

Construction Environmental Management Plan

Development of 40 Flats at Cefn Isaf

Revision No 0

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Contents

1.0	INTRODUCTION.....	4
2.0	SITE LOCATION.....	5
3.0	SITE SET UP & LOCATION.	6
3.1	Entrance Point	6
3.2	Construction Access	6
3.3	Compound location.....	8
3.4	Temporary Boundary Treatments	8
3.5	Site Parking	8
3.6	Construction vehicular movements.....	8
3.7	Material and delivery storage.....	9
3.8	Terrain	10
3.9	High Visibility Clothing	10
3.10	Monitoring and Control	10
3.11	Hours of Operation	11
4.0	CONSTRUCTION PHASE TIMINGS.....	11
5.0	LANDSCAPE MANAGEMNENT	11
6.0	OPERATIONAL GUIDANCE AND GOOD PRACTICE	13
7.0	MANAGING DUST AND OTHER POLLUTANTS	14
7.1	Dust Suppression	14
7.2	Water Damping.....	14
7.3	Avoiding Dust Generation.....	15
7.4	Site Waste Control & Material recycling.....	15
7.5	Wheel Washing Facilities.....	15
8.0	MANAGING NUISANCE NOISE	16
9.0	PREVENTING EMISSIONS AND ODOURS.....	16
10.0	GROUND CONTAMINATION CONTROL.....	19
11.0	MANAGING COMPLAINTS	19
	APPENDIX A - Construction Site Layout Details	20
	APPENDIX B - Traffic Management Plan.....	21

1.0 INTRODUCTION

This Construction Method Statement / Environmental Management Plan (CEMP) has been prepared on behalf of MSL to satisfy condition 7 of approved planning application number P/24/0140

The wording of Condition 7 is set out as follows:

No development shall commence, including any demolition and site clearance works, until a Construction Environment Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved plan shall be adhered to throughout the demolition and construction phases and shall provide for:

- i) the parking of vehicles of site operatives and visitors within the site;
- ii) loading and unloading of plant and materials;
- iii) storage of plant and materials used in constructing the development;
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- v) wheel washing facilities;
- vi) measures to control the emission of dust and dirt during demolition and construction; and
- vii) a scheme for recycling/disposing of waste resulting from the construction works.
- viii) details of any external lighting during construction.

The CEMP provides details on the requirements for the management of the construction phase of the project, including details relating to construction access, environmental items throughout the build.

The CEMP provides the following information.

- Construction methods: details of materials, how waste generated will be managed.
- General Site Management: details of the construction programme including timetable, details of site clearance; details of construction drainage, containment areas, appropriately sized buffer zones between storage areas (of spoils, oil, concrete mixing and washing areas) and watercourse or surface drain.
- Biodiversity management details of tree and hedgerow protection, invasive species management, species and habitat protection, avoidance and mitigation measures.
- Soil management, details of topsoil strip, storage and amelioration for re-use.
- CEMP Master plan, details of the extent and phasing of development, location of landscape and environmental resources, design proposals and objectives for integration and mitigation measures. Control of nuisances, details of restrictions to be applied during construction including timing, duration and frequency of works, details of measures to minimise noise and vibration from piling activities, for example acoustic barriers, details of dust control measures, measures to control light spill and the conservation of dark skies.

Construction Environmental Management Plan: Cefn Isaf, Merthyr Tydfil

- Resource management details, details of fuel and chemical storage and containment, details of waste generation and its management, details of water consumption, waste water and energy use.
- Traffic management, details of site deliveries, plant on site, wheel wash facilities.
- Pollution prevention, demonstrate how relevant guideline for pollution prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan.
- Details of the persons and bodies responsible for activities associated with the CEMP, and emergency contact details.
- Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations. The CEMP shall be implemented as approved during the site preparation and construction phases of the development.

MSL, as the Principal Contractor for the works will ensure that the actions contained in this CEMP are complied with.

MSL will also place a requirement on any Contractors working at the site to comply with the actions set out in the CEMP.

