

Premier Inn Wrexham North (A483)

CONSTRUCTION MANAGEMENT PLAN

for Proposed Hotel Extension

on behalf of Whitbread Group Plc.

2026/9571/CMP02

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1 INTRODUCTION

1.1 Context

1.1.1 This Construction Management Plan (CMP) is prepared by RGP Consulting Engineers Limited (RGP) in support of a proposed development at Premier Inn Wrexham North (A483), Chester Road, Gresford, Wrexham, LL12 8PW ("the site").

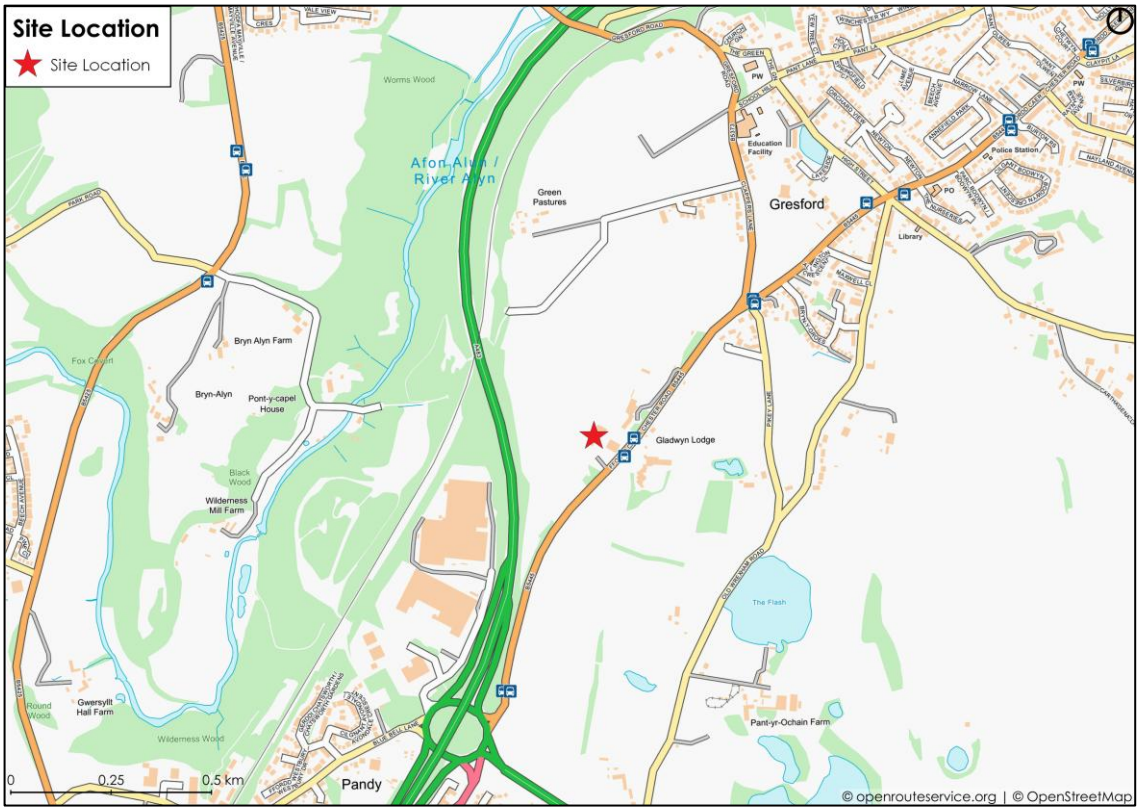


Figure 1 Site Location Plan

1.1.2 The existing site comprises a Premier Inn branded hotel and associated restaurant. The proposed development comprises an extension to the existing hotel through the conversion of the existing restaurant. A guest restaurant would be provided post-development.

1.1.3 As the proposed development comprises a conversion, it is reasonable to conclude the impact of the proposed development in construction terms will not be significant. Nonetheless, this CMP has been prepared to provide an overview of the arrangements for construction at the site and the measures to be employed to minimise the impact of construction at the micro (site and surroundings), local neighbourhood and network scale.

