

Cynllun Rheoli Traffig Adeiladu a Safle **Construction & Site Traffic Management Plan**

Ysgubor Wyre, Llanrhystud



Hydref/October 2025

Dogfen/Document Ref:
DWT374/CSTMP/A

CONTENTS

1.0	INTRODUCTION.....	2
1.1	Report Purpose.....	3
1.2	Report Structure	3
2.0	THE CONSTRUCTION SITE	4
2.1	Public Transport.....	4
2.2	Local Road Network	5
2.3	Construction Vehicle Trip Generation	5
2.4	Construction Worker Trip Generation	5
2.5	Car Parking	5
3.0	PROPOSED DEVELOPMENT AND ACCESS ARRANGEMENTS.....	7
3.1	Development Proposals	7
3.2	Construction Site Access	7
3.3	Construction Programme	7
3.4	Enabling Works.....	8
3.5	Site Office	8
3.6	Potential Impacts on Utilities	8
4.0	LOGISTICS	8
4.1	Construction Vehicle Routing.....	9
4.2	Route Compliance.....	9
4.3	Delivery and Servicing.....	9
4.4	Construction Traffic Method Statement.....	11
4.5	Construction Personnel.....	13
5.0	CONSTRUCTION TRAFFIC MITIGATION	13
5.1	General.....	13
5.2	Construction Manager	13
5.3	Subcontractors	14
5.4	Good Neighbours Policy.....	14
5.5	Dust and Dirt Control	14
5.6	Mud on Roads / Wheel Washing.....	15
5.7	Pedestrian Safety.....	16
6.0	CONCLUSION	16

1.0 INTRODUCTION

DW Transportation Limited has been commissioned [REDACTED] to produce a Site Construction Site & Traffic Management Plan (CSTMP) to discharge Condition 19 of planning application ref A230584 which is for the erection of two open market dwellings, creation of new access onto the A487, closing up of existing access and additional car parking for Sgubor Wyre. Planning permission was granted on 15 November 2024.

The site is part of a parcel of land located between the A487 trunk road and the river Wyre in the settlement of Llanrhystud. To the east of this land is the Maes Wyre housing estate and the west of the site is characterised by residential units which ultimately face on to the Black Lion Hotel.

A plan showing the development for construction can be seen in Figure 1-1.

Figure 1-1 The Development



Whilst the planning condition has been placed on the Decision Notice, CCC has since confirmed in a letter 12/05/2025 that

*Details required within the CSTMP can't be completed at this stage and **therefore it is premature to request for the discharge of this condition**, information to be supplied by the contractor cannot be provided nor indicative timeframe for the works which would need to take account of embargo periods and be included within the document.*

However, a contractor is now selected and has input to this CSTMP as required. The contractor details are:

Cartrefi AJ Homes Ltd
Can y mor
Borth
SY24 5ND

Email

Tel.

1.1 Report Purpose

This CSTMP has been produced to ensure traffic management practices and necessary arrangements are in place throughout the construction period to ensure the safety and free flow of trunk road traffic.

This CSTMP identifies measures that aim to minimise the effect of construction traffic on the surrounding road network with respect to potential temporary changes to vehicular traffic and pedestrian movements.

1.2 Report Structure

Condition 19 requests the following information as a minimum. Given the scale of the development, the following information is considered adequate as the report content.

- a. Site compound location details;
- b. Detail the temporary access to the development from the public highway;
- c. On-site parking provisions for a minimum of 5 vehicles which must adhere to LPA Parking Standards and include provision for at least 1 oversized parking bays of 6m x 3m and 1 visitor parking bays. The approved layout must be available until all of the roadways have been constructed and at least 85% of the scheme completed in full. The parking area must also have a compliant turning head to allow vehicles to enter, turn around and exit in a forward gear;
- d. Scheduling and timing of deliveries taking account of WG highway embargo periods;
- e. Loading and unloading proposals/method statements;
- f. Storage of plant and material used in constructing the development;
- g. Travel Management Plan;
- h. Details of on-site wheel washing facilities and/or positive measures to ensure no mud or debris amasses on any part of any vehicle connected with the development which could then be deposited on the public highway; jet wash / tarmac access road
- i. Cleansing proposals of the Public Highways due to the development (if applicable);
- j. Bilingual (Welsh above English) traffic management signs schedule and location plan (to The Traffic Signs Manual and The Traffic Signs Regulations & General Directions specifications).

