

Usk Way

Construction Environmental Management Plan (CEMP)

Date: 13th Aug 26

Revision:





Introduction

This Construction Environmental Management Plan (CEMP) has been produced by Wates to satisfy Condition No. 3 of the Pre-Commencement Planning Conditions for the Usk Way development.

The CEMP will detail how Wates will manage & protect the environment, biodiversity & amenities of the local area & adjoining neighbors in the following areas:

General Site Management / Control Of Nuisances / Resource Management / Traffic Management / Pollution Prevention / Responsible Persons / Environmental Management.



Proposed Development

The development proposes 122 apartments, including 82 affordable homes & 40 open-market homes. The affordable homes comprise of 10 three-bedroom affordable maisonettes, 37 two-bedroom apartments & 35 one-bedroom flats. The open market dwellings include five one-bedroom & 35 two-bedroom flats. In addition, a ground floor commercial unit (A3 use class) of some 166.3sqm in area, bicycle store/rental unit (A1 use class) some 48.2sqm in area, bike & refuse store & other ancillary & associated uses are proposed.

The site is situated off Usk Way, within the Pillgwenlly Ward, in close proximity to the city centre, approximately 500m south of Friars Walk. The site measures 0.76ha & is roughly rectangular in shape, adjacent to Usk Way to the south-west & abutting the bank of the River Usk. The site was formally used as a car scrap yard but has since been cleared & remediated under application referenced 05/0316 & is currently used as a car park

Development Boundary



3a) Construction Methods: Details Of Materials, How Waste Generated Will Be Managed

Details Of Materials

The Usk Way project will be a Light Weight Steel Frame (LWSF) construction project, thus the majority of materials generated will be either incorporated into the permanent works or arise as waste during installation. Due to the off-site manufacture of LWSF panels, waste generation is significantly lower than with traditional masonry construction, with many systems producing virtually no structural frame waste.

Steel Waste

- Light gauge steel offcuts
- Damaged steel sections
- Steel banding and straps from deliveries
- Fixings, screws and metal connectors

Management: Segregate and recycle through licensed metal recyclers.

Timber Waste

- Temporary bracing
- Packing materials
- Pallets
- Hoarding and protection timber
- Formwork for foundations and groundworks

Management: Reuse where possible and recycle clean timber.

Plasterboard Waste

- Wall and ceiling cuttings
- Damaged plasterboard sheet

Management: Segregate for specialist plasterboard recycling.

Insulation Waste

- Mineral wool offcuts
- Rigid insulation board cuttings

Management: Minimise through efficient ordering and segregate where recycling facilities exist.

Plastic Waste

- Packaging wrap
- Membrane offcuts
- Damp proof membrane (DPM)
- Vapour control layers
- Plastic containers

Management: Separate clean plastics for recycling.

Cardboard & Paper

- Material packaging
- Delivery boxes
- Product literature

Management: Store dry and recycle through designated skips.

Concrete & Masonry Waste

- Foundations
- Ground beams
- Drainage works
- External works

Typical materials include:

- Concrete washout
- Broken concrete
- Brick and block offcuts
- Kerbing and paving materials

Management: Reuse as crushed aggregate where suitable or recycle off site.

Mechanical & Electrical Waste

- Cable offcuts
- Plastic conduit
- Pipework offcuts
- Metal containment
- Lighting packaging

Management: Segregate metals, plastics and electronic waste streams.

General Site Waste

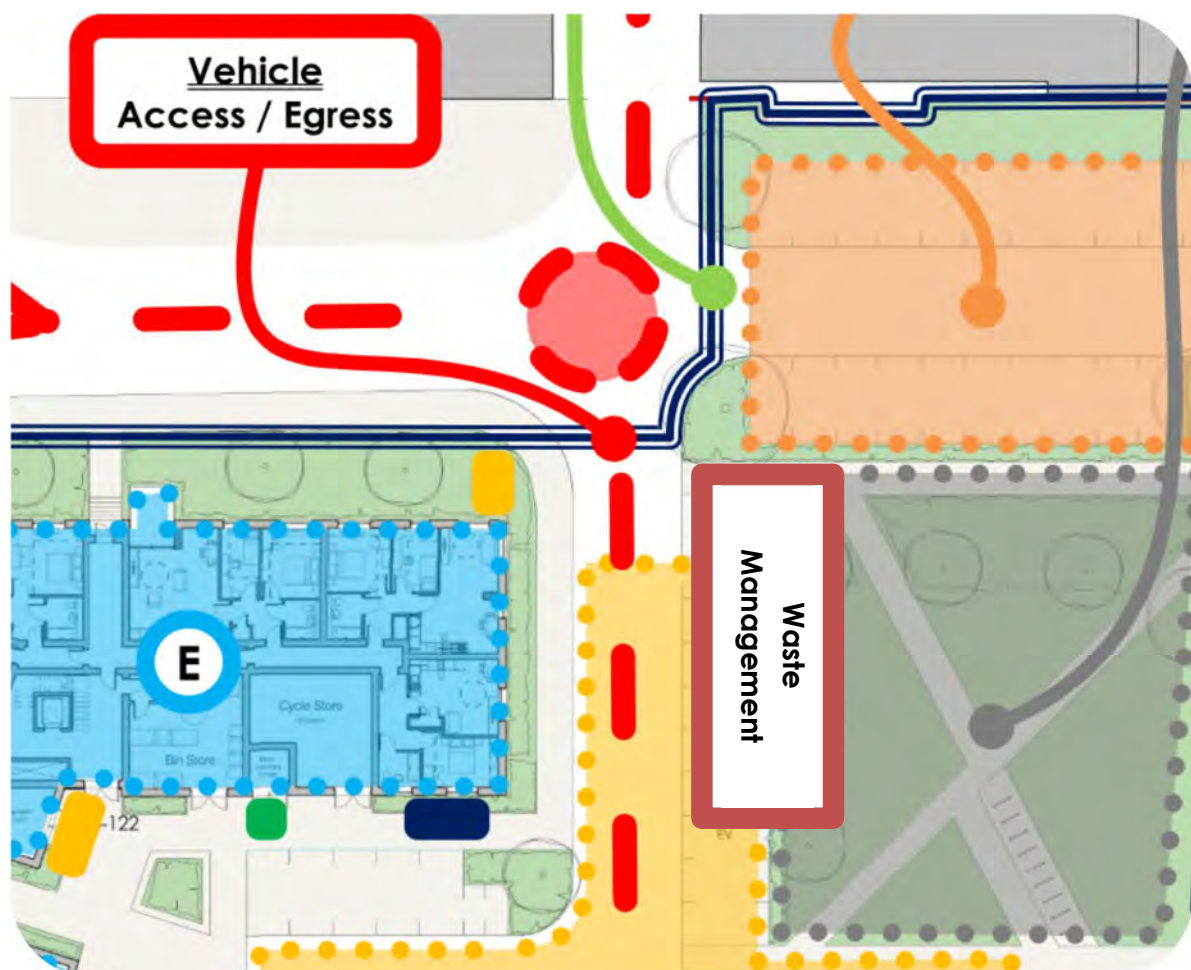
- Food waste
- Office waste
- PPE
- Damaged materials
- Mixed packaging

Management: Reduce through site waste management procedures and recycling initiatives.

How Waste Generated Will Be Managed

The Wates project team will ensure the below waste management strategy is employed during the construction works:

- Waste Management Strategy Developed
- Site Waste Management Plan Created & Updated Monthly
- All Waste To Be Stored Correctly & Adequately Contained
- Sufficient Bins & Skips For Appropriate Waste Provided
- Ensuring All Waste Is Delivered To Authorised Disposal Sites
- Supply Chain Completion Of Appropriate Duty Of Care Documents
- Segregation Of Hazardous Waste
- Waste Transfer Notes Completed (Inc. Written Description Of All Waste)
- Records Of Transfers To Be Kept Of 3 Years



VISUAL STANDARD

MANAGEMENT OF WASTE

KEY CONTROLS:

Project teams **must**:

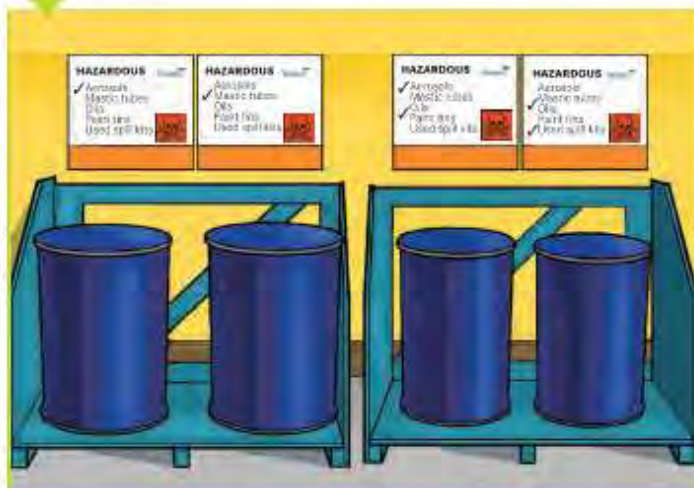
- Ensure a **waste management strategy** is developed.
- Ensure a **site waste management plan** is in place and reviewed monthly.
- Ensure waste is **stored correctly** and **properly contained**.
- Ensure there are **sufficient bins** and skips for all waste produced.



- Ensure waste is only taken to a **authorised disposal site**.
- **Complete** or **obtain** from the supply chain the appropriate **duty of care documents** for the waste stream.
- Always **segregate hazardous waste**.



- Ensure **waste transfer notes** are completed, including written description for all waste that leaves sites.
- Ensure **records of transfers** are kept for three years.



WATES PROJECT STANDARD:

The above items are representative of the minimum standards that are required by Wates in the performance of its duties in meeting its obligations whilst on site. They are the minimum standards of care for the activity or trade identified in the title of this page that are necessary to seek to protect against damage or injury to people and property. They are not intended as an exhaustive list, nor are they intended to define maximum limits of performance.



