

Construction
Environmental
and Traffic
Management Plan

**Land at Caerleon Road,
Dinas Powys**

June 2017



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INTRODUCTION

- 1.1 This Construction Environmental and Traffic Management Plan has been prepared by Asbri Planning on behalf of Keir Living to provide details on the requirements for the management of the construction phase of the project, including details relating to traffic management, construction access and the environmental management of the site at land at Caerleon Road, Dinas Powys.
- 1.2 The site benefits from an outline consent under ref no. 2014/00282/OUT, which was approved on the 25th May 2017. This Statement has been prepared to ensure that the requirements of the conditions included on this outline consent have been fully complied with under the submitted reserved matters application.
- 1.3 As a way of background, the site and its surrounding area were previously located within an area of Green Wedge, as defined in the Unitary Development Plan. This was a key reason for the implementation of conditions 9 & 10 on the outline consent which required further details to be submitted to demonstrate that the development would not lead to any likely significant effects on the surrounding highway safety, to ensure there is minimal disturbance to ecology and to ensure there is minimal disturbance experienced by neighbours to the site. However, the Vale of Glamorgan UDP has since been superseded by the adoption of the Local Development Plan on 28th June 2017. The LDP Proposals Map shows that the site is no longer defined as Green Wedge, instead the settlement boundary has extended to include the site and that the site has been designated for housing allocation in accordance with policy MG 2.
- 1.4 As such, a material consideration in the determination of this application is the possible impact of development on the site and its surrounding area as well as the watercourse located adjacent to the site's western boundary.
- 1.5 The appointed Contractor for the works will ensure that the actions contained in this Method Statement are fully complied with during the construction of the development.
- 1.6 The Statement will be structured in the following format:
 - 2.0 Site Location
 - 3.0 Planning Context
 - 4.0 Construction Setup
 - 5.0 Managing Ecological Impact
 - 6.0 Managing Dust and other Pollutants
 - 7.0 Construction Traffic Management Plan
 - 8.0 Managing Nuisance Noise
 - 9.0 Preventing Emissions and Odours
 - 10.0 Ground Contamination
 - 11.0 Considerate Constructors and Managing Complaints

SITE LOCATION

Site Location

- 2.1 The application site is located in the north-east of Dinas Powys, in an area known as Eastbrook. It is approximately 4.9 km from the centre of Penarth, approximately 8.7 km away from Barry town centre and approximately 8.5 km from Cardiff City Centre.
- 2.2 The site is located off Caerleon Road part of an established residential area served off Castle Drive and Murch Road. The site is close to Eastbrook railway station and the nearest major road is Cardiff Road/A4055, which links Cardiff and Barry and which runs parallel with the railway line to the west. The site is located in a sustainable location in terms of public transport and access to facilities.

Site Features

- 2.3 The site comprises mainly of unmanaged neutral grassland, which, for the most part is enclosed by substantial hedgerow boundaries. The site comprises a large triangular field parcel as well as a smaller parcel of land along the access point, between the rear of 21 Caerleon Road and the rear of 4 Criccieth Court, which, combined measures 2.73 hectares. There are no designations or designated public rights of way crossing the site and a review of TAN 15 Development Advice Maps shows the site as being located within Flood Zone A, therefore, is considered to be of little or no risk of fluvial or tidal/coastal flooding.

PLANNING CONTEXT

- 3.1 An outline planning application for the development of up to 70 no. dwellings and associated works was submitted to the Vale of Glamorgan Council by Asbri Planning on behalf of Keir Living. The application no. 2014/00282/OUT was considered at planning committee and was subsequently granted on the 25th May 2017 subject to planning conditions.
- 3.2 The conditions relating to the construction phase of the development are included under conditions 9 and 10, both of which requires that the appointed contractor to provide further details to alleviate any potential concerns regarding highway safety, impacts on environmental features and the amenity of neighbouring residents. The conditions are as follows:
- (9) "Prior to the commencement of development a Construction Traffic Management Plan (CTMP), which shall include wheel washing facilities and details of delivery times, shall be submitted to and approved in writing by the Local Planning Authority and the development shall be implemented thereafter in full accordance with the agreed CTMP."**
- (10) "No Development shall take place until there has been submitted to, approved in writing by the Local Planning Authority a Construction Environmental Management Plan (CEMP). The CEMP shall include details of how noise, lighting, dust and other airborne pollutants, vibration, smoke, and odour from construction work will be controlled and mitigated along with measures for the protection of the adjacent brook from pollution (including an assessment of risks from all pollution sources and pathways and describe how these risks will be mitigated). The CEMP will utilise the Considerate Constructors Scheme (www.considerateconstructorsscheme.org.uk). The CEMP will include a system for the management of complaints from local residents which will incorporate a reporting system. The construction of the Development shall be completed in accordance with the approved Plan unless otherwise agreed in writing with the Local Planning Authority."**
- 3.3 This Construction Environmental Method Statement will outline and provide the required details to discharge both conditions on the approved outline consent.

