



Premier Inn Merthyr Tydfil

CONSTRUCTION MANAGEMENT PLAN

on behalf of Whitbread Group Plc.

2024/7920/CMP01

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1 INTRODUCTION

1.1 Document Context

1.1.1 This Construction Management Plan is prepared by RGP Consulting Engineers Limited in support of development at the Premier Inn Merthyr Tydfil hotel, Duffryn Road, Pentrebach, Merthyr Tydfil, CF48 4BB ("the site").

1.1.2 A planning application (reference. P/24/0133) was submitted to Merthyr Tydfil County Borough Council for an:

"Extension to existing hotel to provide additional bedrooms, together with alterations to the car park and associated works."

1.1.3 In support of the application RGP prepared a Transport Statement (reference. 2024/7920/TS01) to provide an overview of the highways and transport impacts of the Proposed Development.

1.1.4 Highways comments were received from the County Borough Council to which RGP prepared two Highways Response (references. 2024/7920/TN01 and 2024/7920/TN02) notes and attended a virtual meeting with the County Borough Council, following which a letter was prepared (dated. 04/04/2025) to confirm the points as discussed in the meeting.

1.1.5 RGP have additionally prepared a Travel Plan (reference. 2024/7920/TP01) and Parking Management Plan (reference. 2024/7920/TN03) to further limit the highways and transport impacts of the Proposed Development. An updated Transport Statement (reference. 2024/7920/TS02) was prepared following amendments to the proposals.

1.1.6 Preparation of the above documents and engagement with the County Borough Council demonstrates Whitbread's commitment to minimising the highways and transport impacts of the Proposed Development.

1.1.7 The application was approved in December 2025 with this Construction Management Plan prepared by RGP with consideration to conditions three and four of the Decision Notice, worded as follows:

Condition Three: "Demolition or construction works shall not take place outside the hours of 08:00 to 18:00 Mondays to Fridays and 09:00 to 16:00 on Saturdays and at no time on Sundays or Public Holidays."

Reason: "To ensure that the noise emitted/activities are not a source of nuisance to occupants of nearby properties in accordance with Policies SW11 and EnW4 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan."

Condition Four: "No development shall commence, until a Construction Management Plan has been submitted to, and approved in writing by, the local planning authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

- (i) *the parking of vehicles of site operatives and visitors;*
- (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;*
- (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 demolition and construction works."*

Reason: "In the interests of the highway safety and free flow of traffic and to protect the environment and so as to accord with Policy SW11 of the Merthyr Tydfil County Borough Council Replacement Local Development Plan."

2 PRINCIPAL CONTRACTOR

2.1 Context

- 2.1.1 A Principal Contractor will be appointed who will be responsible for all construction works. The Principal Contractor will be responsible for implementing this document and the measures it contains to realise clean, efficient and safe construction practices.

2.2 Considerate Constructors Scheme

- 2.2.1 The Principal Contractor would be a member of the Considerate Constructors Scheme (CCS). The CCS commits Principal Contractors to observe and implement the Code of Considerate Practice which ensures construction sites operate to:

- Respect the community.
- Care for the environment.
- Value the workforce.

- 2.2.2 The Principal Contractor would ensure all construction personnel, to include all visitors to the site, operate in a manner consistent with the Code.

2.3 Public Engagement

- 2.3.1 The Principal Contractor would identify residents, businesses and interested parties who should be consulted with prior to and during construction works.

- 2.3.2 The Principal Contractor would inform those parties of the start date, duration and nature of the project, the principal stages of the project and the contact details of the Principal Contractor and out of hours emergency contact.

2.4 Enquiries & Complaints

- 2.4.1 The Principal Contractor would aim for all construction work to be completed in a manner which has consideration to the community, environment and on-site personnel. Nonetheless, the Principal Contractor would establish a procedure for the handling of any enquiries or complaints to include recording details of:

- The nature of the enquiry or complaint.
- The cause of the enquiry or complaint.
- The remedial action taken (where appropriate).

