



August 2025

Construction and Environmental Management Plan

at

Broadway Farm

Caerleon

Newport

NP18 1AU

Beechwood Court

Long Toll

Woodcote

RG8 0RR

01491 684 233

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1 Introduction

1.1 The purpose of this Construction and Environmental Management Plan (CEMP) is to provide details of the means of mitigation of environmental impacts that might arise during the upgrading and repairing of an existing flood prevention bund and farm track at Broadway Farm, Caerleon, Newport, NP18 1AU, approved under planning application reference 24/0635.

1.2 Full planning permission was granted on 6th March 2025 for **‘Engineering works including upgrading and repairing a flood prevention bund and farm track (part retrospective)’**. The Decision Notice and associated Conditions are attached at Appendix 1. Condition 4 of the permission requires that:

‘No development, including site clearance, shall commence until a site wide Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.....’

1.3 The condition goes on to define the scope of this document in requiring details of the following during development:

- Construction methods: details of materials, how waste generated will be managed
- General Site Management: details of the construction programme including timetable, details of site clearance; details of 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.
- Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan. GPP5 Works and maintenance in or near water is particularly relevant for this development. Measures to protect the river from sedimentation run-off.
- Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.

1.4 The CEMP is to be reviewed by the construction manager and any environmental advisors to ensure compliance with each element and relevant legislative requirements, policies and

guidance. The relevant details within it will be made available within the site office and all contractors and visitors will be made aware of its location.

2 The Proposal

- 2.1 The proposal is to reinstate the flood defence system on non-Scheduled Land only, in order to restore the agricultural capabilities of the fields at Broadway Farm, as successive overtopping of the existing defence system is degrading the fields and reducing both grass quality and quantity, thereby limiting the Applicant's income and ability to pay a rent to his landlords, as well as reducing the value of the land. The bund will be serviced by the existing access track.
- 2.2 The track will continue to be used to service the bund, avoiding trafficking over fields, particularly during wet conditions, thereby avoiding soil compaction and damage to any archaeological features which may exist below the surface. It also provides access to the fields when harvesting or undertaking fieldwork. The pre-existing track currently stops some 100m short of the riverside bund.
- 2.3 The bund's width is to be approximately 10m, with a 1m wide crest. The outer, riverside slope of the bund will be retained at a 1:2 slope, whilst the fieldside slope will be 1:4. It will comprise a mixture of clay-based soil interspersed with stone no greater than 200mm. Any non-inert elements such as wood, plastic, metal will be removed and disposed of off site in an appropriate manner. The excavation of a 300mm deep trench will key in the bund material to prevent the lateral forces of the tidal flow shearing off the new bund. The bund material would be sequentially layered and rolled, and would be topped with the topsoil from the excavated trench and seeded with appropriate grass seed for saline conditions.
- 2.4 The pill will be remedied through the insertion of 600mm diameter twin wall pipes in the base of the reen, with a headwall outlet to the River. There will be a non-return flap on the end of the pipe in the headwall which will prevent tidal water backing up the reen and inundating the fields during a particularly high tide. The earth-based bund on either side of the reen is to be connected by filling in a section over the twin wall piping to create a seamless bund parallel to the river.
- 2.5 The sides of the track will be a 1:4 slope, and will be covered in surplus soil from the bund heaps and seeded to grass

- 2.6 The conditions associated with the approved planning application direct the order in which certain elements of construction can take place. Condition 4 of permission 24/0635 prohibits commencement of works until a CEMP has been submitted and approved by the Local Planning Authority. Other pre-commencement conditions prevent development until matters in relation to archaeology, inappropriate materials, planting and biodiversity enhancement have been formally approved by the Council. In addition to this, a CTMP must be prepared and approved by the council prior to the commencement of works.
- 2.7 Broadway Farm is located on the southern boundary of Caerleon, on land adjacent to, and east of, Caerleon Golf Course and is bounded to the south and east by the River Usk. It is accessed from the north *via* the one-way B4596 (High Street), and Broadway. The application site comprises the entire bunded section of Broadway Farm's non-scheduled land bordering the River Usk where material has been deposited; together with a track within the field, much of which is pre-existing. The closest buildings on the northern side of the river are at the Caerleon Golf Club, which is in excess of 100m away from the northern end of the access track and well screened by trees and hedgerows. To the south of the river there are a number of homes and businesses along Caerleon Road, the closest of which are around 100m from the bund, and many of which are partially screened by mature trees.

