

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

McDonald's Wrexham
#154

Prepared for: McDonald's Restaurants Ltd

Document History

Issue	Date	Description	Prepared By
1	3rd September 2025	First Issue	Pete Shyvers

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1.0 Introduction

1.1 McDonald's Restaurants Ltd have appointed Cornerstone Fitout to prepare a Construction Traffic Management Plan (CTMP) for the proposed removal of the existing canopy to the shopfront and associated making good to the McDonald's Restaurant in Wrexham town centre. The CTMP may be submitted to the Local Authority as part of the planning process or planning condition discharge and construction works will be carried out in accordance with the principles within this plan.

2.0 Existing Conditions

2.1 The site is an existing McDonald's high street restaurant which includes a customer dining area situated over the ground, 1st floor and 2nd floors with customer toilets located on the 1st floor. The kitchen is situated at the rear of the ground floor. The store trades 7 days a week 24 hours a day.

2.2 The store is located on the corner of Regent Street and Egerton Street in Wrexham town centre. The site is predominantly surrounded by retail and commercial properties

3.0 Construction Conditions

3.1 The entrance to the store is from the main entrance on the corner of the building where Regent Street meets Egerton Street.

3.2 The proposed works include the removal of an existing canopy to the front and side elevations of the building and associated making good. Installation of new fascia signage and the installation of a Swift box to the rear elevation.

3.3 Given the nature of the construction works, the volume of HGV vehicles will be minimal. The majority of traffic movements will be contractors transport consisting of cars and vans.

3.4 The duration of the works will be 3 weeks from the commencement date.

3.5 The working hours will be: - Monday to Sunday inclusive 07.00 to 18.00 with the scaffold erection and dismantling taking place on a Saturday and Sunday morning between 6.30am and 11.00am on a weekend when Wrexham are not playing football at home. The scaffold will be erected by 4C Access UK Ltd who will make the necessary permit arrangements with the council.

3.6 A crash deck scaffold will be built to the Regent Street and Egerton Street Elevations. Pedestrians will be able to walk under the scaffold on both elevations, access will be via a ladder in a fenced compound area adjacent formed in the loading bays on Egerton Street subject to the appropriate permissions.

4.0 Main Plant

4.1. There will be no mechanical plant on site during the works. A specialist scaffolding contractor will be employed to erect a crash deck close to the underside of the canopy. The crash deck will be double boarded with a layer of monoflex between the two boards to prevent debris from falling through. The scaffold will be off the curb side and it will be built so that pedestrians can walk underneath it and will have the necessary foam protection and debris netting to keep people safe. Battery powered lighting will be provided so that there is adequate lighting underneath the scaffold during the hours of darkness. A water filled red and white heavy duty traffic barrier will be provided along the kerbside on the Regent Street elevation for added protection from vehicles.

5.0 Health and Safety

5.1 Forrest Contracts and their appointed contractors will carry out all operations on this development in full compliance with all relevant health and safety regulations, which includes making the statutory notification to the Health and Safety Executive (HSE) using notification form F10 if required. The Construction Phase Health and Safety Plan will be drawn up by the Forrest Contracts and this will then be updated as the development progresses.

5.2 This CTMP includes details of traffic management, and these details will be implemented and amended to suit the progress of construction. The CTMP will include both pedestrian and vehicle routes to and from the site, as well as movement on the site itself. This is discussed in greater depth later in this document.

5.3 All contractors employed by McDonald's Restaurants Ltd will attend a pre-contract meeting, during which their health and safety documentation will be reviewed and amended as necessary. These meetings are fully documented.

5.4 All relevant health and safety signage will be displayed as necessary, and all site Covid 19 safety procedures will be displayed, taught, and complied with.

6.0 Fire and Emergency Procedures

6.1 Contact names and telephone numbers will be made available in case of 'out of hours' emergencies relating to the site. This information will be displayed on the scaffold.