3b) General Site Management: Details Of The Construction Programme Including Timetable, Details Of Site Clearance; Details F Site Construction Drainage, Containment Areas, Appropriately Sized Buffer Zones Between Storage Areas (Of Spoil, Oils, Fuels, Concrete Mixing And Washing Areas) And Any Watercourse Or Surface Drain

Details Of The Construction Programme Including Timetable

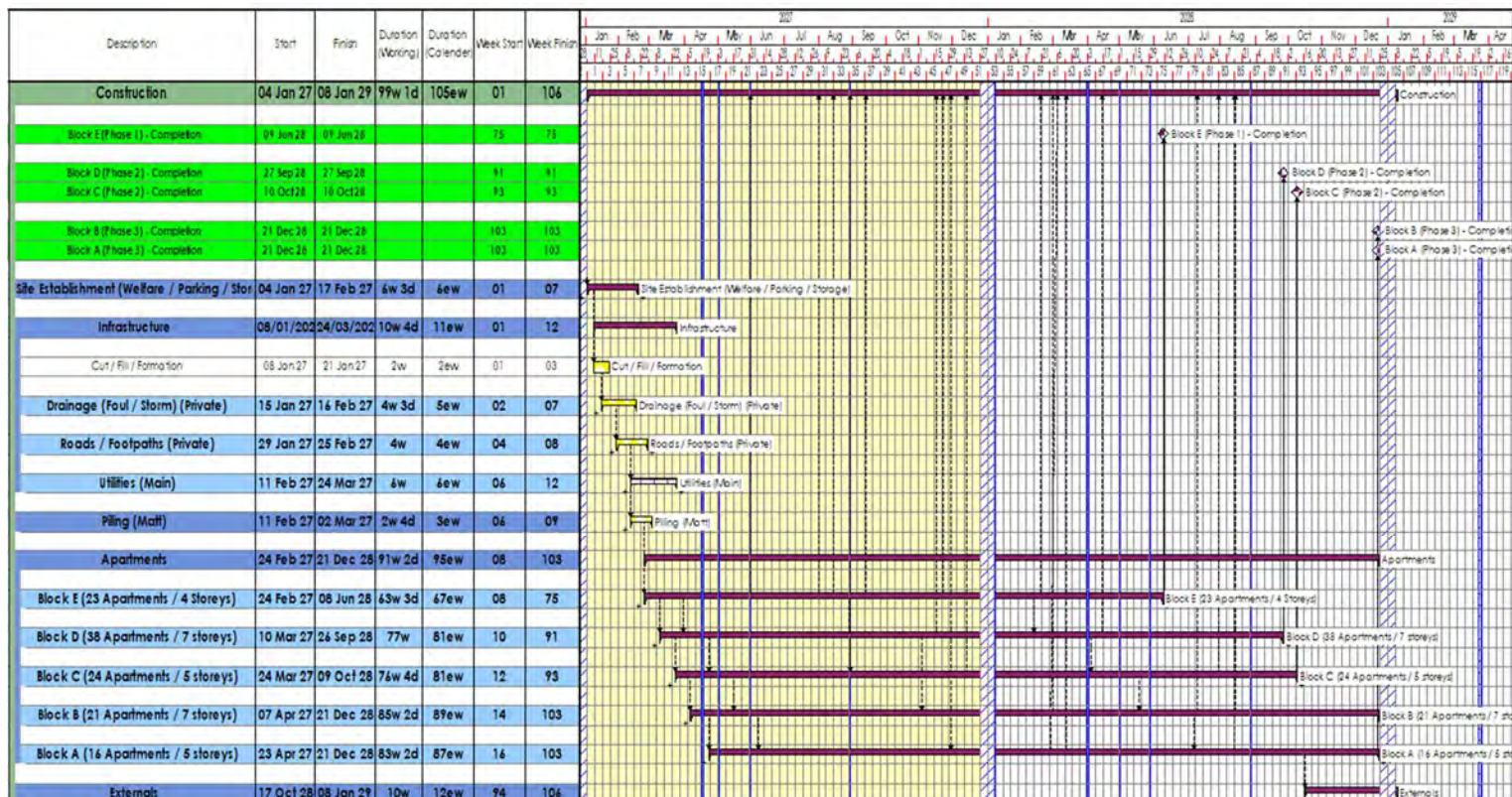
The delivery programme proposed by Wates will incorporate an enabling & main works element.

The enabling works will encompass a temporary welfare establishment, site clearance, asbestos removal, ecology works & any offsite drainage / utility connection works. Wates will also include new elements of the infrastructure, if possible (drainage (foul & storm), footpaths, roads & services (mains).

The main works will be a continuation of the infrastructure (drainage (foul & storm), footpaths, roads & services (mains), sub-structures, super-structures, internals & externals to the apartments.

At present the programme duration for the both the enabling & main works is 105 Calendar Weeks (however this is provisional until the execution of the JCT contract).

Phasing plans, build route plan can be viewed overleaf.





Usk Way

Build Route

Key



Apartment Blocks

Build Route

Revisions

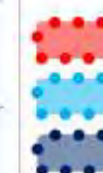
Rev	Date	Description	By
...	3 rd Dec 25	Build Route	OM



Usk Way

Phasing

Key



Phase 1

Phase 2

Phase 3

Revisions

Rev	Date	Description	By
...	3 rd Dec 25	Phasing	OM

Details Of Site Clearance

The following remediation requirements have been identified within an Enabling package & are covered in detail within the remediation strategy:

Asbestos Removal

Engagement of Asbestos Consultant to deal with identified Asbestos Containing Material (ACM) within demolition rubble. Works will, as a minimum, include;

- Works are notifiable.
- Asbestos Consultant should provide advice on appropriate PPE/RPE for works involving demolition rubble.
- Asbestos Consultant will provide personal & perimeter monitoring during operations.
- Asbestos Consultant should undertake a pick of visible ACM. Isolated ACM should be disposed off-site.
- Demolition rubble, if re-used on site, should be placed beneath hardstanding capping or at least 600mm of 'clean' soil over a hi-visibility capping layer and not along service runs.
- Demolition rubble, if disposed off-site, should be classified in accordance with Environment Agency Guidance WM3 to derive a European Waste Code, & disposed in accordance with this code.
- Groundworkers trained/briefed in ACM awareness.



Details Of Site Construction Drainage

A temporary & permanent drainage strategy shall be implemented throughout the construction phase to manage surface water runoff, wastewater & welfare drainage, whilst preventing flooding, pollution & sediment discharge into surrounding watercourses or public drainage systems.

Site Set-Up Drainage

Temporary drainage measures shall be installed at the commencement of the works to control surface water generated from construction activities and rainfall. These measures may include:

- Temporary cut-off drains and swales.
 - Silt fences and sediment control barriers.
 - Temporary attenuation and settlement areas.
 - Gullies and catch pits to intercept debris.
 - Pumped drainage systems where required.
 - Regular inspection and maintenance of drainage infrastructure.
- All temporary drainage systems shall be designed to prevent ponding, erosion and uncontrolled discharge from the site.

Welfare Drainage

Site welfare facilities, including toilets, washrooms, drying rooms and canteens, shall be connected to an approved foul drainage system. Where a mains connection is not available, welfare units shall utilise:

- Self-contained chemical toilets.
- Temporary septic tanks.
- Sealed holding tanks for periodic licensed disposal.

All welfare drainage systems shall be maintained to prevent leaks, odours and contamination of surrounding ground.

Wastewater Management

Wastewater generated from construction activities shall be controlled and managed appropriately. Sources may include:

- Welfare facilities.
- Wheel washing operations.
- Concrete washout activities.
- Dust suppression activities.
- Equipment cleaning.

Measures shall include:

- Designated concrete washout areas.
- Settlement tanks for silty water.
- Oil interceptors where required.
- Controlled discharge in accordance with regulatory requirements.
- Regular monitoring of discharge quality.

No contaminated water shall be discharged directly to surface water drains, watercourses or ground without appropriate treatment and authorisation.

Surface Water Drainage

Surface water runoff shall be managed to minimise the risk of flooding and pollution.

Measures may include:

- Temporary drainage channels.
- Attenuation tanks or ponds.
- Silt traps and catch pits.
- Straw bales, check dams or geotextile barriers.
- Protection of existing drainage networks.

Stockpiles shall be positioned away from drainage routes and protected from erosion where practicable.

Protection of Existing Drainage

Prior to construction commencing, existing drainage assets shall be identified and protected. Controls shall include:

- Clearly marking drainage infrastructure.
- Preventing material storage over drainage runs.
- Regular inspections during excavation works.
- Immediate reporting and repair of any damage.

Monitoring and Maintenance

All temporary and permanent drainage systems shall be inspected routinely, particularly following periods of heavy rainfall. Inspections shall check for:

- Blockages.
- Excessive silting.
- Damage to drainage infrastructure.
- Signs of pollution or contamination.

Any defects identified shall be rectified promptly to ensure continued effective operation.