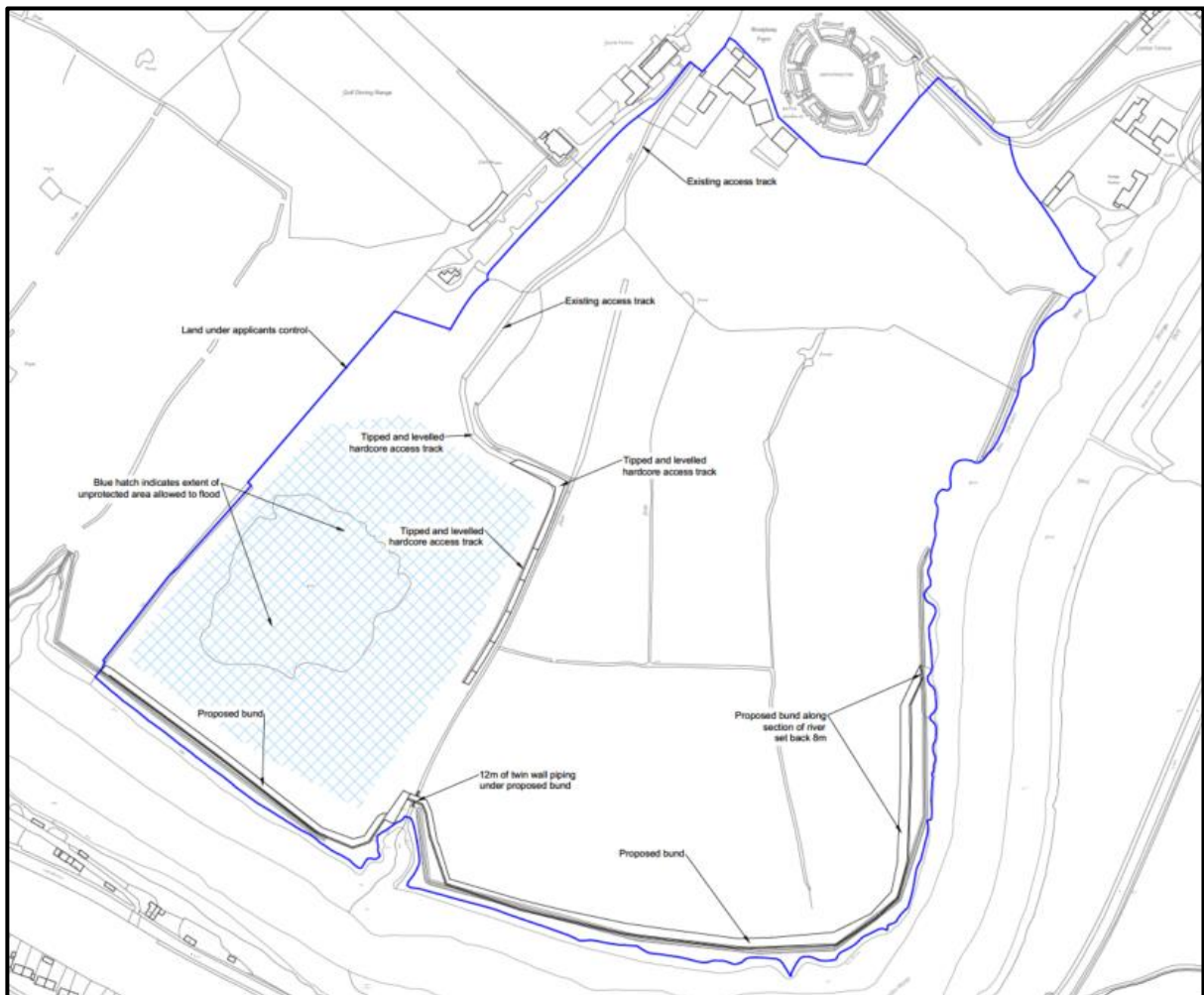


Figure 1: Site plan of proposed development

Project Address:	Broadway Farm, Caerleon, Newport, NP18 1AU	
Start Date:	TBC	
Duration:	TBC	
Hours of Work	Monday to Friday	8am to 6pm
	Saturday	8am to 1pm
	There will be no Sunday working or Bank Holidays	

3 Responsibilities

- 3.1 The main contractor [Mr Michael Haines] is responsible for ensuring that the CEMP is developed and held on site and that it is implemented throughout all phases of the project, as well as ensuring the CEMP details are updated as and when relevant information is provided by the stakeholders associated with each section of the CEMP.
- 3.2 The main contractor should designate a responsible person, who shall undertake regular site inspections to monitor compliance with the CEMP. Where non-compliance is identified, they shall ensure that corrective action is taken.

4 Construction Methods

- 4.1 The proposal includes three phases of work: The new bund; the supplementation of the existing bund; and the supplementation of the existing access track.

New Bund

A key trench will be excavated, using a tracked 360⁰ excavator fitted with a toothless bucket. Any topsoil excavated will be stored on site, prior to being used to cap the bund as a growing substrate. The same machine will be used to deposit the bund material in 150mm layers, which will in turn each be compacted. Once the desired height and profile are achieved, the bund will be covered with 100mm of the previously extracted topsoil.

Supplementation of Existing Bund

Vegetation will be removed from the existing bund, before it is scarified with the teeth of an excavation bucket. The bund material will then be deposited using a toothless bucket in 150mm layers, which will in turn each be compacted. Once the desired height and profile are achieved, the bund will be checked for adequate soil cover.

Supplementation of Existing Track

The section of extended track will be removed and sifted (to remove any stones <100mm) using a sifted bucket attached to a 360⁰ excavator, working backwards from the end of the track (nearest the river). The material will then be used to grade the exposed track bank to a depth of 150mm over the existing surface. Once covered, the profile will be gently firmed with the back of a toothless bucket to the desired gradient.

