



Construction Traffic Management Plan

For:

Planning application P/2021/0560: redevelopment of canal basin for use as boat hire business including erection of 2 buildings and storage enclosure' Trevor Basin, Off Tower Hill, Trevor Wrexham LL20 7TU

1.0 Introduction

- 1.1 The Construction Traffic Management Plan (CTMP) has been prepared to establish how the Canal & River Trust's ('the Trust') 'principal contractor' will minimise the impact of their works on the surrounding community and local road network, both for the activities on site and transport arrangements.
- 1.2 The CTMP aims to establish an understanding of the works and various activities associated with the project. It is however subject to some third-party approvals therefore minor amendments are possible. The CTMP will be reviewed on a regular basis by the principal contractor to ensure that it is being adhered to and remains appropriate.
- 1.2 The document is set out under the following headings:
 - Background
 - About the site
 - Site access and egress
 - Proposed traffic management
 - Parking, loading, and unloading
 - Sustainable travel

2.0 Background

- 2.1 Trevor Basin and the Pontcysyllte Aqueduct are a popular tourist destination owned and operated by the Trust. There are high visitor numbers to this location for tourism, leisure, and recreational purposes. Water based activities and use of the adjacent towpath and surrounding land are very popular.
- 2.2 In 2009 the Pontcysyllte Aqueduct, Trevor Basin and eleven miles of the Llangollen Canal between Chirk and Horseshoe Falls were inscribed as a World Heritage Site (WHS). The WHS recognises the worldwide importance of the landscape character and heritage value of the canal, basin, and aqueduct.
- 2.3 The Trust is proposing to relocate an established hire boat operator within Trevor Basin to a more suitable location on the site of a former trip boat operator and has submitted planning application P/2021/0560 to Wrexham County Borough Council (WCBC) to seek consent for the:

'Redevelopment of canal basin for use as boat hire business including erection of 2 buildings and storage enclosure'

3.0 About the site

- 3.1 The location of the proposed development is towards the rear of Trevor Basin where the water space is forked into two sections. Vehicular access to the site is from Tower Hill to the north, along a linear access route adjacent to the main Trevor Basin visitor car park.
- 3.2 The extent of the application site ('the site') is shown edged in red below.