6.2 Forrest Contracts shall implement procedures to protect the site from fire.

6.3 A Site Fire Safety Co-ordinator will be appointed to assess the degree of fire risk and formulate a Site Fire Safety Plan, which will be updated as necessary as the works progress and will also include the following: -

- Hot Work Permit regime.
- Installation of the site fire-fighting equipment e.g., establishing fire points and installing and maintaining fire extinguishers etc.
- Evacuation alarm.
- Material storage and waste control.
- Fire Brigade access.

7.0 Protection of the Public and Pedestrians

7.1 The crash deck scaffolding will be erected prior to any construction works commencing on site. On the scaffolding will be an appropriate number of notices prohibiting unauthorised entry, including a contact procedure and number for any queries, complaints and/or emergencies in line with the Considerate Constructors Scheme. Gates will control the access on and off the site in the loading bay area. If required, a banksman will be in attendance whilst any construction vehicles enter or exit the site to ensure pedestrian and vehicle safety ands banksmen will be situated on the footpath during the early stages of the crash deck construction.

7.2 A daily check will be completed of site security fencing, gates, and external signs in addition to the normal on-site safety inspections.

8.0 Delivery Times, Planning and Monitoring

8.1 Deliveries will be scheduled, and drivers will contact the site manager to ensure the deliveries can be accepted. Deliveries and waste removal will be scheduled for early morning/quieter times of day. All site traffic will be directed into the site from Regent Street. No loading, unloading, or waiting will be permitted on the public highway.

8.2 Deliveries will be programmed to be as efficient as possible, minimising vehicle movements and journey distances using the following principles:

- Procurement of materials from local suppliers where possible and appropriate.
- Delivery of waste or recyclable materials to local centres if possible.
- Maximising the size of loads by appropriately sizing on site storage areas and calculating material and waste loads accurately.
- Maximising the size of loads by coordinating material requirements and placing larger orders with fewer suppliers.
- If possible, using delivery vehicles to remove waste.

8.3 Deliveries will be monitored against the delivery plan to check the time, vehicle and route taken from the site. Drivers not complying with the requirements of this plan will be contacted and appropriate action taken.

9.0 Site Access, Construction Traffic Management and Routing

9.1 The site is accessed from the loading bays in Egerton Street. Clear signage will direct construction traffic directly into the works area.

9.2 After securing the site, the first activity will be to set up the site routes, accommodation, and signage in accordance with the construction traffic management plan. Figure 1 shows a Construction Site Layout.

9.3 Figure 1 shows the access position and route for pedestrians, HGVs/Van unloading and loading.

9.4 Site staff will follow a procedure to regulate, direct and monitor pedestrian and vehicle movements in and out of the site. All drivers and pedestrians will be asked to sign in and out of the site and the induction status of staff will be checked accordingly. Those requiring a site induction will be taken to the appropriate area for this to be completed.

9.5 Site staff and banksmen will be given training appropriate to their roles. This training will be updated with changes in the construction stages which may require different vehicle access rules and pedestrian routing.

9.6 Vehicles will only access the site using the designated access point as shown on Figure 1 and no vehicles will be permitted to stand or wait on the public highway.

9.7 Construction traffic travelling to and from the site will be requested to travel on main roads and to avoid using residential streets.

10.0 Staff Transport and Parking

10.1 All construction staff will be provided with information regarding local public transport options, such as the nearby bus and train stations and encouraged to travel to site using sustainable transport modes. Cars and vans will be parked in nearby public car parks.

11.0 Construction Site Layout

11.1 The positioning of vehicle and pedestrian routes, loading and unloading areas, material waste storage will be carefully considered to suit the nature and location of works within the site boundary. Figure 1 illustrates the proposed layout of temporary construction facilities and routes.

12.0 Storage

12.1 All materials will be stored on site in designated areas and in line with the manufacturers' instructions. Any vehicle movement will be in line with the relevant Construction Management plan and the designated site routes.

