



January 2026

Construction Traffic Management Plan

at

**Broadway Farm
Caerleon
NP18 1AY**

**Beechwood Court
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Woodcote
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1 Introduction

- 1.1 The purpose of this Construction Traffic Management Plan (CTMP) is to provide details of the overall framework for managing the movement of traffic during the upgrading and repairing of an existing flood prevention bund and farm track at Broadway Farm, Caerleon, NP18 1AY, approved under planning application reference 24/0635.
- 1.2 Planning permission was granted on 6th March 2025 for '**Engineering Works including Upgrading and Repairing a Flood Prevention Bund and Farm Track (Part Retrospective)**'. The Decision Notice and associated Conditions are attached at Appendix 01. Condition 3 of the permission requires that:

'No further works or development shall take place on the site at all until a method statement comprehensively detailing the phasing and logistics of demolition/construction has been submitted to and approved in writing by the Council.....'

- 1.3 The condition goes on to define the scope of this document in requiring details of the following during development:
- *'Construction traffic routes, including provision for access to the site*
 - *Entrance/exit from the site for visitors/contractors/deliveries*
 - *Location of directional signage within the site*
 - *Siting of temporary containers*
 - *Parking for contractors, site operatives and visitors*
 - *Identification of working space and extent of areas to be temporarily enclosed and secured during each phase of demolition/construction*
 - *Temporary roads/areas of hard standing*
 - *Schedule for large vehicles delivering/exporting materials to and from site and details of manoeuvring arrangements*
 - *Storage of materials and large/heavy vehicles/machinery on site*
 - *Measures to control noise and dust*
 - *Details of street sweeping/street cleansing / wheelwash facilities*
 - *Details for the recycling/disposing of waste resulting from demolition and construction works*
 - *Hours of working*

- *Phasing of works including start/finish dates*

For the avoidance of doubt all construction vehicles shall load/unload within the confines of the site and not on the highway.'

- 1.4 The CTMP is to be reviewed by the construction manager and any environmental advisors to ensure compliance with each element and relevant legislative requirements, policies and guidance. The relevant details within it will be made available within the site office and all contractors and visitors will be made aware of its location.

2 The Proposal

- 2.1 The proposal is to utilise all the materials which are already on the site, having been transported there approximately five years ago. The material will be used to supplement the existing bund and restore a section which has been eroded by the River Usk. It will also be used to improve the existing field track within the site.
- 2.2 There is adequate material on the site to undertake all the works – this has been determined by a topographical survey. However, some of the material is unsuitable for the task and this will be segregated, removed and taken for recycling or crushing into aggregate at a licenced site. The amount of material requiring removal is limited to approximately five trailer loads (max. 10t/load), which would be removed using the applicant's tractor and trailer. Oversized material would be crushed by a hired machine and would be used to surface the internal field access track.
- 2.3 The existing site is agricultural land and part of a working farm, with its associated farm buildings, which sits alongside the River Usk. The river is liable to overtopping and flooding the fields, causing problems with saline toxicity and pollution from material deposited in the river. Access to the site and the farm will remain unchanged. The only vehicular access to the site is through the village of Caerleon, *via* its one-way traffic system. The farm entrance is within a parking area used by tourists to visit the adjoining Roman Amphitheatre as well as attendees to the sports pitches opposite the farm.
- 2.4 Condition 3 of permission 24/0635 prohibits commencement of development until a CTMP has been submitted and approved by the Local Planning Authority. Other pre-commencement conditions prevent development until matters in relation to construction management,

archaeology, identification of inappropriate materials and a planting scheme have been formally approved by the Council.

- 2.5 The site is located on the southern boundary of Caerleon, adjacent to and east of, Caerleon Golf Course and is bounded to the south and east by the River Usk. It is accessed from the north *via* the B4596 (High Street), and Broadway.
- 2.6 The application site comprises the entire bunded section of Broadway Farm's non-scheduled land bordering the River Usk where material has been deposited; together with a track within the field, some of which is pre-existing. The length of the bund extends to some 780m whilst the track extends to approximately 375m (Figure 1).
- 2.7 Since the proposal involves the movement of five off-loads of material and a return of the empty trailer to the farm, the movements would be considered *de minimis* compared to the volume of traffic using the surrounding highway system. Other movements would include the movement onto the site of the excavator required to undertake the work, the stone crusher and the workers required to operate the machines.

