

LOVELL

CONSTRUCTION MANAGEMENT PLAN (CMP)

Incorporating the PROJECT MANAGEMENT PLAN (PMP)

Project:

CARMARTHEN WEST
FFORDD PENDRE, JUST NORTH OF MAES PEDR,
CARMARTHEN, WEST WALES

Project No. 461187

November 2025

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1. INTRODUCTION

This report has been prepared in be submitted alongside the full detailed planning submission for the land adjacent to adjacent to Ffordd Pendre, Carmarthen and will provide full details of Lovell's construction protocols and methods for the duration of the development programme

CMP – CMP Cam West r.6

This CMP addresses the more operational issues and impacts of a new residential development and will hopefully address the concerns of LPA officers and local residents, demonstrating that every effort will be taken by Lovell to ensure that impact of the proposed construction works at this site on the existing community is kept to a minimum.

Ecological Appraisal – edp9176 r002-B

This document must also be read in conjunction with the Ecological Appraisal prepared by EDP.

LEMP – 2513-URB-XX-XX-RP-LA-001

The LEMP submitted will also be a key document for the operations team and will ensure that the design objectives, management responsibilities and maintenance schedules are met. The landscape architect will be responsible for signing off the delivery of these items

As a business, we have an established a framework for a proactive response to Health and Safety and the Environment through the adoption of ISO14001 and ISO18001 and through our 'Lovell Internal Business Management Systems (LIMS). Our environmental and health and safety policies has been devised to address the protection of the environment, our staff, contractors and the communities in which we work through sound practices that reduce risks to everyone involved.

We have significant experience of working alongside communities in which we work, and we recognise that to ensure project success, minimal impact and that positive relationships are created, it is essential to provide a high level of liaison with all stakeholders involved in or affected by the project. Our dedicated Community Co-ordinator (CC) will work with our Site and Project Team to ensure that communication with the Knowle west community is maintained throughout the construction period.

Considerate Constructors Scheme

In addition to this every Lovell scheme is registered with the independently assessed *Considerate Constructors Scheme* which assesses construction teams on their standards of consideration towards their neighbours, their workforce, the general public and the environment.

The Considerate Constructors Scheme is a non-profitmaking, independent organisation founded in 1997 by the construction industry to improve its image. Construction sites, companies and suppliers voluntarily register with the Scheme and agree to abide by the Code of Considerate Practice, designed to encourage best practice beyond statutory requirements.



The Scheme assess all areas of construction activity which may have a direct or indirect impact on the image of the industry as a whole. The main areas of concern fall into three categories: the general public, the workforce and the environment. Lovell are a Considerate Constructor Partner and register each of their project sites with the scheme to ensure that as a 'Considerate constructor' we seek to improve the image of the construction industry by striving to promote and achieve best practice under the Code. A copy of the Code of Considerate Practice' has been included at **APPENDIX 1.**

The land adjacent to Ffordd Pendre, Carmarthen is a standard, construction project, however these projects do have their own complexities and much thought has been given to the planning and logistics of construction deliveries and works methods which will be used to mitigate the impact of the works on the people who live and work in the local area. Our policies and procedures have been developed to cater for work of this nature, and our staff understand that excellent communication is key.

We are confident our project team will quickly form relationships with residents and the wider community. They will all need to be aware of the daily plans and progress of the works and the likely impact they will have on them.

We will undertake further engagement with residents and other stakeholders ahead of arriving on site in respect of more practical and operational matters and more detail about programme, traffic management, etc will be presented to interested parties via an Information Event to be held before site start.

Our site team will be the key point of contact for residents and will be on hand to work with them in dealing with any issues which residents may have on a day-to-day basis.

Project Specific Newsletters will be issued at key stages of the project (quarterly as minimum) to keep residents up to date with progress of the project and future works and our emergency contact details will be communicated to all parties.

To ensure effective, clear communication is made we will situate a “Community Information Board” near to the main entrance of our site or in another appropriate area which will include project details and relevant contact details. All boards will remain easily accessible and continuously updated.



Our site managers have decision making authority and will immediately put actions in place to any challenges or concerns that may arise. As a matter of course, we will consider the timing of events to meet the needs of families with children, working households and specific events within the community. We will also undertake ‘Toolbox Talks’ will all operatives to ensure everyone is aware of the steps required to ‘be a good neighbour’.

Project Management Plans (PMPs) are prepared for each of our developments, which records the arrangements for managing the significant health, safety and environment risks associated with the construction phase of the project. It is the basis for communicating these arrangements to all those involved in the construction phase, so it easy to understand and as simple as possible.

The content of the PMP is followed as standard across our region:

1	Revision history
2	Sign off
3	Description of the project
	Project description
	Details of key members of the project team
	Key dates
4	Management of the work
	Health and safety aim for the project
	Arrangements to ensure cooperation between project team members and coordination of their work
	Arrangements for involving workers
	Site induction
	Welfare & storage facilities
	Delivering safely information
	Fire and emergency procedures
5	Arrangements for controlling significant site risks
6	Gas Safety Plan
7	The Health and Safety File
8	Environment
9	Waste
10	Quality
11	Site rules

The PMP appended to this document has been completed as far as possible at this stage. It is a working document which will be fully completed prior to site start and then is updated over the life of the project by the Build Manager and site team.

Our Health, Safety, Environmental and Business Systems Objectives and Targets are implemented and audited every 6 months by SGS external auditing, this process maintains our ISO 9001 & 14001 and OHSAS 18001 accreditations. Our external audits are supplemented by internal audits, carried out at least twice annually, but usually more frequently on each site and carried out by our Regional HS&E Manager/ HS&E team.