2.0 SITE LOCATION

The proposed development at: Cefn Isaf Flats, Pontycapel Road, Cefn Coed Y Cymmer, Merthyr Tydfil, CF48 2RA





From Pontycapel Rd down to Wern road and through site gate.

All heavy plant will be delivered to site via Cyfarthfa Gardens and will cross over the verge between the new tarmac play area and carpark and Godrer Coed Road, excavators will then track up the road and onto Pontycapel Road. All steel tracked machines will run on tyres which will be laid down in front of it as its travels under banksmen control. Where possible however, rubber pads will be fitted to the steel tracks to protect the road as the machine travels.

Where possible all deliveries of heavy plant will be made on the weekend when school/sports traffic is at a minimum, we will however liaise with the stakeholders using these facilities to see if a weekday would be practical to minimise pressure on the surrounding roads during the weekend.

Construction Environmental Management Plan: Cefn Isaf, Merthyr Tydfil

Following the delivery of plant, as it progresses up the road, the road will be checked for the presence of dust/debris from the tracks, this will be cleaned immediately by shovel/brush.

Through the use of the crossover and HGV route, we will ensure that only transit vans and cars will gain access to the site, via Pontycapel Road which feeds from the A4054.

All plant will be delivered to site with current certificates of inspection and along with any PUWER/LOLER certificates.

All plant is fitted with mirrors or cameras and serviceable flashing beacons which will be used whenever transiting the site. This ensures that all pedestrians can see the oncoming traffic.

When not in use, all plant / equipment will be left in a safe and secure condition, and where practicable keys to all plant to be left within the Prichard's welfare offices in a locked unit.

All plant and equipment will have been delivered and removed from site as per 'Delivery and Collection of Plant/Equipment' Risk Assessment.

All plant will be offloaded on level, stable ground with an acute awareness of any overhead and buried services and where there is sufficient space by a trained, competent person. The securing straps of the low loader are then released, the ramp lowered to the ground and the machinery off loaded.

Transport will turn off engines when stationary and must call ahead before arrival to allow banksmen to man the site entrance gates.

Correspondence with residents:

All residents and the adjacent school will be notified in advance of these works/deliveries being carried out i.e. by letter drop – Merthyr Valleys Homes (MVH) have a dedicated Development Engagement Partner, who will continue to manage engagement and communications for this project.

MVH will ensure that affected residents and the school, Ysgol Y Graig, will have adequate notification of works being carried out and will hand deliver letters to those affected. They will also ensure that other stakeholders, including Local Ward Councillors, will be made aware of all significant works being carried out. In terms of online communications, MVH have an established Facebook group for this project, called 'Cefn Isaf Development'. This is a private 'closed' group, which requires Facebook users to request to join, but the page allows for a transparent two-way conversation. As of April 2025, the page has 76 members, and this allows MVH to provide instant messaging to nearby residents. All communication methods outlined above will remain a key communication channel for the duration of the project.



3.3 Compound location

The permanent site compound as marked Offices, Welfare & Compound will be located at Land adjacent to site via Wern Road as indicated on TMP.

3.4 Temporary Boundary Treatments

The current security measures will be phased out over the course of the demolition works in lieu of solid steel hoarding which will supplement the existing fencing and proposed heras fencing.

3.5 Site Parking

Site parking is located adjacent to the site office and welfare location as shown in the compound layout appendix B. This area will facilitate general operatives along with Morganstone staff.

3.6 Construction vehicular movements

Site construction vehicles will only be operated by those people who have received the relevant training, have produced a copy of their certificates of competency and are authorised to use the vehicle/plant by their employer.

All vehicles on site will be inspected, tested and serviced at the appropriate intervals laid down by legislation and the manufacturer's instructions. All defects must be reported as soon as possible and, where necessary, the vehicle taken out of use. Records of maintenance inspection and tests must be produced to the site manager and visiting safety advisor.

Where construction vehicles are operating or being used on infrastructure roads or other areas roof beacons and headlights must be used.

Where construction vehicles are operating or being used on infrastructure roads or other areas where the public have access roof beacons and headlights and reversing sirens to be used.