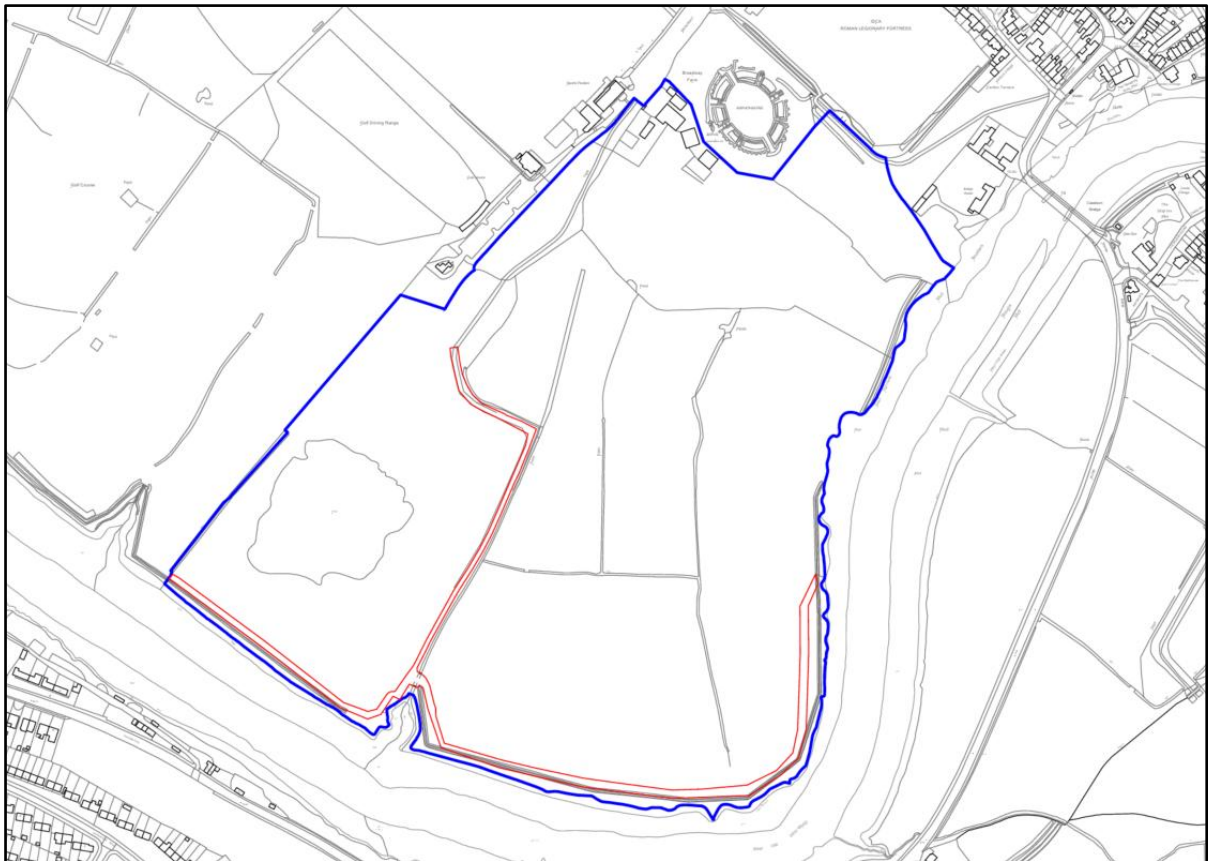


Figure 1. Site location plan

3 Scope of the Assessment

- 3.1 The purpose of this CTMP is to provide a framework for managing the movement of traffic to and from the Application Site, and to minimise the impact on the local road network during the construction period.
- 3.2 This CTMP will provide details of:
- Traffic route identification and assessment; and
 - Construction traffic management procedures.

4 Traffic Route Identification and Assessment

- 4.1 The CTMP, including the chosen delivery route, is based upon information provided by the Applicant.