13.0 Waste Disposal

13.1 Every effort will be made to keep waste materials to a minimum during the works. Any waste that is unavoidable will be disposed of as per the manufacturers' instructions and with regards to COSHH and waste regulations and guidelines.

13.2 A Site Waste Management Plan will be developed prior to the commencement of work on site with targets set for the management, monitoring and reduction of site waste. The existing

canopy will be carefully dismantled into manageable sections using reciprocating saws and impact wrenches and will be lowered down to ground level in the loading bays and loaded onto vans and taken off site to licensed waster carriers as required.

14.0 Environmental Issues

14.1 Forrest Contracts will operate an environmental policy in which we pursue the following objectives: -

- Conduct activities with proper regard to the protection of the environment.
- Comply with all relevant regulatory and legislative requirements and codes of practice.
- Communicate with local communities to ensure the work causes the minimum disturbance and disruption.
- Ensure that staff have a good understanding of the environmental impacts of the project and what is expected of them to minimise the impacts.
- Ensure that suppliers and sub-contractors are aware of the plan and ensure the same standards to their own work.

15.0 Control of Noise

15.1 Best practicable means will be employed at all times and in all areas to minimise noise and vibration emissions from the works. The relevant recommendations for the control of noise and vibration on construction and open sites in the approved Code of Practice BS5228:2009 will be adopted.

15.2 In general the following measures will be taken: -

a. All handheld and portable equipment where practicable will be electrically powered.
b. All plant and equipment will be maintained in good working order.
c. Plant, when in operation intermittently, will be switched off during periods of inactivity.
d. Care will be taken when loading and unloading materials to limit impact noise.
e. Vehicles will not be permitted to queue on the road or pavement outside the site access.
f. Vehicles parked within the site, outside working hours will have their engines switched off.
g. Vehicle routes and traffic management plans will be arranged to avoid where possible any reversing operations.
h. Activities which can produce significant levels of noise will be arranged for times which are less likely to cause disturbance.

