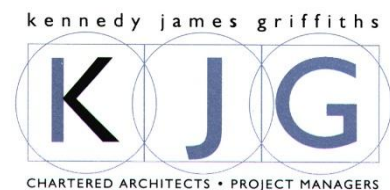


1660PL1:CEMP **Rev 1**

Construction Environmental Management Plan

Proposed Residential Development
Kelvedon Street
Newport



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1.0 Introduction

1.1 Purpose

This document has been prepared in support of an application to discharge Condition 3 of Planning Consent AKPA/ 24/0756, for the construction 30 no apartments along with associated parking and external areas at Land Formerly Known As 21 Kelvedon Street Newport.

The Plan has been prepared by the KJG in conjunction with the developer/contractor of the project (MVR Solutions Ltd). It is intended to demonstrate how the impact of the construction works on adjacent neighbours and the environment generally will be controlled and minimised.

The intention is that this CEMP will be partially approved by the Council as part of any condition discharge with a requirement that the contents of the document to be adhered to by any selected contractors during construction works.

Whilst the Plan concentrates on the specific works identified in the Planning Application it could also be applied to any periodic external maintenance works which will be required at some stage and will not be subject to a formal planning application.

The principal aims of the CEMP are the protection and conservation of the natural and historic environment and protection of users of the environment within and adjacent to the proposed development during construction.

This document should be read in conjunction with the Site Management Plan, included in Appendix B of this document.

1.1. Scope

This CEMP covers the principal construction activities identified at the time of Planning Application. The key elements of this CEMP include:

- Overview of the proposed development and associated construction programme;
- Prior assessment of environmental impacts;
- Minimisation of potential impact through design and other mitigation measures;
- Monitoring of effectiveness of mitigation measures;
- Corrective action procedure; and
- Links to other complementary plans and procedures.

In summary, this document identifies how commitments made in the initial assessment will be translated into actions on-site and includes a schedule for implementing the actions through allocation of key roles and responsibilities.

The Planners have also identified certain issues that need to be specifically addressed within the CEMP and as set out below:

Condition 3:

- 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, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.
- Soil Management: details of topsoil strip, storage and amelioration for re-use.
- CEMP Masterplan: details of the extent and phasing of development; location of landscape and environmental resources; design proposals and objectives for integration and mitigation measures.
- 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.
- Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption and wastewater.
- Traffic Management: details of site deliveries, plant on site, wheel wash facilities
- 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.
- Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details

- Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations.;

Condition 6:

- 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

These requirements are addressed in this document as set out in Section 8:

The Principal Contractor will have responsibility for ensuring compliance with the CEMP throughout the construction phase and updating and reviewing the CEMP in relation to specific activities as necessary. The Contractor will be expected to designate a suitably qualified site operative to oversee environmental aspects of the CEMP and liaise with the CA as necessary.

All contractors will be responsible for working in accordance with the environmental controls documented in this CEMP. The overall responsibility for implementation of the CEMP will lie with the 'Applicant', which is MVR Solutions Ltd and **Bron Afon Housing Association**.

This CEMP has been designed with the objective of compliance with the relevant environmental legislation and the commitments for mitigation measures documented therein and in particular BRE guide '*Control of Dust from Construction and Demolition Activities*'.

The following sets out the identified parties and their roles within the contract works:

Developer/Employer

MVR Solutions Ltd
Address: Felnex Industrial Estate, 4A Mariner Way,
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Client
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PRINCIPAL CONTRACTOR (CDM)

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Emergency Contact details:
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ARCHITECT

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QUANTITY SURVEYOR

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STRUCTURAL ENGINEER

Intrado
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MECHANICAL AND ELECTRICAL ENGINEER

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LANDSCAPE CLERK OF WORKS
DP Landscapes
Telephone: 01446 773 861
E-mail: info@dpla.co.uk

2.0 The Development and Construction Programme

2.1. Overview of the Proposed Development

The Proposed Development comprises the construction of 30 no. Apartments along with associated external amenities and parking areas.

The extent of the works is shown in the Planning approval drawings and amplified in further drawings included within the Planning Application submitted by Kennedy James Griffiths. These drawings are:

- 1660PL1 01 Location Plan
- 1660PL1 04G Proposed Site Plan
- 1660PL1 05B Proposed Floor Plans
- 1660PL1 06F Proposed Elevations
- 1660PL1 07F Context Site Section
- 1660PL1 10B RPZs
- Landscape Management Plan

The site is accessible off Kelvedon Street, an adopted Highway and the proposed building is set out parallel to the back of pavement on Feering Street

Construction Traffic Access will be via an existing crossover on Kelvedon Street as shown on the Site Management Plans included in Appendix B.

2.2. Construction Programme

The current expectation is that construction of the Proposed Development would take approximately 78 weeks.

Allowing sufficient time to discharge planning conditions and meet the requirements of the CDM Regulations to adequately prepare a suitable Health & Safety Plan, it is anticipated that the works will commence at the end of **July 2026 with an anticipated Completion Date of February 2028**, although this may change subject to discharge of pre commencement planning conditions.

The Contractor has prepared a Draft Construction Programme, which is included in Appendix E of this document. This should be read in conjunction with the Construction Site Layout and Phasing Plans included in Appendix B, for a full understanding of the Environmental Management of the project. This information is provided in response to further requests for information from the Highways Officer during the Condition discharge process.

During Construction, the Principal Contractor will be responsible for programming the works and setting working hours. The Client has not placed any specific constraints on working hours other than a requirement to adhere to guidelines set down by the Local Environmental Health Department and the HSE. The proposed site working hours are therefore:

(i) Construction Hours

No development, (including land raising and demolition if required) shall be carried out other than between the hours of 08.30 and 18.00 Monday to Friday and between the hours of 08.00 and 13.30 on Saturdays.

Should any works that will produce significant noise be required during construction the contractor is to contact the Local Authority Environmental Health Officer to agree suitable start times which are likely to be later than the 7.30AM for general works.

(iii) Prior Approval - Out of Hours

Prior approval will be required for any construction to take place outside permitted times and on Sundays and Bank Holidays, where it would create noise audible at the boundary of any residential property.

The precise numbers of construction staff present on site will vary during the construction period, depending on the activities taking place. During the initial stages of demolition and groundworks the numbers will be limited. However, during final fitting out and M&E installations there will be considerably more workers on site as works can take place in multiple apartments at the same time.

3.0 Environmental Risk Analysis

The proposed construction works have been assessed to establish if a risk exists against a series of categories as set out below:

3.1. Air Quality

The assessment for air quality includes an assessment of the likelihood of dust and airborne contamination being generated by demolition, construction and delivery and transport activities. The assessment includes the potential impact on both site operatives and adjacent occupiers and neighbours.

The site has been evaluated as a Medium Risk site given the overall site size of 1,950m² and the potential for emissions and dust from site activities to have a medium impact on adjacent properties.

There is no demolition required on site other than the grubbing up of existing historical floor slabs and as such dust and noise from demolition is not an issue.

The building works themselves present a low risk of dust creation as the building is predominantly constructed from masonry and off site manufactured timber frame materials.

Internal finishes are not particularly dust generating although measures will need to be included to ensure that dust is managed during construction. This will include a careful assessment of materials needed to the development to reduce on site cutting and waste generation.

Dust generation by vehicles entering and leaving the site is dealt with in Section 3.6: Traffic, Transportation and Access.

3.2. Noise and Vibration

The site is located within an existing residential area and is bordered directly to the North East by Witham Street, which has residential properties facing the site on the opposite side of the street. To the South West the site is bounded by Feering Street which also has residential properties facing the site on the opposite side of the street. To the South East the site is bounded Kelvedon Street, which has a pharmacy and industrial units on the opposite side of the road.

None of these locations present a significant issue in terms of noise and vibration.

To the North West the site is bounded by gable walls and gardens walls of residential properties on Feering Street and Witham Street. More consideration will need to be given to this boundary in terms of management of noise and vibration although the risk of harm is small.

The site construction works should not create excessive noise over and above that expected from a typical construction site and measures to control noise generated are set out below.

3.3. Ecology

The site is currently predominantly covered with old hardstanding's and demolition arisings .

There are 3 street trees adjacent to the site which will need to be considered during construction.

Requirements for the protection of these trees during construction works are included in the approved Arboricultural Impact Assessment. Appropriate fencing and protection will be provided during the works.

3.4. Cultural Heritage and Archaeology

The Pre-Application Planning process did not identify any potential for the site to be of historical or archaeological interest and as such no measures for their protection are identified. However, the Principal Contractor is to be aware of their responsibilities should anything be found during site excavations.

3.5. Ground Conditions

An intrusive site Investigation has been prepared to support the discharge of Planning Condition 4 . A copy of the report can be made available at any time.

The SI Report requires the notification of the Developer if any unforeseen Ground Contamination is identified during the construction works together with the submission of a suitable mitigation strategy to remove or manage such contamination. The Contractor will be advised of this requirement (by this CEMP) and will adhere to the requirements of the Condition.

The Client will monitor the situation on site to ensure that the Contractor meets their obligations under the relevant condition.

3.6. Traffic, Transportation and Access

Access to the site is obtained from both Kelvedon Street via an existing crossover and site gates. This opening is wide enough to accommodate site traffic and will be used for the majority of the construction works until a new, wider access is formed towards the end of the construction period.. Kelvedon Street and its connections to the wider road network are reasonably wide and the roads are suitable for larger vehicles making deliveries to site.

The site is currently fenced on all sides with a robust palisade fence. This will be left in place, and netted, during the construction works to provide site security and to prevent vehicular access to the site from Feering Street and Witham Street, which are smaller residential streets.

A dedicated haul road will be identified on site, with a turning head to ensure vehicles can enter and leave site in forward gear. This is to be used as access to delivery vehicle parking/unloading areas as shown in Appendix B. Goods will be unloaded from delivery vehicles via on board cranes or by a site based telehandler all within the site. **For swept path analysis of the on site haul road refer to Appendix D.**

Whilst there are no specific restrictions for off site delivery routes, all suppliers will be encouraged to access the site from the site via Corporation Road to avoid the Air Quality buffer zone to the North of the site.

There will be limited parking on site for operatives and the contractor is to put in place measures to enable site operatives to attend site without using immediately adjacent streets for parking. **Details of the amount of on site parking at various stages of the construction programme can be found in Appendix B.**

Given the above it is not felt that site operative traffic and general deliveries will present a significant problem during the works.

Large deliveries may present a short-term issue and will need to be carefully managed at site level. **For details of Contractor plans to manage these situations refer to Appendix C.**

The creation of dust and transfer of mud etc. from the site will possibly be an issue and this will need to be addressed by the Principal Contractor as set out below.

3.7. Landscape and Visual

There are no significant landscape or visual constraints to the site.

4.0 Site Context, Location of Facilities and Phasing

Organisation of the construction site will be important in delivering mitigation of the risks identified above.

4.1. Location of Facilities

The location of site facilities is shown on the Site Management Plan (**1660:PL1-20A**) included in Appendix B of this document. The main elements are described below.

The main Contractor's compound including offices and welfare facilities is to be along the Northwestern boundary adjacent to a row of on site staff parking spaces accessed from the dedicated site access road.

Consideration is to be given to the houses on Witham Street when orientating these site cabins to minimise any future impact on residents. Overlooking windows to be avoided if possible.

A site access road will be provided within the site which will be coordinated with safe pedestrian routes to facilitate the safe loading and unloading of construction materials and movement of operatives on site.

The access road will be formed from clean stone at the start of site works and will be maintained for the duration of the works until the site levels need to be raised to meet the requirements of the FCA. Further details are included in Section 5.2 Traffic Management. Wheel washing facilities will be provided at the site entrance.

Materials storage will be at the northern end of the site in a dedicated materials compound with appropriate internal fencing/barriers.

Site security generally will be by the retention of the existing palisade fencing that runs around 3 sides of the site. The remaining, northern, boundary is formed by existing gable walls and garden walls of adjacent properties. These will be protected by Heras fencing that will remain for the duration of the works.

Within the materials area will be dedicated oil and fuel storage areas that will be bunded to minimise the risk of spillage of harmful materials.

The Contractor's proposals for managing materials stored on site and in particular Emergency Spill Procedures are included in the Appendices of this document and specifically Appendix G. This is provided in response to comments from NRW during the condition discharge process

Site parking for limited staff will be provided along the north western boundary with Witham Street until the raised car park is constructed towards the end of the construction works.

4.2. Phasing of the works

A full method statement for the phasing of the construction works is a requirement of Condition 6 of the Planning Consent. This document covers the following items, which are also included in various sections of this document:

- 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

Construction phasing will be the responsibility of the appointed contractor. However, they will be required to adhere to the basic principles set out in this CEMP (Section 4.1 below) and the Phasing plans included in Appendix B of this document which include approximate timescales for the identified phases of the work. More detailed programme information is included in Appendix E.

Following the removal of all previous demolition arisings and other accumulated material on site to a licenced tip, the site will be stripped to formation level and all surplus material will be stockpiled on site to be used to raise the site levels required to meet the requirements of the approved FCA.

There is limited topsoil on site as identified by the SI. As such management of existing topsoil is not a significant issue to be controlled by this CEMP. However, the contractor is to make themselves aware of the following document should there be any areas of topsoil that do exist: *Construction code of practice for the sustainable use of soils on construction sites*.

Wheel washing facilities will be provided at the main site entrance ensure that mud and site debris is not transferred to the adjacent roads. This wheel wash will be maintained for the duration of the works. The wheelwash areas will include measures to ensure that soiled water cannot run off on to the Public Highway. All wash down water is to be retained on site and allowed to permeate to ground. For further details see Appendix C.

Following the initial site strip a layer of imported clean stone will be laid over the exposed site to provide a clean base for site parking, circulation and material storage areas.

The site compound and welfare facilities will be installed at an appropriate point during the initial works at the NW corner of the site.

The apartments will be constructed in phases as agreed with the contractor and as shown generally on the phasing drawings in appendix B.

Sub structure works for the building including any required piling will be carried out following the installation of a piling mat. This will be retained as part of the fill material below the raised ground floor level of the apartments.

Once the foundations are completed the Ground floor slab will be formed to take the installation of the timber frame upper floors.

The timber frame, including the roof structure, will be erected by a dedicated sub contractor. Cranes will be required and these will be located as shown on the phasing plans. All required licences will be obtained by the relevant parties and a detailed lifting plan will be prepared.

Following completion of the timber frame, internal fit out works will progress within the building.

During construction there will be a requirement for scaffolding to be erected. This can be accommodated within the site boundary so no particular approvals or licences will be required.

Once the apartments are nearing completion the site compound will be disbanded and welfare facilities will be located within one of the units to allow the completion of the access ramp, road and parking areas.

At an appropriate point in the construction programme the general car park levels will be raised and the SUDs drainage solution will be installed followed by the finishes to the car parking and general external areas.

Finally the landscaping will be installed at the earliest appropriate time.

