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Construction Environmental Plan for the Proposed Residential Development. Land at Swansea Road, Merthyr Tydfil



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1-Scope of Proposed Works

The project objectives are to deliver a high-quality housing development that provides a range of modern apartments and dwellings all in an accessible location.

The proposed scheme will provide 42 apartments, with a mix between 2,3 and 4 bedrooms which include both terraced and semi-detached dwellings.

The site is situated close to the A470, which is a major link road that extends from Cardiff through and up to North Wales. It also connects onto the 'Heads of the Valleys' link road. The site area is designated as Clwydyfagwyr, Swansea Road under the Merthyr Tydfil LDP.

The site is located on the Southern side of Swansea Road, Clwydyfagwyr which is a relatively flat site overall that gradually raises from an east to west direction and is at a higher level than Swansea Road itself. The Principal Contractor will need to be mindful of their traffic management systems along with delivery times etc. This element of the process will need to be in evidence throughout both the demolition and construction phases of this scheme.



This site Construction Environmental Management Plan (CEMP) is a publicly facing document that has been developed to work in conjunction with Hales CEMP to avoid, minimise or mitigate the effect of the construction activities on the environment and the surrounding community. This site CEMP provides a site-specific management framework for the planning and implementation of construction activities in accordance with environmental commitments identified by the project managers. It is part of a much broader company-wide Environmental Management System (EMS) and references the EMS wherever possible to avoid duplication and the risk of conflicting information.

It is essential that mitigation measures described in legislation or documents such as Environmental Impact Statements are acted upon to ensure environmental protection and to address the needs

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and expectations of interested parties. The CEMP is available as part of the company Environmental Management System and sets out the generic requirements of a CEMP in more detail.

Construction Project staff are required to comply with the environmental controls set out in the EMS and as laid out in this site-specific document.

2-Issue and Revision

An electronic version of this CEMP is issued by the Project Manager and stored on Live Project, DATA Hale, Health & Safety for staff with access to computers. Hard copies will be made available to site staff without access to computers and included in the site induction. It will be re-issued following any changes made as a result of legislative, procedural, or contractual amendments or updates.

Client	Merthyr Valley Homes
Contractor	Hale Construction Ltd
Architect	C2J Architects
Engineers	Smart Associates
Landscape Architects	Tir Collective Landscape Architects
Japanese Knotweed Consultant	The Knotweed Company Limited
Ecologist	Ethos Environmental Planning
Employers Agent	RPA Quantity Surveyors
Building Services	Expedite Building Services

3-Duty Holders

Environmental Duty Holder	
Name(s)	MP Whelan
Deputy Name(s)	M Thomas
Contact Number	07538432098
Area of Designated Responsibility	
Monitoring the appointment and effectiveness of nominated fuelling representatives and emergency response teams. Monitoring construction works including the sub-contractors for compliance against Environmental Risk Assessment and Method Statement control measures. Co-ordination of all environmental documentation. Monitoring environmental training, consultation, and implementation of sub-contractor procedures. Attending site HSE committee meetings Monitoring of all sites environmental incidents and ensuring they are reported and investigated. Undertaking weekly inspections and ensuring the production of the Weekly Inspection Report. Accompanying HSE Managers & NRW inspections. Advising Project Manager on the implementation of environmental management system.	
Designated Signature:	
Deputy(s) Signature(s):	

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COSHH Co-ordinator	
Name(s)	MP Whelan
Deputy Name(s)	M Thomas
Contact Number	07538432098
Area of Designated Responsibility	
Familiarising themselves with relevant Company COSH procedures contained within the BMS. Identifying opportunities for reducing risk through substitution, replacement, or protection Identifying materials and processes that require COSHH Assessments, including imported materials and materials already in offices. Obtaining correct COSHH Assessments including correct activities Maintaining COSHH File Ensuring that relevant personnel are briefed on COSHH Assessments and that these briefings are clearly understood and complied with by all, with records of the briefings being maintained within the site files. Arranging face fit testing for personnel requiring to use/wear RPE. Requesting COSHH Assessments from sub-contractors (where required) and review for adequacy.	
Designated Signature:	
Deputy(s) Signature(s):	

4-Environmental Goals for the Project

Goal
No long-term damage to the environment
No legal prosecutions
Pollution Prevention
To actively involve our employees and the supply chain in developing and sustaining a positive environmental culture which promotes a working environment where everyone makes environmental protection personal and helps to create a Zero Harm culture through understanding their impact on the environment, by stopping work and seeking guidance if they are involved in an activity which they believe could adversely affect the environment
To conduct our operations in an environmentally and socially responsible manner to achieve environmentally sustainable solutions

5-Regular Liaison between Parties on Site

Environmental specific channels of communication are detailed below: -

Any health and safety issues which may affect this plan will require regular communication from all involved parties. It will be encouraged for all sub-contractors to put forward their Health & Safety issues, particularly observed or encountered unsafe acts or conditions to management. If the subcontractor has the authority to undertake the required remedial action, they may do so and

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review with management. If the action required is outside the sub-contractor's authority the management is to be made aware immediately.

Health & Safety will a key subject topic for discussion within all formal meetings between the project teams.

Results of design changes / proposals or matters arising on site that could have implications on Health & Safety are to be tabled for discussions at the formal meetings to decide if relevant for notification to the Principal Designer and / or Designer. Any changes in the design will be accompanied by a risk assessment, if necessary, which will be made available to the Principal Designer. The Project Manager/Site Manager will co-ordinate all design issues between the client, the designer(s) and the principal designer and will be the single point of contact throughout the project for receiving design information and for passing this information to site personnel and, where applicable to Hale Construction Ltd sub-contractors.