Certain details will be added to this 'live document' as they become available. Where this is the case, this has been stated throughout the report.

This CSTMP is structured as follows:

Section 2: Baseline Conditions – Describes the existing site and the surrounding area transport and highway characteristics;

Section 3: Proposed Development – Provides an overview of the proposed development, the construction scheme overview and the construction programme;

Section 4: Logistics – Considers the logistics of construction, including vehicular access routes, loading and unloading arrangements, anticipated vehicle frequencies, sizes and movements, and details of core working hours;

Section 5: Construction Mitigation Measures – Sets out the mitigation measures that will be employed during construction to minimise the impact of construction on local residents, businesses and the local highway network; and

Section 6: Summary and Conclusion – Summarises the key points of this CSTMP, and provides a final conclusion.

2.0 THE CONSTRUCTION SITE

The construction site currently comprises

- Bed and Breakfast with a garden area, vegetable patch and sheds;
- Parking and Turning Area;
- Lawn;
- Agricultural Land;
- Home Office;
- Polytunnels;
- 1.8m High Timber Paneled Fencing to Boundary;
- Mixed Species Hedgerow with Post and Stockproof Wire Fencing and
- Extant planning permission for 2 Open Market Dwellings with access gained from Maes Wyre

The existing vehicular site access is positioned at the western point and gained immediately off the A487. For pedestrians, there is a direct link from the side of Sgubor Wyre onto Queen Street to the south of the site.

2.1 Public Transport

2.1.1 Bus

The nearest bus stops to the site are located at the Black Lion public house, which is just 130m from the site.

- T1 – Carmarthen to Aberystwyth
- T1C– Carmarthen to Aberystwyth
- T1X – Cardiff to Aberystwyth
- T5 - Haverfordwest to Aberystwyth

2.2 Local Road Network

The local road network relevant to the site comprises the A487, a trunk road under the control of Welsh Government.

2.3 Construction Vehicle Trip Generation

The contractor has confirmed that the following vehicle trips would be associated with the construction of the two houses.

On average, one lorry will be required on site each week throughout the build, though this may vary. Up to five vans could be on site at any one time, although this may vary at various stages of the build.

2.4 Construction Worker Trip Generation

The contractor confirms that construction workers on site each day is estimated to range between 5 and 10 depending on the construction stage.

2.5 Car Parking

All construction staff would park on the site. A parking area will be set up for 11 cars adhering to LPA Parking Standards and includes provision for at least 1 oversized parking bays of 6m x 3m and 1 visitor parking bay. The approved parking layout will be available until all of the roadways have been constructed and at least 85% of the scheme completed in full. The parking will have a compliant turning head to allow vehicles to enter, turn around and exit in a forward gear. The parking layout is shown in yellow on **Figure 2-1**.

Figure 2-1
Site Contractor Parking



It should be noted that the above construction site layout is indicative and the contractor may be required to amend this in the preparation of the site. As this is a live document, Ceredigion County Council would be made aware of any significant changes to the layout.

The car parking provision for the B&B would be retained during the construction process.

At this stage the exact phasing of construction is not known, however as details on elements such as facilitating car parking, deliveries and storage emerges, these will be fully agreed with Ceredigion County Council prior to commencement of the build.

3.0 PROPOSED DEVELOPMENT AND ACCESS ARRANGEMENTS

3.1 Development Proposals

The proposal comprises the construction of two open market dwellings, creation of new access onto the A487, closing up of existing access and additional car parking for Sgubor Wyre.

3.2 Construction Site Access

It is anticipated that the proposed site access will be constructed prior to construction of the development. Therefore, the access shown on Figure 2-1 will be the construction site access.

3.3 Construction Programme

It is anticipated that the proposed development will require the following key activities.

- Secure site and set up boundary hoarding
- Site preparation
- Lay foundations
- Build superstructure
- Build up to wall plate
- Build roof + covering
- Exterior and interior fittings
- First fix
- Drainage and external works
- Ceilings + dry lining
- Second fix carpentry
- Second fix electrics + plumbing
- Decorating
- Landscaping
- Final stage (cleaning etc)

The construction programme, as provided by the contractor, is at **Appendix A**.

3.4 Enabling Works

3.4.1 Site Preparation

Site setup is likely to occur for a period of one week. Site setup is important to mitigating any impacts on the surrounding highway network as well as neighbouring residents and businesses.