Surface & Foul Water Drainage

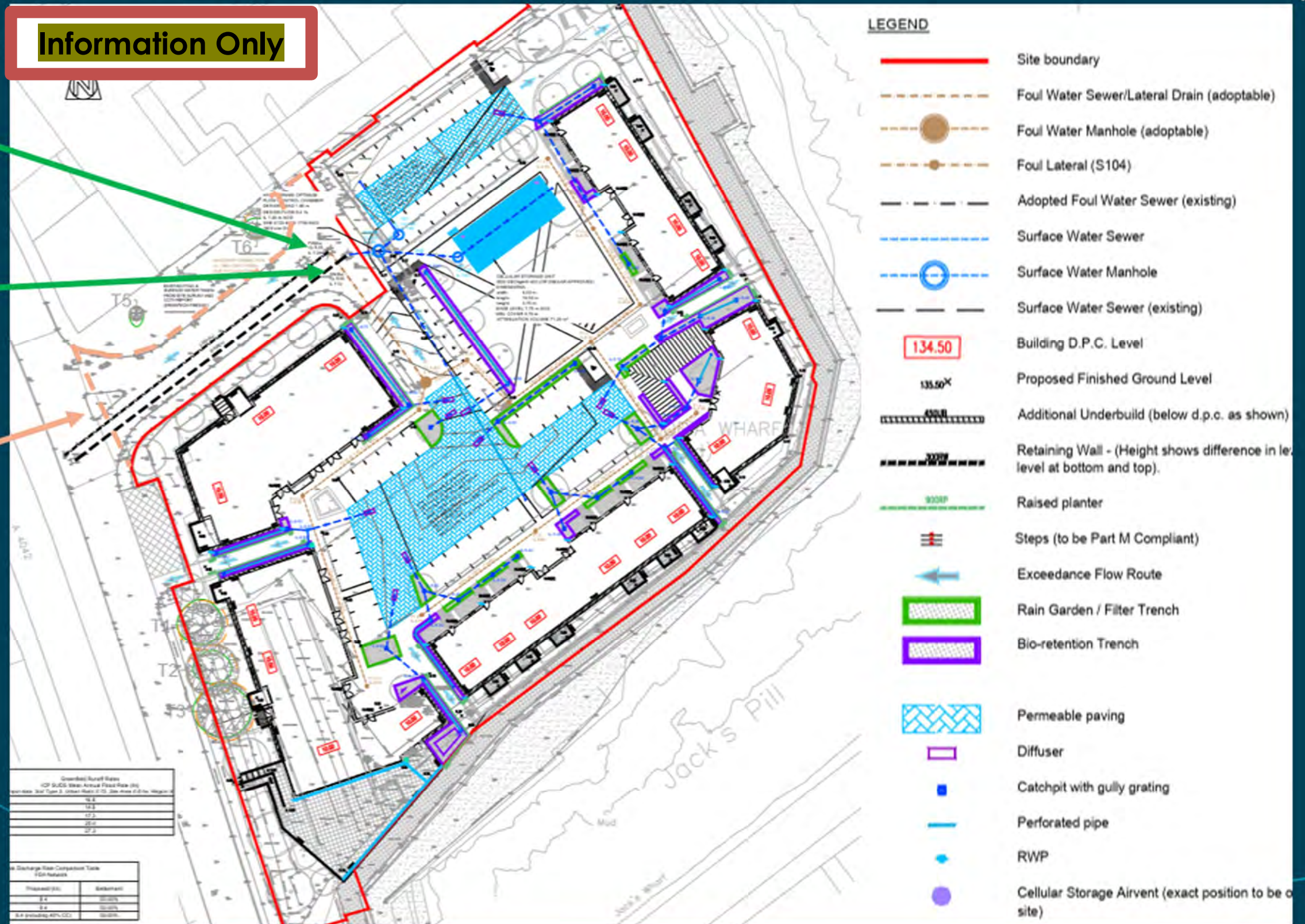
Information Only

FW Connection to
existing 225mm FW
drainage run

SW Connection to
existing 300mm SW
drainage run

Architects red line
boundary

SAB Approved



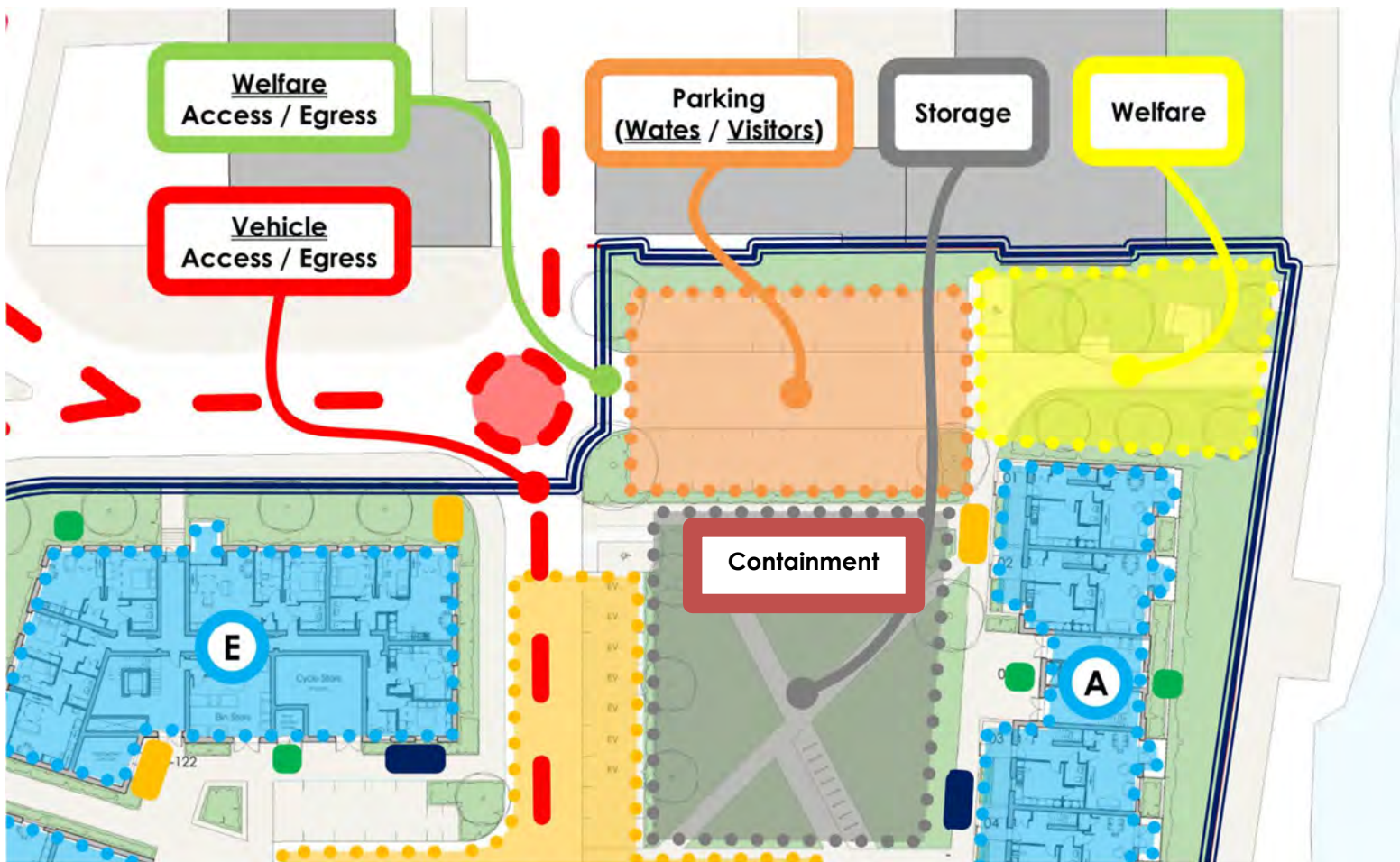
Containment Areas (Appropriately Sized Buffer Zones Between Storage Areas (Of Spoil, Oils, Fuels, Concrete Mixing & Washing Areas) & Any Watercourse Or Surface Drain

Containment area will be positioned away from surface water drains, watercourses, site entrances & welfare areas, but still accessible to site operations.

Examples are below:

Containment Area	Typical Location
Fuel Storage Compound	Near the site access road for ease of tanker deliveries, but away from drains, ponds & watercourses. Within a bunded, fenced area.
Refuelling Area	Adjacent to the fuel compound on an impermeable surface with spill trays or bunding.
Chemical storage	In a secure, bunded container located within the site compound & away from sensitive environmental receptors.
Concrete washout area	In a designated corner of the site, away from drains and watercourses, close to the concrete pour locations to minimise vehicle movements.
Wheel wash containment area	Immediately inside the site exit, designed to capture dirty wash water & sediment before it can leave site.
Spoil/soil stockpile area	Designated laydown area with buffer distances from drains & watercourses, protected by silt fencing.
Waste segregation/skips area	Within the main compound on hardstanding, thus any leaks or spillages can be controlled.
Silt traps or settlement tanks	At low points in the temporary drainage system where runoff naturally collects before discharge. Water run off management plan will be commissioned to protect the river usk.

Containment areas will comprise the fuel storage/refuelling zone, concrete washout area, wheel wash settlement area, chemical storage compound & designated waste storage areas. All containment areas will be located on impermeable surfaces with appropriate bunding & buffer distances from surface water drainage & watercourses.



3c) Control Of Nuisances: Details Of Restrictions To Be Applied During Construction Including Timing, Duration And Frequency Of Works; Details Of Measures To Minimise Noise And Vibration From Piling Activities, For Example Acoustic Barriers; Details Of Dust Control Measures; Measures To Control Light Spill And The Conservation Of Dark Skies**

Details Of Restrictions To Be Applied During Construction (Inc. Timing, Duration & Frequency Of Works)

The arrival, departure, loading & unloading of delivery vehicles will only be complete within the below hours:

- Monday - Friday: 9am - 3pm (Linked to the local college peak periods)
- Saturdays: 8am - 1pm
- Sundays / Public Holidays: Not Allowed

However, Wates have noted the various bus stop routes to the surrounding area. Thus, where practicable Wates will tailor the supply chain deliveries around the bus route peak times, to mitigate traffic congestion to traffic peak times.

Wates can confirm that deliveries, collections & any removals associated with the development will be scheduled to avoid periods of peak activity.

Details Of Measures To Minimise Noise & Vibration From Piling Activities (E.g. Acoustic Barriers)

The Chard breeding season (March – July) has heavily influenced below vibration restrictions, with no driven piles activities being undertaken during this period.

Piling will be the build methodology to the sub-structures for the apartments. Piling vibration will be mitigated through a combination of design choices, construction techniques & monitoring practices. Before work begins, baseline surveys & background vibration measurements are used to assess risks & select lower-vibration methods such as press-in piling where possible. During construction, vibration will be reduced by pre-drilling pilot holes, using modern variable-frequency or energy-controlled hammers, applying soft-start procedures & limiting hammer energy or blow rate. Additional engineering controls include ground isolation trenches, temporary barriers & targeted ground improvement where appropriate. Real-time vibration monitoring with agreed trigger & stop levels helps ensure compliance with BS 5228 & BS 7385 while allowing on-the-spot adjustments to working methods. Operational measures such as sequencing piles away from sensitive receptors, scheduling works during less disruptive periods & maintaining strong communication with affected stakeholders will further minimise both vibration impacts & perceived disturbance.

Noise & vibration will be managed in line with BS 5228 & all relevant environmental regulations, beginning with a week-long baseline survey & followed by continuous construction-phase monitoring. Fixed noise monitors will be positioned at the northern, eastern, southern & western boundaries, with vibration sensors placed closest to existing properties where piling or compaction occurs. Target limits will align with BS 5228 criteria, with alert thresholds set below statutory exceedance levels. Key sensitive receptors include neighbouring student accommodation. Mitigation will include acoustic hoarding, quieter plant selection, restricted working hours, & activity-specific measures such as reduced-impact machinery. Continuous weekly & monthly reporting, rapid investigation of exceedances, & proactive communication with residents will ensure compliance & minimise disturbance.

Details Of Dust Control Measures

During the construction phase upon the development dust & dirt control will be minimised, suppressed & monitored to reduce the impact on adjacent residents by:

- Wheel Washers Facilities At The Access & Egress
- Road Sweeper (Weekly & As Required)
- Spraying, Jet Washing Of Vehicles, Vehicle Routes

The location of the above control measures will be at the Usk Way new access & egress. All dust suppression, air monitoring, offsite road washing (contingency) & emissions monitoring to be managed by the nominated Wates project lead (procedure & contact details will be visible on all Wates branding & signage).

Dust generation will be minimised through a combination of off-site manufacturing, on-site dust suppression measures and good housekeeping practices. The primary superstructure consists of a Light Weight Steel Frame (LWSF) system, with structural wall panels, floor cassettes and associated components manufactured off-site under controlled factory conditions. This significantly reduces site-wide dust generation compared with traditional masonry construction, as there is minimal on-site cutting of blocks, bricks or structural materials.

During the construction phase, exposed surfaces, haul roads and working areas will be regularly dampened using water bowzers, hose systems or misting equipment during dry and windy conditions. Wheel wash facilities will be provided where required to prevent mud and dust being tracked onto the public highway. Material stockpiles will be kept to a minimum, located away from sensitive receptors and covered where practicable. Skips and waste containers containing fine materials will also be covered.

Any activities with the potential to generate dust, including excavation, demolition, concrete breaking, cutting operations and material handling, will be monitored and controlled using localised water suppression. Deliveries of fine materials will be managed to minimise drop heights and unloading times. Internal site roads and access routes will be regularly swept and maintained free from dust-producing debris.

Site inspections will be undertaken by the Site Management Team to monitor dust levels and identify any additional mitigation measures required. Should excessive dust be observed, works will be temporarily modified or suspended until suitable control measures have been implemented.