2 PRINCIPAL CONTRACTOR

2.1 Principal Contractor

2.1.1 A Principal Contractor will be appointed to oversee the construction programme. The Principal Contractor will be a member of and operate the construction site as per the requirements of the Considerate Constructors Scheme (CCS).

2.1.2 The contact details of the Principal Contractor, as well as any other responsible persons at the site, will be provided on the construction site hoarding for the duration of the construction programme.

2.2 Code of Considerate Practice

2.2.1 The Principal Contractor will operate the site in accordance with the CCS 'Code of Considerate Practice' (COCP):

- Respects the community – Contractors must manage their impact on their neighbours and the public to support a positive experience.

    a) Ensuring courteous and respectful language and appropriate behaviour in and around the construction activity.

    b) Providing a safer environment, preventing unnecessary disturbance, and reducing nuisance for the community from their activities.

    c) Proactively maintaining effective engagement with the community to deliver meaningful positive impacts.

- Cares for the environment – Contractors must minimise their impact and enhance the natural environment, by:

    a) Prioritising environmental issues to protect the natural environment and minimising negative impacts.

    b) Optimising the use of resources, including minimising carbon throughout the value chain.

    c) Engaging with the community to improve the local environment in a meaningful way.

- Values their workforce – Contractors must create a supportive, inclusive, and healthy workplace, by:

    a) Actively encouraging and supporting an inclusive and diverse workplace.

    b) Proactively supporting safe working, mental and physical wellbeing at work.

c) Providing workplaces that are, well maintained, clean and secure from physical and biological hazards.

3 RESPECT THE COMMUNITY

3.1 CCS Monitor Checklist

3.1.1 The Principal Contractor will operate the construction site as per the requirements of the CCS 'Monitor Checklist'.

3.2 Toolbox Talks

3.2.1 The Principal Contractor will undertake Toolbox Talks. The Talks will focus on the safety of construction personnel on-site and the surrounding community.

3.3 Communication Strategy

3.3.1 In consideration of the requirements of the Monitor Checklist, the Principal Contractor will:

- Identify potential impacted communities and provide pre-start information, to include details of any expected disruptive works – this will include one of or a combination of the following communication streams:

    a) Notice boards.

    b) Letter drops.

    c) Social Media.

- Implement reasonable working hours (as detailed later in this document) with consideration to the requirements of the Local Planning Authority (LPA) and impacted communities.
- Display on the construction site hoarding the following information:

    a) The CCS registration poster / certificate.

    b) The construction site programme.

    c) The Principal Contractor contact details.

    d) Out of hour emergency contact details.

3.4 Stakeholder Communications

3.4.1 With consideration to the Monitor Checklist, the Principal Contractor will maintain a Stakeholder Communications Log, or similar, to comprise all compliments, comments and complaints received. The Monitor Checklist will be made available to LPA on request.

Complaints

3.4.2 Should a complaint be received by the Principal Contractor, this will be recorded within the Monitor Checklist. The Contractor will aim to acknowledge any complaint within 24 hours of receipt.

3.4.3 Any complaint will be fully investigated. Where the matter can be resolved quickly, appropriate remedial action will be agreed and taken within an appropriate timescale. The resolution will be confirmed with the Complainant.

3.4.4 Should a complainant not be satisfied with the outcome of the resolution, the matter will be escalated and subject to further review. Should additional action be deliverable, this will be agreed and taken within an appropriate timescale. The resolution of which will be confirmed with the Complainant.

3.4.5 Should a complainant not be satisfied with the outcome of the further resolution, it is anticipated the CCS will review the complaint and may offer additional deliverable actions. Where the Contractor has either resolved the issue to the complainant's satisfaction or made reasonable efforts to address it in line with the COCP, the concern will be closed by the CCS.

