

Appendix 15.1 Construction Code of Practice

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Abbreviations & Glossary

| | |
|-----------|--|
| Applicant | Tata Steel UK Limited |
| AQMP | Air Quality Management Plan |
| AURN | Automated Urban Rural Network |
| BPM | Best Practical Means |
| BRE | Building Research Establishment |
| BS | British Standard |
| CDM | Construction Design and Management |
| CoCP | Code of Construction Practice |
| CoPA | Control of Pollution Act 1974 |
| COSHH | Control of Substances Harmful to Health |
| COMAH | Control of Major Accident Hazard (Regulations) |
| CTMP | Construction Traffic Management Plan |
| DCO | Development Consent Order |
| DMP | Dust Management Plan |
| EA | Environment Agency |
| EMS | Environmental Management System |
| EPA | Environmental Protection Act |
| ERFMP | Emergency Response and Flood Management Plan |
| ES | Environmental Statement |
| HDV | Heavy Duty Vehicle |
| HGV | Heavy Goods Vehicle |
| HMP | Habitat Management Plan |
| HSG | Health & Safety Guidance |

| | |
|-------------------|--|
| IAQM | Institute of Air Quality Management |
| m ³ | metres cubed |
| MAPP | Major Accident Prevention Policy |
| MMP | Materials Management Plan |
| MPH | Miles per hour |
| MWC | Main Works Contractor |
| MWe | Mega Watts Electrical – measure of energy, one million watts |
| NMP | Noise Management Plan |
| NPTCBC | Neath Port Talbot County Borough Council |
| NRW | Natural Resources Wales (formally EAW and CCW) |
| NSIP | Nationally Significant Infrastructure Project |
| Order Limits | The site boundary denoted by a red line |
| Port Talbot site | The full Port Talbot Steelworks site |
| PPG | Pollution Prevention Guidelines |
| PM ₁₀ | Extremely small particulates or particulate matter (in the order of ~10 micrometres or less) |
| PPP | Pollution Prevention Plan |
| SAC | Special Area of Conservation |
| SSSI | Site of Special Scientific Interest |
| WTMP | Water Management Plan |
| WMP | Waste Management Plan |
| Tata Steel | The Tata group of companies. which includes the Applicant. |
| µg/m ³ | The concentration of an air pollutant (eg. ozone) is given in micrograms (one-millionth of a gram) per cubic meter air |
| WTMP | Water Management Plan |

1 INTRODUCTION & SUMMARY

1.1 INTRODUCTION

- 1.1.1 Tata Steel UK Limited (“the Applicant”) has submitted an application for a Development Consent Order (“DCO”) for the Port Talbot Steelworks (Power Generation Enhancement) (the “proposed development”). The proposed development exceeds 50 megawatts (MWe) installed generating capacity, and is therefore designated as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008.
- 1.1.2 This document has been prepared for the DCO application to comply with the requirements of Regulation 5(2)(q) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 and in accordance with the Department for Communities and Local Government guidance ‘Planning Act 2008: Application Form Guidance’ and the Planning Inspectorate Advice Note 6 on Preparation and Submission of Application Documents.
- 1.1.3 This document sets out the standards to be adopted when constructing the proposed development and forms part of a suite of application documents for the proposed development, and should therefore be read alongside them.
- 1.1.4 The objective of this Code of Construction Practice (CoCP) is to provide initial information on how potential environmental impacts of the construction of the proposed development are to be minimised. As the Main Works Contractor (MWC) has not been instructed at this stage, it is the intention to finalise the CoCP and submit for approval to Neath Port Talbot County Borough Council (NPTCBC) and Natural Resources Wales (NRW) as per a DCO Requirement.
- 1.1.5 The outline CoCP is designed to ensure that the requirements of legislation, the DCO Requirements, the Environmental Statement and the Applicant's

Environmental Policies are complied with. It shall be the policy of the Applicant to ensure the proposed development is executed in a manner that demonstrates its commitment to the care and protection of the environment.

1.1.6 Whilst the CoCP will be finalised through a DCO Requirement, the CoCP shall be a live document throughout the construction phase and be regularly reviewed to take into account additional environmental information encountered during the construction phases.

1.1.7 All personnel and sub-contractors working on the proposed development shall perform their duties in accordance with the requirements of the CoCP. The Environmental Manager shall report regularly to the Project Manager on the status and effectiveness of its implementation.

1.1.8 The CoCP includes the following topic-specific environmental management plans:

| Table 1.1 Table of Topic-Specific Management Plans | | |
|---|--|--|
| Appendix | Management Plan | Status |
| Appendix 1 | Water Management Plan (WTMP) | Included within CoCP |
| Appendix 2 | Pollution Prevention Plan (PPP) | Included within CoCP |
| Appendix 3 | Dust Management Plan (DMP) | Included within CoCP |
| Appendix 4 | Waste Management Plan (WMP) | To be finalised as per DCO Requirement |
| Appendix 5 | Noise Management Plan (NMP) | To be finalised as per DCO Requirement |
| Appendix 6 | Construction Traffic Management Plan (CTMP) | To be finalised as per DCO Requirement |
| Appendix 7 | Emergency Response and Flood Management Plan (ERFMP) | To be finalised as per DCO Requirement |

- 1.1.9 These plans will be finalised and agreed with NPTCBC and NRW through the submission of the finalised CoCP which will be submitted and agreed prior to construction commencing as a Requirement of the DCO.

2 ENVIRONMENTAL POLICIES, ROLES & COMMUNICATION

2.1 LEGISLATION AND OTHER LEGAL REQUIREMENTS

2.1.1 The Applicant will ensure that a copy of their Environmental Policy and that of the MWC are clearly displayed on site notice boards throughout the Order Limits during the construction period. All employees are expected to comply with the requirements of the Environmental Policy and the requirements of the Environmental Management System (EMS).

2.1.2 The Applicant expects its employees and support staff (contractors, sub-contractors, suppliers etc.) to actively promote and administer a strong environmental culture. To achieve this a number of initiatives will be in operation during the life of the project. This will include the use of poster campaigns to raise awareness of topical subjects, toolbox talks involving all members of the project team and site workforce.

Legislation

2.1.3 A legislation register shall be held in the project environmental file. The register shall be reviewed periodically and updated as necessary. Any legislative changes shall be disseminated to project management immediately, after which the method statements of any affected operations shall be changed accordingly.

Consents and Licences

2.1.4 A register of required consents and licences shall be held in the project environment file. The Applicant and the MWC shall identify and obtain all necessary consents and licenses in due time, prior to those works requiring consents or licenses.

2.2 OBJECTIVES AND TARGETS

Table 3.1 Environmental Management Objectives and Targets during Construction

| Objective | Target | By Whom | By When | Progress |
|---|--|----------------------------|---|----------|
| 1. Prevent Pollution | No Major Incidents | All Employees | Continual target throughout the project | |
| | All Spills Reported | All Employees | Continual target throughout the project | |
| 2. Increase understanding of environmental requirements | Training to be given to all employees with roles and responsibilities covered by the particular training material | Contractor Project Manager | Continual target throughout the project | |
| 3. Review Options for re-cycling where possible | i. Project to recycle waste within the Port Talbot site where possible and if not possible dispose of on onsite landfill | Contractor Project Manager | Continual target throughout the project | |
| | ii. To have dedicated waste management area with impermeable standing and appropriate signs | | | |
| 4. No prosecutions or Enforcement Notices | i. To communicate with all relevant statutory authorities and to keep a log of all correspondence | Contractor Project Manager | Continual target throughout the Project | |
| | ii. To produce method statements that incorporate an environmental input and issue it to relevant workforce. | | | |
| | iii. To promote environmental awareness amongst all employees | | | |
| | iv. No unauthorised pumping operations – use permit to pump system throughout project | | | |
| | v. Close out all actions from audits and inspections both internally and externally | | | |
| 5. Implement Energy Efficiency Measures | i. Provide recycling bins in the office | All Employees | Within 1 month from site set up | |
| | ii. Post notices reminding staff to turn off electrical equipment when not in use. | | | |
| | iii. Post notes to remind staff to reduce water use. | | | |

2.3 ROLES AND RESPONSIBILITIES

Project Manager

2.3.1 The Project Manager shall be responsible for:

- Appointing Environmental Manager / responsible person;
- Appointing Waste Representative - a person to undertake weekly Site Compound Checks, and persons to supervise refuelling of tanks and bowsers;
- Ensuring the required consents are in place before work starts;
- Ensuring environmental and waste requirements are included on requisitions and in subcontracts and orders;
- Ensuring oil, including diesel, is stored in properly bunded tanks / drip trays;
- Ensuring Waste Transfer Notes / Special Waste Consignment Notes are checked against invoices before payment;
- Reporting incidents and non-conformances to the Applicant;
- Liaising with statutory authorities, the Applicant and their MWC as required and ensuring records of communication (including verbal communication) are kept. Statutory authorities should always be accompanied on site visits;
- Including environmental performance, review of Contract Objectives and Targets (including environmental), review of Incidents and Non conformances at the Contract Review Meetings;
- Ensuring employees and subcontractors implement the controls outlined in the finalised and approved CoCP;
- Ensuring employees and subcontractors receive Induction Training (including project environmental issues) and Tool Box Talks, as appropriate;
- Ensuring personnel needed for audits are available when required;

- Verifying actions resulting from Corrective Action Requests and Observations raised during audits are completed by the deadlines; and
- Ensuring environmental training is provided.