The site will remain presentable and tidy at all times. Hoarding or Heras fencing will be erected along perimeters of the site. The fencing will comply with the Health and Safety Authority requirements and will be well maintained throughout the works to ensure public safety.

Building inspections to identify hazardous material/asbestos will be undertaken. The purpose of the hoarding is to provide additional security, both to prevent unauthorised personnel from entering the site as well as providing suitable segregation between pedestrians and the work being undertaken.

3.5 Site Office

Site accommodation and welfare facilities will be located on site in a portable cabin erected on the site on a concrete pad.

3.6 Potential Impacts on Utilities

Utility service diversions and temporary service connections should be carried out during the initial stages of the enabling works. The exact location of these services will not be known until a survey has been carried out post planning. Given that the proposals are new constructions, it is envisaged that services will be re-routed and extended to the new building. Prior to works commencing, any existing utility services should be identified and disconnected across the site. Safe access routes would also be identified for pedestrians across the site.

4.0 LOGISTICS

Local traffic and transport impacts are primary issues and concerns for all construction projects. As such, managing the potential impacts of construction is a key priority. Potential construction impacts include on-street congestion causing traffic delays, potentially increased road hazards, conflict with pedestrians and cyclists, noise from vehicles and air quality impacts from vehicle emissions and dust.

This section provides an overview of the logistics of construction, including vehicular access routes, loading and unloading locations, anticipated vehicle frequencies, sizes and movements, and details of core working hours.

It should be noted, however, that the application is yet to be determined and therefore, all details noted below are subject to change as the development progresses.

4.1 Construction Vehicle Routing

The details of the proposed construction routing will be agreed with Ceredigion County Council/Welsh Government, prior to commencement of construction works, with any Council/WG designated routes being used as much as possible.

It is considered appropriate to avoid routes where vulnerable road users and construction vehicles could conflict. Likewise it is considered appropriate to avoid routes where scheduled road works and construction vehicles could conflict.

All construction workers and suppliers will be advised to use the PIE Freight Journey Planner www.freightjourneyplanner.com which is designed to help freight operators plan their route for a specified size of vehicle, and identify where to stop legally.

The Site Manager will keep up to date on scheduled roadworks, events and incidents in the area. Any major roadworks or events on the preferred route that result in the deviation of the preferred route will be agreed with officers at Ceredigion County Council in advance where feasible.

4.2 Route Compliance

Use of the agreed vehicle will be accepted by the contractor and communicated to all individuals associated with the works. It is envisaged that this information will be communicated in the form of a leaflet or email and will include information with regard to times of operation, delivery routes, the call up procedure and delivery slot information.

Any repeated non-compliance of the proposed construction route could result in disciplinary procedures or the termination of the workers / suppliers contract.

4.3 Delivery and Servicing

4.3.1 Deliveries

All construction deliveries will be made from A487. All site personnel and visitors would be made aware of construction deliveries and appropriate safety measures would be put in place to ensure safety of site personnel and users of the public highway, especially pedestrians and cyclists. Vehicles would book a timeslot which will be allocated on a first come first serve basis. A board where the delivery slots can be reserved

should be put up on Site. The Site Manager will stagger the deliveries to minimise the impact on the site and public highway. Site assistance will meet all deliveries on site prior to them undertaking any unloading.

4.3.2 Vehicle Frequency

Where feasible the contractor will seek to minimise or avoid deliveries during the weekday peak hours (08:00 – 09:00 and 17:00 – 18:00).

4.3.3 Vehicle Size

It is likely that the majority of vehicles accessing the site will be 6 wheel grab lorries (8.1m), rigid delivery vehicles (7.8m), 6 wheel concrete pump lorries (7.7m) and delivery vans (5.6m). As such it is envisaged that all vehicles accessing the site for purposes of construction will be less than 10m in length. Figure 2-1 shows the swept path of a 10m rigid vehicle, which would enter and leave the site in forward gear.

4.3.4 Vehicle Dwell Times

Delivery vehicles are unlikely to attend the site for longer than 30 minutes and will be required to turn off their engines whilst stationary to reduce CO2 emissions.

4.3.5 Control of Deliveries

All deliveries would be controlled by a strict delivery booking system which will distribute deliveries across the week and across working hours. Deliveries should not be accepted outside of their designated time-slot, and such deliveries will be asked to re-book.

