CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Date: 28th August 2025
FI REM Project: 'Kingmoor', Bryn Lane, Wrexham
Client: FI REM
Main Contractor: FI Construction
Civils Contractor: FI Construction

Development Proposal: *The hybrid planning application for (a) outline permission (all matters reserved except for means of access) for erection of up to 3 warehouse & distribution units (Use Class B8), including ancillary office accommodation, comprising up to 93,019 sqm net floorspace, service yards, car parking, HGV parking, internal circulation, landscaping and ancillary works; and (b) detailed permission for demolition, means of access, earthworks, drainage, landscaping, ecology zone and relative ecological mitigation measures and ancillary works has been approved subject to conditions.*

Prepared by: SMc
Key FI REM Personnel: Mark Adams, Head of Development& Construction
Key FI Construction Personnel: John Lohan, Operations Manager
Sholto McDonald, Project Manager



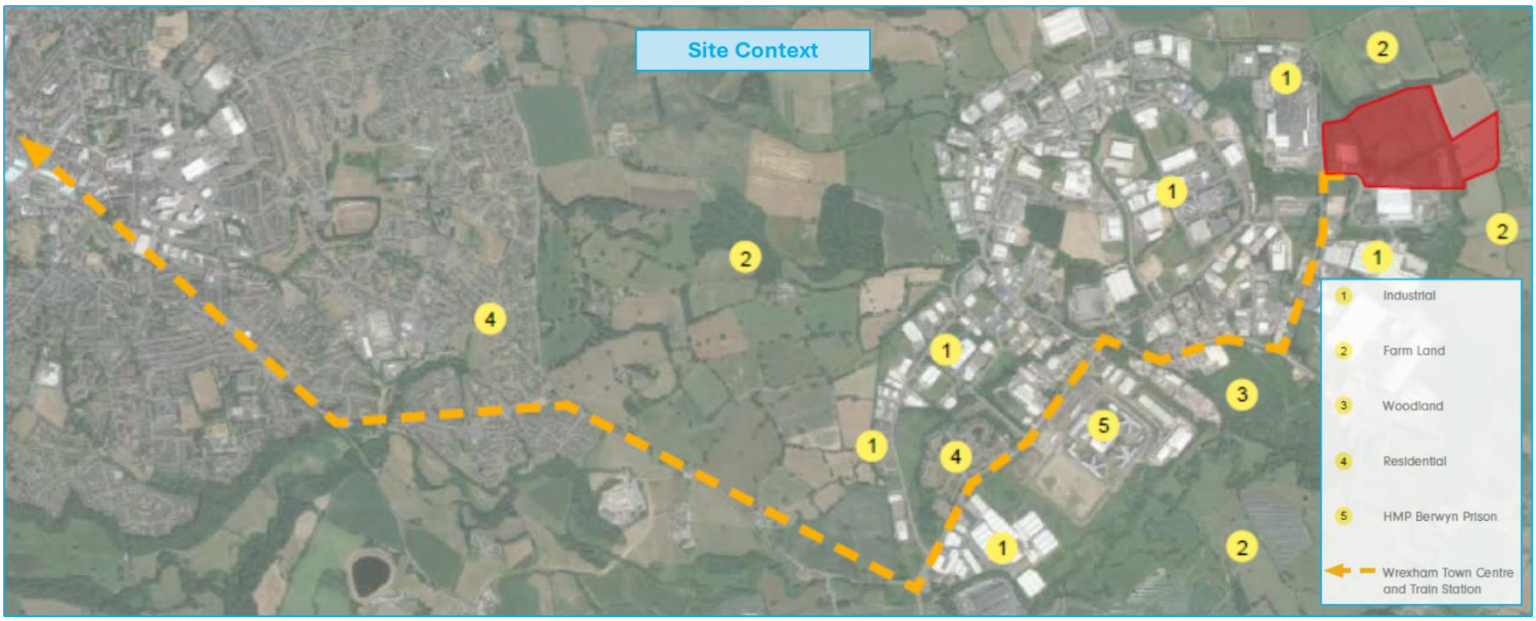
1. Introduction

This Construction Traffic Management Plan (CTMP) is prepared to comply with Planning Condition 44 for the Kingmoor, new build industrial development at Bryn Lane, Wrexham Industrial Estate. The purpose of this plan is to ensure the safe and efficient movement of construction traffic, minimise disruption to local road users and maintain compliance with all relevant safety and environmental regulations.