All Staff

2.3.2 All site staff have a responsibility to the environment, responsibilities are not limited to:

- In the case of an incident, stopping work, implementing control procedures and reporting it to the Project Manager;
- Contacting the Waste Representative when waste needs collecting;
- Passing any queries or correspondence on environmental issues to the site manager; and
- Working in accordance with the finalised and approved CoCP and associated management plans.

2.4 COMMUNICATION

2.4.1 Weekly Construction meetings shall be held during the construction phase. These meetings shall include Health, Safety and Environmental matters and shall be attended by the Project Environmental Manager. Any issues resulting from daily or weekly audits shall be discussed with appropriate corrective actions agreed. A 'Weekly look ahead' shall be provided at the construction meeting where any environmental constraints or special requirements can be discussed and agreed in advance.

2.4.2 The Environmental Manager shall attend daily construction briefings alongside the Construction Manager as required to ensure personnel are advised of any specific environmental requirements and constraints.

2.4.3 Environmental performance meetings to discuss the environmental performance of the project shall be arranged as necessary. These meetings shall be attended as appropriate by the Project Environmental Manager, Project Manager, Construction Manager and representatives of the workforce. Notes of the meetings shall be distributed and shall assist in the environmental management of the project.

2.4.4 The Environmental Manager shall arrange and attend meetings with relevant statutory bodies as necessary.

2.4.5 Site Environmental Notice Boards shall display the Environmental Policy of the Applicant and the MWC, Emergency Contacts List, relevant statutory and non-statutory advice and guidance; and any other relevant information. These Environmental Notice Boards shall be situated in prominent positions in the main reception area of the proposed development construction office complex.

2.5 ENVIRONMENTAL TRAINING AND AWARENESS

Inductions

2.5.1 All Project personnel and Sub-contractors shall receive an Environmental Induction Presentation. No personnel, including Sub-contractors, shall be permitted to commence employment on the Port Talbot site without prior attendance at a Tata Steel Port Talbot Induction Training Course. The Induction Training Programme shall evolve to reflect changes in the CoCP as the project develops. Environmental topics covered in the induction shall include but will not be limited to:

- Water Resources;
- Pollution Prevention;
- Emergency Response Procedures;
- Waste Management and Housekeeping;
- Management Structure;
- Duties and Responsibilities;
- Relevant Procedures;
- Ecologically Sensitive Areas;
- Incident Reporting;
- Consents and Licenses;
- Legislation; and
- Environmental Best Practice.

Toolbox Talks

2.5.2 Regular 'Tool-Box Talks' on specialised topics shall supplement the induction course. Toolbox talks shall be used to highlight issues of concern and to disseminate new information not previously provided. They will also be used as a means of providing basic environmental training to crews on a single topic, e.g. Water Management. The Talks also offer site personnel with the opportunity to provide feedback.

2.5.3 Tool Box Topics shall include but will not be limited to instances where:

- There is a change to existing legislation, which requires an operational change;
- Site inspections or audits have identified corrective actions which require rolling out;
- Work is being undertaken in environmentally sensitive areas; and
- There are significant changes in Environmental conditions, i.e. heavy rainfall.

2.5.4 The frequency and topics of the Toolbox Talks shall depend upon the phase of construction. They shall be provided as often as necessary to address site environmental requirements.

2.5.5 Records of all 'Tool-Box Talks' and attendance shall be recorded.

Specialist Training

2.5.6 Specialist training for specific members of the construction crews will be provided as required. This may include, but will not be limited to:

- Emergency Environmental Crews;
- Waste Representatives; and
- Fuel Tanker Drivers.

2.6 ONSITE MANAGEMENT

Safety

2.6.1 Port Talbot site specific risk assessments and method statements will be undertaken in accordance with the applicable legislation prior to the

commencement of activities within the Order Limits; to identify any potential risks, assess their likelihood and significance, and to identify mitigation measures to be implemented to ensure the safety of workers and the general public.

- 2.6.2 The Applicant will ensure that adequate arrangements are in place for the discharge of all duties under the Construction (Design and Management) Regulations 2007 (CDM).
- 2.6.3 A Health and Safety File will be prepared by the contractor, which will set out how all health and safety matters on the Port Talbot site and within the Order Limits are to be managed and how risks are to be identified and managed in accordance with current best practice and legal requirements. The Health and Safety File will focus on the health and safety of construction workers; however, the MWC will also be responsible for ensuring the health and safety of any visitors to the Port Talbot site and of the general public.
- 2.6.4 All staff working on Port Talbot site and within the Order Limits will undergo a full Tata Steel induction. Staff will be briefed on a daily basis prior to work commencing. Project managers and CDM controllers will carry out audits throughout the project.
- 2.6.5 All construction work will be undertaken in accordance with the Applicants existing Health and Safety Management Plan.

2.7 SECURITY

- 2.7.1 A Permit to Work system will be introduced during construction to ensure that only authorised construction personnel are allowed within the Order Limits and that an accurate record of site-based personnel is available in case of emergency.
- 2.7.2 The MWC will ensure that the construction site (the Order Limits) is secure and staffed with security on a 24-hour basis. Access to the proposed development site will be limited to specified entry points only and all personnel entries / exits will be recorded and monitored for both security and health and safety purposes.

- 2.7.3 Visitors to the proposed development site during construction will be required to report to the construction reception office and will only be permitted to access the construction area under escort by appropriately authorised staff or following successful completion of Tata Steel specific safety training.
- 2.7.4 All working areas will be appropriately fenced off from members of the public and to prevent animals from straying onto working areas. A compound for the temporary storage of equipment or materials would be provided. This will be locked with restricted access. Security staff will be utilised as appropriate.

2.8 HOUSEKEEPING

- 2.7.1 Good housekeeping practice will be applied at all times. As far as reasonably practicable the layout will be designed using the following principles:
- All work areas will be secured;
 - Signage and boundary fences, where required, will be regularly inspected,
 - Repaired and replaced as necessary;
 - All working areas will be kept in a clean and tidy condition;
 - Wheel washing and dust suppression facilities will be provided when and where required;
 - All working areas will be non-smoking. Specific areas within the worksite will be designated as smoking areas and will be equipped with containers for smoking waste;
 - All practicable measures will be taken to minimise the risk of fire and the
 - Contractor will comply with the requirements of the local fire authority;
 - Adequate toilet facilities will be provided for all construction staff;
 - Waste will be removed at frequent intervals; and
 - Construction waste susceptible to spreading by wind or liable to cause litter will be stored in secure containers.

2.9 WELFARE FACILITIES

- 2.9.1 Welfare cabins, toilets and drying facilities will be provided within the Order Limits for the use of construction workers.
- 2.9.2 Workers' Safety Information Sheets and COSHH safety data sheets will be prominently displayed in welfare cabins covering work practices.
- 2.9.3 Where portable generators are used, industry best practice will be followed to minimise noise and pollution from such generators.
- 2.9.4 No living accommodation will be provided within any construction working area.
- 2.9.5 The risk of infestation by pests or vermin will be minimised by the appropriate storage and regular collection of waste, the prompt treatment of any pest infestation and effective preventative pest control measures.

2.10 CRANE ARCS

- 2.10.1 Crane arcs will be confined within the Order Limits and cranes will be operated in accordance with the requirements of BS 7121, Code of Practice for Safe Use of Cranes.

2.11 UNEXPLODED ORDNANCE

- 2.11.1 A preliminary desk top study has been undertaken and there is a risk of unexploded ordnance within the Order Limits, however to the overworked made ground this is considered low. Should unexploded ordnance be discovered the emergency procedures will be implemented to evacuate the work area and the emergency services will be contacted.

NUISANCE MANAGEMENT

- 2.11.2 As outlined in the Statement in Respect of Statutory Nuisance (Document 5.05) it is considered that nuisance events arising from dust, noise or vibration are unlikely due to the implementation of the DMP, NMP and overall CoCP. The Statement does however outline the procedure to be followed should an nuisance complaint be made or an event occur.

3 MANAGEMENT OF ENVIRONMENTAL EFFECTS

3.1 INTRODUCTION

3.1.1 The management of topic specific environmental impacts is outlined below. Chapter 17 Summary of Mitigation provides a schedule of mitigation for construction as outlined in the Environment Statement (ES). The Applicant and the MWC will adhere to these mitigation measures during construction of the proposed development.

3.2 ECOLOGY

3.2.1 Construction works will be carried out in such a way as to ensure that disturbance to any nearby ecologically sensitive areas is controlled and that appropriate measures are adopted to avoid impacts on protected species in accordance with relevant good practice and statutory provisions or legislative requirements.

3.2.2 The Margam Moors SSSI is a statutory designated sites of high ecological significance within the immediate vicinity of the Order Limits. Throughout construction adequate pollution prevention measures in line with current EA guidelines will be adhered to where works are being undertaken near to Middle Mother Ditch to ensure no negative effects on this ecologically sensitive site during construction.