5.0 Specific Mitigation Measures

5.1. Traffic Management

Access to the site is obtained from Kelvedon Street only as set above. There is limited on street parking in the vicinity of the site and the Contractor is to ensure that all site operatives are aware of this to ensure that there is no illegal parking in the area.

Following initial site set up there will be space available on site for limited parking, on the north western side of the site prior to the raising of the car park levels and the contractor will put in place management controls for this parking to ensure that it allows for delivery vehicles to access the site as and when required.

The contractor will ensure that a banksman is available during all deliveries that need to cross the existing pavement to ensure the safety of the public.

All deliveries will be coordinated to ensure that they occur outside peak traffic flows to minimise disruption to local residents and the traffic network in general.

Given the confined nature of the site the contractor will carefully manage on site storage of materials which will reduce the need for large delivery vehicles.

During construction the following additional procedures will be implemented to minimise the impact on local residents:

- Suppliers will be provided with delivery restrictions, information and timescale information prior to an order being placed.
- Upon confirmation of a delivery, the details will be added to the "Deliveries Board" on site. The details will also be recorded on the electronic system in advance to ensure single delivery accommodation and co-ordination with waste removal.
- The number of deliveries will be minimised by accumulating smaller orders into larger lots to reduce traffic movements, unless this results in significantly larger delivery vehicles.
- It is the intention to use smaller vehicles whenever possible, so there will be NO reversing of vehicles onto the road network.

- The largest anticipated delivery vehicle will be for floor beams and timber frame panels. Discussions have taken place with the suppliers and they have confirmed that the max size of delivery vehicle will be a 7 tonne flatbed lorry approx. 9.2m long for the beams and a 10.5m rigid for the panels. These vehicles can access the site using the semi constructed access road that runs through the site.
- Kerbside loading from Feering Street or Witham Street will not be permitted during the works. All deliveries will be unloaded using the on site unloading area shown on the site management area. All vehicles will be able to enter and leave site in a forward gear. **Please refer to the turning head swept path drawing in appendix D.**
- A lifting plan will be implemented in relation to all lifting operations involving lifting equipment.
- All lifting operations will be undertaken in accordance with lifting operations and lifting equipment regulations 1998 (LOLER)
- Vehicle engines are switched off whilst unloading or stationary,
- No localized waiting. Deliveries will be turned away if a vehicle is already unloading or if the arriving vehicle has not been booked in within agree time slot.
- A dedicated Wheel washing facility will be provided on site at the entrance/exit location (see Appendix B and C). All vehicles that enter the site will be inspected before they leave and wheels and chassis cleaned as appropriate.
- The wheel wash location is at the edge of the site to limit the chance of wheel becoming dirty before exiting the site. Drainage for the wheel wash will be controlled and restricted to the site area to ensure no run off of dirty water onto the highway.
- Whilst this facility will be important during the early stages of the project, once a mat of clean stone has been provided over the full site the risk of mud/dirt contaminating vehicle wheels will diminish substantially.
- Surrounding streets will be swept regularly to ensure that there is no mud or debris on the Public Highways or footpaths. Contractor to inspect the roads daily and establish cleaning regime.

The Contractor has prepared further and more specific information on traffic management in the Traffic and Logistics Considerations document included in Appendix C of this document. This is provided in response to comments by the Highways department during the condition discharge process.

5.2. Dust Suppression measures

Dust has been identified as a potential risk from the demolition of the existing building and grubbing up of slabs/yards in particular. The generation of dust from these activities is to be mitigated in accordance with the requirements set out below:

Generally, adhere to the principles set out in the HSE Construction Information Sheet 36: Construction Dust, included in Appendix A. and also BRE guide '*Control of Dust from Construction and Demolition Activities*',

In particular, the following strategies are to be employed during all construction and demolition works:

Site Planning

Erect barriers to site Boundary: To minimise spread of dust and suppress any potential noise site fencing consisting of heras and netting (or existing solid fences/walls) will be provided/retained to the entire perimeter of the site. Fencing will be maintained during construction until all potential dust generating activities have been completed.

Plan site Layout: Ensure that any dust generating activities, wherever possible, are located away from boundaries and carried out in accordance with requirements listed below.

Hard Surface Haul routes: prepare the site during construction to minimise muddy or dusty vehicular circulation areas. Either maintain existing hard surfaces, or if being used as recycled material, ensure that an appropriate layer of clean stone/recycled aggregate is used for internal site trafficked areas. These areas are to be regularly damped down during dry weather to minimise dust.

Construction Traffic

Switch Off engines: All vehicles on site are to switch off engines and are not to 'idle' on site. This will reduce noise and minimise potential air pollution.

Wheel Cleaning: All vehicles are to be inspected before leaving site and if required the wheels and underbodies are to be cleaned with a suitable wheel washing facility for the duration of the works. The external road may require cleaning regularly and damped down during dry periods to minimise dust.

Covered Loads: All loads entering and leaving site are to be covered (wherever practicable) to minimise dust creation.

Demolition Works

Damping Down: Use water as a dust suppressant during demolition activities that generate dust. Pre-wash work surfaces. Screen off work areas. Vacuum up all dusty residue rather than sweeping away.

Cutting Equipment: All equipment should use water suppressant or suitable local exhaust ventilation systems. Use dust extraction techniques where available. Service all fans and filters regularly to ensure they are properly maintained. When materials, such as concrete slabs or bricks, are cut with a power tool without extraction or suppression, a second worker can pour water from a plastic bottle over the material as it is being cut. This greatly reduces the amount of dust generated and can stop the occurrence of a statutory nuisance.

Cover skips and stockpiles: Completely enclose skips whenever possible. Hard surface areas where skips are to be stored. Reduce drop heights by using variable height conveyors or chutes. Regularly damp down surfaces with water.

Sheet and screen building: Sheet and screen buildings with suitable material and where possible strip inside buildings before demolition begins.

Removal of materials from site: Materials should be removed from site as soon as possible. If stored, whenever possible keep stockpiles or mounds away from the site boundary, sensitive receptors, watercourses and surface drains. Wherever possible, enclose stockpiles or keep them securely sheeted.

Hazardous Materials: Under the Control of Substances Hazardous to Health (COSHH) regulations, 2002, contractors must ensure that they take into account risks to the workforce from exposure to any harmful substances generated by work activities. Construction sites are often associated with activities that emit volatile organic compounds (VOCs), such as use of paints, adhesives, bitumen products and concrete and timber treatments. Emphasis should be placed on preventing or reducing emissions at source and where this is not possible personal protective equipment may be appropriate.

Site Activities

Minimise dust generating activities: Cutting, grinding and sawing will be minimised on site; prefabricated material and modules will be brought to site wherever practicable.

Use Water as a dust suppressant: Use water as a dust suppressant during construction activities that generate dust. Pre-wash work surfaces. Screen off work areas. Vacuum up all dusty residue rather than sweeping away. Water sprays, 'Dust Boss' type equipment and pressure washers (which can be used to generate a fine airborne mist) will be used during construction work and other activities that generate a high level of dust.

Burning: No burning is permitted on site.

Sand, Grit and Shot Blasting: Use agreed wet processes, sheet areas to contain dust and use silica-free material.

Planing and sanding: Use fans and/or filters, dust suppression techniques and water sprays.

Fitting out: Fit all machinery for activities such as plastering, sanding or rendering with dust suppression/collection equipment. Vacuum all waste material.

Welding and soldering: Follow control measures in HSE guidance notes EH54 and EH55.

Tarmac laying and use of bitumen: Do not overheat bitumen and cover pots. Use great care in all processes to prevent spillages and extinguish any accidental fires immediately.

Cutting Equipment: Cutting, grinding and sawing will be minimised on site; prefabricated material and modules will be brought to site wherever practicable. If cutting is required, all equipment should use water suppressant or suitable local exhaust ventilation systems. Use dust extraction techniques where available. Service all fans and filters regularly to ensure they are properly maintained. When materials, such as concrete slabs or bricks, are cut with a power tool without extraction or suppression, a second worker can pour water from a plastic bottle over the material as it is being cut. This greatly reduces the amount of dust generated and can stop the occurrence of a statutory nuisance.

Enclose stockpiles or keep them securely sheeted: Completely enclose skips whenever possible. Hard surface areas where skips are to be stored. Reduce drop heights by using variable height conveyors or chutes. Regularly damp down surfaces with water.

Concrete crushing: Ensure concrete crushers or concrete batchers have permits to operate: Notify the local authority if a crusher is to be used as it has a duty to inspect the process. Keep a copy of the permit on-site and adhere to the conditions therein at all times. Ensure material is damped down as it exits crushing machinery to minimise dust.

Manage on and off site vehicular routes: Use agreed wet cleaning methods or mechanical road sweepers when necessary. Provide hardstanding areas for vehicles and regularly inspect and clean these areas.

Excavation and earthworks : All dusty activities should be damped down, especially during dry weather. Temporarily cover earthworks if possible. Minimise drop heights to control the fall of materials

General Housekeeping: Good housekeeping measures (i.e. regular sweeping, cleaning, vacuuming etc..) will be adopted and implemented to ensure the construction site is kept in good order. Cement, sand, fine aggregates and other fine powders will be sealed after use and if necessary stored in sealed containers or silos. Where appropriate, materials will be kept damp to avoid drying out.

Dust Control Monitoring: Other than the monitoring activities outlined above, it is not anticipated that routine monitoring to assess environmental nuisance will be required during construction works, provided the control measures outlined above are put in place. However, in the event of a complaint, the Contractor will take appropriate action to deal with the problem.

Air Quality management Procedures: In addition to the above the following management practices are to be adopted during demolition and construction work:

- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.
- Display the head or regional office contact information
- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
- Make the complaints log available to the local authority when asked.
- Record any exceptional incidents that cause dust and/or air emissions, either on or off-site, and the action taken to resolve the situation in the log book.
- Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of site boundary, with cleaning to be provided if necessary.
- Carry out regular site inspections to monitor compliance with the CEMP, record inspection results, and make an inspection log available to the local authority when asked
- Ensure all vehicles switch off engines when stationary – no idling vehicles.

5.3. Noise mitigation measures

To ensure construction activities do not cause nuisance to local residents/neighbours the Principal Contractor shall follow construction best practice standards as outlined in BS 5228: 2009.

The Contractor is also to be aware of the following legislation that affects noise at work or on construction sites:

- Health and Safety at Work etc. Act 1974
- Control of Noise at Work Regulations 2005
- Control of Pollution Act 1974 and Environmental Protection Act 1990

BS 5228: 2009, provides practical information on noise and vibration reduction measures, and promotes, “best practice means” approach to control noise and vibration. Best practice activities that may be adopted to address both noise and vibration include the following:

Planning the works

Contractor should take due regard of the following when planning the works:

- Site layout, e.g. location of static noise sources, and use of site buildings, material dumps, etc., as ad hoc barriers;

- Types of machinery likely to be used and whether alternative types or techniques would achieve less disturbance.
- Ensure, where possible, that static items such as generators, are sited away from boundaries and where necessary noise control means, such as barriers, enclosures or silencers are utilised to further reduce noise.
- Ensure that all noise generating equipment is regularly and appropriately maintained.

The Contractor is to inform neighbours when specific noisy activities that may have vibration impacts are to take place. Good neighbour relations are recognised as an important factor in reducing the likelihood of nuisance or damage. Contractor is to provide a contact number for a suitable site operative to all immediate neighbours to enable any complaints to be dealt with at an early stage.

Execution of the Works

The hours of working should be planned and account should be taken of the effects of noise upon persons in areas surrounding site operations and upon persons working on site, taking into account the nature of land use in the areas concerned, the duration of work and the likely consequence of any lengthening of work periods.

Where reasonably practicable, quiet working methods should be employed, including use of the most suitable plant, reasonable hours of working for noisy operations, and economy and speed of operations. Site work continuing throughout 24h of a day should be programmed, when appropriate, so that haulage vehicles will not arrive at or leave the site between 19.00 h and 08.00 h. nor outside of any other times set out on page 3 of this document.

Noise should be controlled at source and the spread of noise should be limited.

On those parts of a site where high levels of noise are likely to be a hazard to persons working on the site, prominent warning notices should be displayed and, where necessary, ear protectors should be provided.

Control of Noise at Source

As a minimum, the following procedures and measures should be adopted on site and for specific site based operations:

- avoid unnecessary revving of engines and switch off equipment when not required;
- keep internal haul routes well maintained;
- use rubber linings in, for example, chutes and dumpers to reduce impact noise;
- minimize drop height of materials;
- start up plant and vehicles sequentially rather than all together.

The movement of plant onto and around the site should have regard to the normal operating hours of the site and the location of any sensitive neighbours as far as is reasonably practicable.

The use of conventional audible reversing alarms has caused problems on some sites and alternatives are available. Audible reversing warning systems on mobile plant and vehicles should be of a type which, whilst ensuring that they give proper warning, have a minimum noise impact on persons outside sites.

When reversing, mobile plant and vehicles should travel in a direction away from boundaries whenever possible. Where practicable, alternative reversing warning systems should be employed to reduce the impact of noise outside sites.

5.4. Pollution Control measures

The following points (not exhaustive) indicate general pollution prevention measures that will be implemented on Site during the works:

- Any material or substance which could cause pollution, including silty water, will be prevented from entering surface water drains by the use of and appropriate placement of straw bales, silt fences, cut-off drains, silt traps and drainage vegetated areas where appropriate.
- All refueling will be carried out in the designated compound which will be located as far away from any watercourse or drainage connection as is possible. Irrespective of the buffer distance and location of refuelling, drip trays and spill kits will be available in accordance with standard best practice across the construction industry.
- Areas of waste, oil/fuel / chemical storage and permanent refuelling will be located as far away from the any drainage paths as is possible. Such storage areas will be appropriately sited to prevent the

downward percolation of contaminants to natural soils and groundwater. (double-bunded containment in use)

- Fuel, oils and chemicals will be stored on an impervious base within a bund able to contain at least 110% of the volume stored. Rainwater will not be allowed to accumulate within the bund and in any way compromise the required 110% volume capacity.
- Site compounds, parking areas and turning areas and vehicle and equipment washing areas are to be sited at least 10 metres from watercourses.
- All waste and stockpiled materials will be stored in designated areas and isolated from any surface drains.
- A Personnel Site Induction will make specific reference to required pollution prevention measures as detailed in the guidance discussed above.
- All works will be carried out in accordance with best practice and will aim to prevent deterioration in the ecological status of surface waters and to avoid compromising the restoration potential of such waters.
- In the event of a pollutant spillage on site, the material will be contained (using an absorbent material such as sand or soil or commercially available booms).

The Contractor has prepared further and more specific information on Pollution Control Measures in the Traffic and Oil and Fuel Storage document included in Appendix G of this document. This is provided in response to comments by the NRW during the condition discharge process.

5.5. Details of Temporary lighting

The Temporary lighting for the site is to be designed by the Principal Contractor's electrical designer to provide adequate light to ensure the safety of site operatives without causing undue nuisance to adjacent properties.

Lighting for on site workers should comply with HSE Guide HG38: Lighting at Work.