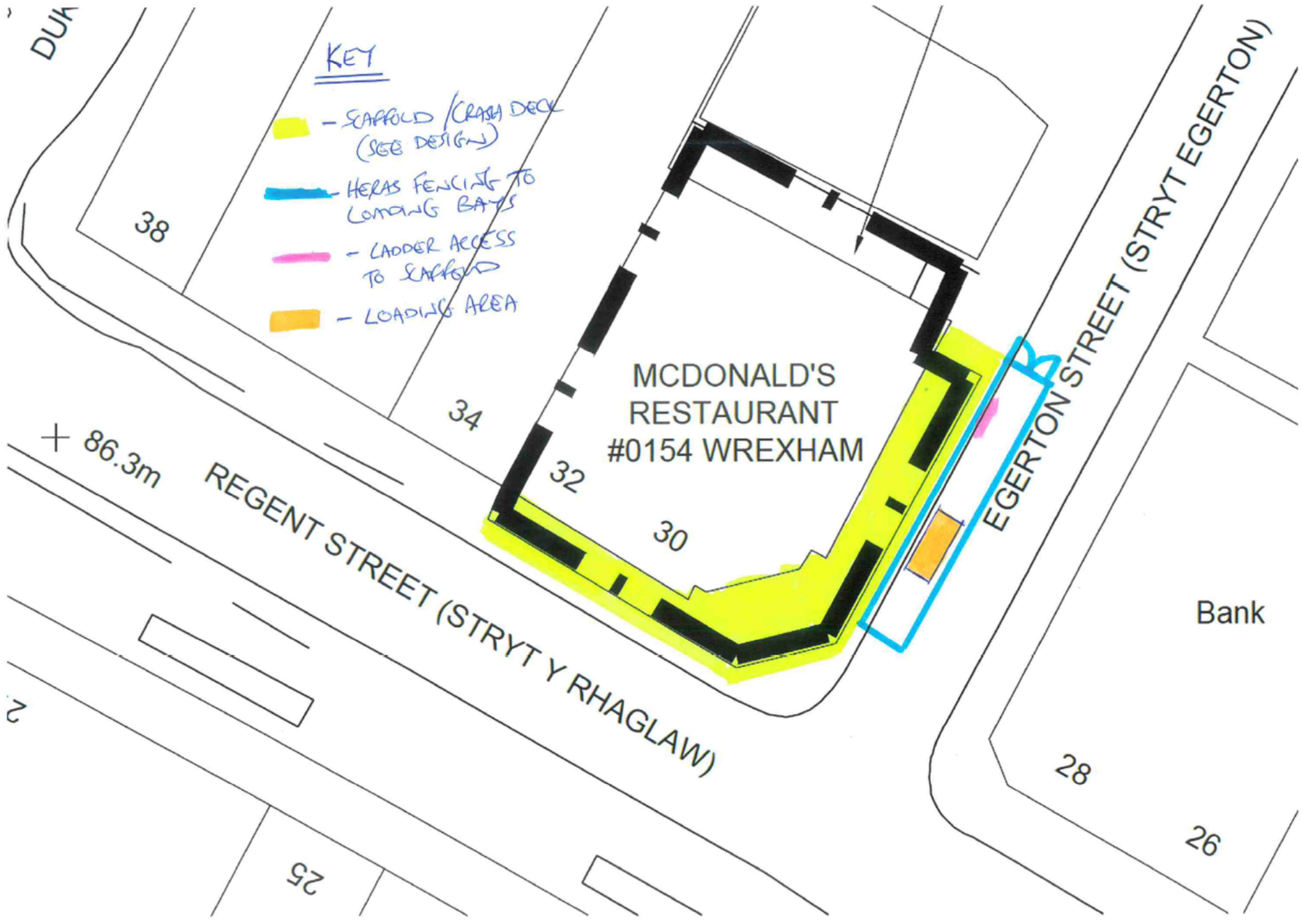
15.3 In addition to the above, any plant on site will be compliant with EU/UK noise limits applicable to that equipment or is no noisier than would be expected from the noise levels quoted in BS5228. All plant will be maintained properly and operate in accordance with manufacturers recommendations. All plant will be fitted with appropriate noise and vibration attenuation measures in place, based on guidance given in BS5228.

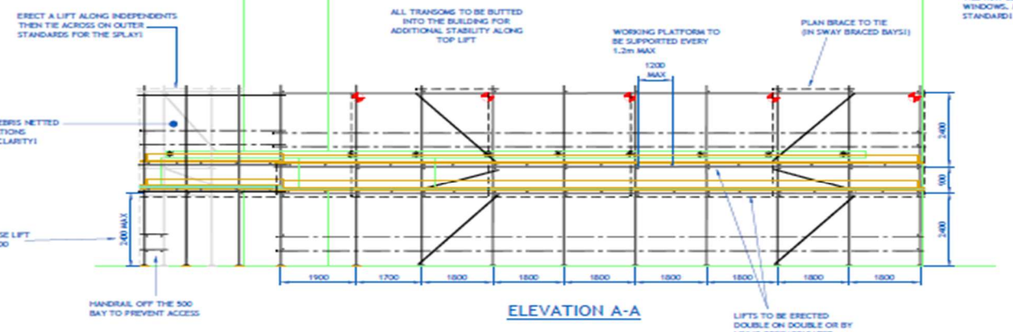
16.0 Control of Dust, Smell, and other Effluvia

16.1 An assessment will be carried out in accordance with "Guidance on the assessment of dust from demolition and construction" February 2014.

16.2 From the assessment measures will be taken as appropriate to mitigate the impact of dust due to the activities which may include but not be limited to:
- Site set-up to be planned to ensure where possible dust creating activities are located away from the sensitive areas.
- Where appropriate activities will use water as a dust suppressant.
- All loads delivered to or collected from the site will be covered where appropriate.
- All road vehicles will be requested to comply with set emission standards.
- Cutting equipment will use water as a dust suppressant or have a local exhaust ventilation system.