The Project Manager will be responsible for filtering any design changes to site staff and for communicating them to the client, suppliers, and sub-contractors, as appropriate. All design updates or changes shall be reviewed and accepted by The Client prior to implication. Such changes shall be issued by way of a document control system. Any design issues or questions will be highlighted in forums such as internal meetings, progress meetings and design review meetings.

Interested Party	Communication Details	Contact Number
NRW	They may visit periodically	03000653000
Hale HSE Manager	Site visit on a regular basis	07538432098

6-Environmental Assessments

Environmental assessments carried out as part of the planning process and prior to the construction activity may still be relevant to the construction phase. Actions may have been taken to mitigate any adverse effects that must be taken into consideration, such as tree orders requiring signage and protected areas or finding hazardous soil that must not be re-used by accident.

The following table lists the assessments applicable to this construction project, a summary of the outcome and any action that must be taken during the construction phase.

Emergency response plans

Water Management Plan

Site Waste Management Plan

Ecological Management Plan

Tree Protection Plan

Archaeology and Cultural Heritage

Construction Noise and Vibration Management Plan

Construction Traffic Management Plan

7-Training, Awareness & Competence

Site staff shall be competent to perform tasks that have the potential to cause a significant environmental impact. Competence is defined in terms of appropriate education, training, and experience. Project specific training is required. Method Statement briefings will be given before

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personnel carry out key activities for the first time. The environmental sustainability awareness and training specifically required on this site is detailed in Table 3:

Role	Environmental Aspects of Training
All new starters	Hales Company Induction
All site staff	Site-specific induction
All site staff	Toolbox Talks: Tree Protection Orders
All site staff	Environmental posters and site notices
All site staff	Briefings on key environmental aspects for the project as follows: Known complaints relating to the site
All site staff	Environmental aspects of Method Statements and Risk Assessments
All site staff	Environmental alerts
Project Manager	Briefing on the CEMP
Construction Manager	Briefing on the CEMP
Designer	Review of the CEMP
Environmental Manager	Review of the CEMP
Sub-contractor Supervisors	Briefing on the CEMP

8-

8-Project Description:

The project objectives are to deliver a high-quality housing development that provides a range of modern apartments and dwellings all in an accessible location.

The proposed scheme will provide 42 apartments, with a mix between 2,3 and 4 bedrooms which include both terraced and semi-detached dwellings.

Site Location and set up,



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9-General Activities-Scheme Details

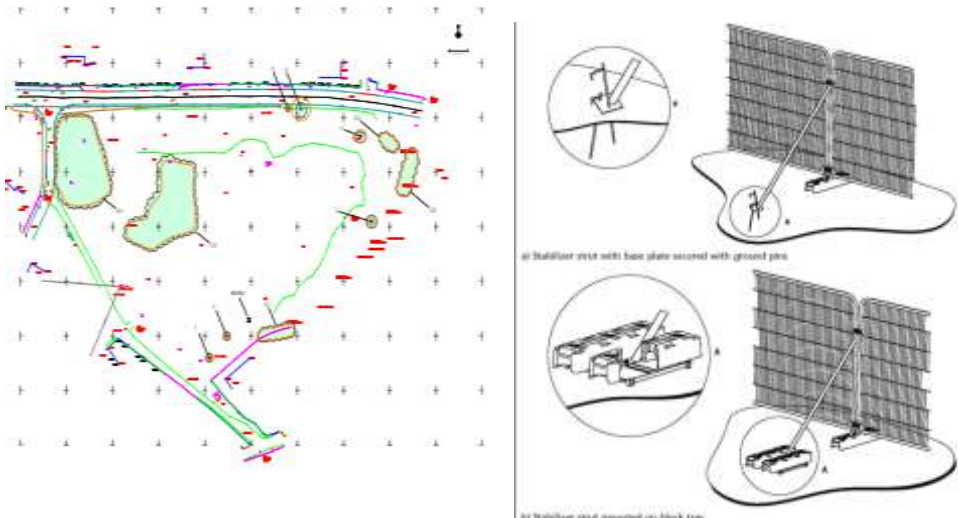
Scheme Aspect	Scheme Detail
Groundworks	Site enabling works, Site set up, Location of services Foundations Substructure Superstructure Landscaping
Site establishment	Protection of existing ecological features if any
Plant and equipment	LOLER and Plant Register to be completed
Service Installation	Electric, BT cable and water
Tree Protective Measures	Segregation/Notices
Japanese Knotweed	Japanese Knotweed removal a separate statement is in place which states that the knotweed is to be removed from site,
Earth works	Foundations, Service trenches
Superstructure construction	Building, site access roads and pathways
Retaining walls materials	Not applicable
Drainage systems	SUDS
Building Type	Timber Frame Offsite Manufacture
Service connections	Electric, BT cable and water
Schemes	Considerate Constructors Scheme Site Code of Practice: 1. Enhancing the Appearance 2. Respecting the Community 3. Protecting the Environment 4. Securing Everyone's Safety 5. Caring for the Workforce

10-Site key points

Refer to the Transport Use & Management Procedure and the site-specific Traffic Management Plan.

