Wrexham Bess Project CTMP

Prepared by: Arthian

For: Hero Future Energies

Site: Wrexham Industrial Estate

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Issue-00

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Quality Assurance

Issue Record

Revision	Description	Date	Author	Reviewer	Approver
01 (Rev E)	Reissued in Arthian format. Management-based contingency introduced. Removal of off-site overflow/holding location. Drawing appendices refreshed and cross-referenced to address WCBC Highways response (14.01.26).	23.01.26	PC	EC	GG

Staff Detail

Initials	Name	Position	Signature
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GG	Gillian Gow	Director, Planning	[redacted]

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1. Preface

This Construction Transport Management Plan (CTMP) (Rev E) has been reissued to provide a clear, consolidated and auditable response to the Highway Authority's consultation comments, and to address matters identified within the January 2026 "Summary of Outstanding Actions".

The original CTMP (Rev C/D) established the baseline access arrangements, routing strategy and construction management principles for the development. Rev E does not seek to alter those approved fundamentals. Instead, it has been prepared to:-

- Reformat and restructure the document to improve clarity, version control and traceability of technical information;
- Replace the named off-site overflow/holding area with a management-based contingency protocol, prioritising origin/depot holding and delivery rescheduling, and introducing a formal Principal Contractor logistics review process;
- Reinstate and expand technical detail requested by the Highway Authority, including full swept path drawings, visibility splay references, bilingual signage specifications and complete, legible appendices;
- Strengthen monitoring, enforcement and communication procedures to demonstrate how the CTMP will be implemented and audited in practice.

This approach is intended to provide the Local Planning Authority and Highway Authority with a single, definitive CTMP document that clearly evidences compliance with Planning Condition 17, while retaining the approved access strategy, routing hierarchy and construction assumptions previously agreed

2. Introduction

2.1 Overview

This Construction Transport Management Plan (CTMP), Rev E, has been prepared to support the discharge of Planning Condition 17 attached to Planning Application P/2022/0057 for the development of a Battery Energy Storage System (BESS) facility at land south of Bridge Road North, Wrexham Industrial Estate, Wrexham LL13 9RD.

This CTMP sets out the procedures and controls for the management of construction and operational traffic, including access arrangements, delivery protocols, vehicle routing, parking controls, signage, swept path compliance and visibility requirements, in order to safeguard the operation of the local highway network.

The development comprises a circa 10 MW (total installed capacity) battery energy storage facility. Much of the equipment will be assembled off-site and delivered in containerised form, thereby reducing on-site construction duration and the number of personnel and heavy vehicle movements.

This CTMP has been prepared for issue to the Principal Contractor, key suppliers and subcontractors, and will form part of site inductions and toolbox talks. Compliance with this document is mandatory for all vehicles accessing the site.

This revision supersedes the Clean Battery Power UK 1 Limited Rev D CTMP. This CTMP has been reissued in Arthian format for clarity and to directly address Wrexham Councils outstanding actions. No changes are proposed to the approved access arrangements, routing, or construction assumptions.

3. Site and Surroundings

3.1 Site Location

The site is accessed from Bridge Road North within the Wrexham Industrial Estate. The site location and red line boundary are shown on Figure 1.

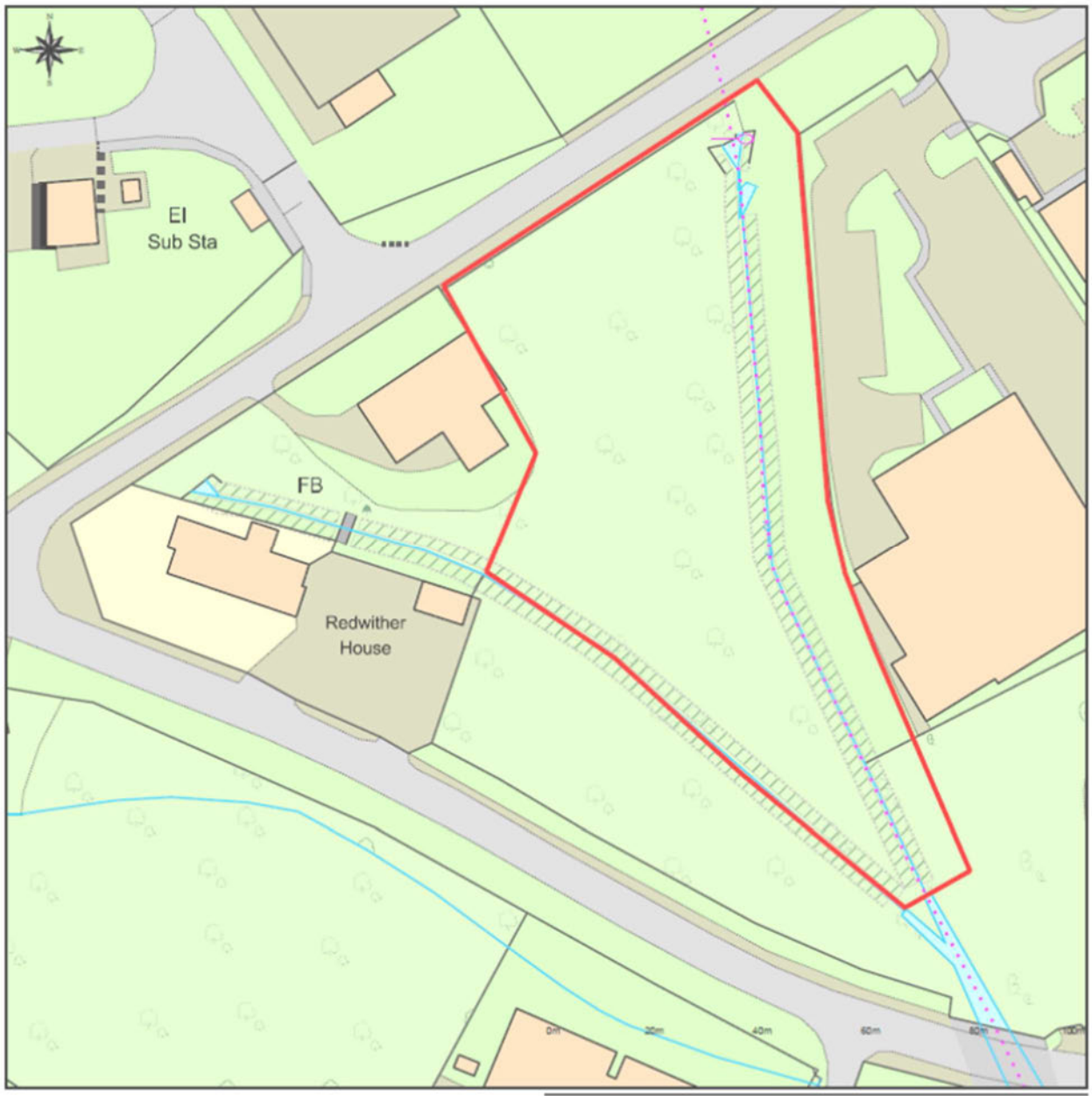


Figure 1:- Site Location and Boundary

The surrounding area is characterised by established industrial and commercial uses, with Bridge Road North forming a local distributor route connecting to Abbey Road, Ash Road North and the wider estate road network.

There are no weight or width restrictions along the identified access route from the A534 Hugmore Roundabout to the site entrance. The route is considered suitable for the forecast construction and operational vehicles, subject to compliance with the controls set out in this CTMP.