Some large stones that form part of the existing track, along with any oversized (>200mm) stones from the bund material will be taken and crushed, before being used to form a traffickable surface on the access track.

- 4.2 The existing access point off the highway (on to Broadway) provides ample room for lorries and construction vehicles and has a good visibility splay so no alterations are required. It is not anticipated that any additional materials will be required to be brought to site, although some limited material will require removal.
- 4.3 Any topsoil removed will be stripped and reused on site according to good practice as set out in the Defra Construction Code of Practice for the Sustainable Use of Soils (2009), particularly to minimise compaction and biodegradation of soils. No topsoils or subsoils will be brought onto or removed from site.

5 Risk Assessments and Method Statements

- 5.1 All method statements provided as part of the planning process will be adhered to rigorously.
- 5.2 All known Safety, Health and Environmental hazards and risks will be reviewed at each phase of the operation. Risk assessments and safe working practices are to be prepared seven days in advance of commencement of the operation on site.
- 5.3 Risk assessments will be recorded and retained on site. Where information is insufficient the contractor shall be contacted and a joint review carried out to establish a suitable safe system of work.

6 Construction Environmental Impacts - Avoidance & Mitigation Measures

Dust Suppression

- 6.1 The first phases of development will involve sorting of inappropriate materials previously placed on the site.
- 6.2 The application of standard dust control measures included in the BRE guidance (Building Research Establishment, 2003) is normal working practice on all well-managed construction sites in the UK. Standard measures will be applied to the construction areas within the site. The most

effective technique is to control dust at source and prevent it from becoming airborne, since suppression is virtually impossible once it has become airborne.

- 6.3 Wind-blown dust, generated from dry, exposed ground or soil and waste stockpiles, will be prevented generally with the use of water sprays as required. Surfaces and stockpiles will be covered or damped down to minimise dust as necessary.
- 6.4 To prevent dust passing beyond the site during construction works, all vehicles will enter and leave the site on the existing access track. The junction with Broadway will be swept regularly and dampened to ensure dust transfer is kept to absolute minimum levels. In wetter conditions, deposits of mud on roads may need to be cleared. Small occurrences will be cleared manually with a brush and shovel. Elsewhere, road sweepers will be called upon. Installation of a power wash may be required, preferably with water recycling equipment, in the event vehicles need to be cleaned on leaving the site. Such equipment, if required, will be made available for the duration of the construction works.
- 6.5 In addition, the following measures will be employed to minimise dust:
- vehicle speeds will be kept to a maximum of 10mph;
 - All plant and equipment shall be maintained in accordance with manufacturer's recommendations to ensure emissions to atmosphere are minimised.
 - Engines of plant, machinery, and lorries shall be turned off at all times when not in use.
 - The mobile stone crusher shall be operated with a water suppression attachment or a dust filter.
 - staff will be trained in the control of dust and will ensure the site is monitored for levels of surface dust. Dust will be suppressed using trailed tankers or a road sweeper when necessary and in anticipation of conditions favourable to dust generation;
 - vehicle parking and waiting areas will be swept regularly and sprayed at intervals to maintain a level of moisture and limit dust transfer;
 - dust and air quality complaints will be dealt with in a timely manner and the cause identified with appropriate measures taken to reduce emissions; and
 - any exceptional incidents that cause dust and/or air emissions, either on- or offsite, will be noted and the action taken to resolve the situation in the site log book.
- 6.6 Areas allocated for storage of materials are identified on the plan in Appendix 02. The measures to be implemented to limit pollution due to the transportation and storage of materials include the following, as appropriate:

- appropriate measures will be employed, such as covering loads entering and leaving the construction site with a fixed cover or sheeting appropriately fixed and suitable for the purposes of preventing materials and dust spillage;
- vehicles transporting materials within or outside the construction site will not to be overloaded;
- where appropriate, stockpiles and mounds will be kept away from the site boundary, sensitive receptors, watercourses and surface drains and sited to take into account the predominant wind direction;
- stockpiles and mounds will be at a suitable angle of repose and avoid sharp changes in shape to prevent material slippage;
- materials stockpiles will be enclosed or securely sheeted or kept watered as appropriate;
- long-term stockpiles, which give rise to a risk of dust or air pollution, will be covered with appropriate sheeting or will stabilise the surfaces of the stockpiles;
- the number of handling operations for materials will be kept to the minimum practicable;
- material handling areas will be maintained to constrain dust emissions. Appropriate measures will be used such as watering facilities to reduce or prevent escape of dust from the site boundaries;
- potentially polluting liquids, including diesel, will be stored in suitably-bunded containers or storage areas.