Key Point	Mitigation Measures
Site Access	The vehicular access to the site will be taken on Swansea Rd the site is located to the south of Swansea Rd and approximately 2.3km west of Merthyr Tydfil and lies closely to the A470 and the A465 Heads of the Valley Rd, Site access gates will be of a robust metal lockable double gate which will be closed at all times and managed by a dedicated Traffic Marshal who will monitor Site Traffic and deliveries, Signage will be installed along Swansea Rd depicting Site Entrance, Site access will be kept clean and free from any debris and Muck from site activities, a Wheel wash facility and a road sweeper will be in use if inclement weather should dictate the need, Wheel wash facilities will be positioned at the site entrance to wash all vehicles leaving site and to prevent any discharge of dust, mud, or silt onto the public highway. The facilities will be manned continuously throughout the working day while vehicles are leaving the development. The washing facility will be a high-pressure washer

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	connected to a 1000ltr water bowser. The wheel wash facility is positioned just inside of the site gates, so that all vehicles leaving the development will have to pass through it and be washed down.  The left image is a site plan showing various areas: Delivery entrance - Controlled Access via West Gates, under Traffic Marshals Supervision; Access for Site operations; Double stacked Welfare Units with Multipurpose Welfare Room; Smoking Smoking shelter; Standoff Stage either side of Main Entrance; Container Storage; Encouraging Area; and Segregated Waste Storage. The right image is a photo of the site entrance with a 'CAUTION SITE ENTRANCE' sign featuring the Hale logo and contact info, and a 'SITE SPEED LIMIT 5' sign.
Tree Protection	A Tree Constraints Plan is to be put in place also a root protection area will be erected prior to any enabling or construction work taking place at distances specified within the Tree Protection Plan Have appropriate all-weather warning signs clearly affixed e.g. 'CAUTION - PROTECTED TREE Will Remain in place until completion of the construction phase, Removal only to take place following the approval of the Tree Officer. Once erected, the area within the barriers – the Construction Exclusion Zone will be enforced marked it must be regarded as sacrosanct and not removed, or altered without the prior recommendation of an arboriculturist and approval of the LPA / Local Authority Tree Officer.  The left image is a detailed tree protection plan showing a site layout with trees, paths, and various colored zones. The right image shows two diagrams of tree protection barriers. Diagram (a) shows a 'Stabiliser stick with base plate secured with ground pins'. Diagram (b) shows a 'Stabiliser stick mounted on block tray'.

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Japanese Knotweed	Japanese Knotweed is located on site, Japanese knotweed will be fenced off and isolated from any activities on site immediately to avoid potential knotweed spread. A fencing will be erected at least 7 metres away from any visible knotweed growth, (2014) Code of Practice for the management of Japanese knotweed, (V2.7) and Environment Agency Treatment and disposal of invasive non-native plants: RPS 178 (Nov 2016)'. No new materials should be stored in or adjacent to Japanese knotweed areas, A strategy for removing the knotweed problem is required to allow the proposed site development/management objectives to be implemented without compromise of potential property and legal risks caused by Japanese knotweed, A section of Japanese Knotweed was present on the North Boundary the Knotweed appears to have been treated however fresh growth is still present, Hales/Client to set up a strategy plan for removal of all knotweeds, a Knotweed Management Plan Produced by: The Knotweed Company Limited confirms areas and No site clearance works to be carried out until the site has been fully inspected for knotweed by a suitably qualified or experienced person and any knotweed areas clearly identified, Japanese knotweed on site to be isolated by fencing to avoid disturbance during treatment. If the ground in proximity to knotweed is likely to be disturbed as part of the development works the isolation fencing should be extended to cover a wider area to protect rhizomes in the soil. o If any knotweed is present on adjacent land the risk needs to be assessed and control measures implemented to prevent re-invasion of the site. Liaison with adjacent landowners to treat Japanese knotweed that poses a risk to the site is essential. Procedures to be put in place to ensure all imported materials are free from Japanese knotweed. Designated haul routes through site to be identified to avoid risk of contamination through accidental or deliberate movement of knotweed material. Training to be given to all site operators and contractors during development works to ensure they can identify the plant, understand their legal obligations and are conversant with site practices to prevent further spread.  
Ecological Assessment	The background data search returned a single record of a badger from 1974 over 1600m north of the site at Pen-moel-allt nature reserve. There was no evidence of

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	badger on site; no mammal trails, foraging evidence, smeuses, latrines or setts were found. The habitats on site were assessed as having low potential for foraging badgers. A tributary of the river Taff was present north of the site which had the potential to support these species. However, the habitat was not connected to the site and no suitable for habitat for riparian mammals was present on site. Dormouse It was assessed that hazel dormouse are absent from the site. It was assessed that the site has negligible value for GCN. The species-poor grassland was lightly grazed by horses and unmanaged at the time of survey and was assessed as having low value for invertebrates. Given the small size of the habitat suitable for invertebrates, it was not considered necessary to undertake specific invertebrate surveys. Bats The habitats on site were assessed to be of low value to bats; none of the trees had features desirable to bats and the grassland and scrub provided low – moderate quality foraging habitat. Hales Management will monitor all enabling works and groundwork and if any species are found they will stop work immediately and the Site Manager will Report to the ecologist,
Noise and Vibration,	The following recommended hours of work for construction sites Construction works other than piling should be carried out between 8am and 5pm, Monday to Friday and 8am and 1pm on Saturday. Prior approval is required for any construction taking place outside permitted times and on Sunday and bank holidays. The following noise management policies and procedures will be implemented to ensure that the project can be carried without cause complaint or lose of harmony to the local community: All plant and equipment will be regularly maintained to ensure that no item will produce excessive noise. If noise or vibration levels are cause of concern or if there are complaints, the Environmental Manager will carry out a site investigation – an improvement plan will be put into place and discussed with the site team. Traffic movements from waste collection vehicles will take place during operational hours and these will take into consideration the neighbourhood requests for quiet periods.