VISUAL STANDARD

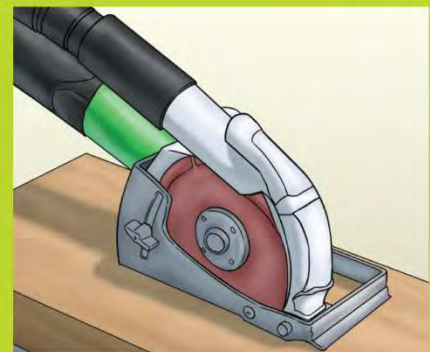
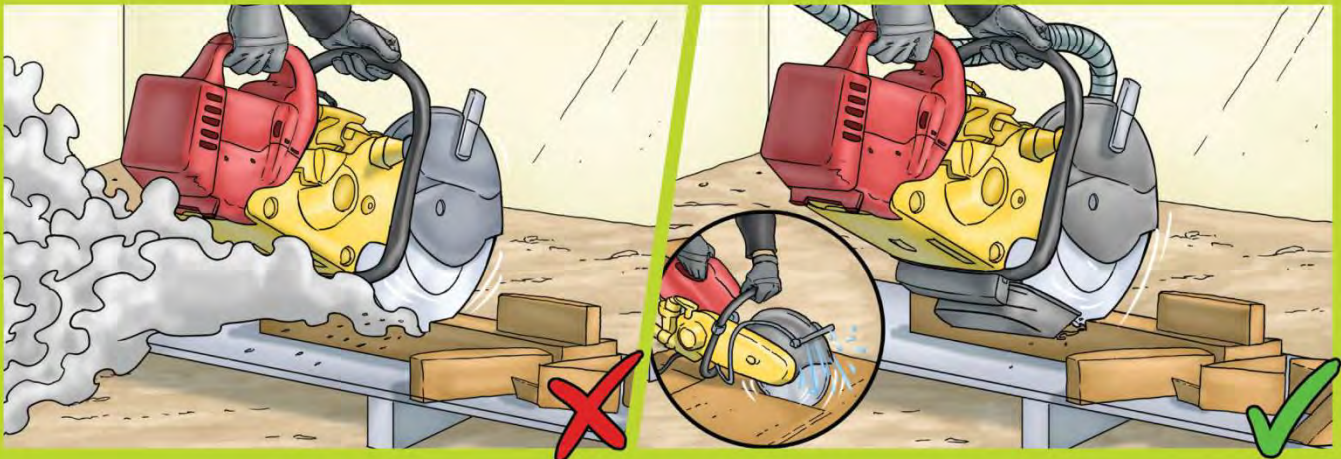
MANAGING DUST

Dust builds up in the lungs and while the effects may not immediately be obvious, over a prolonged period of time, exposure to high levels of dust can lead to permanent damage to the lungs and airways. The UK Construction sector has the largest number of reported cases of lung disease. These include chronic obstructive pulmonary disease (COPD), asthma, lung cancer and silicosis.

KEY CONTROLS:

Sub-contractors **must**:

- Consider **off-site** cutting or manufacture.
- **Identify and risk assess** residual dust-producing activities.
- Provide and maintain **local exhaust ventilation** with a minimum of **M-class filtration**.
- Control dust at the source through the use of **on-tool extraction**, cutting cabinets and water suppression.
- In addition to the above, **RPE** will still be required.



SUB-CONTRACTOR PROFESSIONAL STANDARD:

The above items are representative of the minimum that are required by Wates from sub-contractors in the performance of its duties in meeting its obligations under the Sub-Contract while on site. They are a minimum standard of care for the activity or trade identified in the title of this page that are necessary to seek to protect against damage or injury to people and property. They are not intended as an exhaustive list, nor are they intended to define maximum limits of performance.



Measures To Control Light Spill & The Conservation Of Dark Skies

The project will implement a lighting strategy designed to minimise light pollution, protect dark skies & reduce impacts on nearby residents, wildlife & ecological corridors. Lighting will only be provided where necessary for safety, security & operational requirements, with unnecessary illumination avoided wherever possible.

All external lighting will be directed downwards using fully shielded fittings to prevent upward light spill & sky glow. Lighting levels will be kept to the minimum required for the task being undertaken & luminaires with focused beam patterns will be selected to limit light trespass beyond the site boundary. Where practicable, warm white LED lighting with a colour temperature not exceeding 2700K will be used to reduce impacts on nocturnal wildlife.

Sensitive ecological features, including hedgerows, trees, watercourses & identified wildlife corridors, will be maintained as dark corridors with no direct lighting. Site lighting layouts will be designed to avoid illumination of these areas & to protect the movement & behaviour of species such as bats and other nocturnal wildlife. Where necessary, mitigation measures such as hoods, baffles, screens or directional fittings will be installed to further reduce light spill.

Lighting will be controlled through the use of timers, photocells, motion sensors or other automatic controls to ensure it operates only when required. Non-essential lighting will be switched off outside normal working hours & temporary task lighting will be used in preference to permanently illuminating large areas of the site.

Lighting locations will be carefully selected to minimise glare & nuisance to neighbouring properties, public rights of way & environmentally sensitive areas.

Regular inspections will be undertaken throughout the construction phase to monitor lighting performance & identify any excessive light spill or sky glow. Any issues identified will be addressed promptly through adjustment, shielding or removal of lighting equipment.

Through the application of these measures, the project will minimise its impact on the night-time environment, protect biodiversity & contribute to the conservation of local dark skies in accordance with current environmental & planning requirements.

3d) Resource Management: Details Of Fuel And Chemical Storage And Containment; Details Of Waste Generation And Its Management; Details Of Water Consumption, Wastewater And Energy Use

Details Of Fuel & Chemical Storage & Containment

All fuel, oil & chemical storage will comply with the Control of Pollution (Oil Storage) Regulations 2001, with control measures detailed below:

- Adequate Number Of Spill Kits To Deal With The Worst Possible Spill.
- All Spill Kits To Be The Correct Type For Oils & Chemicals, Located Adjacent To Oil & Chemical Storage (E.g. Refuelling Stations) & Close To Sensitive Areas (E.g. Watercourse, Rivers, Etc).
- Spill Kits May Contain Absorbent Granules, Mats & Socks, Plant Nappies, Drain Covers, Drain Bungs & Floating Booms.
- Used Spill Kits To Be Stored Safely After Use, Prior To Offsite Disposal.
- Re-ordering Spill Kits To Ensure Constant Availability.

Details Of Waste Generation & Its Management

The Wates project team will ensure the below waste management strategy is employed during the construction works via our SmartWaste & Touchstone technologies:

- Waste Management Strategy Developed
- Site Waste Management Plan Created & Updated Monthly
- All Waste To Be Stored Correctly & Adequately Contained
- Sufficient Bins & Skips For Appropriate Waste Provided
- Ensuring All Waste Is Delivered To Authorised Disposal Sites
- Supply Chain Completion Of Appropriate Duty Of Care Documents
- Segregation Of Hazardous Waste
- Waste Transfer Notes Completed (Inc. Written Description Of All Waste)
- Records Of Transfers To Be Kept Of 3 Years

Details Of Water Consumption, Wastewater & Energy Use

Water Consumption : Measures will include the use of water-efficient welfare facilities, regular inspections to identify leaks, trigger-operated hoses & workforce awareness initiatives to reduce unnecessary water consumption. Where practicable, harvested rainwater will be utilised for dust suppression & general site maintenance activities. Water consumption data will be recorded & reviewed regularly to identify opportunities for further reductions.

Wastewater Management : Welfare wastewater will be managed through approved temporary drainage arrangements or licensed off-site disposal. Concrete washout operations will be undertaken in designated washout areas away from drains & watercourses, with washout waste contained & removed by licensed contractors. Silt-laden water from excavation & construction activities will be controlled through settlement measures, filtration systems & regular inspections to prevent contaminated discharge from the site. Fuel, oil & chemical storage areas will be appropriately bunded and provided with spill response equipment to minimise the risk of water pollution.

Energy Use : Site compounds will utilise energy-efficient welfare units, LED lighting, smart controls & timers to reduce electricity demand. Plant & equipment will be selected based on efficiency ratings, with unnecessary idling prohibited & energy performance reviewed during regular environmental inspections. The project team will seek opportunities to utilise low-carbon technologies & renewable energy sources where practicable. Energy usage data will be monitored through project reporting systems to identify trends & drive continual improvement in resource efficiency.

Monitoring & Continuous Improvement : Water, wastewater and energy performance will be reviewed monthly, with targets established to reduce consumption, promote resource efficiency & minimise environmental impacts. Findings will be communicated to the workforce through site briefings & environmental awareness campaigns to ensure continual improvement throughout the construction programme.

3e) Traffic Management: Identify When Hgvs Visit The Site, Avoiding Peak Hours And School Hours; Identify HGV Routes; Identify Off Street Parking Facilities For All Vehicles Linked To The Site; Describe Wheel Cleaning Facilities; Identify Office And Welfare Facilities Plant; Wheel Wash Facilities And A Routing Plan For Construction Vehicles To Avoid Air Quality Management Areas And Avoid Vehicle Idling

Identify When HGV Visit The Site, Avoiding Peak Hours & School Hours

To mitigate the impact upon the existing residents & amenities the Wates working hours upon the development will be below:

- Monday - Friday: 9am - 3pm (Linked to the local college peak periods)
- Saturday: 8am - 1pm

All arrival, departure, loading & unloading of delivery vehicles will only be complete within the above allocated times. However, Wates have noted the various bus stop routes to the surrounding area. Thus, where practicable Wates will tailor the supply chain deliveries around the bus route peak times to mitigate traffic congestion.

In addition to a plant & vehicle marshall a Wates project team member will be appointed as the plant, vehicle, pedestrian co-ordinator (PVPC) to identify & manage risks associated with plant, vehicle & people interface. The PVPC will hold, as a minimum, the CITB Site Management Safety Training Scheme (SMSTS).

All logistical procedures will be fully briefed to the Wates supply chain during commercial pre – let meetings, prior to any orders being placed.

All material & plant deliveries will be via the Usk Way new access & egress, located to the North of the development.

Identify HGV Routes

During the development Wates will employ a Plant & Vehicle Marshall (PVM) to assist mobile plant & delivery drivers to safely maneuver & reverse their vehicles & stop operations if there is a risk of injury.

In addition to the above Plant & Vehicle Marshall a Wates Project Team member will be appointed as the Plant, Vehicle, Pedestrian Co-Ordinator (PVPC) to identify & manage risks associated with plant, vehicle & people interface. The PVPC will hold, as a minimum, the CITB Site Management Safety Training Scheme (SMSTS).

All logistical procedures will be fully briefed to the Wates supply chain during commercial pre – let meetings, prior to any orders being placed.

All material & plant deliveries will be via the Usk Way new access & egress, located to the North of the development.

Pedestrian access & egress will also be via the Usk Way new access & egress, located to the north of the development. However, this we will through a secured digilock single gate.

All loading & unloading of delivery vehicles will only be conducted within the Wates Construction Zone. A holding zone has been identified directly off the new access & egress, to the east of the development.

No unauthorised personnel will be permitted within any of the Wates yellow zones &/or construction zones.

All authorised personnel requiring access into the Wates construction zone, will require a specific site induction & where required an escorted visit by a qualified Wates manager.

Access & egress into the Wates construction zone will be via the Biosite turnstile facility, operated by a thumb print scanner that is authorised during the specific site induction.

Proposed Wates Visual Standards & Segregation Plan & can be viewed overleaf.

Identify Off Street Parking Facilities For All Vehicles Linked To The Site

Wates personnel, supply chain, visitor parking will be within the Wates yellow zone adjacent to the Wates welfare facilities. All on street parking to Usk Way & the surrounding roads will be discouraged by & fully communicated to all Wates personnel, supply chain, visitors prior to arrival.

Proposed Wates Visual Standards & Logistics Plan can be viewed overleaf.

Describe Wheel Cleaning Facilities

During the Delivery phase upon the development dust & dirt control will be minimised, suppressed & monitored to reduce the impact on adjacent residents by:

- Wheel Washers Facilities At The Access & Egress.
- Road Sweeper (Weekly & As Required).
- Spraying, Jet Washing Of Vehicles, Vehicle Routes.

The location of the above control measures will be at the Usk Way new access & egress.

All dust suppression, air monitoring, offsite road washing (contingency) & emissions monitoring to be managed by the nominated Wates Project Lead (procedure & contact details will be visible on all Wates branding & signage).

