

**DEMOLITION TRAFFIC MANAGEMENT PLAN**

CW01 Microsoft Newport



Quinn Radiator Factory  
Celtic Way  
Newport  
NP10 8BE

*Issue 01*  
*Rev 01*

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**Document Approval & Review Status:**

Coleman Project Manager approved.

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HSEQ Department / Contracts Director approved.

Name	Position	Signature	Date
Nick Thomas	H&S Manager	N Thomas	16-10-23

Site Supervisor / Site Manager accepted.

Name	Position	Signature	Date

Amendments or reviews

Revision	Date	Revision Details
00	16.10.23	Initial draft
01	16.10.23	Following EH / MF Comments

This plan is a live document and shall be reviewed as a constant as site develops.

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**1 SITE OVERVIEW**

This undertaking involves the dismantling of obsolete structures at the former Quinn Radiator factory situated in Newport, known as the Celtic Way project. The site spans roughly 16.59 hectares, forming a rectangular layout. It encompasses a redundant radiator manufacturing facility, accompanied by extensive areas of hard surfaces designed for roads and parking, as well as softer landscaping areas featuring short field grass, shrubs, and both mature and semi-mature trees encircling its boundaries. Although many of the original structures remain intact, much of the internal manufacturing infrastructure has been removed to facilitate the movement of drilling rigs.

The site's prominent features include a sizeable L-shaped warehouse and a smaller, similar structure to the south, connected by a concrete slab. In the southeast corner stands a two-story office building. Toward the periphery of the site, mainly to the south and east, you'll find asphalt roads, vehicle parking spaces, and grassy regions adorned with shrubs and scattered trees.

The primary objective laid out in this Scope of Services is to outline the prerequisites for the demolition and reclamation of on-site structures and the removal of related site infrastructure. This is essential to create a clear canvas for future construction activities, which will include new buildings and infrastructure. Additionally, as part of early works, there is a careful removal of the services bridge link connecting this site to the neighbouring property to the north (referred to as the 'NHS' site), managed under a separate contract.

The original site, constructed around 1997, served as a radiator manufacturing facility, housing a large production factory, a detached warehouse, a separate office/administration building, and ancillary plant structures, including a sprinkler tank and pump house. The factory and warehouse structures exhibit steel portal frame construction, sheet metal roofs, composite metal wall cladding, and reinforced polished concrete floors. The office building, constructed with a steel frame, combines pitched sheet metal roofs and flat roofs covered with single-ply materials. External areas predominantly feature tarmac roads and reinforced concrete yards, with a reinforced concrete yard situated to the east.

Several critical service constraints are highlighted, including a gas line along the west perimeter, an above-ground 400kV high voltage line traversing the site, and a main sewer running along the eastern boundary, positioned beneath a raised area just east of the current apron. Another sewer from a neighbouring property also traverses the site, featuring a pumping station in the middle. Adjacent to the site, the NHS property houses a clean room and laboratory ventilation systems, which face the existing demolition site. Dust control measures are essential to prevent disruption to their systems during demolition.

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Existing recorded documents and details of known services in the area will be furnished by the client. The Colemans will be responsible for assessing the need for additional surveys before proceeding with the demolition and incorporating any necessary surveys into their plans.

Colemans must also factor in previously excavated trial pits and excavations related to geotechnical investigations on the site, allowing for appropriate backfilling to ensure safe circulation during the works. These preliminary actions form part of the enabling works package, which precedes the primary demolition of the redundant radiator group buildings.

An overview of the structures involved in this package can be seen on figure 1.1 below.

