

HIGHWAYS ADDENDUM TO CEMP

Old Town Dock Development, East Dock Road, Newport

Planning Ref: 20/1225 / Discharge Ref: 26/0230

Date: 28/05/2026

Purpose

This addendum has been prepared in response to the Highway Authority comments requesting additional detail to support the partial discharge of Condition 2 (CEMP). It provides clarification on construction traffic management, parking provision, site access, and phasing.

Construction Programme and Phasing

The construction programme is anticipated to extend over approximately 3–4 years and will be delivered in defined phases:

- Enabling works
- Groundworks and foundations
- Superstructure (peak activity phase)
- Fit-out and external works

Each phase has been reviewed to assess workforce levels, vehicle movements and associated logistics. A summary of workforce numbers is now included within the CEMP, with peak construction activity anticipated during the superstructure phase.

Construction layouts will evolve between phases and are illustrated in the updated **Construction Logistics Plans (Appendix B)**.

Workforce and Parking Provision

Workforce levels have been quantified within the CEMP to establish parking demand.

- Peak workforce: approximately **60 operatives**
- On-site parking provision: **up to 60 spaces within the site boundary**
- Parking areas are identified on the Construction Logistics Plans and will be adjusted in line with phasing

A strict **no off-site parking policy** will be enforced. All operatives will be instructed via site induction and monitored daily to prevent parking on East Dock Road, Usk Way, or surrounding streets.

Delivery Management and Unloading

A coordinated delivery strategy will be implemented:

- All deliveries will be **pre-booked and scheduled**
- **Designated unloading areas** are identified within the site boundary
- No loading/unloading will occur on the public highway
- Deliveries will be timed to avoid peak traffic periods where practicable
- All delivery and unloading activities will be supervised by trained banksmen

Adequate internal space is provided to ensure all delivery vehicles can enter, unload and exit without impacting the highway network.

Site Access and Gate Management

The site access will be actively managed to prevent disruption to the highway:

- A **banksmen will control all vehicle movements** during working hours
- The site entrance is designed to allow vehicles to **wait within the site boundary**
- A **no queuing on the public highway policy** will be enforced
- Vehicles arriving early will be held off-site until their allocated slot

Clear signage and routing instructions will be provided to all drivers.

Vehicle Types and Turning Arrangements

Construction traffic will comprise:

- Vans and light goods vehicles
- 7.5t and 18t rigid HGVs
- Occasional articulated vehicles

The site layout has been designed to ensure:

- All vehicles can **enter, turn and exit in a forward gear**
- **No reversing onto or from the public highway**
- Internal turning areas accommodate all anticipated vehicle types

These arrangements are illustrated within the Construction Logistics Plans.

Supporting Drawings

Updated **Construction Logistics Plans (Appendix B)** are included with the revised CEMP and show:

- Site access and gate location
- Contractor parking areas (with capacity)

- Turning areas and vehicle routes
- Delivery and unloading zones
- Site compound and wheel wash

Separate plans are provided for key construction phases, demonstrating how site arrangements will adapt over time.

Conclusion

The CEMP has been updated to provide detailed, phase-specific information regarding workforce levels, parking provision, traffic management, and site logistics. These revisions ensure that construction activities can be carried out without unacceptable impact on the surrounding highway network.

Accordingly, the submitted information addresses the concerns raised by the Highway Authority and supports the discharge of Condition 2.