

St Tydfil's Grove, Merthyr Tydfil, CF47 0BN

CONSTRUCTION ENVIRONMENT MANAGEMENT PLAN (CEMP)

20th November 2025



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1. INTRODUCTION

The site at St Tydfil's Grove, Merthyr Tydfil, and is vacant land awaiting development.

The proposed scheme is for a mixed residential development to include the conversion and extension to a listed building to create 7 apartments and a dwelling and the construction of 62 dwellings (including 31 affordable units).

The development will also involve new surface drainage infrastructure and a new foul drainage connection connected into the existing sewer to an approval and inspection regime with Welsh Water. Within the site there will be hard and soft landscaping, entrance road construction and carparking areas as part of the residential development. The site has significant slopes, so retaining wall construction is involved.

This Construction Environment Plan describes how P&P Building and Roofing Contractors Ltd will approach the scheme and demonstrate we are competent contractors that through experience can ensure that our works will be undertaken as safely, competently, and as efficiently as possible.

Following a comprehensive review of the Pre-Construction information and the design drawings and surveys from other consultants we have been able to understand the constraints and challenges of the St Tydfil's site.

The PCI received contains the following information:

- Architectural site plans
- Design and Access statement
- Engineering layouts
- Transport impact assessment
- Planning submission
- Site investigation and Topographical surveys
- Ecological surveys

It is our intention to minimise the environmental impact of construction activities as far as reasonably practicable and will follow the safe systems of work outlined in this management plan. As designs and construction phase commences the Construction phase plan (CPP) will accurately document our on-site working methodology and how we and our sub-contractors will mitigate against the risks identified.

Site management will be provided by P&P and Corey Jones will provide contract management from our head office (01495 792245).

The site working hours will be 8:00 until 18:00 hrs Monday to Friday and 8:00 until 13:00 hrs on Saturdays.

Work is never planned on Sundays or Bank holidays, but if it becomes necessary works will be notified to planners and residents, with explanations of the reason and

type of work. Hours would be restricted as per the Saturday works. NO noisy activities will be carried out on Sundays and Bank Holidays.

The following local conditions have been considered in the preparation of this plan:

Current residential areas
Site Gradients
Ground conditions
Existing services
Existing structures
Existing road systems

The content of this plan will be consistently monitored and, where necessary, amended as the site develops by the site and visiting management.

Site offices and Canteen notice board will display the Traffic Management Plan indicating the key elements of this plan, and a copy of the plan retained on site for monitoring and review purposes. The site office and welfare details including all legal, Health and Safety at Work Act (1974) requirements are covered in detail by the Construction Phase Health and Safety Plan (CPP).

The Construction Phase Health and Safety Plan (CPP) will be assessed for suitability by the clients CDM Advisor before works commence on site.

2. PROTECTION OF THE PUBLIC

Before works commence a meeting will be held with the local highway's authority, to approve the extent of the signage in areas with public interface. All signs will be provided in Welsh and English, to their required standards.

The site perimeter will be securely fenced on all sides, and with securely fixed Heras fencing and lockable gates at the entrance. Construction site warning signs will be fixed to the fencing. All visitors will be directed to the dedicated pedestrian site entrance and on to the site office. Pedestrian barriers and banksmen will be utilised where needed, and the situation monitored at project meetings regularly. Adequate safety signage will be added in the area to assist public awareness of the works. All boundaries will be monitored and checked by the site manager

A security company will also be engaged to provide 24-hour, out of hours, CCTV surveillance and cover for the site. They will provide mobile patrols and callouts when the site alarm system is activated.

There may be occasions when the footpaths will need to be temporarily restricted for services connection, these will be correctly planned with the various authorities and suitable notice given.

Discussions will take place with the adjacent business/property owners before works commence to inform them of the increased activity on the site. As the works

progress, if there are conditions that are more hazardous or significantly noisier than usual, they will be informed of such by the site management.