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Plant maintenance operations should be undertaken as far away from noise-sensitive receptors as possible.

The use of barriers to absorb and/or deflect noise away from noise sensitive areas will be employed where required and reasonably practicable.

All plant used on site, paying particular attention to the integrity of silencers and acoustic enclosures will be maintained in good and efficient working order and operated such that noise emissions are minimised as far as reasonably practicable. Limit the use of particularly noise plant, i.e., do not use particularly noisy plant early in the morning.

Limit the number of plant items in use at any one time.

Machines in intermittent use should be shut down or throttled down to a minimum during periods between work.

A speed limit of 10 mph will be in place at the site.

When replacing older plant, ensure that the quietest plant available is considered wherever possible; any deliveries/spoil removal vehicles should be programmed to arrive and depart during daytime hours only.

Site staff will be made aware that they are working in the immediate vicinity of a sensitive receptors and avoid all unnecessary noise due to misuse of tools and equipment, and unnecessary shouting.

Care should be taken when loading vehicles to minimise disturbance to local residents. Vehicles should be prohibited from waiting within the site with their engines running.

Report any defective equipment/plant as soon as possible so that corrective maintenance can be taken.

A complaints response system shall be maintained by the contractor for the site enabling any complaints regarding noise to be reported and appropriate action taken.

Liaison with neighbours and other interested parties to ensure that works to not cause excessive disruption.

Any plant found to be requiring interim maintenance should be identified by the operator and repairs undertaken by a qualified engineer as soon as possible.

Regular and effective maintenance of plant can play an important part in keeping noise levels under control.

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-Noise Reduction of Stationary Plant and Tools Possible noise reduction measures for compressors or generators are as follows:

-Use of electric powered compressors as opposed to diesel or petrol.
-Sound reduced compressor or generator can be used to supply several pieces of plant.

-Use of centralized generator system.

-Efficient sound reduction equipment should be fitted to engines.

-Metal casings should be acoustically dampened.

-Manufacturers' enclosure panels should be kept closed.

-Erection of an acoustic screen between the compressor or generator and noise, Enclosure of compressor or generator in a ventilated acoustic enclosure. Below



Possible noise reduction measures for tools are as follows:

1-Use of hydraulic or electric tools where possible.

2-Use of alternative quieter equipment for concrete breaking/cutting.

3-Fitting suitably designed sound reduction equipment to reduce noise without impairing efficiency.

4-Use of damped tool piece or saw blade.

5-Enclose above is a suitably designed portable or fixed acoustic enclosure with suitable ventilation (with due regard to the health and safety of operatives).

Newer heavy-duty diesel generators are designed to emit low noise and vibration. Some units are up to 15 dB (A) quieter than older diesel-powered generators and quieter than most gasoline sets. The units are totally enclosed and damped, including cooling, exhaust, and intake system.

The following list and respective A-weighted sound pressure levels (L_{Aeq} 10m dB) have been taken from the British Standard 5228 Part 1 – “Code of practice for noise and vibration control on construction sites”. This list does not intend to be exhaustive, and plant and equipment onsite might be subject to change.

Equipment	Equipment size	A-weighted sound pressure level, L _{Aeq} , dB at 10m
Telescopic handler	17 m boom	71 dB(A)

