

Lidl Great Britain Ltd

Proposed Lidl Food Store, Aberystwyth Road, Cardigan

Construction Traffic Management Plan

251021

DECEMBER 2025



SCP GENERAL NOTES

Project No.: 251021-CTMP (0.0)

Title: Proposed Lidl Food Store, Aberystwyth Road, Cardigan

Client: Lidl Great Britain Ltd

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Office: Manchester

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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A. INTRODUCTION

A.1 This Construction Traffic Management Plan (CTMP) has been prepared on behalf of Lidl Great Britain Ltd for submission as part of the pre-application consultation with Ceredigion County Council (CCC) relating to proposals for the development of a Lidl discount food store on Aberystwyth Road in Cardigan.

A.2 This CTMP addresses the typical concerns in relation to the construction activities of a new development including:

- *the parking of vehicles of site operatives and visitors;*
- *loading and unloading of plant and materials;*
- *storage of plant and materials used in constructing the development;*
- *the erection and maintenance of security hoarding;*
- *wheel washing facilities;*
- *measures to control the emission of dust and dirt during demolition and construction;*
- *a scheme for recycling/disposing of waste resulting from demolition and construction works; and,*
- *delivery, demolition and construction working hours.*

The approved CTMP shall be adhered to throughout the construction period for the development.

The remainder of this CTMP addresses the above issues

This CTMP has been written prior to the appointment of the main contractor. Any future revised CTMP prepared by the appointed contractors for these works must be approved by the council and complied with thereafter.

A.3 Planning Reference Number:**A.4 TBC****A.5 Site Address:****Aberystwyth Road, North Park Estate, Ceredigion, SA43 1NA****A.6 Project Details and Overview**

Proposed Start Date	Proposed End Date
26.07.2027	12.07.2028

*TBC the above dates are estimates with the actual start and finish date still to be determined subject to planning

A.7 Site Description and Context

The site is located in northeast Cardigan along the B4548 Aberystwyth Road, northwest of its junction with the A487. The existing site comprises of a B&M Store with Garden Centre totalling 2,268m² in Gross Floor Area. Aberystwyth Road borders the site to the south which connects to the A487 to the northeast and cardigan town centre to the southwest. The site also borders a residential estate to the north/east and a garden centre to the west.

The development proposal is for the comprehensive redevelopment of the site including the demolition of the existing buildings and construction of a Lidl discount food retail store along with associated highways and landscaping works.

B. SITE MANAGEMENT

B.1 Site Personnel

Item	Detail
<ul style="list-style-type: none"> • Contact details of the person responsible for the production and submission of the construction management plan. 	<p>Lyn McComas</p> <p>Senior Construction Consultant</p> <p>E. lyn.mccomas@lidl.co.uk</p> <p>A. Lidl Great Britain, Waterton Industrial Estate, Bridgend, CF31 3PH</p>
<ul style="list-style-type: none"> • Contact details of the person(s) responsible for compliance with the construction management plan. 	contact details as above
<ul style="list-style-type: none"> • Contact details for the project manager with day-to-day responsibility for the development (if different to the above). 	contact details as above (Main contractor when appointed)
<ul style="list-style-type: none"> • Contact details of the person(s) responsible for community liaison and dealing with any complaints from members of the public, regulatory bodies, and occupiers of other adjacent premises. 	contact details as above (Main contractor when appointed)
<ul style="list-style-type: none"> • The head office or registered address of the main contractor with responsibility for implementation of the construction management plan. 	contact details as above (Main contractor when appointed)
<ul style="list-style-type: none"> • The address where the main contractor's company accept receipt of legal documents. 	contact details as above (Main contractor when appointed)
<ul style="list-style-type: none"> • Any other key development contacts, roles, and responsibilities. 	contact details as above (Main contractor when appointed)

B.2 Development Site Layout and Welfare Arrangement

The site boundary will be enclosed with hoarding. This will be adapted as necessary and will be painted in the RAL7024 colour. The contractor will ensure that hoarding panels are maintained and kept clean for the duration of the project.

Site cabins and storage will be located on site.

The site plan at [Appendix 1](#) indicates the site office and materials storage area which are located specifically to ensure that the activities associated with the demolition phase can be undertaken safely. [Appendix 2](#) provides the swept paths of a maximum-legal articulated HGV accessing and egressing the demolition-phase site.

The site plan at [Appendix 3](#) indicates the site office and materials storage area which are located specifically to ensure that the activities associated with the Lidl store build phase can be undertaken safely. [Appendix 4](#) provides the swept paths of a maximum-legal articulated HGV accessing and egressing the Lidl store-build-phase site.

B.3 Site Personnel and Visitors

Prior to any person being allowed on site they will have to go through a Health, Safety and Environment Project Induction which, amongst others, will highlight the requirements set out in the Considerate Constructors Scheme and in Lidl's own project procedures.

Local residents will be able to call at the site offices should they have any comments or complaints. Any residents visiting site to raise a complaint will be requested to sign-in and the contractor's security guard will escort the visitor to the site offices.

Prior to any work commencing, each member of staff for the contractor will receive a copy of the latest CTMP so that they are aware and up to date on site specific procedures and measures.

B.4 Managing Materials, Site Storage, and Good Housekeeping

The entire site will be securely gated and locked; parking will be available on site for site operatives and visitors. Deliveries will all be planned into site via the site access off Aberystwyth Road. Waste will be stored on site in skips, these will be located near to the site compound.

Any cutting or drilling equipment on site shall be used with appropriate watering device to dampen down the cutting operation and prevent dust production. Where arid conditions exist, whereby trafficking the site generates dust, a tractor and bowser will be deployed which will spray the formation with water and dampen down the site to prevent dust migration. As per the contractor's Risk and Method Statement (RAMS).