4 CONSTRUCTION SITE HOURS

4.1 Hours

4.1.1 All works and ancillary operations in connection with the construction programme, including the use of any equipment or deliveries to the site, will be carried out only between:

- 08:00 hours and 18:00 hours on Mondays to Fridays.
- 08:00 hours and 13:00 hours on Saturdays.
- At no time on Sundays, Bank Holidays or Public Holidays.

4.2 Deviations

4.2.1 Hours of working outside the above could be unavoidable:

(i) Emergency works.

(ii) Works required for immediate health and safety reasons.

(iii) Works which are likely to cause major disruption to traffic, and where the policy or the LPA / LHA decide they should take place at night or at a weekend.

4.2.2 In cases (I) and (II), the Principal Contractor will contact the LPA as soon as practically possible with the reason for the work and likely duration. Details of the works will be recorded, to include any remedial actions, to prevent further such instances. In case (III) the Principal Contractor will provide advanced notification to the LPA for prior permission.

4.2.3 No works beyond the above will be considered or classified as emergency works.

5 CONSTRUCTION COMPOUND

5.1 Compound

5.1.1 A construction compound will be established. The compound will comprise:

- Loading and unloading.
- Material and waste stores.
- Site offices.
- Welfare facilities.
- Wheel wash facilities.

5.1.2 While the composition of the construction compound will be subject to change throughout the construction programme, all construction related facilities, materials and waste will be stored within the construction compound.

5.2 Hoarding

5.2.1 The construction site will be hoarded for security, noise and dust control. Hoarding will be plywood faced and painted purple with Premier Inn graphics. The following information will be displayed on the hoarding:

- The CCS registration poster / certificate.
- The construction site programme.
- The Principal Contractor contact details.
- Out of hour emergency contact details.

5.2.2 All hoarding will be inspected throughout the construction programme – repairs will be undertaken as necessary.

5.3 Loading and Unloading

5.3.1 All loading and unloading associated with construction will be completed within the construction compound. No loading or unloading will be permitted at locations other than on-site.

5.4 Plant and Material

All construction plant and material will be stored within the construction compound. Designated storage areas will be maintained for plant, materials, and waste, as well as for flammable and hazardous substances, as appropriate. No plant or material will be permitted to be stored at locations other than on-site.

6 CONSTRUCTION VEHICLES

6.1 Access

6.1.1 All construction vehicles will access the site in a forward gear. All vehicles will manoeuvre on-site, supported by a combination of Banksmen and Traffic Marshals as required.

6.2 Specification

6.2.1 Construction vehicles will predominantly comprise the following specification.

Vehicle	Dimensions
Medium Tipper Lorries	Length: 8.2m Width: 3.5m
Small Tipper Lorries	Length: 6.5m Width: 2.5m
Concrete Lorries	Length: 8.4m Width: 2.4m
Flat-bed Trucks	Length: 8.0m Width: 2.1m
Skip Lorries	Length: 6.3m Width: 2.9m
Panel Vans	Length: 5.3m Width: 2.0m

Figure 2 Construction Vehicle Specification

6.2.2 Where possible, larger vehicles will be used to reduce the overall frequency of vehicle movements.

6.3 Frequency

6.3.1 Construction vehicle frequencies are anticipated to be as follows.

Specification	Demolition Phase	Construction Phase
Panel Vans	2	2
Flatbed Trucks	1	2
Small Tipper Lorries	1	0
Medium Tipper Lorries	0-1	0
Concrete Lorries	0	0
Skip Lorries	1-2	0-1
Daily Total	**LGVs: 2 HGVs: 2-4**	**LGVs: 2 HGVs: 2-4**

Figure 3 Estimated Daily Frequency of Construction Vehicle Visits

The figures should be considered as an initial forecast and will be subject to revision by the Principal Contractor as works progress.

6.3.2 The above figures are a robust representation of the likely construction vehicle visits to the site based on Whitbread experience of similar redevelopment projects.

6.3.3 For context, tipper lorries will be used more extensively over the course of a few days during initial enabling works and then not required again for the remainder of the construction programme.