Site Access

- 4.2 The Application Site is accessed from the local one-way traffic system which runs around the central part of Caerleon. The speed limit on the road system in Caerleon is 20mph. The section of road at the site entrance is a dead end with numerous parking bays and pedestrians crossing the highway, so speed travelled by cars is much slower than the speed limit. The carriageway is in good condition. The access has been used by the Applicant for many years using HGVs, agricultural vehicles and private vehicles without incident. The intensity of use will not increase under the proposal.

Internal Track

- 4.3 The existing internal track has been in operation for many years and is used to access land nearer to the river following periods when the river has flooded the fields and are too wet for vehicular access. The elevated track does not generally flood and will be raised slightly and topped with stone to improve the surface. It will be used to access the bund area under construction to avoid construction machinery trafficking on Scheduled Land.

Proposed Haul Route

- 4.4 The proposed haul route for the five loads of material has limited options due to the location of the site on the one-way system – all vehicles accessing the site must travel along the one-way system, both into and out of the site.
- 4.5 On leaving the site the tractor and trailer would drive along Broadway to the one-way system, comprising part of B4296. At the junction with B4236 on the Sainsbury's mini roundabout turn left and continue north on the B4236, travelling for approximately 1.6km then turn right into the Star Industrial Estate. The return journey would be replicated to the Sainsbury's roundabout, then driving south around the B4296 for approximately 800m and then turning right to continue on the one-way system along the High Street. At the National Roman Legion Museum, the tractor and trailer would turn left onto Broadway before accessing Broadway Farm

Route Assessment and Enabling Works

- 4.6 The route chosen is suitable for the tractor and trailer combination as there are no load restrictions and the road is well maintained. Caerleon High Street is an Air Quality Management Area with associated restrictions on vehicular movements for HGVs. However, this is the only possible access route to the site. Given the fact that there are only five movements along the High Street as a result of the proposal, it would be anticipated that the journeys could be timed to be undertaken at low traffic periods between 08.00 and 18.00 Monday – Friday, avoiding morning and afternoon congestion during work and school journeys.
- 4.7 Due to the low level of traffic as a result of the scheme and the general good quality of the roads, it is not anticipated that any enabling would be required.

Temporary Site Construction Compound and Construction Parking

- 4.8 Since all of the material for construction of the bund and track is already *in situ*, the numbers of vehicles required to construct the bund is limited to a tracked excavator and a tractor/trailer combination to move the material short distances around the site. The only other machine operating on the site would be a stone crusher which would be trailed behind a tractor.
- 4.9 There would be a maximum of two additional workers on the site (the Applicant already lives on the site). The visiting workers would park their cars in the parking area in front of the farmhouse, where there is ample parking space.

- 4.10 At the end of each day the machinery would be driven back to the farmyard and stored on the existing concrete yard. Toilet and washing facilities are available in the farmhouse adjacent to the farmyard. The location of the respective areas is shown in Figure 2.