The following requirements are to be included in any design, location and operation of on site temporary lighting to ensure the amenity of adjacent properties/neighbours:

- Lighting to be time controlled to suit hours of site working (limited nighttime lighting permitted for security purposes).
- All lights to be located at the perimeter of the site facing inwards and angled towards the ground to minimise potential light overspill.
- All lights at high level (on posts) to have suitable shrouds/guards to prevent upwards light spill.
- Wherever possible temporary site lighting to be located on boundary fence below 2m to provide protection to neighbours from light overspill.

5.6. Details of enclosure of working areas

To minimise spread of dust and suppress any potential noise heras fencing containing netting will be erected around the perimeter of the site on the existing palisade boundary fencing.

This netting is to be maintained during construction until all potential dust generating activities have been completed.

5.7. Recycling and Disposing of Waste

In order to control the waste on site the Principal Contractor will undertake a skip segregation system to separate the main waste streams on site, prior to them being taken to a waste facility for recycling.

In order to manage and monitor the waste process, waste streams will be estimated and monitored and goals set with regards to the waste produced.

All waste to be removed from site will be undertaken by fully licensed waste carriers and taken to licensed waste facilities.

A waste storage and collection facility is to be located close to the main delivery access to reduce the travel on site of collection vehicles, this is shown on drawing 1660:CMP:01.

In addition, the following measures are to be adopted:

- Order only the amount of materials needed as accurately as possible;
- Arrange for 'just in time' deliveries to reduce storage and material losses;
- Ensure that deliveries are rejected if damaged or incomplete;
- Make sure storage areas are safe, secure and weatherproof (where required);
- Store liquids away from drains, burns and in bunded areas to prevent pollution;

- Ensure options for the use of reclaimed and recycled construction materials that meet the required specification are considered;
- Recycle suitable spoil, demolition materials, pruning's and surplus construction material arising from the works on site to avoid the need to transport materials.
- Keep the site tidy to reduce material losses and waste;
- Promote good practice awareness as part of Health & Safety induction/training for workers onsite.

5.8. Dilapidations

Prior to commencement of the works the Contractor will carry out a full photographic (or video) survey of the site including all adjacent premises and the footpaths and highways across the site frontages. This survey shall be provided to the Contact Administrator who shall confirm that the contents are sufficient before demolition of construction works commence.

Particular attention is to be paid to the likely vehicular entrances/exits to the site as all highways and footpaths will need to be reinstated to a standard acceptable to the local Highways Authority. This is likely to be a requirement of any Highways agreements for new crossovers etc.

5.9. Consultation

The Contractor will provide full contact details of a site representative with the authority to control the works. Occupants of the adjacent properties will have access to these details and will be able to advise of any adverse impacts.

Regular discussions will be arranged to ensure that all neighbours are kept up to date with the timing and programming of the works. Wherever possible works will be programmed to minimise any impact or disruption to the adjacent residents.

The contractor is to prepare a monthly newsletter for neighbours, setting out the planned programme of activities for the upcoming period and noting any activities that are likely to have an impact on residents.

The first newsletter, prior to commencement, will clearly set out how residents can get in touch with the contractor and the means of resolving any complaints.

6.0 Complementary Plans and Procedures

In addition to this CEMP, a suite of complementary plans and procedures have been developed to mitigate the environmental impacts associated with the proposed development. These plans and procedures build on the principles and procedures detailed in this CEMP, and include:

- Principal Contractor's Waste Management Plan
- Construction and Site Layout/Phasing Plans
- Contractor's Environmental Management Plan (EMP)
- Contractor's Construction Stage Health & Safety Plan

Where appropriate these documents have been included in the Appendices of this CEMP

7.0 Monitoring

The Principal Contractor is to appoint a designated Environmental Site Officer to check, monitor and report on the strategies employed to implement the requirements of the CEMP. This will most likely be the site manager in control of the overall site.

The Environmental Site Officer will need to be on site generally at all times and will be the point of contact for neighbours who have concerns or complaints regarding any environmental impacts as a result of the construction activities.

The Environmental Site Officer will be required to prepare a written report included in the Contractor's Progress Report to be submitted at each monthly progress meeting as set out in the Contract Preliminaries. The report should list all noisy activities planned for the next month and list any complaints or contacts made on any environmental matter during the previous month.

The Environmental Site Officer (ESO) will be responsible for advising neighbours of any forthcoming activities that could have the potential to cause nuisance and should include details of all such contacts/conversations in the monthly report.

The CA is to be advised immediately of any complaint made to the Environmental Site Officer, or any other site operative.

The ESO is to be responsible for ensuring that all sub contractors are aware of the contents of the CEMP and is to ensure that it is covered in all site inductions and tool box talks.

The ESO is to ensure that, where appropriate, any requirements of the CEMP are included within the Construction Stage Health & Safety File which is to be maintained on site for inspection by the PD and CA whenever required.

8.0 Specific Planning matters

The following tables indicate where in this document the matters raised in Conditions 3 and 6 are addressed. Further information is also provided on queries raised by Highways department during the discharge of Conditions.:

Condition 3:

Item description	Location of response
General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain	See Sections 4.0, 5.0 and Appendix B, C , D , E , F , G
Soil Management: details of topsoil strip, storage and amelioration for re-use	See section 4.2
CEMP Masterplan: details of the extent and phasing of development; location of landscape and environmental resources; design proposals and objectives for integration and mitigation measures	See Appendix B, C , D , E Site Management Plan and section 4.1
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.	See Section 5.0
Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption and wastewater	See Sections 4.0, 5.0 and Appendix B C , D , E , F , G
Traffic Management: details of site deliveries, plant on site, wheel wash facilities	See Section 5.1
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	See Section 5.0
Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details	See Section 1.1 for Contact details
Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations.	See Section 1.1 for Contact details

Condition 6:

Item description	Location of response
Construction traffic routes, including provision for access to the site	See section 5.1
Entrance/exit from the site for visitors/contractors/deliveries	See Appendices , Site Management Plan & sections 5.1 and 5.2
Location of directional signage within the site	See Appendices , Site Management Plan and section 5.1
Siting of temporary containers	See Appendices , Site Management Plan and section 5.1
Parking for contractors, site operatives and visitors	See Appendices , Site Management Plan and section 5.1
Identification of working space and extent of areas to be temporarily enclosed and secured during each phase of demolition/construction	See Appendix Appendices , Site Management Plan
Temporary roads/areas of hard standing	See Appendix B
Schedule for large vehicles delivering/exporting materials to and from site and details of manoeuvring arrangements	See Section 5.1
Storage of materials and large/heavy vehicles/machinery on site	See Appendix B, Site Management Plan and Section 5.1
Measures to control noise, vibration and dust	See Section 5.2 and 5.3

Details of street sweeping/street cleansing/wheelwash facilities	See Section 5.1
Details for the recycling/disposing of waste resulting from demolition and construction works	See Section 5.7
Phasing of works including start/finish dates	See Section 2.2 and 4.1

9.0 Conclusions

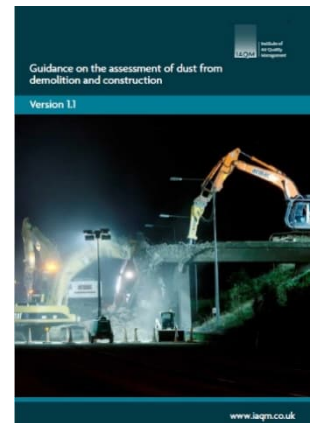
This CEMP has provided a comprehensive list of mitigation measures and monitoring procedures for the proposed development.

As part of the monitoring process an Environmental Site Officer will be designated by the Principal Contractor, who will be present onsite throughout the construction process and when new activities are commencing, and will be responsible for ensuring the mitigation strategies identified in this document are implemented.

A brief report will be produced and submitted to the Employer at each monthly progress meeting and following completion of the monitoring programme. This will summarise the monitoring process, observed deviations from the CEMP and the corrective actions.

Appendix A: Guidance Documents

HSE Construction Information Sheet No. 36: Construction Dust
IAQM: Guidance on the assessment of dust from demolition and construction
IAQM: Guidance on Monitoring in the Vicinity of Demolition and Construction Sites



These documents are available to download at:

<http://iaqm.co.uk/text/guidance/construction-dust-2014.pdf>

http://iaqm.co.uk/text/guidance/guidance_monitoring_dust_2018.pdf

<https://www.hse.gov.uk/pubns/cis36.pdf>

Appendix B: Construction Site Layout/Phasing

1660PL1-20, Site Management Plan showing site fencing, loading zones, contractor's compound etc.

Site Phasing drawings prepared by the contractor



- Site Hoarding: netting on existing pallisade fencing
- Site Hoarding: Heras fencing
- Scaffold area
- Proposed parking areas
- Proposed Buildings
- Unloading Area
- Site Cabins and amenities
- Site Access Road
- Site Compound Storage Area
- Pedestrian routes
- Wheel wash facilities

Rev A May 26 Turning head enlarged

0m2.551015m

Kennedy James Griffiths
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Project

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Penarth
Vale of Glamorgan
CF64 2AH

Proposed Apartments
Kelvedon Street, Newport

TitleSite Managment Plan

Date25 09 2025

StatusPlanning Application

Scale @ A31:250

Job Number1660-PL1-20

RevisionA

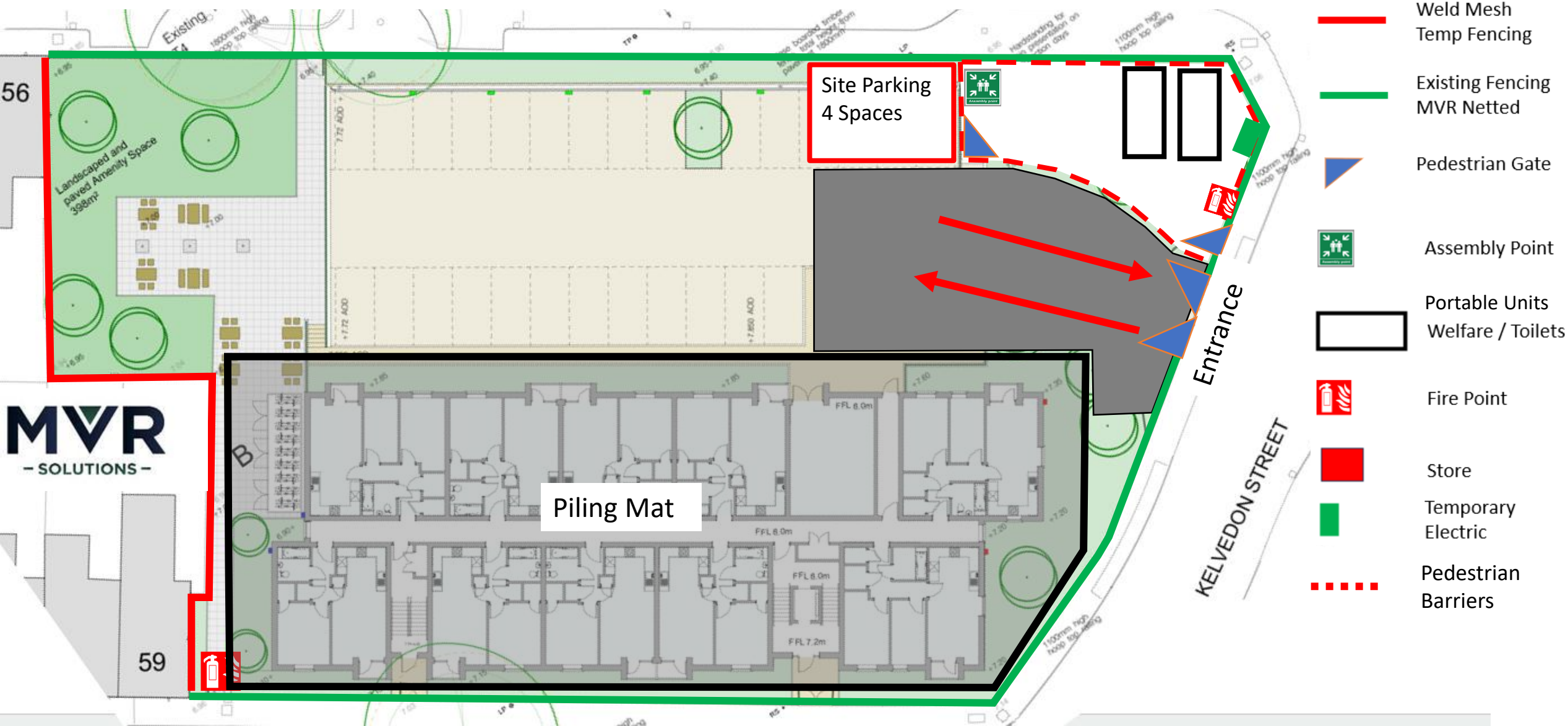
Drawn byCKG

Use figured dimensions where possible. Do not scale for construction purposes.
This drawing is copyright.

Kelvedon Street – Phase 1 – Enabling Works - Initial Site Set Up

Establish Site Entrance / Welfare Area / Piling Mat, Car Park. Remove Spoil.
Install Boundary Treatments,

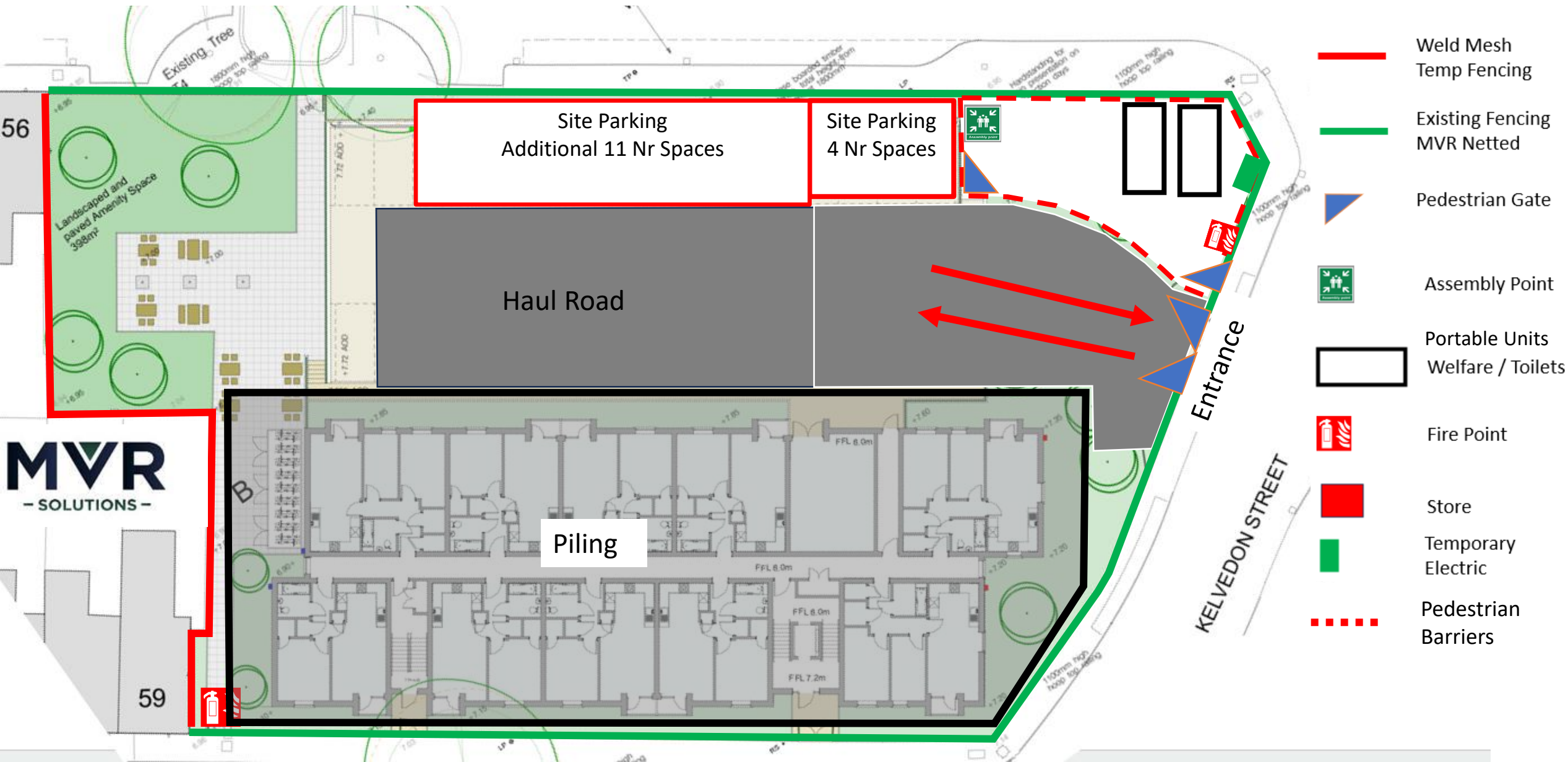
Programme Weeks 1 – 3 (Numbers On Site 5)



Kelvedon Street – Phase 2 – Enabling Works - Piling

Establish Haul Road & Car Parking / Piling.