2. Site Description

The proposal site measures 62.8 acres (25.4 hectares) greenfield land within Wrexham Industrial Estate; one of the largest industrial estates in the UK. Approximately 55% of the site will be designated 'development platform' with the remaining 45% dedicated Ecology Zone. The site is currently unoccupied and overgrown. It borders farmland to the east, industrial units to the south and west and an industrial development site to the north. The site is accessed via an access road shared with Very Distribution off Bryn Lane



3. CTMP Objectives

This CTMP has been developed to discharge Planning Condition 44 and adheres to the following criteria:

- Define haulage routes for construction vehicles to ensure minimal disruption and adherence to safety regulations.
- Specify times of working and operational restrictions, including limitations on deliveries during peak hours to reduce congestion.
- Outline timings of construction traffic and the means of defining and controlling such traffic routes and schedules.
- Detail designated parking areas for construction and contractor vehicles to prevent obstruction of local roads.
- Establish areas for the loading and unloading of plant and materials within the site to enhance safety and efficiency.
- Implement measures to control mud and debris entering the highway, including wheel washing facilities and road sweeping protocols.

The objectives of this CTMP align with the Local Planning Authority's requirements to ensure that construction-related traffic is managed in a safe, efficient, and environmentally responsible manner.

For ease of contact the Construction Traffic Management Plan Manager's details are shown below:

- **FI Construction:** Sholto McDonald, Project Manager
- **Email:** smcdonald@fi-construction.com

4. National Policy Context

Traffic Management Act (2004)

Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. The TMA needs to be adhered to throughout the site works that are associated with this development.

Construction Logistics and Community Safety (CLOCS) Standard

CLOCS is a national standard that requires all stakeholders in construction to take responsibility for health & safety beyond the hoardings. It demands collaborative action to prevent fatal or serious collisions between vehicles servicing construction projects and vulnerable road users: pedestrians, cyclists, and motorcyclists. https://www.clocs.org.uk/.

5. Vehicular Routes to Site

- **Primary Route:** A525 to A534 to Bryn Lane.
- **Secondary Route:** A5156 to A534 to Bryn Lane (alternative access during peak congestion).
- **Prohibited Routes:** Construction vehicles will not be permitted to use residential roads or minor roads not designated for heavy goods traffic.



6. Public Transport



1. Bus Service 41/41A: Wrexham to Wrexham Industrial Estate

- **Operator:** Arriva Buses Wales
- **Route:** Wrexham Bus Station to Wrexham Industrial Estate, with stops including Market Street, Queensway, Pentre Maelor, and Redwither Tower.
- **Frequency:** Approximately every 30 minutes during peak hours.
- **First Departure from Wrexham Bus Station:** 05:25
- **Last Departure from Wrexham Industrial Estate:** 22:15

For detailed timetables, please refer to the official Arriva website: arrivabus.co.uk

2. Bus Service 42W: Wrexham to Wrexham Industrial Estate

- **Operator:** Arriva Buses Wales
- **Route:** Similar to Service 41, connecting Wrexham Bus Station with the Industrial Estate.
- **Frequency:** Limited service with select departures.

- **Notable Stops Near Bryn Lane:** Abbey Road (o/s Hoya Lens), Wrexham Industrial Estate (o/s CK Garage).