3.2.3 A Habitat Management Plan (HMP) has been developed and is provided in Appendix 6.6 of the ES. This will be implemented at the appropriate time prior to construction and outlines how the kidney vetch and reptile translocation will take place.

3.2.4 Additional measures to be employed throughout construction include:

- All work will be in accordance with the mitigation measures outlined in the ES, summarised in Chapter 17 Summary of Mitigation;

- Any remedial or protective work to trees affecting construction activity will be carried out by suitably trained or qualified personnel using recognised methods in accordance with BS 5837 "Guide for trees in relation to construction;
- Employ all reasonably practicable measures to minimise harm to, and disturbance of, wildlife caused by noise and vibration, dust, emissions and lighting;
- Regular environmental inspections, incorporating biodiversity, to ensure that detrimental impacts on ecological features are minimised; and
- Provide staff training, through Tata Steel inductions and toolbox talks, on how to avoid damaging site ecology during construction.

3.2.5 Should any invasive species be found within the Order Limits, a scheme for their management shall be implemented as outlined in the HMP.

3.3 WASTE MANAGEMENT

3.3.1 The MWC will undertake material resource management to minimise waste creation. All waste will be managed according to the Waste Hierarchy:

- Reduce;
- Reuse;
- Recycle;
- Recover; and
- Dispose.

3.3.2 The WMP will be finalised and approved prior to construction commencing as per the DCO Requirement. All work will be in accordance with the mitigation measures outlined in the ES and the WMP.

3.3.3 The WMP will set the framework for the management of wastes generated during the construction process. It will document the decisions taken during the planning and design stages to minimise waste and set objectives and targets for the main waste types. It will also identify the following:

- Responsibilities of individuals within the construction team for waste management;
- Identification of Waste Duty Holders to manage waste streams;
- Types of waste and the quantities likely to be generated;
- Measures to be adopted during construction to minimise waste generated;
- Opportunities for recycling and/or reuse;
- Proposed Waste Carriers together with details of their Waste Carrier Licences (Upper Tier);
- Proposed treatment and disposal sites together with details of their Environmental Permits;
- Proposed method for recording Waste Transfer Notes and maintaining the Waste Log; and
- Identification of any Hazardous Waste streams to be disposed of separately and the method for recording Hazardous Waste Consignment Notes.

3.3.4 Waste collected from the Order Limits shall be stored prior to disposal. The Applicant and the MWC shall ensure that all wastes are stored in accordance with the Duty of Care. In particular, care shall be taken to identify and segregate Hazardous Wastes.

3.3.5 Opportunities shall be taken as practicable to recycle materials where possible on the onsite recycling facility, for example; scrap metal, timber, paper, plastic and oils. Advice on these matters shall be taken from local authority recycling officers and contractors. In addition, material excavated for the foundation of the proposed development will also be recycled in the Applicant's site recycling facility where possible.

3.3.6 Where this is not possible (e.g. due to the presence of contaminants) then the spoil will be treated within the Port Talbot site and will be moved to the onsite landfill. Where it is not possible to dispose of waste onsite, a licensed off-site waste disposal facility will be used and waste will be disposed of at a

licensed facility and in accordance with the WMP, which may also include the following:

- The waste carrier registration certificates of all contractors and sub-contractors used to carry waste shall be checked with NRW;
- The waste management licenses of the receiving site shall also be checked with NRW; and
- A periodic check to see that waste is disposed of at the site listed on the Controlled Waste Transfer Notes shall be made.

3.3.7 Disposal of any surplus rock or subsoil offsite shall be agreed with NRW, although this is unlikely due to the available onsite recycling facility and landfill at the Port Talbot site.

3.3.8 Further details shall be included in the WMP based on the requirements imposed by the 'Duty of Care' under the Environmental Protection Act 1990 and in accordance with the 'Waste Management – A Duty of Care – A Code of Practice'.

3.4 DISCHARGES TO WATER AND PROTECTION OF GROUND AND SURFACE WATERS

3.4.1 The MWC will implement working methods to protect surface and groundwater resources from pollution and other adverse impacts including changes to water levels, flows and quality.

3.4.2 The Water Management Plan (WTMP) will be based on EA guidance "PPG01: General Guidance to the Prevention of Water Pollution".

3.4.3 No discharges or abstractions shall be made to watercourses / bodies without the prior consent of NRW and the method of any such discharges shall be in accordance with NRW requirements. A schedule of discharge and abstraction points shall be agreed with NRW.

3.4.4 NRW shall be notified prior to any discharges to ground or water.

3.4.5 The MWC shall identify all watercourses, drains and potential conduits for silt laden runoff and where necessary, measures shall be taken to minimise direct sediment run-off from the Order Limits into watercourses.

- 3.4.6 The MWC shall provide dedicated persons to ensure that the required mitigation is installed and maintained to an appropriate standard.
- 3.4.7 A “permit to pump” system shall be implemented if dewatering activities are required, to ensure that no unauthorised pumping occurs. Pumping outfalls shall be in adjacent pastureland, well away from sensitive receptors or conduits for silt-laden water. Appropriate silt mitigation shall be installed and maintained at the outfall as required.
- 3.4.8 The Environmental Manager shall carry out daily monitoring of all watercourses and drainage outfalls, particularly during periods of inclement weather. Water quality monitoring will also be undertaken at agreed specified times during construction.
- 3.4.9 Further details shall be included in the Water Management Plan (Appendix 15.1.1), based on EA guidance “PPG01: General Guidance to the Prevention of Water Pollution”.

3.5 POLLUTION PREVENTION AND EMERGENCY RESPONSE

- 3.5.1 Arrangements for dealing with spills, leaks and unplanned emissions, unplanned damage to the environment and other environmental incidents will be detailed in the Pollution Prevention Plan (Appendix 15.1.2).
- 3.5.2 An Environmental Incident Response Team shall be trained by the MWC to deal with pollution incidents in conjunction with other safety-related incidents as required.
- 3.5.3 An Emergency Contact List shall be displayed on notice boards and on fuel bowsers.
- 3.5.4 All plant and machinery shall be checked for leaks of fuel and lubricants before being allowed to commence works.
- 3.5.5 A suitable quantity of pollution control equipment, e.g. spill kits containing absorbent pads, absorbent granules etc. will be kept in the stores in the event of an emergency. The Environmental Manager shall ensure that adequate pollution control equipment is maintained within the Order Limits.
- 3.5.6 Fuel bowsers will carry spill kits to deal with any spillages.

3.5.7 Pumps and generators used within the Order Limits will have integral drip trays where possible. All items of plant without an integral drip tray shall be stored over a portable drip tray or plant nappy. Drip trays shall be inspected and kept free of accumulated rain water as necessary. Any oily water shall be disposed of at an appropriate licensed facility as identified in the Waste Management Plan.

3.6 FLOODING AND EMERGENCY RESPONSE

3.6.1 An Emergency Response and Flood Management Plan (ERFMP) will be developed post-DCO consent by the MWC and a Requirement included on the DCO for it to be finalised and approved prior to construction commencing.

3.6.2 All construction works will be undertaken in accordance with the Control of Major Accident Hazard Regulations (COMAH Regs), the Port Talbot Major Accident Prevention Policy (MAPP) and the Port Talbot Major Emergency Plan, which form part of the wider Health and Safety Management Plan for the Port Talbot Site.

3.6.3 All construction areas and associated accommodation and welfare facilities will have in place appropriate plans and management controls to prevent fires. The site fire plans will be prepared, regularly reviewed, and updated as necessary, and will have due regard to the following documents:

- Fire Prevention on Construction Sites (Joint Code of Practice on the Protection from Fire of Construction Sites & Buildings Undergoing Renovation)
- Fire Safety in Construction Work (HSG 168).

3.6.4 A project emergency plan will be developed by the MWC, providing telephone contact details for the emergency services, local authorities, and maps showing the location of local hospitals. The project emergency plan will be displayed within the Order Limits and will form part of the Tata Steel / Port Talbot site induction.

3.7 AIR QUALITY

- 3.7.1 The MWC will, as far as reasonably practicable, seek to control and limit emissions to the atmosphere in terms of gaseous and particulate pollutants from vehicles and plant used on the construction site, and dust from construction activities. The MWC will identify potential sources and apply appropriate control techniques.
- 3.7.2 In order to control the emission of excessive exhaust emissions and smoke from plant and machinery, the Applicant and the MWC shall ensure that all plant is correctly adjusted and checked as being in good working order before being allowed on to the Order Limits and is adequately maintained.
- 3.7.3 Damping down shall control dust during prolonged periods of dry weather together with the implementation of Port Talbot site speed limits set at a maximum of 10 M.P.H. as appropriate.
- 3.7.4 All haul lorries shall be appropriately sheeted and stockpiles of fine materials will not be located near Order Limit boundaries and in high winds, piles will be stabilised and/or covered to prevent or minimise wind-blown dust.
- 3.7.5 No burning of waste will be permitted within the confines of the Order Limits and regular cleaning of site work areas.
- 3.7.6 Dust-generating activities, such as soil screening, to be located as far away from sensitive receptors as practicably possible and monitored.
- 3.7.7 The MWC shall ensure that public highways, such as Harbour Way, are kept clear of mud and other debris that may have been tracked from the Port Talbot site. This will be achieved through the employment of road sweepers or through manual brushing depending on severity.
- 3.7.8 Concrete and cement are alkaline and corrosive. They have a highly polluting impact on land and are a hazard to human health. Extra care will be taken to minimise airborne cement dust.
- 3.7.9 The monitoring of dust shall form part of the daily inspections and be integrated in to the Port Talbot site traffic light monitoring system.