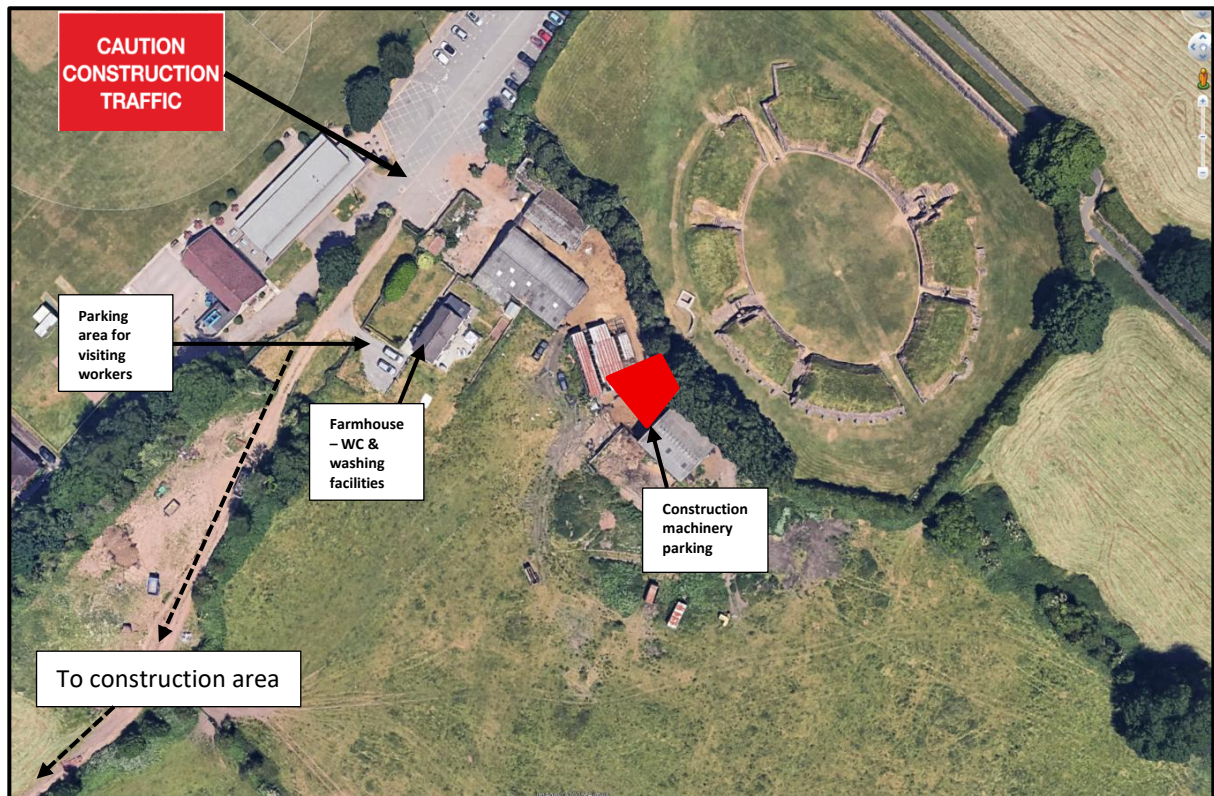


Figure 2. Layout of farmyard and site entrance

Construction Period

- 4.11 It is anticipated that construction of the bund and track will take one month, although this will be governed by weather and tidal circumstances. Once the wet weather starts in the autumn, or the tide overtops the site, it will become difficult to work because the material would become difficult to sift with riddling buckets to sort out over-sized material which requires crushing. In addition, the field surface will cut and create ruts. Ideally, all work should be undertaken during a single dry period in order to ensure uniformity of work.

5 Mitigation

- 5.1 Given that there is only anticipated to be five tractor/trailer loads of material to be taken off the site over the period of one month, it is considered that the impact on other road users and road surfaces will not be noticed, under the circumstances that other daily movements to and from the site, such as feed deliveries for the livestock and movements of hay, straw and silage harvested off the site occur on a regular, almost daily basis through the summer months. Other

large vehicle movements associated with nearby businesses and the school far exceed movements associated with the farm.