CONSTRUCTION SETUP

Construction Access

- 4.1 The construction access is to be provided via the proposed site access along Caerleon Road, located to the south of the site. The construction access will also act as the access point for the completed scheme.
- 4.2 As there is no existing access to the site from Caerleon Road, the construction access will be created via the removal of the existing vegetation which currently forms this boundary.
- 4.3 Vehicles associated with the construction of the site will access Caerleon Road from Conway Road and Castle Drive which provides the link between the site and the wider highway network, linking to Murch Road and the A4055.
- 4.4 Caerleon Road is a continuation of Conway Close, running from the Criccieth Court for approximately 240m to the north-west. The road provides access to a number of residential cul-de-sacs, varies in width between 5.6m and 6.8m, and has pedestrian footways (approximate width of 1.8m) on both sides of the carriageway for the 'majority' of its length. The road is lit, and is subject to a 30mph speed limit.
- 4.5 Castle drive, to the south of Caerleon road is a predominantly residential road, which varies in width between approximately 6.6m and 6.8m, and includes footways (approximate width of 1.8m) on both sides of the carriageway. The road is lit, and is subject to a speed limit of 30mph.
- 4.6 Murch Road is situated further south of the proposed development and runs east-west through the village. The road links to the A4055 Cardiff Road to the west and terminates at the eastern fringe of the settlement, and there is an existing highway sign (adjacent to Windyridge) that informs road users that it is a no-through route. The road is a local distributor providing access to a number of residential roads along its length. The road is approximately 7m wide in proximity of the junction with Castle Drive with footways (approximately 2m wide) along both sides of the carriageway. The road is lit and is subject to a 30mph speed limit.
- 4.7 The A4055 is situated to the west of the proposed development and is the nearest district distributor road to the site providing a continuous link between Cardiff (to the east) and Barry (to the west), via the village of Dinas Powys. Within the village of Dinas Powys, Cardiff Road varies in width between approximately 6m and 7m, and is predominantly fronted by residential dwellings, albeit there are commercial properties to the west of Murch Road. The carriageway has footways on both sides, is lit and is subject to a 30mph speed limit.
- 4.8 It is proposed that construction vehicles associated with the development of the site will enter the site via the above road network, from the A4055 all the way to the proposed access point off Caerleon road. The A4055 is a trunk road, as such is well maintained and has adequate width and visibility to both the east and west. The other residential roads, listed above, are all considered to be of an acceptable width and the visibility is sufficient to cater the needs of all vehicles associated with the development of the site.
- 4.9 A Traffic Management Plan is included in Appendix 2.

Compound location

- 4.10 The compound area will be located on the area of land to the south of the site adjacent within close proximity to the to the proposed site access. This is identified on the Construction Method Plan in appendix 1.

Temporary Boundary Treatments

- 4.11 The site will be enclosed by 1.8 metre high Heras fencing or hoarding will be erected. The whole site at time of construction will, therefore, be enclosed and safely locked.

Material and delivery storage

- 4.12 Storage of plant and materials will occur throughout the development site subject to the type of operation being undertaken at any specific time.
- 4.13 A specific area identified for use as a material storage area is identified on the construction method plan. This area is allocated for the storage of bulk materials whilst other, smaller items requiring storage will be located within the site compound.

Terrain

- 4.14 The terrain of this site presents minimal risk of vehicle overturning. However all dumpers will be fitted with rollover protection and seat belts.

High Visibility Clothing

- 4.15 All personnel and visitors will wear visibility vests/jackets at all times.

Monitoring and Control

- 4.16 This will be the responsibility of the site contractors and visiting managers.
- 4.17 Supervisors appointed by sub-contractors will also ensure that persons working under their control comply with the requirements.
- 4.18 It will be ensured all persons working will be familiar with the Considerate Constructors Scheme and the code of conduct.
- 4.22 All personnel will be acquainted with the site traffic management requirements during their induction training. Personnel failing to comply with the requirements of this traffic plan, thus placing themselves or others at increased risk of injury, will be dealt with in accordance with normal disciplinary procedures which may result in them being removed from site.
- 4.19 The Development will be secured by means of lockable security gates at the site access indicated on the attached plan. As works proceed, these gates will be repositioned and combined with Heras fencing in order to maintain the security of areas under construction.
- 4.20 All plant and equipment will be 'silenced' in accordance with the manufacturer's designs and will be regularly serviced/inspected to ensure ongoing compliance. Works will be carried out by trained and competent operatives using best practice techniques. No machine will be allowed to 'idle' when works are not in progress.