6.3.4 Similarly, deliveries of materials on a flatbed truck may be required twice on a given day during the commencement of the superstructure phase, and then not required again for the rest of the working week until the delivered materials have all been used.

6.3.5 On this basis, the enabling and superstructure phases of construction represent the most intensive phases of delivery activity, with between 4-6 visits potentially required on a given working day (i.e. 8-12 two-way movements).

6.4 Vehicle Schedule

6.4.1 A Construction Vehicle Schedule will be prepared for all vehicles to ensure just one vehicle is present on site at any one time and that movements are undertaken in a clean, efficient and safe manner.

6.4.2 All vehicle movements will be booked in advance, at minimum, 48 hours prior to their arrival at the site. All drivers will be requested to telephone prior to their arrival so any necessary steps can be taken at site. All drivers will be notified of any intended vehicle routing to ensure their compliance with the route.

6.4.3 As a Vehicle Schedule will be prepared, it is not anticipated vehicle hold off areas will be required. Vehicles will not be permitted to wait on local roads, prior to delivering to or collecting from the site.

6.5 Traffic Management

6.5.1 All vehicle movements will be supported by a combination of Banksmen and Traffic Marshals as required – the use of such persons will minimise conflict between the vehicles and pedestrians and other vehicles.

6.5.2 All drivers will be requested to telephone prior to their arrival at the site so that any necessary steps can be taken at site (i.e. Banksmen and Traffic Marshals are ready to receive the vehicle).

6.6 Vehicle Features

6.6.1 The Principal Contractor will aim for all construction vehicles to benefit from the following features:

- Audible Turning Alert.

- Camera Monitoring System.
- Class V and VI Mirrors.
- Moving Off Information System.
- Nearside Blind Spot System.
- Side Under Guard Protection.
- Warning Signage.

6.7 Wheel Washing

6.7.1 It is anticipated that the construction compound will be laid to concrete / tarmac, therefore, it is not considered there will be a significant deposition of dust and dirt associated with construction vehicle movements from the site.

6.7.2 Wheel washing facilities will therefore take the form of a pressure washer, or similar. The Principal Contractor will ensure there is an adequate area of hard surfaced road between the wheel washing facility and the site exit, as far as is reasonably practicable.

6.7.3 The wheel washing facility will be suitably maintained and serviced so as to avoid failure, however, should the facility fail, sufficient other measures will be enacted (i.e. sweeping).

6.8 Parking

6.8.1 The existing hotel car park will be shared throughout the construction programme for hotel guests and staff and personnel and visitors associated with the construction programme.

6.8.2 Demand for parking from hotel guests will be greatest overnight, when the construction site will not be operational. Demand for parking from personnel and visitors associated with the construction programme will be greatest during the day, when hotel guests have checked out.

6.8.3 No parking associated with construction personnel or visitors will be permitted at locations other than on-site.

7 DUST

7.1 Dust Risk

7.1.1 BS 5228-1:2009+A1:2014 identifies a range of good practice measures for controlling dust emissions from construction activities. Taking into account the scale and nature of the proposed works, the separation distances to nearby receptors and the application of appropriate dust management measures in accordance with BS 5228, the risk of significant dust soiling impacts is considered to be low.

Communications

- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.
- Display the head or regional office contact information.

Site Management

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to the local authority when asked.
- Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the log book.

Monitoring

- Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100 m of site boundary, with cleaning to be provided if necessary.
- Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

Preparing and Maintaining the Site

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.

- Avoid site runoff of water or mud.
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.
- Cover, seed or fence stockpiles to prevent wind whipping.

Operating Vehicle / Machinery and Sustainable Travel

- Ensure all vehicles switch off engines when stationary - no idling vehicles.
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.
- Produce a Construction Vehicle Schedule to manage the sustainable delivery of goods and materials.

Operations

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
- Use enclosed chutes and conveyors and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event.

Waste Management

- Avoid bonfires and burning of waste materials.

Demolition

Should any demolition be required.

- Ensure effective water suppression is used during demolition operations.