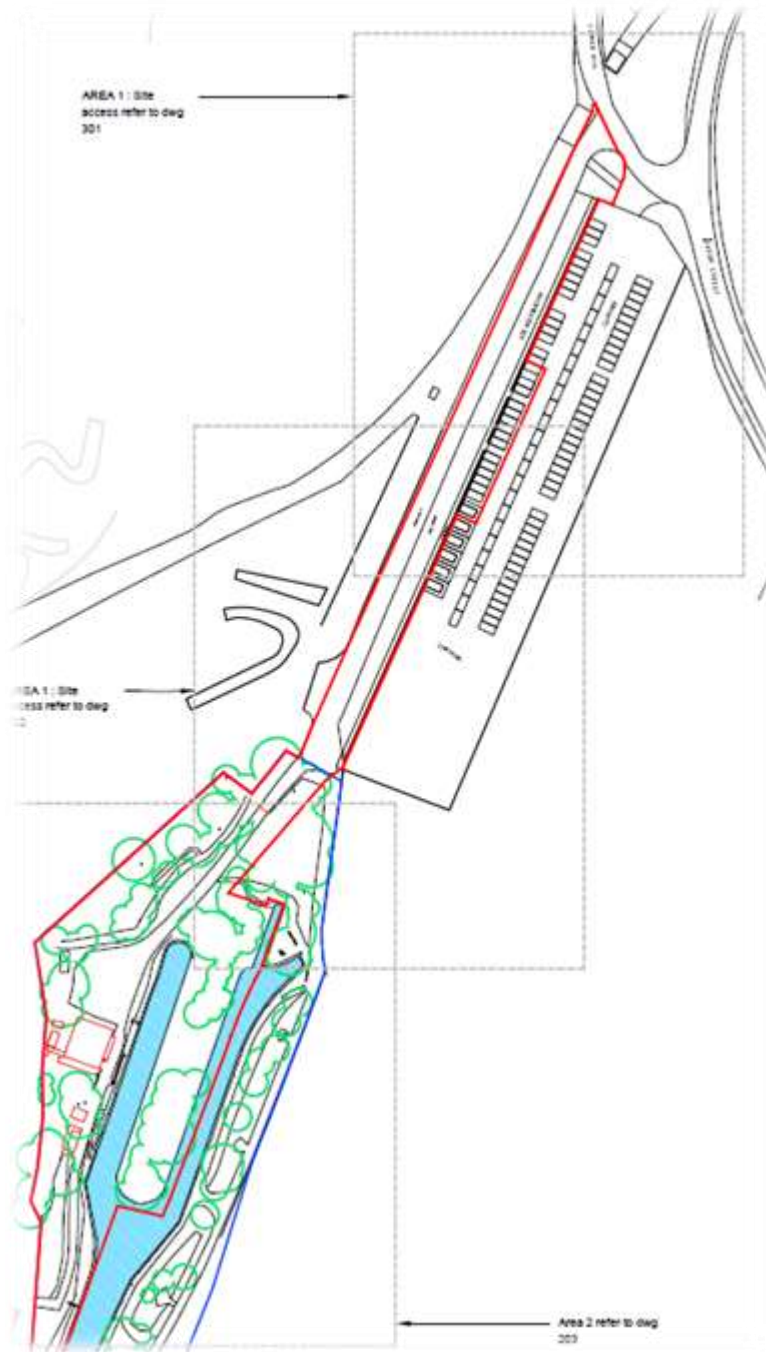


Diagram 1 – the site

- 3.2 The site previously accommodated the base of a former trip boat business, which no longer operates. The former prefabricated buildings have been removed leaving an open accessible site.

4.0 Site access and egress

- 4.1 Access to the site is limited to and only available from the linear privately accessible lane off Tower Hill. Therefore, the route for construction traffic to the site will utilise that access and the existing public highway network.

5.0 Proposed traffic management

- 5.1 All existing vegetation will be cut back along the private site access road as priority work so that the maximum 5 metre width is available for vehicles using the access lane. Segregation of traffic and pedestrian use is paramount, which will be achieved through the use of the pedestrian path through the adjoining carpark.
- 5.2 It is anticipated that the construction working hours within which construction workers and construction deliveries will take place are as follows:
- Monday to Friday, between the hours of 07:00 to 18:00
 - Saturday between the hours of 7:00 and 16:00
 - No working is anticipated on Sundays or bank holidays
- 5.3 It is anticipated that construction workers will all be arriving at site in the AM and leaving site in the PM. Therefore, any scope for oncoming vehicles travelling in opposite directions and meeting one another is significantly minimised, despite having to width to pass one another safely.
- 5.4 Construction deliveries are to be pre-planned through the main contractor with a stated delivery time from suppliers. This is to avoid more than one delivery at a time on-site. It will also allow for deliveries to take place outside local peak congestion times such as times associated with local school and commuter traffic. Also, prior to 11:00 on Saturdays.
- 5.5 All pre-planned deliveries will be required to report to the main contractor to enable adequate management of vehicles arriving and leaving.
- 5.5 Current suggested deliveries will be one large delivery per week with additional one-off specialist deliveries as required to be planned on alternate days, eliminating risk of site and access road congestion.
- 5.5 Construction traffic will include:
- Construction materials - fixed axel 6-wheel lorries or smaller with rear / front high-hab or detachable forklift.
 - Skip wagons
 - 3.5t / 4.t Delivery vans
 - Mixture of light commercial vans and cars for site staff
 - Local building suppliers are to be used where possible.