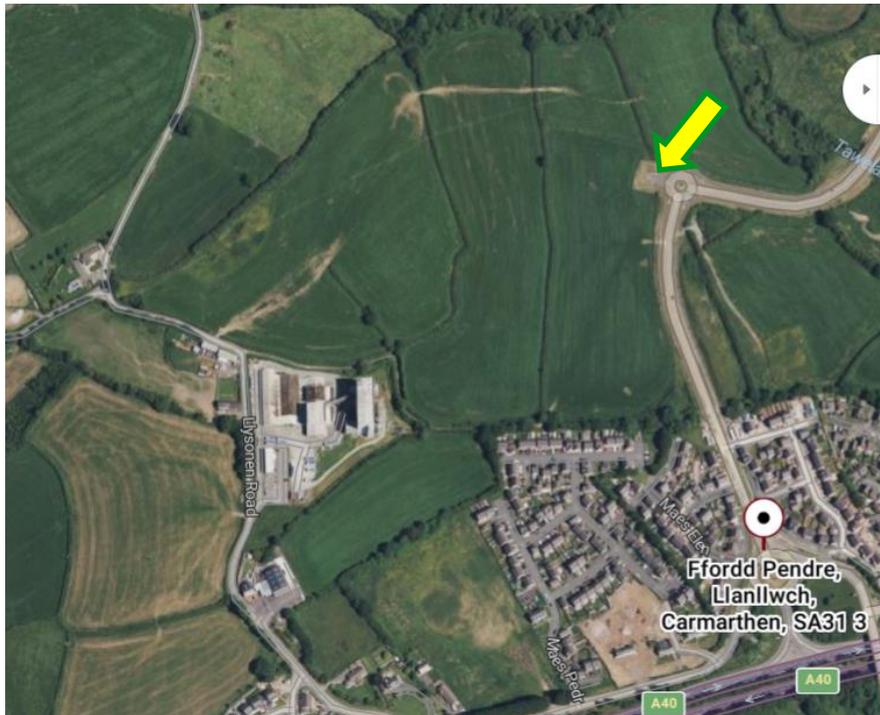
Findings of these audits are documented and reported on half yearly by the region's senior team; our management systems co-ordinator meets with colleagues from around the country to look at national trends and review progress to target and suggested improvements. Training workshops will be held not only for our staff but with our subcontract partners as well as discussions throughout the supply chain to discover practical ways that we can achieve the objectives.

2. DESCRIPTION OF THE SITE

- The site is located of Ffordd Pendre, just north of Maes Pedr, Carmarthen West, West Wales.
- Circa 8.4 acres (3.40 hectare) of residential development land.
- Part of the Carmarthen West strategic site with allocation for 1,100 homes, new school and employment use
- Within 2 miles of Carmarthen Town Centre
- Easy access to the A40, A48 and M4

There are some key site constraints which will each have an impact on the construction process, programme and strategy.

- To implement the construction phase of the programme we will extend the existing highway roundabout junction already in place to allow access (see below)



- Key trees and hedgerows are to be retained around the boundary
- Substation requirement confirmed to be incorporated into site entrance
- Link route to tie into North and West parcels for potential future parcels

3. PURPOSE OF THIS CMP

The purpose of this Plan is to satisfy the requirements of Carmarthen County Council and to provide a construction method statement to prevent possible negative impacts and impacts on the day to day lives of the community in which we work resulting from site activities, also ensuring the requirements and prohibitions of relevant statutory requirements are met.

This plan shall be implemented and adhered to thereafter at all times during construction by Lovell staff, its contractors, sub-contractors and any visitors to site.

The Site Manager under the guidance of the Build Manager is responsible for ensuring the control measures identified on the environmental plan are implemented prior to start of construction activities.

A Weekly Check List is used by the Site Manager to monitor compliance to statutory and Lovell health, safety and environmental requirements.

Site Performance is monitored by internal and external H.S.E. practitioners at intervals of not less than fortnightly. Any inspection reports prepared will be discussed with the Site Manager and any recommendations will be actioned as necessary.

A Lovell Standard PMP template has been included at **APPENDIX 2**. The document has been completed as far as possible at this stage, but the Plan is a 'LIVE' document and will be finalised and signed off prior to site start and kept up to date by the Site Team.

4. COMMON OPERATIONAL MATTERS

a) *the number and frequency of construction vehicle movements*

The construction of the proposed new development will go through a period of peaks and troughs depending on the programme and activities being undertaken on site. At any time during the peak of construction, there may be up to a maximum of up to 25 deliveries per day with this reducing some days to 0 deliveries at times of reduced activity. At other times, deliveries will be anywhere between 0 and 25.

b) *construction operation hours*

Working hours for the site will be limited to 7.30am- 18.00, Monday to Friday and 8.00am – 14:00 on Saturdays. Please note that there will be NO deliveries on Saturdays or outside of the Monday to Friday working hours.

Works will also be limited to daylight working hours and avoid periods around dusk and dawn during the bat activity season.

c) *construction vehicle routes to and from the site with distance details*

Local and national suppliers will be used to procure materials required for the construction of the scheme. For local companies within the area, we will use main routes/ roads to the site, avoiding weight restricted.

Access will be via the Ffordd Pendre, existing roundabout exit as indicated below. One access route will be available for all site traffic to and from the site and will need to be always managed and co-ordinated proactively.



The prescribed access route will be a condition of all supply orders and subcontracts, and no other roads will therefore be impacted. A log of regular drivers will be maintained, including records of agreements with organisations and the drivers to demonstrate their understanding of the prescribed access route.

In the event of non-compliance, the subcontractor or supplier would be in breach of contract, allowing disciplinary action against individual drivers. Employees will be similarly advised to use the main access.

d) construction delivery hours;

We understand deliveries to site can be a common cause of nuisance. Vehicles can cause water, noise and dust pollution as they enter and exit site, for example by spreading mud or contaminated material on neighbouring roads.

Section 4 of the PMP included at **APPENDIX 2** contains 'Delivering Safely Information' for this scheme which is also included below for ease of reference. This guidance forms part of the briefing to the Lovell site team, suppliers and contractors.

The plan included in **APPENDIX 3** identifies the compound and storage area on site which is where all deliveries will be completed.

All Deliveries will be completed off the Highway, a turning area will be provided on site to ensure all vehicles leaving site will be in a forward gear, there will be **NO** reversing onto the Highway.

We will communicate the specific requirements to the suppliers and those working on site to ensure that all material deliveries are well be supervised by appropriate staff. Deliveries will be between the hours of 8.30am and 18.00 to minimise disruption to the surrounding area. Works will also be limited to daylight working hours and avoid periods around dusk and dawn during the bat activity season.

e) vehicle parking for contractors

In terms of numbers of vehicles construction staff coming to site, this is estimated to be around 40-50 vehicles on site for 7.30 - 8am during the peak period of construction. These cars will be accommodated within the site boundaries, and we have identified a dedicated parking area on site for staff and contractors.

Our parking proposals are included within the PAVES plan included at **APPENDIX 3** Our 'PAVES' (Pedestrian and Vehicles Effectively Segregated) and **APPENDIX 4** 'DETAILED COMPOUND PLAN' initiative has been introduced on all Lovell projects by the Operations Director (at Board Level) as a continuous improvement tool. This procedure applies to all Lovell projects. The term 'vehicles' includes cars, vans, lorries, low-loaders and all mobile plant such as tele handlers, excavators, dumpers etc.

f) specific measures to be adopted to minimise and mitigate construction impacts on the environment (including effects of noise, dust, vibration, waste disposal, piling, ground works and rock removal, and infrastructure improvements if appropriate)

NOISE & VIBRATION

The measures to reduce noise and vibration during construction works are again referred to in Section 5 of the PMP ‘Arrangements for controlling significant site risks’.