Construction

- Avoid scabbling (roughening of concrete surfaces) if possible.
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.

Trackout

- Avoid dry sweeping of large areas.
- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.
- Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).

7.2 Enhanced Mitigation

7.2.1 Should adverse weather conditions occur (i.e. dry weather or strong winds) during the construction programme, enhanced dust mitigation will be undertaken at the site, proportionate to the low risk scale of the development.

8 NOISE & VIBRATION

8.1 Mitigation

8.1.1 With consideration to BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014, the following noise and vibration mitigation measures will be implemented:

- Construction vehicles will arrive at and depart from the site as per the hours of this document, so as not to inconvenience noise-sensitive areas.
- Drop height of materials will be minimised.
- Equipment will be switched off when not required or throttled down to a minimum.
- Loading and unloading will be completed away from noise-sensitive area, where practicable.
- Methods of working causing significant vibration will be considered for other less intrusive methods, where practicable.
- Plant and sound-reducing equipment will be maintained.
- Plant and vehicles will be started up sequentially.
- Plant causing significant levels of vibration will be replaced by other less intrusive plant, where practicable.
- Plant will be low or zero emission where practicable.
- Plant will be modified to reduce noise where practicable.
- Plant will be sited away from noise-sensitive areas, where practicable.
- Plant will be the quietist available for the required purpose.
- Rubber linings will be used to reduce impact noise.
- Sources of significant noise will be enclosed, where practicable.
- Unnecessary revving of engines will not be permitted.
- Vibrating plant will be isolated, where practicable.
- Vibrating plant will be sited away from sensitive areas, where practicable.

8.2 Monitoring

Noise

8.2.1 Noise monitoring will include a responsible person undertaking an informal site boundary 'walkabout' to monitor noise as experienced and to understand the impact the site may be having. It is anticipated any noise measurements will be captured with an Integrating Logging Sound Level Meter calibrated (before and after) with an Acoustic Calibrator.

8.2.2 The Principal Contractor will determine an appropriate noise limit. Should noise levels exceed this, additional mitigation to that outlined above will be delivered by the Principal Contractor.

Vibration

8.2.3 Vibration monitoring will comprise a risk assessment. The Principal Contractor will determine which (if any) activities will introduce the risk of vibration impacts to nearby sensitive receptors.

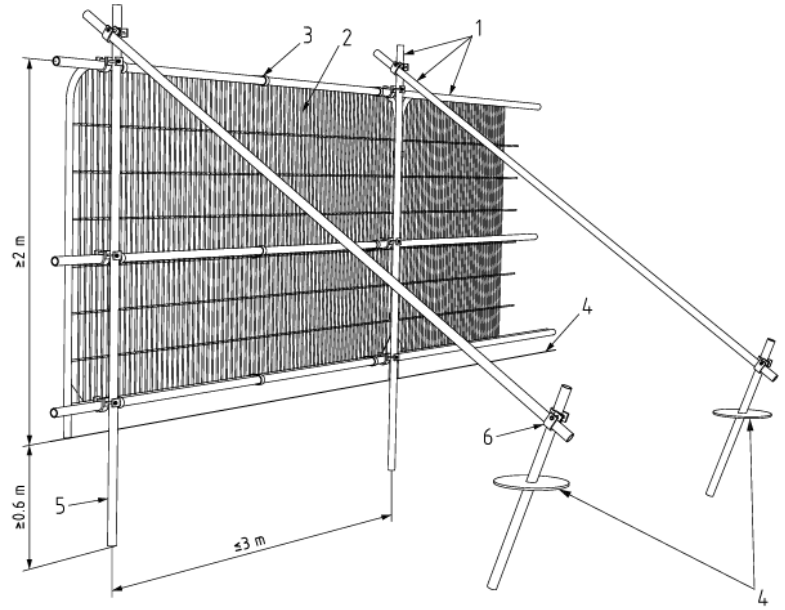
9 RETAINED TREES

9.1 Mitigation

9.1.1 Protective measures will be installed around retained trees. Access to the protected areas will not be permitted, nor will the storage of construction materials or waste be permitted within these areas.

