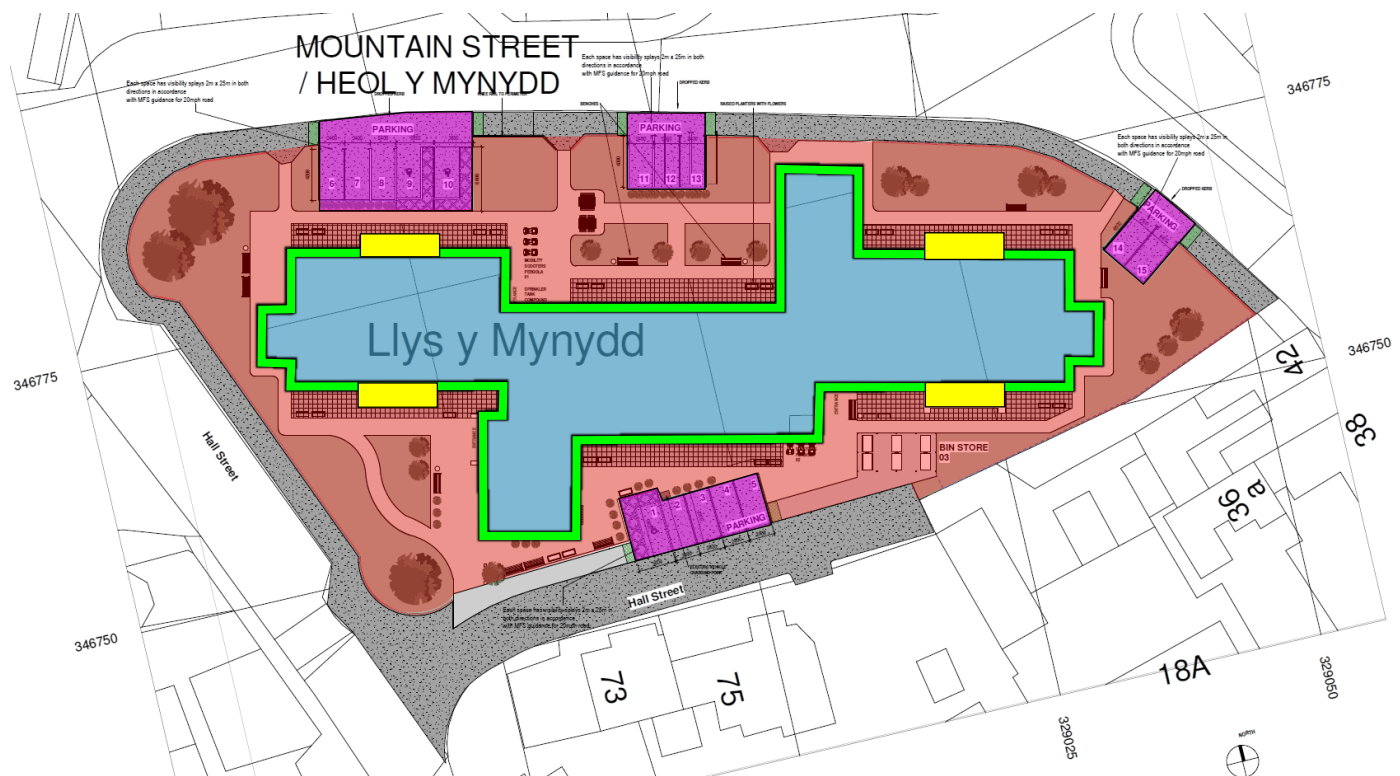
Wrexham County Borough Council
Housing and Economy Department
Ruthin Road
Wrexham
LL13 7TU

1.2 Planning Reference

RHO P/2020/0646

1.3 Project Description

Refurbishment and fit-out of existing sheltered housing facility including **bay extensions** to superstructure, **new roofing** and **new external windows and doors**. External works include new **landscaping**, installation of updated services and **new parking facilities**.



1.4 *Start Date*

05th July 2021 (TBC - pending discharge of pre-commencement planning conditions)

1.5 *Completion Date*

46 weeks (subject to start date)

1.6 *Hours of Work*

Monday - Thursday: 08:00 until 17:00
Friday: 08:00 until 16:30

Additional works outside normal hours must be agreed in advance. Subject to restrictions within planning conditions.

1.7 *Development Site*

Please see images below of the development site from the surrounding highway.