A telehandler will initially be used to transport superstructure materials around the site once the infrastructure works are complete and a speed limit of 5mph will be strictly enforced.

A Crane will also be utilised on this site and a crane position has been provided on the TMP (Option A & B subject to further investigation with crane supplier) and lifting plan will be developed with the specialist contractors prior to the use.

Where specific hazards may produce additional risks to traffic movement on site they must be protected by physical barriers, and high visibility plastic fencing, metal pedestrian barriers, or heras fencing. This will include scaffolding in close proximity to the roadway along with excavations. Excavations close to vehicle and pedestrian routes must be fenced off and back filled as soon as reasonably practicable.

All movements to and from the public highway will be monitored by a suitably trained banksman.

All loading and unloading of plant and materials will take place within either the Compound or build area only and away from the main carriageway.

A traffic management plan is contained within appendix B which will link in with the entrance point and construction traffic plan as outlined in appendix 1

3.7 Material and delivery storage

Deliveries will be made during site hours (08.00hrs to 18.00hrs) however, the key times of the nearby Ysgol Y Graig primary school will also be taken into account to ensure that no HGV's are passing the school gates during their key times, the peak commuter times will also be avoided where possible to ensure that disruption to our temporary neighbours is reduced.

MSL will be manning the main gate – all deliveries must call ahead before arrival.

The Marshal will attend the delivery/collection and escort to lay down area or COSHH area (Diesel Deliveries)

All delivery consignment notes will be collected by MSL and issued accordingly.

Tipper lorries for the collection/delivery of hardcore materials from site will be staggered and in the control of MSL to ensure that no vehicles relating to the demolition works are waiting on the surrounding roads risking disruption and a hazard to public safety.

Construction Environmental Management Plan: Cefn Isaf, Merthyr Tydfil

- On arrival, the driver will inform the Site Manager of the delivery. Traffic controls will be in place to prevent drivers proceeding directly onto site.
- All delivery drivers will adhere to site rules regarding PPE.
- The delivery will be escorted to the site entrance in accordance with the site Traffic Management plan, through the traffic cones and to the access route onto site.
- A site speed limit will be in force on site as per the site Traffic Management Plan, but additional care and attention is required whilst operating around other site traffic.
- All reversing vehicles on site will be supervised by a Banksman once unloaded / loaded the delivery vehicle will be escorted back to the site main exit point.
- All vehicular movements on site will be overseen by a dedicated Banksman who will remain outside of the turning circle of plant and machinery at all times
- Transport will turn off engines when stationary and will not park up outside the site during operations.
- Toolbox talks will be given to ensure the safe passage of operatives and reducing the exposure to moving plant as far as reasonably practicable. All delivery drivers will receive a short but concise induction by Prichard's on their first visit to site and will be required to be inducted when entering the lay down area to collect waste.
- Traffic rules will be made clear to all delivery/collection contractors prior to their engagement on the site.
- All delivery drivers will adhere to site rules regarding PPE.
- A site speed limit will be enforced by Prichard's on site
- All reversing vehicles on site will be supervised by a trained vehicle marshal, once unloaded or loaded the wagon will be directed/ escorted back to the site main gate to exit the site.
- The process will be repeated for each delivery
- Transport will turn off engines when stationary and drivers will not leave their cabs whilst within the lay down area.
- The Site supervisor will have overall control of all traffic movements to and from site.
- Pedestrian and plant/vehicular movements will, where possible be segregated using temporary fencing.
- Where pedestrian routes cross vehicle routes there will be good visibility for both pedestrians and vehicles and be clearly marked. Pedestrian crossing points will be clearly indicated using red 'hooped' gates and sign posted 'crossing point'.
- In the event that access, and egress points change re-induction to site operatives will be undertaken accordingly.
- All MSL employees and delivery drivers will be advised on the local road systems busy times of day will be avoided for deliveries and consideration given to residents in the local area.

3.8 Terrain

The terrain of this site presents no abnormal risk of vehicles overturning. However, all dumpers and affected items of plant will be fitted with rollover protection and seat belts.