3. SITE PARKING AND VEHICLE SHARING

P&P Building and Roofing Contractors Ltd directly employs many of the site operatives, meaning that we can control vehicle sharing and arrange for several operative's travel in one vehicle to reduce pollution and parking congestion.

Where subcontractors are employed, we will ensure that wherever possible they share vehicles, this will be part of their selection process.

We have allowed for on-site parking for contractors and visitors, and this will change as the build programme progresses. This will be reflected in the Traffic Management Plan (TMP), which will be updated in line with any changes on site regarding layout and activity.

4. CONSTRUCTION VEHICLE MOVEMENTS

Site construction vehicles at St Tydfil's will only be operated by those persons who have received the relevant training, have produced a copy of their certificates of competency and are authorized to use the vehicle / plant by their employer.

All vehicles used 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 testing must be produced to the site manager and the visiting health and safety advisors upon request.

All construction vehicles, when not in use, and on the conclusion of daily works, will be returned to the designated parking area as shown on the site map or within the compound. Keys will be removed from all vacated vehicles.

Where several construction vehicles are operating or being used on infrastructure roads or other areas to which the public have access, roof beacons and headlights will be used, and all movements will be monitored by a banksman.

Vehicles are not permitted to travel in reverse on site or onto infrastructure or other roads used by the public unless under the control of a trained banksman. Audible reversing warning equipment is fitted to all Tele handlers and maintained in working order.

5. SPEED LIMITS

A speed limit of 5mph will apply on site.

6. FENCING: PROTECTION AND ENCLOSURE

P&P Building and Roofing Ltd will enclose the site as our first task and initial set-up procedure.

It is intention to use Heras fencing to enclose the entire site along the boundary and will reinforce this against wind and movement by triangulation and additional weighting.

The site boundary will be checked daily, both at the commencement of work and at the end of the day.

A private security company will be employed to provide CCTV surveillance and connection to mobile response should an activation be detected. South Wales Police will also be called to any unauthorised out of hours activity.

We will create a vehicle entrance with a lockable gate, also a separate pedestrian entrance which will also be locked, this will have a doorbell system to the site cabin along with site safety information prominently displayed by these main entrances. These gates will be locked when not in use and access can only be made via contact with the site manager/ supervisor.

Vehicles will not be allowed to enter the site without calling ahead to confirm arrival and will be guided in and out of site by a banks person or supervisor.

Once the construction phase has commenced there will be need to erected fencing and internal boundaries where specific hazards may produce additional risks to the movement on site they will, wherever possible, be protected by a physical barrier and high visibility plastic fencing.

We would mitigate against hazards by use of physical barriers bur also, for example, where excavations are close to vehicle and pedestrian routes they will be back filled as soon as practicable.

7. PEDESTRIAN ACCESS ROUTES

On the St Tydfil's site, pedestrian routes will be installed to segregate personnel from site traffic movement. These will take the form of temporary fencing or high visibility barriers or large traffic cones for short term only. Any routes within the site used by pedestrians will always be kept clear and signage added to make pedestrians aware of additional hazards. In addition, this will be added to the site inductions for all operatives.

The Traffic Management Plan (TMP) will be updated accordingly when there are changes to site routeways. We will ensure that vehicles and pedestrians are segregated by appropriate barrier and crossing points for safety.

8. COMPOUND AREAS AND TEMPORARY LIGHTING

A materials storage area will be allocated within the St Tydfil's site, located away from the welfare facilities to reduce the risk of pedestrians being near moving machinery.

Where necessary e.g. because of poor visibility, pedestrian / vehicle segregation barriers will be placed adjacent to the compound.

In the summer months, no temporary lighting will be required on site during working hours.

In the winter months, lighting will be used in working hours only, where poor visibility would introduce a health and safety risk. All temporary lighting used in daytime hours will be the minimum required to manage the site safely, designed to ensure it does not create local disturbance, and turned off when not needed.