9.1.2 With consideration to BS 5837:2012 "*Barriers should be fit for the purpose of excluding construction activity and appropriate to the degree and proximity of work taking place around the retained tree(s). Barriers should be maintained to ensure that they remain rigid and complete*."

9.1.3 The default specification for protective barriers is illustrated in the figure below, as reproduced from BS 5837:2012.



Key

1 Standard scaffold poles
2 Heavy gauge 2 m tall galvanized tube and welded mesh infill panels
3 Panels secured to uprights and cross-members with wire ties
4 Ground level
5 Uprights driven into the ground until secure (minimum depth 0.6 m)
6 Standard scaffold clamps

Figure 4 Default Specification for Protective Barrier (BS 5837:2012)

9.1.4 The secondary specification for protective barriers is illustrated in the figure below, as reproduced from BS 5837:2012.

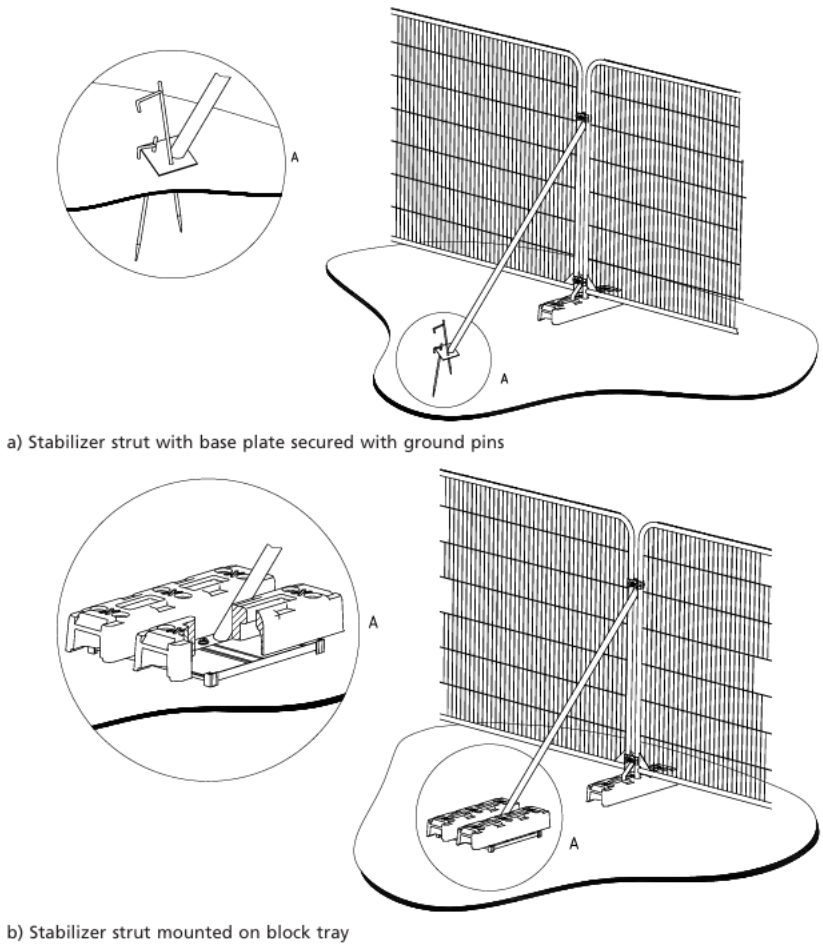


Figure 5 Above Ground Stabilising Systems (BS 5837:2012)

9.1.5 Notices will be applied to the protective barriers to confirm it is a construction exclusion zone and that access is not permitted.

10 OTHER MITIGATION

10.1 Lighting

10.1.1 Hoarding lighting will be provided for the official hours of darkness (half an hour after sunset to half an hour before sunrise) – this will additionally include any time outside of the official hours of darkness when visibility is seriously reduced.