Hours of Operation

- 4.21 All works will be carried out in strict accordance with the following working hours – 07:30am to 6:00pm Monday to Friday and 07:30am to 2:00pm on Saturdays. All plant and equipment will

be 'silenced' in accordance with the manufacturer's designs and will be regularly serviced/inspected to ensure ongoing compliance. Works will be carried out by trained and competent operatives using best practice techniques. No machine will be allowed to 'idle' when works are not in progress.

Construction Timeframes

- 4.22 It is anticipated that all enabling works including site set-up and erection of site enclosures and the installation of the proposed drainage system and associated mitigation measures and the construction of the access road off Castle Road will all be undertaken at early stages of the development. Thereafter, the main road and construction works on the first dwellings will commence with the aim of delivering the first 5 dwellings in 2018, then a phasing of 20 dwellings annually until completion of the site. Estate completion including delivery of soft landscaping and implementation of public areas and full occupation of all dwellings are proposed to be completed by 2020.

MANAGING ECOLOGICAL IMPACT

Land Drainage

- 5.1 The proposed drainage system will be constructed in the early stages of the construction programme to reduce the surface water run-off discharging off-site. This will effectively mitigate the risk of flooding.
- 5.2 The protection of water quality and surface water management in general would include inter alia the following:
- The provision of temporary storage areas and stilling basins;
 - Any trapped road gullies present on the existing on-site system will provide an initial stage of pollution protection and will be maintained during construction to ensure that collected sediments and pollutants are not re-mobilised; and
 - Mitigation of point source pollution such as oil spillage or leakage will be achieved by provision of designated storage and refuelling area, with storage areas provided with adequate bunding to prevent spillage.
- 5.3 The maintenance of the offsite highway sewer local to the site including weekly gully pot cleaning alongside when necessary will prevent blockages and will allow efficient interception of any offsite flows. Early provision of the proposed highway sewer from the offset in tandem with a sediment interception device such as a Down Stream Defender will provide onsite control of both volume and quality of any water discharge.
- 5.4 Overall, it is considered that implementation of the stated mitigation will result in negligible impact during the construction stage.

Ecology

- 5.5 An initial Desk Study based on data provided by SEWBReC confirmed that the site did not contain any statutory or non-statutory conservation designations and was not located in close proximity to any such site so as to be of ecological relevance.
- 5.6 The SEWBReC and NBN species data confirmed that there are no records of protected or otherwise notable flora and fauna specifically identified within the site. However, other records within a 1km radius of site included Great Crested Newt *Triturus cristatus*, Common Pipistrelle Pipistrelle and unspecified Bat Chiroptera. These records were associated with habitats in areas other than the proposed development site and were not considered of particular relevance to it based on the known habitat preference of such species, the site conditions (for example no ponds on-site or in close proximity that could be used by amphibians) and the physical separation from the site. Records of mobile species such as birds and foraging/commuting bats were considered of some relevance to the site, and particularly the scrub and hedgerows forming the eastern and western boundaries.

Mitigation and Management Strategy

- 5.7 In identifying the type and extent of mitigation through the site clearance, construction and operation stages, mitigation has focussed on the protection, enhancement and planting of boundary hedgerows, scrub, trees and maximising the biodiversity value of new planting/open space, with provision of specific on-site mitigation measures for existing species/ features of value.