4. Highway Network

4.1 Overview

The strategic highway network serving the site includes the A534, which provides connections to the wider regional and motorway network including the M56, M6, M53, M57 and M62. The A534 Hugmore Roundabout is approximately 2 km north of the site and forms the principal gateway for construction traffic entering the Wrexham Industrial Estate. All construction and abnormal loads will route via the A534 and the internal estate road network in accordance with the approved swept path drawings appended to this CTMP.

Figure 2 provides an overview of the highway network in relation to the proposed site.

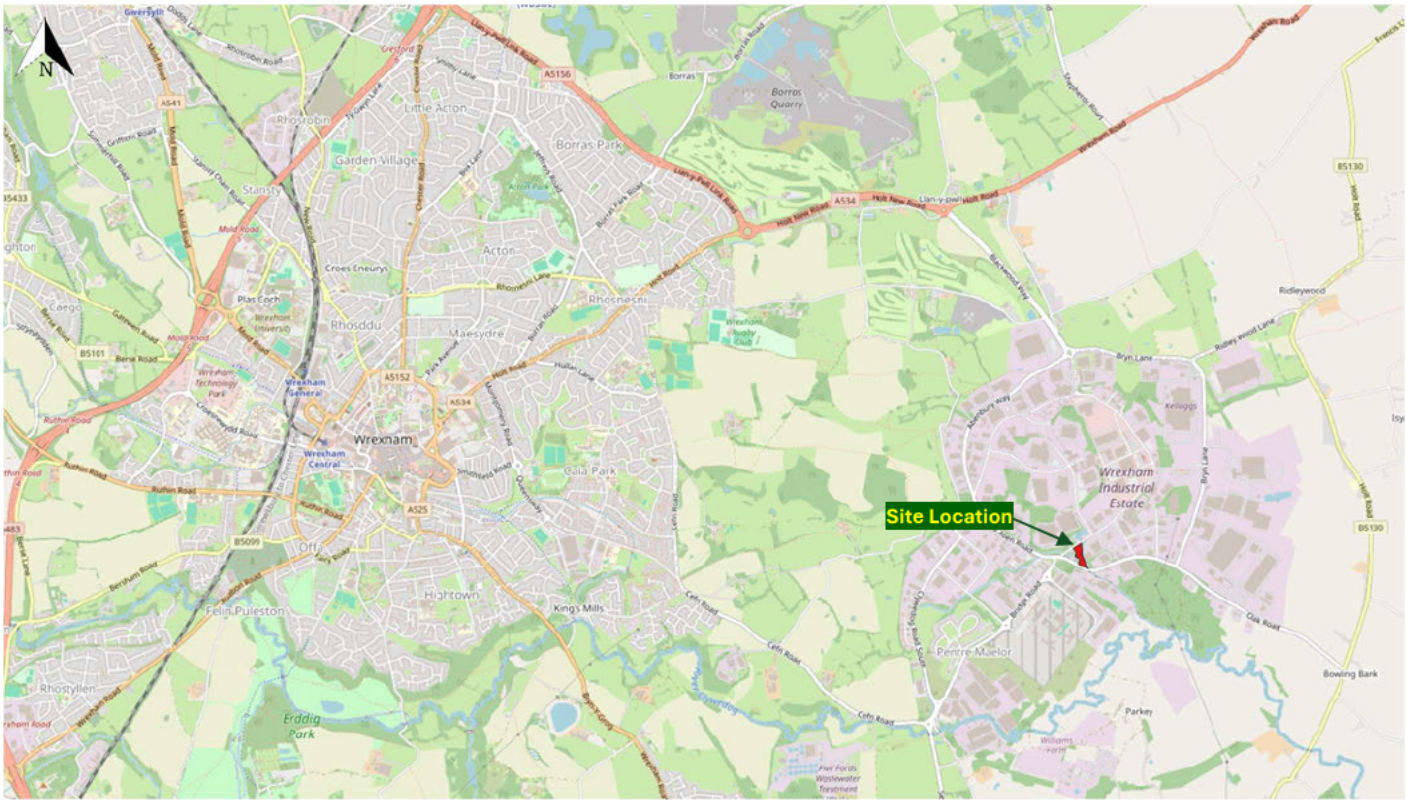


Figure 2:- Site Location and Highway Network

5. Development Proposals

5.1 Development Particulars

The development comprises a circa 10 MW BESS installation, associated transformers, PCS equipment, cabling, substation infrastructure and perimeter security fencing.

5.2 Development Deliveries

All deliveries will be scheduled and coordinated to avoid peak network periods and to ensure that vehicles can enter and exit the site without stopping or waiting on the public highway.

5.3 Development Parking

Provision is made for a maximum of six car/van parking bays within the site compound for construction and operational personnel. The bays are laid out in accordance with LPGN16 standards (2.4m x 4.8m with a 7.6m reversing aisle), as shown on Drawing RC005 Rev B.

No parking or waiting associated with the development will be permitted on Bridge Road North or any surrounding public highway.

6. Proposed Access Arrangements

6.1 Access Route

HGVs (and any crane deliveries) will approach from the Abenbury Way direction to enable the right-turn entry/exit manoeuvres demonstrated by the swept path analyses. This avoids encroachment and ensures the manoeuvre is completed within the highway/entrance geometry without overrunning kerbs or opposing lanes. The HGV route utilises established industrial estate distributor roads which already accommodate regular HGV activity. Deliveries will be managed to avoid peak periods and under banksman control at the site access.

Standard/ Light Vehicle Routes

Private cars, vans and small deliveries shall access via A534 → Hugmore Roundabout → Industrial Estate Road → Abbey Road → Bridge Road North → Site Access.

HGV/ Crane Routes

Larger vehicles will be required to access via A534 → Hugmore Roundabout → *exit toward Abenbury Way* → Abenbury Way → left into Bridge Road North → right turn into site / right turn out.

Figure 3 summarises the routes and approaches to the site.