On all projects we undertake the following:

- We undertake toolbox talks on Noise and Vibration with all contractors who work on our sites.
- We select quieter equipment or a different, quieter processes where possible.
- We use screens, barriers, enclosures and absorbent materials to reduce the noise where possible.
- We limit the time people spend in noisy areas/activities.
- Noise assessments are carried out by our sub- contractors and personal protection are provided if required where noise cannot be controlled as above; choose a suitable protection factor – sufficient to eliminate risks from noise but not so much protection that wearers become isolated; consider the comfort and hygiene and ensure compatibility with other protective equipment.
- We look for alternative work methods which eliminate or reduce exposure to vibration, for example use a breaker attachment on an excavating machine to break concrete rather than using a hand-held breaker.
- We make sure that equipment selected or allocated is suitable and can do the work efficiently; unsuitable equipment, too small or not powerful enough will take much longer, requires more effort and will expose the worker to vibration for longer than necessary
- We ensure equipment is well maintained – follow manufacturer recommendations where appropriate.
- We do not use blunt or damaged accessories – replace as necessary ensuring exposure is as short as possible.
- We limit the time workers are exposed to vibration – plan several shorter periods and introduce rotas between workers.
- We provide workers with necessary clothing to keep them warm and dry to encourage good blood circulation – gloves can be used to keep hands warm but should; not be relied upon to provided protection from vibration.
- Health surveillance is provided for workers regularly exposed to noise and vibration
- Tools are to be fitted with dust and noise suppression.
- Dusty and noisy equipment should be enclosed where possible.

Toolbox talks: nuisance Noise and vibration

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What?

- The construction industry is one of the leading sources of noise complaints made to local authorities.
- Something is considered "noisy" when the sound is unwanted by the listener.
- Noise and vibration emissions can disturb local residents and give rise to complaints and delays.
- Noisy activities include: excavation, tunnelling, concrete cutting, piling, using air-holed generators and concrete pours.

Why?

- Avoid environmental harm: noise can disturb wildlife as well as humans.
- Avoid prosecution: failing to meet noise constraints can result in fines.
- Avoid programme delay: the local authority have the power to stop works if noise from the site is causing a nuisance.
- Avoid structural damage: vibration may cause structural damage.
- Public relations: avoid complaints and maintain good relations with the local community.

Questions

1. Are there areas where undue noise might cause annoyance to anyone?
2. What unduly noisy operations are being undertaken on this project?
3. Where might vibration cause a problem?
4. What precautions can be taken to reduce noise and vibration on this site?

Do

- ✓ If possible, restrict noisy activities to certain times of the day
- ✓ adhere to working hours—some sites are only consented to work at certain times
- ✓ plan deliveries by arranging routes and times to minimise potential nuisance to the local community
- ✓ if possible, keep noisy plant work away from public areas
- ✓ minimise drop heights into hoppers, lorries and other plant
- ✓ use local screening where necessary
 - noise can be reduced if a screen is placed between plant and a nearby sensitive location—i.e. house
 - screens can be straw bales or ply board
- ✓ use silenced generators and tower lights where necessary
- ✓ keep acoustic doors, hoods and panels on plant closed—it does make a difference
- ✓ minimise vehicles and plant reversing—plan work to incorporate one way systems
- ✓ if in doubt, contact a line manager

Don't

- undertake noisy works outside of normal working hours, in the evening, at night or early in the morning
- leave doors and hoods open on plant
- leave plant running unnecessarily
- use poorly maintained plant
- ignore complaints from the local community. Respond politely and pass the complaint to a line manager
- shout or talk loudly where this could cause annoyance
- undertake activities that could cause damage to nearby structures through vibration unless approved by a line manager

DUST

We will mitigate the need for any wheel washing by the early installation of new estate roads to a bound status, i.e. tarmac laid, with all vehicles required to only use designated vehicle routes. In the initial elements of the project when roads are being constructed, we will provide a full time operative with a pressure washer to clean vehicle wheel/tyres leaving site.

Should debris migrate onto the highway a Mechanical Road sweep will be employed. We will create a pull off area on site which will comprise a catch pit (stoned area). Vehicles will pull into this area, be cleaned with a jet washer and then leave site. Excess water will infiltrate into the ground via the stoned area and will not discharge onto the highway. We will ensure that all of our subcontractors are aware of this system, and we will monitor its use.

Measures will also be put in place to ensure that all mud/debris from the compound that enters the highway (carriageway/footway or any verge) is removed. The wheel washing procedures will also include actions for any water that may discharge onto the highway and additionally during freezing conditions.

The measures to control the emission of

Construction dusts Silica dust – concrete, mortar and sandstone etc.

Wood dust – timber, MDF and plywood.

Lower toxicity dusts – plasterboard, limestone, marble and dolomite) are referred to in Section 5 of the PMP 'Arrangements for controlling significant site risks'. On all projects we undertake the following:

- We undertake toolbox talks on the dangers of dust with all contractors who work on our sites
- We have videos, posters, CoSHH guidance and reference documents available to all of our staff and contractors on the dangers of dust (See poster below)
- We issue 'Minimum standards' information to all our contractors, including:
 - bricklayers, carpenters, demolition contractors, dry liners, electricians, groundworkers and labourers. This is included as part of sub-contract orders, re- iterated at pre-start meetings and included in site inductions. This is then reinforced by way of toolbox talks and regular collaborative workshops.
- Tools are to be fitted with dust and noise suppression.
- Dusty and noisy equipment should be enclosed where possible.
- Our site team and contractors work in a different way, when possible, limit the amount of cutting or use non-powered equipment like block splitters;
- They don't cut if unnecessary, for example, arrange flags/slabs to avoid cutting.
- Stop the dust getting into the air. Wet cutting and on-tool extraction are both effective - water damps down the dust cloud. On-tool extraction removes the dust as it created - both are effective if correctly used.
- They use the right mask - make sure the mask has the right level of protection, and it fits the operatives' face. Individuals need to have been face fit tested to the relevant face mask, be clean shaven, wear it correctly, and request replacements when necessary. Adequate evidence is to be obtained from contractors. Where appropriate, health surveillance is to be provided to employees.
- Service providers are to supply suitable and sufficient CoSHH assessments to identify exposure and control measures they will be adopting when using such substances. These are to be reviewed to ascertain suitability. The provision and use of respiratory protective equipment (RPE) must only be considered when equally or more effective protective control measures cannot be used, however RPE may be necessary to control residual dusts.
- Further guidance is available to all of our staff and contractors: 'Construction Dust', 'Controlling construction dust with on-toll extraction', 'respiratory protective equipment at work', 'occupational health risk in construction