5.8 The mitigation measures associated with development incorporates the following key features:

- Retain marginal hedgerow and scrub habitats adjacent to the construction footprint with appropriate management implemented;
- Clear demarcation, by means of high visibility fencing (or similar) of the edge of the construction zone alongside retained hedgerows. No storage of materials or construction work to be undertaken within this fenced area;
- New planting used to supplement and strengthen the existing (retained) hedgerows and scrub through the use of native species. Replacement of hedgerow loss will be provided on a 1:1 basis using native species;
- New tree and shrub planting within the development footprint to use native species or those with a known wildlife benefit whenever possible;
- Hedgerow & scrub management work and/or tree felling to be undertaken outside the bird nesting season (i.e. between September and February inclusive) or else preceded by a thorough visual inspection to confirm no active nests are present;
- If trees identified with Low Bat Potential on southern boundary and or eastern boundary are to be felled, they will require section felling during the autumn or early spring (Sept/Oct or March/April), with limbs gently lowered to ground and left in situ for at least 48 hrs;
- Any works likely to impact on trees with medium and high potential for roosting on the eastern boundary hedgerow would be preceded by further survey work to identify the likely presence/absence of roosting bats. The findings of any survey would inform appropriate mitigation measures;
- Adoption of phased, directional cutting of grassland and scrub margins within the development footprint to limit any impacts on reptiles or amphibians. Grassland would be cut in the active season (April – September) using strimmers or brush cutters working directionally towards the western boundary so as to encourage animals to disperse towards the retained grassland and scrub at the western and northern areas of the site;
- Design of street lighting so as to minimise illumination of retained hedgerow & scrub corridors at the eastern and western boundary of the site and to maintain these as 'dark corridors for use by bats and other species';
- Incorporation of bird boxes (25no.) suitable for use by a range of species such as Swift, Starling, House Sparrow and House Martin on new buildings – particularly those in close proximity to retained boundary vegetation;
- The adoption of SuDS will be incorporated into the design where possible, with design measures including kerb insets and off-set gully pots incorporated for amphibians;
- All boundary and internal fences will have a 100mm gap at the bottom of fence, to allow passage by small mammals including hedgehogs.

5.9 At the time of preparing this report the management company are yet to be decided, although the applicant (Kier Living) will be responsible for implementing the management operations described in the current document.

MANAGING DUST AND OTHER POLLUTANTS

6.1 The local authority has the power under the Clean Air Act 1993, to limit the dust, emissions and odours generated by a site. Failure to comply with these limits can result in abatement notices being served if complaints are made.

6.2 Complaints can be avoided by adopting good working practices, including:

- Identifying sensitive receptors and inform the authorities of any likely nuisance that may occur;
- Instigating control measures to mitigate any negative impacts;
- Developing a daily monitoring regime to record dust conditions while noting weather conditions, construction activities, their location and duration on site.

Dust Suppression

6.3 Dust levels will be kept to a minimum by utilising high pressure hoses to deliver fine mist water sprays onto the working area.

6.4 With regard to earthworks, during periods of dry weather, when dust is likely to cause a nuisance, specific work areas will be 'damped down'. In relation to dust generated by plant movements this operation will normally be carried out by a suitably specified road brush. At times when the works do not require the full time attendance of a road brush, water will be introduced to the work area via other means i.e. hose pipe, water bowser, sprinkler etc. In addition, prior to disturbing any stockpile of soil or crushed material, consideration will be given to the introduction of water.

6.5 There will also be a speed limit of 5mph.

Water Damping

6.6 As aforementioned, the fine spraying of water is the most effective way of suppressing dust. This will be carried out with a water bowser and hose. Spraying will be repeated regularly during warm and sunny conditions. However, spraying will not be allowed to create excessive mud, which could cause run-off into drainage systems or water courses.

6.7 The appointed contractor will consider spraying:

- areas of unpaved work subject to traffic or wind;
- sand, spoil and aggregate stockpiles; and
- during the loading and unloading of dust generating materials

Avoiding Dust Generation

6.8 The following measures will be employed to avoid dust generation:

Roads

- Construct and tarmac the site roads at site commencement;
- Pave heavily used areas and sweep regularly;
- Sweep public roads regularly with a vacuum sweeper;
- Limit vehicle speeds – slower speeds generate less dust;
- Minimise vehicle movements; and
- Damp down.

Plant and Vehicles

- Ensure vehicle wheels are cleaned before leaving site - a wheel wash facility will be located adjacent to the site compound. A banksman will wash all vehicle wheels with a high power pressure washer before they leave the site;
- Exhaust fumes should be directed upwards;
- All lorries leaving the site will be fitted with sheet covers to contain dust;
- Plant and vehicles should be maintained in good working order; and
- Drivers must observe site speed limits to minimise dust generation

Material Handling and Storage

- Locate stockpiles out of the wind (or provide wind breaks) to minimise dust generation open storage;
- Keep stockpiles to a minimum height and use gentle slopes;
- Compact and bind stockpile surfaces if necessary;
- Minimise the storage time for materials on site;
- Store dusty materials away from site boundaries, main site access roads and downwind of sensitive receptors;
- Ensure waste skips are enclosed or covered; and
- Damp down earthworks during dry weather

Cutting/Grinding/Grouting/Packing

- Minimise cutting and grinding on site where possible;
- Use equipment with dust extraction and wet cut where possible;
- Spray water during cutting of paving slabs; and
- Use block splitters

Refuse & All other waste materials

- 6.9 The contractor will operate a Waste Management Policy that involves the onsite segregation of waste to lessen the impact on landfill. The policy will include the separation of recyclable materials.
- 6.10 All soil resulting from the constructions works will be reused for landscaped areas where possible.