VISUAL STANDARD

PROVISION OF SAFE ACCESS, WALKWAYS AND STAIRS (SAFE ROUTES)



KEY CONTROLS:

- On all projects there must be **clear, unobstructed, designated and well-lit access** to all principal areas of work. These must be formed from hard-standing materials externally and clearly demarcated internally.
 - Safe, clearly signed and segregated pedestrian walkways** must be in place.
 - Crossing points** must be added to allow pedestrians to safely cross vehicle routes.
-
- Safe Routes must:**
 - Be detailed in the **Project Logistics Plan**.
 - Be **well defined, well lit and sign-posted** (including appropriate emergency signage).
 - Be **clear and free of materials** and trip or slip hazards (including ice, mud and trailing leads).
 - Have **full-width ramps or stairs** when there's a **change in level**.
 - Ensure temporary stairs have **anti-slip coatings** on treads, and nosing with **handrails** (preferably on both sides).
 - Have any **manholes** and open apertures suitably **protected with fixed covers**, highlighted and regularly inspected.



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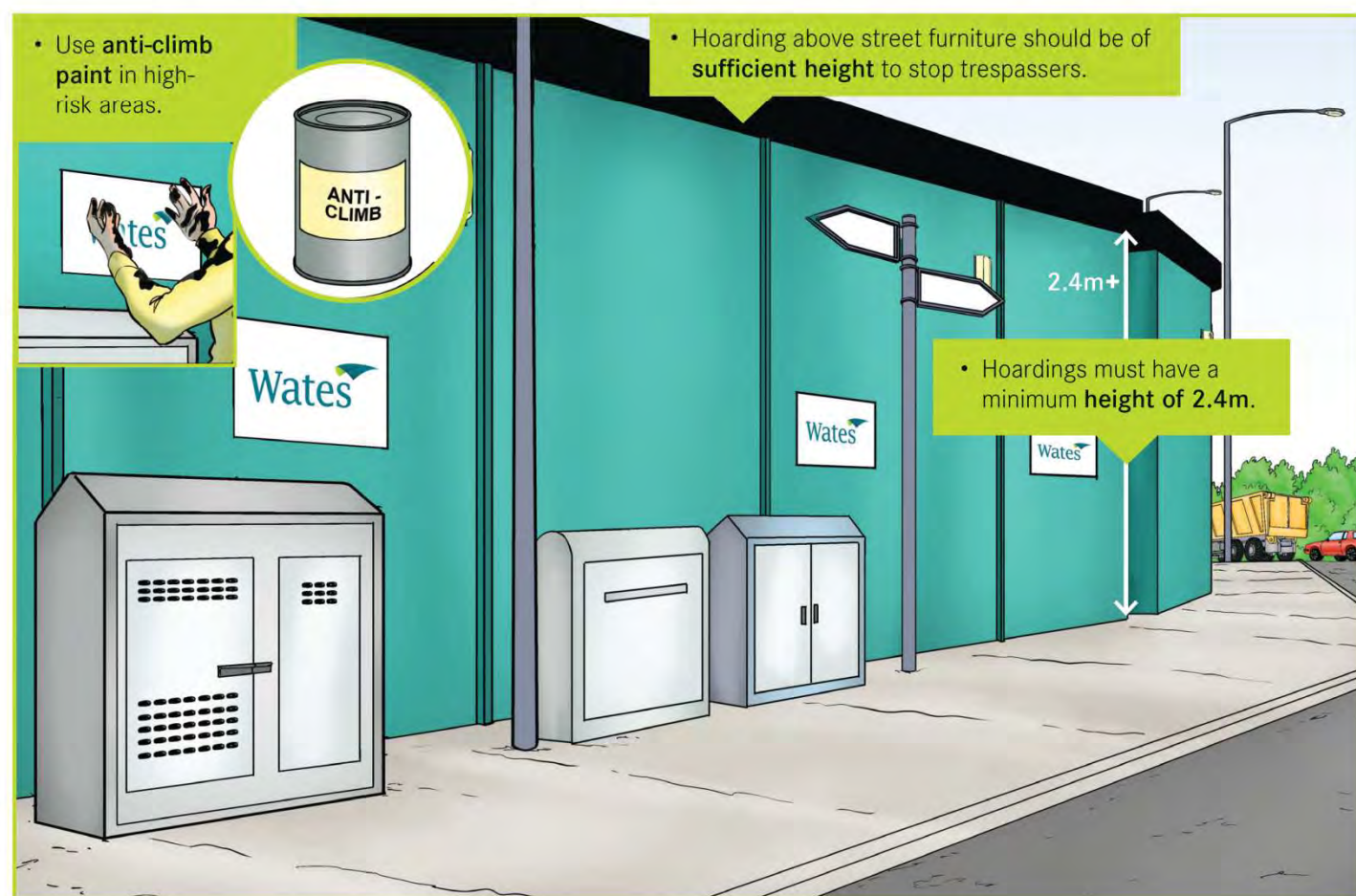
PROJECT SECURITY

Project teams must consider total security solutions and preventive controls that perform the function to “Deter, Detect, Delay and Deny” unauthorised access and urban explorers.

KEY CONTROLS:

Project teams **must**:

- Use synchro and BIM models at pre-construction to **identify weak points** where people can gain unauthorised access.
- Complete a **perimeter security risk assessment** – consider adjacent properties; location and surrounding areas.
- Ensure **effective deterrents** are in place to deter unauthorised access.
- Use innovative security controls such as **anti-climb** paint to deter urban explorers.
- Ensure **end of shift inspections** are undertaken – access doors and hatches locked, with plant suitably isolated.



WATES PROJECT STANDARD:

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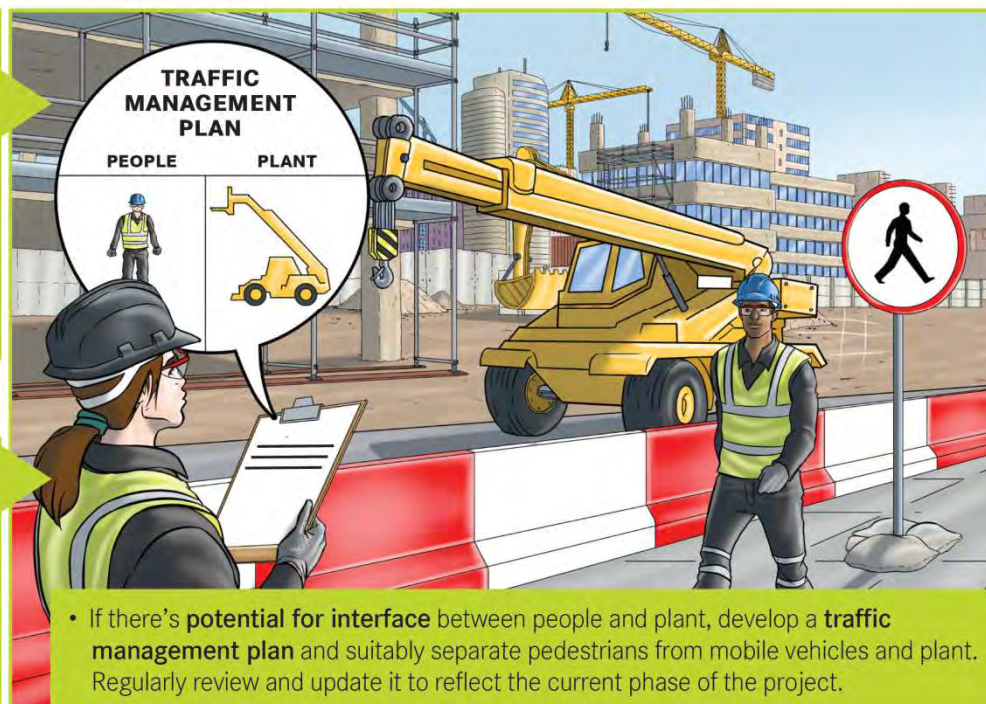


PLANT, VEHICLE AND PEDESTRIAN CO-ORDINATOR (PVPC)

KEY CONTROLS:

The Project Lead must appoint a member of the Wates Project Team who has sufficient knowledge and experience to **identify** and **manage** the **risks** associated with the plant and people interface. They must hold, as a minimum, the **CITB Site Management Safety Training Scheme (SMSTS)** and have a level of seniority which allows them to carry out their role without compromise.

- The PVPC must ensure a **safe system of work** is developed in accordance with the risks associated with vehicle, plant and equipment use and that it is **communicated** in the management plan.



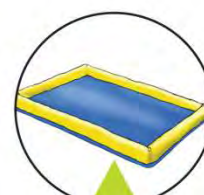
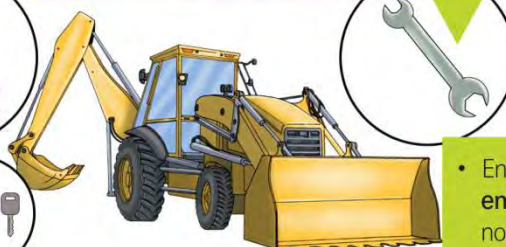
- The Project Lead or PVPC must **review** and **approve** any supply chain's safe systems of work for the use of vehicles, plant and equipment.

- If there's **potential for interface** between people and plant, develop a **traffic management plan** and suitably separate pedestrians from mobile vehicles and plant. Regularly review and update it to reflect the current phase of the project.

- Enter all plant on site in the **Plant Register**. Keep the register **up-to-date** on a weekly basis with new, replacement and off-hired equipment.

- Perform **plant maintenance** according to the manufacturer's instructions.

- Plant operators must follow the appropriate **isolation procedures** when their plant is not in use to prevent unauthorised operation. This must also be **recorded in risk assessments**.



- Ensure we **minimise environmental risk** (i.e. noise and emissions) through regular servicing, and the use of drip trays or plant nappies.

WATES PROJECT STANDARD:

- All vehicles, plant and equipment must be **controlled** and **operated** by **competent operators** who have a valid Fit-for-Work Medical.
- Project Leads or PVPC's must ensure that **inexperienced operatives** (less than 2 years' experience with a RED CPCS Competency Card) are interviewed and have **direct supervision**.
- Persons **younger than 18 years old** may not use vehicles, plant and equipment, with the exception of powered hand tools while under direct supervision.



VISUAL STANDARD

PLANT AND VEHICLE MARSHALS (PVM)



KEY CONTROLS:

All Plant and Vehicle Marshals (PVM) **must:**

BE FIT AND ABLE:

Complete the **CPCS Plant and Vehicle Marshal Training Course (A73)** or **NPORS Plant and Machinery Marshal (N133)** or **(403)**.



Be **over** the age of **18**.



Be subject to a **'fitness for work'** health assessment undertaken by an Occupational Health Service Provider (OHSP) or a GP who has expertise in Occupational Health.



WEAR PPE:



White safety helmet, with a chinstrap if necessary.

Helmet lamps showing red at the back and white at the front (when low light levels are prevalent).



Orange high-visibility jacket or vest (Class 3) labelled "Plant and Vehicle Marshal".



Orange high-visibility **gloves**.



Orange high-visibility **trousers**.

• **Maintain contact** with operators and **keep control** of the plant or vehicle's movement.

• **Always stay in a safe position** and prevent pedestrians from putting themselves at risk whilst mobile plant or vehicles are being manoeuvred.