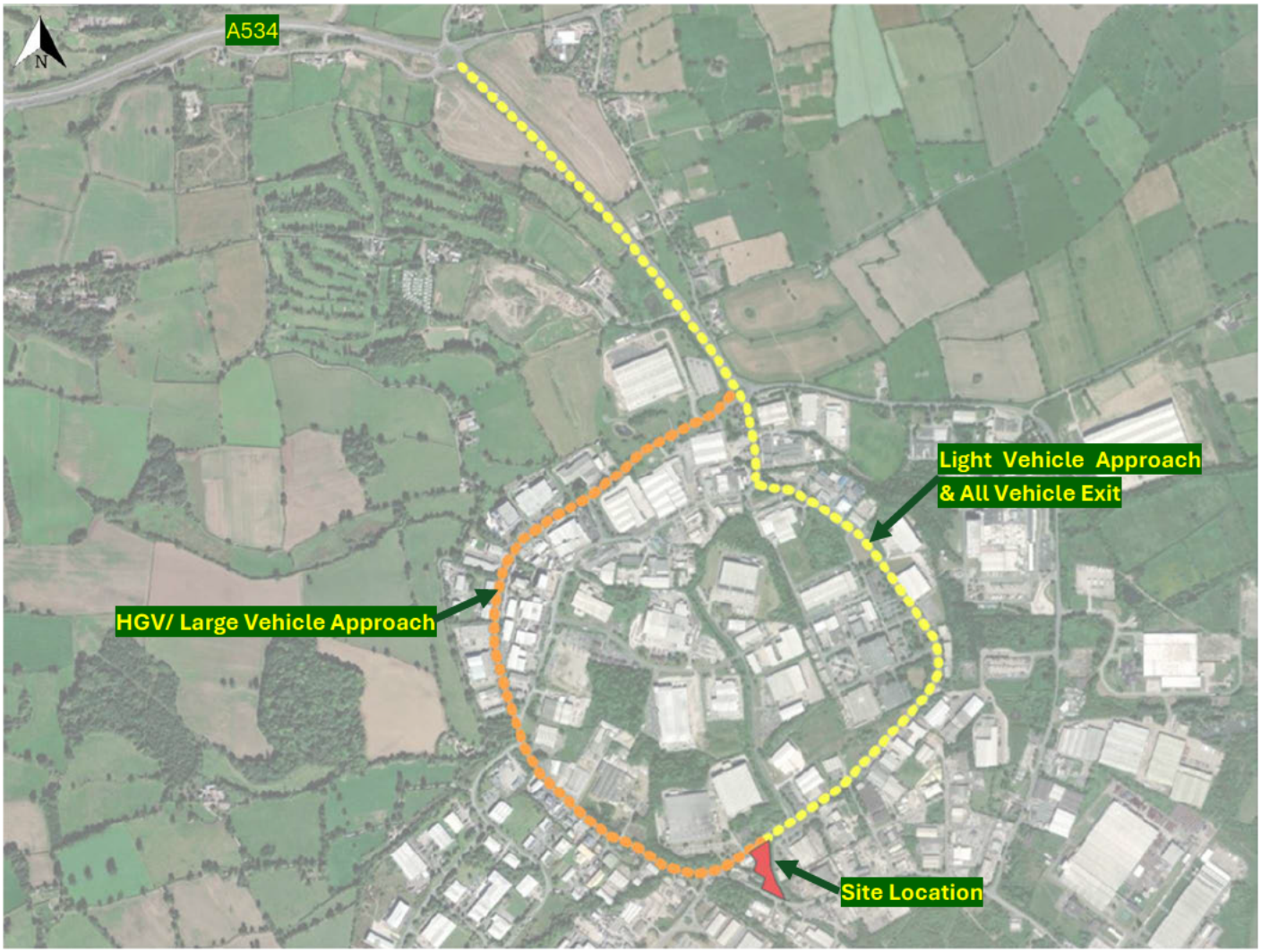


Figure 3:- HGV Haulage Route

6.2 Peak Period Management

Delivery scheduling will avoid peak commuter periods and will be coordinated to ensure that vehicles only approach the site when it is clear to receive them. Drivers will be instructed to contact the Site Manager prior to passing the Hugmore Roundabout to obtain clearance.

6.3 Vehicle Types and Manoeuvres

Table 1 summarises the required approach and exit manoeuvres for all vehicle types.

Table 1:- Vehicle Manoeuvres

Vehicle	Max Weight	Approach Direction	Entry/ Exit Manoeuvre
Cars/ Vans	n/a	Abbey Road	Left in/ right out
HGVs	Up to 40t	Abenbury Way	Right turn in/ right out
Crane	Up to 160t	Abenbury Way	Right turn in/ right out

6.4 Swept Path Compliance

Vehicle movements shall comply with the swept path analyses contained in the following drawings (Appendix A):-

- RC007 Rev B – Mobile crane (construction phase);
- RC008 Rev B – Articulated HGV (construction phase); and
- RC009 Rev B – 7.5t LGV (operational phase).

Only one HGV or abnormal load vehicle shall be permitted on site at any one time.

6.5 Site Control

All site access shall be controlled by a Site Access Operative / Banksman. Vehicles will not be permitted to enter Bridge Road North or the estate road network without prior site clearance.

6.6 Wheel Cleaning and Road Cleanliness

Vehicle wheels will be inspected prior to exit. Where required, pressure washing will be undertaken. A road sweeper will be deployed if necessary to maintain the surrounding highway free of mud and debris.

7. Construction Traffic Management

7.1 Delivery Scheduling

All deliveries shall be pre-booked and approved by the Site Manager. Drivers will be issued with a site contact number and must obtain clearance before approaching the Hugmore Roundabout.

7.2 Unexpected of Early Arrivals

No vehicle shall wait, park or hold on Bridge Road North or any surrounding public highway. In the event of an early or unscheduled arrival:=

- The vehicle shall be instructed to remain at its origin or supplier depot, or
- The delivery shall be rescheduled to a later time or date, or
- The vehicle shall be directed to a contractor-controlled off-highway location, identified by the Principal Contractor in advance of works.

7.3 Principal Contractor Logistics Review

Prior to commencement of works, the Principal Contractor shall undertake a detailed review of the construction programme and logistics strategy to determine whether a temporary off-highway contingency location is required for exceptional or emergency circumstances. Where such a location is identified, it shall:-

- Be located off the public highway;
- Be subject to landowner consent;
- Be suitable for short-term, attended HGV holding only;
- Not require permanent signage or highway alterations.

Details of this location, if required, shall be appended to this CTMP prior to first use.

8. Visibility and Highway Safety

8.1 Visibility Splays

Visibility splays of 2.4m x 120m in each direction shall be maintained at the site access for both construction and operational phases, in accordance with Technical Advice Note (TAN) 18. Both the construction and operational accesses will have the same centreline and hence the visibility arrangements are shown on Drawing RC005 Rev B, included in Appendix A.

8.2 Site Supervision

A Banksman shall supervise all reversing and abnormal load manoeuvres within the site boundary.