3.7.10 The implementation of measures taken by the Port Talbot site in the current Air Quality Management Plan (AQMP) to manage air quality, limit potential atmospheric emissions and respond to air quality alerts regarding PM₁₀ and fugitive dust emissions will be carried forward in the Dust Management Plan (DMP) provided in Appendix 15.1.3.

3.8 NOISE AND VIBRATION

3.8.1 The MWC will, as far as reasonably practicable, seek to control and limit noise and vibration levels so that affected properties and other sensitive receptors are protected from excessive noise and vibration levels associated with construction activities.

3.8.2 There will be a Requirement placed on the DCO which will require the preparation of a Noise Management Plan (NMP) which will be finalised and approved (as part of the CoCP) prior to construction commencing.

3.8.3 The NMP will identify mitigation measures to be adopted on the project and include the following:

- All work will be in accordance with the mitigation measures outlined in the Environmental Statement, summarised in Chapter 17 Summary of Mitigation;
- Apply Best Practicable Means (BPM), as defined under Section 72 of the Control of Pollution Act (CoPA) 1974;
- Careful selection of plant items and construction methods. Only plant conforming to relevant national, EU or international standards and directives, and recommendations on noise and vibration emissions, will be used;
- All plant and equipment associated with the construction works will be properly maintained, provided with effective silencers and operated in such a manner to avoid causing excessive noise emissions. Where plant has been designed to operate with engine covers to reduce noise, these will be used and remain closed while the plant is in operation. Unless otherwise directed, items or plant in intermittent use will be shut down during idle periods;

- Plant and equipment liable to create noise and/or vibration whilst in operation will, as far as reasonably practicable, be located away from sensitive receptors;
- Audible warning systems, such as vehicle reversing sirens, will normally be set to as low a setting as is compatible with safety requirements;
- Contractors will be required to adhere to the codes of practice for construction working and piling set out in BS 5228 where appropriate;
- Occupiers of nearby properties will be informed in advance of the works taking place, including the duration and the likely noise and vibration effects. In the case of work required in response to an emergency, the local authorities and local occupiers will be advised as soon as reasonably practicable;
- Noise monitoring will be undertaken before and during construction in order to check levels against the agreed limits;
- Where possible, noisy activities will be scheduled at the beginning of the week and equipment will be fitted with silencers or barriers and switched off when not in use. Noise will be monitored during construction to maintain acceptable levels; and
- The choice of piling method will have consideration for the sensitive receptors in terms of noise, contaminated land, ground water and air quality. Noise levels from piling activity will be monitored during construction.

3.8.4 Construction hours will take place 07:00-19:00 Monday to Friday and 07:00-13:00 Saturday. NPTCBC will be consulted on working methods and pollution consents will be required for work outside normal hours. Where feasible, operations likely to cause disturbance or disruption will be limited to these hours.

3.9 TRAFFIC MANAGEMENT

3.9.1 The preparation of a detailed Construction Traffic Management Plan (CTMP) is to be a Requirement included on the DCO. It will require the

CTMP to be finalised and approved (as part of the CoCP) prior to construction commencing.

3.9.2 The CTMP will identify the traffic routes to the proposed development.

3.9.3 HGV traffic and deliveries to the proposed development during the construction phase will be restricted to the M4 Junction 38 via Harbour Way to limit traffic impact on local residential roads and communities.

3.9.4 Points of access and egress for the proposed development will be identified and marked with warning signs in accordance with the requirements of the works.

3.9.5 In order to ensure compliance by contractors and suppliers, the requirements of the CTMP will be included in all contract tender documents and will be discussed in detail prior to awarding a contract. During the construction phase, drivers will be briefed regularly, and compliance with the plan will be checked regularly. Action will be taken in the event of any failure by contractors and/or suppliers to comply with the requirements, which will result in reprimands of those responsible followed by removal of the driver and/or the company from the project if failure to comply persists.

3.9.6 The CTMP will be regularly reviewed and updated to take into account the changing patterns of both existing traffic and the construction traffic following consultation with NPTCBC.

3.10 LANDSCAPE AND VISUAL

3.10.1 Construction work will be carried out in such a way to ensure that, as far as reasonably practicable, disturbance to visual receptors is minimised.

3.10.2 The following measures will be adopted as appropriate:

- All work will be in accordance with the mitigation measures outlined in the ES, summarised in Chapter 17 Summary of Mitigation;
- Good housekeeping will be maintained within the Order Limits and secure storage will be provided for materials at risk from displacement by wind;

- Stockpiles will be located in defined temporary storage areas, away from sensitive receptors;
- No advertisement or fly posting will be permitted on any fence and all graffiti etc. will be removed and made good as soon as reasonably practicable;
- All boundary fences will be maintained in a neat and tidy condition;
- Any temporary fencing will be removed as soon as reasonably practicable after completion of the works; and
- Lighting will be sited so as to minimise visual intrusion to the users of Harbour Way and nearby residential dwellings whilst maintaining the safe and efficient operation of the proposed development.

3.11 SOCIO-ECONOMICS

3.11.1 The MWC will ensure minimal impact upon the local community, localised recreational routes and cycle paths during the construction works by the implementation of mitigation summarised in Chapter 17 Summary of Mitigation. Opportunities for any beneficial effects upon the local community during construction will be explored.

3.11.2 The Applicant and MWC will identify mitigation measures to be implemented including:

- All work will be in accordance with the mitigation measures outlined in the ES, as summarised by Chapter 17 Summary of Mitigation;
- Wherever possible the workforce will be recruited from the local area; and
- Wherever possible materials will be sourced from local suppliers.

3.12 ARCHAEOLOGY

3.12.1 A watching brief and written scheme of investigation will be undertaken during the site investigation works and when excavating out the basement slabs in areas in close proximity to the potential buried structures of Margam Copper Works. It is expected that these will be included as a Requirement on the DCO.

3.12.2 Should any unforeseen archaeological remains be encountered during the construction phase, a written scheme of investigation will be submitted by the Applicant for approval.

3.13 GROUND CONDITIONS

3.13.1 A desk study has been undertaken and it has been agreed with NRW that the DCO will include a Requirement that a ground investigation be conducted prior to commencement of construction. Should contamination be encountered, NRW will be contacted and NPTCBC informed as soon as is practicable. A remediation strategy shall be submitted for approval to NPTCBC and NRW.

3.14 STORAGE AND HANDLING OF FUEL AND LUBRICANTS

3.14.1 Diesel shall be stored in integral bunded fuel bowers, designed to hold 110% of the contents of the tank. All connections shall be situated within the bund. Fuel shall be stored at least 20 metres away from any watercourse, where possible. An impermeable bunded area for the storage of drums shall be constructed in accordance with NRW guidelines.

3.14.2 Oils and lubricants used within the Order Limits shall be stored in temporary vessels designed to hold 110% of the containers. No oil or fuel shall be stored within 20 metres of a watercourse, where possible. Refuelling within the Order Limits shall be undertaken at least 20 metres from any given watercourses; mobile plant shall be pulled back from watercourses for refuelling as far as possible.

3.14.3 Refuelling bowers shall be equipped with “spill kits” and personnel shall be trained in their use as part of the site induction and in toolbox talks.

3.14.4 Further details are provided in the Pollution Prevention Plan (Appendix 15.1.2).

3.15 HERBICIDES

3.15.1 Only trained sub-contractors shall apply herbicides if required. Certificates of competence shall be inspected before application is allowed and a record of application made in accordance with the Control of Pesticides Regulations 1986. A glyphosate herbicide, suitable for use in or near watercourses and

approved by NRW shall be used if essential. No herbicides shall be stored within the Order Limits.

3.16 CONTROL OF SUBSTANCES HAZARDOUS TO HEALTH (COSHH)

3.16.1 A COSHH store will be set up in the site compound. COSHH assessments and Material Safety Data Sheets shall be held with the COSHH materials. A COSHH register shall be created and maintained by the H&S department.

3.16.2 All site personnel and subcontractors will be made aware of the COSHH requirements through Tata Steel / Port Talbot site inductions and specific tool box talks. Daily site inspections will review and monitor the storage an issue of materials.

3.17 LIGHT

3.17.1 Lighting will be sited so as to minimise visual intrusion to Harbour Way and nearby residential dwellings, whilst maintaining the safe and efficient operation of the work site. Site lighting will be positioned and directed to minimise nuisance to residents, walkers and vehicle drivers. Implementation will comply with the Institute of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light (2005) so far as it is reasonably practicable and applicable to construction works.