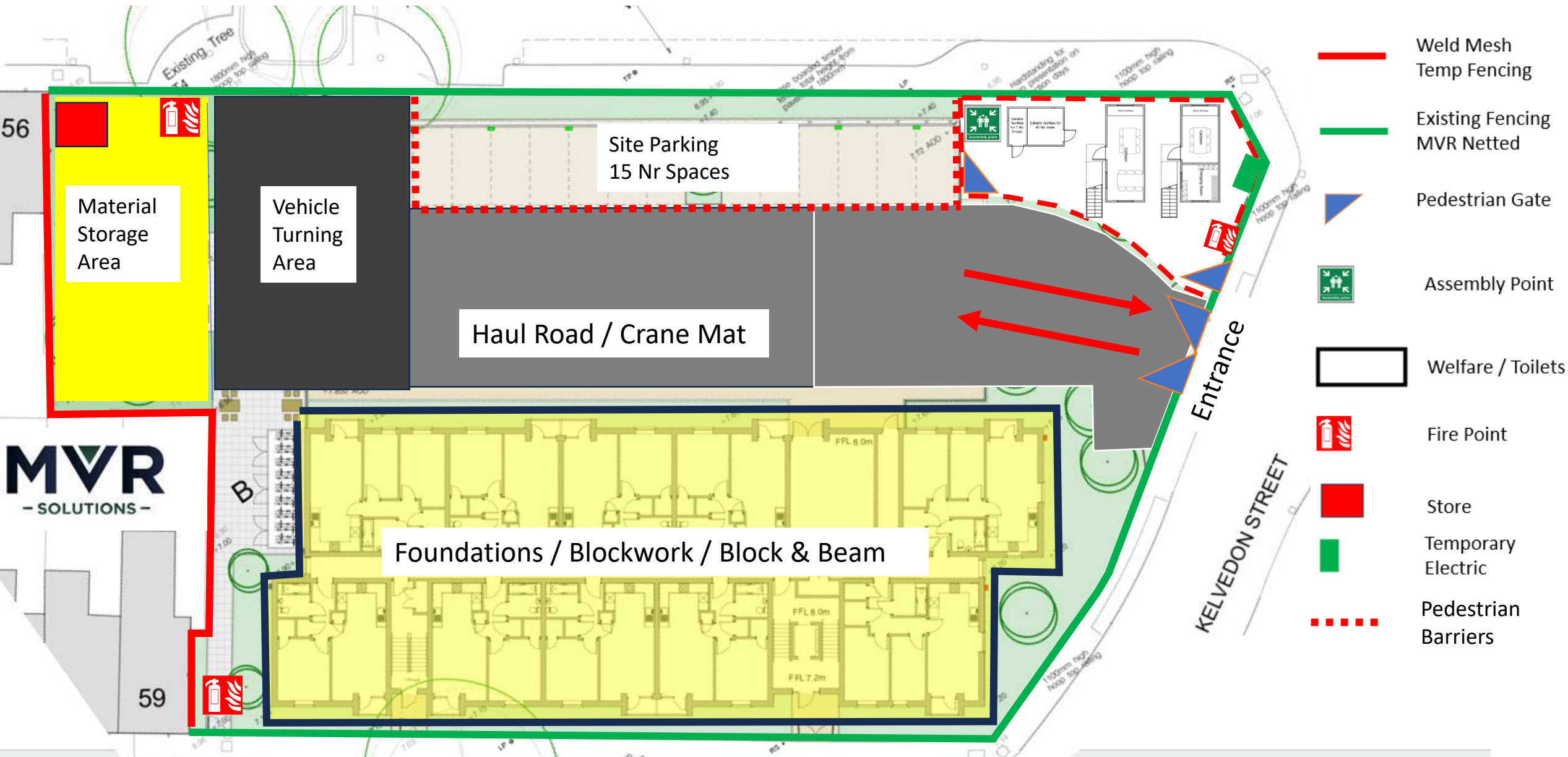
Programme Weeks 3 – 7 (Numbers On Site 5-10)



Kelvedon Street – Phase 3 – Enabling Works – Groundworks

Foundations, Drainage. Establish Material Storage / Welfare Area

Programme Weeks 7 – 24 (Numbers on Site 5-15)

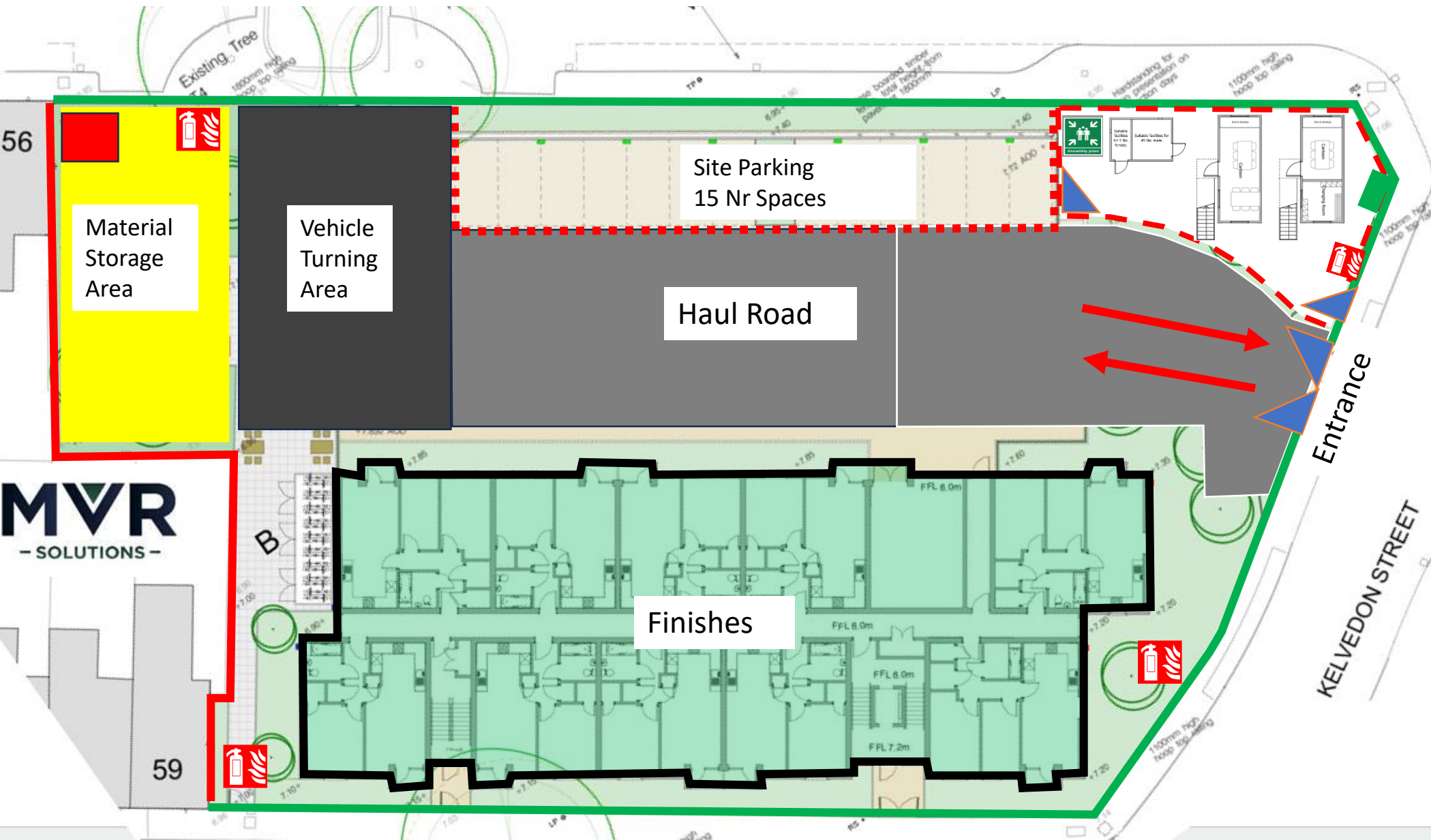


Programme Weeks 24 – 46 (Numbers On Site 5 - 10)



Key

	Vehicle Gate
	Weld Mesh Temp Fencing
	Existing Fencing MVR Netted
	Pedestrian Gate
	Assembly Point
	Welfare / Toilets
	Fire Point
	Store
	Temporary Electric
	Pedestrian Barriers



Site Location /Highways Restrictions

The site is located off Corporation Road, Newport and to the East of the River Usk. Vehicular access to the area in general via Corporation Road via the A48 and A4810.

Both the A48 and A4810 are accessible from the M4 from the East and West.

Considerations have been taken into account when assessing the most appropriate route for construction traffic accessing the site.

- Access under Bridges
- Weight restrictions on roads
- Carriageway widths
- Impact on local residents
- Off Site Car Parking

These will be further considered by the individual suppliers once procured and most appropriate route agreed through consultation with MVR Project Director.



Access Under Bridges

As the proposed construction method for the apartments is timber frame the largest products that will be delivered to site are the timber frame panels themselves. These will require a crane to erect. The proposed timber frame supplier/installer has assessed access to the site and has confirmed that both routes are acceptable and that their vehicles and cranes can safely negotiate any bridges on route. Other HGV's deliveries will be required for the project have also been considered and any bridges on route are also navigable (concrete wagons, curtain sided articulated vehicles (limited deliveries)). These are the next largest vehicles that will need to access the site during construction.

Weight Restrictions

There are currently No weight restrictions signposted on the route via the M48, M4810 and Corporation Road. There is a sign on Witham Street that restricts access to vehicles over 7.5 tones.

Currently there is a weight restriction on the B4237 George Street Bridge so this has been discounted as a delivery route.

Impact on Neighbours

The routes identified are considered main arterial routes into the City of Newport and therefore already in use for deliveries similar in nature associated with the development.

Deliveries will be controlled to the working hours as outlined outlined by planning for the project.

No deliveries will enter Witham Street adjacent to resident's properties or the local business – Kelvedon Clinic / Well Pharmacy.

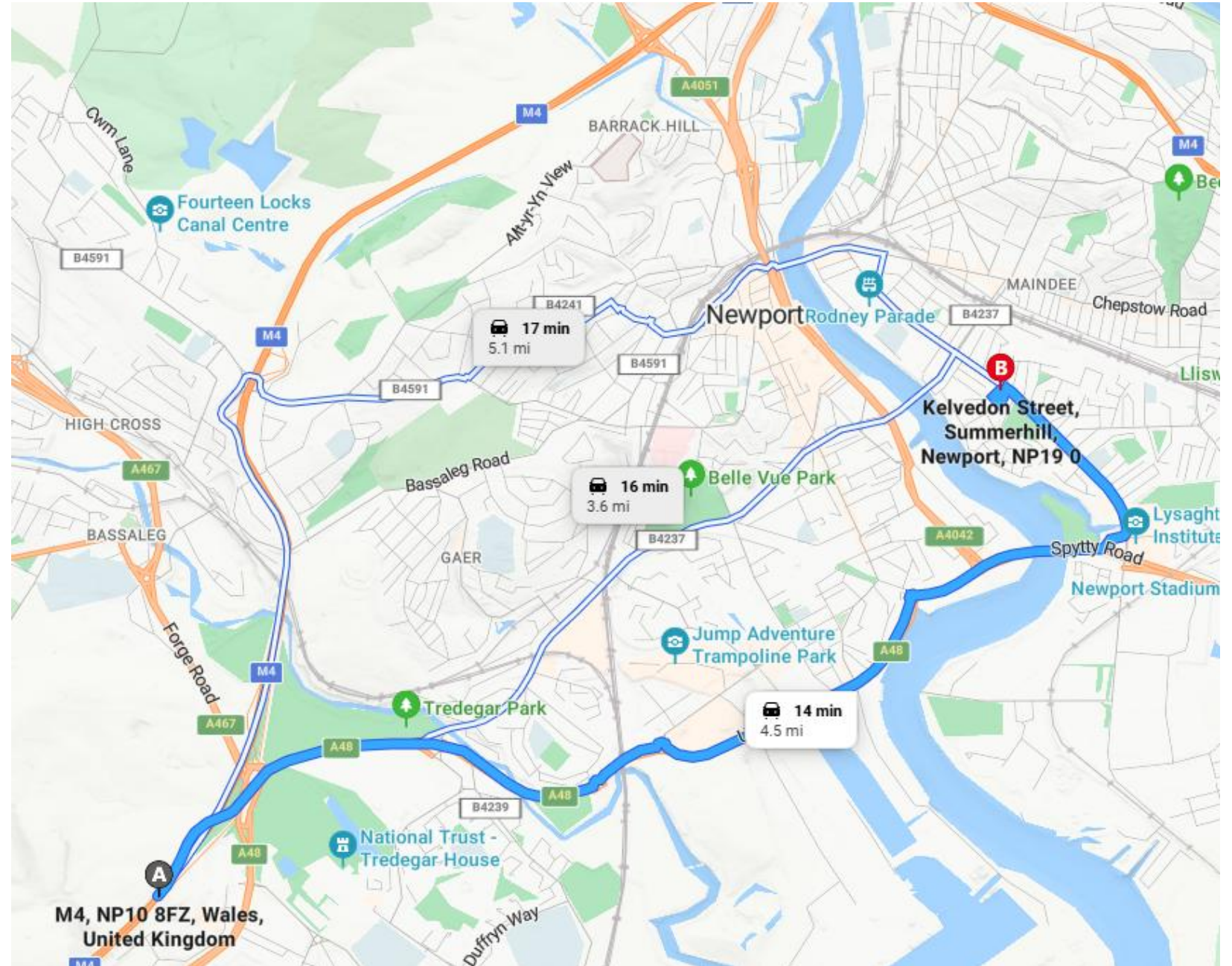
Off Site Car Parking

The end of Lilleshall Street has been identified as a dedicated overflow car parking area if required.