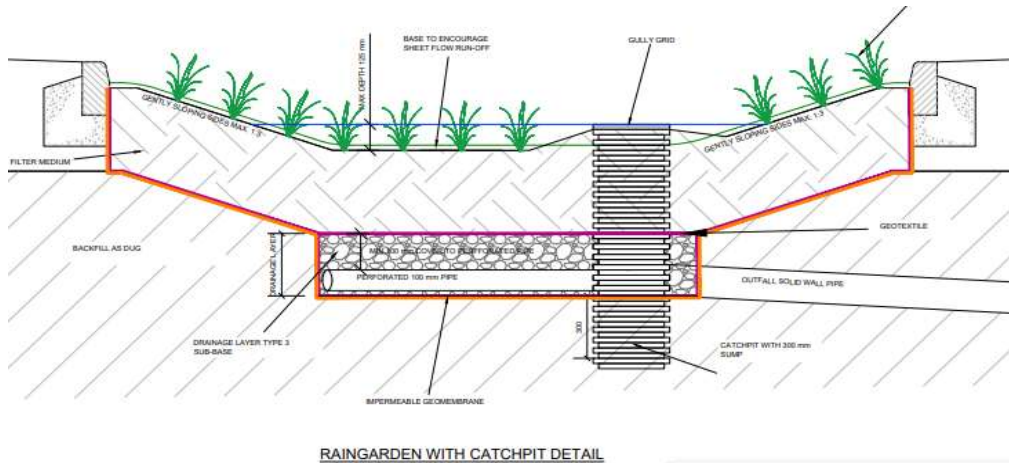
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	Mobile crane	100t	71 dB(A)
	Site dumper	7 ton	76 dB(A)
	360 excavators tracked/wheeled	24 Ton	75 dB(A)
	Generator (running)	6.5 KVA	64 dB(A)
	Lifting platform	8 ton	67 dB(A)
	Excavator	21 Ton	71 dB(A)
	Road Sweeper (dust suppression)	70 kW	76 dB(A)
	Compressor	4 m3/min	72 dB(A)
	Truck Mixer for concreting ops	5 m3	72 dB(A)
	Subcontractors will provide a list of equipment and plant that will be onsite. Sound pressure levels for this equipment will be taken into consideration so that no negative impact is extended to neighbours or other interested parties. The Environmental Manager will carry out frequent environmental audits to the site. In the course of this audits, noise and vibration and dust control are items that will be audited and discussed with the site team. Should it be necessary, an improvement plan will be put in place to ensure no complaints are raised by interested parties.		
Dust management controls to be implement onsite include,	Haul roads to be constructed in the early stages of the project – this will ensure that the vehicles will not generate excessive dust on access and egress. Road Sweeping to be carried out to ensure the site's appearance and external accesses are in good condition. All waste lorries to be netted when leaving site to minimise dust and prevent any material from accidentally dropping from the load. Provision for wheel wash area so that lorries can be jetted down when leaving the site. This will depend on our ability to ensure a suitable area is available for this setup. System must have rumble grids to dislodge accumulated dust and mud prior to leaving site. Installation of solid screens or barriers around dust generating activities. These will be at least as high as any stockpiles onsite. All equipment (for cutting, gridding or sawing) to be fitted with suitable dust suppression techniques such as water sprays or local extraction. We will consider spraying a fine spray to suppress dust on the following: Stockpile area which will be a limited amount and natural vegetation will grow over a period of time and will act as an infiltration system for any possible run off. Road surfaces and pavements will be monitored by the site management team and clean up any spillages, With close proximity of residential properties care must be taken to reduce as much dust as possible,		

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SUDS	Drainage Systems (SuDS) is to be installed and features will therefore need to be incorporated as per the SAB permission. Protection of new planting beds by suitable knee height rails or raised brick planters to prevent encroachment and damage by pedestrian and vehicular traffic, or temporary fencing, until work is established, Control the flow, volume and frequency of water leaving a development area. Prevent pollution by intercepting silt and cleaning run-off from hard surfaces. Provide attractive surroundings for the community. The SUDs system will be one of the first elements to go in during construction so will require protection and monitoring. In addition to our measures to mitigate silt entering the systems we will also undertake regular monitoring of the SUDs assets to ensure they are not clogged with silt and if they are they will be.... (To clear them. If there is a phased handover of any part of the site these elements will still be monitored on a ... basis and any silt found, Monitoring will be throughout construction and at completion. Maintenance objectives will include regular planting checks and maintenance to ensure that the planting is establishing, and the SuDS elements are consistent with the original design intentions. This will involve continuous / ongoing routine operations throughout the year, for which a detailed maintenance schedule is to be followed. Regular maintenance and monitoring inspections of rain gardens should be undertaken to maintain SuDS performance and balance.  Management and maintenance commitments would be more intense during the in initial establishment period, 1-2 years after planting. This would involve: • Watering (as necessary) • Weed control • Pest and disease control • Pruning • Checking and cleaning of inlets and outlets • Mulching (not bark mulch), and • Litter picking.
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11-Water Management & Pollution Prevention

Key Point	Mitigation Measures
Re-Fuelling Facilities	As the site is built out it will become tight, however as a priority the double-skinned diesel tank has been located in a low-risk area out of the way of the main construction area and easily accessible by the main entrance to the site. A fuel oil spill kit will be placed by the tank. Drip trays to be installed and spill kit, this area will be monitored daily, A secure lock to be installed and after use this must be secured, The storage of all potentially polluting material will be within an impervious bund with a capacity greater than 110% of the total potential stored contents (for multi-tank bunds, the capacity must be 110% of the capacity of the largest tank or 25% of the total tank capacity, whichever is greater). All level gauges, filling valves and vents and filling nozzles (when not in use) should remain within the bund. All valves will be kept locked when not in use and made available to authorised persons only. Site specific toolbox talks will be carried out to ensure adequate refuelling methods are in place.
Storm Water	Protective measures for the storm will be the use of a silt netting to run along the Dig a 4-8 inch (101.6-203.2mm) deep trench. Use a shovel or backhoe and dig a 4-8 inch deep (101.6-203.2 mm), 4-inch wide (101.6 mm) trench on the bottom of a slope, where water is likely to pool. The trench should be curved or look like a J hook so that the water pools behind the fabric, Silt fences sections should be continuous and transverse to the expected flow. The silt fences should follow the contours of the site as closely as possible. Place the fence such that the water cannot runoff around the end of the fence, extending the ends upslope enough to allow the water to pond behind the fence (See figure 2). 2 - A trench shall be excavated approximately 100mm wide and 100mm deep on the upslope side of the proposed silt fence location. 3 - Bury bottom 150mm of the silt fence to the red burial marker in a "L" configuration in

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	the trench so that no flow can pass under the silt fence. Backfill the trench and compact soil over the geotextile so that the compacted soil fills the trench. 
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12-The construction mitigation measures

