

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

LLA P/2020/0868

1.3 Project Description

Construction of a new two-storey sheltered housing facility. External works include new landscaping, new ramp and staircase to connect with the adjacent property, installation of new services and new parking facilities. The refurbishment of the adjacent property will be undertaken concurrently (separate TMP).



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 highway.



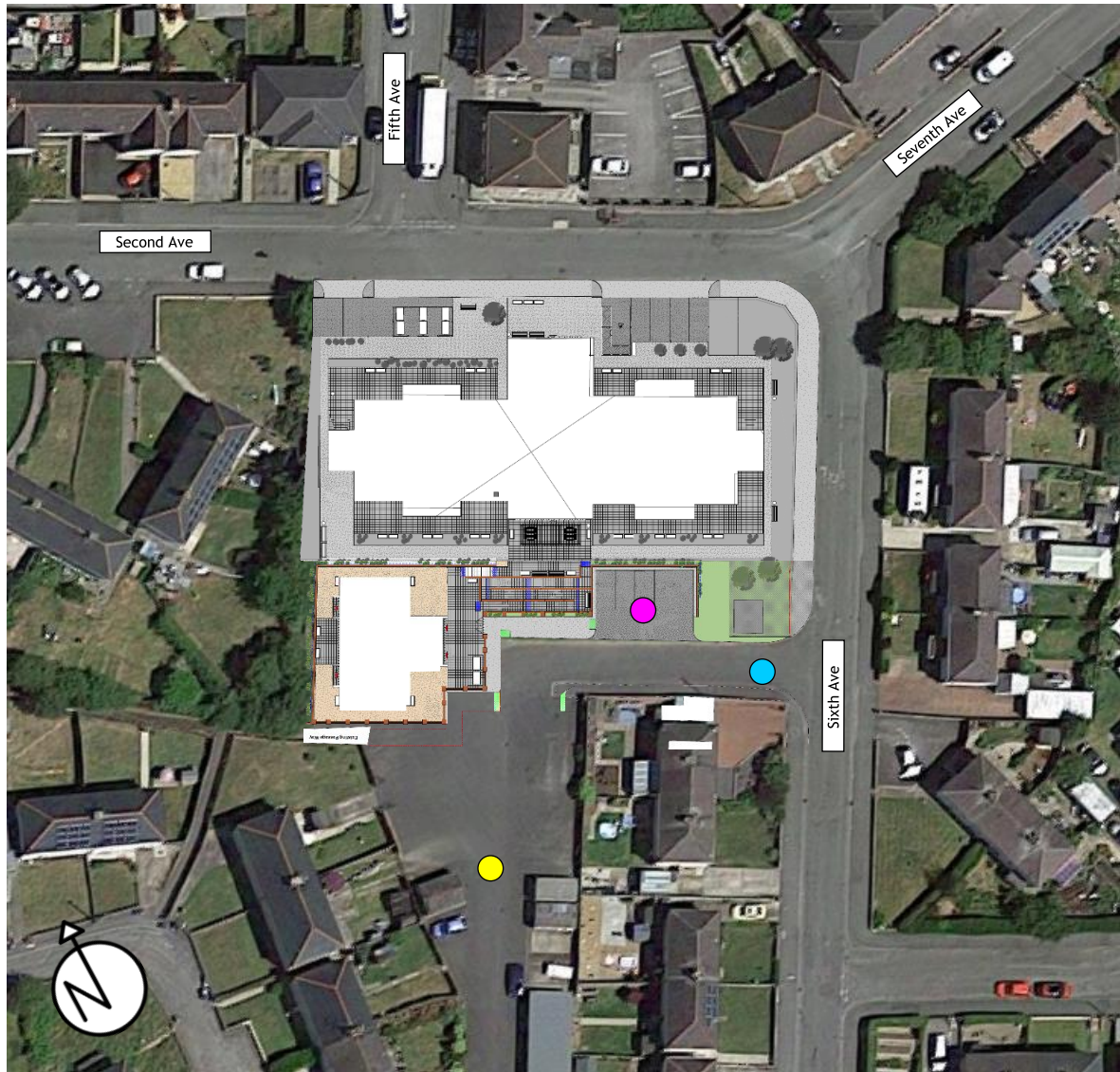
View from Sixth Avenue (pin showing location of new build)



View from land to rear of properties on Sixth Avenue (pin showing location of new build)