On a weekly basis the Site Manager should evaluate details of the daily profile of deliveries proposed for the upcoming week. Hauliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Site Manager to ensure that HGV deliveries are scheduled, ensuring that there is always space at the site to accommodate the deliveries.

It is anticipated that all deliveries to the site will be organised to take place between the hours of 07:00 – 18:00, Monday to Friday and 08:00 – 14:00 Saturday (subject to confirmation / approval from Ceredigion County Council). Where feasible the contractor will seek to minimise deliveries during the weekday peak hours (08:00 – 09:00 and 17:00 – 18:00).

Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading / unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.

4.4 Construction Traffic Method Statement

A construction Traffic Method Statement will be provided by the contractor subject to the approval of this CSTMP. It is noted that the method statement is required to outline the safe and effective control of traffic during the construction of the houses, ensuring compliance with the Road Traffic Regulation Act 1984 and the Active Travel Act.

The statement would be site-specific, considering road characteristics, traffic volume, pedestrian/cyclist flow, and the needs of all road users, including the vulnerable, to develop a detailed plan. It will need to assess any risks, consulting with Welsh Government, obtaining the necessary approvals, and implementing appropriate signage and lighting.

The enquiry for installing traffic management measures will be made to Welsh Government via Traffic Wales. Timescales for obtaining the necessary approvals will be added to this CSTMP in due course.

4.4.1 Traffic Wales Contact Details

Initial contact will be made by the contractor with Traffic Wales. Details are as follows.

Email: contact@traffic.wales

Tel: 0300 123 1213

4.4.2 Highway Embargo Periods

The Welsh Government does not publish a single, universal highway embargo period but instead uses a system of temporary road orders to implement traffic restrictions including speed limits, prohibitions of vehicles, and clearways, on specific stretches of road when necessary for maintenance or safety.

There is an embargo period for road works on the strategic road network for the major holiday periods i.e. Christmas, Easter and the six week summer holidays and Bank Holiday weekends. The construction of the houses is to be planned in advance to avoid these times of year.

The contractor will contact WG when the construction period is known to obtain written confirmation that the works would not contravene any embargo period.

4.4.3 Project Timeframe

There are two key timeframe elements that will affect the total timeframe of the construction phase:

- 1) Access Construction; and
- 2) Dwelling construction.

Access Construction

A drawing pack was submitted to streetworks at Welsh Government (WG) on 21 May 2025 to agree construction details for the approved new access. As no response was received, a further email was issued to WG on 27 June 2025. After further absence of any response from WG, a further email was issued to WG on 21 July 2025. A further chasing email was sent on 3 September 2025.

The developer is seeking to be on site in January 2026. The works would be completed within 28 days. However, at the time of writing this report, an actual commencement timescale is unknown. However an indicative timeframe for the key traffic management elements is suggested below based on an anticipated commencement date for the access construction of January 2026.

Table 4-1
Access Construction Timeframe

Item	Target Date
S278/s38 Agreements	December 2025
Traffic light approval	March 2026
Highway embargo dates	March 2026
Obtain street works permit	June 2026

Dwelling Construction

It is anticipated that the proposed 2no dwellings will be constructed within 8-12 months depending on the type of construction.

4.4.4 Traffic Management Approvals Process

The approvals process for the Traffic Management Method Statement comprises a submission to Traffic Wales.

4.5 Construction Personnel

The number of construction workers on site is estimated to be seven.

5.0 CONSTRUCTION TRAFFIC MITIGATION

5.1 General

This section of the Construction Management Plan sets out the mitigation measures that could be employed during construction to minimise the impact of construction traffic on the local residents, businesses and the local highway network.

5.2 Construction Manager

There will be a designated Site Manager to deal with any complaints and enquiries from the general public and any other interested parties. Any changes to the designated Site Manager will be notified to Ceredigion County Council. The details of the Site Manager (including a 24hour phone number) will be provided to Ceredigion County Council prior to activities beginning on-site. The Site Manager's details will also be advertised at the site entrance.

The Site Manager for the project will undertake the transport co-ordination role for the site.