FIGURE 1

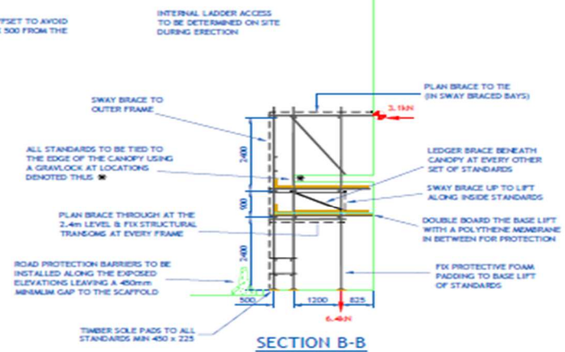

KEY
- SCAFFOLD / CRASH DECK (SEE DESIGN)
- HERAS FENCING TO LOADING BAYS
- LADDER ACCESS TO SCAFFOLD
- LOADING AREA
MCDONALD'S RESTAURANT #0154 WREXHAM
EGERTON STREET (STRYT EGERTON)
REGENT STREET (STRYT Y RHAGLAW)
86.3m
38
34
32
30
28
26
25
Bank



ELEVATION A-A

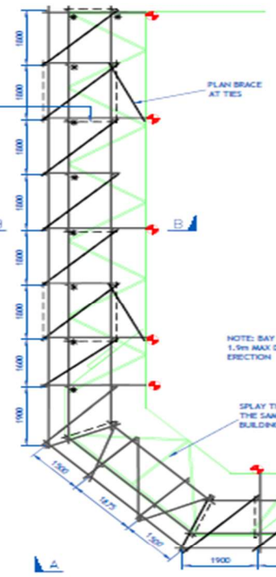
TIES MAY BE OFFSET TO AVOID WINDOWS, MAX 500 FROM THE STANDARD!

INTERNAL LADDER ACCESS TO BE DETERMINED ON SITE DURING ERECTION



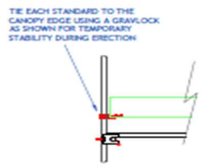
SECTION B-B

CLIENT TO ENSURE THE FOUNDATIONS ARE CAPABLE TO SUSTAIN THE IMPOSED LOADING FROM THE SCAFFOLD AS INDICATED ON THE DRAWING



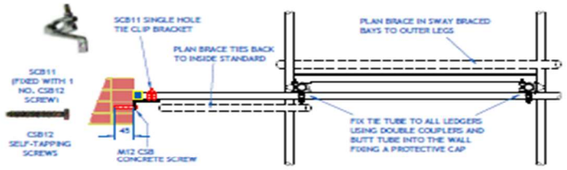
SCAFFOLD TO BE TIED TO BUILDING AT LOCATIONS SHOWN DENOTED THUS ✖

ALL FITTINGS TO BE CLASS B LOAD BEARING COUPLERS



LIP TIE TO CANOPY

THIS DEPICTS AN SCB11 SINGLE HOLE TIE CLIP BRACKET WHICH IS SECURED TO A BRICK WALL USING 1 NO. CSB12 SELF-TAPPING SCREW INSTALLED IN ACCORDANCE WITH TG4:11 AND MANUFACTURER'S GUIDELINES - ALL COMPONENTS SUPPLIED BY ADI SUPPLY LTD



TIE DETAIL

NOTE: BAY LENGTHS MAY VARY UP TO 1.9m MAX DUE TO PRACTICALITY OF ERECTION

PLAN

ANCHOR TIE TEST PROCEDURE

PRELIMINARY TEST:
- 5No ANCHORS TO BE TESTED AWAY FROM THE STRUCTURE IN ORDER TO TEST THE BRICK WORK..
- PRELIMINARY TEST ANCHORS TO BE TESTED TO TWICE THE PULL OUT FORCE THE TIE IS REQUIRED TO WITHSTAND.
- PULL OUT FORCE = 3.1kN THEREFORE TIES MUST BE TESTED AT 6.2kN.