9. Temporary Signage

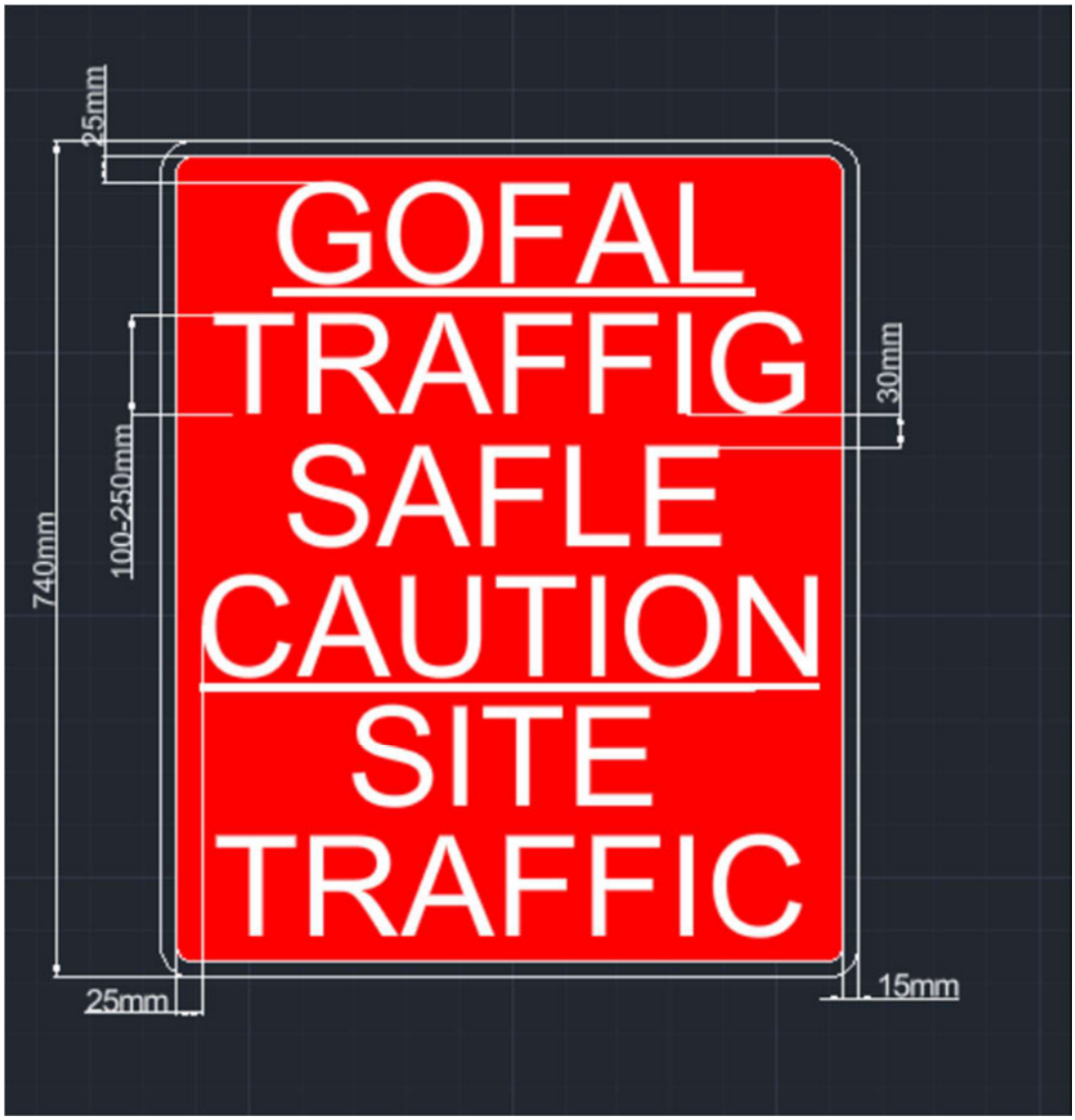
9.1 Signage Types and Specification

Temporary signage for the period of the construction works will be provided on the Bridge Road North for the oncoming traffic as they approach the entrance to the construction site. An additional temporary sign will be immediately on entry to the site to give drivers delivering to the site information on the location of the site compound at the entrance to the site. They will also receive verbal instructions from the Site Access Operative.

The main contractor will be issued with a copy of the CTMP and he will be expected to ensure that construction vehicles adhere to the route to the site from the A534 and to maintain the temporary signage on all approach roads.

The following road signs will be deployed by the contractor. They will be deployed prior to any works commencing onsite and maintained throughout the site work. Additional signs may be provided, subject to agreement or requirement. The signs will be bilingual in Welsh over English and each will have the wording as shown.

Sign A



Sign B



9.2 Signage Provision

Temporary bilingual (Welsh over English) signage shall be installed in accordance with the Highway Authority's requirements as per Drawing RC010 Rev A, included in Appendix A.

- Sign A – "Gofal / Caution – Site Traffic" (100 m in advance of site access, both directions)
- Sign B – "Gofal / Caution – Site Access" (40 m in advance of site access, both directions)

10. Construction Programme and Traffic Generation

10.1 Construction Duration

The construction period is anticipated to be approximately 26 weeks, comprising:-

- Stage 1: Site Establishment (Weeks 1–8).
  - Establish site security;
  - Erect site fencing;
  - Initiate enabling works;
  - Delivery of plant and equipment; and
  - Establish any temporary site amenity and construction requirements.
- Stage 2: BESS Installation (Weeks 6–18).
  - Commence preparation of concrete pads for installation of battery storage plant and associated equipment;
  - Excavate areas for buried services, pipes and cables, install services and backfill;
  - Install battery equipment;
  - Install electrical equipment;
  - Install cabling and commence terminations; and
  - Install DNO substations and cabling.
- Stage 3: Commissioning and Clearance (Weeks 14–26).
  - Commissioning + testing;
  - G99;
  - Removal of offices;
  - Removal of temporary facilities;
  - Restoration of compound areas;
  - Permanent fencing; and
  - Initiate operational works.

10.2 Working Hours

Construction working hours will be:

- Monday to Friday: 08:00–18:00;
- Saturday: 08:00–13:00; and
- No working on Sundays or Bank Holidays.

These hours may be adjusted in accordance with any specific requirements set out in the Planning Decision Notice or by agreement with the Local Planning Authority.

10.3 Personnel

Peak on-site staffing is expected to be approximately 10 operatives. Where practicable, staff will be conveyed via shared transport or minibuses to minimise private car use.

10.4 HGV Movements

During site preparation and installation, it is estimated that:-

- Up to 12 HGV round trips will be required for delivery of battery storage containers and associated equipment;
- Up to 8 HGV round trips will be required for PCS/transformer skids; and
- A further 12 round trips may be required for ancillary equipment and craneage support.

Peak deliveries are forecast at up to 5 HGVs per day for limited periods. Only one HGV or abnormal load vehicle will be permitted on site at any one time.

10.5 Operational Traffic

During the operational phase, vehicle movements will be limited to routine maintenance and inspection visits, averaging fewer than two vehicle trips per month. No permanent staff will be based on site.

11. Monitoring, Enforcement and Communication

11.1 Site Management and Responsibility

The Principal Contractor shall appoint a named Site Manager with overall responsibility for implementation, monitoring and enforcement of this CTMP. The Site Manager shall ensure that all subcontractors, suppliers and drivers are made aware of the requirements of this Plan and that compliance is maintained throughout the construction period.

A Site Access Operative / Banksman shall be present during all periods of HGV, abnormal load or crane movements to manage vehicle entry and exit, supervise manoeuvres, and ensure that no vehicle waits or parks on Bridge Road North or any surrounding public highway.

11.2 Induction and Driver Briefing

All drivers attending the site for the first time shall receive a Driver Information Pack as part of the site induction process. This will include:-

- The approved access route(s) to the site by vehicle type;
- Turning and manoeuvre requirements at the site entrance;
- Prohibition of waiting or parking on the public highway;
- Emergency contact details for the Site Manager; and
- Procedures to follow in the event of early or unscheduled arrival.

A sample Driver Route Card is provided in Appendix B.

11.3 Delivery Booking and Control

All deliveries shall be pre-booked through the Site Manager or nominated logistics coordinator. Bookings will record:-

- Vehicle type and registration (where available);
- Delivery window and expected arrival time; and
- Load type and any special manoeuvre or lifting requirements.

Drivers will be instructed to contact the Site Manager prior to passing the Hugmore Roundabout to obtain final clearance to proceed to the site.

11.4 Monitoring and Record Keeping

The Site Manager shall maintain a Delivery and Compliance Log, recording:-

- Date and time of arrivals and departures;
- Vehicle type and delivery purpose;
- Any non-compliance with the CTMP (including attempted highway waiting or route deviation); and
- Corrective actions taken.

These records shall be retained for the duration of the construction period and made available to Wrexham County Borough Council upon reasonable request.

11.5 Community and Highway Authority Liaison

Prior to commencement of works, the Site Manager shall provide Wrexham County Borough Council with:-

- A named site contact;
- An emergency telephone number; and
- The anticipated construction programme and peak delivery periods.

Any substantiated complaint relating to construction traffic or driver behaviour shall be logged, investigated and responded to within 48 hours.

11.6 Principal Contractor Logistics Review and Off-Site Holding Protocol

Prior to commencement of construction works, and at any point where the construction programme or delivery profile materially changes, the Principal Contractor shall undertake a formal Logistics Review to confirm whether the management-based controls set out in this CTMP remain sufficient to prevent waiting or parking on the public highway.

The Logistics Review shall consider, as a minimum:-

- The confirmed construction programme and sequencing of major deliveries;
- The size, type and frequency of HGV, crane and abnormal load movements;
- Available on-site space for loading, unloading and temporary vehicle standing;
- Peak delivery periods and interaction with local network conditions; and
- Any feedback or concerns raised by Wrexham County Borough Council.