WASTE DISPOSAL

There are no existing buildings to be demolished on site, so this element of the requirement does not apply. The measures to reduce waste and recycling/disposing of waste during construction works are referred to throughout the PMP document. The PAVES plan at **APPENDIX 3** includes an area for the segregation of waste on site, however on all projects we undertake the following:

- Pre- start meetings with contractors will assess arrangements contractors have provided for minimising waste.
- Surveyor and Build Manager are responsible for ensuring contractors have included waste controls within their site documentation and they sign the administration document before signing off the order.
- We have a target diversion from landfill of 95% on all of our sites
- Waste and litter are identified as an environmental issue and misuse of these are classed as both minor and major environmental incidents, i.e. Minor - Incorrect segregation of general and hazardous wastes on site OR Major- Disposal of waste materials, including giving or selling to an unlicensed carrier or site. Also includes poor description of waste, leading to poor “duty of care” control and inappropriate disposal. Where all the records of waste consignments are missed or incorrectly completed. All incidents are to be rectified by a series of control steps detailed in Section 9 of the PMP.
- Section 9 also includes the steps which are taken to improve resource efficiency and reduce waste ‘Resource and Efficiency’, details how waste is reused or recycled or disposed of ‘Waste Management’
- Site Waste Management is addressed on all Lovell Projects and monitored throughout the construction period by our Site Teams on the ‘Project+’ system. As part of the management we;
 - Identify wastes early so they can be minimised through design and procurement practises before construction starts.
 - Help to ensure all wastes being disposed of end up in the right place. We have segregated skips on site for example timber, inert waste, plasterboard and plastic/ packaging.
 - Estimate the amount of waste which will be produced on a project and then monitor how waste is managed on site and the % amounts which are recycled and put to landfill (details collected include date, no of skips, weight of material, destination, etc)
 - Manage materials and waste responsibly meaning less environmental risk.
 - Provide valuable information for future projects on waste reduction.
- A number of our Site Rules are:
 - All site employees must co-operate in keeping the site tidy and clear away debris, waste, tools, and materials at the end of each work shift. This includes the site welfare facilities.
 - Burning of waste and other materials is not permitted on site at any time.
 - Waste materials to be placed into the relevant container provided – use off cuts where possible.



POLLUTION PREVENTION

The site should be adequately protected by secure perimeter fencing with a padlocked front gate to reduce the potential incidents attributed to vandalism and theft. In addition, emergency out of hours contact numbers should be clearly displayed at the Site entrance.

It will be the responsibility of the Site Manager to ensure that:

- All fuel and chemical storage is sited on an impervious base within a secured impervious bund;
- Refuelling of mobile vehicles is undertaken in a designated area, on an impermeable surface and away from any drains or watercourses;
- Diesel pumps or similar equipment are placed on drip trays to collect any minor spillages; and
- Drip trays are checked at least weekly and any accumulated oil removed for disposal.

It will be the responsibility of the Site Manager to ensure that all wheel washes and plant washing facilities used are securely constructed with no overflow and the effluent is contained for proper treatment and disposal. The Site Manager will also be responsible for ensuring that all site roads are regularly brushed or scraped and kept free from dust and mud deposits. In dry weather, dust suppression measures will be used.

The storage of any construction materials and/or waste will be situated away from areas fenced for their ecological sensitivity including retained trees, scrub and hedgerows.

SOIL AND SURFACE WATER MANAGEMENT

- Every Lovell development must have in place a strategy for the management of soils and sub-soils together with a remediation strategy (where contamination exists) that accounts for the underlying ground conditions appertaining to that particular site
- Every Lovell development must have in place a land drainage strategy
- The soil and land drainage strategy must include the following as minimum:
 - a. An understanding of the existing ground conditions and how site preparation may impact on this
 - b. How the design avoids the collection of water in front and back garden areas
 - c. The management of surface and groundwater during construction, including how SuDS or any attenuation methodologies can be brought into use. Also, how the design avoids the transfer of silt into any watercourse or public sewer
 - d. Site traffic management to avoid over-compaction of all soils
 - e. Work required to allow re-use of existing soils affected by the construction process, including stone picking as required
- Specific provision should be made in viability assessments (and adjudication packs) and budgets
- The soils remediation strategy / soils management plan must be carried out to a recognised industry standard to reflect Landfill Tax legislation such as the CL:AiRE (Contaminated Land: Applications in Real Environments) DoWCoP (Definition of Waste Code of Practice) protocol (England and Wales) or to meet the requirements of the Waste Management Licensing (Scotland) Regulations. Note: Where the CL:AIRE DoWCoP protocol is followed, the soils management plan is referred to as a "Materials Management Plan"
- The soils management plan, remediation strategy (where applicable) and land drainage strategies must be included in subcontract documentation and specifications showing specific responsibilities for implementation.
- Soil management / land drainage must be included as an agenda item in appropriate meetings such as design team, pre-start and site progress meetings
- This Policy and associated documents must be followed by all Lovell and appointed sub-contractors concerned in the design and procurement of works relating to soil management and remediation

g) Site traffic management plan

TRAFFIC MANAGEMENT (ON and OFF site)

Section 5 of the Lovell PMP details Lovell policies and procedures on Traffic Management (PAVES). Traffic Management considers the key areas to minimise the effect of the works not only with site personnel but also the local community. Our PMP also designates responsibility for Traffic Management to a nominate person- usually the Build Manager or Site Manager/ Supervisor.

Our PAVES policy means that wherever possible, the following is to be implemented on (and off) site;

- **Entrances and exits** – provide separate entry and exit points for pedestrians and vehicles. These are to be kept closed when not in use.
- **Walkways** – provide firm and level pedestrian walkways that take the most direct route where possible.
- **Crossings** – where walkways cross roadways, provide a clearly signed designated crossing point where drivers/operators and pedestrians can clearly see each other.
- **Visibility** – make sure drivers/operators driving out onto public highways can see both ways along the footway before they move onto it.
- **Obstructions** – ensure walkways remain clear so pedestrians do not have to have to step into vehicle routes.
- **Barriers** – provide and maintain suitable, physical barriers between the roadway and walkway

Although we have no other option than to share the existing roads/pathways with the public when we undertake the Off-site works, we will manage our impact carefully. We will operate deliveries on a 'just in time' basis and avoiding peak times i.e.: during rush hours. We will ensure that all construction vehicles manoeuvre safely around the area at 10mph, are escorted by Banks man when reversing and that paths and roads are generally inspected by the site team, kept clean and generally maintained.

