

**APPROVED COVERED LOADING YARD AND NEW RECEPTION
BUILDING**

KRONOSPAN HEADQUARTERS, HOLYHEAD ROAD, CHIRK, WREXHAM

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Prepared on behalf of:



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APPENDIX 1 – DRAWING NUMBER 7000_744

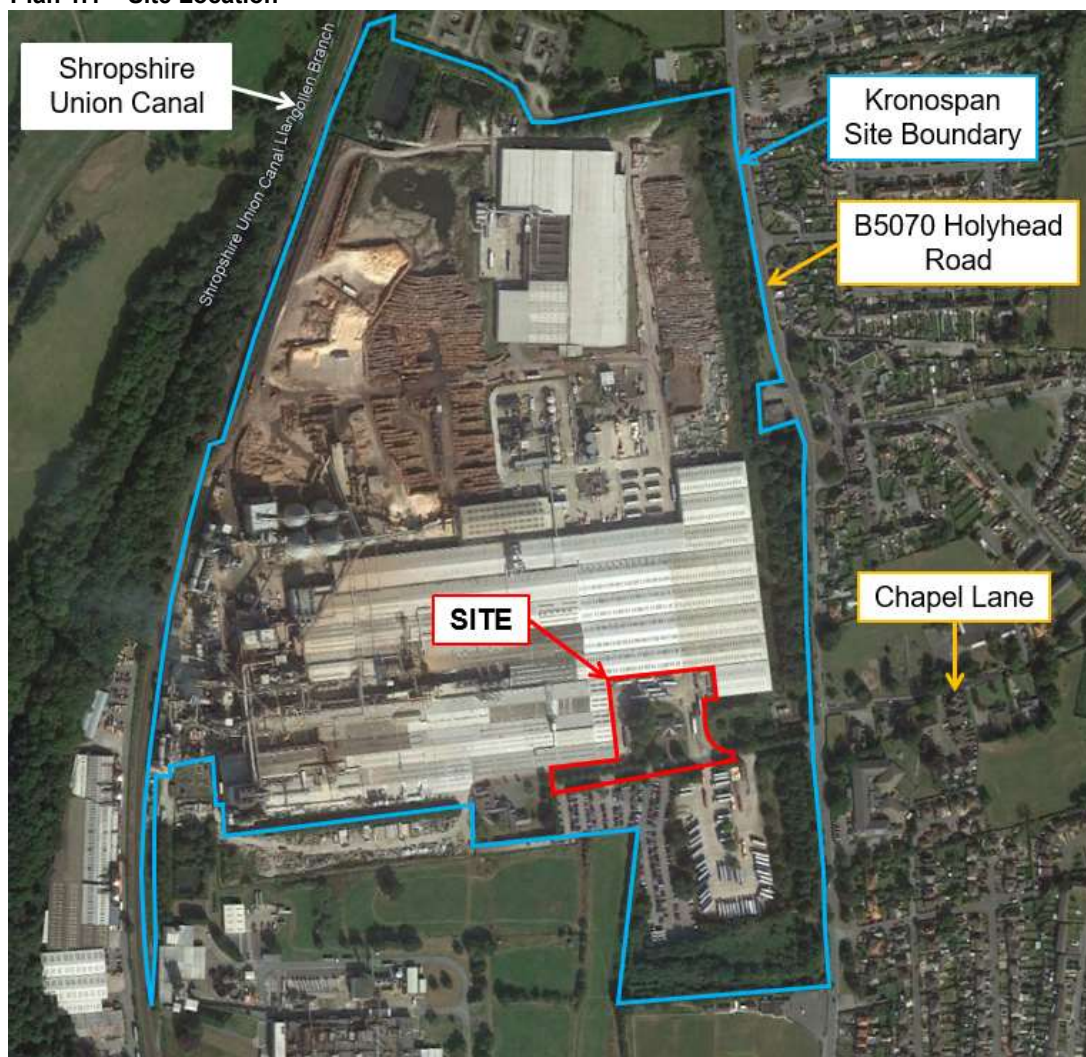
1.0 INTRODUCTION

1.1 Preamble

1.1.1 AXIS has been appointed by Kronospan Limited to prepare a Construction Traffic Management Plan (CTMP) which relates to the approved demolition of the existing reception building and the erection of a building to create a covered loading yard at the site of Kronospan's headquarters, Holyhead Road, Chirk, Wrexham.