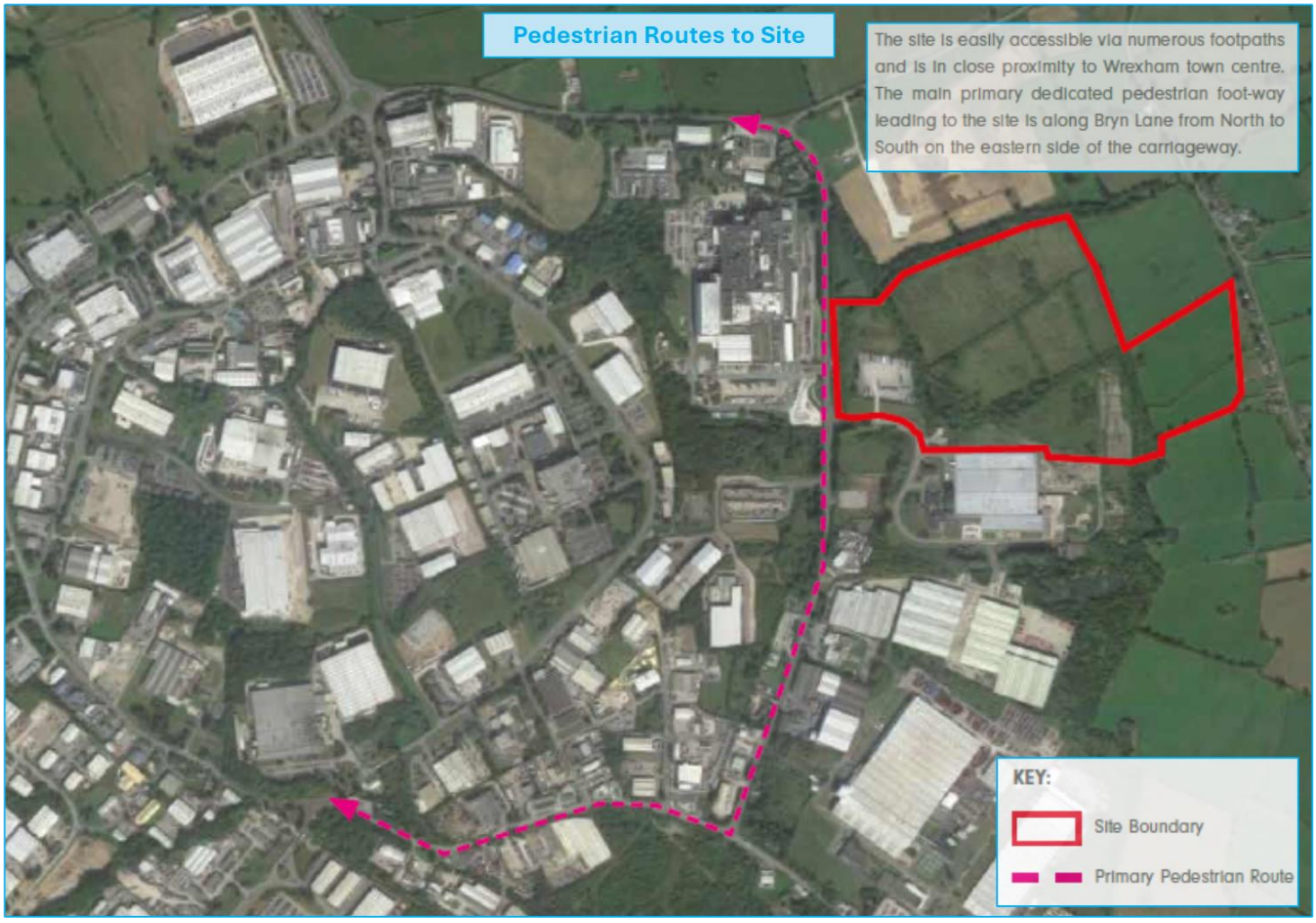
  For the latest schedule, visit: bustimes.org

3. Bus Service 41A: Wrexham Industrial Estate to Wrexham via Queensway

- **Operator:** Arriva Buses Wales
- **Route:** Covers the Industrial Estate, Queensway, and Wrexham town center.
- **Frequency:** Regular intervals throughout the day.
- **First Departure from Wrexham Bus Station:** 05:30
- **Notable Stops Near Bryn Lane:** Redwither Tower, Pentre Maelor.

Detailed timetables are available here: wrexham.gov.uk

7. Pedestrian Routes to Site



8. Times of Working/Operation and Delivery Restrictions

- **Working Hours:** Monday to Friday, 07:30 – 18:00; Saturday, 08:00 – 14:00.
- **Restricted Hours:** No works on Sundays or Bank Holidays.
- **Delivery Restrictions:** Avoid deliveries during peak traffic hours (08:00 – 09:00 and 16:30 – 18:00) to minimise impact on local road users and businesses.

9. Vehicle Parking

- **On-site Parking:** Designated parking areas within the site for contractors and construction personnel.
- **Off-site Parking:** NA
- **No Parking Zones:** Parking on nearby roads, verges or access routes will be strictly prohibited and enforced through monitoring and penalties.