CONSTRUCTION TRAFFIC MANAGEMENT

- 7.1 As identified above condition 9 of planning permission 2014/00282/OUT relates to a construction traffic management plan. This section outlines the measures proposed to ensure all construction traffic is properly managed throughout the period of construction.

Wheel Washing Facilities

- 7.2 A designated operative is to carry out the wheel washing of construction vehicles leaving the site (via a hand-held jet wash) to ensure that no mud is to be carried onto the public highway. The effectiveness of the wheel wash facilities will be monitored throughout the construction of the development.
- 7.3 This operation will be carried out within the development boundary so that resulting water run-off is suitably controlled.
- 7.4 The wheel wash facilities will be repositioned accordingly as the construction of development progresses.

Delivery

- 7.5 Construction and delivery vehicles accessing the site will be required to follow a construction routeing strategy using routes identified in order to minimise impacts on the surrounding highway network. It has already been established that the residential roads leading from the A4055 to Caerleon Road are of a sufficient width to accommodate delivery vehicles associated with the construction of the site. All suppliers and contractors will be notified of the agreed construction routeing strategy and are expected to comply.
- 7.6 Delivery times will be between the hours of 07:30am to 6:00pm Monday to Friday and 07:30am to 2:00pm on Saturdays.
- 7.7 Banksmen will be stationed at the site access and priority will be given to construction vehicles arriving at the site; any large vehicles wishing to depart will be held on-site until the arriving vehicle has entered the site.
- 7.8 A construction signage strategy will be agreed with the Highways Authority and implemented prior to construction on site. This signage strategy will be in place along the A4055, Murch Road, Castle Drive, Conway Road and Caerleon Road and will provide road users with advance warning of the location of the site access and the construction activity.

Monitoring

- 7.9 The measures detailed within this report will be monitored by the contractor to ensure they are adhered to, with delivery routes and timings recorded, in order to ensure that access arrangements operate in a manageable way and any adverse impacts avoided.

Site Parking

- 7.10 A designated parking area will be located to the south east of the site adjacent to the site access. This parking area will accommodate permanent operative and visitor parking. All parking is to be within the curtilage of the ownership of the site. Construction workers will be encouraged to car share when travelling to the site to minimise vehicles on the site.

- 7.11 Temporary traffic management will take place to ensure that no construction, contractors or visiting vehicles will park outside of the site, along Castle Road, and impact upon the existing properties.
- 7.12 Signs will be erected stating that any parking associated with the construction site is prohibited outside the site.

Construction vehicular movements

- 7.13 Site construction vehicles will only be operated by those people who have received the relevant training, have produced a copy of their certificates of competency and are authorised to use the vehicle/plant by their employer.
- 7.14 All vehicles on site will be inspected, tested and serviced at the appropriate intervals laid down by legislation and the manufacturers' instructions. All defects must be reported as soon as possible and, where necessary, the vehicle taken out of use. Records of maintenance inspection and tests must be produced to the site manager and visiting safety advisor.
- 7.15 Roof beacons and headlights must be used where construction vehicles are operating or being used on infrastructure roads or other areas where the public have access.
- 7.16 A tele handler will be used to transport superstructure materials around the site and a speed limit of 5mph will be strictly enforced.
- 7.17 Where specific hazards may produce additional risks to traffic movement of site they must be protected by a physical barrier, and high visibility plastic fencing, metal pedestrian barriers, or heras fencing. This will include scaffolding in close proximity to the roadway, and excavations. Excavations close to vehicle and pedestrian routes must be back filled as soon as practicable.
- 7.18 No construction, contractors or visiting vehicles will reverse out onto Caerleon Road unless fully escorted by a trained banksman.
- 7.19 All loading and unloading of plant and materials will take place within the confines of the development. No activity of this type will be permitted on Caerleon Road.