Cement bags will be handled with care and consideration as to the wind direction and likely generation of dust particles. Special concrete products will be purchased where available to reduce the need for site cutting. Dust extraction shall be fitted to circular saws and maintained during their use.

B.5 Site Security

The site boundary will be enclosed with hoarding.

When vehicles are entering or leaving the site for store-build activities, these will be supervised by the main contractor. The general public/pedestrians will have right of way along the footways that surround the site. The construction site gates will be kept open during site operations and monitored by site security. At delivery times, barriers will be put across the footway to prevent access by pedestrians. All delivery and collection vehicles will be supervised/controlled by a banksman.

The main contractor's Logistics Manager will also ensure that the external perimeter of the site is regularly patrolled to ensure that any debris is kept clear of the pavements. Should there be any complaints arising from the works, local residents will be able to call at the site offices. Any residents visiting site to raise a complaint will be requested to sign-in and the contractor's security guard will escort the visitor to the site offices. The contractor will deal with comments or complaints from the public and/or neighbours and will ensure that they are resolved swiftly. A record will be kept of all comments and complaints.

C. COMMUNITY LIASON AND COMMUNICATIONS, INCLUDING COMPLAINTS PROCEDURE

C.1 Essential Requirements (to be Provided on Site)

A display board shall be prominently displayed at the development site. This board shall detail the nature of the works being undertaken, a contact name, telephone number (including a telephone number to be used outside normal working hours), and a postal address where any enquiries can be sent.

The telephone number provided to local residents and businesses shall be maintained at all times whilst the development works are taking place in order to respond to any enquiries and complaints.

Regular communication with neighbouring residents and any community groups shall be maintained throughout the duration of the works to provide updates on the scheduled works and any changes that may occur as a result of unforeseen circumstances.

A complaints register shall be kept and shall include complainant's details, date and time of the complaint, cause(s) of the complaint, action taken to resolve the complaint, date and time of action taken to resolve the complaint, and reasons for any unresolved complaints.

C.2 Details about how Lidl/Contractors will engage with the local community before and during the proposed development works are provided below

Before work commences the contractor will send out letters to the neighbours informing them of what will be happening and giving them a contact name and telephone number.

They will also maintain full and regular communications with affected neighbours regarding site activity, deliveries and traffic. A record will be kept of all comments/complaints.

As individual citizens, as a company and in partnership with CCC, the contractor will take due care of the community and environment within which they will be working. The site team will have direct responsibility for fostering good community relations with all neighbouring properties.

From the start of the project an individual directly involved in the management of the site will be identified as being specifically responsible for community relations (Community Liaison Representative).

This single point of contact will be established for all liaison with the general public. The contractor will initiate early and honest communications to establish a good rapport with the community which will help reduce problems that may arise during the demolition and construction process.

C.3 Details of Lidl/Contractors arrangements for liaising with members of the public, regulatory bodies, and occupiers of other adjacent premises are provided below

As discussed above for C.2

C.4 Details of Lidl/Contractors procedure for dealing with complaints from members of the public, regulatory bodies, and occupiers of other adjacent premises are provided below

Local residents/business owners will be able to call at the site offices should they have any comments or complaints. Any residents visiting site to raise a complaint will be requested to sign-in and the contractor's security guard will escort the visitor to the site offices.

The contractor will deal with comments or complaints from the public and/or neighbours and will ensure that they are resolved swiftly. A record will be kept of all comments and complaints.

C.5 Details about how Lidl/Contractors will keep residents and others informed about unavoidable or unexpected disruption that is likely to occur during the development e.g. unavoidable noise, dust, or disruption of traffic, are provided below

It is not expected, but should the need arise to temporarily close or divert sections of footway around the boundary of the site during construction of the s278 works for health and safety reasons, then the local authority will be consulted to seek approval. These temporary closures/diversions at the agreement of the local highways authority will be advertised in the normal way and any traffic management regime associated

with the proposals will be provided in accordance with Chapter 8 of the Traffic Signs Manual. Such provisions will be made by the highways contractor appointed by Lidl.

In general, the hours in which vehicles will arrive and depart will coincide with site hours which are 08:00 to 18:00 Monday to Friday and 09:00-13:00 on Saturdays. However, there will be occasions when heavy/wide loads may need to be delivered and removed from site outside of these hours. On such occasions the local neighbours will be notified in advance by the contractor.

D. IMPLEMENTATION, MONITORING, AND CORRECTIVE ACTION

D.1 Essential Requirement

A responsible person shall undertake regular site inspections to monitor compliance with the construction management plan and to ensure that nuisance is not caused to surrounding uses. Where non-compliance is identified, the responsible person shall ensure that corrective action is taken.

D.2 Information on how the implementation of the construction management plan will be monitored, including frequency, is provided below

The contractor's Logistics Manager will be responsible for the day-to-day management of all deliveries to the site. These will be booked in using a Delivery Schedule to prevent congestion to the road network that surrounds the site. Should a lorry/vehicle arrive that has not been booked in, that lorry will be turned away where safe to do so. Lorries will be brought onto site for loading and unloading activities keeping the roads free for general traffic movement.

A list of typical records to be kept by the main contractor throughout the build is provided below:-

- Background noise levels
- Daily weather reports
- Daily photo log
- Risk Assessments and Method Statements
- Site Inductions and Tool Box talks
- As built drawings
- O&M Manuals
- Construction Phase Plan

D.3 Details of the corrective procedures to be taken when the measures in the construction management plan are not being implemented, and how this will be recorded, are provided below.