Feature/Issue	Details
Silt Management	Silt pollution is easily identified by discolouration or cloudy water. It affects the quantity of suspended soils or turbidity in water and can create several issues if uncontrolled discharge reaches a sensitive receptor, such as a river. Key considerations for the project include: - Limiting stripping to the minimum amount of land required - Diverting clean water away from bare ground - Planning for the treatment of silty water when pumping out excavations or managing surface water run-off. Any silt will be removed by using settlement tanks,
Chemical storage	All chemicals will be kept in appropriate-sized containers to avoid the need for decanting. Where decanting is necessary, training, and safe procedures will be put in place to avoid any spillages. Hales will provide relevant information, instruction, training, and supervision to employees. Drips trays will be available for plant and equipment to avoid any leaks
Pollution incident response plans	Training will be provided to operatives to highlighted and raise awareness of the correct procedure to deal with environmental incidents emergencies, such as spills. Hales incident response plan includes: - Emergency contact numbers - Responsibilities of site personnel - Awareness of environmental issues via communication and training

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Feature/Issue	Details
	Location of drainage systems/sewers and arrangements for their stopping up if leakage into them occurs. The correct use of containment equipment (such as drip trays, bunds, and booms to avoid spillages) The location of spills kits around site Arrangements for the safe disposal of used spill kit equipment and contaminated materials,
Waste Management Plan	During design stage we try to regulate floor to ceiling heights to match finished heights of plasterboard material such as keeping ceiling heights to 2430mm to minimise off cuts. Also, as part of our timber frame design software it is using standardised timber sizes to minimise waste. Off-site manufacturing of the timber frame panels, roof panels and floor joists cassettes minimises waste as it is assembled in perfect conditions in factory-controlled environment, also all timber offcuts are used in our biomass boiler in the factory that provides the heating and hot water for Hale Construction head office offsetting the carbon impact of gas and waste transfer. Our procurement procedure uses Skip companies in the locality of the development to minimise material waste transportation. We review proposed engineering levels as part of design audit to minimise the amount of soil to be taken off site to landfill. All Hale Construction sites have segregated waste skips commonly Timber, Plasterboard & mixed depending on the size of scheme and type of waste being generated. Also, metal, and inert hardcore skips are used from time to time. We have a site policy of reusing suitable of off cuts for noggins and build up timbers that all our carpenters adhere too to prevent build-up of unnecessary waste timber in skips. Our main waste collecting contractor is GD Environmental who operate a 100% recycle policy from there sorting yard so no waste going to landfill from any Hale site.

13-

Statutory Nuisances

The Environmental Manager will periodically carry out site inspections and air quality control will be one of the audited topics. Additionally, the site team is to communicate any issues regarding local air quality to the HSEQ team.

Activity	Mitigation measures
Communications	Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.

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	Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary. This will be the Project's Contracts Manager.
Site Management	Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
	Make the complaints log available to the local authority when asked.
	Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in the logbook.
Monitoring	Carry out regular site inspections which will ascertain the success of the implemented dust management controls. These inspections will be recorded and any recommendation which results from these inspections is to be followed up by site management.
	Undertake weekly on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked.
Preparing and maintaining the site	Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.
	Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
	Avoid site runoff of water or mud.
	Keep site fencing, barriers and scaffolding clean using wet methods
	Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used onsite cover as described below
	Cover, seed, or fence stockpiles to prevent wind whipping.
Operating vehicles & machinery	The hardstanding surface will be kept as long as possible. The entrance/exit will also be retained and will always be linked to an interceptor.
	Ensure all vehicles switch off engines when stationary - no idling vehicles
	Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable.
	All plant and equipment shall be maintained in accordance with manufacturer's recommendations to ensure emissions to atmosphere are minimised.
	Impose and signpost a maximum – speed-limit of 10 mph on surfaced and 10 mph on un-surfaced haul roads and work areas
	Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.
Operations	Areas where there is regular vehicular movement should have a consolidated surface which shall be kept in good repair
	Only use cutting, grinding, or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.

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	Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
	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
	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).
Waste Management	Skips, chutes, and conveyors shall be covered and if necessary enclosed to ensure that dust does not escape.
	Bag and remove any biological debris or damp down such material before demolition.
	Ensure effective water suppression is used during demolition operations.
Internal and external finishing	Sanding and cutting machinery will be fitted with dust suppression or collection equipment. Vacuum cleaning should be used wherever possible. Washing and damping down should be carried out whenever necessary.

Pest Control	We will ensure that adequate arrangements for disposing of food and canteen waste and/or other material attractive to pests will be implemented. The site's welfare area will be frequently cleaned to ensure no build-up of food waste that can attract pests. Food and beverages will only be consumed in controlled and tidy locations such as the canteen. No food allowed in open areas of the site, where its waste might attract vermin. All waste materials to be placed in sturdy, closed containers. These will be emptied regularly to prevent unpleasant odours. Good standard of housekeeping to be implemented at all times. The site will be frequently visited and audited by Hales's HSEQ team to ensure this is maintained throughout the project's duration. If infestation occurs, Hales will take action to deal with it as required by the Council's Environmental Health Officer
Concrete Wash Water	The Project Lead must develop a strategy for dealing with concrete wash water and put this in place before concrete mixing or deliveries start on site. There must be a designated washout area in a suitable place on site. The area should provide an impermeable containment for wash out water. This is the only area on site where concrete activities are permitted to wash out, including mixers, barrows, and rakes. A lined and watertight skip may be an acceptable solution. As far as possible concrete mixing or delivery lorries should return for washout to the batching plant with only chutes being washed out on site.