10.1.2 All construction site lighting will be kept to the minimum requirement for the safety of demolition and construction personnel and to ensure effective site security.

10.1.3 All construction lighting will be sited and oriented away from sensitive receptors. Additionally, all lighting will be sited and oriented so as not to cause distraction, glare or confusion to drivers on the local road network.

10.2 Nesting Birds

10.2.1 It is recommended construction works are completed outside of the core breeding season. Should this not be avoidable, an inspection of surrounding vegetation should be undertaken no more than 24 hours prior to the commencement of construction works.

10.3 Terrestrial Mammals

10.3.1 Excavations will be covered, or have a ramp installed, so that trapped animals can escape. Lighting will be designed to avoid light spill onto retained habitats terrestrial mammals could use. All chemicals and pollutants will be suitably stored and disposed of according to Control of Substances Hazardous to Health (COSHH) Regulations.

11 WASTE

11.1 Waste Hierarchy

11.1.1 All construction waste would be managed as per the Waste Hierarchy. The Hierarchy is illustrated in the reproduced figure below from the Welsh Government 'Guidance on Applying the Waste Hierarchy' document.

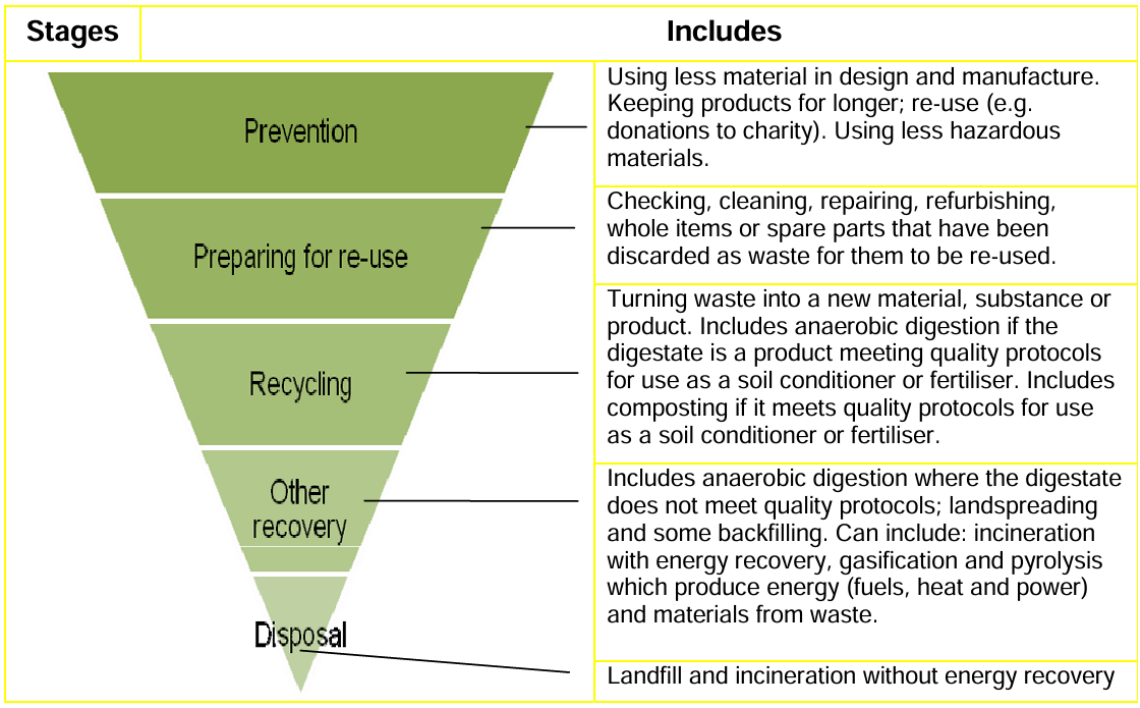


Figure 6 The Waste Hierarchy (Source. Welsh Government)

11.1.2 As illustrated in the figure above, the Waste Hierarchy gives top priority to preventing waste. When waste is created, the Hierarchy gives priority to preparing it for re-use, then recycling, then other recovery and last of all disposal.