The contractor will deal with failures to comply with the approved CTMP and will ensure that all non-compliances are resolved swiftly. A record will be kept of all non-compliances.

E. HIGHWAY CONDITION SURVEY: METHOD STATEMENT

E.1 Highway Condition Survey

A highway condition survey will take place along the site frontage of Aberystwyth Road, the only route for deliveries and waste removal, to understand and record the condition of the existing carriageway and footway prior to any demolition and construction works commencing.

The extent of the survey is outlined below in yellow.

Figure 1: Extent of Survey



The contractor will photograph the area and keep records of the condition of the adopted highway before demolition starts and post completion.

The summary findings will be set out in a highway condition survey Technical Note and will be supported by photographic evidence.

If there are defects then the role of this highway condition survey is to record these pre-existing and latent defects, for which the developer and their contractor should have no responsibilities to put right. On the other hand, if damage is caused during the works a post construction inspection will allow the condition of the highway to be reviewed against the highway condition survey and any new defects highlighted will be rectified by the developer and contractor. Therefore, the highway condition survey helps minimise and fairly attribute liabilities.

F. SITE OPERATIONS

F.1 Phasing

This is a project that is to be carried out in two phases, namely:

Phase 1

Demolition. The demolition phase will take a maximum of 8 weeks.

Safety protocols are implemented to ensure the efficient dismantling of existing structures while minimising disruptions to traffic flow and surrounding areas. Traffic management strategies, including temporary road closures (if required), diversions (if required) and signage, are meticulously planned and communicated to mitigate any potential hazards or delays. All necessary permits will be obtained from the LHA prior to the installation of any traffic management that is required on public highway.

Regular monitoring and coordination with local authorities are conducted to adapt to changing conditions and ensure a smooth transition throughout the demolition process.

Phase 2

Main store build. The main store build phase will take a maximum of 42 weeks.

Traffic management needed during the construction period would include all appropriate signage to warn road users of the construction access and heavy vehicles turning in and out of the site. All temporary signage to be installed on the public highway will be in accordance with Chapter 8 of the Traffic Signs Manual and agreed in advance with the LHA.

F.2 Essential Requirement (Working Hours)

The working hours for the development site (including any construction and site clearance activity) shall be:

- Typically 08:00 to 18:00 on Monday to Friday and;
- 09:00-13:00 on Saturday

These working hours cover operations and work which are audible at the site boundary. Any excessively noisy operations outside these hours shall not be undertaken without prior written approval from the local planning authority. These hours may be amended by the local planning authority where local circumstances demand as necessary. There may be times when out of hours working is required for specific operations.

The length of the construction period is around 50 weeks.

F.3 Details of any planned works that may have to be undertaken at times outside of these hours, their expected duration, and any specific mitigation measures to be employed during these works to minimise impacts on nearby sensitive premises e.g. installation of utility services, delivery of large/bulky plant and equipment, concrete pouring, etc, are provided below:

It is anticipated that any planned works which may need to be undertaken outside of the designated operating period will be minimal. Should the need arise, then the local authority will be consulted for approval. On such occasions the local neighbours will be notified in advance by the contractor.

F.4 Essential Requirement (Deliveries)

Delivery Time Restrictions

Deliveries including the transport of materials, plant, and equipment to the development site shall only take place during the hours stated above at paragraph F2. Construction traffic movements will be restricted to Aberystwyth Road only.

Best endeavours will be used to avoid school pick up and drop off times. Any deliveries outside the above hours stated at paragraph F2, cannot be undertaken without prior written approval of the local planning authority.

Delivery vehicles shall not be permitted to wait, queue, or circulate on the public highway when the development site is not open for deliveries.

Vehicle Types and Volumes

It is expected there will be up to a maximum of 10 deliveries per day depending on the phase of demolition or construction, with various vehicle types attending the site. The largest of these vehicles will be a 16.5m articulated lorry.

Drawings at **Appendices 2 and 4** illustrate the swept paths of a 16.5m max legal length articulated vehicle proceeding along Aberystwyth Road and turning into and egressing from the site in a forward gear.

F.5 Details of any planned delivery arrangements that may be required outside of the above hours are provided below

It is anticipated that any deliveries which may need to be undertaken outside of the designated operating period will be minimal. Should the need arise, then the local authority will be consulted to seek approval. On such occasions the local neighbours will be notified in advance by the contractor. However, reasonable endeavours will be made to avoid peak hour deliveries.

F.6 Details of the proposed procedures and location(s) for the loading and unloading of plant and materials at the development site are provided below

The contractor's Logistics Manager will be responsible for the day-to-day management of all deliveries and collections, including waste, to and from the site. These will be booked in using a Delivery & Collection Schedule so as to prevent congestion to the road network that surrounds the site and to avoid disruption and delay. Should a lorry/vehicle arrive that has not been booked in, that lorry will be turned away where safe to do so. Lorries will be brought onto site to load/unload, keeping the roads free for general traffic movement.

F.7 Details for any temporary construction access point(s) that are required for the proposed development are provided below

Access will be via Aberystwyth Road only.

F.8 Details of the arrangements for the parking of vehicles by site operatives and visitors

There will be parking on site for contractors and visitors. However, the contractor shall encourage sub-contractors to use public transport to travel to site wherever possible. The contractor shall also inform potential subcontractors that parking is restricted in the local area and surrounding residential areas and streets are not to be used. The contractor will monitor parking, especially on neighbouring roads, to ensure off-site parking is dealt with considerately.