View from Mountain Street (north elevation)



View from Campbell Street (east elevation)



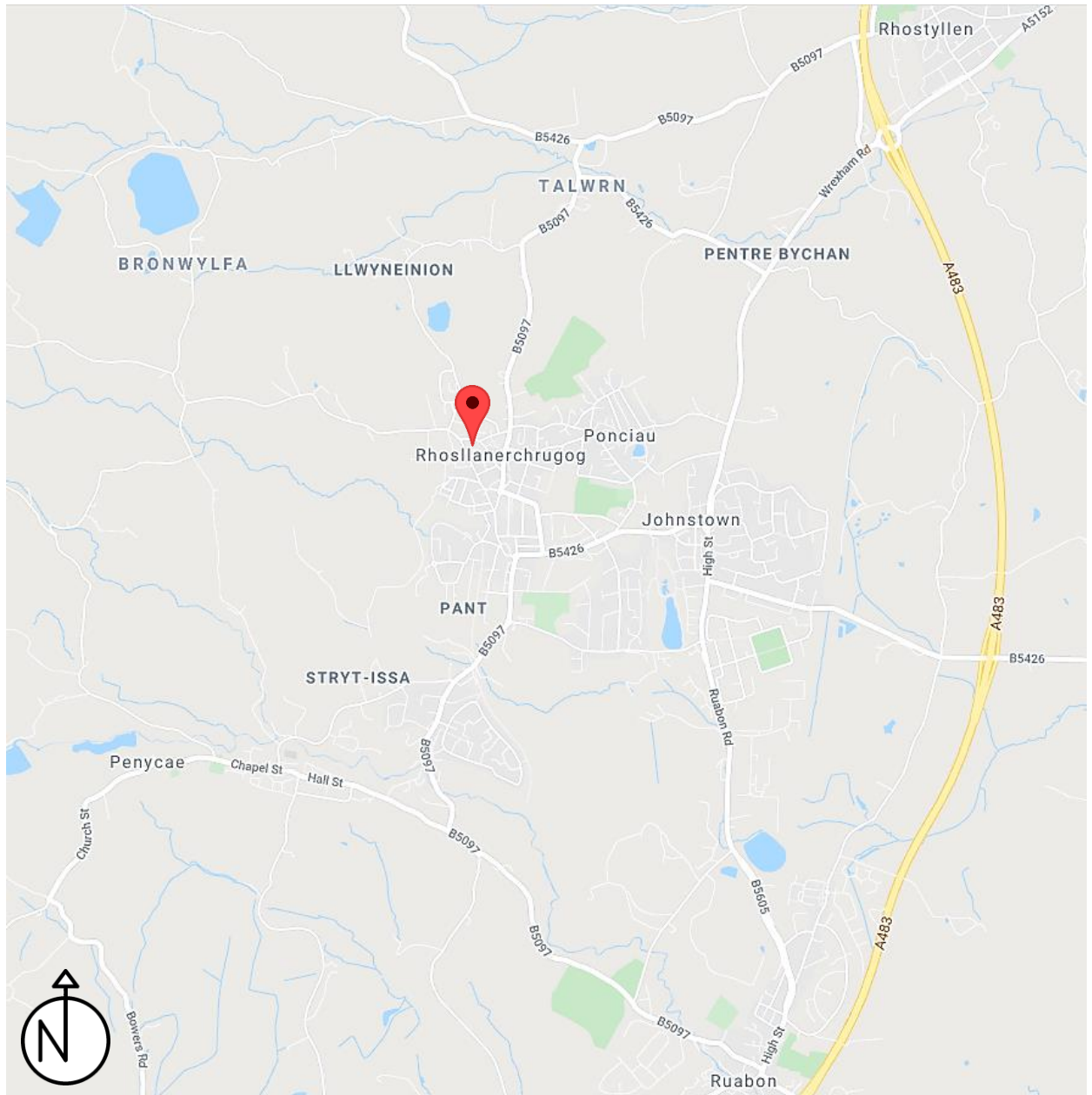
View from Hall Street (west elevation)



View from Llŷ y Mynydd entrance (south elevation)

2.1 Site Address

Llys y Mynydd
Hall Street
Rhosllanerchrugog
Wrexham
LL14 1DD





The image above highlights the construction site within the local neighbourhood.