We will utilise pedestrian barriers where required, particularly on existing highways: road plates, ramps and temporary pedestrian crossing point barriers and zebra crossings to ensure that public safety is always protected and that residents and the public are segregated from the works.

PAVES drawings have prepared for on-site works (OFF Site works PAVES to be developed by the appointed contractor in readiness for a construction start), but these only represent a snapshot in time as traffic management can often change on a daily basis in particularly complex areas. Our PAVES initiative allows for these changes as each drawing arrangement is provided on site on some magnetic board/ stickers whereby the plans can be moved around and altered daily if required, with all changes communicated to the site teams.

The following information is General Lovell guidance which is used by all of our site teams on live projects. This guidance will be used both ON and OFF site.

WE WILL MINIMISE VEHICLE MOVEMENTS - Good planning can help to minimise vehicle movement around site:

- Provide one-way routes and/or controlled turning points to avoid the need to reverse.
- Select the most appropriately sized vehicles for the site conditions; this includes communicating with hauliers and material providers to ensure suitable vehicles are sent to site.
- Timing of deliveries to avoid impacting on neighbouring activities such as Rush Hours, School drop off/collections or morning and evening work traffic etc. Holding areas may be necessary.
- Provide car and van parking for the workforce and visitors away from the work area.
- Encourage the use of public transport where available.
- Vehicle entry to the work area must be authorised by Lovell management.
- Plan storage areas on site so that delivery vehicles have suitable access.
- Maintain roadways in a clean and clear condition

WE WILL SEGRAGATE PEOPLE ON/ OFF SITE- designated routes must be followed and not interfered with, unless authorised to do so by Lovell management.

- We will take reasonable steps to make sure that all workers are competent to operate the vehicles, machines and their attachments in use on site.
- Mobile plant operators must hold a recognised certificate of training in accordance with the current BuildUK requirements i.e. CPCS.
- People appointed to direct vehicle movements (banksmen, signallers, marshals) must be trained and authorised to do so.
- Access to vehicles will be managed to prevent unauthorised use and people alerted to the risk, i.e. engines switched off with keys removed when left unattended.

TURNING VEHICLES

If vehicles reverse in areas where pedestrians cannot be excluded, the risk is elevated, and visibility becomes a vital consideration. The following will be utilised;

- **Visibility aids for drivers/operators** – mirrors, CCTV reversing cameras and reversing alarms that help drivers/operators to see movement all around the vehicle. **CCTV reversing cameras are mandatory on all tele handlers.**
- **Banksmen/Signallers/Marshals** – who must be appointed to control manoeuvres and who are appropriately trained and authorised.
- **Lighting** – to allow drivers/operators and pedestrians on shared routes to clearly see each other. Vehicle lighting after sunset or in poor weather conditions is to be used.
- **Clothing** – all pedestrians are to wear high visibility clothing in accordance with the site rules.

SIGNS AND INSTRUCTIONS.

- All projects are to have a suitable and standardised PAVES plan in accordance with Lovell Integrated Management System.
- The plan is to be updated following significant changes as works progress by Site Management. Consult with relevant trades where necessary.
- The plan is to be effectively publicised and communicated to all.
- We will provide induction training to ensure all site-based drivers/operators and pedestrians know and understand the routes and traffic rules within the TMP.
- Consistently use standard road signs where appropriate.
- Agreed speed limit to be displayed and robustly adhered to.

While the forming of the main site entrance there will be a need to form & use the main spine road for all vehicles and deliveries to enter site, please see attached **APPENDIX 4** for location of Compound and associated parking. The access will conform, and take into account all of the below requirements:

- No loose/unbound materials used with the surface treatment within 20m of the highway boundary
- Visibility splays according to standard
- Width to accommodate two lorries passing in the entrance
- Creation of the accesses undertaken only after the granting of a s171 licence (if applicable)
- A signing schedule agreed prior to installation with this Authority

All site traffic will be safely, and effectively managed in accordance with the site PMP **APPENDIX 2** as briefly outlined in the site-specific PAVES **APPENDIX 3**

h) Ecology Impact

Understanding ecological seasonality is an essential requirement to Lovell for the planning, programming and delivery of all development projects. Many surveys, mitigation measures and licensing activities can only be carried out at specific times of year, and missing these windows can lead to future issues and avoidable delays.

Why Seasonal Ecology Matters

Ecology is one of the most time-sensitive elements of the planning and construction process. Species behaviour, breeding cycles and habitat use are governed by natural rhythms, and legislation requires that surveys and mitigation are carried out at ecologically valid times.

Our calendar highlights:

- Optimal survey windows for bats, hazel dormouse, reptiles, amphibians, badgers and birds
- Seasonal constraints that may restrict vegetation clearance, tree works or ground disturbance
- Mitigation and habitat creation periods that must align with breeding, hibernation or migration cycles
- Licensing considerations that depend on survey evidence gathered at the right time of year

By understanding these windows early, we ensure accurately sequenced surveys, design work and construction activities to avoid unnecessary delays.

Ecological Clerk of Works

An appointed Ecological Clerk of Works (ECoW) will be responsible for the provision of ecological site briefings, information and overseeing works, where necessary, to the construction team, and all relevant sub-contractors and site personnel involved in any enabling and construction works.

The ECoW will also oversee relevant pre-construction work phases including vegetation clearance. Conduct hand searching, capture and translocation of animals from working areas, where such animals do not need a development mitigation licence to be handled.

Protection of Nesting Birds

The hedgerows, scrub and mature trees within the Site have previously been found to support breeding birds. It is, therefore, recommended that any clearance of hedgerows or excavations within the field parcels should either be timed to avoid the bird nesting season (March-August inclusive) or should be preceded by a nesting bird check by a suitably experienced ecologist. In the case of the latter, if any active bird nests are discovered, the nests and a 5m buffer zone will be left undisturbed until any chicks have fledged.

Protection of Badgers

No badger setts have been identified within 30m of the site, such that currently no disturbance or damage to setts would occur as a result of the development. However, as a precaution to ensure no disturbance of badgers and their setts occurs, it is proposed that an update badger survey of the site is undertaken no more than 12 months prior to the commencement of works.

Protection of Roosting Bats

With reference to tree T1 in the Ecological Appraisal and root protection zones within the Landscape Strategy Plan, tree T1 was identified as having the potential to support individual bats (PRF-I). No roosts have been confirmed, however. This tree is to be retained within the development and therefore, subject to standard tree protection measures being applied, any bats potentially roosting will be protected.