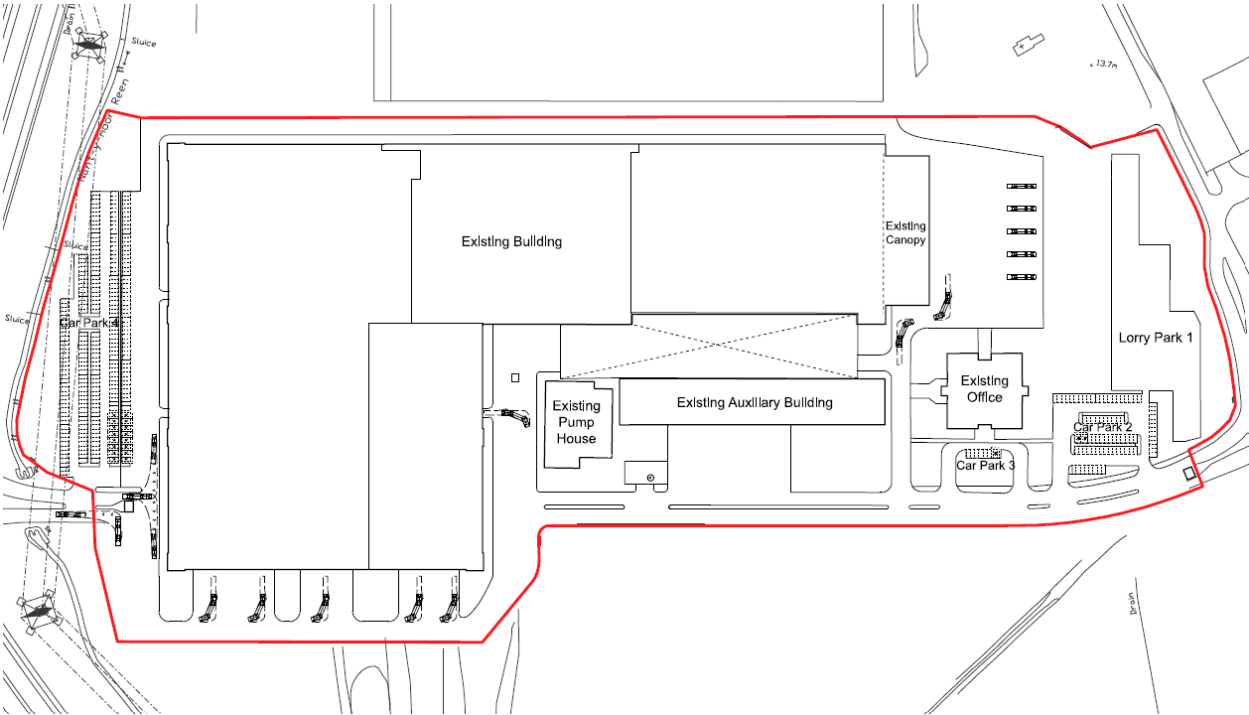
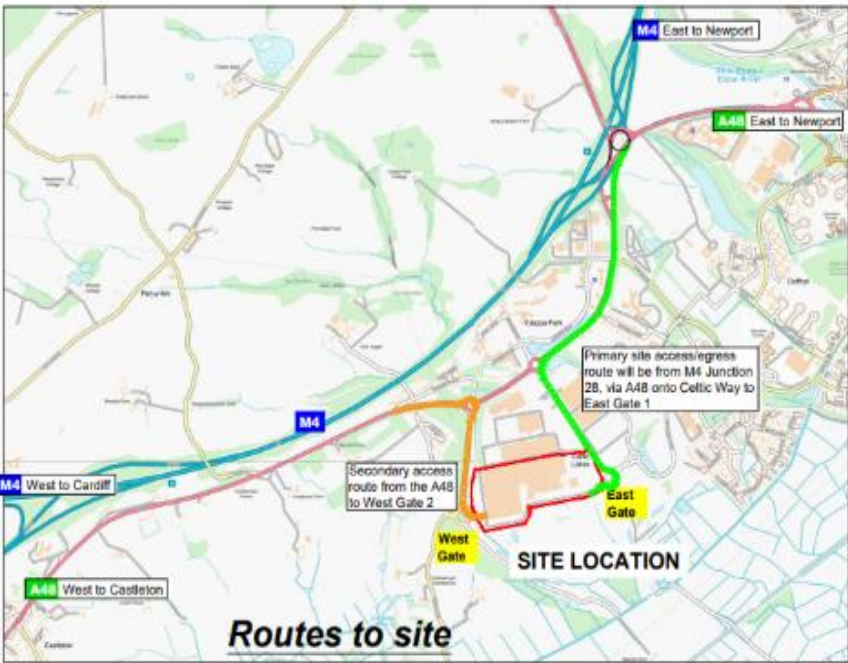