- 2.4.2 The Principal Contractor would aim to respond to any enquiry or complaint in a timely a manner as practicable and take remedial action where deliverable and justifiable.

3 CONSTRUCTION PROGRAMME

3.1 Phases of Construction

3.1.1 The phases of construction are anticipated to be as follows:

- Demolition.
- Site Clearance.
- Erection of construction site compound.
- Setting out.
- Excavation.
- Installation of foundations.
- Frame construction.
- Cladding installation.
- Fitting out.
- Landscaping and highways.

3.1.2 The above phases of construction will be confirmed by the Principal Contractor following their appointment.

3.2 Construction Vehicles

3.2.1 Construction vehicles to be utilised throughout the phases of construction are anticipated to be as follows:

- Tipper Lorry
 - a) Length – 10.2 metres.
 - b) Width – 2.5 metres.
 - c) Height – 2.9 metres.
- Concrete Lorry
 - d) Length – 8.4 metres.

e) Width – 2.4 metres.

f) Height – 4.0 metres.

- Flat Bed Trucks

g) Length – 8.0 metres.

h) Width – 2.1 metres.

- Panel Vans

i) Length – 5.3 metres.

j) Width – 2.0 metres.

k) Height – 2.5 metres.

3.2.2 Construction vehicle movements would be limited to the minimum number of movements practicable.

4 CONSTRUCTION SITE & VEHICLE HOURS

4.1 Site Hours

4.1.1 The construction sites hours would be as follows:

- Monday to Friday – 08:00 to 18:00.
- Saturday – 09:00 to 16:00.

4.1.2 No works would be undertaken on Sundays, Bank or Public Holidays.

4.2 Vehicle Hours

4.2.1 Construction vehicle hours would be within the above construction site hours.

4.2.2 Construction vehicles would generally be restricted, as far as is reasonably practicable, to between 09:30 and 16:30 to minimise construction vehicle movements during peak hours on the highway network.

4.2.3 Construction vehicles movements would not be completed outside of the above construction site hours.

4.3 Incidents and Emergencies

4.3.1 Incidents and emergencies could arise where it is not possible or practicable to comply with the above construction site hours, the measures of this document or relevant planning policies.

4.3.2 In any such instances, the Principal Contractor would be permitted to complete emergency works with the Local Planning Authority advised and contacted with the details provided to the nature of the works.

4.3.3 The Principal Contractor would record details of any emergency works to include:

- The nature of the incident or emergency.
- The cause of the incident or emergency.
- The remedial action taken (where appropriate).

4.3.4 An Incident /Emergency Log would be kept as appropriate.

5 CONSTRUCTION PROGRAMME

5.1 Context

- 5.1.1 A construction site compound would be established and maintained throughout the construction programme.

5.2 Hoarding

- 5.2.1 The construction site would be hoarded throughout the construction programme. The provision of hoarding would prevent unauthorised access to the construction site and control the impact of construction works on neighbouring sites.
- 5.2.2 It is anticipated the hoarding would be plywood faced to measure 2.4 metres in height, additionally, heras fencing would be provided to measure 2.0 metres in height. It is likely the hoarding would be painted purple (Pantone 519) and adorned with Premier Inn graphics.
- 5.2.3 The hoarding would display the following information:
- Site Programme.
 - Contact details for complaints and / or enquiries.
 - Name of the Site Manager (daytime).
 - Emergency out of hours contact.
- 5.2.4 The Principal Contractor would be responsible for maintaining hoarding throughout the construction programme – this would comprise checks at regular intervals. Should maintenance be required, the Principal Contractor would be responsible for undertaking these to ensure the construction site is secure.

5.3 Huts / Cabins / Offices

- 5.3.1 The construction site compound would contain all site huts, cabin and offices.

5.4 Loading & Unloading

- 5.4.1 The construction site compound would contain all loading and unloading.