F.9 Details for any routing plan(s) for heavy duty vehicles (HDV) and construction traffic required to attend the development site is provided below

Site demolition / construction traffic will arrive at and depart out of the site via Aberystwyth Road only.

Drawings illustrating a 16.5m articulated HGV turning in and out of the site access to and from all directions are provided in [Appendices 2 and 4](#). These drawings also confirm that HGV's up to the size of a maximum legal articulated lorry are able to turn within the site so that they can exit in forward gear.

F.10 Details of any proposed temporary signage to be installed on the highway is provided below

Traffic management needed during the construction period would include all appropriate signage to warn road users of the construction access and heavy vehicles turning in and out of the site. All temporary signage to be installed on the public highway will be in accordance with Chapter 8 of the Traffic Signs Manual and agreed in advance with the LHA.

F.11 Details of any traffic management plan(s) prepared for the proposed development site. Any traffic management arrangements on the adopted highway are subject to approval by SMBCs Network Management as part of the permit system.

See response to F10.

F.12 Details of how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any traffic marshal arrangements, are provided below

When vehicles are entering or leaving the site, these will be supervised by the main contractor. The general public/pedestrians will have right of way along the footways that surround the site. The construction site gates will be kept open during site operations and monitored by site security. At delivery times, barriers will be put across the pavement to prevent access by pedestrians. All delivery and collection vehicles will be supervised/controlled by a banksman.

F.13 Details of any diversion, disruption or other anticipated use of the public highway during the development period (alternatively a plan may be submitted) are provided below.

There are no highway works necessary to enable the construction to take place, as such there is no anticipated disruption to the public highway during the construction period.

F.14 Details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway is provided below:

The site boundary will be enclosed with hoarding. This will be adapted as necessary and will be painted in the RAL7024 colour. The contractor will ensure that hoarding panels are maintained and kept clean for the duration of the project. Boundary hoarding will be erected to ensure that visibility splays either side of the site entrance are no less than 2.4m x 43m to the nearside kerbline in each direction.

The food store is located away from any boundary with the public highway. There will therefore be no need for scaffolding to abut with or oversail surrounding footways.

F.15 Details of site-specific noise and vibration mitigation measures proposed for the development site are provided below:

Construction works will be undertaken in accordance with the best practicable means (as defined in Section 72 of the Control of Pollution Act 1974), to minimise noise and vibration effects. Noise control measures will be consistent with the

recommendations of the current BS 5228 'Code of Practice for Noise and Vibration Control on Construction and Open Sites' – Part 1: Noise and Part 2 – Vibration.

Best Practicable Means will include but not limited to the following:

- The selection of quieter alternative methods, plant and/or equipment where reasonably practicable;
- The use of site hoardings, enclosures, portable screens and/or screening noisier items of plant where reasonably practicable;
- Maintaining and operating all vehicles, plant, and equipment in an appropriate manner to ensure that extraneous noise from mechanical vibration is kept to a minimum;
- Plant and equipment will be turned off when not in use – no idling; and
- Locating areas for material storage and handling as far away from residential properties as possible.

Noise and vibration baseline surveys will be undertaken prior to the start of construction works.

F.16 Details for any noise assessments conducted for the development site including relevant noise thresholds, monitoring arrangements, and procedures for taking corrective action are provided below

Main contractor to confirm in detailed RAMS on appointment.

F.17 Details of any site hoardings and acoustic screens which a noise assessment has identified is provided below

Main contractor to confirm in detailed RAMS on appointment. However, the site boundary will be enclosed with hoarding.

F.18 Essential Requirement (Dust)

Engines of plant, machinery, and lorries shall be turned off at all times when not in use.

Delivery activities, plant, stockpiled materials and/or any other activities liable to significant dust generation shall be located as far away as possible from the development site boundaries and neighbouring properties.

All plant and equipment shall be maintained in accordance with manufacturer's recommendations to ensure emissions to atmosphere are minimised.

Engines of plant, machinery, and lorries shall be turned off at all times when not in use. Delivery activities, plant, stockpiled materials and/or any other activities liable to significant dust generation shall be located as far away as possible from the development site boundaries and neighbouring properties.

Stored materials liable to dust generation shall be dampened down, covered with tarpaulin, or otherwise contained as far as reasonably possible.

Drop heights from conveyors, loading shovels, hoppers, and other loading or handling equipment shall be minimised and fine water sprays should be used on equipment where necessary.

Skips, chutes, and conveyors shall be covered and if necessary enclosed to ensure that dust does not escape.

All vehicles carrying dusty materials shall be securely covered.

Water suppression shall be used in dry conditions to reduce dust emissions (e.g. mobile bowsers or fixed sprayers as appropriate).

Areas where there is regular vehicular movement should have a consolidated surface which shall be kept in good repair.

F.19 Has a dust impact assessment been conducted for the development site?

Main contractor to confirm in detailed RAMS on appointment.

F.20 Details of how dirt or dust spread onto the public highway will be prevented and/or cleaned are provided below

Wheel washing facilities will be located at the exit point from the construction site and will be regularly cleaned.

F.21 Essential Requirement (Air Quality)

Where development sites will be using non-road mobile machinery (NRMM) with a net power between 37kW and 560kW it will be required to meet the standards set out below. These standards are applicable to both variable and constant speed engines and apply for both particulate matter (PM) and nitrogen oxide (NOx) emissions:

(a) NRMM used on the site of any MEDIUM₂ classified development will be required to meet Stage IIIA of EU Directive 97/68/EC₃ (as amended) as a minimum.

(b) NRMM used on any MAJOR₂ classified development will be required to meet Stage IIIB of EU Directive 97/68/EC (as amended) as a minimum.