3.9 High Visibility Clothing

All personnel and visitors will wear visibility vests/jackets, appropriate gloves where required and hard hats at all times.

All operations including demolition, steel frame erection and craning will be detailed in the contractor's method statements and risk assessments.

A copy of these will be held in the site office.

3.10 Monitoring and Control

This will be the responsibility of the site and visiting managers.

Supervisors appointed by sub-contractors will also ensure that persons working under their control comply with the requirements.

All personnel will be acquainted with the site traffic management requirements during their induction training. Personnel failing to comply with the requirements of this traffic plan, thus placing themselves or others at increased risk of injury, will be dealt with in accordance with normal disciplinary procedures which may result in them being removed from site.

3.11 Hours of Operation

All works will be carried out in strict accordance with agreed working hours.

These will be 8.00am to 6.00pm Monday to Friday and 8.00am to 1.00pm on Saturdays. All plant and equipment will be 'silenced' in accordance with the manufacturer's designs and will be regularly serviced / inspected to ensure ongoing compliance. Works will be carried out by trained and competent operatives using best practice techniques. No machine will be allowed to 'idle' when works are not in progress.

4.0 CONSTRUCTION PHASE TIMINGS

- Overall Construction Period – 133 weeks including task overlap as per the program
 1. Site earthworks, piling and services- 24 Weeks
 2. Foundations to Block A – 16 Weeks
 3. Foundations to Block B – 12 Weeks
 4. Superstructure to Blocks A – 16 Weeks
 5. Superstructure to Block B – 16 Weeks
 6. Internal Works Block A – 20 Weeks

7. Internal works to Block B – 20 Weeks
8. External Works all Blocks- 32 Weeks

5.0 LANDSCAPE AND BIODIVERSITY MANAGEMENT

MSL have employed the services of ecology company to advise and monitor landscape and ecological works and protection of any existing species.

Having reviewed the approved Site Ecological appraisal prepared by Just Mammals Limited, the survey results confirm that no protected species have been recorded on site.

As such Ecological Mitigation and recommendations will be implemented as per the following:

- Any vegetation to be cut down must be removed outside of the bird nesting season, which runs between March and August, inclusive. (For Information only as will be removed by demo contractor)
- A careful process must be followed when grassland at the site is removed to ensure no harm to reptiles in the unlikely event they are using the site. (For Information only as will be removed by demo contractor)
- Cotoneaster must be removed to ensure the plant is eradicated and does not disperse more widely. (For Information only as will be removed by demo contractor)
- Long term bat mitigation will be provided within the exterior of the new buildings and will form part of the European Protected Species Licence required for the works once planning permission has been granted. Long term mitigation will likely include the provision of two integrated bat boxes, such as the Ibstock Enclosed Bat Box (or similar). Integrated bat boxes must be positioned as high as Cefn Isaf Flats, Merthyr Tydfil SO 03259 07698 Merthyr Valleys Homes Just Mammals Limited 4 March 2024 possible, in a sheltered, sunny location. It is recommended that these boxes are positioned at the south/ south/east and eastern side of the new built. Boxes must be away from artificial light sources.
- A designated dark corridor must be retained/ created at the site, to ensure light sensitive species can continue to use the site for commuting purposes.
- To protect any mammals, such as hedgehog that may pass through the site, any trenches dug forming part of the groundworks must be covered overnight or left with a 45° sloping side to prevent any animal from becoming trapped. Similarly, any unconnected pipes must be capped overnight to prevent any animal from becoming stuck.
- It is important that any on-site lighting scheme does not deter bats from roosting, dispersing across the site and using the surrounding habitat for foraging purposes.
- Two bird boxes including a single woodcrete bird box with a small 32mm diameter hole (Woodstone Seville 32mm Oval Hole Nest or similar), and an open fronted woodcrete bird box (Vivara Pro Barcelona WoodStone Open Nest Box or similar) must be installed at the site. Suitable locations for nest boxes

must avoid predatory cats and full sunlight. Bird boxes can be attached to new buildings or posts. Boxes must be situated approximately 3m from the ground and angled to face horizontally or downwards to ensure rainwater does not accumulate in the boxes. Boxes must be positioned between a northern and eastern axis, avoiding strong sunlight and prevailing wind/rain. Boxes must not be positioned too close together.