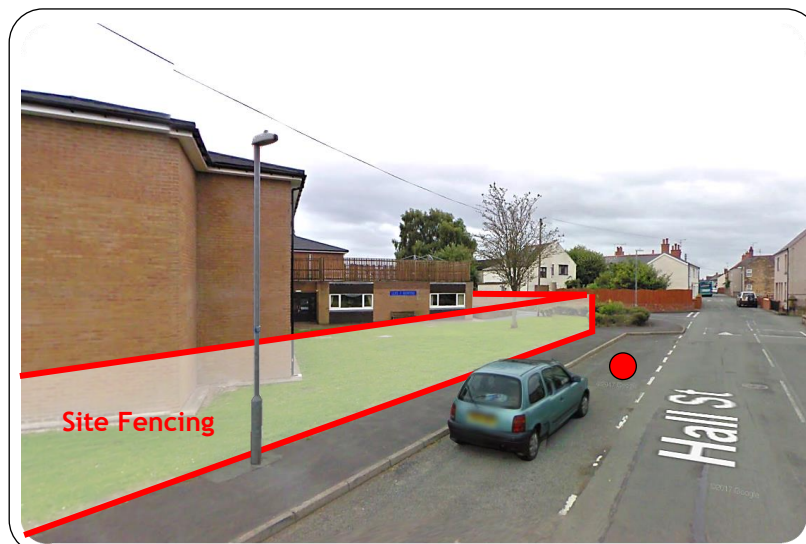


The aerial image above has been overlaid with the proposed site plan (as shown in drawing LYM-EWA-ZZ-00-DR-A-70400 RevP1).

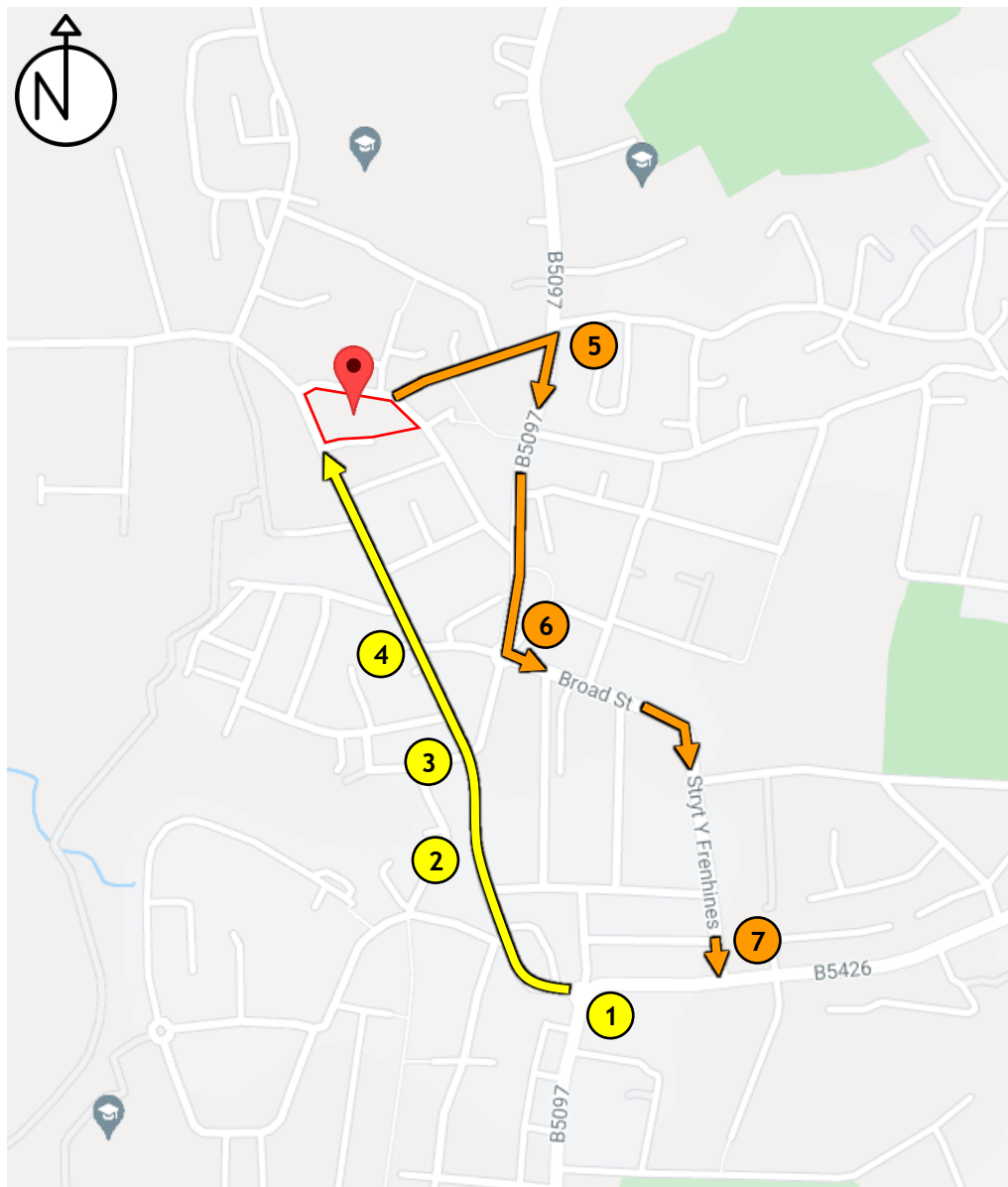
Existing parking access in Llys y Mynydd will be used during the construction phase and resurfaced at completion (see icon  on the image above). Clear right-of-way will be maintained for the neighbouring resident requiring access via Llys y Mynydd (see icon  on the image above).