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	Wash waters that can't be reused on site should be discharged to foul sewer under a trade effluent consent (discharge license) from the sewerage provider. If this isn't possible or practical, wash waters can be discharged to ground or to surface waters in accordance with the NRW regulatory position statement or a valid environmental permit. If none of these options are possible the wash waters must be taken off site by road tanker and treated at an authorised treatment facility  
Occupational Health Precautions	1) Dust and vapor related works have been identified as: unlikely. 2) Exposure to vapor will be monitored by the site supervisor and user. Where possible ensure that the area is well ventilated.
Skin Conditions	Working in the outdoors within the natural environment can always present a danger to our operatives and their skin. At HCL we provide above appropriate level of Personal Protective Equipment and information to our employee's base d on specific tasks and have an open-door when it comes to improvements. Our operatives are constantly reminded of the processes and signs of checking for any changes within their physical health and encourage others to spot the signs where necessary too. UV protection is part of HCL responsibility, and we endeavour to provide this for employees where necessary. Employees are encouraged to use UV protection when it is needed and are also encouraged to seek shade during breaks and intermittently, where necessary throughout the day.
Mental Health	Mental Health is prioritised the same as physical health within HCL. We understand the importance of a healthy mind, however, understand that due to many contributing factors, this may not always be possible.

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	We have specific mental health first aiders within the company who are always present for our operatives. Toolbox Talks are provided on a monthly basis for our employees to share our vision. Our operatives are constantly reminded of the processes and signs of checking for any changes within their mental health and encourage others to spot the signs where necessary too. As some of our works are completed on a lone working basis, we provide monthly and ad-hoc catchups with our employees to ensure their wellbeing is maintained.
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14-Environmental Inspections and Audits

Environmental inspections are carried out weekly using a customised inspection proforma. Records of the inspections are stored in the site office and will be made available for review if requested.

Arrangements for Controlling Significant Environmental Aspects

Environmental Review and Risk Assessment

An Environmental Review and Risk Assessment of site activities has been conducted and is fully documented in the Environmental Review, Risk Assessment and Control Record report which is included in the CPHSP.

The significant environmental aspects identified for this project are as follows and will be communicated in the Site Induction: -

Legal Consents and Licences

Environmental Inspections and Audits

Environmental inspections are carried out weekly using a customised inspection proforma. Records of the inspections are stored in the site office and will be made available for review if requested.

Detail of emergency procedures and contingency measures to deal with spillages, can be found in the in the previous section on emergency procedures.

The following should be contacted in the event of any emergency (work/home/mobile-MP Whelan-07538432098

In the event of a situation which could have an environmental impact the following procedures will be implemented to mitigate any environmental impact.

WHO TO CONTACT IN AN ENVIRONMENTAL EMERGENCY?

Environment Agency Emergency Hotline

For emergencies - 24 hours a day, 7 days a week – 03000653000

Environmental Helpline

Answers to your environmental questions – 03000653000

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- See the pre-contract commencement meeting minutes for contact details for:
 - Local Post Office – re: deliveries
 - Local police- Tel; 01685722541
 - Local hospital- Tel:01685721721
 - Fire brigade- Tel; 01443 232000.

Names / organisations	Responsibility	Contact number
Emergency services	Fire and Accident Assistance	999
Natural Resources Wales	Pollution Incidents	0300065300
Virgin Media damage hotline	Cable damage	0870 8883113, Option 1
Wales & West	Gas release incident	0800 111999
Electricity Supplier	Cable strike/OH line incident	0800 6783 105
Water company	Service strike	0800 052 0130
HSE	Major Incidents	0345 300 9923

15-Traffic Management

HSG151 – Protecting the Public, Your Next Move

HSG144 - The Safe Use of Vehicles on Construction Sites

The proposed traffic management plan is to be established to avoid impact in the immediate neighbours on the site as well as residents in and around Merthyr, A site set up plan has been developed showing site layout.

If applicable note any specific hazards associated with lay down and storage areas.

Lay down areas will be located by office/welfare facilities and site compound area,

Lay down area will be supervised during loading/unloading,

Plant drivers will be briefed on traffic areas and any change in will be briefed to all drivers,

All beacons to be operating on all plant,

Designated turn around and one system to be co-ordinated,

All drivers to adhere to site speed limits.

Barriers to be installed on all walkways.

Deliveries to site

Access into and around the site

Deliveries

There will be a requirement for deliveries throughout the construction phase. There will also be the need for the removal of materials and waste from the site, this will be managed in a “just in time” basis as to minimise the likelihood of congestion.

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Contractors will ensure that material suppliers will select applicable delivery vehicles which will enter the site if the delivery can be received and offloaded in a safe and proper manner. A site speed limit of 10 mph will be in force.

Vehicles delivering and removing materials will access the site off Swansea Rd will be directed by signage to the construction area.

Drivers when reaching the construction site will be instructed to stop and report to the site office before entering the site, Site entrance gates will be closed upon arrival, Drivers will be directed to the offload area by use of traffic signage,

Construction Traffic Volumes

Construction traffic will typically be made up of large vehicles (4 axles and 12m long), concrete mixers (3 axles and 8m long), and 4 wheeled (18 tonne) tipper Lorries (2 axles and 10m long). There will also be several smaller vehicles associated with the contractors and sub-contractors employed on the site.

The delivery of materials by large vehicles will be prohibited before 8.30 – 9.30 am and between 14.30-15.30.