5.5 Storage

- 5.5.1 The construction site compound would contain the storage of all plant; materials and waste.

5.6 Fuel and Chemicals

- 5.6.1 The Principal Contractor would establish an area for the storage of any fuels or chemicals within the construction site compound. The Principal Contractor would aim for this location to not need to be moved throughout the construction programme.
- 5.6.2 The Principal Contractor would store any fuels or chemicals held on the site within a bund. The bund would be located on an impermeable surface with controlled drainage. The bund would be located away from sewers and watercourses.
- 5.6.3 The bund would be located to minimise the risk of collision from vehicles or plant.

5.7 Vehicular Access

- 5.7.1 All construction vehicles would access the site in a forward gear. All construction vehicles would manoeuvre on-site. All construction vehicles would egress the site in a forward gear. All construction vehicle drivers would observe local carriageway restrictions as appropriate.

5.8 Road Closure / Diversions

- 5.8.1 It is not anticipated any road closures or diversions would be required throughout the construction programme – however, should this be required, all relevant licenses would be applied for in good time.

5.9 Vehicle Movements

- 5.9.1 The Principal Contractor would ensure the site would be able to accommodate all construction vehicles through the preparation of a Construction Vehicle Schedule.
- 5.9.2 The Schedule would require all Contractors to telephone prior to their arrival so that any necessary steps can be taken on-site to accommodate the vehicle i.e. Traffic Marshall / Banksman.
- 5.9.3 The preparation of a Schedule would ensure only one vehicle is present on site at any one time.

5.10 Construction Vehicles

- 5.10.1 The Principal Contractor would aim for the use of construction vehicles that benefit from the following features:
- Audible warning alert (i.e. reversing or when turning left).
 - Blind spot sensors.
 - Camera monitoring.

- Class V and VI mirrors.
- Moving off sensors.
- Side under-run protection.
- Warning signage.

5.10.2 The Principal Contractor would aim for the use of Contractors who are a member of the Fleet Operator Recognition Scheme.

5.11 Wheel Washing Facilities

5.11.1 A wheel washing facility would be provided on-site. The Principal Contractor would ensure all construction vehicles leave the site in a clean and tidy manner. The Principal Contractor would evaluate the location of the facility throughout the construction programme.

5.12 Parking

5.12.1 The Principal Contractor would advise all construction personnel of the location of the site prior to works commencing and the relative accessibility by active and sustainable travel modes.

5.12.2 To promote active and sustainable travel modes, it is anticipated the Principal Contractor would prepare a Personnel Travel Plan and make provision for the storage of personnel equipment and supplied on-site, as practicable.

5.12.3 Where it is not feasible or practicable for personnel to travel by active and sustainable travel modes, the Principal Contractor would promote car sharing among personnel. This would decrease personnel related trips to and from the site and subsequent parking demand.

Provision

5.12.4 It is anticipated 72 car parking spaces would be retained throughout the construction programme for the shared use of the hotel, restaurant and personnel.

5.12.5 With consideration to the car parking demand data as presented in RGP approved Transport Statement, the existing site could generate a peak car parking demand (during construction site hours) of 44 cars at 18:00 – this would result in a minimum provision of 28 spaces for personnel.

5.12.6 The Principal Contractor would develop a good working relationship with the Hotel / Restaurant manager to ensure car parking is fully managed throughout the construction programme, so as not to impact on the safe and efficient operation of the car park or the local highway network.

6 DUST MANAGEMENT

6.1 Context

- 6.1.1 The Principal Contractor would operate the construction site with consideration to the Institute of Air Quality Management 'Guidance on the assessment of dust from demolition and construction' document – the subsections below are based on information from that document.

Communications

- 6.1.2 The Principal Contractor would 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.
- 6.1.3 The Principal Contractor would plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible and erect solid screens or barriers around dusty activities.
- 6.1.4 The Principal Contractor would avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.
- 6.1.5 The Principal Contractor would request all divers to switch off their engines when stationary, unless specifically required to be left on.