MANAGING NUISANCE NOISE

- 8.1 The Contractor and their sub-contractors should at all times apply the principle of Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 and carry out all work in such a manner as to reduce any disturbance from noise and vibration to a minimum.
- 8.2 All plant brought on to site should comply with the relevant EC/UK noise limits applicable to that equipment or should be no noisier than would be expected based on the noise levels quoted in BS 5228-1:2009. Plant should be properly maintained and operated in accordance with manufacturers' recommendations.
- 8.3 Electrically powered plant should be preferred, where practicable, to mechanically powered alternatives. All mechanically powered plant should also be fitted with suitable silencers, as appropriate.
- 8.4 Items of plant on-site operating intermittently should be shut down in the intervening periods between use.
- 8.5 Where feasible, all stationary plant should be located so that the noise effect at all occupied commercial and residential properties is minimised and, if practicable, every item of static plant when in operation should be sound attenuated using methods based on the guidance and advice given in BS 5228.
- 8.6 Use of pneumatic breaking should be limited or, better still, alternative techniques should be investigated and utilised; and crunchers should be used in preference to pneumatic breakers; and where breakers are used, they should be of a suitable size for the job.
- 8.7 Whenever possible, deliveries should be programmed to arrive during daytime hours only and care should be taken when unloading vehicles to minimise noise. Deliveries should be routed so as to minimise disturbance to local residents and delivery vehicles should be prohibited from waiting within or near the site with their engines running.

PREVENTING EMISSIONS AND ODOURS

9.1 The following measures will be employed to prevent emission and odours:

Plant and Vehicles

- Plant and vehicles will be maintained in good working order
- Control deliveries to minimise queuing
- Ensure engines are switched off when not in use
- Refuelling areas will be sited away from the public in open storage with a fuel overspill bund and kit provided.
- No burning of waste materials is to occur on site

Waste Storage

- Containers will be covered and removed frequently

Chemicals on Site

- Will take account of wind conditions when planning activities likely to emit aerosols, fumes, odours or smoke
- Position site toilets with effluent tanks away from residential areas

Nuisance Issues

i) **Dust**

We will ensure that all roads are kept damp in dry spells and all grinders and cutters are used as a last resort. Vehicle wheels will always be washed before leaving the site.

ii) **Emissions**

Generator exhausts to point up generators to power plant and tools to be used sparingly.

iii) **Odours**

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

iv) **Noise**

All works will be carried out in strict accordance with the working hours. These will be 07:30am to 6:00pm Monday to Friday and 07:30am to 2:00pm on Saturdays. All plant and equipment will be 'silenced' in accordance with the manufacturer's designs and will be regularly serviced/inspected to ensure ongoing compliance. Works will be carried out by trained and competent operatives using best practice techniques. No machine will be allowed to 'idle' when works are not in progress.

v) **Vibration**

Vibrating rollers only to be used for short duration where possible, and to be turned off when not in use.

vi) **Light**

There will be street lighting on site in association with the residential development. These lights will have a vertical emphasis, and there will be no direct back spill of light from this source outside of the site. Lights will also be visible on the majority of

moving construction vehicles, in order to provide awareness and visibility to people when moving on site.

The illuminance of the vehicle lights will have limited radii. In addition, vehicles will only be operating within the designated hours of construction. As such, there will be negligible impact upon the surrounding area in terms of light pollution. A separate Lighting Plan will be submitted to accompany the planning submission.

GROUND CONTAMINATION CONTROL

10.1 In order to control potential ground contamination the following measures will be employed:

- All road gullies and drainage will be protected from any ground water run off to prevent contamination.
- The groundworks contractor has been provided with the following Environment Agency Guides relating to best practice:
 - EA PPG1 General Guide to the Prevention of Pollution
 - EA PPG2 Above Ground Oil Storage Tanks
 - EA PPG5 Works and Maintenance in or near Water
 - EA PPG6 Working and Construction and Demolition Sites
 - EA PPG13 Jet Washing

10.2 The Ciria/dti/E.A. Guide to Good Practice on Site is also provided.

MANAGING COMPLAINTS

- 11.1 Prior to commencement of each phase/stage of the works, all residents likely to be affected by construction shall be contacted and advised of the type and duration of the works that may affect them.
- 11.2 A person or persons, such as the construction manager, shall be nominated to receive any complaints for the duration of the construction works and this person shall either be on site or available by telephone and this telephone made known to the Vale of Glamorgan Council Planning and Public Protection Department.
- 11.3 Any emergency deviation from the above shall be notified to the Vale of Glamorgan Council Planning and Public Protection Department as soon as practically possible.

Appendix 1 – Construction Method Plan



Appendix 2 – Traffic Management Plan