Noise mitigation

- 6.7 Noise and vibration, if considered to be a statutory nuisance, are controlled under the Environmental Protection Act 1990. The main sources of noise associated with this development will be from the movement of farm vehicles delivering equipment to site, as well as the use of a mobile crusher and a 360° tracked excavator.
- 6.8 Before works on site are commenced, all contractors will make available for inspection a method statement (in accordance with the principle described in BS 5228: 2009: Part 2: Code of Practice for Noise and Vibration Control on Construction and Open Site) stating precisely the type of plant to be used and the proposed noise control methods. The contractors will also be required to comply with other relevant provisions of the Control of Pollution Act 1974 and should also comply with the recommendations set out in BS 5228:1997 AMD 1 Code of Practice for Noise Control on Construction and Demolition Sites.
- 6.9 All plant and equipment sourced by the company will have the minimum db rating to reduce construction noise. The use of low noise generators will be used where required with additional

silencers and noise reduction equipment used where required. Any construction activity that has the potential to generate excess noise will be risk assessed and additional measures will be put in place to reduce the output to a satisfactory level.

6.10 In addition, the following will apply to works in all parts of the site:

- muffling will be in accordance with the recommendations set out in BS 5228:1997, Code of Practice for Noise Control on Construction and Demolition Sites;
- compressors should be fitted with properly lined and sealed acoustic covers, which will be kept closed whenever in use;
- pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers;
- machines in intermittent use will be shut down in the intervening periods between work or throttled down to a minimum; and
- care will be taken when loading or unloading vehicles or moving materials etc. to reduce impact noise.

6.11 The contractor will follow best practicable means to reduce the noise effect on the local community including the following:

- Drop heights of materials from lorries and other plant will be kept to a minimum;
- fixed and semi-fixed ancillary plant such as generators, compressors and pumps liable to create noise and/or vibration whilst in operation will, as far as reasonably practicable, be located away from sensitive receptors;
- the use of barriers to absorb and/or deflect noise away from noise sensitive areas will be employed if required and reasonably practicable;
- all plant used on site, paying particular attention to the integrity of silencers and acoustic enclosures, will be maintained in good and efficient working order and operated such that noise emissions are minimised as far as reasonably practicable;
- as far as reasonably practicable, any plant, equipment or items fitted with noise control equipment found to be defective will not be operated until repaired;
- where reasonably practicable, fixed items of construction plant will be electrically powered in preference to diesel or petrol driven; and
- vehicles and mechanical plant, where reasonably practicable, will be fitted with effective exhaust silencers and will be maintained in good working order and operated in a manner such that noise emissions are controlled and limited as far as reasonably practicable

- 6.12 Risk Assessments and Method Statements (RAMS) from contractors will be scrutinised and authorised before work commences to ensure the requirements above are understood, factored into working methods and adhered to. RAMS will be kept on site for inspection at reasonable times.

Temporary Lighting

- 6.13 In determining the lighting arrangement on site, consideration will be given to local residents and other sensitive receptors that may experience light nuisance. It is not anticipated that any work will be carried out at night-time and, where possible, a daylight only construction schedule will be adopted to minimise any adverse impact caused by artificial lighting. All working areas will have sufficient natural light for contractors to carry out their work and move around the site safely. Security lights which could impact upon the immediate neighbours, traffic or any protected species within nearby wooded areas and hedgerows will not be installed.
- 6.14 All luminaires will be fitted with flat lenses and directed downwards to avoid spill into the surrounding countryside.
- 6.15 It will be ensured that any artificial lighting does not change the apparent colour or visibility of any safety signs or other safety related items such as fire extinguishers and, where it is safe to do so, lights will be dimmed or switched off.

Enclosure of Working Areas

- 6.16 Working areas on the site will be limited to:
- delivery drop off and machinery storage areas;
 - the proposed construction and improvement of the bund; and
 - the proposed construction and improvement of the access track.
- 6.17 Signage will be used on site to clearly define the boundary of the work area.
- 6.18 Heras fencing with appropriate signage will be used to enclose working areas, with this fencing secured with a counter-weight system and bracing panels.
- 6.19 The existing entrance to the site will be closed and secured outside of working hours.

Drainage Strategy

- 6.20 A drainage strategy is to be operated during the construction phase which will set out controls of contamination, including controls to surface water runoff, water pumping, storage of fuels and hazardous materials, spill response plans and pollution control measures. The need for approvals or consents will be determined on a case-by-case basis. Priorities will be to prevent ingress of surface water and disturbance of clean waters.
- 6.21 The river should be protected from sedimentation run-off in the following ways:
- 6.21.1 Any intense or prolonged wet weather should be planned for, and all relevant pollution mitigation measures should be considered including:
- minimising the amount of time stripped ground and soil stockpiles are exposed
 - only removing vegetation from the area that needs to be exposed in the near future
 - seeding or covering stockpiles
 - using geotextile silt fencing at the toe of the slope, to reduce the movement of silt; this should be installed before soil stripping has begun and vehicles start tracking over the site
 - collect run-off in lagoons and allow suspended solids to settle before disposal
 - divert clean water away from the area of construction work in order to minimise the volume of contaminated water
- 6.21.2 The movement and maintenance of plant on site can generate silt and oil contaminated water. Sources of silt (e.g. plant and wheel washing, site roads) carry a high risk of causing pollution. All relevant pollution mitigation measures should be considered including
- plant and wheel washing must be carried out in a designated area of hard standing at least 10 metres from any watercourse or surface water drain
 - run-off will be collected in an impermeable sump - recycle and reuse water where possible
 - settled solids are removed regularly and appropriately disposed of
 - 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, any compacted topsoil will be loosened as soon as possible following completion of the works.