Hedgerow Removal

Three metres of the southern hedgerow is to be removed. The hedgerow should be removed under a two-stage clearance. The first cut will reduce the vegetation to 150mm. The first cut should be scheduled to avoid the bird breeding season, March to August inclusive, or following a nesting bird check by a suitably qualified ecologist.

If any nesting birds are discovered, then works within a minimum of 5m of the nest will cease (area dependent on individual species requirements) with a suitable buffer demarcated with either exclusion barriers or hazard tape until the young birds have fledged, as determined by an ecologist. No works, access, vehicle movements or storage of materials will be permissible within this exclusion zone, and this area will be maintained, until the ECoW has confirmed the nest is no longer active, and works may proceed.

The remaining vegetation and roots should be removed during the active reptile and amphibian season (March to October inclusive). If not possible to remove in this period, then it should be undertaken under the supervision of an ECoW.

Invasive Species

Himalayan balsam has a relatively short-lived seed bank and being an annual species is best dealt with by stinging or hand pulling in May/June before the plant flowers and sets seed. Cut/pulled material is to be left in-situ. Management of Himalayan balsam will form part of the annual management regime for the site.

Other Measures

All excavations would have sloped sides or have a means of escape for entrapped animals. Excavations to be checked each morning by operatives prior to work within the excavation.

Storage of materials will be confined to areas of hard standing and appropriately located away from sensitive features, such as those areas of known value to protected species and watercourses.

Storage of spoil piles will be located away from retained habitats as not to encourage protected species to use them as refuge.

Any suitable hibernacula for reptiles and amphibians identified by the ECoW will be avoided in the first instance. Where this is not possible, no hibernacula dismantling will take place during hibernation season (November to February). During the appropriate season, suitable hibernacula that need to be removed will be identified and dismantled by hand under the supervision of the ECoW.

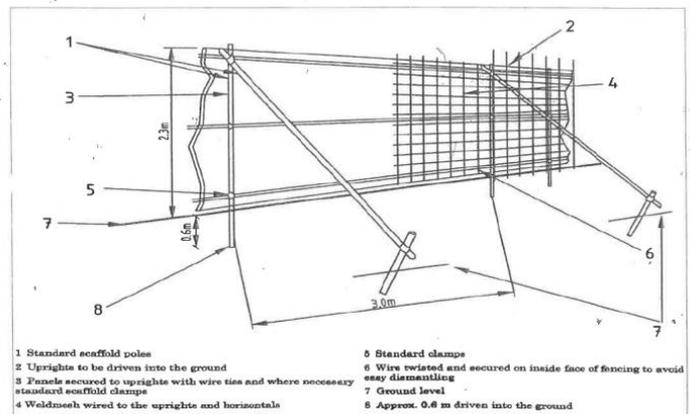
The below checklist is an indication of the steps taken to ensure competency with all related Ecology mitigation measures identified on a site-by-site basis.

ECOLOGY	Y	N	N/A
Has the contractual and client documentation been reviewed to identify all sensitive areas containing wildlife (animals and vegetation)?			
Have licences been obtained from the relevant conservation body to move protected species or disrupt their habitats (such as bats, badgers and lizards)?			
Have specific biosecurity plans been worked up and implemented if non-native invasive species have been identified?			
Are areas containing wildlife suitably protected from the construction work?			
Are trees suitably protected to avoid damage from the works?			
Has vegetation removal and other construction works been programmed to avoid breeding bird periods and other ecological sensitivities?			
If required, has permission been sought and given by the Local Authority to remove hedges or trees that have a tree preservation order (TPO)?			
Has approval been given by the relevant environment agency to deal with invasive plants (Himalayan balsam)?			
Has approval been given by the relevant environment agency for the treatment or management of plants adjacent to a watercourse?			
Do treatment operatives hold the appropriate qualification and certificate of competency for herbicide use or operate under the control of a certificate holder?			

i) Root Protection Zones

Lovell ensure that all designated root protection zones (example plan below) are adhered to in accordance with BS 5837; for trees in relation to design, demolition and construction and will be maintained throughout the duration of the construction phase. This protection is crucial during construction or landscaping activities to ensure the health and stability of the tree. Protective fencing will be securely installed prior to the commencement of construction and any earthworks.

No works (other than planting), including tracking of vehicles and storage of materials, will be carried out within or immediately adjacent to areas of protective fencing. The digging of trenches and pits adjacent to areas of protective fencing for new tree and scrub planting will be carried out by hand only, following best practice.



j) Lighting considerations

The proposed scheme lighting design has incorporated a range of measures to reduce light spill on retained habitats of ecological value and to allow for commuting corridors around the Site for nocturnal species. Inherent measures such as considered placement of the lighting columns has reduced the potential for light spill from the outset, with further reductions provided through careful selection of luminaires and detailed prescriptions for luminaire siting.

The lighting design has been assessed against best practice guidance provided by the Institute of Lighting Professionals (ILP) (link to guidance provided below). Guidance indicates that lux levels between 0.25 - <1 lux are similar to that of a full moon and as such, the scheme has sought to ensure that light spill levels are at, or below this 'natural' level at, or adjacent to retained boundary vegetation.

Accordingly, care has been taken to select luminaires that greatly reduce spill light and glare to, and around Site boundaries as well as preventing sky glow. Overall, the lighting design has ensured that the retained vegetation along the external southern Site boundaries is maintained in a dark corridor with levels of light spill retained below <0.5 lux. While the western and northern boundaries also have reduced lighting of <1 lux.



5. LOVELL INDUCTION

On every Lovell project, all new staff and visitors, if not escorted, will receive a site-specific induction upon arrival to the site. Induction is not intended to provide general health and safety training but will include a site-specific explanation of the project. The induction will relay all the information contained within this CEMP and the PMP to everyone who works on the site. All personnel receiving an induction are obliged to sign our Induction register (HSE 014) as proof of receipt.

The induction will be administered by a competent member of our site team. Induction content will include;

The outline of the project;

1. The individual's immediate line manager and any other key personnel;
2. Any site-specific health and safety risks and site rules, for example in relation to access, transport, site contamination, hazardous substances and manual handling;
3. Control measures on the site, including any site rules, any permit-to-work systems, traffic routes and other PAVES requirements, and security arrangements,
4. Hearing protection zones where applicable,
5. Arrangements for personal protective equipment, including what is needed, where to find it and how to use it,
6. Arrangements for housekeeping and materials storage,
7. Facilities available, including welfare facilities,
8. Emergency procedures, including fire precautions, the action to take in the event of a fire, escape routes, assembly points, responsible people and the safe use of any fire-fighting equipment;
9. Smoking and vaping (e-cigarettes) restrictions.
10. Arrangements for first aid and for reporting accidents and other incidents;
11. Drug and alcohol 'for cause' testing arrangements,
12. Details of any planned training, such as 'toolbox' talks;
13. Arrangements for consulting and involving workers in health and safety, including the identity and role of any appointed trade union safety representatives, representatives of employee safety, safety committees;
14. Information about the individual's responsibilities for health and safety.
15. Environmental controls in place or necessary for the project
16. All operatives will also receive the corporate Lovell HS&E induction, the process includes watching a presentation and answering a series of questions based on the learning from the presentation.