New parking access is to be formed from Mountain Street and Campbell Street (see icons  on the image above). These parking spaces will be formed as soon as possible during the programme to provide further on-site parking. Additional off-site parking in nearby premises The Sun Inn and Bethlehem Welsh Chapel to be considered and negotiated with owners if required.

The layby on Hall Street (see icon  on the image above and below) has been identified as a waiting and offloading area for large/HGV vehicles. Gates or boundary site fencing adjacent to the lay-by will be opened to allow delivery of materials. Small vehicles may be able to use site parking spaces for small deliveries. Vehicles may pull in to Llys y Mynydd from Hall Street; turnaround in Llys y Mynydd and reversing onto Hall Street will be supported by a banksman.



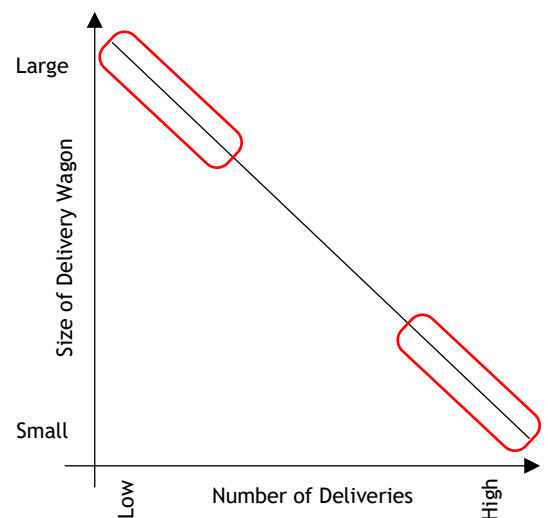
3.2 Traffic Route



The route outlined above will be recommended to all traffic. The B5426 is accessed from the centre of Johnstown; Johnstown can be accessed from using either junction 2 or 3 from the A483. Photos of the proposed route (taken from Google) can be seen on the next pages.

The area surrounding the site is heavily residential, with a one-way system in place along Market Street through the 'centre' of Rhosllanerchrugog, 20mph speed limits, narrow roads and turnings, and traffic calming speed bumps. As a result, Read will consider the appropriate balance for all deliveries using the graph to the right; the highlighted extremities will not be considered due to the impact on the local area (vehicles too large, too much construction traffic).

The route is regularly used by the local bus service, therefore is considered suitable for some HGVs. Access will not be possible for articulated wagons.