Out of hours the site will be locked, but in the event of an intrusion a light with a movement sensor will activate to deter vandalism and theft, but is only lit when movement is detected, reducing any potential disturbance to a minimum.

9. MATERIAL DELIVERY AND STORAGE

Being situated centrally to Merthyr Tydfil, the site has adequate access for deliveries and access for vehicles. Due to the proximity of existing housing, schools and businesses, all deliveries will be planned well ahead at weekly site meetings to ensure seamless arrangements. The requirements and restrictions of the Traffic Management plan will be sent to and discussed with each new supplier by the buyer before deliveries commence.

Where bulky materials, particularly bricks, blocks and insulation are delivered to the working area, they will be placed in such a position that they do not obstruct pedestrian or traffic routes or reduce the visibility of site traffic or pedestrians.

The company buying procedure is to procure materials using a buying schedule to produce a 'Just in Time' delivery sequence to ensure the minimum number of materials are stored on site, to assist with site safety.

In conveying materials to site, smaller vehicles would be deployed to be able to accommodate the restricted access conditions we have on site. Materials would be offloaded via the use of mini cranes from off delivery vehicles.

By operating a just in time approach, we do not intend keeping large amounts of materials on site at any one time.

The risk of fire and fire spread will be minimised by not having a large surplus of combustible materials and components on site.

10. ROAD CLEANING

Wherever possible vehicles will use temporary standing areas formed on site, so they are kept dry and clean, however should certain vehicles get mud on their wheels, this will be thoroughly removed using water and brushes, and a pressure washer, carried out by a full time operative dedicated to that task, before they leave site.

The condition of highway outside the site, where we will create the site entrance, will be regularly monitored by the site manager each time a vehicle has left site, and particularly at the end of the working day, and should any cleaning issues be found they will be immediately rectified.

A contract will be set up with a local road sweeper company who will attend at short notice if all of the above measures have not worked 100% and there is evidence of debris from the works on the highway adjacent to the site.

11. TERRAIN

The site has significant slopes, so retaining walls have been designed into the development. As works proceed on these, the correct guarding will be provided to avoid falls at the level changes.

12. HIGH VISIBILITY CLOTHING

All personnel will always wear visibility vests / jackets.

13. MONITORING AND CONTROL

This is the responsibility of site and visiting managers. Supervisors appointed by the contractors on this site will also ensure that persons working under their control comply with these 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 and may be removed from site.

14. WORKING ON OR ADJOINING INFRASTRUCTURE ROADS

There will likely be occasion that either ourselves as principal contractor, a sub-contractor or a contractor relating to this development, such as a statutory undertaker will be required to work on or adjacent to the infrastructure roads e.g., ground workers, they must do so only having produced and agreed a site-specific

method statement which includes details of additional measures to be adopted to protect pedestrians and other road users.

They will be required to comply with all the local authority regulations for permission to work in the highway, and the necessary permits will be in place, and kept on site. By these rules only suitably qualified operatives and supervisors can engage on works within the highways, and to agreed time scales.

15. DUST SUPPRESSION

The following control measures will be used to mitigate any negative impacts of potential dust arising during the construction work.

Develop a daily monitoring regime to record dust conditions whilst noting weather conditions, construction activities, their location and duration on site. In dry weather when dust becomes a relevant issue, areas will be dampened as necessary and debris netting attached to the site boundary fencing.

In significantly dry spells the temporary road and storage areas within the site will be dampened with water to suppress the dust. A road brush will be used as necessary to keep the existing road clean and to suppress the dust. These works will be done as and when needed with a forklift attachment, a road sweeper, and a hose or power jet wash whichever is deemed the most suitable at the time. There will also be a speed limit of 5mph on the site to reduce dust from moving site construction plant.

During the ground works, water will be used to suppress the dust whilst soil is moved and transported around the site, should the weather be dry enough to create dust during this operation.

Dust suppression attachments are a requirement and a site rule for use on all mechanical cutters, and plant that generate dust.