PROOF TEST:
- 5% (1 IN 20) OF ANCHORS MUST BE TESTED ONCE IN PLACE TO TIE THE STRUCTURE AND MUST BE CHOSEN AT RANDOM.
- A MINIMUM OF 3 ANCHORS MUST BE TESTED ON EACH WALL.
- PROOF TEST ANCHORS TO BE TESTED TO A PULL OUT FORCE 25% GREATER THAN THE TIE IS REQUIRED TO WITHSTAND.
- PULL OUT FORCE = 3.1N THEREFORE THIS MUST BE TESTED AT 3.9kN

SHOULD ANY ANCHOR FAIL DURING THESE TESTS THE DESIGNER MUST BE CONTACTED IMMEDIATELY

LEGEND

- DENOTES TUBE FACE ON (ELEVATION)
- DENOTES TUBE END ON (SECTION)
- DENOTES BRACING ON SECTION
- DENOTES TIMBER
- DENOTES GUARDRAILS
- DENOTES SCAFFOLD BEAMS
- DENOTES SCAFFOLD BEAM LACING/BRACING
- DENOTES EXISTING STRUCTURE

SCAFFOLD LOADING

DEAD LOAD, ALLOWING FOR :-
3No. LIFTS WITH 2No. BOARDED LIFTS

GENERAL IMPOSED LOAD:- SERVICE LOADS ON WORKING AREAS
LOAD CLASS - 3
UNIFORMLY DISTRIBUTED LOAD - 2kN/m², INSIDE BOARDS TO BE LIGHTLY LOADED AT 0.75kN/m²

1No WORKING LIFT AT 100%

CONCENTRATED LOADS (LOAD CLASSES 1 TO 3):-
1.5kN (LOAD CLASS 4 - 3.0kN) ON AN AREA OF 500mm x 500mm
1.0kN ON AN AREA OF 200mm x 200mm

PLEASE ENSURE THAT ALL LOADINGS ARE CLEARLY MARKED ON THE SCAFFOLD (SCAFFTAG OR SIMILAR)

GUARDRAILS

OPERATIVES TO WORK IN ACCORDANCE WITH SG4 SAFE ZONE + NOTE: INTERMEDIATE GUARDRAILS MAY NOT BE SHOWN ON THE DRAWING FOR CLARITY BUT MUST BE INSTALLED AND LEFT IN POSITION FOR THE DURATION OF THE SCAFFOLD

DOUBLE GUARDRAILS AND TOE BOARDS TO BE FIXED TO ALL OPEN EDGES WHERE THERE IS A RISK OF PERSONS FALLING.. MIN. HEIGHT OF TOP GUARDRAIL MEASURED FROM THE TOP OF THE DECK TO THE TOP OF THE GUARDRAIL 950mm. MAX. GAP BETWEEN TOP GUARDRAIL AND BOTTOM GUARDRAIL SHALL NOT EXCEED 470mm. MAX. GAP BETWEEN THE BOTTOM GUARDRAIL AND THE TOP OF THE TOE BOARD SHALL NOT EXCEED 470mm. MIN. HEIGHT OF TOE BOARD 150mm.

WORKING PLATFORMS

WORKING PLATFORMS TO BE FULLY BOARDED WITH TIMBER SCAFFOLD BOARDS SUPPORTED EVERY 1.2m MAX

ANY GAPS IN THE WORKING PLATFORM MUST BE COVERED IN ACCORDANCE WITH TG20:21 OPERATIONAL GUIDE CHAPTER 6.15

ALL BOARDS TO BE SECURED

TRANSOM TO BE FITTED WITHIN 300mm OF A STANDARD USING LOAD BEARING FITTINGS.. WHERE THIS INTERFERES WITH BOARDS ON A BOARDED LIFT BAND AND PLATES MAY BE USED OR UNDER-SLUNG TRANSOM.