1. Access from B5426 onto Market Street.



2. Market Street narrowing to one-way system.



3. Market Street branching left for Hall Street.



4. Turn left to continue on Hall Street towards Llys y Mynydd.



5. Turn right from Mountain Street onto B5097.



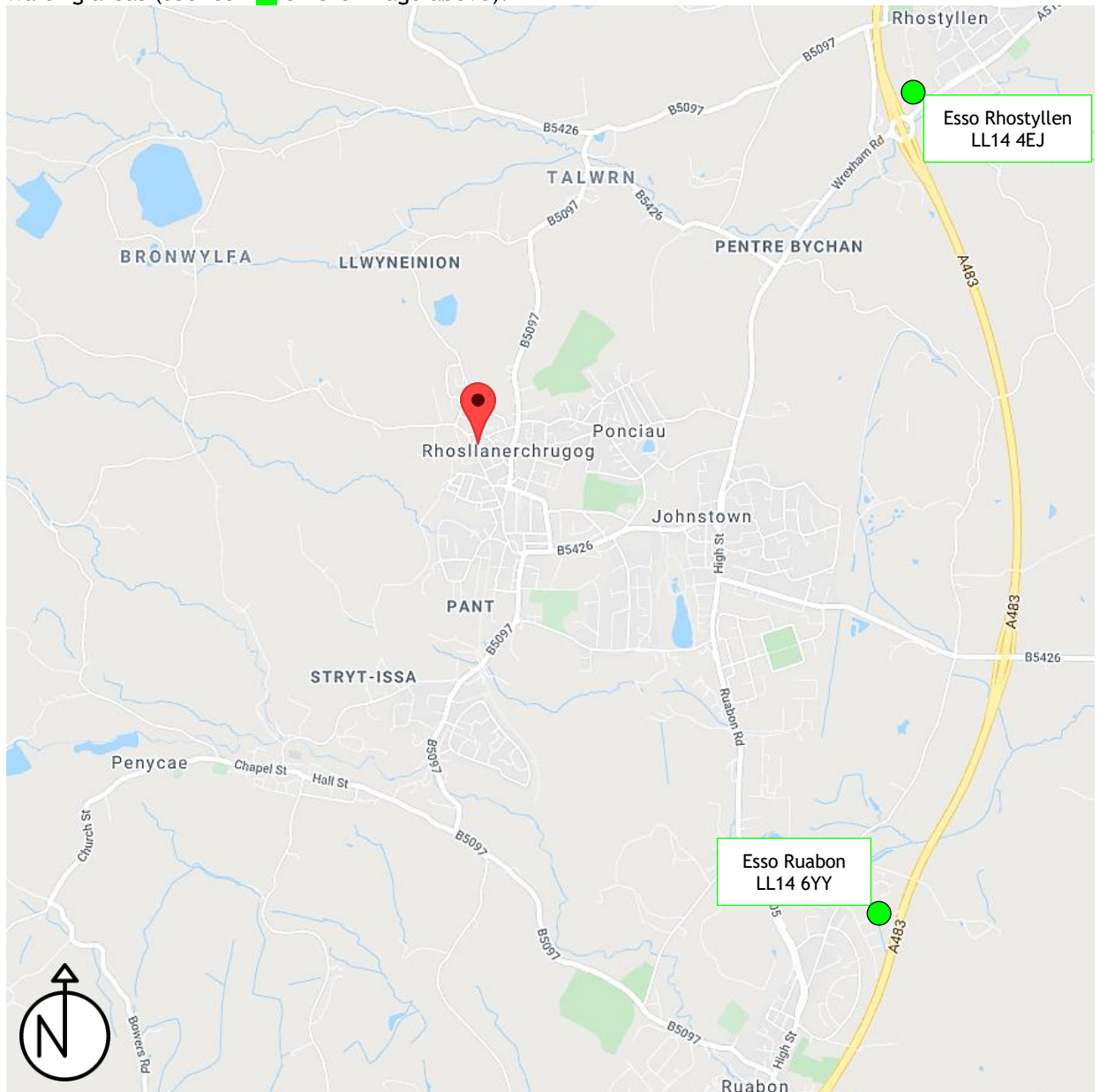
6. Turn left from B5097 onto Broad Street (becomes Queen Street).



7. Turn left from Queen Street onto B5426.

3.3 Holding Area

Two service station have been identified as stops for vehicles travelling north and south on the A483 as waiting areas (see icon  on the image above).



4.0 Site Controls

4.1 Delivery and Collections

Deliveries, collections and all construction-related traffic in general should be **restricted** during the times listed below; this is to prevent construction traffic from having a negative impact during peak times. The times also consider the peak activity of nearby schools.

Morning: 8:00am - 9:00am

Afternoon: 3:00pm - 5:00pm

All deliveries must contact the Site Manager to organise an arrival time and coordination with other traffic/activities. The waiting area highlighted previously will be recommended with all orders. Strictly no waiting, parking or offloading on the highway. The banksman will open the site gates to allow access and egress.

4.2 Wheel Washing

Read will ensure that adequate facilities are provided to wash down mud/detritus from tyres and tracks of vehicles leaving the site onto the highway. Suitable drainage will be installed to prevent silty water from leaving the site or contaminating watercourses.

It is the intention to keep the existing hard standing as intact as possible during the works to avoid generating mud, and install additional parking spaces as per the proposed site plan. The suitability and cleanliness of the hardstanding surface will be regularly monitored throughout the project, with jet washing and/or small motorised sweepers on hand to clean the surface.