2.8.6 When lighting is necessary, appropriate lighting will be used to minimise the impact of lighting on ecological resources, including nocturnal species, and neighbours. Lighting will be designed to minimise spillage into surrounding habitats to avoid disturbance to wildlife.

4 MONITORING AND AUDITING

4.1 INTRODUCTION

4.1.1 Monitoring of the environmental effects of construction enables the effectiveness of environmental mitigation to be evaluated. It also allows environmental problems to be identified and responded to at an early stage. Monitoring will also help the Applicant and the MWC to identify and implement environmental improvements, which will contribute to the overall environmental performance of the project.

4.1.2 The MWC will undertake a programme of weekly environmental inspections and monthly environmental audits to record performance and identify any corrective actions required.

4.1.3 Provision will be made to carry out appropriate environmental inspections and monitoring of the MWC's environmental performance in the form of monthly audits. Formal audits will be against an audit checklist which will provide a mechanism to monitor and assess compliance against all of the Applicants requirements and standards. In addition, the Applicant and the MWC's management teams will conduct regular site inspections.

4.1.4 Where problems are identified, the corrective action will be identified by the inspector and subsequent corrective action undertaken by the MWC within a defined time frame.

4.1.5 The Environmental Manager shall inform the Project Manager and the Council of any work to be halted if they are of the opinion that such works would cause unacceptable impact on the environment.

4.2 ENVIRONMENTAL MONITORING

4.2.1 Environmental monitoring shall be carried out as necessary and requirements for environmental monitoring shall be reviewed as consents are received and consultations completed.

4.2.2 Key parameters that may require environmental monitoring include:

- Drainage – monitoring of discharges to sensitive watercourses / bodies shall be undertaken as required in the Environmental Permit;
- Ecologically sensitive areas/protected species – The translocation of Kidney Vetch may require supervision prior to commencement of construction and if any reptiles need translocating this may also need to be undertaken under supervision. A toolbox talk for bats in the brick buildings will also be required. This is outlined in the HMP (Appendix 6.6 of the ES);
- Waste – As part of the Waste Management Plan, waste generated within the Order Limits shall be monitored to ensure the appropriate treatment, handling, management and disposal measures are applied. Records shall be kept of quantities and types of waste handled, in accordance with company and client procedures;
- Noise – before construction starts, noise-sensitive locations shall be identified and appropriate mitigation measures put in place;
- Traffic – monitoring shall ensure the Construction Traffic Management Plan is being followed and shall enable possible refinements or alterations to be made as appropriate; and
- Dust – will be monitored against the existing Port Talbot site traffic light system provided in the Air Quality Management Plan.

4.2.3 Results from the monitoring of environmental effects shall be maintained, and samples stored and archived, where practicable. Results shall be made available to the Applicant and any interested parties as appropriate.

4.3 ENVIRONMENTAL INCIDENT AND CORRECTIVE ACTION REPORTING

4.3.1 All environmental incidents and near misses shall be reported and investigated by the Applicant and the MWC. Significant environmental incidents shall be reported as soon as possible by telephone to the Project Manager, who shall inform the Applicant project managers. Where relevant the appropriate statutory authority (e.g. NRW) shall be informed

immediately. Copies of incident investigation reports shall be supplied by MWC to the Applicant and action taken to prevent recurrence.

- 4.3.2 All Corrective Action, incident and near miss report forms shall be held in a register maintained at the construction site office base.

Appendix 15.1.1: Water Management Plan

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| SECTION 3 | INCIDENT AND EMERGENCY RESPONSE |

1 INTRODUCTION

1.1 Introduction

- 1.1.1 The objective of this Water Management Plan (WTMP) is to detail the water management principles and procedures throughout the construction period of the proposed Port Talbot (Power Generation Enhancement) (the “proposed development”).
- 1.1.2 The WTMP is designed to ensure that the requirements of legislation, the Environmental Statement (ES) and the Applicant’s Environmental Policies are complied with. It shall be the responsibility of the Applicant to ensure the project is executed in a manner that demonstrates its commitment to the care and protection of the environment.
- 1.1.3 This WTMP has been developed by the Applicant and will be adopted by the MWC upon the award of the contract. Any revisions to this plan shall be agreed and approved by the Project Manager and recorded in the Change Register. The WTMP shall be a live document, which shall be continuously reviewed to take into account additional environmental information encountered during the detailed design and construction phases as well as any consent Requirements. It shall allow for the inclusion of any further conditions and amendments that arise from the granting of consents or the legitimate concerns of Third Parties.
- 1.1.4 All personnel and sub-contractors working on the project shall perform their duties in accordance with the requirements of the WTMP. The Environmental Manager shall report regularly to the Project Manager on the status and effectiveness of its implementation.
- 1.1.5 This WTMP must be read in conjunction with the CoCP and Pollution Prevention Plan (PPP).
- 1.1.6 Relevant NRW Pollution Prevention Guide’s (PPGs) have been considered during the construction of this document. These publications will be used as

a point of reference and guidance throughout the implementation of the Project.

1.2 Site Description

- 1.2.1 The site is flat and is currently covered with hard standing and semi-improved grassland in places. The topography of the site limits the risk to controlled waters. The lack of slopes eliminates runoff risk and prevents excavations from filling up with surface water. Few deep excavations are anticipated.
- 1.2.2 The nearest water body to the proposed development is the Port Talbot Dock, which is located 60 m from the proposed development site. The River Afan is located 1.4 km, the Nant Ffrwdwyllt is located 100 m and Swansea Bay is located 3 km away from the Order Limits. The Middle Mother Ditch runs parallel to part of the cable route.

2 WATER MANAGEMENT PLAN

2.1 Introduction

- 2.1.1 This section describes the water management principles and pollution control techniques that shall be implemented throughout the construction of the development.

Control of Silt Laden Runoff

- 2.1.2 Due to the topography of site it is not anticipated that runoff problems will be a significant problem. It is likely that surface water run-off will, however, enter the Middle Mother Ditch. Surface water is also likely to flood excavations if positive drainage is not in place. Drainage works will therefore be considered as an advance works package to reduce the risk of flooding due to blockage / exceedance of capacity.
- 2.1.3 Site run-off and floodwater surface water drainage shall be discharged through the consented discharge points outlined in the Applicants existing environmental permit.

Control Of Silt Laden Water Pumped From Excavations

- 2.1.4 Excavations are likely to collect groundwater and rainfall. There is a possible requirement for dewatering provision during groundworks although this will be confirmed during detailed design. If water is pumped from excavations it is likely to be sediment laden, and will require filtration before it can be discharged.
- 2.1.5 If pumping is required, disposal of water pumped from excavations will be in accordance with the following requirements.
- 2.1.6 The Applicant and its MWC shall ensure that all necessary consents and licenses shall be obtained from NRW prior to any pumping.
- 2.1.7 No discharges shall be made directly to watercourses or land unless agreed with NRW.

2.1.8 Surface water shall be discharged through the consented discharge points outlined in the Applicants existing Environmental Permit (EP).

2.1.9 All pumping activities shall be monitored regularly if required and will be subject to a Permit to Pump system.

Permit to Pump

2.1.10 All pumping will be controlled using a 'Permit to Pump' system. The Environmental Officer will issue permits to the Foreman in charge of the works. A copy of the Permit shall be attached to the pump, while the Applicant will hold duplicate copies of all permits issued. Each permit to pump will detail the following:

- Date pumping started;
- Anticipated duration;
- Time and date of last inspection;
- Location;
- Outfall location;
- Agreed mitigation;
- Pumping Authorised by whom; and
- Pump supervisor.

2.1.11 The foreman must inform the Environmental Manager in due time prior to any pumping, so that an assessment of the required mitigation and / or additional land take can be made.

Discharge Over Land

2.1.12 One of the most effective methods for the disposal and filtration of silt laden excavation water is discharge over suitable adjacent land. The development of a drainage system that comprises a number of lateral ditches and attenuation ponds was installed as part of the Harbour Way development and has been identified as a preferential pathway for silt to reach adjacent watercourses. These systems collect drainage water and convey it to a number of discharge points into existing watercourses / bodies which

includes the Port Talbot Dock. The risk of water quality degradation in the receiving systems is reduced by the retention time gained through use of attenuation, which allows for improvements in the quality of the collected surface drainage prior to discharge. These drainage systems have appropriate attenuation, pollution control measures and are subject to approval from NRW, due to the ecological sensitivity of the systems.

- 2.1.13 Should there be any requirement to discharge to these drainage systems, the discharge point shall be regularly monitored and occasionally moved over a widespread area to mitigate against water logging of the area. Water logging could potentially lead to silt laden water directly entering watercourses. To prevent water logging it may be necessary to discharge the silt laden water into a perforated pipe laid over the area in order to effectively disperse the water.

2.2 Mitigation against Water Borne Hydrocarbon and Chemical Pollution

- 2.2.1 The principle mitigation measures are summarised below, additional details can be found in the Pollution Prevention Plan (PPP).