In this respect, their main responsibilities should include:

- Managing the implementation of the Construction Management Plan;
- Vehicle scheduling;
- Informing local residents, and Ceredigion County Council of the commencement of construction works;
- Informing local residents and Ceredigion County Council of any major or noise intensive works associated with the construction of the site to avoid / minimise disruption;
- Checking for scheduled road works, special events and incidents on the Welsh Governments website.
- Handling any complaints; and
- Acting as a point of contact for employees, contractors, Ceredigion County Council and the general public.

The Site Manager would be responsible for keeping neighbours within the sites vicinity informed of the construction progress. In this respect, the Site Manager would ensure that there is adequate liaison between the following key stakeholders throughout the construction period:

- The Contractor;
- The Developer;
- Site neighbours;
- Ceredigion County Council;
- Welsh Government; and
- Other local stakeholders such as emergency services or local transport providers.

Regular review meetings and telecommunication should be held between the Site Manager and local authority. It is envisaged that update meetings / telecommunication should be held on an ad-hoc basis with an update provided to Ceredigion Council approximately every 6 weeks. Furthermore, the Site Manager would provide any monitoring data, delivery schedules, complaints or breaches of agreements to the local authority if requested.

5.3 Subcontractors

Individual subcontractors involved in activities such as waste removal should be required to incorporate the relevant requirements from the CTMP into their activities as well as statutory requirements. Any potential subcontractors will be required to show how they will comply with the CTMP and how targets will be achieved and impacts minimised.

5.4 Good Neighbours Policy

The contractor will strive to be 'Good Neighbours', with systems employed to ensure local issues are understood. As part of this the contractor could sign up to the Considerate Constructor Scheme (CCS). Communication with local residents and businesses will begin prior to commencement of construction and will be provided with information on the planned construction including times and contact details by a senior manager based on site. An induction specific to the development site will be provided to all personnel before construction commences. This will incorporate health and safety, on-site construction works and issues and sensitivities in the context of the surrounding community.

5.5 Dust and Dirt Control

The control of dust and dirt is a prime concern for all construction projects, particularly during periods of dry and windy weather. Best practice guidance 'Dust and Air Mitigation Measures' guidance provided by the Institute for Air Quality Management will be utilised to control dust.

Mud and debris on the road is regarded as one of the main environmental nuisances and safety problems arising from construction sites. All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway.

Further to this, all skips and storage area for cement, sand and fine aggregates will be sheeted/covered when not in use. All HGVs serving the site will be required to ensure that their wheels have been cleared of mud and debris, with wheel washing facilities provided on site. Similarly, provision will be made for cleaning of the road whenever required.

Footway and carriageway fronting the access used for the construction will be swept daily, and the need for this will be continuously monitored throughout the day, in light of site operations and weather conditions. Goods, waste material and wheelbarrows will be secured and covered prior to being transported to and from the site to prevent the escape of debris and dust.

The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.

The Site Manager will undertake daily inspections of the site and the roads surrounding the site to ensure that dust control measures are complied with. The Site Manager will record and respond to all dust and air quality pollutant emissions complaints and will maintain a log of any complaints and any action taken to resolve the issues.

The frequency of site inspections will increase when activities with a high potential to produce dust are being carried out as well as during periods of prolonged dry or windy conditions.

5.6 Mud on Roads / Wheel Washing

The potential for mud/debris to be transferred to the public is limited as site traffic would not be moving on/off the site.

Wheel washing facilities (pressure washing facility) will be created near the entrance to the site, principally as indicated on the construction site management plan. All vehicles leaving site will be inspected and wheels to be washed as required to prevent mud/debris being spilled onto the roads. The roads will be inspected/monitored on a daily basis and if required a road sweeper will be implemented.

5.7 Pedestrian Safety

Pedestrian safety throughout the construction programme will be paramount. To ensure pedestrian safety during loading and unloading activity, a Banksman / traffic marshal should be present to minimise the likelihood of conflict with pedestrians. Warning signage will be provided locally to the site to ensure that vehicles, pedestrian and cyclists are aware that construction activity is taking place. The site will be properly secured, helping to ensure that pedestrians and the general public cannot access the construction site unauthorised.

6.0 CONCLUSION

It is considered that the measures and control processes outlined in this Site Construction & Traffic Management Plan are appropriate to overcome the identified constraints associated with the site. The key points to take away from this document are:

- Adequate parking will be provided on site for site workers;
- A new site access will be constructed to Welsh Government standards;
- All construction vehicles would enter and leave the site in forward gear; and
- Site and highway safety will remain a primary focus during the construction stage.

Appendix A