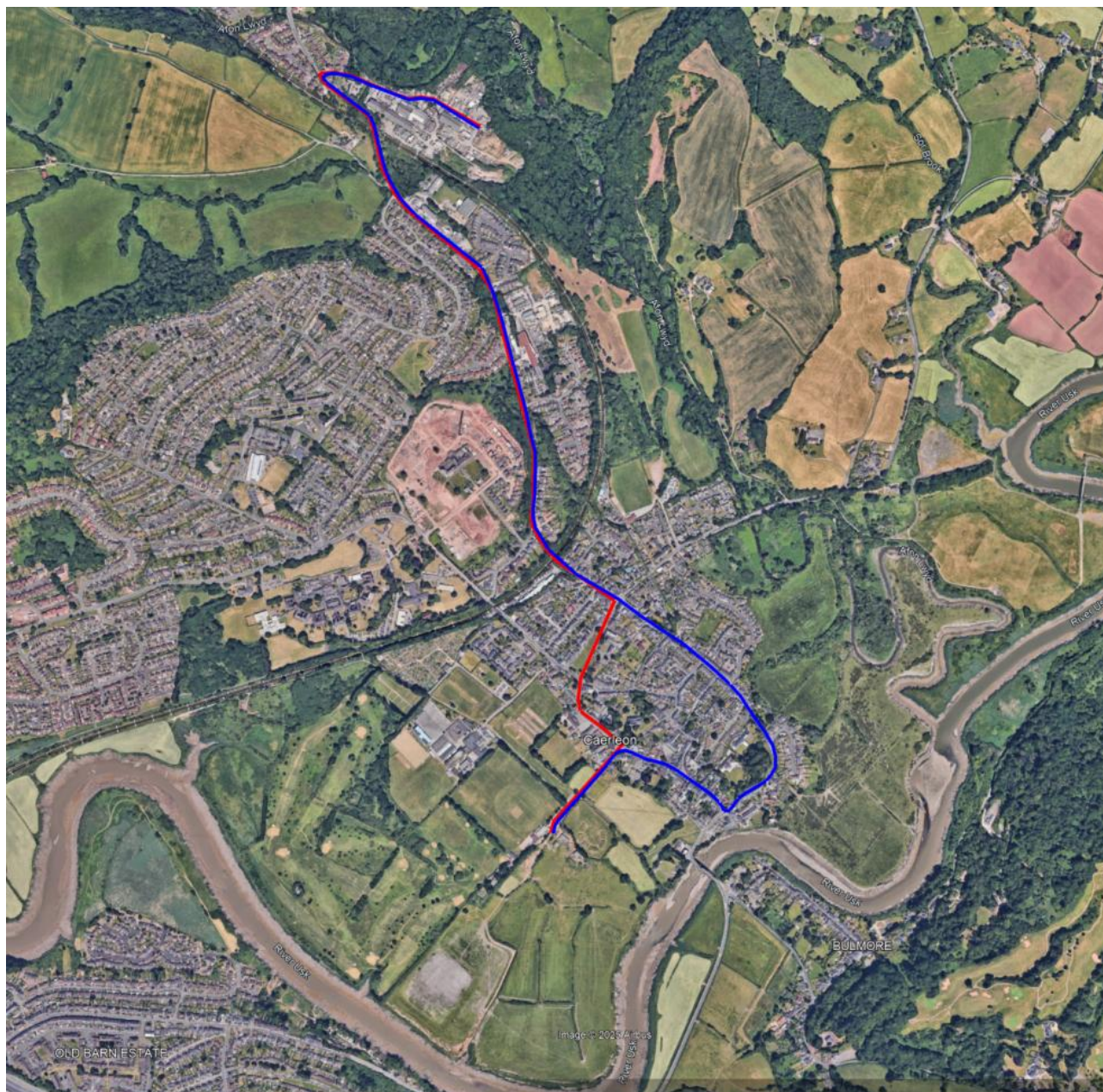
- 5.2 However, the Applicant has agreed to limit any movements of unwanted material from the farm to the recycling site to periods of low traffic volumes on the High Street, notwithstanding that the recycling site only operates 08.00 – 17.00 Monday-Friday. Due to the low number of movements, it is considered unnecessary to erect warning signs along the route, although a 'Construction Traffic' warning sign would be erected on the site entrance (Appendix 02).
- 5.3 Since the five outward movements would be at irregular intervals, it would be difficult to provide advance notice with full details to the relevant authority, notwithstanding that the movement is unlikely to cause any traffic problems due to the low level nature and intensity of a single tractor and trailer driving 2.5km from Broadway Farm to the recycling site at Star Industrial Estate.
- 5.4 Prior to each movement off site, the Applicant will ensure that all wheels are clean, in order to prevent mud and stone being transferred onto the public highway. In addition, all loads will be sheeted to prevent dust and material falling onto the highway during transit.
- 5.5 Details of movements will be recorded and retained on site.

6 Conclusion

- 6.1 This CTMP outlines the overall framework for managing the movement of construction traffic to and from the approved development, as well as considering the type of traffic it will generate.
- 6.2 Impacts will be minimal since off-movement of surplus materials to a recycling yard, some 2.5kms distant would number five tractor and trailer loads, with a corresponding number of empty return journeys. Movements will be undertaken outside peak hours.
- 6.3 Loads will be sheeted and wheels cleaned prior to accessing the public highway.
- 6.4 All parking is situated within the site, on the farmyard and so will not impact upon third parties.
- 6.5 Appropriate signage will be erected at the site entrance.

Appendix 01

Proposed Transport Route



KEY:

- Out movements From Broadway Farm to Star Industrial Estate
- Return movements from Star Industrial Estate to Broadway Farm

Machines to be used on the site



Excavator



Tractor and trailer



Tractor and trailed stone crusher

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