1.1.2 The site location is illustrated on **Plan 1.1** below.

Plan 1.1 – Site Location



1.1.3 The relevant Local Planning Authority (LPA) and Local Highway Authority (LHA) in this context is Wrexham County Borough Council (WCBC).

- 1.1.4 This CTMP has been prepared to discharge planning condition 7 of the planning permission dated 04th July 2022 (ref: **P/2022/0336**) which reads: -

“No part of the development shall commence until a Construction Traffic Management Plan including provisions for contractor parking has been submitted to and approved in writing by the Local Planning Authority and the Plan as is approved has been fully implemented.”

Reason – *“In the interests of highway safety in accordance with Policy GDP1 of the Wrexham Unitary Development Plan.”*

- 1.1.5 The remainder of this CTMP therefore addresses the requirements set out in Condition 7.

2.0 CONSTRUCTION OVERVIEW

2.1 Construction Programme and Site Working Times

- 2.1.1 The construction period is anticipated to last for a period of up to around 12 months.
- 2.1.2 It is proposed that construction deliveries will be restricted, where possible, to the following times:
- Monday to Friday 07:30 – 18:00; and
 - Saturday 08:00 – 14:00.
- 2.1.3 There would be no deliveries on Sundays or Bank Holidays. There will be an on-site 24 hour a day security presence within the site.
- 2.1.4 Construction work and construction staff movements shall not take place on Sundays, Bank Holidays or after 16:00 on a Saturday unless such work is associated with an emergency or with the prior written consent of the local authority.

2.2 Construction Period HGV Trip Generation

- 2.2.1 There will be up to around 800 HGVs requiring access to the site during the construction period. If HGVs were to arrive at the site based on a flat profile throughout the construction period, this would equate to approximately 15 one-way (30 two-way) HGV trips accessing the site per week, on average.
- 2.2.2 However, there are likely to be some occasional spikes in activity, and it is anticipated that, during these times, there could be up to around 19 one-way, or 38 two-way HGVs per week. Based on construction operations taking place 5.5 days per week, this would equate to up to around 7 two-way HGV tips per day, during peak periods.
- 2.2.3 This level of HGV traffic can comfortably be accommodated within the highway network surrounding the site.

2.3 Abnormal Loads

- 2.3.1 There will be no requirement for any abnormal loads to access the site during the construction period.

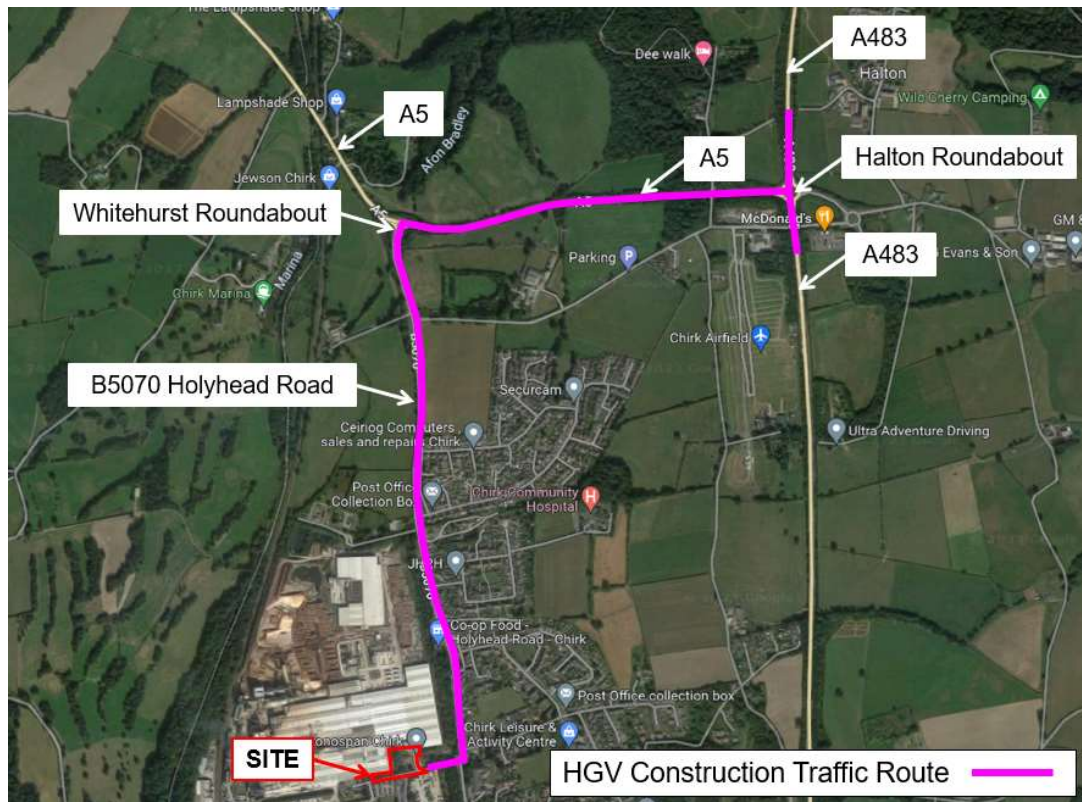
2.4 Construction Staff Parking and Sustainable Travel Considerations