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



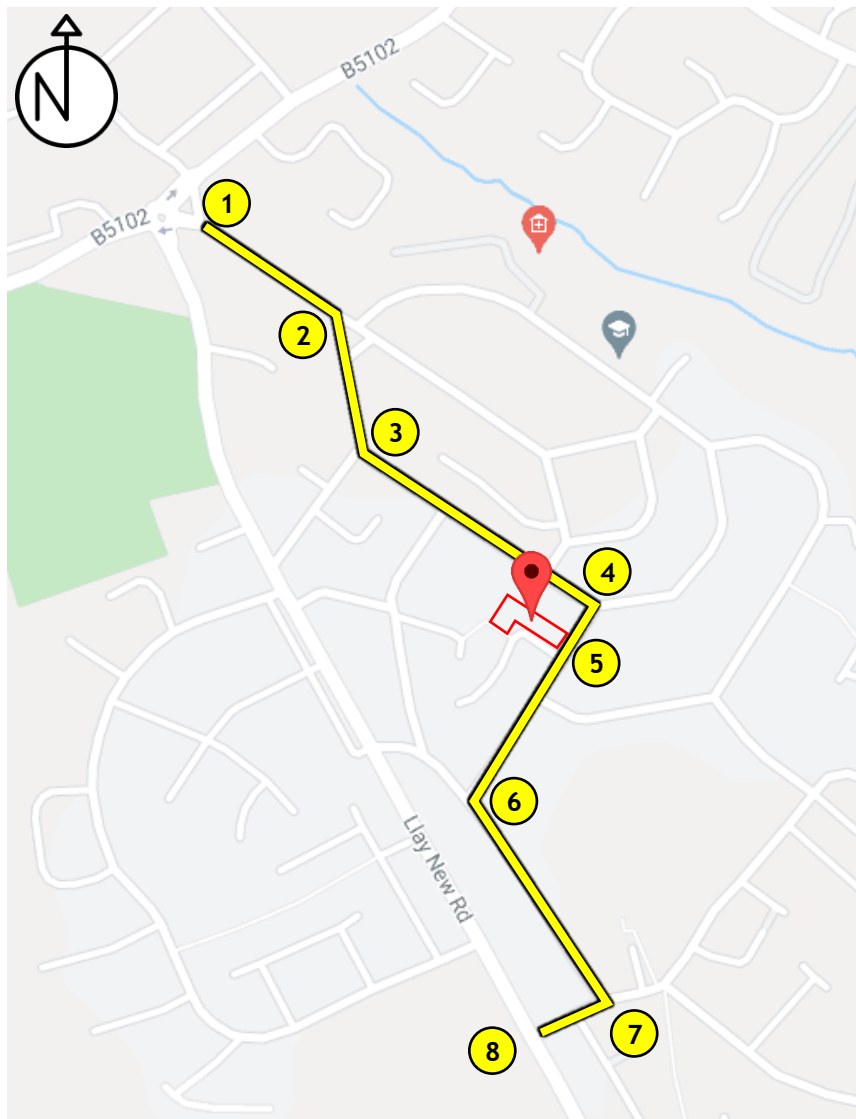
The aerial image above has been overlaid with the proposed site plan (as shown in drawing TYC-EWA-NB-00-DR-A-19001 RevP2).

The existing access from Sixth Avenue is the only vehicular entrance to the property area (see icon  on the image above).

New parking access is to be formed from Sixth Avenue as part of the adjacent new build scheme (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.

Clear right-of-way will be maintained for the neighbouring resident requiring access via Sixth Avenue (see icon  on the image above).

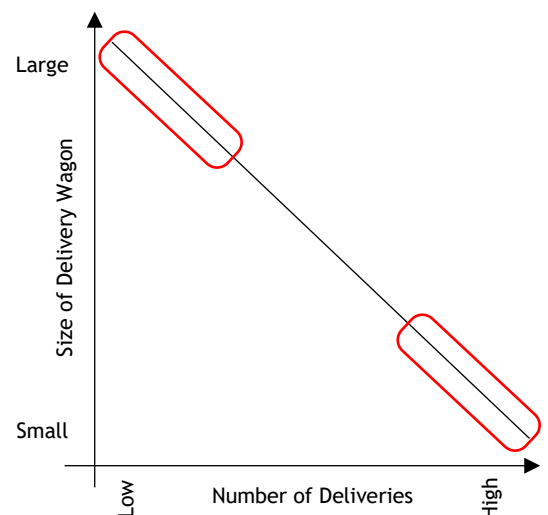
3.2 Traffic Route



The site is accessible from several routes within the housing estate, however the route outlined above will be recommended to HGVs. This route has been outlined in consideration of the suitability of junctions. The route is traversable in either direction (to suit the drivers). Photos of the proposed route (taken from Google) can be seen on the next pages.

The area surrounding the site is heavily residential with several small businesses and a school. 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. Junction of B5102 and First Avenue (roundabout).



2. Junction of First Avenue and Third Avenue.



3. Junction of Third Avenue and Second Avenue.



4. Junction of Second Avenue and Sixth Avenue.



5. Entrance to property from Sixth Avenue.



6. Junction of Sixth Avenue and Shone's Lane.



7. Junction of Shone's Lane and Tenth Avenue.



8. Junction of Tenth Avenue and B5425 (Llay New Road).

3.3 *Holding Area*

Following a review of the anticipated volume and type of deliveries to the project, we do not feel that an off-site holding area will be required. We will however review this as the project develops and update as necessary.

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. Strictly no waiting, parking or offloading on the highway. The banksman will open the site gates to allow access and egress, and ensure that the delivery vehicle is parked so that other traffic can safely pass - no blocking neighbour access.

Delivery vehicles will be loaded/offloaded as quickly as safely possible to minimise disruption to neighbours requiring access. The Site Manager will maintain regular liaison with neighbours to ensure as little disruption from deliveries. Special deliveries with large wagons will be organised with advanced warning to neighbours.

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 convenience stores, take-aways and community centre 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*

No other restrictions identified.

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).

7.1 Site Establishment Plan