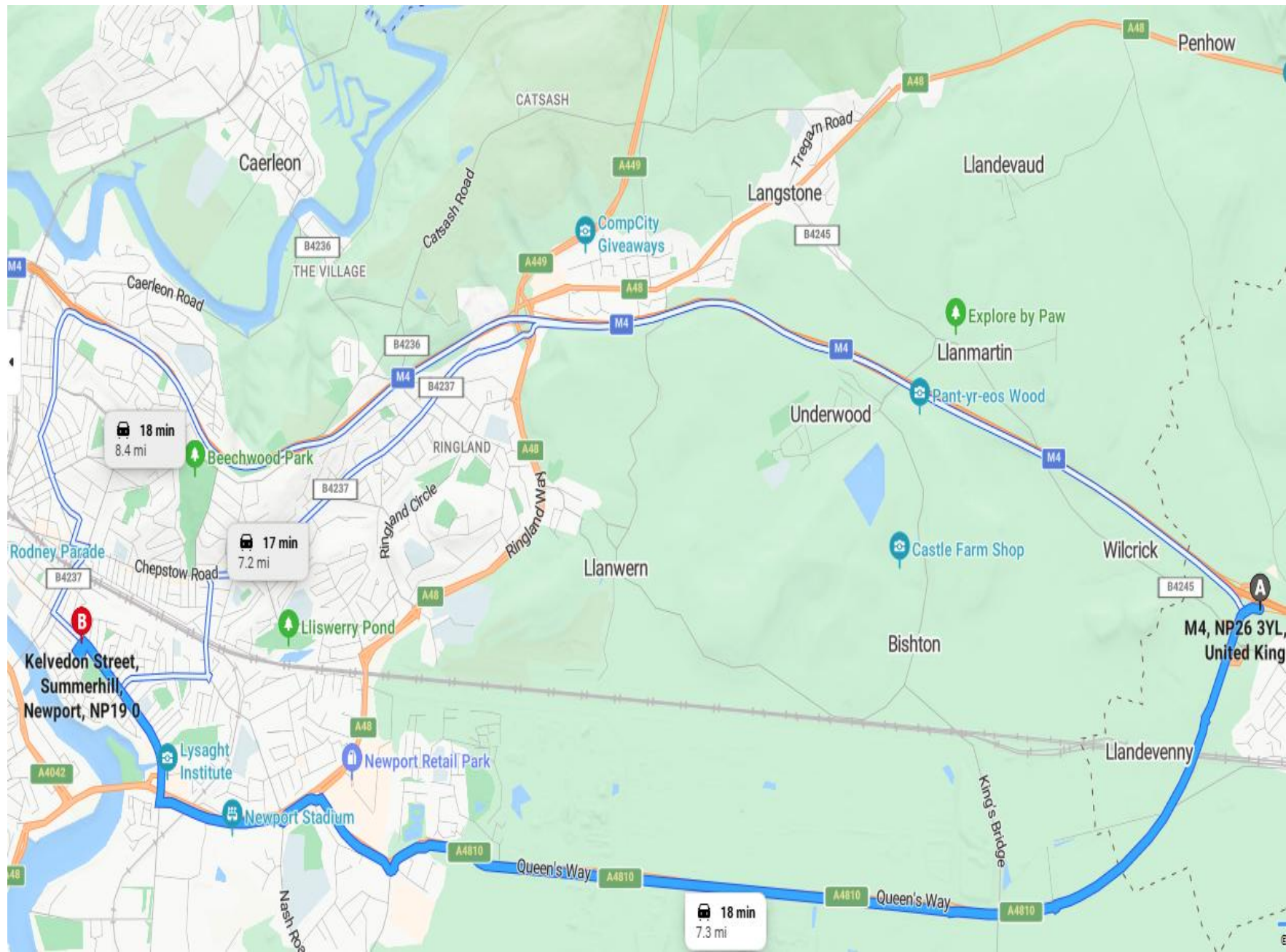
Kelvedon Street – NP19 ODW - Delivery Route (M4 East Bound)

- A** M4, NP10 8FZ, Wales, United Kingdom
- ↑ Leave from M4/E30
about 0.1 mi, less than 1 min
- ↘ Take exit 28 onto Docks Way/A48 toward Newport
about 0.3 mi, less than 1 min
- ↘ Keep right at A48
about 0.1 mi, less than 1 min
- ↘ Keep right at A48
1.3 mi, about 3 min
- ⤷ At the roundabout take the first exit onto Docks Way/A48
about 0.3 mi, less than 1 min
- ⤷ At the roundabout take the second exit onto Usk Way/A48
1.1 mi, about 2 min
- ⤷ At the roundabout take the second exit onto Usk Way/A48
0.7 mi, about 2 min
- ↙ Turn left onto Spytty Road
about 0.1 mi, less than 1 min
- ↙ Turn left onto Corporation Road
0.7 mi, about 3 min
- ↙ Turn left onto Willenhall Street
about 0.1 mi, less than 1 min
- ↘ Turn right
about 0.1 mi, less than 1 min
- ↘ Turn right onto Kelvedon Street
about 0.1 mi, less than 1 min
- 📍 You have arrived at Kelvedon Street
- B** Kelvedon Street, Summerhill, Newport, NP19 0



Kelvedon Street – NP19 ODW - Delivery Route (M4 West Bound)

- A M4, NP26 3YL, Wales, United Kingdom
- ↑ Leave from Magor Interchange/A4810
about 0.1 mi, less than 1 min
- ↻ At the roundabout take the first exit onto A4810 toward
Magor
about 0.5 mi, less than 1 min
- ↻ At the roundabout take the first exit onto A4810
1.1 mi, about 2 min
- ↻ At the roundabout take the first exit onto A4810
about 0.6 mi, less than 1 min
- ↻ At the roundabout take the first exit onto Queen's
Way/A4810
1.7 mi, about 2 min
- ↻ At the roundabout take the second exit onto Queen's
Way/A4810
1.1 mi, about 2 min
- ↻ At the roundabout take the first exit onto Queen's
Way/A4810
about 0.2 mi, less than 1 min
- ↻ At the roundabout take the third exit onto Queensway
Meadows/A4810
0.5 mi, about 2 min
- ↻ At the roundabout take the second exit onto Spytty
Road/A48
about 0.2 mi, less than 1 min
- ↻ At the roundabout take the second exit onto Spytty
Road/A48
about 0.6 mi, less than 1 min
- ↻ Bear left at Spytty Road
0.1 mi, about 1 min
- ↻ Turn right onto Corporation Road
0.7 mi, about 4 min
- ↻ Turn left onto Willenhall Street
about 0.1 mi, less than 1 min
- ↻ Turn right
about 0.1 mi, less than 1 min
- ↻ Turn right onto Kelvedon Street
0.1 mi, about 1 min
- 📍 You have arrived at Kelvedon Street
- B Kelvedon Street, Summerhill, Newport, NP19 0



Kelvedon Street – NP19 ODW - Delivery Route (A4042 Cwmbran)

A A4042, Llantarnam, NP20 6PP, Wales, United Kingdom

↑ Leave from A4042
about 0.1 mi, less than 1 min

🔄 At the roundabout take the third exit onto A4042
1.5 mi, about 2 min

🔄 At the roundabout take the second exit onto
Heidenhiem Drive/A4042 toward Newport
1.6 mi, about 5 min

➡ Turn right onto Granville Street
0.1 mi, about 1 min

⬅ Turn left onto George Street/B4237
0.4 mi, about 2 min

➡ Turn right onto Corporation Road
0.2 mi, about 1 min

➡ Turn right onto Willenhall Street
about 0.1 mi, less than 1 min

➡ Turn right
about 0.1 mi, less than 1 min

➡ Turn right onto Kelvedon Street
0.1 mi, about 1 min

📍 You have arrived at Kelvedon Street

B Kelvedon Street, Summerhill, Newport, NP19 0



Appendix C: Traffic and Logistics Considerations

MVR Solutions Traffic and Logistics information and Management Plans

Project Name: **Kelvedon Street**

Project Location / Address: **Kelvedon Street, Newport. NP19 ODW**

Part A – General Traffic and Logistics Considerations

Revision No:	Date:	Insert Traffic Management and Logistics Layout in CPP – Appendix B2	
Rev. 1	01/04/2026		
Comply with the client FORS / CLOCS requirements. E.g. a logistics plan may be required to include the final mile to the project. Suppliers to be assign to FORS / CLOCS dependant on size of company. Please refer to <u>MVR</u> Logistic Plans / Traffic Management Plan.		On-site: Existing Traffic Management Restrictions / Systems (Load bearing capacity / suitability) Restricted space to the front of the the proposed building for deliveries. Turning on site restricted for large vehicles. Larger vehicles to reverse from site, so management of daily traffic and pedestrians will need to be carefully planned. Please refer to <u>MVR</u> Logistic Plans / Traffic Management Plan.	
One Way Systems Other Arrangements to Eliminate / Minimise Reversing Vehicles Main access will be from Kelvedon Street. A secondary pedestrian entrance for emergencies will be off Witham Street. Small delivery vehicles (transits, 32ft flat beds) will enter site frontwards and will be able to manoeuvre on site to drive out frontwards to prevent reversing onto the highway. Further considerations to be development with individual suppliers on the site logistics layout as phases progress (e.g. restricted delivery times, planned delivery slots, waiting & off-loading lay-by, banking of and segregation around vehicles, off site waiting areas for busy periods etc). Refer to MVR Logistic Plans / Traffic Management Plan.		Off Site Considerations / Restrictions: Schools, Shops, Hospitals, Residential etc. The local road network to the site has no restrictions and deliveries will be encouraged to use the routes identified on the Traffic Management Plan. Please refer to <u>MVR</u> Logistic Plans / Traffic Management Plan. Limited pedestrians use the surrounding public access footways. These can become busy at certain times through the working week / day for access to Kelvedon Street Clinic, IQRA Masjid & Community Centre and the Well Pharmacy. However some designated parking is available.	
Off Site Parking Availability / Arrangements Limited Off Site Parking. Parking is predominately restricted to residents or 2hr limited parking. Street parking is available at the end of Lilleshall Street. Public Parking available at Maindee Car Park / Emlyn Street Car Park. Car/ Van sharing to be encouraged, etc. Refer to MVR Logistic Plans / Traffic Management Plan.		On Site Parking Requirements / Availability Intention is to accommodate MVR Staff, Black-hat supervisors and sub-Contractor Vans on site. Up to 15Nr car parking spaces will be provided on site at various phases through the project. Refer to MVR Logistic Plans / Traffic Management Plan.	
Physical Segregation of Vehicles Pedestrians Pedestrian routes from the welfare to the construction will be segregated with pedestrian barriers. Only trained operatives associated with the delivery and off-loading to be in delivery zone		Off Site Delivery Hold Points There are numerous lay-by areas on route to the Project. These will be identified by the individual suppliers under their traffic management RAMS.	
Types of Vehicles Likely to Be on Site (Volume, Weight, Length etc.) - Deliveries of various sizes up to articulated lorries, low-loaders, transits, concrete wagons, aggregate deliveries - Groundworks plant of various sizes up to... - Mobile crane (size TBC) - Contractor and staff vehicles – cars, vans etc		Pollution Prevention (Fuel Spills, Run off etc.) Fuel storage tanks will be required on site, these will be subject to MVR standards and typical controls, spill kits, bunded tanks etc	
Routes to Material Storage Areas See MVR Logistic Plans / Traffic Management Plan		Road Closures N/A	
Routes for Material Movement See MVR Logistic Plans / Traffic Management Plan		Temporary Traffic control N/A	
Access to Work Faces for Emergency Services See MVR Logistic Plans / Traffic Management Plan		Pavement Licenses Only for S104 Works (Main drainage connection).	
Temporary Traffic Management (TTM) on the highway – specifically Section 104 and 278 Works. This will include any works that require traffic or pedestrians to be		Applicable	Section 104 / 278 Works

Project Name: **Kelvedon Street**

Project Location / Address: **Kelvedon Street, Newport. NP19 ODW**

managed by traffic control (lights, stop/go boards) or by use of temporary cones either directly by MVR or by our sub-contractors:	Yes/No	Yes
Do we have design responsibility for Temporary Traffic Management on this contract?	Yes	To be set out for Tender
Who will do the design? (must be peer reviewed)	Yes	Chosen Supplier
What checks will be undertaken on the relevant designers' competence? (list qualifications)	Yes	MVR SHE questionnaire
What level of RA/MS will be issued on works within TTM around safety zones in accordance with Chapter 8 / NRSWA - generic or specific? If generic, who does the site-specific RAMS?	Yes	Specific RAMS associated with S104 / 278 Works
Do our supervisors have job descriptions that are clear in respect of safety responsibility around traffic management?	TBC	Staff to be assigned
Is the workforce NRSWA trained?	TBC	Training to be arranged if required or sub-let to supply chain.
Site Specific Traffic Management issues:		
Restricted routes to site	7.5T limited to Witham Street. Optimal routes to be defined for site deliveries, which will be communicated to S/C'S through sub-contract order, project specific risk assessment, SHE Pre-Start meeting. Consideration has been made to ensure minimal interface with local residents / businesses schools / road users.	
Parking restrictions in area	Residential parking/ permit holder restrictions in place within the vicinity of the project.	
One-way systems or other road control in place	Both Witham Street / Feering Street are dead ends when entering from Kelvedon Street.	
Emergency routes to be maintained	Main access route onto site to be kept clear at all times.	
Type of roads (e.g. busy, one way, etc.)	B roads in residential area.	
General information about area (e.g. schools, residential, shops, etc.)	Residential / Industrial area with local businesses adjacent / opposite to the site (Well Pharmacy, Duggan Recovery & Rescue). There is no school in the vicinity of the site. The nearest primary school is Saint Andrew's. However there is a local nursery on the corner of Willenhall Street with the entrance off Liberty Grove (Flying Start – Seabreeze) A few local small businesses are within the vicinity of the site. Various local businesses are located in a small industrial area towards the rear of Kelvedon Street (Tyre Fitting, Storage depot, Gym).	
Overhead / Underground Site Restrictions	No Overhead / Underground restrictions. All Service diversion have been undertaken prior to the demolition / construction phase. See live services drawing.	
Blind Spots	None - Access from site onto Kelvedon Street will be managed by MVR gateman to be positioned at all times	
Other (enter details from general consideration table above)	IQRA Masjid & Community Centre – Roads, Street Parking, Pavements can be very congested on Friday's between the hours of 1.30pm to 3.30pm. Duggan Recovery & Rescue – The majority of the vehicles reverse onto Kelvedon Street – Close liaison to be established to understand vehicle movements.	