- 2.4.1 There will be up to around 35 contractors which require access to the site per day.
- 2.4.2 In order to reduce the impact of construction staff vehicle movements on the local highway network, staff will be encouraged to consider ways of travelling to site by means other than individual private car.
- 2.4.3 The exact nature of the measures that could be employed to encourage sustainable travel would be dependent on the composition of construction staff and the locations from which they would be travelling to the site.
- 2.4.4 Given the relatively remote and rural nature of the site, it is anticipated that a significant number of construction staff will partake in a car share. In the event that a large number of staff are travelling to the site from the same area, the provision of a staff minibus could be considered. Any locally based staff would be encouraged to walk or cycle to the site.
- 2.4.5 In accordance with usual staff travel patterns at construction sites elsewhere previously, it is estimated that the occupancy rate of vehicles will be 1.5 per vehicle on average.
- 2.4.6 Accordingly, the contractor-related parking demand of the construction period is anticipated to be approximately 23 cars (i.e. $35 / 1.5$).
- 2.4.7 The location of the contractor parking is shown on the CDM Plan (Drawing Number 7000_744) which is contained in **Appendix 1**, to the rear of this report.
- 2.4.8 This demonstrates that the contractor parking will be accommodated within the existing on-site car park, to the west of the HGV parking area, and directly to the south of the site. This car park has space for 253 cars to park and is therefore considered to be sufficient to accommodate the anticipated contractor parking demand set out above.
- 2.4.9 Parking will be managed and carefully monitored by the Site Supervisor to ensure that parking is provided in an efficient and safe manner.
- 2.4.10 Special precautions will be taken when catering for any disabled staff / visitors to ensure that all access/egress to parking and other facilities are safe, practical and reasonable.

2.5 Construction Traffic Routes

- 2.5.1 All construction traffic would access the application site via the main entrance to the Kronospan site, which is in the form of a simple priority-controlled junction T-junction off the B5070 Holyhead Road.
- 2.5.2 The significant majority of HGV construction traffic will be routed to and from the site via the strategic highway network and will not route through surrounding built up residential areas to access the site. Specifically, HGV construction traffic will be routed from the A483 and the A5 via the Halton Roundabout, before reaching the B4070 from the Whitehurst Roundabout, from which access to the site can be achieved.
- 2.5.3 The route for construction related traffic is shown on **Plan 2.1**.

Plan 2.1 – HGV Construction Traffic Route



- 2.5.4 It is anticipated that construction staff will also predominantly travel to the same via the same HGV construction traffic route illustrated on **Plan 2.1**.