Figure: 1.1 Site layout

1.1 Route to Site

The former Quinn radiators site lies within an active business park titled Imperial Park and is approximately 2miles West of Newport town centre. Images below, outline locality and access routes known to site, with great access along the M4 Corridor.



Route to site from M4.

**2 SITE ACCESS AND RESTRICTIONS**

The site is only to be accessed within the working hours listed and via the routes indicated in section 1.2.

- Monday to | Friday 0700hrs to 1800hrs.

It is proposed to continue to use the existing site gates which will always remain locked to deter trespass.



*Main vehicle security entrance*

Access to site is via the security point off Celtic Way. This entrance has 24-hour manned security. Access to site will only be permitted by prior agreement and arrangement.

In the event the secondary entrance to site is required at the West End of the project - arrangements should be made in advance, so security barriers are activated.

Vehicles should not access the neighbouring NHS car park or site without prior consent and approval.

The site speed limit is 10mph and all site signs are to be complied with. Non road vehicles are to utilise their beacon and lights when operational with drivers/operators using seatbelts. Also, suppliers are to provide engine plate and euro compliance data to Colemans for verification as a best practice for NRMM.

**2.1 Welfare Arrangements**

Welfare for all work activities will be temporarily located opposite the main site car park. There shall be Welfare and office accommodation cabins setup onsite.

1. Toilet Facilities
2. Office arrangements
3. Dry rooms
4. Canteens

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2.2 Parking on site

A limited number of spaces will be provided for parking on site, but these will be limited to encourage vehicle sharing or use of public transport.

Vehicles will be required to enter through the East gate and follow the signs for parking. Plant and pedestrian vehicles shall be separated at all times along with pedestrian walkways. All vehicles are required to reverse park within the designated bays within the site.

2.3 Vehicle condition

Drivers are responsible for ensuring the vehicle they bring to site is in a road worthy condition. Operational plant when working on site will be subject to pre use recorded inspections with defects reported and actioned in a suitable timeframe.

2.4 Public transport

It is expected that due to the location of the site and duration of works, the main bulk of journeys to site will be from company and private vehicles. However, the main bulk of workers will be lodging in the local area and vehicle sharing will be encouraged with unnecessary journeys discouraged.

Newport Train Station is approximately a 10–15-minute (4.5 miles) taxi/car journey to site. It may be possible pending on numbers and arrival times to organise a crew bus to pick up persons travelling by train.

- From Central Newport – Bus 30 / X30 route to Cardiff can be taken, which will drop off at the nearest bus stop, approximately 500m from site entrance.
- Walking from Newport Station is estimated at approximately 1 hour 30 minutes.
- Space for bicycles will be provided on site.

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## 2.5 Vehicle/plant and pedestrian interface

Vehicle and pedestrian routes will be defined within the site using signs and traffic control barriers with integrated pedestrian crossing gates/hoops installed. All persons on site outside of the allocated safe welfare area or other PPE free zones must wear high vis clothing.

The movement and activity of heavy plant will be controlled within fenced off areas that prevent general access. A Gateman will control access to these areas unless the gate remains locked. 2-way radios are to be used to contact working parties and plant operators. It is essential that operational plant is turned off and isolated with the attachment grounded before approaching and that the machine is only reactivated once all persons are safely clear of the area, and this is confirmed. Always ensure the operator has seen you and knows you are there using the radio and 'thumbs up'. Important - all persons to be familiar with and implement Coleman & Company poster "know your safe zones" which is briefed in the induction and displayed on the site notice boards.