• **Assist** mobile plant operators and vehicle drivers to safely manoeuvre and reverse their vehicles **preventing injury or damage**, and **stop operations** if there is a **risk** of injury.



• **Never use mobile phones** and other devices while performing their duties.

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VISUAL STANDARD

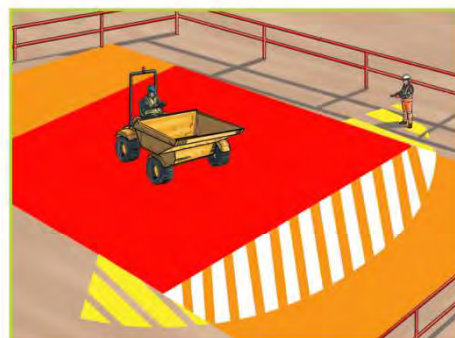
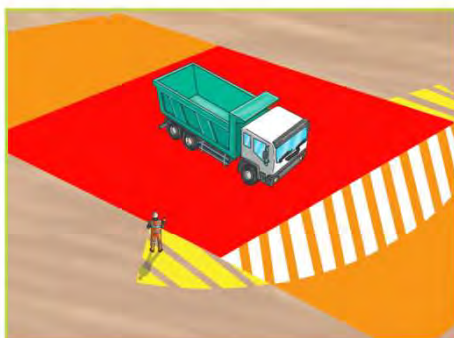
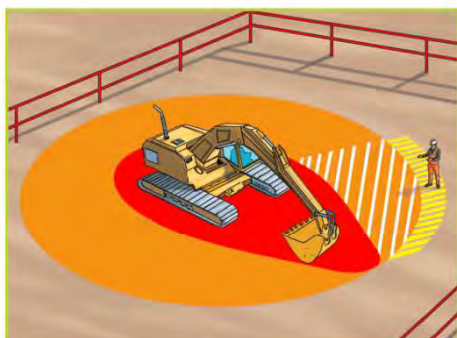
PLANT, VEHICLE AND PEDESTRIAN INTERFACE – FATAL AND EXCLUSION ZONES



KEY CONTROLS:

Establish exclusion zones using **physical barriers** around operational mobile plant and vehicles. Exclusion zones will **depend on the specific plant** and the surrounding buildings or temporary structures in the area.

- Identify specified zones in **RAMS** and **Start Rights**.
- Brief all work teams on the use of exclusion zones and the safe system of work required to enter them.



Fatal zone:

Entry prohibited. Only enter this zone if:

1. The machine is completely **isolated**.
2. The machine's slew arm or hydraulics or **bucket is grounded**.
3. The engine is **switched off** and isolated.



Exclusion zone:

Entry prohibited.

To enter this zone you must:

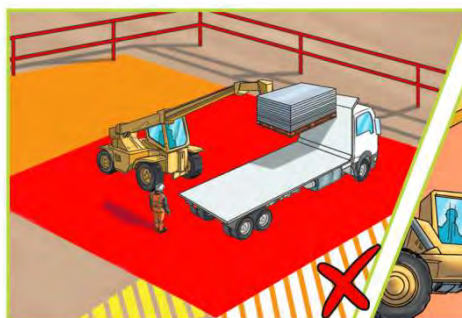
1. **Make eye contact** with the operator.
2. Wait until the machine's slew arm, hydraulics or **bucket is grounded and immobilised**.



Plant Vehicle Marshall zone (PVM):

If involved with plant operation, stay in this zone to **keep eye contact** with the plant operator.

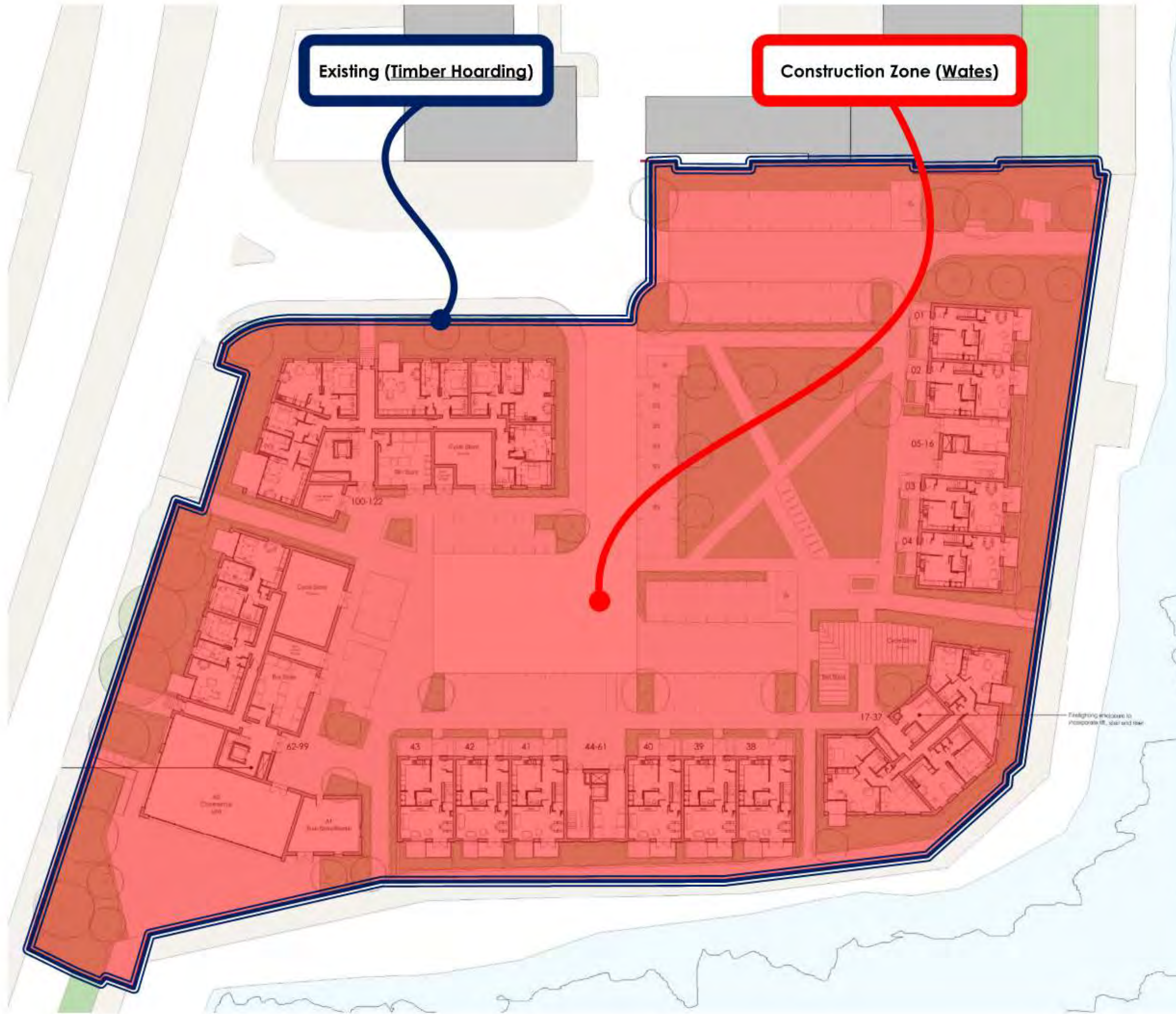
Only authorised personnel within zone.



WATES' PROJECT STANDARD:

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Usk Way

Segregation

Key



Boundary



Wates Construction Zone

Revisions

Rev	Date	Description	By
...	2 nd Dec 25	Segregation	OM



Logistics

Apartment Blocks

Vehicle Routes

Hoist

Loading Bay

Haki Staircase

Storage

Parking

Welfare

Turning Circle

Crane Location

Boundary

Rev	Date	Description	By
...	3 rd Dec 25	Logistics	OM

Usk Way

Logistics

Cranes

2 No.

Key

Crane Operating Radius Zone

No Oversailing Zone

Crane Location

Off Loading

Apartment Blocks

Crane Boom Length

Boundary

Revisions

Rev	Date	Description	By
...	3 rd Dec 25	Logistics / Crane	OM



Identify Office & Welfare Facilities Plant (E.g. Wheel Wash Facilities) & A Routing Plan For Construction Vehicles To Avoid Air Quality Management Areas & Avoid Vehicle Idling

During the enabling works the Wates welfare facilities shall be located to the east, where the proposed apartment car parking will be situated. This will remain at this location until the main works have commenced.

Wates, visitor access, egress to the welfare facilities will be via the Usk Way new access & egress. Once within the Wates welfare area, the Wates corridor of compliance (yellow zone) will be active (see Wates Visual Standard overleaf) from this point forward for any personnel requiring access to the Wates Construction Zone.

The Wates welfare facilities will be reduced towards the closing stages of the programme duration to account for the reduction in tasks & resources.

The Wates welfare facilities will comprise a Canteen, Drying Room, Men's WC, Women's WC, Office, Meeting Room, Smoking Shelter as a minimum.

Storage shall be located within the Wates Construction Zone around the courtyard, with smaller items potentially being stored within the Wates welfare & parking areas.

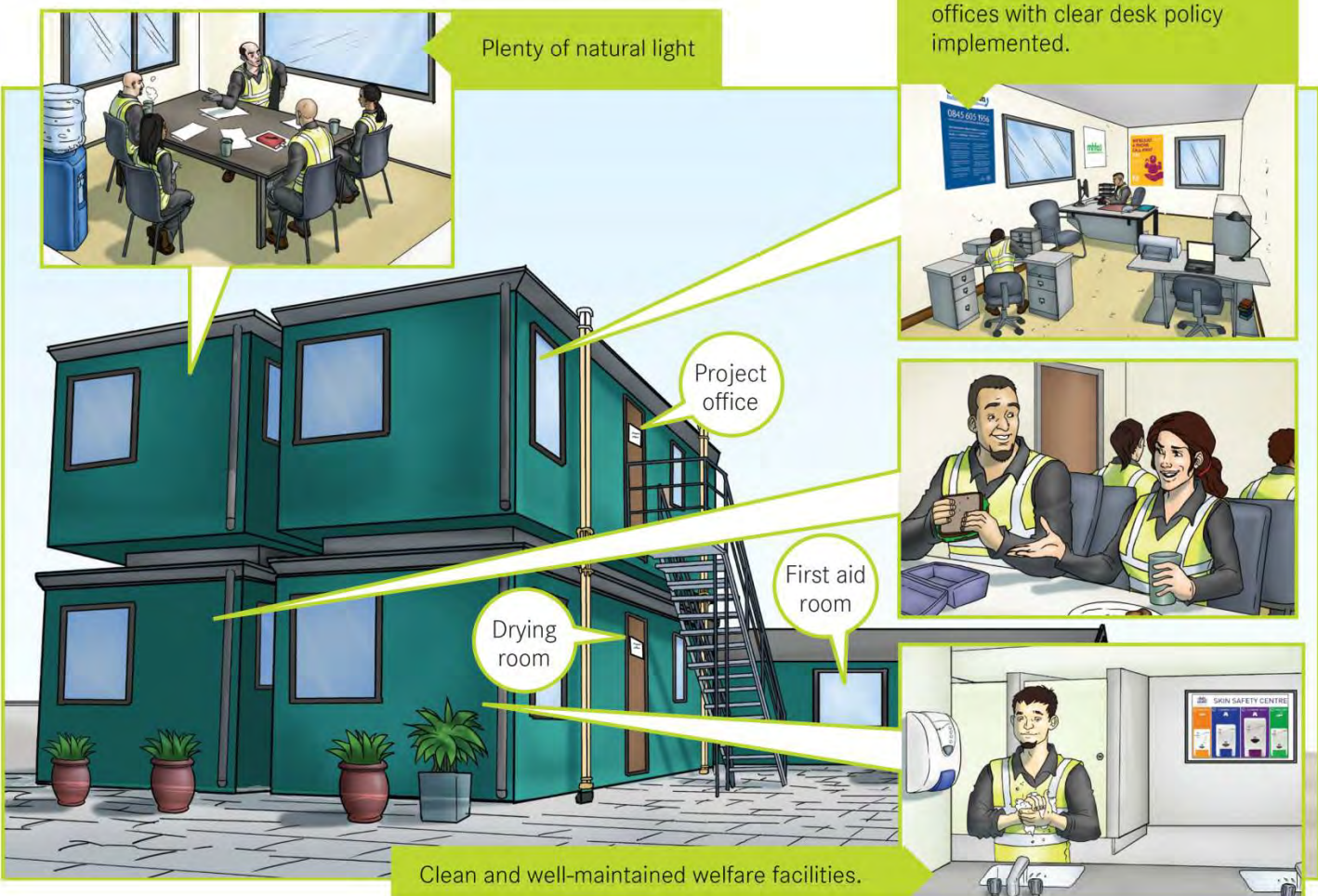
Proposed Wates Visual Standards & Welfare Plan can be viewed overleaf.