The number of large construction vehicles is estimated to be in broad terms as follows, with no more than 2-3 large vehicles per day anticipated throughout the build period. At this peak period, these will be loads such as concretes and aggregates that are easily and quickly discharged from rigid vehicles.

Initially site set-up and deliveries will occur to bring items such as site offices, hoarding, scaffolding, and initial plant. This is likely to comprise an average of 2-3 large vehicles per day for one week and the same again at the end of the construction period.

Site preparation will result in no more than 4 large vehicles per day to bring materials and equipment to the site for one week, falling back to 1-2 large vehicle per day for the rest of the phase,

Construction –

The delivery of contractor equipment (generators, storage facilities) would occur within the first week of the phase and would then be collected at the end of the project. This could comprise up to a total of four deliveries using large vehicles (i.e., an average of less than one per day) the work laying the foundations would occur within the first 15 weeks of the phase. It is estimated that this would comprise approximately 4-5 deliveries using a large vehicle each week (i.e., an average of around 1-3 per day) the delivery of the wooden frames for the buildings would arrive once the foundations have been laid. It is estimated that this will comprise of up to 1-2 deliveries using an articulated HGV per week.

The delivery of general building materials would occur throughout the contract. It is estimated that this would comprise approximately 2-3 deliveries a week using a large vehicle.

Landscaping & External Finishes

The delivery of building landscaping and final finishes would comprise approximately 2-3 deliveries a week using a large vehicle.

Local Highway Network

The national standards for Road Safety Audit (RSA) in DMRB HD19/15 and IHT guidelines suggest that an RSA is not generally required for application to temporary traffic management schemes

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unless there are exceptional changes to the layout and operation of roads that will affect the network for a considerable period.

Safety at Street Works and Road Works a Code of Practice” and Chapter 8 of the Traffic Signs Manual contain the necessary guidance to facilitate the safe planning and implementation of temporary traffic management activities.

The construction period will be significant length of time and will not involve a substantial volume of traffic. Vehicle speeds are relatively low in this location. The type of access or and cyclists are accommodated in as safe a manner as possible (for example the use of banksmen and signage). the activity associated with it, is not likely to be exceptional and the management measures described in this CTMP to be put in place by the contractor, will help ensure that all vehicles, pedestrians.

Public Interface

Measures in place to protect the public from the site vehicles and plant are as follows:

Erection of Segregated Barriers

Signage to be erected on or near the site entrance.

Drivers to be briefed on access points,

Access and egress must be always kept clean.

No congestion of traffic along Swansea Rd and Waunbant Close

Site Manager to arrange delivery schedule to all delivery drivers.

Times of deliveries to coincide with 09.00am till 15.00pm

Demonstrates a large range and number of facilities and services are located within suitable walking and cycling distances from the site which can be accessed via suitable active travel routes.

All facilities are within Welsh Government guidance walking and cycling distances,

The site is situated within less than a 1km walk of the key local facilities in Gellideg, which includes a post office, hairdressers, takeaway, community centre, sports pitch, and employment use. In addition, the closest school and the Trago Mills local centre are within a 1.5km walk (less than 20 minutes). As such, the site is considered to be situated in a sustainable ‘walkable neighbourhood’ consistent with the Welsh Government (1.6km) guidance.

The site is well situated within walking distance by continual routes for two further retail parks as well as the High Street at Cefn-coed-y-cymmer.

The site is also situated within 3.2km of Merthyr Tydfil Town Centre, which includes numerous further facilities and services.



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Figure 4-5: Location of facilities within proximity of the site



16-Emergency Arrangements

Record specific arrangements required in the event of an emergency.

Liaison with Emergency Services.

Define routes from all emergency services and entrance and lay down area to acceptable to size of emergency vehicles,

Area to be free from any obstruction and signage to be displayed.

Emergency Plan for Flood, Fire, Serious Injuries, Chemicals, Respiratory from Dust,

Evacuation Procedures

Medical/Rescue Plan

Reporting Methods

Designated First Aiders, Fire Marshals

Training for designated Persons

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Appendix-1 Site set up,



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Appendix-2 Site set up,

Construction Phase CGI View 01



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Appendix 3 Site set up,



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Access to 39 of the proposed dwellings will be obtained from Swansea Road from the northern boundary via a new priority junction. This will comprise a 5.5m carriageway width and 6m junction radii. The access will have a relatively flat gradient for the first 5m to enable vehicles to pull out onto Swansea Road safely and ensure that pedestrians (and cyclists) crossing the mouth of the junction can do so appropriately without a significant crossfall.

Footways are provided on both sides of the access, which connect users to Swansea Road via the existing footway to the west and the new footway provision to the east. To the east, the 2m wide internal footway will widen to 3m at the access junction to connect to the proposed active travel crossing located to the east of the site access. A new 2m wide footway will continue to the east of the access, providing continuous provision along the site boundary which provides links to the surrounding facilities and public transport services. The access will also Swansea Road, Gellideg Transport Statement Merthyr Valleys Homes Ltd | Report Ref: C23044/TS01 | 02 August 2023 20 incorporate dropped kerb crossings at the junction mouth to enable suitable crossing for pedestrians and cyclists.

Visibility from the proposed access junction can be provided at 2.4m x 43m in each direction at a distance of 2.4m back from the edge of the carriageway. This would equate to recommended visibility splays for 30mph streets as set out in TAN18, which is appropriate for this location. Visibility can also be achieved in excess of this distance and drivers are provided with forward visibility in excess of 43m to the site access, as well as the proposed crossing location.