Where the Logistics Review identifies a credible risk of early or unscheduled arrivals that cannot be managed through origin/depot holding and rescheduling alone, the Principal Contractor shall identify a temporary off-site holding area in accordance with the following protocol:-

- The location shall be off the public highway and under private control;
- Use shall be limited to exceptional and short-term attended holding only;
- The location shall be subject to landowner consent;
- The use of the location shall not require permanent signage, traffic regulation orders or highway alterations; and
- The arrangement shall be communicated to all relevant drivers via the Driver Information Pack.

Details of any such location, including a simple location plan and confirmation of landowner consent, shall be appended to this CTMP and issued to Wrexham County Borough Council prior to first use.

11.7 Non-Compliance and Corrective Action

Where a breach of this CTMP is identified, the following stepped response shall apply:-

1. **Immediate Instruction** to the driver or subcontractor to rectify the breach (e.g. removal of a vehicle from the public highway).
2. **Formal Warning** issued to the subcontractor or supplier responsible.
3. **Escalation** to senior management and potential suspension of deliveries from repeat offenders.

Repeated non-compliance will trigger a review of delivery procedures and may result in amended booking or routing protocols.

12. Summary and Conclusions

12.1 Summary

This CTMP has been prepared to provide a clear, enforceable and auditable framework for the management of construction and operational traffic associated with the Battery Energy Storage System (BESS) development at Bridge Road North, Wrexham Industrial Estate.

The CTMP has been structured to directly address the requirements and outstanding actions identified by Wrexham County Borough Council, including the provision of full swept path drawings, visibility splay information, detailed bilingual signage proposals, and robust protocols for the management of deliveries and unexpected arrivals.

Key features of this CTMP include:-

- Defined and controlled HGV and abnormal load routing, aligned with swept path feasibility and banksman-managed right-turn entry and exit manoeuvres;
- A management-based contingency approach that removes reliance on fixed off-site lorry parks or layby holding areas, instead prioritising origin/depot holding and delivery rescheduling;
- A formal Principal Contractor Logistics Review Protocol to ensure that any future need for an off-site holding area is assessed, justified, and implemented in a controlled and transparent manner;
- Clear roles, responsibilities and enforcement procedures, supported by delivery logs, driver induction processes, and an escalation framework for non-compliance; and
- Comprehensive technical appendices, including swept path analyses, visibility splays, signage schedules and driver-facing route cards.

12.2 Conclusions

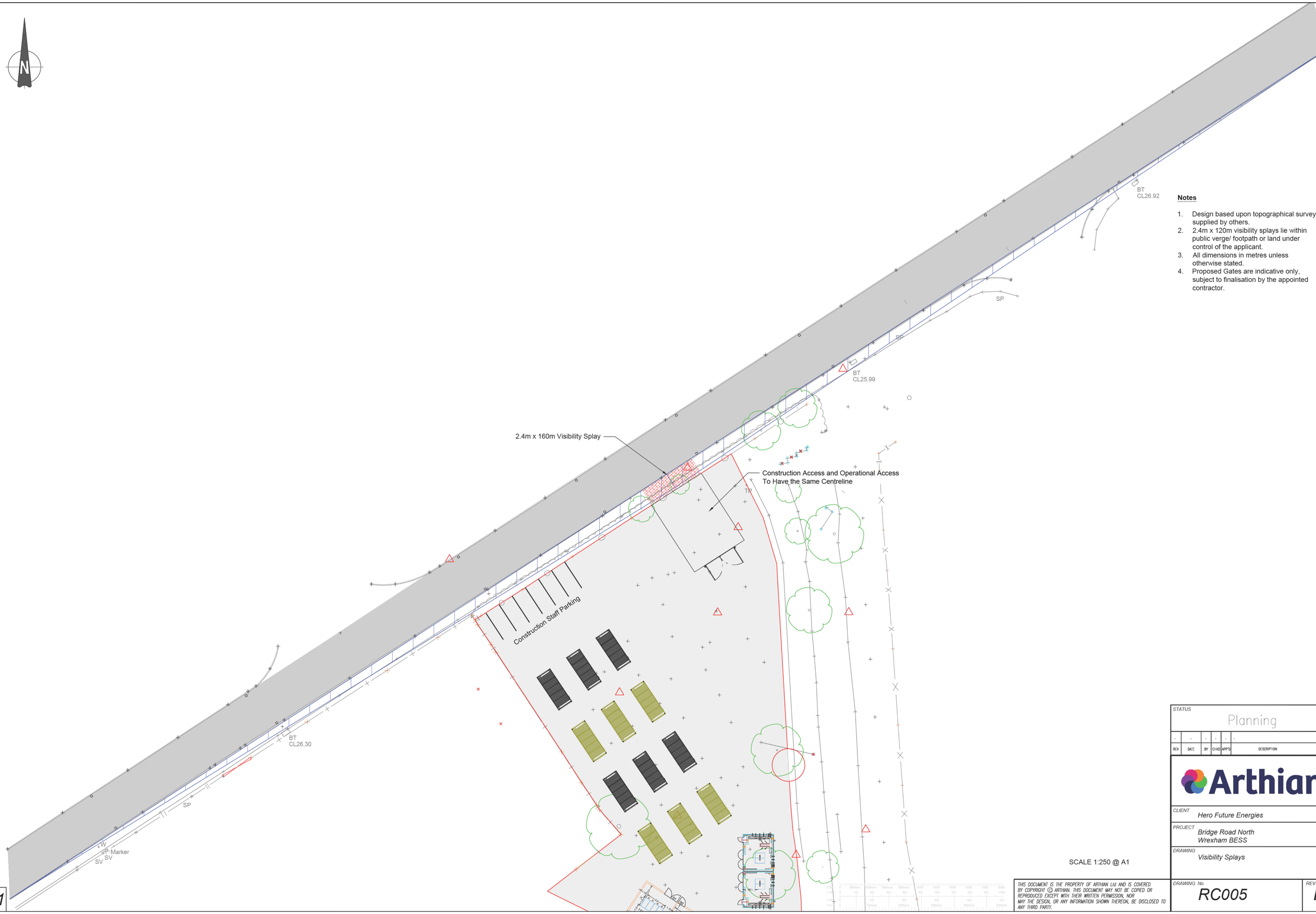
On the basis of the measures set out within this CTMP, it is concluded that the construction and operational phases of the development can be managed without giving rise to unacceptable impacts on the operation, safety or capacity of the surrounding highway network.

The adoption of strict delivery booking, controlled routing, banksman supervision and management-led contingency measures ensures that vehicles do not wait or park on the public highway and that all manoeuvres are undertaken safely and in accordance with the approved swept path and visibility requirements.

This CTMP therefore provides a robust and proportionate basis for the discharge of Planning Condition 17, demonstrating that the development can be implemented in a manner that safeguards highway safety, minimises disruption to the Wrexham Industrial Estate, and remains responsive to ongoing oversight by Wrexham County Borough Council.

Appendices

Appendix A – Drawings



Notes

1. Design based upon topographical survey supplied by others.
2. 2.4m x 120m visibility splays lie within public verge/ footpath or land under control of the applicant.
3. All dimensions in metres unless otherwise stated.
4. Proposed Gates are indicative only, subject to finalisation by the appointed contractor.