Where vehicle or plant movements occur near people, or where an element of coordination is required to complete the manoeuvre/task safely, a trained and competent Traffic Marshal or Banksman will be appointed to coordinate that movement. Marshals and Banksmen must however always remain in a place of safety, not putting themselves at risk of crush/trapping injury.

All routes are to be sufficiently always illuminated. Minimal temporary lighting may be introduced purely on the grounds of safety during darker hours and will be angled and screened to retain light within in the site ensuring not excessively bright that it will likely affect residents at night. Lighting will not be run at night apart from that needed to aid security.

## 2.6 Deliveries, collections, loading and unloading.

Deliveries, collections, loading and unloading must be planned and within the agreed hours to avoid any off-site waiting. Loading and unloading RAMS will be produced to cover the typical expected loading/unloading activities.

Deliveries will be off loaded into the storage compound. When collecting items, drivers are responsible for ensuring the load is secure before leaving site. Persons operating plant/machinery to aid a delivery/collection must be trained and competent in that process.

## 2.7 Minimising reversing and unnecessary movements

Throughout the works all routes must remain under review and updated as necessary, consideration is always to be given to eliminating reversing and using established and controlled routes and turning circles. A competent Traffic Marshal or Banksman wearing high visibility clothing must be used for reversing or turning manoeuvres outside of established

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routes or where there is potential interaction with people, plant, or infrastructure. Only industry recognised hand signs are to be used to aid direction.

## 2.8 Maintenance of internal roadways

The Site Manager shall ensure on a day-to-day basis that visual checks are carried out to ensure the internal roads remain in a fit and safe condition.

## 3 COMMUNICATION

Transport companies are to be provided with the traffic management plan, in advance of attendance to site. Traffic route signs will be displayed, and signs are to be complied with at all times.

Drivers are not to use horns to communicate unless required for emergency or safety reasons.

## 4 WHEEL WASH FACILITY

Given the nature of the works, a wheel washing facility may be required to be installed and operated to ensure that debris is not carried onto the public highway. All vehicles shall be inspected before they leave site to ensure that there is no excess debris.

Wherever the potential exists to spread dirt from site onto the public highway from vehicle wheels, a wheel washing facility will be maintained near the site exit. The wash facilities will be fitted with rumble grids to dislodge accumulated dust and mud prior to leaving the work site.

Before the use of water aid for cleansing of vehicles, it should first be sought with the Environmental Manager for consideration of controls of run off.

## 5 PLANT AND VEHICLES

Throughout the different stages of the project, we anticipate the following number of vehicle movements.

Phase/Stage	Duration	≤3.5t	3.5t – 7.5t	≥ 7.5t
Mobilisation and enabling works – services and utility disconnections, site establishment, fencing etc,	4 Weeks	5	4	30
Soft Strip	4 weeks	3	3	49
Demolition + Drainage Diversion.	55 Weeks	10	10	200*
Demobilise	1 day	2	1	1

\*Assuming all metal waste is removed from site and not re used on site.

To avoid unnecessary travel in certain circumstances where site attendance is not essential, meeting invites will include 'Teams' invites.

Throughout the different stages of the project, we anticipate the following plant/equipment to be utilised.

Phase/Stage	Duration	Excavator	Articulated Dumper	Concrete Crusher
Mobilisation and enabling works – services and utility disconnections, site establishment, hoarding, vegetation / tree removal	4 Weeks	1	1	0
Soft Strip	4 Weeks	2	1	1
Demolition of Structures + Drainage diversion.	55 Weeks	18	2	2
Demobilise	6 days	1		

## 6 TRAFFIC MANAGEMENT PLAN

A live traffic management plan for proposed traffic management routes, shall be kept and updated as and when site develops. The plan can be located within the site office and central SharePoint [C1023 - Newport - Microsoft - 8.01 - Traffic Management - All Documents \(sharepoint.com\)](#).

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