11.1.3 However, the Guidance additionally confirms that "*In some circumstances for some wastes there is justification to deviate from the waste hierarchy on environmental grounds. In doing so it is important that a life cycle assessment approach is taken that compares the environmental impacts of managing the wastes according to different options in the waste hierarchy. In some cases this can lead to the hierarchy being over turned, and/or to parts of the hierarchy being broken down further in terms of priority*."

11.2 Circular Economy

11.2.1 Application of the Waste Hierarchy values resources by keeping them in use for as long as possible and therefore realises the aims of the Circular Economy. As confirmed in the Welsh Government 'Beyond Recycling: A strategy to make the circular economy in Wales a reality', the Circular Economy "*keeps resources and materials in use for as long as possible and avoids all waste*." The Circular Economy is illustrated in the reproduced figure below from the document.

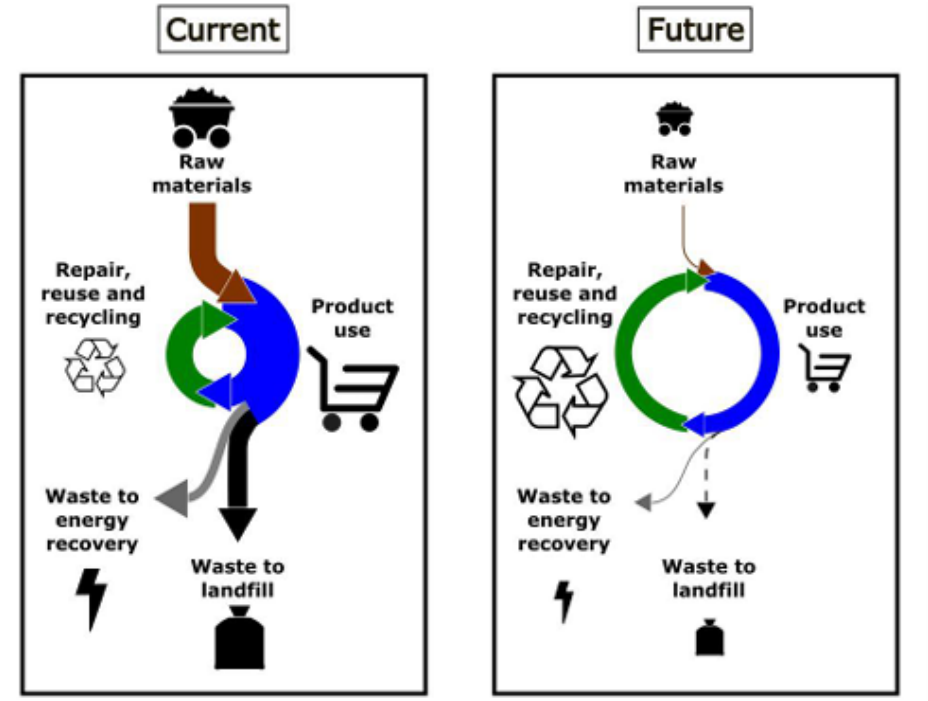


Figure 7 Circular Economy (Source. Welsh Government)

11.2.2 As illustrated in the figure above, the Circular Economy realises positive environmental outcomes and improves economic (i.e. improved efficiency) and social (i.e. reduced health impacts) outcomes.

11.3 Management

- All waste will be segregated into appropriate waste streams to prevent cross contamination.
- All waste will be appropriately sheeted prior to leaving the site.
- All waste will be processed at an appropriately licenced waste processing facility.
- All waste will be transferred under a Waste Transfer Note, or Waste Consignment Note, as appropriate.
- No waste will be permitted to be burned on-site.
- No wastewater will be discharged to controlled waterways or to foul or surface water drains.
- A Site Waste Register will be maintained at the site.

11.3.1 If necessary, asbestos will be removed by a Licenced Contractor in compliance with the Control of Asbestos Regulations.

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