16. WATER DAMPING

A fine spraying of water is the most effective way of suppressing dust. This will be carried out with a hose when dust from the site is assessed to be a hazard or disturbance to surrounding areas.

Spraying will be repeated regularly during dry weather; however, spraying will not be allowed to create excessive mud, which could cause run-off into drainage systems or water courses.

Considerations for spraying are as follows:

- Areas of unpaved work subject to traffic or wind

- Sand, spoil and aggregate stockpiles
- During the loading and unloading of dust generating materials
- Damping down of soft landscape and stockpiles will be provided particularly during dry weather to mitigate potential airborne particulate.

17. DUST SCREENING

If the generation of dust cannot be avoided it has been necessary to erect screens to act as wind breaks or dust barriers. These will take the form of permeable or semi-permeable fences, so will be designed to resist high wind loads.

Permanent features such as fencing (where practicable), will be erected early in the project.

18. AVOIDING DUST GENERATION

The following are measures that will be adopted to avoid dust:

- Regular weather monitoring
- All deliveries will be subject to planning and coordination by the buyer and site manager.
- Public roads will be swept regularly with a sweeper.
- Vehicles will have speed limits – slower speeds generate less dust.
- Vehicle movements will be minimized – larger vehicles where possible.
- Damping down.
- Activities that create dust, such as block and slab cutting, are to be minimised either by being undertaken in protected areas, or by using alternative products

Hand tools

Cutters and grinders will have dust suppressor attachments.

Where practicable cutting of masonry will be carried out away from existing houses.

Wood cutting tools and drills will have dust suppressor attachments.

Works to existing highway roads will use dust suppressed equipment and water attachments.

Pre-construction information inductions and toolbox talks will be provided throughout the project life to communicate the controls.

Highway works

In dry weather should dust become an issue the adjacent roads will be damped down and swept up, when safe to do so. Consideration will be taken when cutting kerbs and paving stones, particularly in public areas, and all equipment will have water damping measures applied in that location.

19. PREVENTION OF 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.
- Re-fuelling 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.
- avoid the use of diesel, or petrol-powered generators, and use mains electricity or battery powered equipment where practicable.

Waste Storage/management

- Containers will be covered and removed frequently.
- Reuse and recycle waste to reduce dust from waste materials; and
- Avoid bonfires and burning of waste materials.

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.

Odours

- Consideration will be taken to our neighbours when painting, and adhesive operations take place, to where venting will be located.

20. NOISE SUPPRESSION

To ensure the most effective method of noise suppression is used we will be working in line with BS 5228:2009.

Varying site activities will produce shifting noise levels which will be kept to a minimum from neighbouring properties. Measures to overcome this will be as the following:

- Avoidance of unnecessary revving of engines.
- All Equipment/Plant which is not in use will be switched off or powered down immediately.
- All Plant/Equipment used on site will be no noisier than the levels quoted in BS 5228-1:2009.
- Internal haul routes will be well maintained.
- Drop heights of materials will be minimized.
- The use of foul language and shouting will be prohibited.

Construction site operations will be restricted to 08:00 – 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays so that noise is not audible at noise sensitive premises outside of these times.

These hours are principally the hours that neighbouring properties will be at work.

Generally, no construction works will take place on Sundays or on Bank Holidays, but if required will be via permission of the planners and local consultation/ newsletters and restricted to Saturday working hours. NO noisy activities will be carried out on Sundays and Bank Holidays.

The site will be securely locked outside of these hours.

The site will be adequately fenced to all boundaries. This will be replaced with the final permanent boundary treatments as the development progresses.

Live power from the national grid will be provided, so the use of generators will be reduced to a minimum within working hours and more importantly will not be required out of working hours to power such items as security lighting, CCTV etc.

Plant and delivery lorries will be used within the construction period. Noise generated by such machines will be reduced by the proposed hoarding, fencing and other mitigation strategies previously stated. All plant/Equipment will be maintained in good condition in line with manufacturers recommendations and only used for the purpose it is intended and by trained and competent persons.