- 6.22 Where run off water is contaminated with silt or other pollutants such as oil, this water must be tankered off site for authorised disposal, and must not be pumped or allowed to flow (directly or indirectly) into the water environment

Pollution Prevention and Contingency

- 6.23 Aspects of pollution prevention and contingency are addressed throughout this CEMP with regards to dust, drainage and noise. However, below further regard has been had to emissions, waste and emergency and incident response.

Construction Plant and Vehicle Emissions

- 6.24 The measures to be implemented to limit emissions from construction plant and vehicles will include the following, as appropriate:

- The contractor will operate construction plant in accordance with the manufacturer's written recommendations;
- all vehicles and plant will be switched off when not in use;
- vehicle and construction plant exhausts will be directed away from the ground where possible and be positioned at a height to facilitate appropriate dispersal of exhaust emissions;
- enclosing, shielding or provision of filters on plant likely to generate excessive quantities of dust beyond the site boundaries will be employed. Items such as dust extractors, filters and collectors will be used.
- the movement of construction traffic around the site will be kept to the minimum reasonable for the effective and efficient operation of the site and construction of the development;
- construction plant will be located away from site boundaries that are close to sensitive receptors where reasonable and practicable;
- the contractor will design site access points as required to avoid queuing traffic adjacent to access points;
- the contractor will avoid use of diesel or petrol powered generators by using battery powered equipment where reasonable and practicable;
- crushing operations will be conducted using equipment and techniques which reduce emissions and incorporate appropriate dust suppression measures;

- the contractor will employ appropriate measures to keep roads and accesses clean as stated elsewhere in this report; and,
- the contractor will keep vehicle, plant and equipment maintenance records on site and these will be made available upon request.

Environmental Incident and Emergency Controls

- 6.25 Control measures to prevent and control environmental incidents and emergencies on sites are referenced in the register of environmental effects, and detailed in site emergency plans. Actions in response to environmental incidents and emergencies will be communicated at inductions and task briefings. Generally, pollution prevention will be achieved by adequate training, by the provision of containment measures such as bunding, drip trays, absorbent mats or materials, drain covers for preventing impact on sewers or watercourses and by complying with safe working methods.
- 6.26 Adequate and appropriately placed spill kits will be provided for rapid incident response when and where prevention fails, and all personnel will be trained how to use these in event of an incident. These will be clearly marked and sign-posted, and site plans showing the locations of spill kits and waste facilities, in addition to the locations of health and safety facilities will be available in site office and on welfare cabin notice boards. Plans will include the names of personnel with specific environmental responsibilities, and actions to be taken. Spill kits should be subject to periodic inspection to ensure the contain the appropriate equipment in sufficient quantities.
- 6.27 In the event a spill occurs, the following actions will be taken:
- Stop the source of the spill by up-righting the container, blocking leaks (using compound in spill kit) or shutting off valves
 - Inform site management immediately
 - Block access to all local drains or watercourses using spill containment materials, booms or drain blockers
 - Clean up spill using granules / spill clean-up materials

- Segregate cleared materials and dispose of in accordance with the Hazardous Waste (England and Wales) Regulations 2005 as amended
- If the spill has entered the drainage system, a watercourse, or an area of porous ground/non hard standing and the site are dealing with the incident themselves it must be reported to Natural Resources Wales and the Site Manager immediately;
- In the event of major or complicated spills, the Site Manager will assess the incident and if appropriate request a specialist spill contractor to attend the Site.

6.28 All incidents are to be reported through the management hierarchy as soon as practically possible after they have been identified. Site management will assess the significance of the incident and determine the level of investigation. All incidents must be reported to the Safety, Health, Environment and Quality (SHEQ) department and recorded in the SHEQ Tracker. Appropriate corrective and preventive actions should be implemented and recorded to reduce the likelihood of such events reoccurring.

Waste Disposal

- 6.29 Adequate waste bins will be placed in work areas, storage areas and temporary site compounds for the depositing of work-related waste and mixed welfare wastes. Regular inspections will be carried out to monitor housekeeping and initiate action to clear litter and debris.
- 6.30 Personnel are encouraged to avoid littering and to clear litter where it occurs within site boundaries.
- 6.31 Waste services may be provided by a number of suitably-licensed carriers or brokers, transferring wastes to a variety of receiving sites. The selection of services will depend on location, nature of the wastes and the availability of receiving sites. In all cases, the priority is to avoid disposal to landfill wherever possible. The waste hierarchy 'Prevention – reduce – reuse – recover – dispose' must always be implemented (legal requirement).
- 6.32 The validity of waste licences and permits held by carriers and sites of disposal will be checked by reference to NRW's public register.
- 6.33 Hazardous wastes will be either transported by road to the waste hub or disposed of in accordance with waste regulations and approved contractors.
- 6.34 If the site produces hazardous waste, it will be registered with NRW. Without a hazardous waste premises number, waste carriers may refuse to remove the waste.