3.0 SITE ACCESS AND SITE MANAGEMENT PLAN

3.1 General

- 3.1.1 The layout and management of the construction area is set out on Drawing Number 7000_744 in **Appendix 1**. This shows that the site boundary will be kept secure by means of temporary Heras fencing to minimise the risk of unauthorised persons from gaining access to the site during the works. The fencing will be erected around all elevations of the site in order to define the overall construction area.
- 3.1.2 Two walkways are proposed to route within the construction area to allow for the safe passage of pedestrians, and to reduce the incidence of conflict of those accessing and egressing the site on foot, and the construction works. The specific walkway for pedestrians will depend upon the specific phase of the construction activity. The contractor will advise the Kronospan projects office as to which walkway should be used, so that this can in turn be communicated to the workforce.
- 3.1.3 Contractor vehicles must park within the contractors car park which is located to the south of the main construction area. The only exception to this is for tool and equipment delivery, however such vehicles will be required to obtain an appropriate pass from the reception staff.

3.2 Site Access

- 3.2.1 All construction traffic would access the site via the main entrance to the wider Kronospan site, which is in the form of a simple priority-controlled junction T-junction off the B5070 Holyhead Road.
- 3.2.2 Delivery vehicles would then be instructed to take the first right, towards the weighbridge access, before entering the construction compound. As shown on Drawing Number 7000_744 in **Appendix 1**, under no circumstances will any vehicle or material be permitted to block the weighbridge access.

3.3 Office / Welfare Facilities

- 3.3.1 The welfare cabin and laydown area will be provided to the south-west of the main construction area.
- 3.3.2 All visitors will be required to report to the project management / reception offices and sign in. Visitors will be permitted onto site by arrangement and escorted by a

construction member of staff. Visitors to the construction site will be required to undertake a visitor's induction prior to being allowed access to the site. Access to site will be restricted via a turnstile entrance to the south of the construction area.

3.4 Storage of Plant and Materials

3.4.1 Temporary storage containers will be located within the construction area for plant and secure material storage during the construction phase. During the formation of the superstructure, storage containers will be located in an area of the site which will not be built on. Thereafter, the ground floor of the structure will be converted into a site storage facility until project completion.

3.4.2 The material storage area will be provided with appropriately segregated areas for storage of different materials, each of which will be provided with secondary containment, typically to 110% of the volume of material. Spill kits will be available in material storage areas.

3.5 Loading of Plant and Materials

3.5.1 Plant and materials will initially be located in a secure and covered location within the main construction area. Upon completion of the superstructure of the development, plant and materials will be relocated to the ground floor of the development.

3.5.2 Neither materials nor plant will be offloaded on the industrial estate access road for use in the building process. All deliveries will be unloaded from within the site confines within the site hoarding.

3.5.3 Deliveries of materials will be restricted to vehicles that can access the site compound and manoeuvre in such a manner that they can egress the compound in a forward gear, thus avoiding the need to reverse onto the local highway network.

3.5.4 The site access will be manned by banksmen when deliveries are being made.

3.6 Impact on Other Highway Users

3.6.1 It is not envisaged that the construction site will have any impact on other road users caused by delays accessing the site. Arrangements will be made to ensure that HGVs avoid (wherever possible) entering and leaving the site during busy periods of the day between 08:30 – 09:30 and 15:00 – 16:00. These arrangements will be

organised locally by the Site Manager who will be responsible for the day to day running of the construction programme.

- 3.6.2 Warning signage will also be placed at nearby junctions along the HGV route advising lorry drivers and other road users that construction traffic will be operating along the local highway network.

4.0 ENVIRONMENTAL MANAGEMENT

4.1 Vehicle Wheel Washing Facilities

4.1.1 All vehicles leaving the site will be inspected prior to passing through the security barrier to ensure that they are deemed suitable to access the public highway. Wheel cleaning facilities will be provided to ensure that any potential problems with mud on the highway is minimised. Wheel wash facilities will be located near to the entrance to the main construction area. All HGVs will be required to pass over these units before exiting the site.

4.2 Dust and Dirt Control

4.2.1 Dusty emissions escaping the construction area may cause nuisance through, for example, surface soiling and loss of visibility due to deposition. Numerous construction activities have the potential to produce dust emissions, e.g. the excavation of foundations and the movement and placing of granular materials.