WELFARE PROVISION

Providing welfare facilities is fundamental in safeguarding the health and wellbeing of workers. The provision of toilets, a supply of hot and cold water for washing, showers, changing facilities, drinking water, a multi-faith room and a place to heat and eat food and rest are basic expectations. We must aim to provide the best facilities we can from the beginning to the completion of the project.

KEY CONTROLS:

- **Clean and maintain** washing, changing and toilet facilities regularly.
- **Secure lockers/baskets** to store work wear and PPE.
- Ensure serviced canteens have a **hygiene certificate**.
- Install **Hard Hat TV**.
- Have an **agenda item** in the operative forum/H&S meetings.
- **Consider** the need for squatting pan toilets.
- Ensure **adequate drinking water** is available throughout the project.



WATES PROJECT STANDARD:

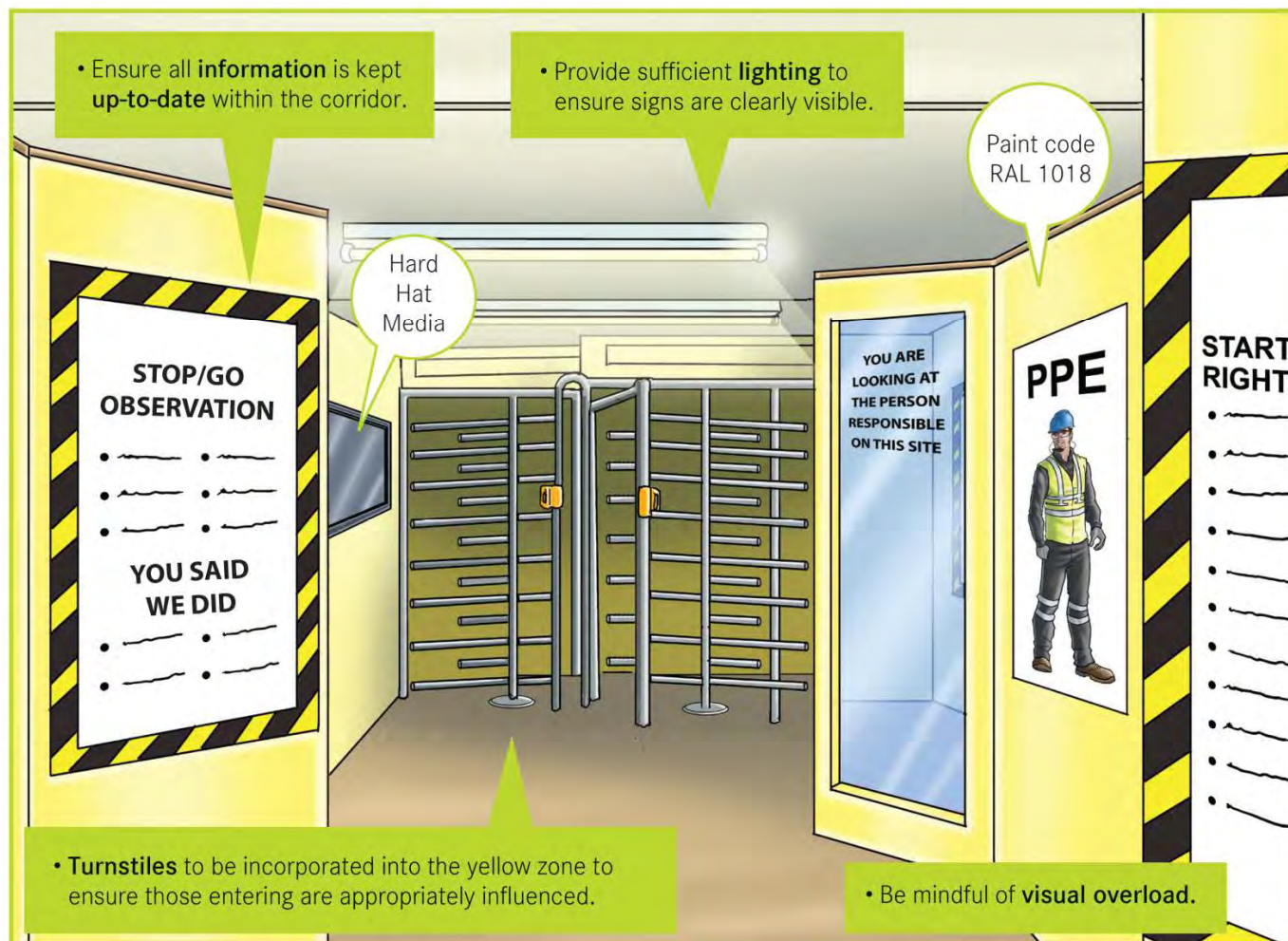
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CORRIDOR OF COMPLIANCE (YELLOW ZONE)

KEY CONTROLS:

The corridor of compliance is a **transition zone** to positively influence everyone when entering the project.



Recommended signs:

- | | | | |
|---------------------------|-------------------|---|---------------------------------|
| 1. You are now entering | 3. The Wates team | 5. Incident-free days | 7. PPE – have you got it right? |
| 2. Do not pass this point | 4. Start Right | 6. Zero Harm reporting - you said, we did | 8. End of Shift |

WATES PROJECT STANDARD:

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3F) Pollution Prevention Plan: Demonstrate How Relevant Guidelines For Pollution Prevention And Best Practice Will Be Implemented, Including Details Of Emergency Spill Procedures And Incident Response Plan;
Demonstrate How Relevant Guidelines For Pollution Prevention & Best Practice Will Be Implemented

Including Details Of Emergency Spill Procedures & Incident Response Plan

Pollution prevention for Wates is crucial to protect the environment & comply with legal requirements. Here are some key points and resources:

- Guidance for Pollution Prevention (GPP): This document provides good environmental practices & legal compliance tips for construction projects. It includes advice on managing drainage, storing fuels & chemicals safely & preventing dirty water from entering surface water drains.
- GPP 6: Working on Construction and Demolition Sites: This guide is tailored for contractors & sub-contractors, offering practical advice on minimizing environmental impacts during construction & demolition activities.
- Works in, Near, or Over Watercourses: This guidance focuses on preventing pollution when working near water bodies. It covers managing silt, concrete, oils & chemicals, as well as waste management.

Examples below:

- Bunding will provide a minimum storage capacity of 110% of the largest container or 25% of the total stored volume, whichever is greater.
- Drainage protection measures will be established throughout the site, including the use of drain covers, drain mats and temporary sealing of drainage gullies during refuelling activities, concrete pours and any operation with a risk of pollution. Silt socks, straw bales and sediment control measures will be utilised where required to prevent contaminated runoff entering surface water systems.
- Spill kits appropriate to the identified risks will be provided at fuel storage areas, refuelling points, welfare facilities, concrete washout locations and within site vehicles. Site personnel will receive training on spill response procedures and the location of emergency equipment.

Fuel / Oil / Chemical Storage

All fuel, oil & chemical storage will comply with the Control of Pollution (Oil Storage) Regulations 2001, with control measures detailed below:

- Adequate Number Of Spill Kits To Deal With The Worst Possible Spill.
- All Spill Kits To Be The Correct Type For Oils & Chemicals, Located Adjacent To Oil & Chemical Storage (E.g. Refuelling Stations) & Close To Sensitive Areas (E.g. Watercourse, Rivers, Etc).
- Spill Kits May Contain Absorbent Granules, Mats & Socks, Plant Nappies, Drain Covers, Drain Bungs & Floating Booms.
- Used Spill Kits To Be Stored Safely After Use, Prior To Offsite Disposal.
- Re-ordering Spill Kits To Ensure Constant Availability.

Fuel Storage / Refuelling

All refuelling MUST be carried out within the designated fuel storage area. All fuel storage areas will be:

- Protected From Rain.
- Segregated From Welfare & Working Areas.
- Located Away From Drains, Rivers & Streams.
- Secured When Not In Use.
- Highlighted In Grab Packs & Fire Plan.
- Supplied With Spill Kits.
- Supplied With Adequate Fire Fighting Provision.
- Signed To Show Storage Capacity & Type Of Liquid Stored.
- Bunded With Adequate Ventilation & Capacity Of 110% Of The Liquid Stored.

Hazardous Substances / COSHH

Wates' preference will be to design out any hazardous substances for less hazardous & more environmentally friendly substances (i.e. water based as opposed to solvent based). However, the below control measures will be implemented if needed:

- Identify, Assess & Store All Materials In Compliance With COSHH Regulation.
- COSHH Assessment MUST include storage, emergency spill & post spill disposal information.
- Become Familiar With The Manufacturers Safety Data Sheet To Clarify Waste Guidance.

Concrete Washout & Socks

Wates supply chain will ensure that all concrete wash outs will be completed at the batching plant where practicable. However, where on site concrete wash out is required the below control measures will be adhered to:

- When Skips Are Used They Must Be Fully Lined & Disposed Of When Full.
- Ensure A Proprietary Washout Platform Or Scaffold Platform For Skips.
- All Wash Out Areas To Be Located Away From Drains & Watercourses.
- Concrete Vehicles Must Have Socks Fitted To The Concrete Chute When Exiting The Site, To Avoid Spills On Public Roads.