Operations

- 6.1.6 The Principal Contractor would only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques.
- 6.1.7 The Principal Contractor would ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
- 6.1.8 The Principal Contractor would minimise drop heights and use enclosed chutes and covered skips.

Trackout

- 6.1.9 The Principal Contractor would aim for all vehicles entering and leaving sites are covered to prevent escape of materials during transport.
- 6.1.10 The Principal Contractor would implement a wheel washing facility.

7 LIGHTING MANAGEMENT

7.1 Context

- 7.1.1 Hoarding lighting would be provided for the official hours of darkness (half an hour after sunset to half an hour before sunrise) – this would include any time outside of the official hours of darkness when visibility is seriously reduced.
- 7.1.2 All lighting would be positioned and directed so as not to intrude unnecessarily on neighbouring sites, or to cause distraction, glare or confusion to passing drivers on surrounding public highways.
- 7.1.3 It is considered the Principal Contractor would operate the construction site with consideration to the Institute of Lighting Professionals 'Guidance Notes for the reduction of Obtrusive Light' document.

8 WATER MANAGEMENT

8.1 Context

8.1.1 The following bullet points summarise the water management measures that would be employed at the construction site:

- Drains, sewers and watercourses within the site would be identified.
- Construction processes that could generate spills would be sited away from drains, as practicable.
- Spill kits would be provided.
- Plant would be maintained as per manufacture guidance.
- Drip trays would be provided.
- Fuels or chemicals held on the site would be within a bund.
- The bund would be located on an impermeable surface with controlled drainage.
- The bund would be located away from sewers and watercourses.

9 OTHER MANAGEMENT

9.1 Retained Trees

- 9.1.1 Arbtech 'Arboricultural Survey' (2024) detailed mitigation pertaining to existing trees (where required) and it is considered any mitigation measures detailed within the Survey represent effective mitigation from an ecological perspective and should be adhered to.

10 WASTE MANAGEMENT

10.1 Context

10.1.1 All construction waste would be managed with consideration to the Waste Hierarchy.

10.2 Waste Hierarchy

10.2.1 The Department for Environment, Food & Rural Affairs 'Guidance on Applying the Waste Hierarchy' confirms the Waste Hierarchy "ranks waste management options according to the best environmental outcome taking into consideration the lifecycle of the material." The Waste Hierarchy, as reproduced from the Guidance, is illustrated in the figure below.



Figure 1 The Waste Hierarchy (Source. Department for Environment, Food & Rural Affairs)

10.2.2 As illustrated above, the Waste Hierarchy gives top priority to preventing waste, and where waste is generated, it gives top priority to preparing it for reuse, then recycling, then other recovery, prior to disposal.

10.2.3 Application of the Waste Hierarchy supports the move from a linear model of disposal toward a circular model.

10.3 Reuse, Recycle, Recovery & Disposal

10.3.1 All waste would be segregated at the prevent contamination.

10.3.2 Reuse

- 10.3.3 Reusable materials would be stored separately from other materials – they may be stored on- or off-site for use in this or other construction projects. In instances where reusable materials are no longer required by the Principal Contractor, they may be sold on.

10.3.4 Recycle

- 10.3.5 Recyclable materials would be stored separately from other materials – they may be stored on- or off-site prior to recycling. Recyclable materials would be disposed of at an appropriate recycling facility for that material stream.

10.3.6 Recovery

- 10.3.7 Recoverable materials would be stored separately from other materials – they may be stored on- or off-site prior to recovery. Recoverable materials would be recovered at an appropriate recovery facility for that material stream.

10.3.8 Disposal

- 10.3.9 Disposable materials would be stored separately from other materials – they may be stored on- or off-site prior to recovery. Disposable materials would be transferred under a waste transfer note (for non-hazardous waste), or a waste consignment note (for hazardous waste).

10.4 Prohibited Acts

- 10.4.1 No construction waste would be permitted to be burned on-site.



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