10. Timings of Construction Traffic and Control Measures

- **Scheduled Deliveries:** All deliveries will be pre-scheduled to avoid congestion and reduce waiting times.
- **Marshalled Access:** Traffic marshals will be deployed at the site entrance to manage incoming and outgoing construction traffic.
- **Real-time Monitoring:** Site managers will oversee traffic flow to adjust delivery schedules if necessary.

<u>Procedure for Arrival to Site</u>

- ✓ Driver to call ahead to Site;
- ✓ The banksmen are mobilised and will go to position at the Site access;
- ✓ Driver will be informed the operators are in place and it is appropriate to travel to the Site via the agreed route;
- ✓ Banksmen will have a ‘walkie-talkie’ and will be able to communicate with each other, the Site Manager and the HGV drivers, as necessary; and
- ✓ Banksmen will assist HGVs to manoeuvre to the correct part of site.

The following procedure will be initiated when HGVs are leaving the Site:

<u>Procedure for Leaving the Site</u>

- ✓ Before drivers depart the Site Manager will be notified. They will then mobilise the banksmen at the Site access;
- ✓ Drivers will be advised when the banksmen are in place and will begin to leave the Site; and

- ✓ Banksmen will guide the drivers exiting the Site access to Bryn Lane but will not direct general traffic.

11. Loading and Unloading Areas for Plant and Materials

- **Designated Zones:** Clearly marked and segregated loading/unloading areas within the site to ensure safe and efficient operations.
- **Time-Specific Unloading:** Deliveries and unloading activities will be coordinated to avoid peak site activity periods.
- **Banksman Assistance:** Trained banksmen will oversee all loading/unloading activities to prevent hazards.

12. Cleanliness of the Public Highway

The construction works will involve the regular use of the local highways network by construction delivery vehicles entering and exiting the site with FI Construction putting in measures to minimise dust emissions and the deposition of mud and debris on the local road network through the following measures:

- Wheel wash facilities will be provided when required. These will be
  - Located near to the site access points to ensure that vehicles are appropriately cleaned prior to accessing public highways.
  - However, they will not be located in close proximity to the brook, drainage ditches or surface water drains.
  - The type of wheel wash will be appropriate to the types of vehicles being used on the site and the amount of mud and debris likely to be on the vehicles (e.g. rumble strip)
- Site haul roads will be regularly scraped to assist in the removal of debris and reduction of 'track-out'
- All vehicles leaving the site should be subject to a visual inspection before accessing the public highways to ensure that the level of dust/mud/debris on the vehicles has been minimised insofar as is practical.
- The client will undertake regular inspections of the adjoining highways and deploy road sweepers if mud, debris and dust is likely to be deposited on the main roads
- All road surfaces affected by site works shall be swept clean by mechanical sweeper as and when required.
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13. Heavy Good Vehicle Movements- Enabling Works Period