Project Name: **Kelvedon Street**

Project Location / Address: **Kelvedon Street, Newport . NP19 ODW**

Part B - Traffic Management and Logistics Plan

Arrangement	Possible Risks	Who May Be Harmed	Risk (L, M, H)	Action required to reduce risk to an acceptable level	Method Statement Required
Site Entrance and Exit Separate entrance(s) must be provided for pedestrians. Adequate sight lines for vehicles. Signage and provision of information. Security and control of access. Additional controls to allow safe access and egress, e.g. Vehicle Marshal.	Vehicle striking pedestrians and property	Public Site personnel	Medium	Control vehicle movements via gateman/banksmen. Avoid reversing onto the highway where possible. Ensure good visibility is maintained. Ensure signage is in place. Establish a separate segregated pedestrian access and position physical barriers. Communicate to all suppliers and subcontractors that reversing is prohibited unless controlled by banksman and all other site rules. Entry into construction zone will be controlled by gateman / banksman.	To be considered in subcontractor RAMS
Parking Areas Separate worker parking, delivery areas and site vehicle parking. Temporary delivery vehicle parking / holding area by site entrance (how vehicles will manoeuvre safely if turned away from site). Safe pedestrian access from parking to offices, welfare facilities and workplaces.	Uncontrolled parking could cause issues to pedestrian and road users. Could cause nuisance to local residents.	All site personnel General public	Low	All delivery vehicles will be brought on to the site as quickly as possible to avoid the need to hold them on the public road. 15Nr on-site car parking spaces will be available for staff and subcontractors. Street parking has been identified as overflow at the end of Lilleshall Street. A safe, segregated pedestrian route from the car park to the welfare facilities and then out on to the site work areas will be maintained. Lay-by areas along the delivery route will be utilised to avoid congestion caused by delivery vehicles waiting.	To be considered in subcontractor RAMS
Vehicle Pedestrian Segregation Vehicles and pedestrians must be segregated with physical barriers at all interfaces with traffic routes.	Vehicles striking pedestrians	All site personnel General public	Medium	Control vehicle movements via gateman/banksmen. Avoid reversing onto the highway where possible. Ensure good visibility is maintained. Ensure signage is in place. Establish a separate segregated pedestrian access and position physical barriers. Site logistics layout will carefully consider minimising interfaces.	To be considered in subcontractor Logistics Plans / RAMS
Eliminating / Minimising Reversing Vehicles	Vehicles striking pedestrians	All site personnel General Public	Medium	Control vehicle movements via gateman/banksmen. Avoid reversing onto the highway where possible. Ensure good visibility is maintained. Ensure signage is in place. Communicate to all suppliers and subcontractors that reversing is prohibited unless controlled by banksman and all other site rules.	To be considered in subcontractor RAMS

Project Name: **Kelvedon Street**

Project Location / Address: **Kelvedon Street, Newport . NP19 ODW**

Arrangement	Possible Risks	Who May Be Harmed	Risk (L, M, H)	Action required to reduce risk to an acceptable level	Method Statement Required
Offices and Welfare Facilities Locate away from primary site traffic routes.	Vehicles striking pedestrians	All site personnel	Low	Site compound to be positioned away from the site access and circulation routes. See MVR logistics plan. Utilise barriers to segregate from vehicle movements. Crossing point to be established.	To be considered in subcontractor Logistic Plans / RAMS
Road / Pavement Closures	Nuisance to local residents Out of hours issues	General Public / Road Users	Low	Traffic Management associated with the S104 / 278 works to be tendered to specialist suppliers. Site specific design to be undertaken by chosen supplier.	To be considered in subcontractor RAMS
Loading and Storage Areas Specify loading and storage areas. Locate areas away from frequent pedestrian activity. Keep delivery vehicles and site vehicles apart.	Vehicles / material striking pedestrians	All site personnel	Medium	See MVR logistic plans. Storage areas to be identified on site. (See phasing plan).	To be considered in subcontractor Logistics Plans / RAMS
Vehicle Facilities Locate vehicle washing areas for vehicles.	Environmental impact through mud on the road and dust.	All site personnel Road users	Low	Haul road hardstanding's to be established to minimise the risk of wheels getting dirty. Ensure all materials in open tipper type lorries are sheeted to minimise dust. Road sweeper will be available to support the above measures to maintain the cleanliness of the public highway when applicable.	To be considered in subcontractor RAMS
Interface with Public	Vehicles striking pedestrians/public vehicles	Public	Medium	Restrict vehicle movements to site hours Control vehicle movements via gateman/banksmen. Avoid reversing onto the highway where possible. Ensure good visibility is maintained. Ensure signage is in place. Establish a separate segregated pedestrian access and position physical barriers. Consider vehicles movements at busy times e.g. Friday afternoons.	To be considered in subcontractor RAMS
Interface with Emergency Services	Disruption caused to day to day operations		Medium	Road to be always checked and kept clear of traffic Roads to be closely monitored to ensure construction works are not having an impact on their cleanliness	To be considered in subcontractor Logistic Plans / RAMS

Appendix D: Swept Path Analysis

Intrado drawing INT24119 - 040 P1 SWEPT PATH ANALYSIS LARGE TIPPER

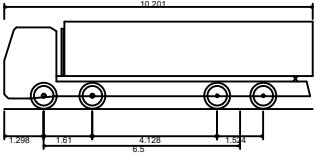
Please note that as this section has been prepared by the Contractor after the creation of the draft CEMP should there be any conflicts with the text in the main document this appendix takes precedence.



NOTES

GENERAL

- 1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- 2. ALL LEVELS ARE IN METRES UNLESS NOTED OTHERWISE.
- 3. ALL LEVELS RELATE TO ORDNANCE DATUM UNLESS NOTED OTHERWISE.
- 4. DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS ONLY.
- 5. ANY DISCREPANCIES TO BE REPORTED IMMEDIATELY TO THE ENGINEER.
- 6. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SUBCONTRACTORS AND SPECIALISTS DRAWINGS AND SPECIFICATIONS.
- 7. THIS DRAWING IS COPYRIGHT © intrado CONSULTING ENGINEERS.



Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m

REV.	DESCRIPTION	BY	DATE
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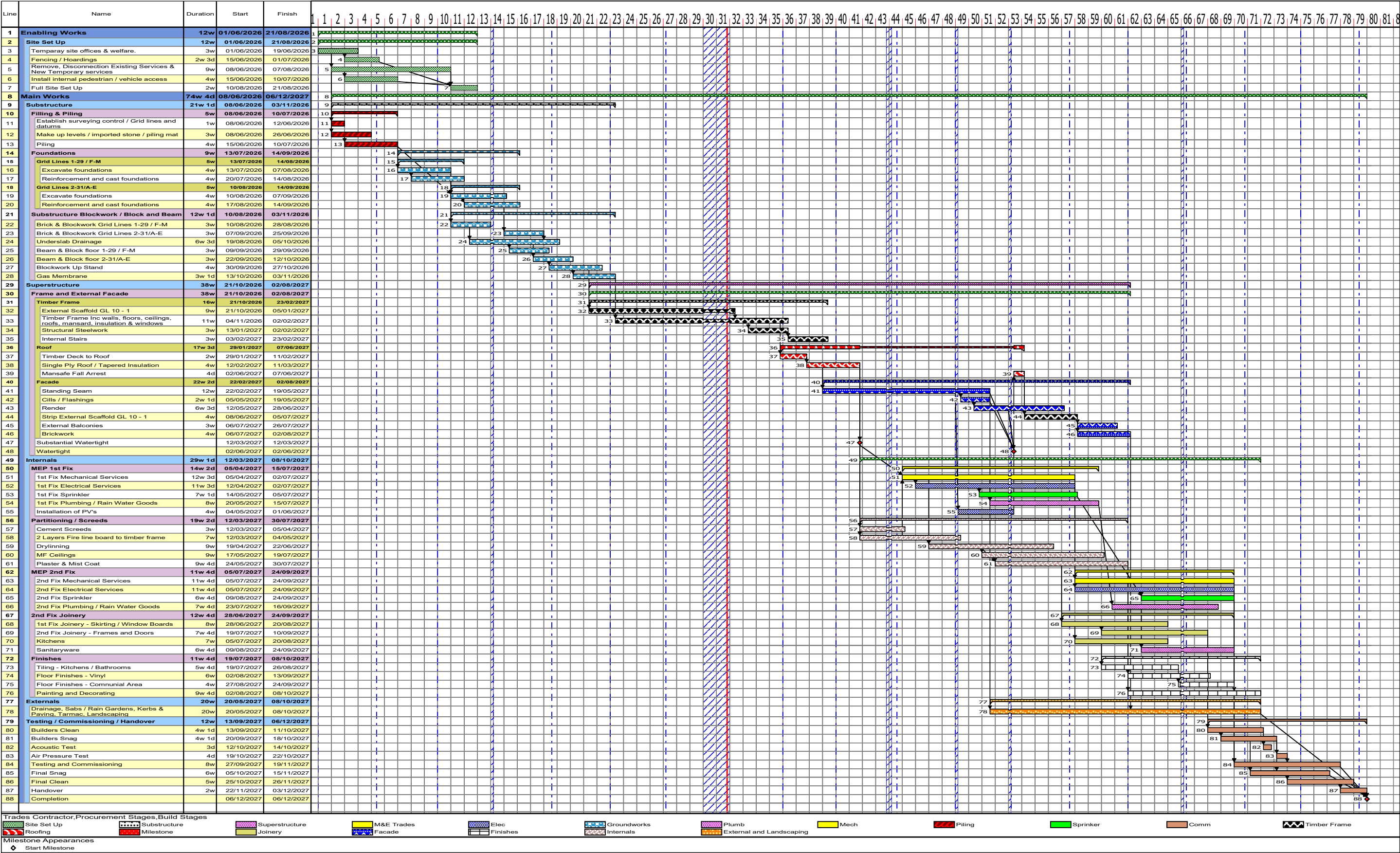
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client	MVR SOLUTIONS		
project	KELVEDON STREET, NEWPORT		
drawing title	VEHICLE SWEEP PATH LARGE TIPPER		
drawn EN	chkd CC	scale 1:250@A3	date JUNE 2025
Preliminary ☒ Tender ☐ Construction ☐	Job No. INT24119	Drawing No. 040	Rev. P1

Appendix E: Contractors Programme

Draft programme prepared by MVR Solutions



Appendix F: Contractors EMP

Draft Environmental Management Plan by MVR

Environmental Management Plan (EMP)

Project Name:	Kelvedon Street		
Completed by:	Andrew Miles	Date:	01/05/2026

Revision Number	Description of changes made	Updated by	Date of Update

This document forms Appendix B.2 of the Construction Phase Plan.

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1. Introduction

This EMP has been prepared in accordance with the Environmental Management Standards and Guidance. It identifies specific environmental issues associated with the Kelvedon Street project and stipulates the procedures that will be used to manage them. Relevant environmental information will be communicated as required.

All amendments to this EMP must be made and documented by project director in consultation with the Safety, Health and Environmental Manager / Adviser.

Any authorisations or permits identified within the EMP should be documented using the Environmental Permits and Authorisations Guidance ([England & Wales](#), or [Scotland](#)) and then held in schedule VI.

2. Environmental Aspects & Impacts

Prior to commencement of the project, or each asset an environmental aspect and impact assessment must be undertaken. For guidance on completing the Aspects and Impacts Register guidance can be sort by contacting the MVR Safety, Health and Environmental Manager / Adviser.

The assessment looks at each site activity against the following environmental aspects:

- Emissions to Air
- Emission to Land
- Emissions to Water
- Waste Generation
- Nuisance & Environmental Health
- Ecology & Biodiversity
- Cultural Heritage
- Use of Raw Materials
- Use of Natural Resources

Details of the control measures identified in the assessment will be communicated to relevant subcontractors. Subcontractors must manage all risks / impacts associated with their work activity / package in accordance with this document.

Where the subcontractor identifies additional environmental risk / impacts the Project Environmental Co-ordinator (PEC) or Site Manager must be informed and the Aspect & Impact Assessment must be reviewed and amended as required.

In the event subcontractors undertake works that require reference to document(s) listed in section 2.3 of the Construction Phase Plan (Part A), these will be provided / incorporated into their contract as part of the subcontract documentation.

MVR may, from time to time, externally communicate information relating to significant environmental aspects and the company's performance. Such decisions will be made by appropriate management and documented.

3. Specific Project Environmental Requirements

This section incorporates information derived from documents scheduled in MVR Contractors Proposal and Pre Construction Information.

3.1 External (Client / Enforcing Authority) Requirements

Planning restraints are still to be advised but MVR will undertake the following for own procedures

Site hours 8am – 4.30pm, No deliveries before 8.00am.

Monitoring requirements for noise, dust and vibration. Vibration monitoring to be deployed during piling operations.

Monitoring haul road for water and mud run off, created bunds along haul road and perimeter fencing where applicable.

Ensure no water run off goes into the water courses around site. Dust and silt collectors will be deployed into drains where applicable to the perimeter along the site

KPI monitoring requirements, e.g. waste, power usage, water consumption, commercial deliveries, green travel, etc. Materials with recycled content and low embodied energy.

Considerate Constructors Scheme.

Liaison / working with schools and local community groups.

Volunteering and charity work.

3.2 Surface Waters, Wells and Source Protection Zones

Project Located Within	Applicable (Y / N)	
8m of a Main River, culvert or flood defence	N	
16m of a tidal river, culvert or flood defence	N	
16m of a sea defence structure	N	
Flood Zone 2 or 3	Y	Flood Zone 3 – Protected by flood defences. As part of the construction the site is being raised in level
Source Protection Zone 1	N	
In, under, over or within 8m an Ordinary Watercourse	N	
50m of a watercourse	N	Ground investigation boreholes only. These will be protected until no longer required.
250m spring, well or borehole	Y	

3.3 Contaminated Land / Groundwater, Dewatering & Surface Water

Refer to Pre-Construction Information – terra firma Tier 1, Tier 2 & Tier 3 Geotechnical Report December 2025. No specialist remediation is proposed in regards to Contaminated Land, or groundwater & Dewatering.

As part of the construction methodology the site is to be raised in level. The site will be raised during the initial 3 months of the project from commencement. Due to the nature of the exiting ground and construction make up levels no surface water issues from rain fall are anticipated. If issues do arise specific procedures will be adopted.

3.4 Standing Heritage & Archaeology

No Standing heritage or archaeology on site

3.5 Sensitive Neighbours

Local business and residents. Working hours 8:00am – 4.30pm. No deliveries before 8am.