4.2.2 Since it is difficult to suppress dust once it is airborne, where possible measures will be implemented to prevent dust from being generated in the first place.

4.2.3 Measures that will be implemented to control dust emissions include:

- Wetting of construction material prior to processing (if appropriate);
- Vehicles transporting materials capable of generating dust to and from site will be suitably sheeted on each journey to prevent release of materials and particulate matter. The sheeting material will be maintained in good order, free from excessive rips and tears;
- Where practicable, ready mixed materials (e.g. use of ready mixed concrete) will be used to replace those that would otherwise have the potential to produce dust;
- Material stockpiles (e.g. granular materials, topsoil, excavated soils) will be minimized and positioned away from sensitive receptors where possible; and
- Regular monitoring of the road network in close proximity to the site entrance / exit will be implemented to ensure appropriate additional measures are applied as required to minimise dust generation.

4.2.4 In dry weather, it is possible that the ground may dry out and then when traversed by plant and machinery may create nuisance dust which could drift out of the site.

Under these circumstances these areas will be dampened down so that any dust does not become a nuisance to the public.

4.3 Noise

4.3.1 The potential sources of noise from work undertaken in connection with the construction of this project are likely to include (but not be restricted to):

- Plant and machinery usage on-site; and
- Vehicle deliveries.

4.3.2 Control measures to reduce the impact of noise will likely include (but not limited to):

- Work practices will be adopted such that noise emissions are kept to a minimum, i.e. plant will be switched off when not in use and noise suppression covers will be closed at all times;
- Vehicle noise will be kept as low as possible (e.g. excessive revving of vehicles will not be permitted);
- Where possible, noisy plant and equipment will be sited away from sensitive noise boundaries;
- Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation and where possible these actions will be conducted away from noise sensitive areas; and
- Noise complaints, breaches of any Section 60 notices or exceedances of action levels will be reported to and investigated by the Site Supervisor.