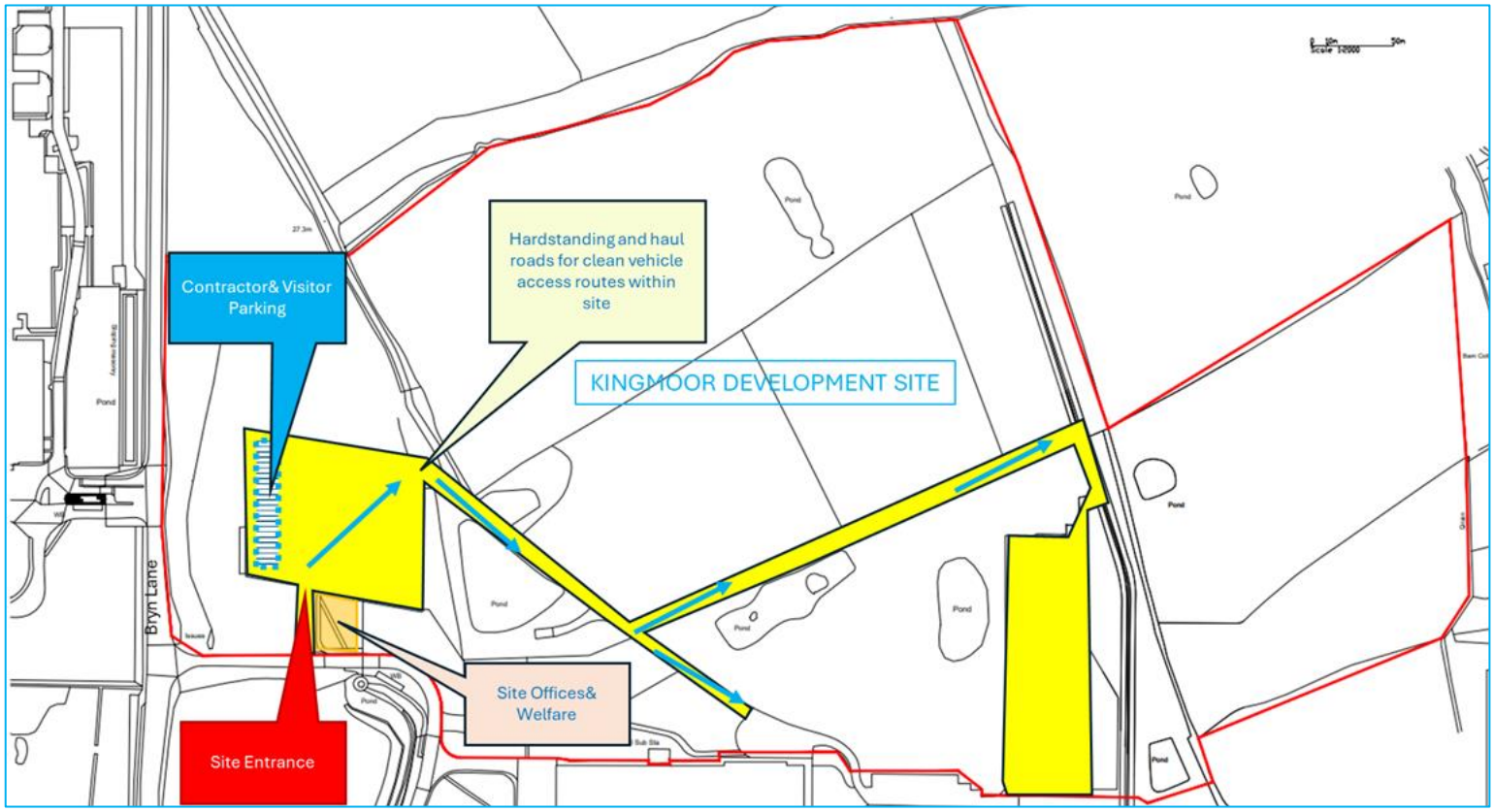
FI Construction will be implementing an earthworks strategy that targets the redistribution of topsoil and bulk excavation materials within the confines of the site to create new Ecology Zones within the 28 acres of land reserved for this purpose for the development. This strategy will remove the need for thousands of HGV loads of material to be removed from site and

further enhancing the green credentials of the scheme and reduce the environmental impact of the development.

Below is a table capturing the estimated heavy goods vehicle movement trips:

ESTIMATED HEAVY GOODS VEHICLE MOVEMENT TRIPS					
Activity	**Type of Vehicle**	**Max. Vehicle Length (m)**	**Estimated Average Trips Per Day**	**Estimated Total Trips**	**Two-Way Movement Total**
Site Clearance	Rigid	10	5	250	500
Groundworks	Articulated	16	4	125	250
Material Deliveries	Rigid	12	2	260	520
Plant & Equipment	Articulated	18	1	30	60
Total	**-**	**-**	**12**	**665**	**1,330**
10% Buffer			13	731	1,462
Note: Vehicle trips based on 6 month period/ 5 day working week/ 12 hour day = **one HGV trip per hour**					

Below is a caption of the site compound, with site entrance adjacent to the Site Office to ensure management can closely monitor vehicle movements on/off site:



14. Conclusion

This Construction Traffic Management Plan (CTMP) provides a structured and comprehensive framework for managing construction-related traffic at the Kingmoor industrial development. By implementing the outlined measures, the project aims to ensure minimal disruption to the local road network, maintain safety standards and comply with Planning Condition 44.

The adherence to designated haulage routes, controlled delivery times, proper parking provisions, and environmental protection measures will contribute to a well-managed and efficient construction process. Regular compliance checks, liaison with relevant authorities, and adjustments as necessary will ensure the effectiveness of this plan throughout the construction period.

The CTMP will be monitored and updated as required to reflect any changes in construction phases, ensuring ongoing compliance with the Local Planning Authority's requirements.

Prepared by: *Sholto McDonald*
Date: *28/08/25*
Project Reference: *Kingmoor*