- 6.35 All skips and bins will be closed or sheeted where required to prevent the escape of wind-blown debris.
- 6.36 Duty of care records will be maintained and filed in archives on completion and a site waste management plan, compliant with the Site Waste Management Plan (SWMP) Regulations 2008, will be maintained and recorded. Details of waste, carriers and disposal sites will be recorded, including evidence of checks made on licences, permits and inspections.

7 Contractor Parking

- 7.1 All parking for construction staff, operatives and visitors during construction will be within the site boundary and within a dedicated safe zone away from the workplace and plant and equipment as shown on the plan in Appendix 02.
- 7.2 From this location, vehicles will be able to manoeuvre safely to enable them to leave the site in a forward gear whilst limiting the spread of dust contamination.
- 7.3 Dedicated pedestrian footpaths with barriers and clear signage will be established and maintained to guide everyone from the car park to either the site offices, welfare, contractors' cabins and offices or the workplace.

8 Site Welfare and Temporary Plant/buildings

- 8.1 The location of the site office is shown on the plan in Appendix 02. It will provide general welfare and sanitary conveniences, washing facilities, drinking water, changing area, accommodation for clothes not worn during working hours and rest facilities. Toilets will be located in the farmhouse.
- 8.2 The siting of the site office and storage area will take into account site sensitivity, security, neighbours, storage and handling of chemicals (spill prevention), materials storage needs, drainage, vehicle access, nuisance potential, planning constraints, etc. Site compounds, storage and construction areas will be fenced or have barriers to delimit areas of operation and separate them from other occupied work sites. Where appropriate, site plans will show the locations of environmental facilities such as fuel tanks, spill kits and waste bins.

9 Site Storage

- 9.1 The area proposed for site storage is shown on the plan in Appendix 02. This will be encompassed by a Heras-type fence to separate it from contractor parking, welfare and working areas.
- 9.2 Fuels, oils, paints, solvents and other Control of Substances Hazardous to Health (COSHH) materials will be kept inside a cabinet adjacent to the storage building, which will be locked, with controlled access to keys, and in line with legal requirements e.g. oil storage regulations, 110% bunding, use of drip trays, etc.
- 9.3 Fuelling operations will be planned to minimise the risk of spillage and environmental risk. This may be the subject of a specific plan for high-risk operations and sensitive areas.
- 9.4 Chemicals and hazardous materials such as fuels and lubricants are to be stored on site during the construction phase of the project. These could include but are not limited to:
- fuels;
 - oils;
 - lubricants;
- 9.5 Measures will be developed, implemented, maintained and monitored in order to comply with the Water Resources Act (1991) Section 85 and associated regulations.
- 9.6 The site layout plan (available from the site manager) will show the storage location of the bunded fuel store and the store for small volume packaged chemicals and materials.
- 9.7 The following list shows measures that will be put in place to prevent pollution and would conform to the best practice policy proposed by NRW via the Pollution Prevention Guidelines (PPGs):
- the handling, use and storage of hazardous materials to be undertaken in line with NRW's Pollution Prevention Guidelines (e.g. PPG2 Above Ground Oil Storage Tanks);
 - 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(s) fitted to all temporary discharge points and for discharge from any temporary oil storage/ refuelling areas;
- development of pollution control procedures in line with NRW's Pollution Prevention Guidelines, and appropriate training for all construction staff; and
- provision of spill containment equipment such as absorbent material on site.

10 Vehicle Routing and Delivery Times

- 10.1 It is not anticipated that there will be a significant increase in vehicle movements during the construction phase, however the following guidance must be followed.
- 10.2 Deliveries to site will occur between the hours of 0900 and 1600 Monday to Friday, 0900 to 1300 on Saturdays and not at all on Sundays/Bank Holidays.
- 10.3 Timing of arrival and departure of construction vehicles will be staggered so that no two vehicles are using the access at any one time. Vehicles will be in contact *via* radio and will wait inside the site until an approaching vehicle has arrived before leaving.

11 Other Considerations

Monitoring

- 11.1 The contract environmental adviser will be responsible for environmental inspections at site level to record on the company's database and SHEQ Tracker. Inspections may be carried out by the contract health and safety advisor. Environmental performance at site level will be regularly monitored during weekly inspections carried out by delegated site personnel.