3.6 Ecology & Biodiversity

Project Located Within	Applicable (Y / N)	Notes
Local Wildlife Site (LWS)	N	
Local Nature Reserve (LNR)	N	
National Nature Reserve (NNR)	N	
RAMSAR	N	
Site of Special Scientific Interest (SSSI)	N	
Special Area of Conservation (SAC)	N	
Special Protection Area (SPA)	N	
500m of SSI, SAC or SPA	N	
50m of any of the designated sites listed above	N	

3.7 Any Other Project Specific Considerations

Trees on the perimeter of the site – Two number trees have been identified on the perimeter of the site. Any construction required adjacent to the trees will be carried out with construction techniques not to damage the roots e.g. hand dig, vax excavation etc.

4. General Project Environmental Requirements

4.1 Waste Management

All waste will be managed in accordance with the Waste Management Procedure and if relevant, a Soil Management and Contaminated Land Procedure will be developed through a specialist remediation contractor and implemented.

All waste streams quantities will be recorder through the designated waste removal contractors tool kits. The project team will identify and record waste streams, forecast waste volumes and identify suitable methods to eliminate, or where this is not practicable, reduce waste generated by the project.

When considering management options for identified waste streams, MVR and supply chain members will adhere to the principles outlined in the waste hierarchy below.



MVR and its sub-contractors must ensure waste is stored away from drains, boreholes, wells and controlled waters. Containers shall be in good condition and, where required, covered to prevent dust and litter being blown out. If there is any likelihood of stored waste contaminating the area surrounding the site, all necessary steps must be taken to

ensure no contamination occurs. This may include the use of containment bunds with rain shelters and the use of sealed containers, i.e. clip-top drums and fluorescent tube coffins etc.

Before waste is treated and / or removed from Kelvedon Street project, all subcontractors / waste contractors must provide the project team with legible copies of the following documentation:

- Environmental permits (mobile plant licences) and exemption certificates authorising on-site crushing and screening activities.
- Waste Carriers Registration Certificates.
- Environmental Permits, (Waste Management Licences and Pollution Prevention Control Permits).
- Notification certificate of exemption from environmental permitting.

The project team and, where applicable, subcontractors will ensure that the removal of all inert / non-hazardous waste is recorded on waste transfer notes (WTNs). Legible copies of all WTNs must be kept for the duration of the project a minimum of one year following collection. These documents will be stored on site / MVR office and made available on request.

The project team and, where applicable, subcontractors will ensure the removal of all hazardous waste is recorded on waste consignment notes (H/SWCNs). Legible copies of all H/SWCNs must be kept for the duration of the project a minimum of one year following collection. These documents will be retained on site / MVR office and made available on request.

Legible copies of all WTNs and H/SWCNs, recording the removal of waste from Kelvedon Street project must be issued to MVR. This includes waste generated on site by subcontractors.

4.2 Storage of Fuel, Oils & Building Chemicals

Fuel, oil and chemicals will be managed in accordance with the Oil & Fuel Storage – Above Ground standard and environmental guidelines.

Containers must be stored within a Spill Nappy (or similar), bund or any other suitable secondary containment system (SCS). All containers must be located in a safe place to minimise the risk of damage and locked-off when not in use.

For oil tanks, intermediate bulk containers and mobile bowsters the SCS must be able to hold:

- Where one container is being stored – a minimum of 110% of the total volume.
- Where more than one container is being stored – a minimum of 110% of the largest container's storage volume, or at least 25% of their total volume (whichever is greater).
- For drum storage, the interceptor tray must be able to hold at least 25% of the total storage capacity of the drums.

Bunded areas must be made impermeable to water and oil and protected from the ingress of rainwater. The base and walls of the bund must not be penetrated by any valve, pipe or opening that is used for draining the system.

Oil storage areas (including generator locations) that are likely to be in use for more than 2 months must have an impermeable surface, i.e. they must be concrete. The impermeable surface must extend a sufficient distance to ensure minor leaks and spills from refuelling operations can be safely identified and contained. Well stocked, appropriately sized spill kit(s) and plant nappies or equivalent pads must be located at each storage area.

The location of all oil storage areas and mobile bowsters must be inspected and approved by MVR before use. Approved locations will be labelled on the Site Logistics / Constraints Layout Plan. Where practicable, separate oil storage areas should be established for each subcontractor.

All oil storage areas and mobile bowsters must clearly display an Enviro-tag. Enviro-tags must be completed by MVR as part of the inspection regime prior to installation and first use of all oil storage areas and mobile bowsters. Subsequent routine monitoring must be undertaken as a minimum on a fortnightly basis.

4.2.1 Working on Liquid Fuel Lines & Storage Systems

Works on fuel tanks and lines must be covered by suitable RAMS. Where applicable, control measures must account for potential environmental risks, e.g. surface waters, groundwater, drinking water treatment facilities and nature conservation sites. A photographic record of fuel line and / or tank decommissioning works must be retained with photographs taken before, during and on completion of the works.

4.3 Managing Concrete Wash Water

Concrete wash water contains suspended solids and is highly alkaline (has a high pH). Solutions that are highly alkaline are as harmful to the environment as strong acids. Unlike wet concrete that is poured into the ground, concrete wash water is very mobile and can easily enter drains and controlled waters, e.g. groundwater, rivers and reservoirs, causing significant harm to aquatic life and the environment.

The hierarchy of control for Managing Concrete Wash Water will be used to identify and implement suitable control measures for managing concrete wash water. The MVR management team will approve selected management options prior to concrete being delivered to site. Approved site-specific management options will be identified on the Site Logistics / Constraints Layout Plan

The location of all proprietary equipment, containers etc. must be inspected and approved by MVR before use. Approved locations will be labelled on the Site Logistics / Constraints Layout Plan.

All areas used to manage concrete wash water must clearly display an Enviro-tag. Enviro-tags must be completed by MVR as part of the inspection regime prior to installation and first use of all concrete wash water areas. Subsequent routine monitoring must be undertaken as a minimum on a weekly basis. However, where a Temporary Trade Effluent Consent is in place, monitoring must be undertaken as specified within the authorisation.

4.4 Particulate Matter (Dust) & Noise

Dust and noise will be managed in accordance with the Pollution and Nuisance Management Guidelines.

4.4.1 Mobile Crushing & Screening Process

There is no crushing or screening envisaged, however if require please see below

Crushing and screening will be managed in accordance with the Waste Management / Demolition – Mobile Crushing and / or Screening Operations guidelines.

Crushing and screening of demolition material must be conducted in accordance with the plant operation manual and, where applicable, environmental permit (mobile plant licence) / waste exemption certificate. The operator must use the best available techniques (BAT) for preventing or, where this is not practicable, reducing emissions from the installation. The following items must be considered when attempting to reduce the environmental impact of this process:

- Location
- Operation
- Maintenance
- On-site transfer of dusty materials
- Condition of roadways / haulage routes
- Stockpiling materials

4.4.2 General Site Activities

With regard to nuisance, the methodology in which work activities are undertaken must apply best practicable means (BPM) in order to minimise negative impact on local, sensitive receptors, such as schools, domestic

dwelling and local businesses. However, if measures to reduce excessive dust and noise are unsuccessful, work must stop and an alternative method devised before work can resume.

The following measures must be considered when attempting to reduce noise and dust:

- Use sheeted lorries and sealed / covered skips.
- Use dust extraction equipment when drilling and cutting.
- Damp down haulage roads and stockpiled materials in dry or windy weather.
- Sweep access roads regularly.
- Grass over / stabilise topsoil which is being stockpiled for landscaping or off-site re-use.
- Locate plant and equipment away from sensitive receptors.
- Use screens, including earth bunds to act as acoustic barriers.
- Isolate plant and equipment when not in use.
- Fit white noise systems on vehicles to reduce noise nuisance when reversing.
- Keep engine compartment doors closed.
- Limit vehicle movements on-site, e.g. use of one-way system.

4.5 Previously Unidentified Issues

If one or more of the following is discovered, work in that location must stop immediately and the Project Director informed:

- Contaminated soils.
- Archaeological remains or features.
- Suspicious objects.
- Underground storage tanks.
- Invasive species, e.g. Japanese knotweed.
- Protected species, e.g. badgers, bats, amphibians, reptiles and plant life.

4.6 Subcontractor and Supplier Environmental Reporting

Subcontractors and suppliers must adhere to a Responsible Procurement Strategy. Where applicable, they must also provide the following information / documentation on a monthly basis to the MVR project team:

- A record of the number of litres of fuel delivered to site, e.g. red diesel (gas oil), white diesel and petrol.
- Volume of water used on site (where separate subcontractor supplies are in use, e.g. stand pipes).
- Legible copies of all waste transfer notes (WTNs) and waste consignment notes (H/SWCNs).
- Legible copies of all chain of custody certificates belonging to suppliers delivering new timber to site.
- Legible copies of all timber delivery notes.
- Legible copies of all recycled aggregate delivery notes (volume of aggregate must be recorded on notes).

4.7 Emergency & Incident Preparedness

To minimise the risk of a pollution incident, subcontractors must ensure all operatives understand the environmental risks associated with their work activity and what control measures are in place to eliminate or reduce negative environmental impact.

Major environmental incidents shall be reported and managed in accordance with MVR Procedures.

Environmental emergency planning must be managed in accordance with the Fire Management Plan and Appendix B.6 of the Construction Phase Plan. A Major Incident Response Plan must be implemented where relevant.

Investigation and reporting of environmental incidents must be undertaken by the MVR Project Director / SHE Manager and recorded in accordance with a Incident Reporting and Investigation Procedure.

4.8 Monitoring, Auditing & Reporting

Please refer to 3.7 of the Construction Phase Plan.

4.9 Management Structure & Responsibilities

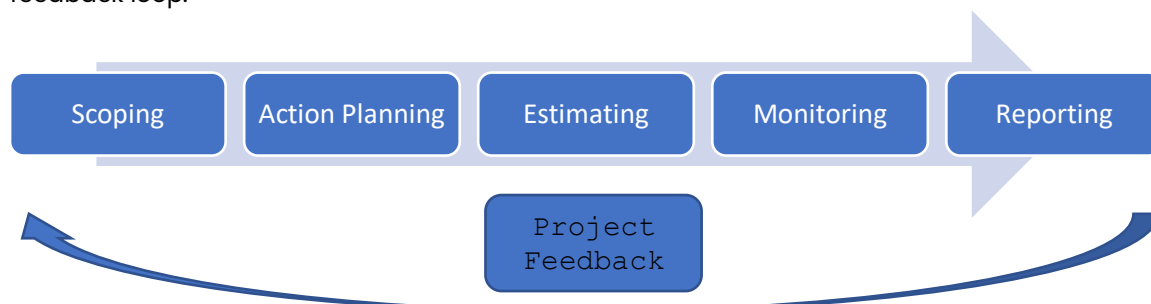
Please refer to 3.2, 3.2.1 of the Construction Phase Plan.

4.10 Training Awareness & Competence

Please refer to 3.11.2 of the Construction Phase Plan

5. Resource Efficiency

MVR has adopted the principles of resource management planning as developed by the Waste and Resources Action Programme (WRAP). The resource management planning process is broken into five stages, together with a feedback loop.



By implementing the Construction Resource Efficiency Strategy, the project team will:

- Demonstrate innovation.
- Support the requirements of environmental assessment methods.
- Go beyond compliance.
- Build more efficiently and reduce risk.
- Achieve environmental benefits.
- Create savings for all stakeholders.

5.1 Materials & Design

A list of design decisions has been recorded in schedule III of this plan. The items listed are based on the twelve resource efficiency themes identified by WRAP. Further information can be obtained from the project architect / design manager.

- EPC Rating A
- Stage 4 design to be complied in line with Bron Afon Housing association standards / specification (energy efficient / sustainable homes).
- Types of certificated timber that have been specified, e.g. FSC, PEFC or GiB

5.2 Soils & Aggregates

The following table records the requirement for soils and aggregates on the project.

Item	Origin	Y / N	Source	Volume (tonnes)	Use	Control
Untreated topsoil	Site	N	N/A	N/A	N/A	WFD / RPS Soils
Treated topsoil, e.g. screened		N	N/A	N/A	N/A	U1 / P19 /MMP
Untreated subsoils		N	N/A	N/A	N/A	WFD / RPS Soils
Treated subsoils, e.g. screened		N	N/A	N/A	N/A	U1 / P19 /MMP
Treated / untreated made ground		N	N/A	N/A	N/A	U1 / P19 /MMP
Recycled aggregates		Y	Site	200m3	Piling Mat	U1 / P19 /MMP
Asphalt / Road Planings		N	N/A	N/A	N/A	U1 / P19 /MMP
Aggregates (temporary reuse of Aggregates)		Y	Site logistics – car park, haul road.	500m3	Logistics Planning	Re used as materials will not meet waste criteria (pending geotechnical approval)
Untreated topsoil	Import	TBC	TBC	TBC	TBC	TBC
Treated topsoil, e.g. screened		TBC	TBC	TBC	TBC	TBC
Untreated subsoils		TBC	TBC	TBC	TBC	TBC
Treated subsoils, e.g. screened		TBC	TBC	TBC	TBC	TBC
Virgin aggregates		Y	Facility & address TBC	TBC	Ground floor Slab Type 1	N/A
Recycled aggregates		N		N/A	N/A	U1 / P19 /QP

5.3 Waste Management

For detailed information relating to the management of waste at Kelvedon Street project e.g. targets, waste forecast, waste minimisation measures and waste records, please refer to the project's Waste Management Plan (to be developed as part of the construction phase plan).