Care will be taken to keep the site equipment/machinery away from noise- sensitive areas and where possible, loading and unloading will be carried out away from such areas. Any Large Plant/Equipment will be secured on site overnight and during periods of non- use as far away as possible from occupied dwellings to minimize disturbance during start up and shut down.

Communication with residents during the works via letter drops at key stages of the project has been and continue to be carried out. Site/Project management contact details will be displayed on hoarding on entrance to the site should issues arise.

21. POLLUTION PREVENTION METHODS AND DRAINAGE STRATEGY

All the onsite drainage, both foul and surface water is being designed by specialists and will not be installed until it receives Welsh Water and Local authority approval. The complete drainage scheme will be constructed to approved drawings, designed to all current regulations, and be fully inspected, tested and camera surveyed before any properties are occupied.

During the works one of two systems will be used for the temporary foul drainage needed for the site, either a temporary approved drainage connection to an existing sewer, if available, or a temporary tank system that is regularly emptied.

The surface water system has attenuation included so that in the event of heavy rainfall the local sewers are not surcharged.

During the site works the site manager will control the works to reduce the chance of an environmental emergency.

It is a statutory offence to either cause pollution to a surface and ground water resource or to contaminate ground around a site. The 'Prosecution Policy' of the enforcement agencies defines the basis for when legal action will be undertaken and how they determine the severity of the crime. The prosecution policy brings into account the attitude and preparedness of the contractor to both prevent spillages occurring and to apply effective controls.

To ensure that the St Tydfil's site is suitably prepared to prevent and control any unforeseen spillages this procedure sets out what each site must set-up and maintain during all stages of construction.

Definitions

Emergency

An incident where the effects of the event cannot be controlled (e.g. spillages of pollutant substances)

Line Managers

A Line Manager is the most senior member of staff present at the location of the incident. The Line Manager may be the: Contracts Manager, Site Manager, or assistant.

WATERCOURSE PROTECTION

To prevent pollution and adhere to best practices, the following measures will be implemented:

- The handling, use and storage of hazardous materials to be undertaken in line with the Control of Substances Hazardous to Health 2002 (COSHH).
- Adequately bunded and secure areas with impervious walls and floor for the temporary storage of fuel, oil and chemicals on site during construction.
- Drip trays to collect leaks from diesel pumps or from standing plant.
- Oil interceptor fitted to all temporary discharge points and for discharge from any temporary oil storage/ refuelling areas.
- Development of pollution control procedures in line with the and appropriate training for all construction staff.
- Provision of spill containment equipment such as absorbent material on site.

SURFACE WATER MANAGEMENT

The perceived risks to surface water in the form of silt will be managed:

- Wheel wash facilities should be provided for vehicles moving to and from the Site at all entry and exit points. Silty water from wheel-wash facilities will require appropriate disposal to prevent suspended solids entering nearby surface water bodies. Wheel wash facilities should not be located too close to surface waters.