4.4 Waste Management

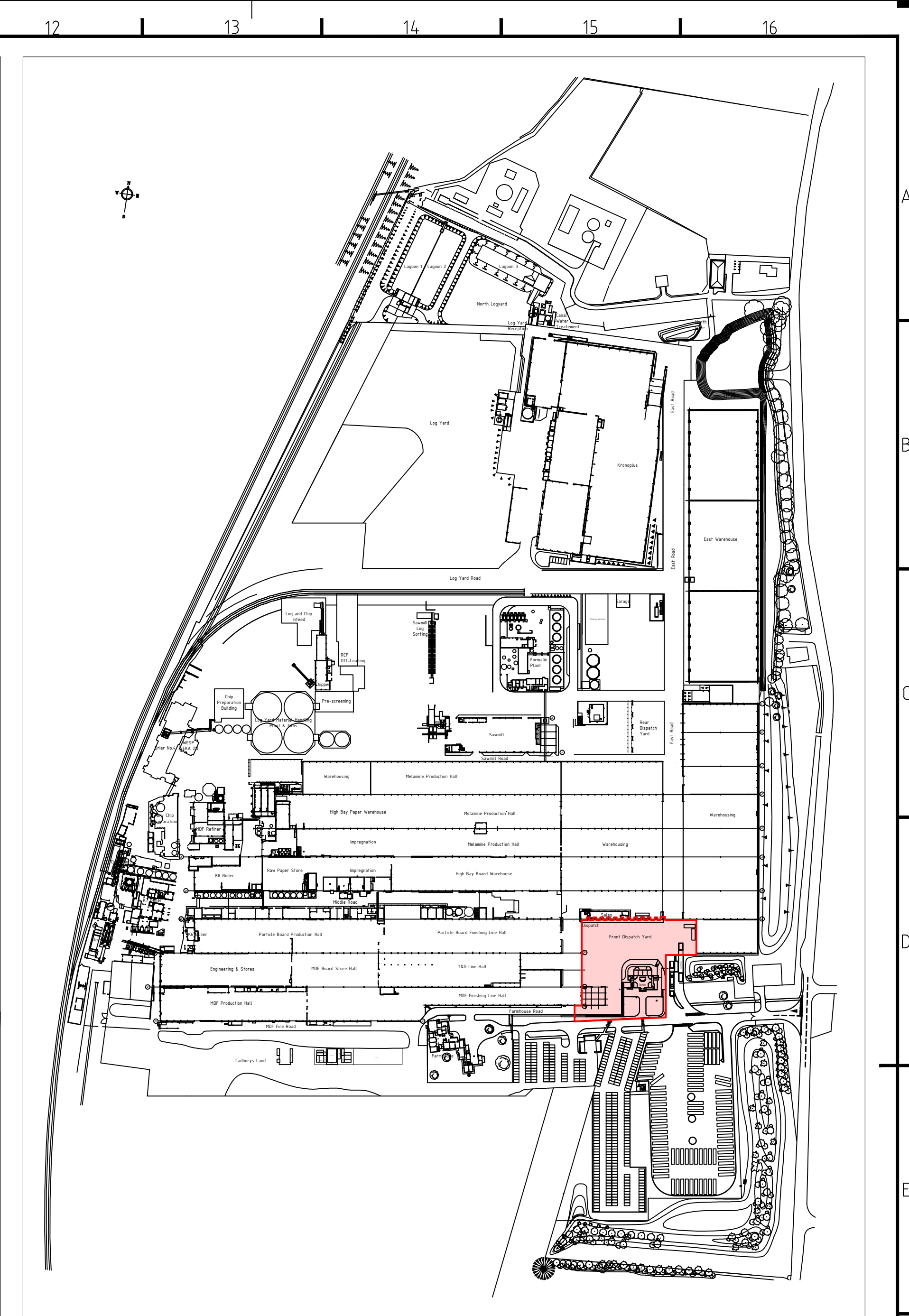
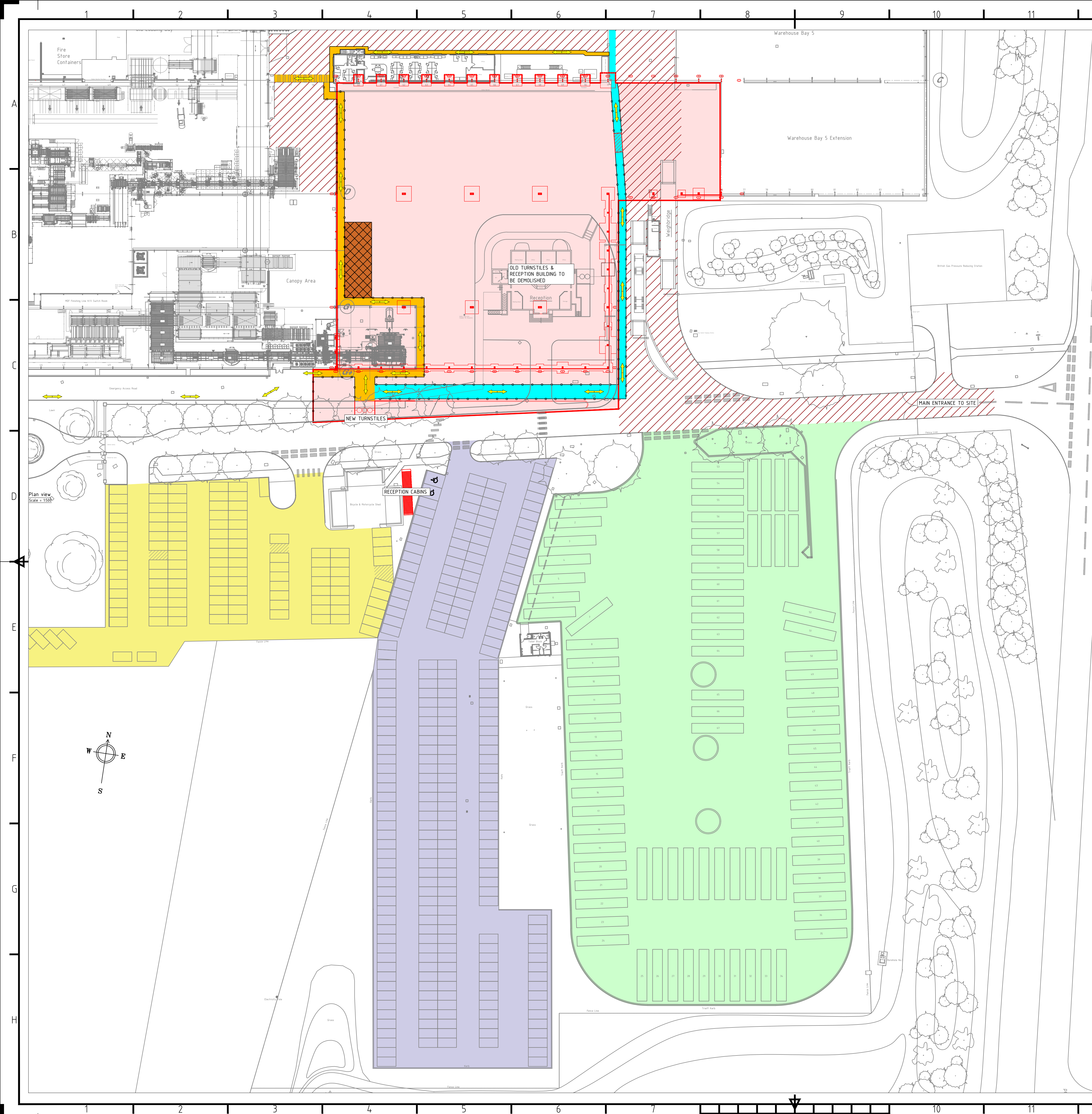
4.4.1 All waste generated during construction will be tidied into skips/bins on a minimum daily basis, and special waste, for example, Control of Substances Hazardous to Health Regulations (COSHH) waste will be put into containers appropriate to its nature.