From 1 September 2020 the following changes will apply:

(a) NRMM used on any construction or demolition site within urban areas will be required to meet Stage IIIB of EU Directive 97/68/EC (as amended) as a minimum.

(b) NRMM used on any MEDIUM or MAJOR classified development will be required to meet Stage IV of EU Directive 97/68/EC (as amended) as a minimum.

The requirements may be met using the following techniques;

(a) Reorganisation of NRMM fleet (b) Replacing equipment (with new or second-hand equipment which meets the policy) (c) Retrofit abatement technologies (d) Re-engineering.

All eligible NRMM should meet the standards above unless it can be demonstrated that the machinery is not available or that a comprehensive retrofit to meet both PM and NOx emission standards is not feasible.

F.22 Evidence to demonstrate compliance with the above requirements is provided below

a) Confirmation whether NRMM with a net power between 37kW and 560kW will be used at the development site and whether it will meet the standards outlined above.

b) An inventory of all NRMM to be used at the development site. A copy of the inventory shall also be kept at the development site for inspection.

F.23 All NRMM shall be regularly serviced. Service logs shall be kept on site for inspection by the local authority.

F.24 Records shall be kept on site which provides proof of emission limits including legible photographs of individual engine plates for all NRMM equipment. This documentation shall be made available to local authority officers on request.

F.25 Essential Requirement (Mud)

Wheel washing facilities will be located at the exit point from the construction site and will be regularly cleaned.

F.26 Details of proposed wheel washing facilities and other measures to prevent mud or other materials being deposited onto the highway is provided below

All reasonable practical measures will be put in place to avoid the deposition of mud and other debris on the public highway. Diesel powered jet washes will be provided at the construction traffic entrances to the main road and will be manned throughout the construction hours, these washes will move with the work progression. Various other stations will be established – the position of such will be varied to suit the progress through the development. See drawings at [Appendices 1 and 2](#) for the location of the wheel washing facilities during demolition and construction.

During construction, surface water including run-off from wheel washing facilities will drain into the existing private drainage system. Where necessary, Terrastop silt fencing will be used as an entrenched interceptor fence to prevent any mud or silt from exiting

the site into the highway gullies. During construction of the approved surface water drainage system, Biobrane drain guards will be installed on any gulleys, until such time as construction of the system has been completed.

F.27 Details of any proposed road sweepers including details of when and where road sweepers will be deployed is provided below

Should the jet wash facilities fail to prevent mud entering the highway, a road sweep will be employed to clear the roads as required.

F.28 Details on how obtrusive artificial light will be minimised during the development is provided below

Given that delivery, demolition and construction will be limited to specific time periods, it is not believed that any such obtrusive lighting will be required on the development site.

G. WASTE MANAGEMENT

G.1 Essential Requirement (Waste)

There shall be no burning of waste at any time on development sites.

The appointed contractor(s) shall have an appropriate means of waste disposal in place for the duration of the development works. Appropriate waste transfer and/or disposal documentation shall be made available for inspection by the local planning authority on request.

The appointed contractor(s) shall ensure that any waste materials stored on the site are adequately secured to prevent unnecessary and unsightly dispersal of the materials around the site and public areas (streets, laneways, footpaths and reserves).

G.2 Details of measures for waste management at the development site and mitigation measures to protect local amenity are provided below

Waste from the Construction areas will be stored securely to prevent wind blow; and waste from the welfare facilities (particularly food waste) will be removed at frequent intervals

G.3 Details of any hazardous or dangerous materials identified at or likely to be encountered at the development site, e.g. asbestos, and arrangements for its identification, removal and safe disposal, are provided below

Main contractor to confirm in detailed RAMS on appointment.

G.4 Details of any waste minimisation strategies, including schemes for recycling and/or disposing of waste resulting from the proposed development and the management of site won materials, is provided below

To be confirmed in the contractor's waste management plan.

H. ENVIRONMENT

H.1 Details and locations of any planned storage areas for site won materials (e.g. topsoil, demolition waste, contaminated ground) or construction materials, and how these will be managed, are provided below:

N/A

H.2 Details of procedures for controlling and dealing with spillages, reducing the need for stockpiling and/or controlling the size of stockpiles, environmental monitoring, and regular site inspections, are provided below

N/A

H.3 Details of procedures for identifying and dealing with any previously unidentified contamination discovered at the site during development, are provided below

N/A

H.4 Details on measures to protect water resources and prevent water pollution at the development site are provided below

The measures below will be implemented to manage the risks to the environment during the construction phase:

- Stockpiling of contaminated materials will be avoided where practicable. Where it is necessary, stockpiles will be located on areas of hard-standing or plastic sheeting to prevent contaminants infiltrating into the underlying ground;
 - The implementation of dust suppression measures during construction to minimise nuisance dust emissions during the works;
 - Any necessary licences will be obtained for the storage, treatment, and disposal of waste;
-

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- Where significant unforeseen contamination is identified e.g. hydrocarbons, fibrous asbestos, during the course of the work, work will be stopped, and further investigation will be undertaken to establish the nature and level of contamination and the risks posed to human health and controlled waters. Where remediation is required, on-site treatment, including bioremediation will be carried out wherever practicable;
 - Suitable management and control of shallow groundwater during excavation works to minimise the potential for the spread of contamination contained within the water;
 - Storage of hazardous materials, including fuel, during the construction phase will be in accordance with industry best practice e.g. storage in bunded areas, to minimise the potential for spills / leakages to impact soil and groundwater; and
 - The implementation of suitable measures in line with the Construction Design Management Regulations (2015) will manage any risks posed to human health, particularly with regard to asbestos. These measures should include the provision of suitable Personal Protective Equipment (PPE) and welfare facilities. Where appropriate, other measures to manage risks to human health from the presence of asbestos will be implemented and should include dust suppression measures and air monitoring.
-

H.5 Details on measures to prevent water run-off and silt pollution at the development site are provided below

All construction work would be undertaken in accordance with the Construction Method Statement and good practice documentation.