5.4 Energy, Fuel & Water

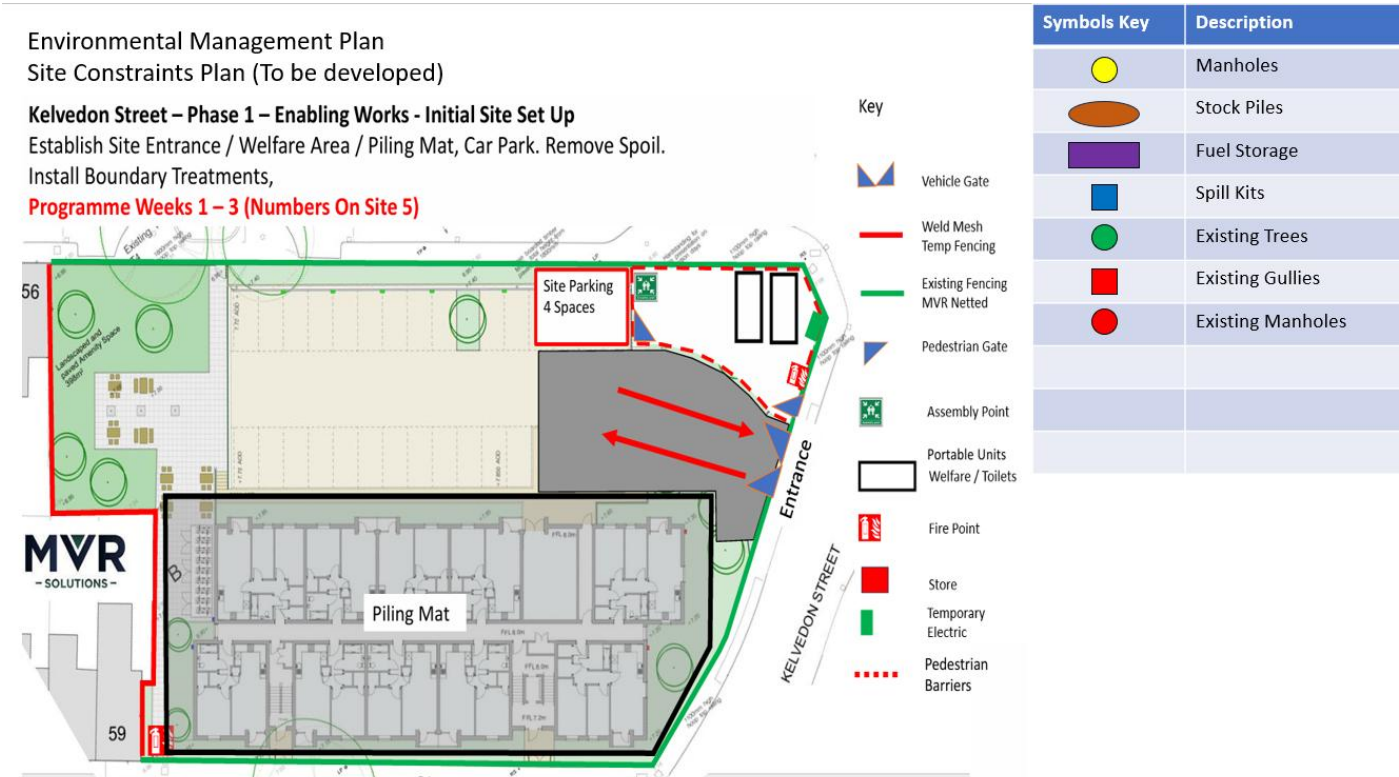
A full list of energy and water saving measures and initiatives will be listed in the project's Waste Management Plan (to be developed as part of the construction phase plan).

Site accommodation at Kelvedon Street project will conform to the Site Accommodation & Welfare Units Control guidelines.

Schedule I - Environmental Aspect & Impact Assessments (To be developed)

[Please insert an Environmental Aspect & Impact assessment for each asset / project covered by this EMP]

Schedule II – Site Constraints Layout Plans (To be developed)



Schedule III – Design Decisions

Design Decisions – QuidelOrtho 10009262	Y / N
Reclaimed products or components have been specified	N
Materials from demolition and / or other work phases have been incorporated into the design <i>Examples: Bricks and tiles to be reused, soils to be reused, stonework to be reused, architectural features, e.g. large coping stones to be reused as bench seating in landscaped areas.</i>	N
The design, form and layout have been simplified <i>Examples: Size and position of window and door openings to suit whole brick / block / plasterboard dimensions. Room sizes to match plasterboard dimensions, identical grids to allow for formwork reuse. Designing out basements, raising formation levels, soil stabilisation, displacement piling or mini piles.</i>	N
Components have been designed for off-site manufacture <i>Examples: Precast edge / ground beams / manholes. Prefabricated timber frame / toilet / bathroom / kitchen pods, prefabricated service runs / risers, pre-packaged plant rooms, etc.</i>	Y
Designed as a process of assembly rather than construction – Timber Frame / Windows	Y
Wet trades have been designed out	N
Materials known to contain a high recycled content have been specified	Y
Materials and products are suitable for their application <i>Example: Floor tiles and wall finishes are not under / over specified.</i>	Y
Locally sourced and / or rapidly renewable materials have been specified <i>Example: Cork, linoleum and Grown in Britain (GiB) timber.</i>	N
Using products with lower embodied water and / or carbon	Y
Low energy light fittings have been specified	Y
Low / zero carbon technologies have been specified	Y
High specification thermal insulation will be used	Y
Thermal modelling undertaken	Y
Effective ventilation systems used to reduce energy loss	Y
User control is carefully considered to ensure a healthy environment as well as allowing efficient energy use	Y
Rain / Grey / black water harvesting has been specified	N
Low flow rate fittings have been specified	Y
Design adaptable for a variety of purposes during its life span	N
Building elements and components can be maintained, upgraded or replaced without creating waste	N
Design incorporates reusable / recyclable components and materials	Y
Building elements / components / materials easily disassembled	Y

Appendix G: Oil and Fuel Storage

MVR Standard for Oil and Fuel Storage – Above Ground

MVR Standard for Oil and Fuel Storage – Above Ground

1. General MVR requirements applicable to Oil and Fuel Storage – Above Ground

Oil and fuel storage is a term used to describe fixed tanks, mobile bowzers, generators, intermediate bulk containers (IBCs), drums, cans and other receptacles that contain:

- Petrol;
- Diesel;
- Biofuels;
- Kerosene;
- Synthetic oils (normally lubricating oils, e.g. motor oil);
- Oils used as solvents;
- Biodegradable oils (usually lubricating or hydraulic oils);
- Liquid bitumen-based (waterproofing / damp proofing products and road surface coatings).

For convenience, throughout this document, the substances listed above will be collectively referred to as 'oil'.

1.1. Planning

The location of all oil storage areas and mobile bowzers must be inspected and approved by MVR before use. Where practicable, separate oil storage areas should be established for each subcontractor.

Where a mobile bowser is moved from an approved oil storage area to refuel plant or equipment, the bowser must be returned immediately to the subcontractor's storage area following use.

The total volume of oil stored on temporary or permanent sites must be proportionate to the supply required and activities being undertaken. Containers holding more than 3500 litres are only permitted on site following a detailed safety, health and environmental assessment and written authorisation from a MVR Construction Manager.

Oil storage areas (including generator locations) that are likely to be in use for more than 2 months must have an impermeable surface, i.e. concrete. The impermeable surface must extend a sufficient distance to ensure minor leaks and spills from refuelling operations can be safely identified and contained. Plant Nappies or equivalent pads and well stocked, appropriately sized spill kit(s) must be located at each oil storage area, i.e. ≤1000 litres of oil storage capacity = 1x 240 litre spill kit. Spill kits as a minimum shall comprise: absorbent pads, socks, cushions, 1x Dammit® mat, 1x 800g Dammit® ready mix, 3x disposable bags with ties, goggles and oil resistant gloves. It may be necessary to obtain and, possibly, deploy additional pollution prevention equipment if the site is located within 50m of a surface water, e.g. river or reservoir.

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Containers > 200 Litres (including generators)

Basic requirements are listed in section 1. Specific requirements that may also be applicable are detailed below:

- Connection and / or disconnection of hydraulically linked tanks and generators must be undertaken by a competent person, i.e. an engineer from the equipment supplier. On receipt, a delivery note must be provided which states training has been provided to a MVR or subcontractor member of staff. This member of staff must supervise all subsequent movements of the hydraulically linked tanks and generators.
- Above ground pipework must be adequately supported and flexible hoses must be steel armoured;
- Pipework and steel-armoured flexible hoses at ground level must be protected by ramp(s) or other suitable means.
- Where fixed tanks are hydraulically linked, they must be treated as a single container, so the bund must be 110% of the combined capacity of all the tanks that are linked;
- If a fixed tank has a flexible pipe or hose permanently attached to it to dispense oil, the pipe must be in a secure cabinet that is locked shut when not in use, or;
- The pipe must be kept within the bund and there must be a lockable valve at the point where the pipe leaves the tank, which must be locked shut when the tank is not in use;
- If a fixed tank has a pump it must have a valve in its feed line that prevents the contents of the container emptying if damage occurs to the pump or feed line;
- If the vent pipe of a fixed tank cannot be seen from where the container is being filled, an automatic overfill prevention device must be fitted;
- Any hand pump used to dispense oil must be physically locked shut when the container is not in use;
- IBCs and drums must be stored within interceptor cages or on proprietary drip trays that are sheltered from the rain.

Containers ≤ 200 Litres - Requirements are detailed below:

- Oil must be stored in appropriately labelled proprietary containers;
- When in use, containers should be located on Plant Nappies or equivalent pads;
- Containers must be returned to an oil storage area immediately after use;
- Containers must be stored within interceptor cages or on proprietary drip trays that are sheltered from the rain. Where this is not possible, daily checks must be undertaken to monitor and, where required, manage rain / oily water as applicable.

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2.2. Container Maintenance

Maintenance must be undertaken by registered, competent technicians in accordance with the manufacturer's instructions. Details of maintenance tasks must be recorded on the notice accompanying the container.

2.3. Documentation

Before use, agreed oil storage areas and mobile bowser locations must be labelled on the Site Logistics Traffic Management / Layout Plan.

2.4. Monitoring & Record Retention

All oil storage areas and mobile bowzers must clearly display an Enviro-tag. Enviro-tags must be completed by MVR or Sub-Contractor as part of the inspection regime prior to installation and first use of all oil storage areas and mobile bowzers. Subsequent routine monitoring must be undertaken as a minimum on a fortnightly basis.

During inspections, relevant guidance provided in this control standard should be referenced. Where non-compliance is identified, the inspecting member of staff must complete the Enviro-tag, remove it from its holder and hand it to the MVR Construction Manager. Items requiring action must be recorded using Weekly Monitoring Report. Please note, mobile devices may only be used within designated areas, e.g. in areas away from traffic and other hazards.

Where an Enviro-tag has been removed from its holder, the area and / or mobile bowser should not be used until the issue(s) have been resolved and the Enviro-tag has been reinstated by MVR nominee. Used or old Enviro-tags must be retained in the weekly SHE monitoring folder.

2.5. Procurement

This Standard should be communicated to subcontractors and suppliers so that suitable oil storage arrangements are made and costed. Appropriate spill kits can be agreed in advance. The external emergency response provider will be procured during the enabling works of the project.

2.6. Competence & Training

Connection and / or disconnection of hydraulically linked tanks and generators must be undertaken by a competent person (see Containers > 200 Litres (including generators), above). Legible copies of commissioning / decommissioning certificates or evidence of training must be retained on site with associated maintenance records for the duration of the project.

Spill response and refuelling procedure training will be delivered via a formal training programme and / or through toolbox talk style workshops. Training must include a spill response drill using pads and socks. Induction and Short Duration Training Record Sheet must be used to record delivery of the above.

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2.7. Emergency Response

The project Fire and Emergency Plan will detail the emergency response procedure.

3. Related documents / Contacts

- Enviro-tags can be ordered by e-mail: Customer.services@scafftag.com / telephone: 01446725300 (opt.1)
- Inspection and Weekly Monitoring which includes Oil and Fuel Storage Checklist
- Construction Phase Plan – Logistics (live document in CPP - to be developed as the site proceeds)
- Waste Management
- Applicable Refuelling Guidance
- Guidance for Pollution Prevention – Above ground oil and storage tanks GPP2
www.netregs.org.uk/media/1890/guidance-for-pollution-prevention-2-2022-update.pdf
- NRW emergency contact 03000 653000
- Emergency External response provider - TBC

4. Considerations for planning and execution

ABOVE GROUND OIL & FUEL STORAGE INSTALLATION AND ROUTINE MONITORING GUIDANCE

1 INITIAL ASSESSMENT (undertaken prior to installation and first use of oil storage areas and mobile bowzers)

- Connection and / or disconnection of hydraulically linked tanks and generators has been undertaken by a competent person
- Location minimises risk of fire, and a fire point and other necessary equipment is located at the oil / fuel storage area
- Where possible, not within a Groundwater Source Protection Zone and / or area prone to flooding (Constraints Layout Plan to be developed in Construction Phase Plan)
- 50m or more from wells and boreholes and 10m or more from drains and watercourses (refer to Constraints Layout Plan to be developed in Construction Phase Plan)
- Not on a roof or elevated ground where spilt oils / fuel could escape into drains, watercourses or to groundwater
- On stable, level ground (impermeable concrete surface if oil / fuel is going to be stored for more than 2 months)
- Location minimises risk of impact damage from vehicles and plant (may require the use of barriers and fences)
- Location provides safe access to refill, refuel, remove and replace containers, e.g. tanks, generators and drums
- Location is free from waste and other obstructions that could allow leaks to go undetected

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- Where underground pipework is present, it has been tested and the route marked and protected
- Where applicable, above ground pipework is adequately supported and flexible hoses are steel armoured
- Pipework and steel-armoured flexible hoses at ground level are protected by ramp(s) or other suitable means
- Where applicable, the tank vent pipe will be visible from its filling point
- Bunds are impermeable, free from drainage valves and do not contain oil / fuel (oil / fuel may indicate a leak)
- Bunds and containers are in good condition, and free from leaks, impact damage and worn pipework / hoses
- Bunds are 110% of the largest single container or 25% of the combined volume of containers, whichever is greater
- Where fitted, bund alarm and automatic over-fill prevention device has been tested
- Valves, gauges, pipework and ancillary equipment are located securely within the bunded area
- Where fitted, sight gauges can be read and are in good working order
- The delivery valve built into refuelling nozzle closes automatically when trigger is released – it cannot be locked in place
- Plant Nappy or equivalent pad and well stocked, appropriately sized spill kit(s) are located at the oil / fuel storage area
- Enviro-tag and other notices are clearly displayed, i.e. COSHH, manufacturer, make and model, maximum quantity, maintenance dates, MVR Oil Spillage Procedure, red diesel - not for use as road fuel and no smoking (see Procurement Hub)

2 ROUTINE MONITORING (undertaken as a minimum on a weekly basis)

a Enviro-tag is missing, or containers (including generators) have been relocated since the last inspection f (complete section 1)

b Fire point and other necessary equipment is located at the oil / fuel storage area

c Area around containment is free from waste and other obstructions that could allow leaks to go undetected

d Where underground pipework is present, the route is marked and protected

e Bunds are free of rainwater, debris, litter and oil / fuel (oil / fuel may indicate a leak)

f Bunds and containers are in good condition, no leaks and free from impact damage and worn pipework / hoses

g Bunds are 110% of the largest single container or 25% of the combined volume of containers, whichever is greater

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h Valves, gauges, pipework and ancillary equipment are located securely within the bunded area

i Where fitted, sight gauges are in good working order and bund alarm and automatic over-fill prevention device has been tested

j Where applicable, taps and valves through which oil / fuel can leave the container are locked shut when not in use

k i Interceptor cages and proprietary drip trays have a capacity equal to 25% of all the containers being stored

l Plant Nappy or equivalent pad and well stocked, appropriately sized spill kit(s) are located at the oil / fuel storage area

m Personnel have been trained on how to deploy the spill kit and dispose of any used materials

n Defined refuelling procedure is being followed and oil / fuel deliveries are being supervised

o Notices clearly displayed, e.g. maintenance dates and MVR Oil spillage Procedure

p The maintenance plan is being followed and is up-to-date