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STATUS: Planning

REV	DATE	BY	CHKD	APP'D	DESCRIPTION
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Arthian

CLIENT: Hero Future Energies

PROJECT: Bridge Road North
Wrexham BESS

DRAWING: Visibility Splays

DRAWING. No.: RC005

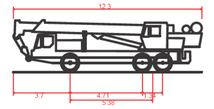
REV: B

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Notes

1. Design based upon topographical survey supplied by others.
2. All dimensions in metres unless otherwise stated.
3. Mobile Crane to be restricted to right turn in and right turn out manoeuvres only.
4. Proposed Gates are indicative only, subject to finalisation by the appointed contractor.



Large Mobile Crane	
Overall Length	12.300m
Overall Width	2.430m
Overall Body Height	3.386m
Min Body Ground Clearance	0.590m
Track Width	2.430m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	10.000m

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STATUS: Planning

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Arthian

CLIENT: Hero Future Energies

PROJECT: Bridge Road North
Wrexham BESS

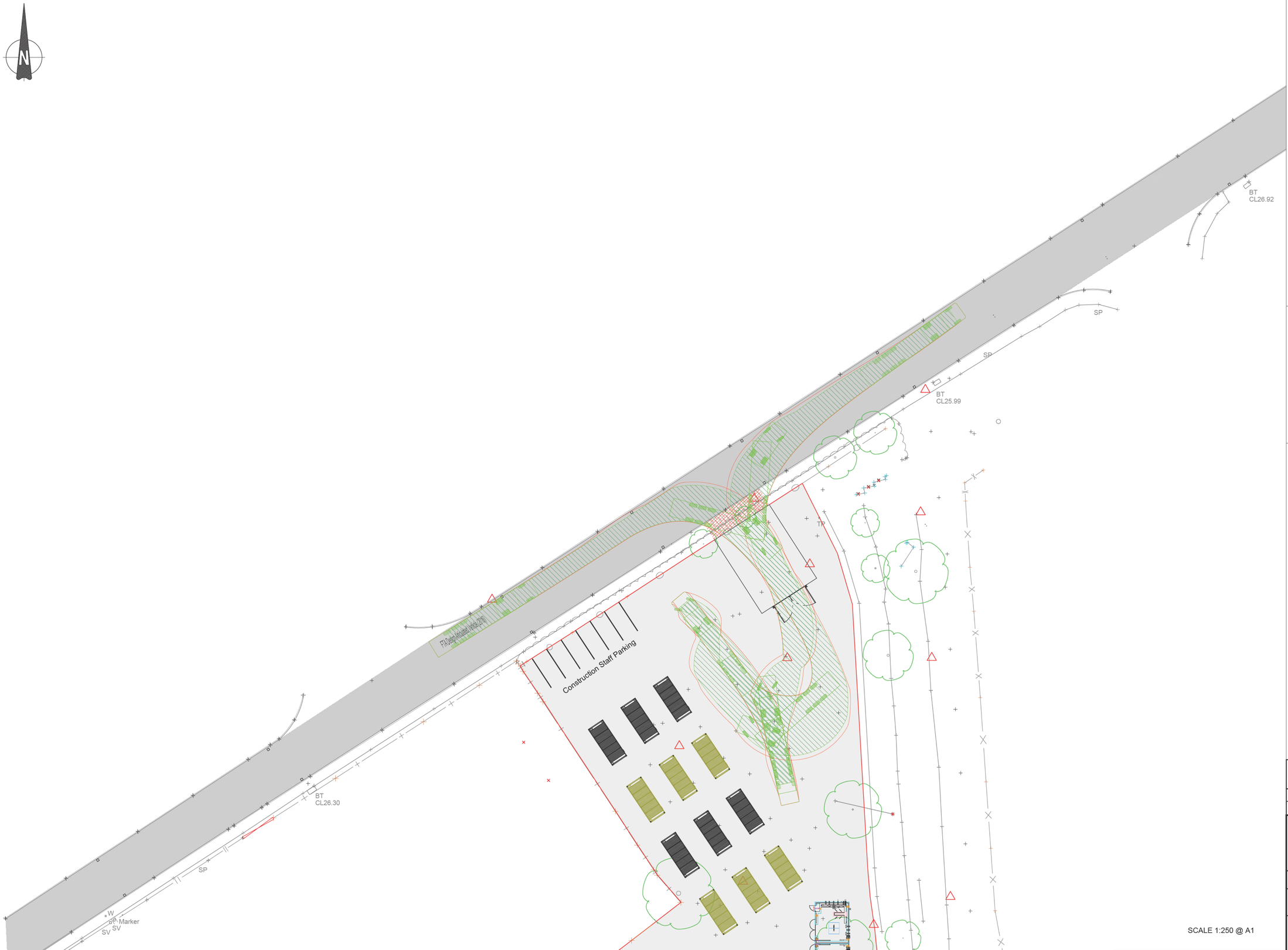
DRAWING: Swept Path Analysis
Mobile Crane
(Construction Phase)

DRAWING. No. RC007

REV B

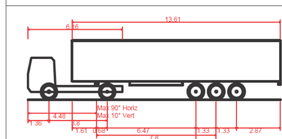
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Notes

1. Design based upon topographical survey supplied by others.
2. All dimensions in metres unless otherwise stated.
3. Artic Lorry to be restricted to right turn in and right turn out manoeuvres only.
4. Proposed Gates are indicative only, subject to finalisation by the appointed contractor.



FTA Design Articulated Vehicle (2016)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.600m

SCALE 1:250 @ A1

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STATUS: Planning

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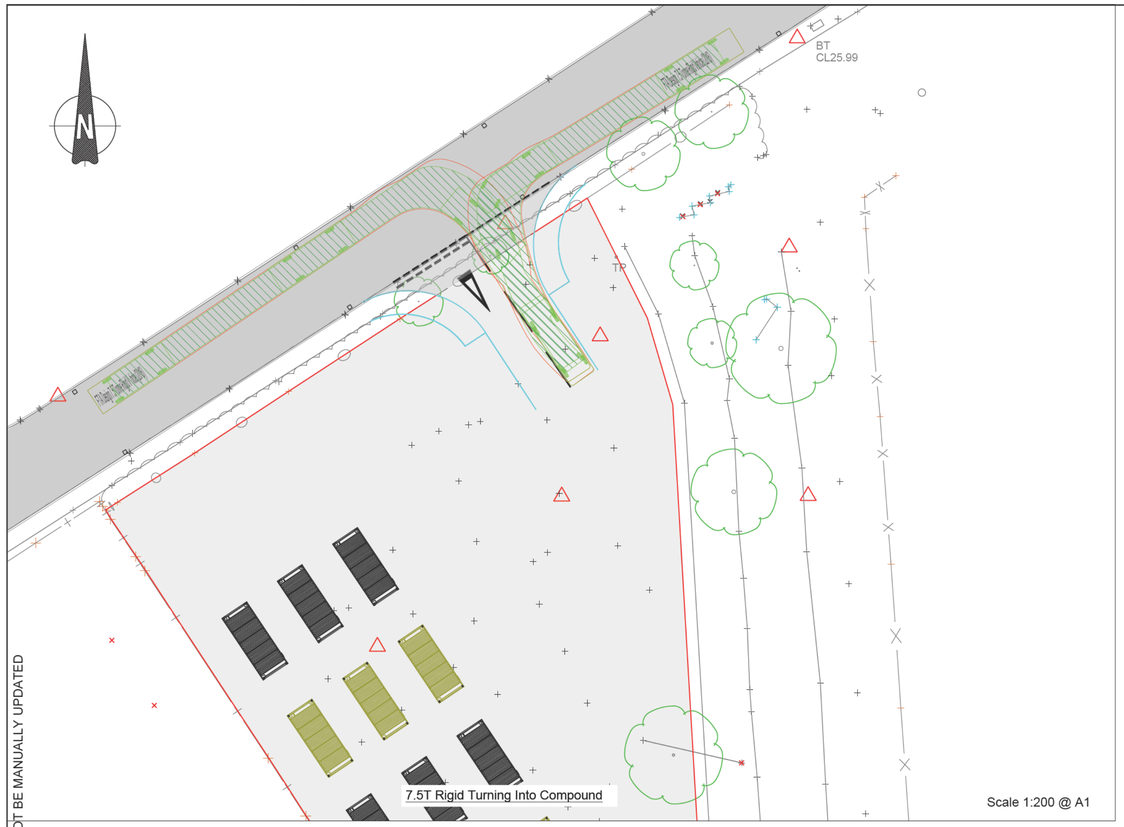
CLIENT: Hero Future Energies