4.4.2 All statistics associated with waste generation and reprocessing will collated by the project management team on a monthly basis and stored in the site waste management file.

5.0 CONCLUSIONS

- 5.1.1 The construction of the approved covered loading yard and new reception building at the site of the Kronospan Headquarters has been duly considered in regard to potential impacts on the local highway network.
- 5.1.2 As such this CTMP has considered how the existing road network may be impacted as a result of HGVs entering and leaving the site and what steps should be taken to suitably mitigate any potential impacts on existing highway users.
- 5.1.3 It is considered that as a result of the temporary nature of the construction programme and the proposed routeing and limited number of HGVs to and from the site, any potential impacts have been identified and mitigated against. It is considered that all suitable and necessary measures have been taken to ensure existing highway users are not inconvenienced or put at undue risk as a result of the proposed development.

APPENDIX 1 – DRAWING NUMBER 7000_744



- NOTES

- During construction, walkways 1 & 2 will be used as necessary to minimise the proximity between pedestrians accessing and egressing site and the construction works. The contractor will coordinate with the local council's public works office which walkway is to be opened or closed, who will in turn inform the workforce. Fencing and signage will also be used to ensure correct walkways are used
- The laydown and construction area is to be managed by the principal contractor and under no circumstance any material or vehicles block the weighbridge access 
- If a contractor needs to take a vehicle on site, which is allowed only for tools and equipment, they must obtain a vehicle permit. Vehicle Reception for the Weighbridge if Drop-off is closed. They may be issued with a reception pass (allowing only a short duration on-site) or they may seek authorisation to drive straight through past from their Kronosspan responsible person
- Vehicles driven on site must activate hazard lights and obey site speed limits
- All contractor vehicles must be parked in the contractors car park
- Refer to KL/EHS/PRD/034 for contractor safety
- Refer to KL/EHS/DDC/002 for Kronosspan City Health & Safety at Work Policy

KEY:

STAFF CAR PARK
CONTRACTOR CAR PARK
HGV PARKING
COVERED LOADING BAY
HERRAS FENCE LINE
PEDESTRIAN WALKWAY
CONTRACTOR'S CABIN &

WALKWAY 1
WALKWAY 2
NO PARKING OR
ACCESS AT ANY
CONSTRUCTION
BOUNDARY

[illegible]