Use of Fuel and Oils

- 2.2.2 The storage of fuels and oils shall be in accordance with the measures set out in the PPP, including:
- Fuel storage tanks and containers storing hazardous substances shall not be located near a drain and shall be placed on hardstanding areas;
 - The storage area shall be as far away from watercourses / bodies as possible;
 - No refuelling shall be carried out within 20m of watercourses / bodies, with the exception of refuelling static items of plant when absolutely necessary under controlled circumstances; and
 - Where operations (specifically cable route) are adjacent to the Middle Mother Ditch, an absorbent boom shall be on standby and installed in an emergency. Clean up material and equipment will also be available at these locations.
 - Emergency Procedure for Spills (Appendix A of the PPP).

Plant Maintenance

- 2.2.3 All plant and machinery prior to entry onto site shall be thoroughly inspected for leaks of fuel, hydraulic fluid and engine oil. Any item of plant deemed to be a possible pollution threat shall not be granted access onto site.
- 2.2.4 All mobile plant shall be maintained and operated such that all potential leaks and spills of fuel / lubricants shall be absolutely minimised. All plant operators shall be charged with carrying out a daily maintenance check on their allocated item of plant, this way any potential problem shall be identified at an early stage prior to an incident occurring.
- 2.2.5 Plant maintenance shall only be carried out with a drip tray under the work area and with spill kit equipment to hand.

Cement and Wet Concrete

- 2.2.6 Concrete and cement are alkaline and corrosive and have a highly polluting impact on land and harmful to human flesh.
- 2.2.7 Wet concrete or cement will be prevented from entering drains by placing sand or other absorbent materials around the drain. Designated areas shall be set out for the purpose of concrete wash out and care shall be taken to ensure these are sited away from sensitive receptors such as watercourses and land drains.
- 2.2.8 Concrete will either be delivered to site ready mixed, to reduce the need to use water during the construction phase, or prepared onsite at batching plants.
- 2.2.9 The washing out of any concrete mixer and associated chute, tools or equipment should be carried out in a designated area away from drains and watercourses / bodies. Delivery drivers should be made aware of the requirement on arrival at site. Wash down activities will take place in designated areas consisting of impermeable wash out lagoons.

3 INCIDENT AND EMERGENCY RESPONSE

3.1 Introduction

- 3.1.1 In the event of an incident or emergency where contaminants have entered a watercourse or drain, measures set out in the PPP shall be implemented.
- 3.1.2 The PPP provides details of emergency response equipment to be held on site.

3.2 Incident and Corrective Action Reporting

- 3.2.1 All environmental incidents shall be reported and investigated.
- 3.2.2 Significant environmental incidents where water borne pollution is evident shall be reported to NRW immediately. The incident shall be reported as soon as possible to the Applicant. Copies of the incident investigation shall be supplied to the Applicant.
- 3.2.3 Where problems are recognized, the corrective action will be identified by the inspector and corrective action undertaken by the contractor within a defined time frame.

3.3 Monitoring

- 3.3.1 Monitoring of the environmental effects of construction enables the effectiveness of environmental mitigation to be evaluated. It also allows environmental problems to be identified and responded to at an early stage. Monitoring will also help the Applicant and the MWC to identify and implement environmental improvements, which will contribute to the overall environmental performance of the project.
- 3.3.2 The MWC will undertake a programme of weekly environmental inspections and monthly environmental audits to record performance and identify any corrective actions required. The Environmental Manager will also carry out

appropriate environmental inspections and monitoring of every aspect of the contractor's environmental performance in the form of monthly audits.

3.3.3 Water quality monitoring shall be undertaken at agreed points during the construction phase and at agreed regular intervals.

3.3.4 Specifically to water management, the Environmental Manager shall undertake daily inspections of any pumping activities and shall monitor watercourses during inclement weather.

3.3.5 Further requirements for monitoring will be identified with consultees should the need arise.

3.3.6 Where problems are identified, the corrective action will be identified by the inspector and subsequent corrective action undertaken by the MWC within a defined time frame.

Appendix 15.1.2: Pollution Prevention Plan

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1 INTRODUCTION

1.1 Introduction

- 1.1.1 The objective of this Pollution Prevention Plan (PPP), is to support the Code of Construction Practice (CoCP) in detailing the Pollution Prevention principles throughout the construction period of the the proposed development.
- 1.1.2 The PPP is designed to ensure that the requirements of legislation, the Requirements of the DCO, the Environmental Statement and Tata Steel UK Limited (“the Applicants”) Environmental Policies are complied with. It shall be the policy of the Applicant to ensure the project is executed in a manner that demonstrates its commitment to the care and protection of the environment.
- 1.1.3 This initial PPP has been developed by the Applicant and will be adopted the Main Works Contractor (MWC) upon the award of the contract. All personnel and sub-contractors working on the project shall perform their duties in accordance with the requirements of the PPP.
- 1.1.4 It is proposed that this PPP will be finalised in line with the CoCP and submitted to NPTCBC and NRW for approval, as per the Requirement to be included on the DCO. The finalised PPP must be read in conjunction with the approved CoCP and the following documents:
- Waste Management Plan;
 - Dust Management Plan; and
 - Water Management Plan.

1.2 Responsibilities

- 1.2.1 The responsibilities of the main project staff are identified in the CoCP.

2 POLLUTION PREVENTION PLAN

2.1 Introduction

2.1.1 This section describes the principle pollution control techniques for the prevention of potential pollution to land, air and water that may be encountered on the construction of the proposed development.

2.2 Preventing Pollution to Land

Storage and Handling of Fuels

- Careful consideration shall be given to the location of the fuel tanks taking into account the need for safety, security, access for deliveries and maintenance. All hydrocarbon storage shall be in accordance with the Control of Pollution (Oil Storage) Regulations 2001 and shall take account of Environment Agency guidance “PPG2 Above Ground Oil Storage” and “PPG7 Refuelling Facilities”;
- To prevent ground contamination, fuel tanks and storage areas should be on hardstanding areas;
- All fuel tanks and bowsers shall be constructed with an integral bund built to 110%;
- Mobile fuel bowsers shall be double skinned;
- Dispensing nozzles and hose valves shall be locked within the banded bowser when not in use;
- Spill kit equipment shall be located next to any fuel tank and on all fuel bowsers. Fuel bowsers and storage tanks must also be labelled clearly with their contents and maximum capacity;
- A competent member of the project team shall carry out refuelling plant and machinery using the correct equipment e.g. nozzles and funnels of an appropriate size;

- Fuel bunds and drip trays need to be free from rainwater and kept clean. A competent member of the Project team shall be designated with executing this task, especially during periods of inclement weather and bunds and drip trays shall be inspected daily;
- All static items of plant e.g. pumps, compressors and generators shall only be used if they have an integral double skin or with a drip tray or plant nappy placed underneath;
- The transportation of fuel on site in drums or other plastic containers shall be avoided as far as possible; and
- The storage and delivery of fuel and refuelling activities shall take place at a maximum possible distance, a minimum of 20m away, from water courses / bodies.

Hazardous Substances

- All chemicals must be clearly labelled and stored and segregated on spill trays in lockable containers. The container shall have a raised lip at the entrance designed to contain any spills that may occur within. There shall be no mixing of different chemical containers and these should be stored separately. Storage shall be in accordance with the COSHH regulations;
- A nominated member or the Environmental Manager shall hold the key and keep a record of quantities held and nature of contents;
- Spill kit material should be kept within the container for use in an emergency along with the current Port Talbot site Emergency Response Procedure;
- When not in use, gas cylinders shall be stored upright in lockable cages. Gases shall be kept a suitable distance from other reactive gases and substances;
- Suitable firefighting equipment shall be stored adjacent to any flammable chemicals; and
- Hazardous substances shall not be stored next to any watercourses or drains, where this is possible.

Cement and Wet Concrete

- Concrete coating – concrete and cement are alkaline and corrosive and have a highly polluting impact on land and are harmful to human flesh.
- Concrete plinth construction – prevent wet concrete or cement from entering drains by placing sand or other absorbent materials around the drain. Designated areas shall be set out for the purpose of concrete wash out and care shall be taken to ensure these are sited away from sensitive receptors such as watercourses and land drains.
- The washing out of any concrete mixer and associated chute, tools or equipment should be carried out in a designated area away from drains and watercourses. Delivery drivers should be made aware of the requirement on arrival at site. Wash down activities will take place in designated areas consisting of impermeable wash out lagoons. Waste arising from this process will be disposed of as detailed in a Waste Management Plan (WMP).

General Construction Waste

- Waste management procedures will be set out in the WMP;
- A member of the project team shall be nominated to carry out regular housekeeping in the work area and site base; and
- All waste collected from these areas must be classified, segregated and disposed of in accordance with the WMP and in accordance with the Duty of Care.

Mud

- Mud on the public highways is a statutory nuisance and a Health and Safety hazard;
- A nominated member of the project team must carry out regular checks on the state of the roads; and
- Road cleaning shall be carried out using a mechanical brush or self propelled hopper type road sweepers or, where the site is small, manual sweeping may suffice.