PROJECT: Bridge Road North
Wrexham BESS

DRAWING: Swept Path Analysis
Max Legal 16.5m Articulated Lorry
(Construction Phase)

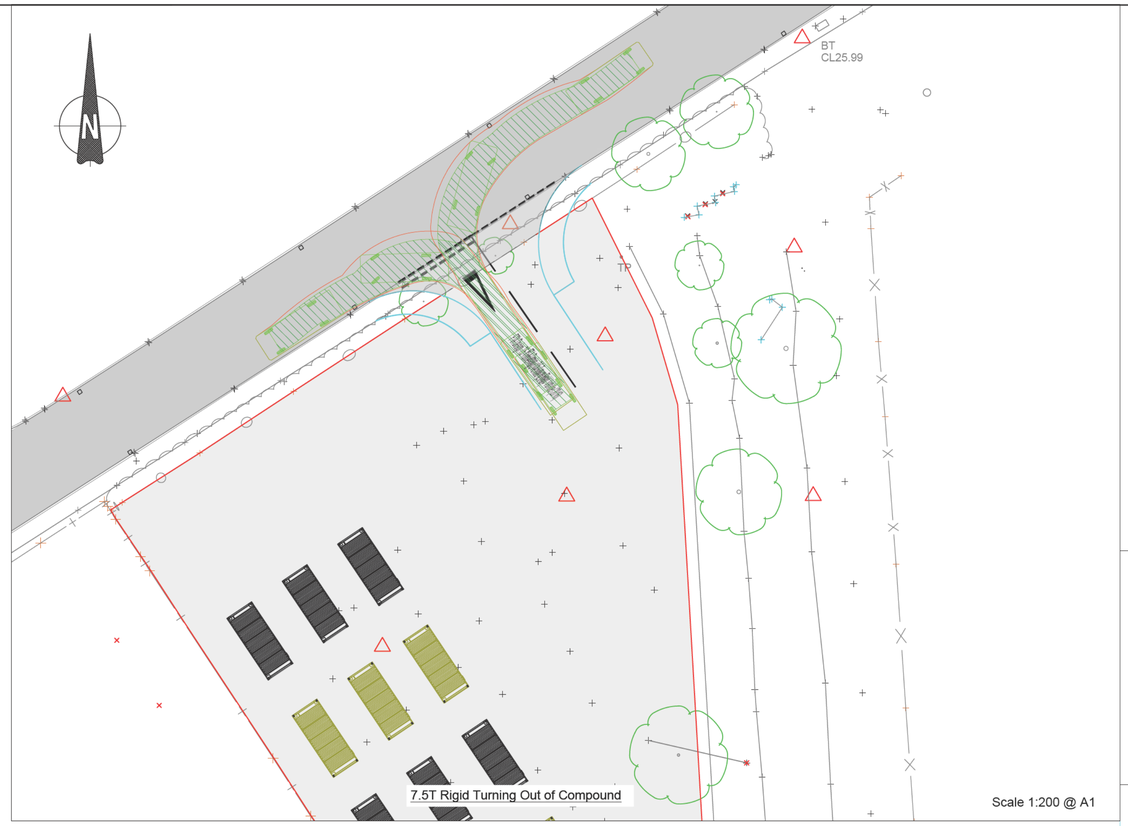
DRAWING. No. RC008

REV B



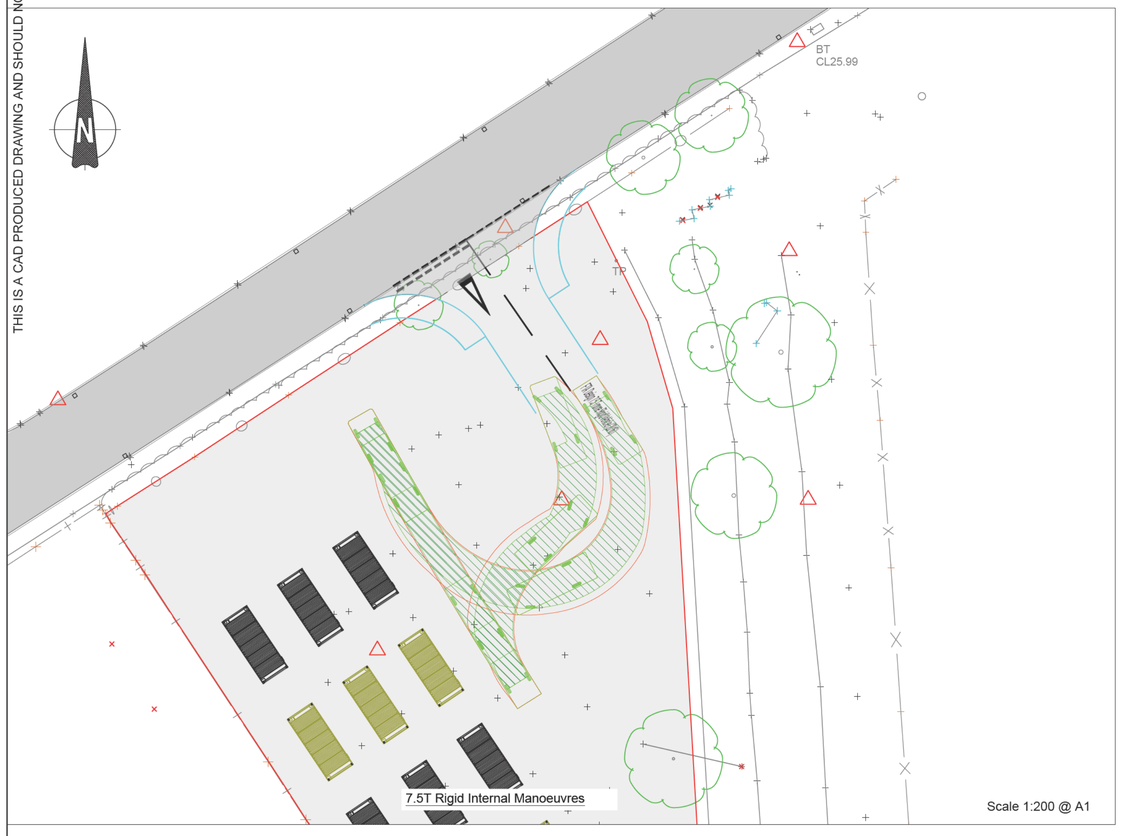
7.5T Rigid Turning Into Compound

Scale 1:200 @ A1



7.5T Rigid Turning Out of Compound

Scale 1:200 @ A1

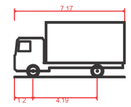


7.5T Rigid Internal Manoeuvres

Scale 1:200 @ A1

Notes

1. Design based upon topographical survey supplied by others.
2. All dimensions in metres unless otherwise stated.



FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	7.000m

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A1

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STATUS: Planning

REV	DATE	BY	CHKD	APP'D	DESCRIPTION
.	.	.	.	.	.