APPENDIX 1 CODE OF CONSIDERATE PRACTICE



Considerate Constructors Scheme Code of Considerate Practice

Considerate constructors seek to improve the image of the construction industry by striving to promote and achieve best practice under this Code. They will:

Care about **Appearance**

Constructors should ensure sites appear professional and well managed

- Ensuring that the external appearance of sites enhances the image of the industry.
- Being organised, clean and tidy.
- Enhancing the appearance of facilities, stored materials, vehicles and plant.
- Raising the image of the workforce by their appearance.

Respect the **Community**

Constructors should give utmost consideration to their impact on neighbours and the public

- Informing, respecting and showing courtesy to those affected by the work.
- Minimising the impact of deliveries, parking and work on the public highway.
- Contributing to and supporting the local community and economy.
- Working to create a positive and enduring impression, and promoting the Code.

Protect the **Environment**

Constructors should protect and enhance the environment

- Identifying, managing and promoting environmental issues.
- Seeking sustainable solutions, and minimising waste, the carbon footprint and resources.
- Minimising the impact of vibration, and air, light and noise pollution.
- Protecting the ecology, the landscape, wildlife, vegetation and water courses.

Secure everyone's **Safety**

Constructors should attain the highest levels of safety performance

- Having systems that care for the safety of the public, visitors and the workforce.
- Minimising security risks to neighbours.
- Having initiatives for continuous safety improvement.
- Embedding attitudes and behaviours that enhance safety performance.

Value their **Workforce**

Constructors should provide a supportive and caring working environment

- Providing a workplace where everyone is respected, treated fairly, encouraged and supported.
- Identifying personal development needs and promoting training.
- Caring for the health and wellbeing of the workforce.
- Providing and maintaining high standards of welfare.

The Code of Considerate Practice outlines the Scheme's expectations of all registered sites, companies and suppliers, describing those areas that are considered fundamental by the Scheme in helping improve the image of construction.

For more information, call **0800 783 1423** or visit www.ccscheme.org.uk

Improving the image of construction

APPENDIX 2 PMP

LOVELL

PROJECT MANAGEMENT PLAN (PMP)

Incorporating the Construction Phase Health, Safety and Environmental Plan

Project:

CARMARTHEN WEST
FFORDD PENDRE, JUST NORTH OF MAES PEDR,
CARMARTHEN, WEST WALES

Project No. 461187

November 2025

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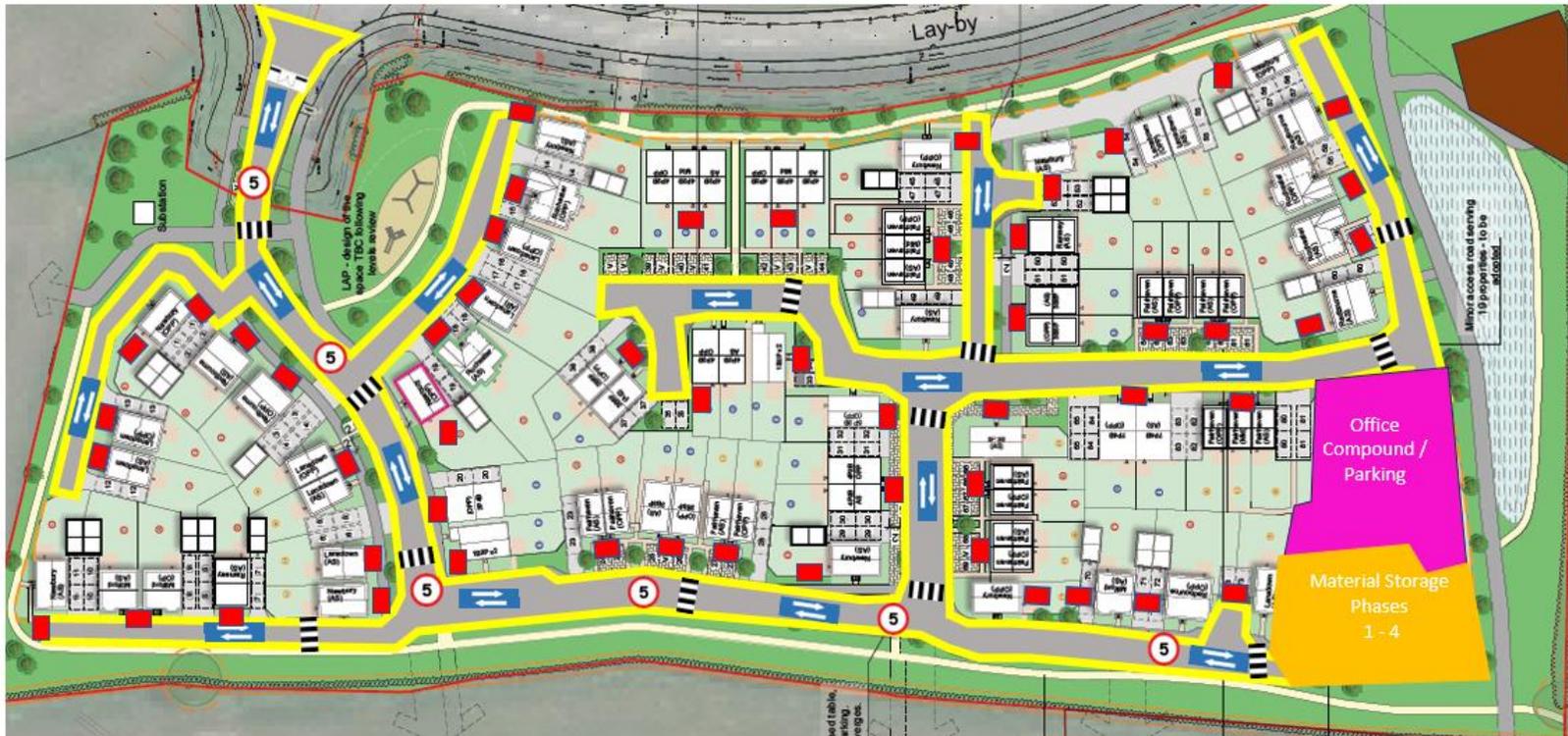
- 1 [Revision history](#)
- 2 [Sign off](#)
- 3 [Description of the project](#)
Project description
Details of key members of the project team
Key dates
- 4 [Management of the work](#)
Health and safety aim for the project
Arrangements to ensure cooperation between project team members and coordination of their work.
Arrangements for involving workers
Site induction
Welfare and storage facilities
Delivering safety information
Fire and emergency procedures
- 5 [Work at height plan](#)
- 6 [Arrangements for controlling significant site risks](#)
- 7 [Gas Safety Plan](#)
- 8 [The Health and Safety File](#)
- 9 [Environment](#)
- 10 [Quality](#)
- 11 [Site rules](#)