- Bunds and straw bales should be included along the edge of the flood zones and outside of root protection areas to ensure that any overland flow carrying sediments and contaminants is restricted from directly entering the watercourse. The bunds and should also be seeded.
- The existing basins on site should also be protected with bunds to ensure any overland flows carrying contaminants do not enter the basins.
- All filling points, vents, gauges and sight glasses shall be located within the bund. The drainage system of the bund shall be sealed with no discharge to any watercourse, land or underground strata. Associated pipework shall be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets shall be detailed to discharge downwards into the bund. Tanks will be sited in a safe area, away from manholes and surface water gullies.
- The early re-seeding of cleared land, where practicable, to minimise exposed land and the entrainment of sediment by overland flow; and this can be managed by ensuring construction plant/ materials are stored on hard-standing surfaces where possible. Where this is unavoidable, compacted topsoil is to be loosened as soon as possible following completion of the works.
- Attenuation ponds within each identified drainage catchment to be constructed first and used to attenuate and store run-off from the site during construction to prevent contamination of the surface and ground-waters.
- Existing and proposed gullies will have gully guards which will be regularly inspected and cleaned or replaced as necessary, with a record kept, to prevent silt run off into existing drainage systems where necessary.
- If silt spillage is identified, it must be treated as a priority to stop the flow and contain the spillage before it enters the drainage system, tanks or ground.
- As there is potential for flooding to occur when the site is not operational, there should be no machinery left within the surface water and small watercourses flood extents overnight, during weekends or any other periods where the site is not operational.
- There should be no stockpiles of materials within the surface water and small watercourses extents, any materials within the flood extents could reduce flood storage volumes. There is also a potential for materials and debris to enter the watercourse if stored too close. Therefore, any compound or material stockpile should be a minimum of 20 m from a watercourse.

SPILLAGE KIT PROVISION

The site will maintain a suitable spillage kit at the following locations across the site:

- Office/ Welfare/Stores
- With each re-fuelling bowser
- Where works have a high risk of pollution

Equipment will include some or all listed below:

- Oil booms when working close to water (4 no. minimum)
- Oil absorbent rolls/pads when there is potential for large spillages or across the surface of watercourses (2 no. rolls minimum)

- Oil absorbent granules
- Chemical absorbent pads/rolls
- Supply of sand

ROLES AND RESPONSIBILITIES

All site personnel

All site operatives are responsible for identifying and reporting any spillages and where appropriate implementing controls. This will be included in their site induction.

Line Managers

Line Managers are responsible for ensuring that appropriate controls and remedial procedures are implemented when a spillage is identified.

INCIDENT CONTROLS

For spillages to land and water see Tables 1 and 2. For any abnormal emissions to the air which are likely to affect the local community, stop the relevant activity and follow reporting processes as defined by Line Manager.

Ensure that any verbal reports to the Enforcing Authority are confirmed in writing within 48 hours.

INCIDENT REPORTING

Where the incident is controllable and no intervention is required from any third party/statutory Environmental Authority, then controls should be implemented, the incident cleaned up/resolved and a note made in the site diary.

Where the incident cannot be managed using on-site resources or is considered difficult to control (e.g. cannot be cleaned up within one hour of occurring), the relevant Environmental authority must be informed immediately, and an Environmental Incident report should be completed stating the following data:

- Date of incident
- Time of incident
- Exact Location of incident
- Incident details (including type)
- Who incident was first reported to
- Notified relevant Environmental authority details
- Remediation measures
- Measures to prevent a recurrence
- Details of any machinery involved
- Details of any witnesses
- Details of person completing the report
- Witness statements
-

A copy is to be forwarded to P & P Building and Roofing Contractors Ltd designated Construction's Health, Safety and Environmental Manager at the earliest opportunity. Corrective and preventive action will be communicated as a follow up to the Incident Report.

TRAINING

All site operatives and line managers should be trained with respect to the environmental emergency control procedure. This will include the location and use of the spill kits.

*STORAGE OF HAZARDOUS MATERIALS: **Storage will be as follows:***

Diesel

Diesel fuel for large plant will be stored in a purpose made bunded tank, kept secure inside a steel storage container. Only approved plant operatives and the site manager will have access to this.

Refuelling

Fuel tanks must not be refuelled when engines are running (allow to cool when refuelling with petrol) and only refuel in appropriate designated areas.

Combustible materials including flammable liquids and LPG

All combustible materials will be kept way from temporary accommodation units and buildings being constructed and all escape routes. Consideration will be given to use of less combustible or fire resisting materials.

Note

Use of Acetylene is to be eliminated where possible on site by using alternative methods – when unable to avoid, the fire service must be informed of its presence and its storage methods and location – cylinder numbers must be kept to a minimum.