Plant Maintenance

- All plant/machinery prior to entry onto site shall be thoroughly inspected for leaks of fuel, hydraulic fluid and engine oil. Any item of plant deemed to be a possible pollution threat shall not be granted access to the site;
- All mobile plant, including but not limited to excavators, cranes etc shall be maintained and operated such that all potential leaks and spills of fuel/lubricants shall be absolutely minimized; and
- Plant maintenance shall only be carried out with a drip tray under the work area and with spill kit equipment to hand. The maintenance area shall be sited as far away from nearby watercourses / bodies as possible.

2.3 Preventing Pollution to Air

Exhaust Fumes from Plant and Machinery

- Machinery shall be checked that it is in good operative condition before commencing work and that exhaust emission levels are acceptable. Any item of plant deemed to be a pollution threat shall not be granted access onto site;
- Plant and machinery shall be switched off when not in use; and
- The MWC shall ensure regular servicing is carried out and recorded.

Fumes from Chemicals, Coatings, Solvents

- Containers of solvents or coatings shall not be left unattended or stored in a manner likely to cause spillage, mixing with other chemicals. Chemicals shall be safe from interference; and
- All lids shall be replaced on containers when not in use to prevent evaporation to the atmosphere, particularly highly volatile and combustible substances.

2.3.1 Dust techniques for the prevention of dust can be found in the Dust Management Plan, a summary of the measures include:

- Damping down shall control dust during prolonged periods of dry weather together with the implementation of site speed limits set at a maximum of 10 M.P.H. as appropriate.
- All haul lorries shall be appropriately sheeted and stockpiles of fine materials shall be covered or damped down as required.
- The MWC contractor shall ensure that public highways are kept clear of mud and other debris that may have been tracked from the site.
- Extra care will be taken to minimise airborne cement dust.
- Any grit blasting operations shall be shielded.
- The monitoring of dust shall form part of the daily site inspections and part of the traffic light monitoring system.

2.4 Preventing Pollution to water

2.4.1 Techniques for the prevention of water pollution can be found in the Water Management Plan (WTMP), a summary of the measures include:

Use of fuel and oils

- Fuel storage tanks and containers storing hazardous substances shall not be located near a drain, ditch, watercourse or peaty soil and shall be placed on hardstanding areas. Storage areas shall be as far away from nearby watercourses / bodies as possible;
- No refuelling shall be carried out within 20m of nearby watercourses / bodies, spring or drain with the exception of refuelling static items of plant when absolutely necessary under controlled circumstances; and
- Where operations are adjacent to watercourses an absorbent boom shall be stored adjacent to the works prior to the commencement of any work. Clean up material and equipment will also be available at these locations.

Disposal of groundwater and surface water from trenches and excavations

- Any discharge of water direct to a watercourse from construction activities is prohibited without prior consent from NRW;
- No water shall be pumped without a Permit to Pump in place;
- Surface or groundwater from excavations shall not be pumped or allowed to drain into watercourses; field drains etc without adequate filtration or settlement as agreed by NRW;
- Machinery shall not operate within the 7m buffer zone of nearby watercourses / bodies; and
- Keep pumps as far away from any given watercourse as practicable and placed on drip trays on level ground.

Silty Water from Construction Activities

- Seek advice and agreement from the Environmental Manager before any discharge is made off site;
- Prior to any discharge ensure that there are suitable filtration mediums such as settlement lagoons/tanks, straw bales or grass plots on site. Thought will be given to potential water discharge points to ensure sufficient land is available to deal with the needs of dewatering including attenuation ponds installed as part of the Harbour Way and / or the availability if grassy areas to be used as soakaway;
- Check any discharges from site regularly;
- Divert clean water away from bare ground;
- Divert silty water away from drains using sandbags for example; and
- Any lagoons or tanks for the settlement of water shall be positioned in an appropriate location and maintained so as to prevent any leakages or breaches.

Light

- Any temporary lights used shall be positioned or shielded to avoid nuisance to local residents or cause traffic hazards on Harbour Way;

- In any instances where lighting is required, direct lights shall be positioned so as to avoid glare to both properties and highways, including Harbour Way;
- If works need to continue into the hours of darkness, site lighting shall have to be established for safety reasons. It shall be sited to prevent glare and the generators shall be shielded to baffle noise; and
- Any lighting shall be positioned so that it doesn't shine on riparian habitats.

Noise and Vibration

- 2.4.2 The MWC shall control noise on site in accordance with *BS 5228, Noise Control on Construction and Open Sites*. Site inspections shall include checks to ensure that plant is being operated with any specified acoustic covers in place. Excessively noisy plant shall be removed from site for repair or maintenance.
- 2.4.3 Where generators are operated overnight, measures shall be taken to minimise noise levels at the nearest dwellings.
- 2.4.4 The choice of piling method will have consideration for the sensitive receptors in terms of noise, contaminated land, ground water and air quality. Noise levels from piling activity will be monitored during construction.

Contaminated Land

- 2.4.5 A desk study has been undertaken and it has been agreed with NRW that a ground investigation will be conducted post - DCO consent, through a Requirement. Should contamination be encountered, NRW will be contacted and NPTCBC informed as soon as is practicable. A remediation strategy shall be submitted for approval by NPTCBC.

3 INCIDENT RESPONSE

3.1 Introduction

3.1.1 This section describes what pollution equipment shall be available, the immediate actions to take in the event of a pollution incident and the method of reporting.

3.2 Pollution Control Equipment

3.2.1 Pollution control equipment must be available in all high-risk areas. A nominated member of the project team shall carry out checks to ensure that the equipment is available and re-stocked if used.

3.2.2 The following is an example of the types and amounts of equipment required for dealing with smallscale incidents (5 litres or less) and medium scale incidents (6 – 20 litres) on a typical construction project. For larger incidents onsite the emergency crew or the 24hour emergency response team must be called to assist.

3.2.3 The site shall maintain a supply of not less than:

- Absorbent booms x 1
- Absorbent pads x 60
- Absorbent granules x 15 bags
- Heavy duty plastic bags x 60
- Sandbags x 1 Pallet
- Spades

3.2.4 Each fuel bowser or fuel tank location shall have:

- Absorbent granules x 5 bags
- Absorbent pads x 20
- Heavy duty plastic bags and ties x 20

- Spade x 1

3.3 Incident Response procedures

3.3.1 The first stages of response in the event of a pollution incident are:

1. **Stop** - Stop all work in the immediate area immediately.
2. **Contain** - By using granules and spill kits, or inert material such as sand or earth.
3. **Notify** - Notify your Foreman immediately who in turn shall without delay inform the Site Environmental Manager.
4. **Recover** - By using absorbent pads, booms or skimmers. Bag all contaminated materials
5. **Dispose** - By taking contaminated material to the appropriate container and in accordance with Waste Management Plan.

3.3.2 See Appendix A for spill response flow chart.

Spills to Watercourses

3.3.3 Due to the 7m buffer zone, it is unlikely that the nearby watercourses / bodies will be at risk from pollution. In the unlikely event that the watercourses / bodies is affected, the following procedure shall be followed:

- Stop the source of the leak / spill;
- Secure a boom from bank to bank downstream of the spill, with wooden stakes or steel pins. The boom should be deployed at an angle to direct the pollutant to one side of the bank to aid recovery. The pollutant shall be removed using floating absorbents and if necessary, skimmers;
- All contaminated material and absorbents shall be 'double- bagged' and disposed of in accordance with the Waste Management Plan; and
- All spillages into a watercourse, and spills/incidents presenting a pollution risk shall be reported to NRW as soon as possible – this shall be the responsibility of the Environmental Officer.

Spills to Land

Small spills (5 litres or less)

- Stop the spill;
- Use the absorbent material or dry subsoil to contain and to clean up spill;
- Dispose of contaminated soil in heavy duty sacks and 'double-bag';
- Dispose of sacks following the Waste Management Plan;
- Report incident to Environmental Manager.

Medium Spills (between 6 and 20 litres)

- Stop the spill;
- Contain the spread of the spill using inert material (spoil, soil, sand or sandbags) as appropriate;
- Dispose of contaminated material in heavy duty plastic sacks following the Waste Management Procedures; and
- Report incident to Environmental Manager.

Large Spills (over 20 litres)

- 3.3.4 If a spill cannot be contained by on site equipment then call the assistance of 24-hour Emergency Team and the Environmental Manager shall inform NRW.

3.4 Flood

EA Floodline - 0845 988 1188

- 3.4.1 If a flood warning has been issued, the EA shall be consulted and the flood risk assessed. If the flood risk is high, the following measures can be taken to eliminate environmental impact as a result of flooding:
- Plant, fuel and chemicals shall be removed from the flood zone immediately;
 - Topsoil and subsoil heaps shall be further treated / protected if deemed necessary; and

- Any open excavations shall be backfilled, if this is not possible bunds shall be formed with subsoil.

3.4.2 All site personnel shall be briefed in the event of a flood warning.

3.5 Weather Warning

3.5.1 The Environmental Manager shall monitor the weather forecast and inform the project manager immediately in the event of any weather warnings.

3.5.2 If heavy rain is forecast, the Environmental Manager shall ensure that all mitigation in sensitive area is checked, maintained and reinforced if deemed necessary.

3.6 Protected Species

3.6.1 In the event that any protected species is encountered during the construction of the proposed development, works in the affected area shall halt immediately until further notice.