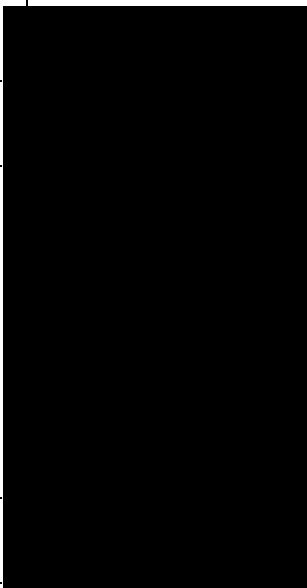
Records

- 11.2 Environmental records will include:
- inspections;
 - site visit records (by others);
 - internal and external audit reports;
 - waste management records and plans;

- sub-project waste management plans;
- minutes of progress meetings;
- correspondence including complaints and regulatory units;
- incident and investigation reports;
- permits, licences and consents; and
- environmental data e.g. recycled aggregates, sustainable timber, etc

12 Emergency Contacts

12.1 In the event of an emergency, the following people should be contacted:

Name	Position	Telephone number
Michael Haines	Farmer of land	
Michael Haines	Principal contractor	
TBC	Any other required – Eg. Ecological clerk of works Archaeological team	
Michael Haines	Site Manager	

Appendix 01

Notice of Decision



I. Williams
Reading Agricultural Consultants Ltd
Beechwood Court
Long Toll
Woodcote
Reading
RG8 0RR

TOWN AND COUNTRY PLANNING ACT 1990 [as amended]

Application No: 24/0635
Application Type: Full
Proposal: ENGINEERING WORKS INCLUDING UPGRADING AND REPAIRING A FLOOD PREVENTION BUND AND FARM TRACK (PART RETROSPECTIVE)
Site/Location: Broadway Farm, Broadway, Caerleon, Newport, South Wales, NP18 1AY
Decision Date: 6th March 2025

In pursuance of its powers under the above Act the Council of the City of Newport notifies you of its decision in respect of your application, registered by them on 9th October 2024. The application has been:

Granted with Conditions

STANDARD CONDITIONS

The development must begin not later than the expiration of FIVE YEARS from the date of this permission.
Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990

ADDITIONAL CONDITIONS

- Plans: The development shall be implemented in accordance with the following plans and documents:
 - Proposed site plan (1 of 2) RAC/BFC/003c Issue D
 - Proposed site plan (2 of 2) RAC/BFC/004c Issue D
 - RAC/BFC/005b Revision D
 - Typical Cross-sections RAC/10032/4 Revision A
 - Otter Method Statement dated 5/02/25 by BE Ecological
 - Ornithology Technical Note dated 4/2/25 by BE Ecological, Ecological Assessment Issue 1 July 2024
 - Written Scheme of Investigation for Archaeological Monitoring and Recording July 2024

Reason: In the interests of clarity and to ensure the development complies with the submitted plans and documents on which this decision was based.

Pre-commencement conditions

2. **Archaeology:** No further development shall take place until the applicant, or their agents or successors in title, has secured implementation of a programme of archaeological work in accordance with that out-lined in "Written scheme of Investigation for Archaeological Monitoring and Recording - Broadway Farm Caerleon" (Archaeological Perspectives Analysis Consultancy Report no. WSI: AMR/BC3/24).
Reason: To identify and record any features of archaeological interest discovered during the works, in order to mitigate the impact of the works on the archaeological resource in accordance with Policy CE6 of the NLDP.

3. **CTMP:** No further works or development shall take place on the site at all until a method statement comprehensively detailing the phasing and logistics of demolition/construction has been submitted to and approved in writing by the Council.
 The method statement shall include, but not be limited to:
 - Construction traffic routes, including provision for access to the site
 - Entrance/exit from the site for visitors/contractors/deliveries
 - Location of directional signage within the site
 - Siting of temporary containers
 - Parking for contractors, site operatives and visitors
 - Identification of working space and extent of areas to be temporarily enclosed and secured during each phase of demolition/construction
 - Temporary roads/areas of hard standing
 - Schedule for large vehicles delivering/exporting materials to and from site and details of manoeuvring arrangements
 - Storage of materials and large/heavy vehicles/machinery on site
 - Measures to control noise and dust
 - Details of street sweeping/street cleansing / wheelwash facilities
 - Details for the recycling/disposing of waste resulting from demolition and construction works
 - Hours of working
 - Phasing of works including start/finish dates
 For the avoidance of doubt all construction vehicles shall load/unload within the confines of the site and not on the highway.
 The development shall be carried out in accordance with the approved plan, unless otherwise agreed in writing with the Council.
Reason: To ensure that adequate on-site provision is made for construction traffic, including allowance for the safe circulation, manoeuvring, loading and unloading of vehicles, as well as parking, and to reduce impact on residential amenity and the general amenity of surrounding occupiers in accordance with Policies GP2 and GP4 of the NLDP.

4. **CEMP:** No further development or phase of development, including site clearance, shall commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority.
 The CEMP should include the below:
 - Construction methods: details of materials, how waste generated will be managed
 - General Site Management: details of the construction programme including timetable, details of site clearance; details of 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.
 - Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan. GPP5 Works and maintenance in or near water is particularly relevant for this development. Measures to protect the river from sedimentation run-off.
 - Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.
 The CEMP shall be implemented as approved during the site preparation and construction phases of the development.
Reason: A CEMP should be submitted to ensure necessary management measures are agreed prior to construction and implemented for the protection of the environment in accordance with Policy GP5 of the NLDP.