- Four swift bricks must be incorporated into the exterior of the buildings. Swift bricks must be positioned at least 5m above the ground, and out of constant sunlight. These should not be placed near windows. They are proposed to be sited at the north and or/north eastern elevations of the new builds.
- Proposals must include the planting of hedgerow along site boundaries. This must ensure connectivity across the site and will enhance biodiversity by increasing the floral diversity on site, thereby increasing the diversity and abundance of invertebrates and their predators.
- A green roof is proposed as part of the redevelopment of the site, which will enhance the existing ecological value of the site by providing food sources and habitat for invertebrates, which in turn will benefit other wildlife including bats and birds
- At least four bee bricks must be installed within the exterior of the new buildings. It is recommended that these bee bricks are positioned at the upper limit of the building, just below the green roof.
- It is important to implement good horticultural practice in any landscaping scheme, including the use of peat-free composts, mulches and soil conditioners. The use of pesticides (i.e. herbicides, insecticides, fungicides and slug pellets etc) must be discouraged to prevent cumulative fatal effects to animals via the food chain, particularly invertebrates, birds and/or mammals. Any pesticides used must be non-residual.
- Any fencing must have gaps beneath it to ensure wildlife can continue to move across the site.

6.0 OPERATIONAL GUIDANCE AND GOOD PRACTICE

Morganstone will conduct all operations in accordance with relevant published Guidance for Pollution Prevention as listed below:

[PPG1: General guide to prevention of water pollution](#)

[GPP 2: Above ground oil storage tanks](#)

[PPG5: Works in, near or liable to affect watercourses](#)

[GPP 5: Works and maintenance in or near water](#)

[GPP 8: Safe storage and disposal of used oils](#)

PPG11: Preventing pollution on industrial sites (link pending)

[GPP 13 Vehicle washing and cleaning](#)

[PPG18: Managing fire water and major supplies](#)

[PPG20: Dewatering of Underground Ducts and Chambers](#)

[GPP 21: Pollution incident response planning](#)

[PPG22: Dealing with spillages on highways](#)

PPG23: Maintenance of Structures Over Water (link pending)

[PPG26: Storage and handling of drums & intermediate bulk containers](#)

Morganstone are aware that there is a review plan in place for the update of PPGs replacing them with a guidance series, Guidance for Pollution Prevention (GPPs). For this reason, reference will be made to the current documentation, as linked below, to support operations on this project.

<http://www.netregs.org.uk/environmental-topics/pollution-prevention-guidelines-ppgsand-replacement-series/guidance-for-pollution-prevention-gpps-full-list/>.

7.0 MANAGING DUST AND OTHER POLLUTANTS

The local authority has the power under the Clean Air Act 1993, to limit the dust, emissions and odours generated by a site. Failure to comply with these limits can result in abatement notices being served if complaints are made.

Complaints can be avoided by adopting good working practices:

- Identify sensitive receptors and inform the authorities of any likely nuisance that may occur
- Instigate control measures to mitigate any negative impacts
- Develop a daily monitoring regime to record dust conditions while noting weather conditions, construction activities, their location and duration on site.

7.1 Dust Suppression

With regard to earthworks, during periods of dry weather, when dust is likely to cause a nuisance, specific work areas will be 'damped down'. In relation to dust generated by plant movements this operation will normally be carried out by a suitably specified road brush. At times when the works do not require the full-time attendance of a road brush, water will be introduced to the work area via other means i.e. hose pipe, water bowser, sprinkler etc. In addition, prior to disturbing any stockpile of soil or crushed material, consideration will be given to the introduction of water

Site speed limit of 5mph will apply,

7.2 Water Damping

As aforementioned, the fine spraying of water is the most effective way of suppressing dust. This will be carried out with a water bowser and hose-bar sprinkler. Spraying will be repeated regularly during warm and sunny conditions. However, spraying will not be allowed to create excessive mud, which could cause run-off into drainage systems or water courses.