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APPENDIX 3

PAVES PLAN

Carmarthen West – PAVES Plan



PEDESTRIANS AND VEHICLES
EFFECTIVELY SEGREGATED

TRAFFIC MANAGEMENT PLAN LEGEND

14	Pedestrian routes	
15	Vehicle routes	
16	Pedestrian crossing points	
17	Boundary Heras fencing	
18	Boundary hoarding	
19	Vehicle gates (colour to suit fencing type as above)	
20	Pedestrian gates (colour to suit fencing type as above)	
21	Speed limit	
22	Haul roads	
23	Site accommodation	
24	Material storage areas	
25	Site parking	
26	Sales complex:	
27	Pire points	
28	First Aid	
29	Spill kit	
30	Refuelling area	
31	Protected areas	
32	Assembly points	
33	You are here	

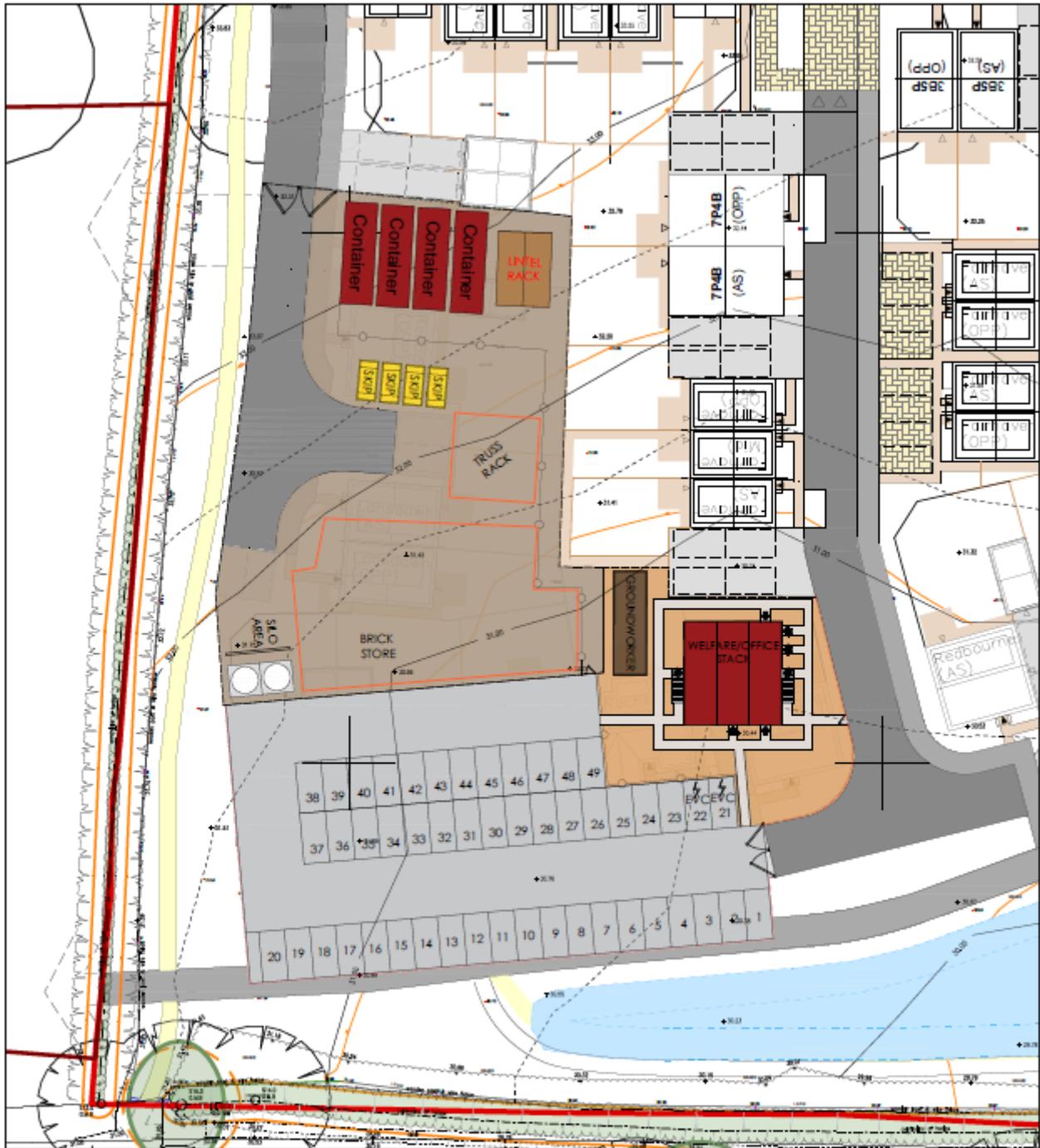
- Loading Bay Location
- Haul Road
- Temporary Soil Stockpile

Carmarthen West
Rev: 4

Date: 23-10-25

APPENDIX 4

DETAILED COMPOUND PLAN



KEY			
	Footpath to Lovell specification - slab, brushed concrete or tarmac		Clipboard fencing to Lovell Details
	Contractor Car Parking - Tarmac and white line		Hoarding fencing to Lovell Details
	Material Storage Area - Specification to Lovell details		Hedge fencing
	Biff Area - Chippings or similar		Steel roll fencing to Lovell Details
			Dry Hopper Sills
			Skip Area
			Redoubt/vehicle gate

Revision	Date	Amendment	Initials
Drawing Title: COMPOUND LAYOUT			
Drawing Number: 481187-02-01			
Revision: /	Scale: 1:500 @ A4	Date: 14/1/25	
Drawn by: JAU		Checked by:	

FOR PLANNING

APPENDIX 5 PHASING PLAN



APPENDIX 6 LANDSCAPING AND ECOLOGICAL MANAGEMENT PLAN (LEMP)