No drainage systems for the infiltration of surface water drainage into the ground are permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to Controlled Waters.

Refuelling of machinery will be undertaken within designated areas where spillages can be easily contained. Machinery will be routinely checked to ensure it is in good working condition.

Any tanks and associated pipe work containing substances included in List 1 of the Groundwater Directive will be double skinned and be provided with intermediate leak detection equipment.

The following specific mitigation measures for the protection of surface water during construction activities will be implemented:

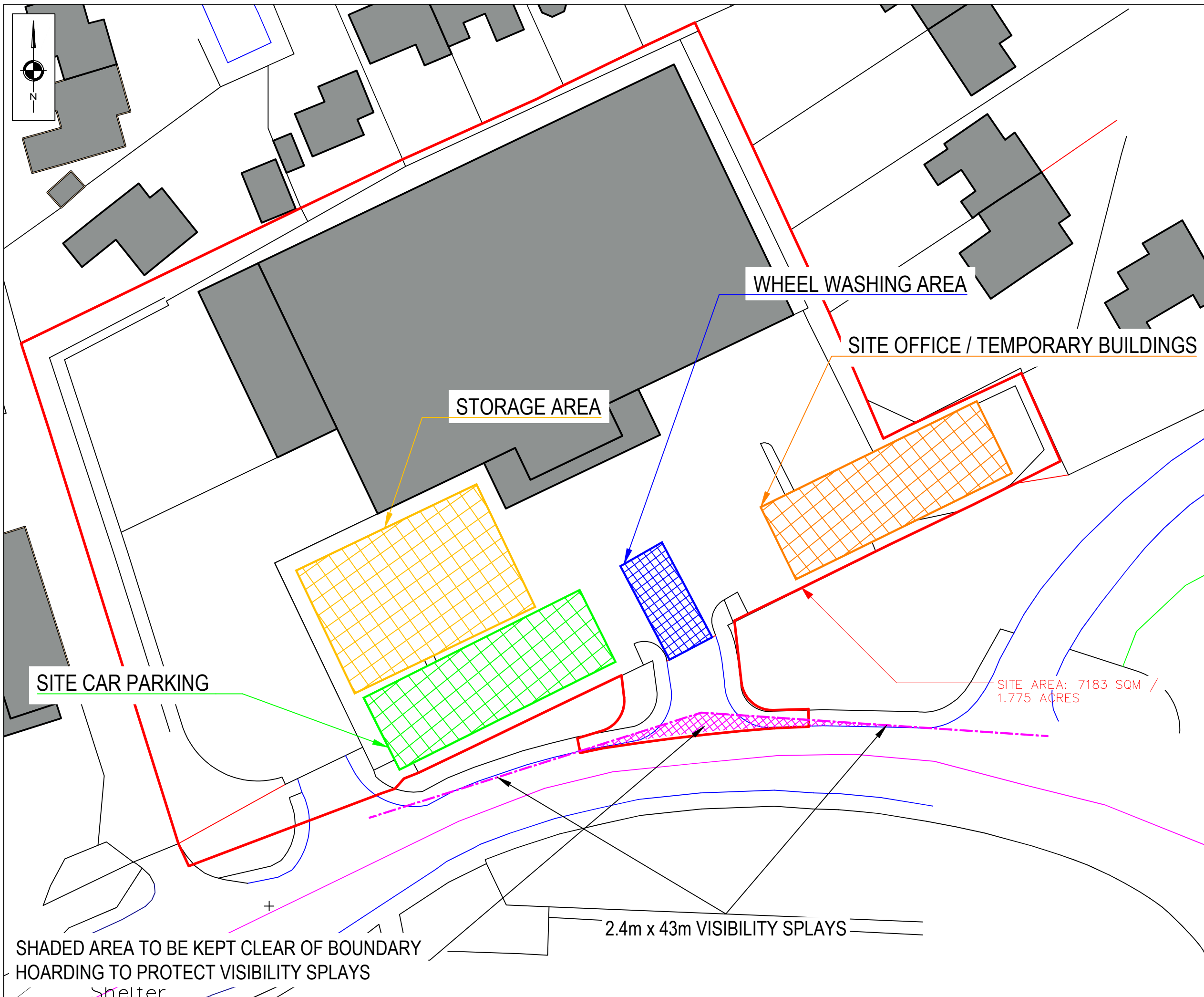
- Management of construction works to comply with the necessary standards;
 - A briefing highlighting the importance of water quality, the location of watercourses and pollution prevention included within the site induction;
 - Areas with prevalent run-off to be identified and drainage actively managed, e.g. through bunding and/or temporary drainage;
 - Areas at risk of spillage, such as vehicle maintenance areas and hazardous substance stores (including fuel, oils, and chemicals) to be bunded and carefully sited to minimise the risk of hazardous substances entering the drainage system or the local watercourses. Additionally, the bunded areas will have impermeable bases to limit the potential for migration of contaminants into groundwater following any leakage/spillage. Bunds used to store fuel, oil etc. to have a 110% capacity;
 - All plant machinery and vehicles to be maintained in a good condition to reduce the risk of fuel leaks; and
 - Drainage works to be constructed to relevant statutory guidance and approved via the LLFA prior to the commencement of construction.
-

H.6 Details of any proposed piling operations, including justification for the proposed piling strategy, a vibration impact assessment and proposed control and mitigation measures.