VISUAL STANDARD

ENVIRONMENTAL RULES



Sub-contractors must comply with the following:

Environmental Assessment Standards

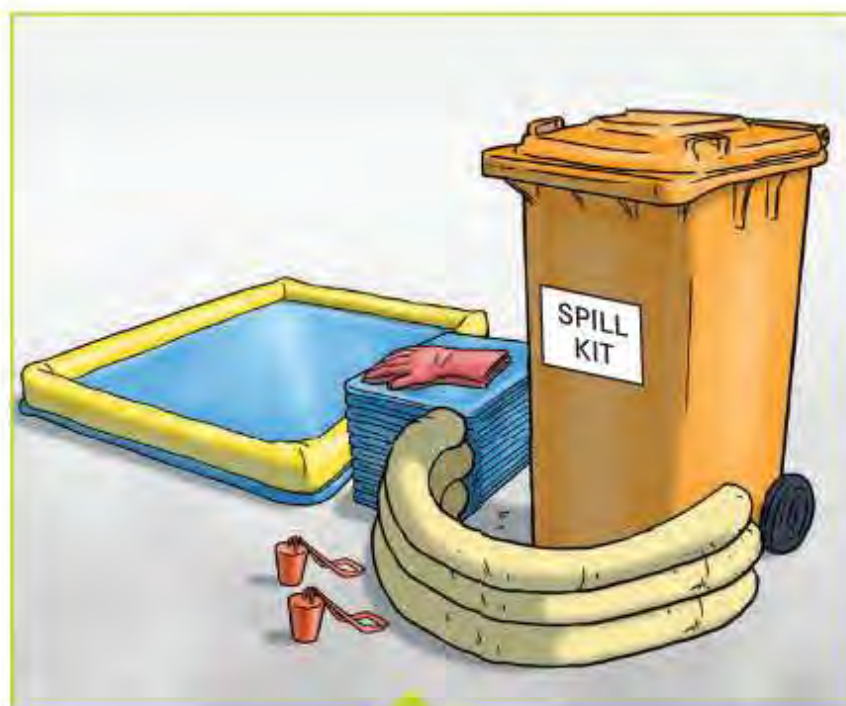
- Assist Wates in achieving any **environmental assessment scheme rating** required by the Main Contract.
- Provide any documentary evidence in a timely manner, if requested, to **ensure the awarding of credits against specific criteria**. Assessment schemes may include **BREEAM, LEED, Ska Rating, DREAM and SHIFT**.

Environmental Incidents & Observation Reporting (Stop/Go)

- All on-site **environmental incidents, complaints or enforcement notices** must be **reported immediately** to the site management team.
- If an incident must be reported to an enforcing authority (Environment Agency), **first report it to the Wates Project Team**, who will make the necessary notifications.
- **Co-operate with site management** during the investigation of environmental incidents, and when implementing remedial action.



- Help **identify risks to the environment** and opportunities to improve on-site environmental performance and notify the Wates' site team using **Say What You See (STOP/GO) cards**.



Safety, Health & Environmental (SHE) Induction, Training, and Competency

- Ensure supervisors have a **SEATS (Site Environmental Awareness Training Scheme) qualification** and are able to prove it before starting on-site work.

Fuel, Oil and Chemical Storage

- Comply with the **Control of Pollution (Oil Storage) (England) Regulations 2001**.
- **Supply enough spill kits** to deal with the worst possible spill, and ensure that they are:
 - The **correct type** for the types of oils and chemicals used on site.
 - **Located where oils and chemicals are stored and used** e.g. refuelling areas.
 - **Close to sensitive areas** e.g. watercourses.
- **Safely store used spill kits** before off-site disposal.
- Re-order spill kits to **ensure constant availability**.

Spill kits may include absorbent granules, mats and socks; plant nappies; drain covers; drain bungs and floating booms.

Hazardous Substances/COSHH

- Preferably use less hazardous and **more environmentally-friendly substances** on Wates' sites i.e. water-based rather than solvent-based.
- **Identify, assess and store all materials** in compliance with the **COSHH Regulation**, where applicable.
- Ensure the COSHH assessment includes **information on how and where to store substances** on site, what to do in an emergency or spill, and what its disposal procedure is.
- Use the **manufacturer's safety data sheet to classify waste**, identify its hazardous properties and give clear guidance on disposal arrangements. Refer to Technical Guidance WM3 for further details.



Site Environmental Monitoring

- **Correct any non-compliance** on site after the Wates site team has completed a monthly Site Environmental Checklist or an activity has been monitored through the Integrated Monitoring System (iMS).

Supply Chain Sustainability School (SCSS)

- Consider becoming a **member of the Supply Chain Sustainability School**, which is a free virtual learning centre that holds workshops and monitors performance. (www.supplychainschool.co.uk).

FUEL STORAGE AND REFUELLING

KEY CONTROLS:

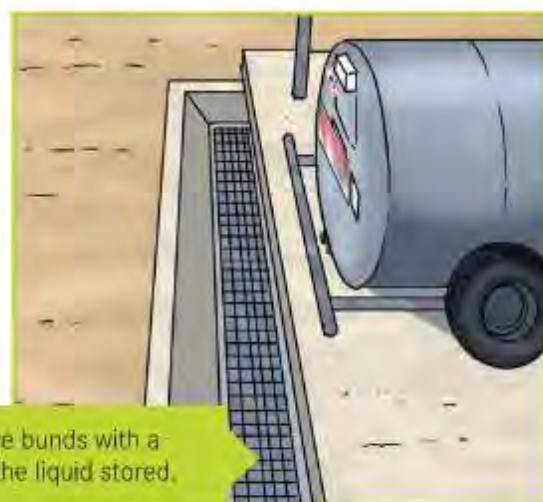


- Refuelling must be carried out at a **designated fuel storage area**.
- Ensure fuel storage areas are:
 - **Protected from rain to reduce water build-up in sump.**
 - **Segregated** from welfare/working areas.
 - Located **away** from **drains, rivers** and **streams**.
 - **Locked** when not in use.
- Highlighted in the gate **grab pack/fire plan**.
- **Identified** in induction.
- Have **spill kits at hand** and trained operatives on site to use them.
- **Fire-fighting provision** must be in close proximity.
- **Signage** must show the capacity of the storage and types of liquid stored.



- Ensure enclosed bunds have **good levels of ventilation**.

- Ensure fuel storage areas have bunds with a capacity of at least **110%** of the liquid stored.



SUB-CONTRACTOR PROFESSIONAL STANDARD:

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VISUAL STANDARD

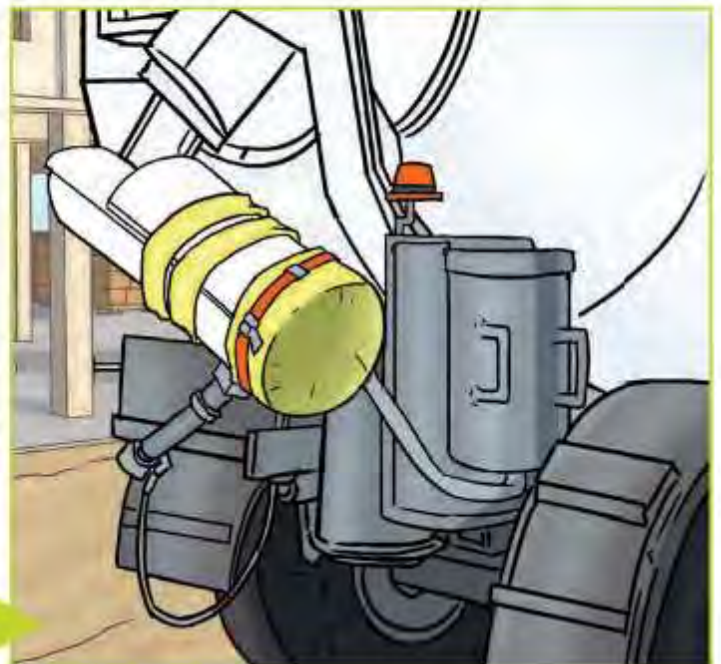
CONCRETE WASHOUT AND SOCKS

KEY CONTROLS:

- Sub-contractors must ensure that wash out is undertaken at the **batching plant** when possible.
- Where wash out takes place on site, use a **fully-lined skip**.
- The concrete wash out area must be **located away** from drains and watercourses.
- Ensure the wash out skip is emptied regularly to **avoid overspill**.



- Ensure a **proprietary washout platform** or scaffold platform is in place for crane concrete skips.
- All concrete vehicles leaving site must have **socks** fitted to the concrete chute to avoid spills on public roads.



SUB-CONTRACTOR PROFESSIONAL STANDARD

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Details Of The Persons & Bodies Responsible For Activities Associated With The CEMP & Emergency Contact Details **(3G)**

The key project team members for the enabling & main works are detailed below:

- Richard Courtney (Construction Manager): 07889 934 147
- David Richards (Project Manager): 07709 847 716
- John Coburn (Site Manager): 07549 210 793

Nicole Barnes of Wates will be the Community Investment Manager.

Nicole's responsibilities will include:

- The Sole Contact For All Liaisons With The General Public
- Initiate All Communication Within The Local Community
- Receiving, Logging, Actioning & Monitoring All Complaints

The Wates project team will aid Nicole with fostering a good community spirit amongst local residents & businesses, by adhering to the Considerate Constructors Scheme protocol.

During the delivery phase all local residents will be notified in advance of any forthcoming disruption by:

- Development Newsletter (Incl. Wates Contact Details)
- Social Media.
- Hoarding Signage (Inc. Information Boards With Wates Contact Details)
- Working Group Events

Natural Resources Wales (NRW) provides detailed guidance & procedures for managing incidents or accidents for construction projects. Here are some key points:

- **Incident Reporting** : NRW operates a 24-hour incident hotline (0300 065 3000) for reporting emergencies, such as pollution, wildlife crime, or damage to natural resources. Wates will contact NRW as & when incidents occur.
- **Incident Categorization** : Incidents are categorized based on their environmental or operational impact. High-impact incidents require immediate response, while low-impact ones may be addressed during routine operations.
- **Information Required** : When reporting an incident, Wates provide details such as the location (preferably with a grid reference), the nature of the incident, and the responsible party.
- **Response Actions** : NRW's response may include mitigating harm to people, communities, and the environment. This could involve regulatory actions, intelligence gathering, or operational measures.

3H) Silt Run Off From The Site Should Be Prevented By Incorporating The Following Action: Silt Traps, Or Other Appropriate Method Of Silt Containment, Should Be Used To Prevent Silt From The Construction Works Entering Surface Water Drainage And The Watercourse (3H)

Silt-laden runoff generated during excavation, foundation works, drainage installation and external works will be prevented from entering the surface water drainage system through the implementation of a range of temporary control measures. Temporary silt traps and catch pits will be installed at low points within the site drainage network to intercept suspended solids before discharge.

The main site access road and vehicle turning area will be fitted with road sweeping and wheel-wash facilities, where necessary, to minimise the transfer of mud and sediment onto the public highway. Drainage gullies located adjacent to haul routes and loading areas will be protected using silt socks, geotextile filters or proprietary drain protection inserts.

Material stockpiles, including excavated spoil, will be located within the designated storage area and positioned away from drainage routes. Stockpiles will be kept to a minimum height, compacted where practicable and covered during prolonged periods of inactivity or adverse weather.

Where excavation works are undertaken during wet weather, temporary earth bunds, check dams and shallow swales will be used to direct runoff towards settlement areas before discharge. Any water requiring pumping from excavations shall pass through a settlement tank, silt bag or filtration unit prior to release. Concrete washout areas will be located within the site containment area on impermeable hardstanding and isolated from the surface water drainage system.

Regular inspections of drainage protection measures will be undertaken, particularly following heavy rainfall, to ensure silt traps, catch pits and drainage protection systems remain effective throughout the construction phase. Any accumulated silt will be removed promptly and disposed of appropriately to maintain the performance of the pollution prevention measures.