- 5.6 Site access will be restricted at all times of non-attendance by the contractor through the use of the existing drop bollards at the junction with Tower Hill and further locked herras fencing at the lower at the site entrance.
- 5.7 Construction traffic only / no unauthorized access signs will be displayed at the site entrance, with a further site office contact for emergencies. Herras fencing will be closed throughout the working day to prevent pedestrian access. For safety and potential emergency service attendance the bollards will not be raised during working hours when staff are in attendance.
- 5.8 Pedestrian signage will be displayed on the herras fencing with further directional signage to the new pedestrian route. Further herras fencing will be installed from the southern pedestrian exit / entrance to the site boundary to prevent unauthorised access onto the access drive
- 5.7 Despite every effort to manage construction deliveries there will be space to pull into the access road off Tower hill and to wait for access, therefore eliminating any obstruction to the public highway.
- 5.8 Indicated signage for traffic will be demountable and removable during non-working hours. Pedestrian signage will remain fixed to appropriate fencing.

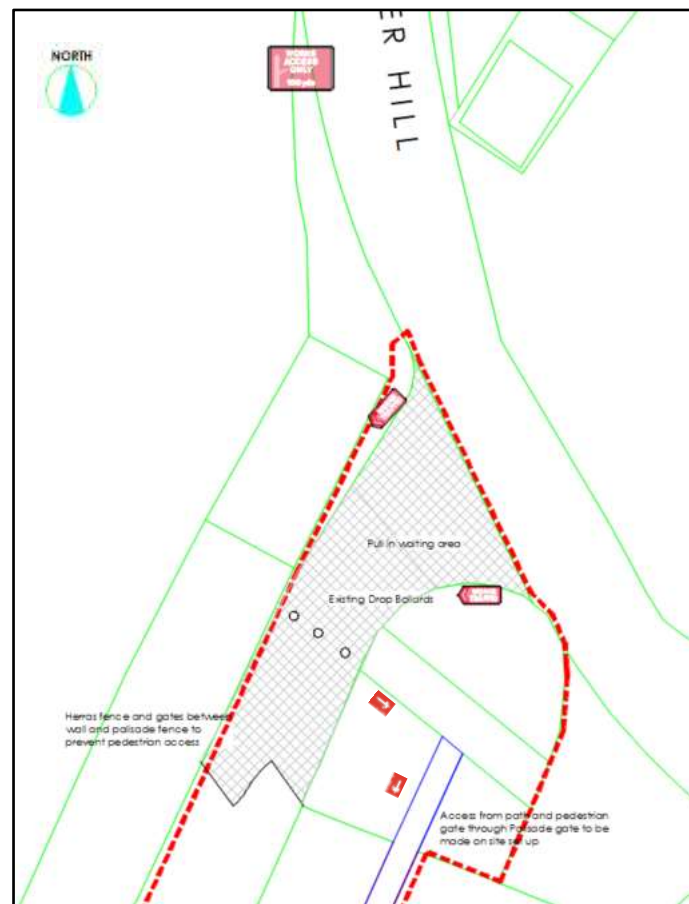


Diagram 2 – Proposed Layout plan at Tower Hill Entrance

6.0 Parking, loading, and unloading

- 6.1 It is highlighted that approx. 14 construction staff including supervisors would be on site at the peak of construction. With the expected usual attendance being 6 to 8 staff (2 teams). The majority of staff will be through the main contractor where it is highlighted that van share will be expected, to limit overhead costs. The expected construction team vehicles at peak times would include 5 vans and 2 cars
- 6.2 Parking is all to be arranged within the site boundary taking into consideration site cabins, loading / off-loading points and turning circles. The use of the swept path analysis for large refuse vehicles has been used to determine loading points and parking areas. Further use of existing laybys has also been considered and to be used throughout the construction term.
- 6.3 A site office / welfare cabin with WC will be placed on the access road layby with space for two cars / vans. A further site storage cabin will be positioned within the existing site and outside the line of the proposed building line, with carparking to be made adjacent to.
- 6.4 The following diagram is an extract from the submitted BWB Transport Statement (swept path analysis) with cabin and parking placement added for identification.