Read will establish a connection with a local road-sweeping service if emergency maintenance is required to the highway or the School's road/parking areas.

4.3 Vehicle Coordination

Read will have overall responsibility for the coordination of deliveries and will advise what times suppliers are expected to arrive on site. Specific time restrictions will be issued to all subcontractors and suppliers; the restrictions will be strictly enforced. Unauthorised arrivals will be turned away. The Site Manager is ultimately responsible for ensuring that access is safely staggered.

During busy delivery periods when a greater number of construction traffic could be expected (e.g. spoil removal, stone deliveries) the delivery suppliers will be asked to contact the Site Manager prior to the agreed delivery time to confirm that all access is clear. This will allow the Site Manager to avoid traffic build-up due to delays.

4.4 Vehicle Segregation

Areas will be clearly marked on site to ensure that vehicles are clearly segregated. Areas include access road, plant routes, lay-down area, crane positions, turnaround/reversing, parking. The banksman will ensure that the areas are managed throughout the day to mitigate the risk of collisions and blockages.

4.5 Parking

Parking will be made available within the site boundary, utilising the existing car park. Build-up of new car parking to be installed as early as possible in the programme to provide additional spaces. Access to parking strictly outside the restricted hours outlined previously. All persons accessing the site must always behave in accordance with Read's safeguarding policy. Additional off-site parking in nearby premises The Sun Inn and Bethlehem Welsh Chapel to be considered and negotiated with owners if required.

4.6 Turnaround and Reversing

Turnaround and reversing will all be facilitated as outlined in section 3.1. The site access rules sent to suppliers and subcontractors will stipulate a limit to vehicle size (weight, height, width and length) to prevent congestion issues; it is the responsibility of the Site Manager to ensure that suppliers understand the restrictions.

4.7 Other Restrictions

As previously outlined, Rhosllanerchrugog is a heavily residential area with a one-way system in place along Market Street through the 'centre' of Rhosllanerchrugog, 20mph speed limits, narrow roads and turnings, and traffic calming speed bumps.

The route is regularly used by the local bus service, therefore is considered suitable for some HGVs. Access will not be possible for articulated wagons. The narrowest point of the proposed route is in the one-way section of Market Street seen in the image below; whilst narrow, a delivery vehicle can be seen beyond the raised area.



There are no overhead cables or low bridges identified along the route.

5.0 Impact on the Highway

5.1 *Storing Plant and Materials*

It is not envisaged to store any plant or materials on the public highway, nor in any neighbouring properties. All plant and materials will be stored on the site within the compound.

5.2 *Protecting Pedestrians*

Bilingual signage (Welsh & English) to identify the construction site will be erected at the main entrance of the site. Signage will be erected along the identified access route to direct site traffic to the entrance and warn against unauthorised entry.

5.3 *Public Highway License*

It is not intended to use the public highway for construction activity or for the storage of materials. We do not believe that any highway or footpath closures are required. Should this change, Read will be responsible for applying for any licenses.

5.4 *Traffic Diversions*

We do not believe it will be necessary that any highway or footpath diversions will be required during the construction period. Should this change, Read will be responsible for applying for any licenses.

5.5 *Waste and Spoil Removal*

Waste and spoil removal will be carried out by various methods throughout the construction period. At no time will skips or wagons be positioned on the highway or verge to accept waste material. At no time will a temporary waste deposit be positioned on the highway or verge. All methods of waste and spoil removal will be carried out within the site boundary, removed by vehicle as per the agreed traffic routes.

6.1 *Review and Update*

Read will be responsible for ensuring this Traffic Management Plan is reviewed and updated regularly throughout the construction phase. Reviews must take account of the following:

- Programme (short and long-term)
- Complaints
- Road Traffic Accidents

Any amendments to the plan must be communicated with all subcontractors and suppliers.

6.2 *Surrounding Operations*

It will be the responsibility of the Site Manager to ensure the times of construction deliveries do not interfere with surrounding properties e.g. private access to dwellings, domestic waste collections, school drop-off and collection traffic.

6.3 *Complaints and Accident Procedure*

The Read project team will deal with all complaints from local residents in coordination with the Client Project Manager, who must be informed of any complaints.

Any road traffic accidents (RTA) must be reported to Read directors to formally notify our insurers. It is the responsibility of subcontractors and suppliers to provide their insurance details if involved in an RTA, however Read's public liability will cover any accidents if details aren't provided (required as principal contractor).