We will consider spraying:

- areas of unpaved work subject to traffic or wind
- sand, spoil and aggregate stockpiles

- during the loading and unloading of dust generating materials

7.3 Avoiding Dust Generation

The following measures will be employed to avoid dust generation:

Roads

- Construct and base course the site entrance at site commencement.
- Minimise the length and width of haul roads to reduce the surface area
- Pave heavily used areas and sweep regularly
- Sweep public roads regularly with a vacuum sweeper
- Limit vehicle speeds – slower speeds generate less dust
- Minimise vehicle movements
- Damp down.

Plant and Vehicles

- Ensure vehicle wheels are cleaned before leaving site a vehicle wheel cleaning area will be located adjacent to the site entrance. A banksman will wash all vehicle wheels with a high-power pressure washer before they leave the site.
- Exhaust fumes should be directed upwards
- All lorries leaving the site will be fitted with sheet covers to contain dust from material carried.
- Plant and vehicles should be maintained in good working order
- Drivers must observe site speed limits to minimise dust generation

Material Handling and Storage

- Locate stockpiles out of the wind (or provide wind breaks) to minimise dust generation open storage
- We will keep stockpiles to a minimum height and use gentle slopes
- Compact and bind stockpile surfaces if necessary
- Minimise the storage time for materials on site
- Store dusty materials away from site boundaries, main site access roads and down wind of sensitive receptors
- Ensure waste skips are enclosed or covered
- Damp down earthworks during dry weather

Cutting/Grinding/Grouting/Packing

- Minimise cutting and grinding on site where possible
- Use equipment with dust extraction and wet cut where possible
- Spray water during cutting of paving slabs
- Use block splitters

7.4 Site Waste Control & Material recycling.

Refuse & all other waste materials

Morganstone operates a strict Waste Management Policy that involves the onsite segregation of waste to lessen the impact on landfill.

7.5 Wheel Washing Facilities

a designated operative will carry out the wheel washing of construction vehicles leaving the site (via a hand-held jet wash) to ensure that no debris is to be carried onto the public highway. The effectiveness of the wheel wash facilities will be monitored throughout the construction of the development.

This operation will be carried out within the development boundary utilising a formed grid which is positioned on the site access road at so that resulting water run-off is suitably controlled.

In addition to this a road brush will be in attendance when any 'cartaway' of arising relation to earth works takes place.

8.0 MANAGING NUISANCE NOISE

The Contractor and their sub-contractors should always apply the principle of Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 and carry out all work in such a manner as to reduce any disturbance from noise and vibration to a minimum.

Under the control of pollution act 1794 a section 61 licence has been applied for prior consent to carry out construction works.

All plant brought on to site should comply with the relevant EC/UK noise limits applicable to that equipment or should be no noisier than would be expected based on the noise levels quoted in BS 5228-1:2009. Plant should be properly maintained and operated in accordance with manufacturers' recommendations.

Electrically powered plant should be preferred, where practicable, to mechanically powered alternatives. All mechanically powered plant should also be fitted with suitable silencers, as appropriate.

Items of plant on-site operating intermittently should be shut down in the intervening periods between uses.

Where feasible, all stationary plant should be located so that the noise effect at all occupied commercial and residential properties is minimised and, if practicable, every item of static plant when in operation should be sound attenuated using methods based on the guidance and advice given in BS 5228.

Use of pneumatic breaking should be limited or, better still, alternative techniques should be investigated and utilised; and crunchers should be used in preference to pneumatic breakers; and where breakers are used, they should be of a suitable size for the job.

Whenever possible, deliveries should be programmed to arrive during daytime hours only and care should be taken when unloading vehicles to minimise noise. Deliveries

should be routed so as to minimise disturbance to local residents and delivery vehicles should be prohibited from waiting within or near the site with their engines running.

We have designated areas around the site boundary where noise levels will be recorded during the daily activities.