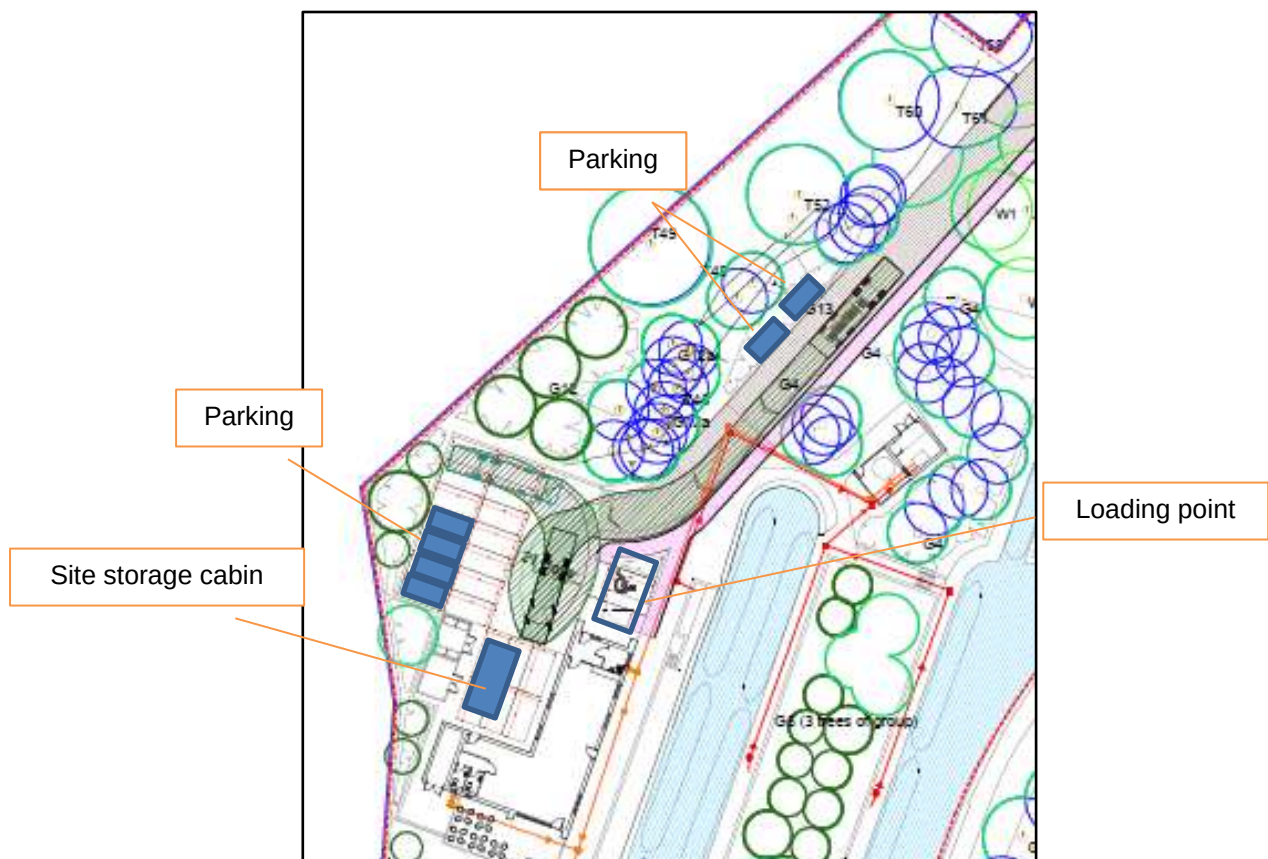


Diagram 3 – Proposed site Layout plan

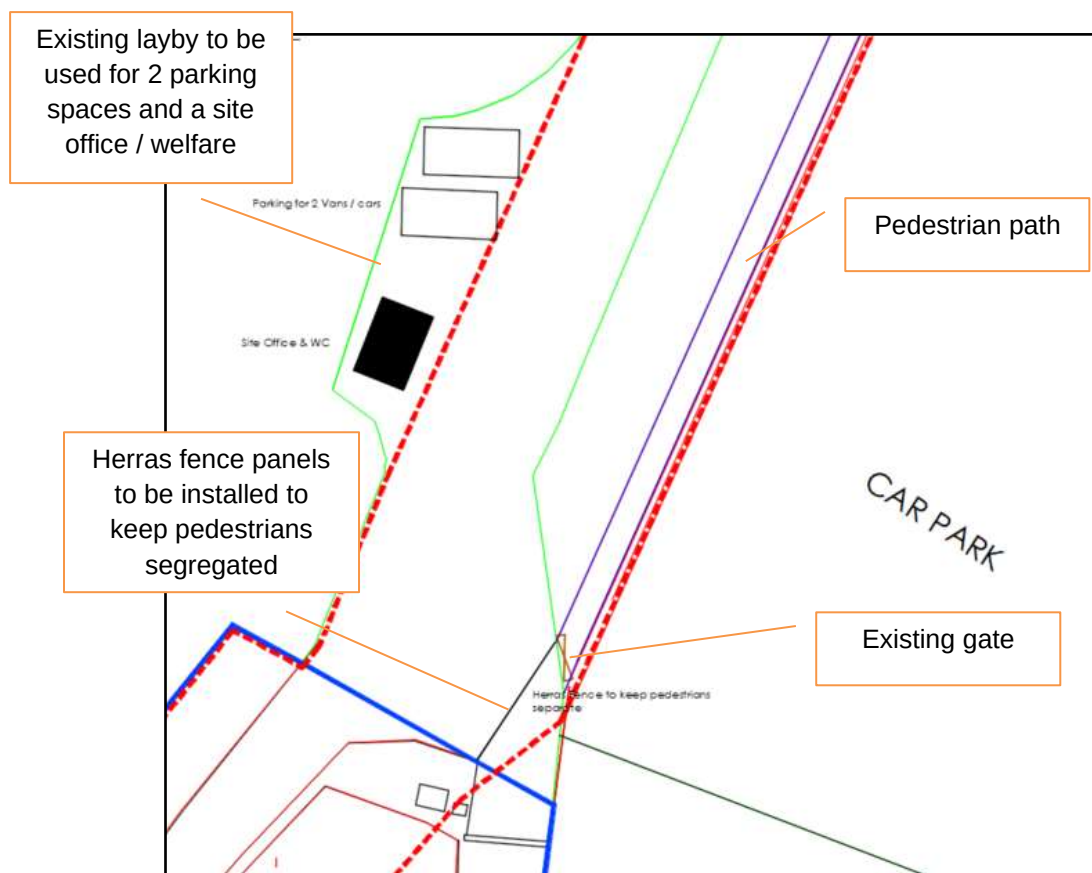


Diagram 4 – Southern entrance Proposed Layout plan

7.0 Sustainable Travel

- 7.1 Contractors will be encouraged to minimise the impact of travel by considering sustainable modes of transport to the site. There will also be a strong promotion for car sharing and arriving together in a contractor vehicle rather than individually.
- 7.2 Due to the nature of the works the teams required to undertake it are specialists that are unlikely to reside locally to the site. A review by the principal contractor will be undertaken to ensure there is appropriate accommodation provided for the site team where necessary either with local B&Bs or hotels. At this stage accommodation locations cannot be known, but contractors should be able to exercise a degree of control over the impact of their trips to site when works teams are in place and in accommodation.
- 7.3 Subject to government advice and Principal Contractor guidance and policy COVID restrictions may apply.
- 7.4 Local supply chains for materials and waste removal will be undertaken wherever feasible minimising heavy goods travel and also to help local commerce.