No highly flammable liquids will be stored on site. All materials and/or substances for inclusion within the works shall be correctly stored prior to use in a suitably ventilated and/or secure area during working and non-working hours. All hazardous materials and substances shall be appropriately stored in accordance with manufacturer's instruction for storage and shall not be placed to cause a Health and Safety Hazard on site.

TABLE 1

Steps	Controls	Absorbent Materials
1.	Health and safety controls Identify the type of substance spilled onto the ground and apply appropriate COSHH controls Wear appropriate Personal Protection Equipment; and	
2.	Identify sensitive areas and protect Place a barrier of sand around sensitive areas (surface waters and site drains) to protect from spillage	Sand or inert material
3.	Contain spillage by bunds If spillage is onto sloping land contain through developing a bund across its path. The bund should be of a sufficient size and length to contain the whole flow. Small spillages may be contained on gentle slopes by barriers made of: absorbent material, located at the stores. On moderate slopes an earth bund should be developed by excavator, dozer or manual tools. If time permits a plastic lining should be established across the containment area to stop ground penetration.	Booms or sand Available material and plastic Available plastic sheeting
4.	Treat source of pollution Identify source of pollution and apply controls i.e. turn of leaking valves, sealing holes containers etc.	
	Demarcate affected area and apply absorbent material Once the spillage has been contained the area should be demarcated. Absorbent material (see below for type) available from the stores should be placed over the surface of the affected area. Once the surface oils have been 'mopped up' the absorbent material should be removed in bags or by a sealed device to the contaminated skip.	Oil Based Treated Granules Oil Sand Chemicals Chemical Pads Sand

6.	Review substrate for contamination The soil below the affected area should be thoroughly inspected for signs of any contamination. Signs of contamination include changes in appearance, odour, and consistency. If the controller is unsure whether any residual contaminants remain then soil testing should be undertaken. If contaminated, then the substrate material should be removed to an appropriate waste disposal area.	
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TABLE 2

Spillages to water resources must be controlled immediately to limit the spread and their effects upon water resources. Any spillage to surface water resources, or to areas which may potentially lead to contamination of the water resources, should be immediately reported to the Site Manager or available supervisor.

Steps	Controls	Absorbent Materials
1.	Health & Safety Controls Identify the type of substance spilled onto the ground and apply appropriate COSHH controls Don appropriate Personal Protection Equipment; and Extinguish all items with potential to cause ignition of the spillage.	
2.	Protect the Water Source Develop bunds on the banks or place absorbent material along ditch banks to prevent or restrict the flow of pollutants to the water resource.	Bunds Oil Absorbent Booms
3.	Spillage to Ditch If the spillage occurs to a ditch dam the affected stretch using sandbags or local material. If unavailable use local material covered by a plastic sheet to create an impermeable dam. Note: if the pollutant floats and time permits, then a drainage pipe should be installed at the base of the dam to allow unaffected water to continue to flow.	Sandbags or local inert material.
4.	Controlling Floating Chemicals Establish booms surrounding the affected area to restrict the affected area. Apply pads or rolls and sweep the booms over the surface of the affected area to remove any chemicals. Continue until the chemical is completely removed.	Booms Oils – white absorbent pads or rolls

5. Sinking Chemicals	Apply steps 1 to 3 and immediately contact the Environment Agency. Ensure all possible controls limiting the volume of chemical entering the water resource have been implemented.	
6. Remove any barriers or booms	Once all the contaminants have been removed from the surface of the water resource the booms and dams should be removed and the bed and banks reinstated to the former quality.	

22. CONTROL OF AIR QUALITY

On site air quality will be controlled by:

- a) Selection of battery or electric powered equipment wherever possible
- b) Hire or purchase of the newest equipment possible where diesel engines are employed, as newer engines produce less pollution
- c) Ensuring engines do not idle unnecessarily, particularly at break times etc.

Prepared by	Corey Jones	Date: 20 th November 2025
Review date by:	At next significant design change/ programme milestone	Date: TBC