9.0 PREVENTING EMISSIONS AND ODOURS

The following measures will be employed to prevent emission and odours:

Plant and Vehicles

- Plant and vehicles will be maintained in good working order
- Control deliveries to minimise queuing
- Ensure engines are switched off when not in use
- Refuelling areas will be sited away from the public in open storage with a fuel overspill bund and kit provided.
- No burning of waste materials is to occur on site

Waste Storage

- Containers will be covered and removed frequently

Chemicals on Site

- Will take account of wind conditions when planning activities likely to emit aerosols, fumes, odours or smoke
- Position site toilets with effluent tanks away from residential areas

Nuisance Issues

- i) **Dust**
Ensure that all roads are kept damp in dry spells.
Ensure that all grinders and cutters are used as a last resort.
Vehicle wheels will always be washed before leaving the site.
- ii) **Emissions**
Generator exhausts to point up.
Generators to power plant and tools to be used sparingly.
- iii) **Odours**
Consideration will be taken to neighbours when painting, and adhesive operations take place, to where venting will be located.
- iv) **Noise**
All works will be carried out in strict accordance with agreed working hours. These will be 8.00am to 6.00pm Monday to Friday and 8.00am to 1.00pm on Saturdays.

All plant and equipment will be 'silenced' in accordance with the manufacturer's designs and will be regularly serviced / inspected to ensure ongoing compliance.

Works will be carried out by trained and competent operatives using best practice techniques. No machine will be allowed to 'idle' when works are not in progress.

v) **Vibration**

Vibrating rollers only to be used for short duration where possible, and to be turned off when not in use.

vi) **Light**

There will be street lighting on site in association with the current area. These lights will have a vertical emphasis, and there will be no direct back spill of light from this source outside of the site. This will comply with the planning criteria.

Lights will also be visible on the majority of moving construction vehicles, in order to provide awareness and visibility to people when moving on site.

The illuminance of the vehicle lights will have limited radii. In addition, vehicles will only be operating within the designated hours of construction. As such, there will be negligible impact upon the surrounding area in terms of light pollution.

It is noted that should a nuisance occur in future, this can be monitored and dealt with under the relevant legislation by the Environmental Health Section.

Vii) **Ground Water and Water Run off**

As Appendix 1 and 2 A straw bund will be erected behind the site hoarding encased on a geotextile. In front of this barrier a slit geomembrane silt fence will be installed to catch any water run off / slit.

The above fencing will extend to our site boundary where a settlement tank / stand by pump will be installed to manage water runoff and any ground water during the Sub Structure Works if required

A surface water management plan will be completed as a separate document for the project, detailing the above and how surface water is managed during the superstructure / rain garden stages.

10.0 GROUND CONTAMINATION CONTROL

In order to control potential ground contamination, the following measures will be employed:

- All road gullies and drainage will be protected from any ground water run off to prevent contamination.
- Fuel / Diesel bowzers will be double bunded and sited in a position whereby a spill can be contained without risk of entry into the watercourse. Spill kits will be provided with bowzers along with the sharing of information to relevant parties relating to the wider spill response plan
- The groundworks contractor has been provided with the following Environment Agency Guides relating to best practice.
 - EA PPG1 General Guide to the Prevention of Pollution
 - EA PPG2 Above Ground Oil Storage Tanks
 - EA PPG5 Works and Maintenance in or near Water
 - EA PPG6 Working and Construction and Demolition Sites
 - HSG176 Storage of flammable liquids in tanks
 - HSG51 Storage of flammable liquids in containers
 - HSG140 Safe use and handling of flammable liquids

The Ciria/dti/E.A. Guide to Good Practice on Site is also provided.

11.0 MANAGING COMPLAINTS

Prior to commencement of each phase/stage of the works, all residents likely to be affected by construction shall be contacted and advised of the type and duration of the works that may affect them.

The project manager shall be nominated to receive any complaints for the duration of the construction works and this person shall either be on site or available by telephone and this telephone made known to CCS Planning and Public Protection Department.

Any emergency deviation from shall be notified to, CCS Planning and Public Protection Department as soon as practically possible.

Construction Environmental Plan: Ty Menyn, Swansea

APPENDIX B - Traffic Management Plan (Extract)