JOINTS IN LEDGERS TO BE LOCATED WITHIN 300mm OF THE SUPPORT STANDARDS.

PLEASE READ ALL NOTES ON DRAWING.

GENERAL NOTES:

1. This drawing is confidential and is the exclusive property of 4C Access U.K. Limited. No unauthorised use, copy or disclosure is to be made and it is to be returned upon request.
2. All services, plant, equipment and materials are subject to our conditions of Hire or Sale as applicable.
3. The client should check that we have correctly interpreted their requirements and that all loadings, dimensions, details, erection and striking sequences, etc, are correct and practicable. Any drawings/details supplied by the client upon which this design has been based shall be listed below:
   - N/A
4. The client is ensure that any foundations or supports provided for our scaffold is adequate to support the loads applied without settlement, including the provision for any necessary spreaders and adequate tying facilities. The client is to remedy any deficiencies with the ground or building structure as required prior to the erection of the scaffold.
5. All design and erection of scaffolds are to conform with the following British Standards and Codes Of Practice:
   - BS 1139 Metal Scaffolding;
   - BS 2482 Specification for timber boards;
   - BS EN 12811-1 Scaffolds;
   - BS EN 1991-1-4:2005+A1:2010 Eurocode 1: Actions on Structures;
   - NA to BS EN 1991-1-4:2005+A1:2010 UK National Annex to Eurocode 1;
   - TG20:13 Technical and Operational Guidance;
   - TG09 Guide to the design and construction of temporary roofs and buildings;
   - SG4 Preventing Falls in Scaffolding Operations;
6. Scaffold built from tubular materials and fittings to be type 4 to BS EN 39 or to BS 1139. All tube must be in the 'as new' condition.
7. All fittings to be load bearing with the exception of intermediate beams below working platforms and boards which are fitted with non load bearing fittings.
8. No modification to the scaffold - either to ties or bracing or the imposed loadings - should be made without prior consultation with the scaffold designer.
9. Bracing to be installed as per the design and to within 300mm of node points.
10. All working platforms to have double hand-rails and toe-boards to any exposed edges.
11. All dimensions are in mm and centre to centre unless otherwise stated and are as shown on the drawing. Should a dimension be required which cannot be calculated from the information provided on this drawing, clarification should be sought. Drawings must not be scaled.
12. Any ausiliary equipment shown is to be supplied and designed by the client.
13. The client is responsible for the setting out of the scaffold and orthos/final levelling where it is to be used as a support for any client designed element of the temporary works.

Special Notes:

LOADING
Wind loads assessed at 0.49kN/m² ~ Seasonal factors NOT applied!

All loadings Unfactored.

No alteration in or which may effect the loading is to be made without reference to the Designer.

Safe Working Load (S.W.L.) taken to be 1 working platform with a maximum of 2kN/m² with inside boards lightly loaded at 0.75kN/m²

REV	DATE	BY	DESCRIPTION	CHK	APD
A	29 / 08 / 2025	DP	FIRST ISSUE - ISSUED FOR APPROVAL	DP	

PROVISIONAL

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ANY QUERIES REGARDING THIS DRAWING PLEASE CONTACT THE SUPERVISOR OR MANAGER

CLIENT: CORNERSTONE FIT OUT

PROJECT: McDONALDS, WREXHAM

TITLE: ACCESS TO REMOVE CANOPY ~ ERECTED USING TUBE & FITTING

SUPERVISOR (name/ref): SC	DRAWN BY: DP	APPROVED BY:
CAD FILE REFERENCE: C:\Users\Owner\Desktop\Designs\4C Access\Cornerstone FC Centre\Wrexham, Wrexham	CHECKED BY: DP	DATE: 29 / 08 / 2025
SCALE @ A3: 1 : 100	DRAWING NUMBER: 1001-COR-1051-001	REVISION: A

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