No piling operations are proposed for this development. The foundation design comprises a reinforced concrete raft slab, which eliminates the need for piling.



APPENDIX 1



NOTES

REV	DESCRIPTION	DATE	BY
REVISIONS			

SCP

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

Project Title:

PROPOSED LIDL FOOD STORE,
ABERYSTWYTH ROAD, CARDIGAN

Drawing Title:

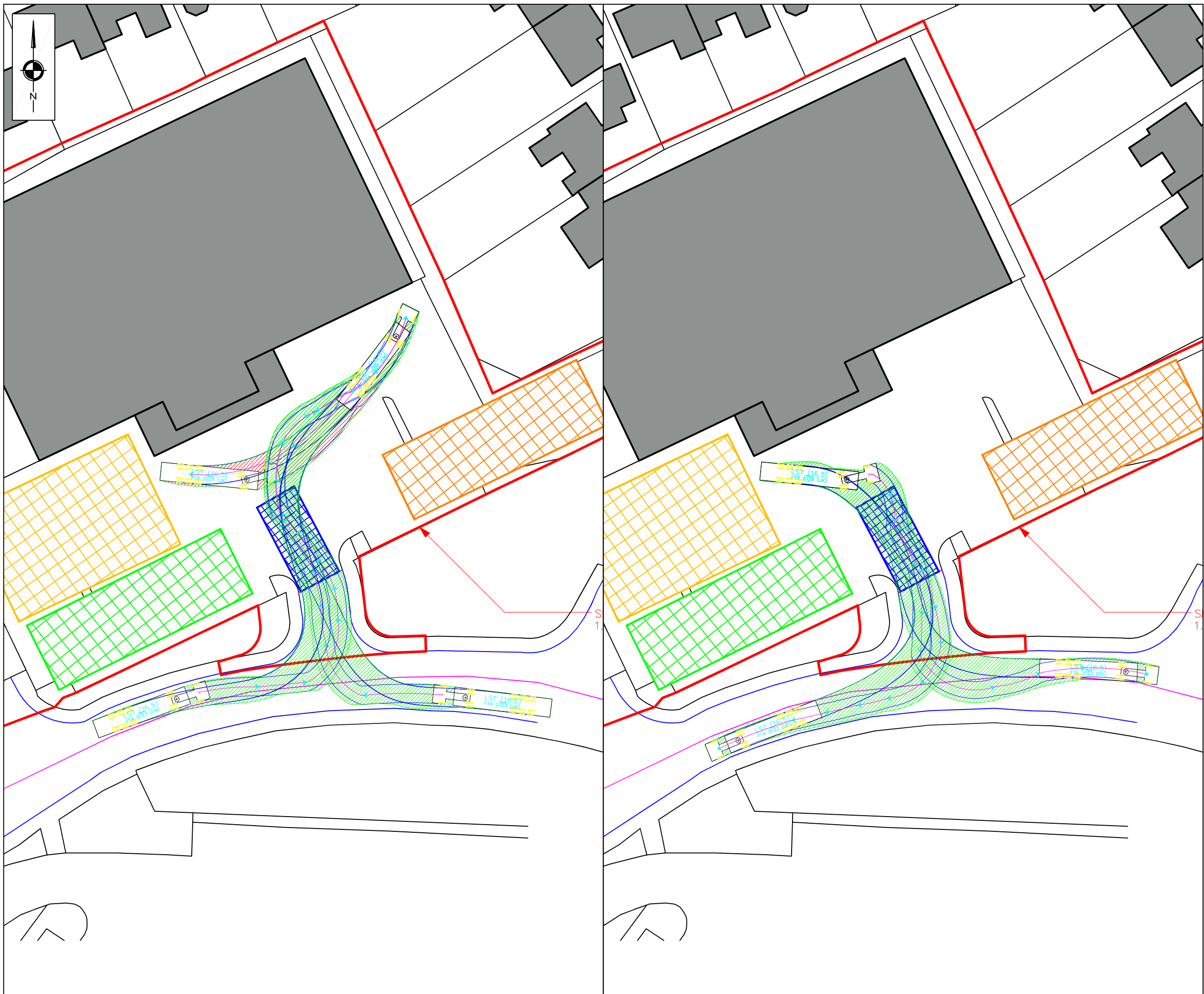
PROPOSED DEMOLITION
PHASE SITE LAYOUT PLAN

Drawn By:	WB	Date:	05.12.2025
Checked:	JRB	Scale@A3:	1:500
Approved:	JRB	Status:	-

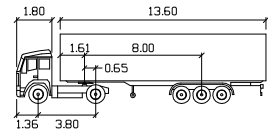
Drawing No.	Rev.
SCP/251021/SK02	-



APPENDIX 2



NOTES



LST (16.5)
meters
Tractor Width : 2.55 Lock to Lock Time : 6.0
Trailer Width : 2.55 Steering Angle : 42.5
Tractor Track : 2.55 Articulating Angle : 70.0
Trailer Track : 2.55

-	-	-	-
REV	DESCRIPTION	DATE	BY

REVISIONS

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Client Name:



Project Title:

PROPOSED LIDL FOOD STORE,
ABERYSTWYTH ROAD, CARDIGAN

Drawing Title:

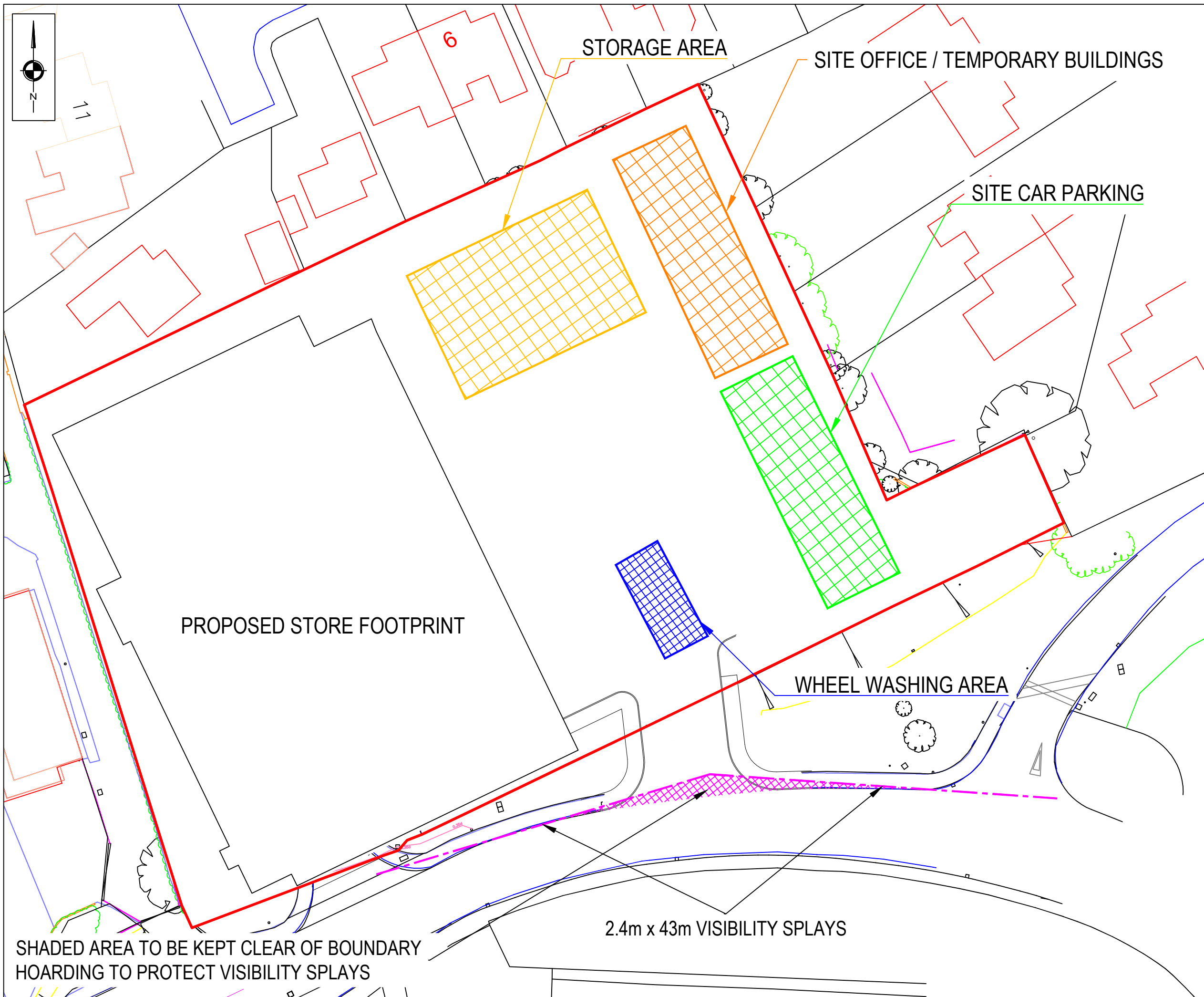
SWEPT PATH ANALYSIS
DEMOLITION PHASE SITE LAYOUT
16.5m ARTICULATED VEHICLE

Drawn By:	WB	Date:	05.12.2025
Checked:	JRB	Scale@A3:	1:500
Approved:	JRB	Status:	-

Drawing No.	Rev.
SCP/251021/ATR04	-



APPENDIX 3



NOTES

REV	DESCRIPTION	DATE	BY
-	-	-	-

REVISIONS

SCP

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Office of Origin: Manchester Tel: 0161 832 4400
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Client Name:

Project Title:

PROPOSED LIDL FOOD STORE,
ABERYSTWYTH ROAD, CARDIGAN

Drawing Title:

PROPOSED CONSTRUCTION
PHASE SITE LAYOUT PLAN

Drawn By:	WB	Date:	05.12.2025
Checked:	JRB	Scale@A3:	1:500
Approved:	JRB	Status:	-

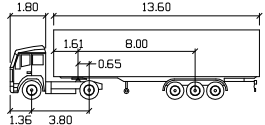
Drawing No.	SCP/251021/SK03	Rev.	-
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APPENDIX 4



NOTES



LST (16.5)
Tractor Width : 2.55 Lock to Lock Time: 6.0
Trailer Width : 2.55 Steering Angle : 42.6
Tractor Track : 2.55 Articulating Angle : 70.0
Trailer Track : 2.55

-	-	-	-
REV	DESCRIPTION	DATE	BY

REVISIONS



Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

Project Title:

PROPOSED LIDL FOOD STORE,
ABERYSTWYTH ROAD, CARDIGAN

Drawing Title:

SWEPT PATH ANALYSIS
CONSTRUCTION PHASE SITE LAYOUT
16.5m ARTICULATED VEHICLE

Drawn By:	WB	Date:	05.12.2025
Checked:	JRB	Scale@A3:	1:500
Approved:	JRB	Status:	-

Drawing No.	Rev.
SCP/251021/ATR05	-