5. **Inappropriate Materials:** Prior to the commencement of any further works a method statement shall be prepared and submitted to the Council in writing describing how inappropriate materials will be identified, how they will be separated from the construction materials already onsite, where they will be stockpiled and how they will be removed from the site and where they will be removed to and how all of these processes will be recorded. The Method Statement shall also include the same measures in regard to any other construction materials that may be imported onto the site to complete the scheme. Following the completion of the importation of construction materials into the site in accordance with Condition 03 (CTMP) all inappropriate materials shall be removed from the site within 3 months of the end date of material importation entirely in accordance with the agreed methodology. A report detailing the type, quantity, dates of removal and destination of removed inappropriate materials fully in accordance with the record keeping identified in the Method Statement shall be submitted to the Council within 6 months of the completion of importation of construction materials.
Reason: to protect the interests of the River Usk SAC and SSSI in the interests of protected species and wider biodiversity. Policies GP5 & GP7.

6. **Planting Scheme:** Prior to the commencement of any further development, full details of seeding to the bund and track as hereby approved shall be submitted to and approved by the Local Planning Authority. The details shall include a timetable for the seeding to be carried out. Seeding which fails to establish is to be reseeded in the same growing season and adequately maintained to provide good grass cover. Successful establishment of grass cover is to be confirmed by a short report submitted towards the end of the first (April to September) growing season after the seeding takes place, with photo evidence provided at intervals along the track and representative photos of the bund. The report is also to highlight any issues, locations/extent of reseeding required, and the timetable for reseeding.

Reason: In the interests of visual amenity in accordance with Policies SP5, SP8 and GP6 of the NLDP.

7. **Bio-diversity Enhancement:** Prior to any further works being completed, a biodiversity enhancement scheme shall be submitted to and agreed in writing by Local Planning Authority. Thereafter the biodiversity enhancements shall be implemented in accordance with an implementation timetable to be submitted with the scheme of enhancement. Thereafter the bio-diversity enhancements shall be retained as agreed.

Reason: In the interest of protected species, in accordance with Policy GP5 of the Newport Local Development Plan 2011-2026 (adopted January 2015).

General condition

8. **Otters:** The development as hereby approved shall be carried out fully in accordance with the Otter Method Statement dated 5/02/25 by BE Ecological.

Reason: To ensure the integrity of the River Usk SAC is safeguarded in accordance with Policy GP5 of the NLDP.

9. **Birds:** The development as hereby approved shall be carried out fully in accordance with the Ornithology Technical Note dated 4/2/25 by BE Ecological.

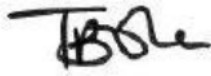
Reason: To ensure the integrity of the River Usk SAC is safeguarded in accordance with Policy GP5 of the NLDP.

NOTE TO APPLICANT

1. The development shall be carried out fully in accordance with the proposals shown in the application and in the plans and particulars accompanying such application as varied and amended by this permission.
2. This decision notice is issued in respect of Planning Permission only and does not convey any approval which may be required under any other legislation or provisions, such as, but not limited to, Highways and Building Regulations. For advice on the requirements of the Building Regulations and allied legislation, and/or whether there is a need for a Building Regulations submission, please contact the Council's Building Control Section on 01633 656656 or email building.control@newport.gov.uk. For advice on obtaining relevant permissions from the Highway Authority, please contact highway.planning@newport.gov.uk.
3. Where there are conditions which require details to be approved prior to the commencement of development, failure to submit these details prior to commencement of development may result in the permission being invalidated.
4. The Local Planning Authority has a target to determine Discharge of Condition applications within 8 weeks of receipt of the details, and so you are advised to programme any work accordingly.
5. The plans have been assessed on the basis of the scale or dimensions stipulated and any statement of 'do not scale' (or similar) has been disregarded.
6. This decision relates to plan Nos: GIS November 2024, Landscape and Visual Appraisal July 2024, Existing site plan, Proposed site plan RAC/BFC/003a Issue D, RAC/BFC/004c Issue D, Landscape and Visual Appraisal July 2024, Flooding site plan, Otter Method Statement dated 5/02/25 by BE Ecological, Ornithology Technical Note dated 4/2/25 by BE Ecological, Ecological Assessment Issue 1 July 2024, Written Scheme of Investigation for Archaeological Monitoring and Recording July 2024, site location plan RAC/10032/1, supporting statement July 2024.
7. The development plan for Newport is the Newport Local Development Plan 2011 - 2026 (Adopted January 2015). Policies SP3, SP5, SP8, GP4, GP5, GP6, GP7, CE4, CE6, CE7, CE9 and M1 were relevant to the determination of this application.
8. The proposed development (including any demolition) has been screened under the Environmental Impact Assessment Regulations, and it is considered that an Environmental Statement is not required.

Signed on behalf of the Council

Newport City Council



Regeneration and Economic Development
Civic Centre
Newport
South Wales
NP20 4UR

Tracey Brooks Bsc Hons Dip TP MRTPI ILM
Pennaeth Adfywio a Datblygu Economaidd / Head of Regeneration and Economic Development
Cyngor Dinas Casnewydd / Newport City Council

Application Number: 24/0635

Decision Date: 6th March 2025

IMPORTANT! PLEASE READ THE NOTES ON THE REVERSE OF THIS FORM

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Appendix 02

Proposed site layout during construction



This report was prepared by:

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21 August 2025