Arthian

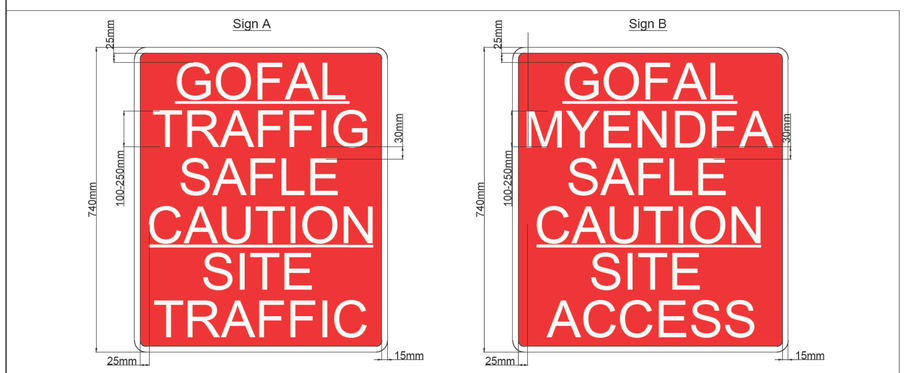
CLIENT: *Hero Future Energies*

PROJECT: *Bridge Road North*
Wrexham BESS

DRAWING: *Swept Path Analysis*
7.5T Rigid Lorry
(Operational Phase)

DRAWING. No. *RC009*

REV *B*



Sign Dimensions (Not to Scale)

Notes

1. Design based upon topographical survey supplied by others.
2. All dimensions in metres unless otherwise stated.
3. Proposed Gates are indicative only, subject to finalisation by the appointed contractor.

SCALE 1:250 @ A1

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STATUS: Planning

REV	DATE	BY	CHKD	APP'D	DESCRIPTION
.	.	.	.	.	.

Arthian

CLIENT: Hero Future Energies

PROJECT: Bridge Road North
Wrexham BESS

DRAWING: Proposed Construction Sigange Plan

DRAWING. No. RC010

REV A

A1

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Appendix B – Sample Driver Route Card

Arthian

Head Office Address:
Suite 1.1
389 Argyle Street,
Glasgow, G2 8LR
www.arthian.com
info@arthian.com

Route Driver Card

Site: _____

Site Access: Bridge Street North (what3words: _____)

Version / Date: v____ – ____ ____ 20_

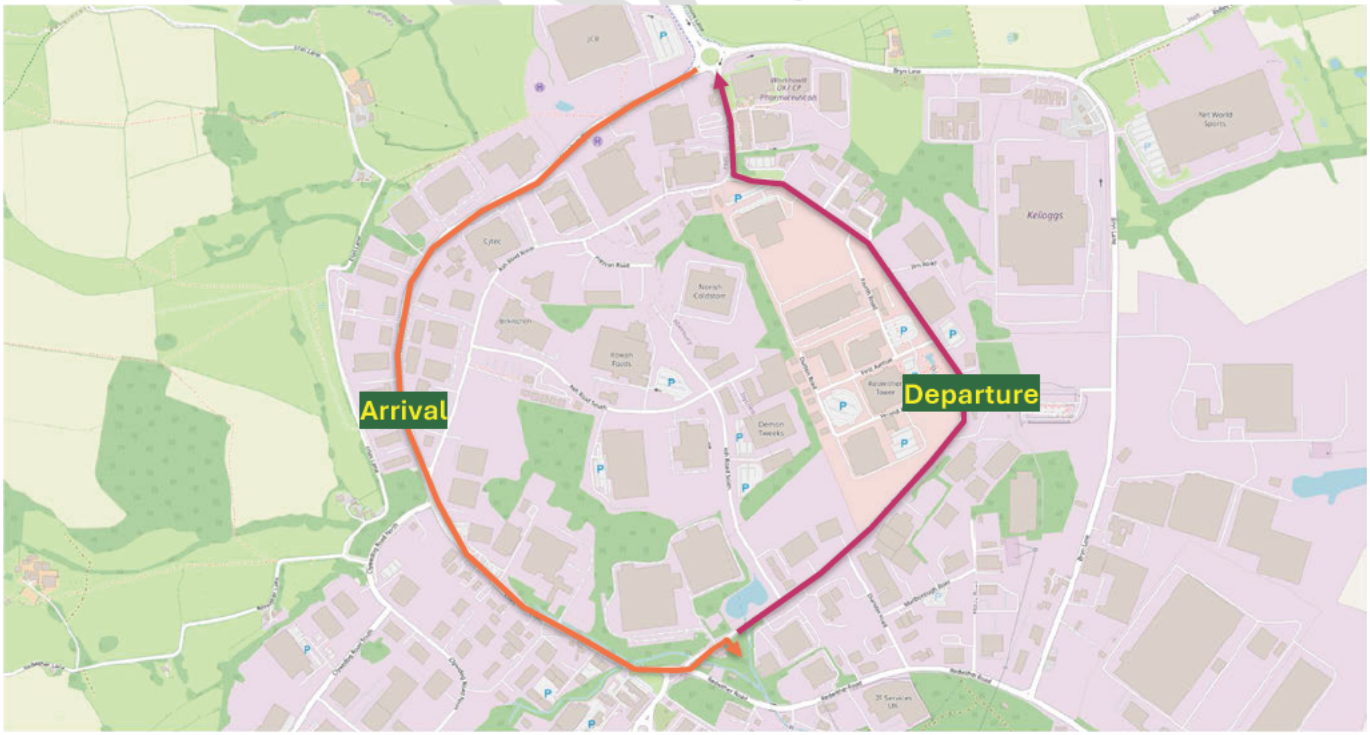
Booking ID: _____

Delivery Window: ____:____ – ____:____ (***Do not*** arrive early or late)

1.1 Approved Route

- A534 → Hugmore Roundabout
- Exit toward Abenbury Way
- Follow Abenbury Way to junction with Bridge Road North
- Left turn onto Bridge Road North
- Right turn into Site Access (Banksman-controlled)

Do NOT approach the site via Abbey Road or alternative estate roads unless expressly instructed by the Site Manager.



SAMPLE

1.2 Arrival Procedure

- Contact the Site Manager before passing Hugmore Roundabout to confirm clearance.
- Proceed to the site only when instructed.
- Follow all directions given by the Banksman on approach and entry.

1.3 Early or Unscheduled Arrival

- **Do NOT** wait or park on Bridge Road North or any public highway.
- Remain at your point of origin or supplier depot and await further instruction.
- Deliveries may be rescheduled if access is not immediately available.

1.4 Site Rules

- Engines to be switched off when stationary.
- No idling on the public highway.
- Observe 10 mph speed limit within the site.
- Follow all site signage and staff instructions at all times.

1.5 Departure Procedure

- Exit the site under Banksman control.
- **Right turn out only** onto Bridge Road North.
- Rejoin Abenbury Way and follow the approved route back to the A534

1.6 Contacts

- CTMP Coordinator (24/7):_____
- Site Banksman:_____
- Emergency: 999 → then notify coordinator

1.7 Acknowledgement (driver)

I have read and will comply with this Route Card / Driver Brief.

Name: _____

Company: _____

Reg: _____

Signature: _____

Time: _____

SAMPLE

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