3.6.2 The Environmental Manager and Project Ecologist shall attend the site immediately.

3.6.3 The Environmental Manager shall inform and seek advice from NRW and the County Ecologist immediately.

3.7 Incident Reporting

3.7.1 It is the responsibility of the person who discovers/causes the incident to report it having taken steps to stop the incident. All staff shall report all spills immediately to the Environmental Officer.

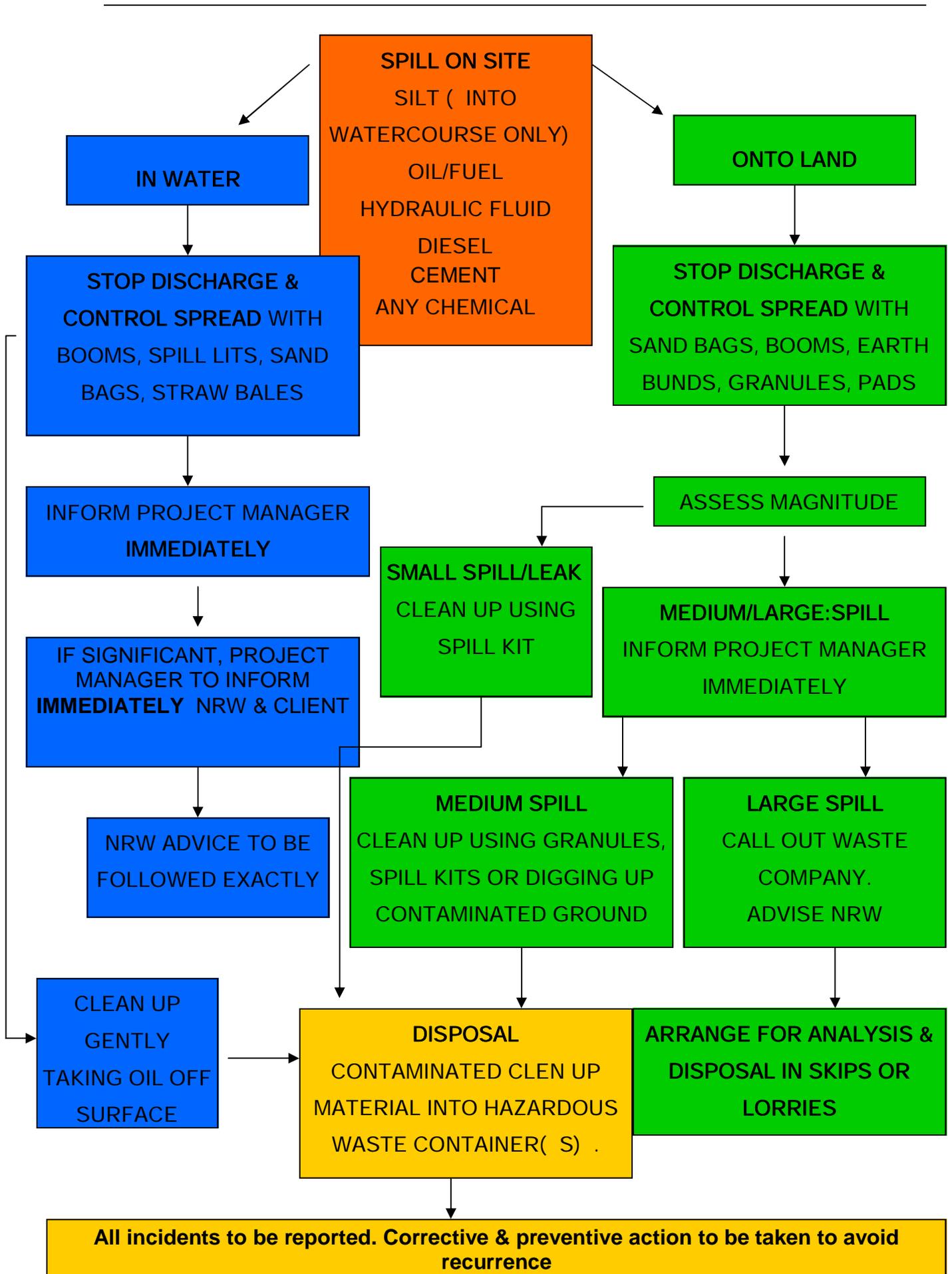
3.7.2 The Environmental Manager shall notify the Project Manager immediately and shall also inform NRW without delay of any pollution of watercourses or groundwater.

3.7.3 All incidents must be reported, recorded and closed out in accordance with the project environmental management system.

3.7.4 An initial emergency contact register is listed below in Table 2.1.

| Table 2.1 Emergency Contact Numbers | |
|--|-------------|
| 24 Hour Emergency Response Team - TBC | TBC |
| NRW Incident Number | 0800 807060 |
| NRW Project Officer | TBC |
| The Applicant Environment Officer - TBC | TBC |
| MWC Environmental Officer - TBC | TBC |
| MWC Construction Manager - TBC | TBC |
| Emergency Crew - TBC | TBC |

APPENDIX A: EMERGENCY SPILL PROCEDURE



Appendix 15.1.3: Dust Management Plan

Contents

| | |
|------------------|-----------------------------|
| SECTION 1 | INTRODUCTION |
| SECTION 2 | DUST MANAGEMENT PLAN |

1 INTRODUCTION

1.1 Introduction

- 1.1.1 The objective of this Dust Management Plan (DMP) is to detail the manner in which the environmental impacts of the dust are to be minimised during the construction of the Port Talbot Steelworks (Power Generation Enhancement) Order (“the proposed development”).
- 1.1.2 Tata Steel UK Limited (“the Applicant”) and its contractors, including the Main Works Contractor (MWC) recognise that construction activities can result in the generation of dust, with the potential to impact on the local environment and community.
- 1.1.3 Construction activities and vehicle movements can cause dust agitation in addition to that already caused by the wind. Dust will be generated as a result of vehicle movements and typical construction activities. Dust emissions will be temporary, restricted to permitted working hours and will vary in frequency (i.e. they will not be continuous).
- 1.1.4 Once airborne, dust will generally travel downwind before resettling. The distance travelled depends primarily on wind speed and particle size. For example, smaller particles and strong winds result in greater dilution effects but mean that the dust is deposited over a larger area.
- 1.1.5 The potential impacts are nuisance to local residents and deposition on natural vegetation.
- 1.1.6 The purpose of this DMP is to describe the methods by which dust generation will be minimised during planned construction activities on the proposed development. The DMP has been prepared to monitor and manage the impacts of dust for all aspects of the proposed development construction project. Where problems are recognized, the corrective action will be identified by the inspector and corrective action undertaken by the contractor within a defined time frame. Where it is deemed necessary,

procedural changes will be agreed with the Applicant, MWC, NPTCBC, NRW and the public. Therefore the DMP will be subject to ongoing review and will be subject to change to ensure that it remains relevant and effective. The Project Manager will ensure the DMP is followed at all times.

1.1.7 This document will also act as a guide to project/construction personnel on how to minimise dust, and in accordance with statutory and environmental requirements.

1.1.8 “The Control of Dust and Emissions from Construction and Demolition.” BRE, 2003 has been considered in the development of this DPM.

1.2 Scope of dust control

1.2.1 Dust control measures will be implemented during all aspects of the construction work on the proposed development, in accordance with CoCP and with the existing Port Talbot site traffic light system.

1.2.2 It is proposed that the DMP will be finalised through a Requirement to be included on the DCO once a MWC is instructed.

1.3 Legislation

1.3.1 Dust generation is controlled within several pieces of legislation, as well as Town and Country Planning laws.

- Environmental Protection Act, 1990;
- Pollution Prevention and Control Act, 1999;
- Pollution Prevention and Control (England and Wales) Regulations 2000 (SI2000/1973);
- Health and Safety at Work Act, 1974; and
- Control of Substances Hazardous to Health (COSHH) Regulations, 1999.

1.3.2 Part III of the Environmental Protection Act, 1990 (EPA, 1990) as amended by the Noise and Statutory Nuisance Act, 1993 contains the legislation that allows local authorities and the general public to take action to secure the abatement of statutory nuisances, including dust.

1.4 Roles and Responsibilities

- 1.4.1 Roles and Responsibilities will be as stated in the Code of Construction Practice (CoCP) and as indicated in the individual tasks and responsibilities in this document.

2 DUST MANAGEMENT

2.1 Construction Activities

2.1.1 Activities associated with the proposed development with the potential to give rise to dust emissions are likely to include:

- Site clearance, preparation/grading and establishment;
- Storage/use of cement or other fine particulate materials;
- Windblown material from areas with no vegetation cover;
- Material transfer to and from trucks/lorries;
- Material spills during transportation and handling; and
- Concrete batching and finishing.

2.1.2 During prolonged periods of dry weather dust generation is most likely to occur.

2.2 Dust risk and control

2.2.1 Dust sensitive receptors have been identified in the vicinity of the proposed development in accordance with the methodology outlined in the IAQM guidance, as summary of which is presented in Table 2.1 below.

| Table 2.1 - Number of Dust Sensitive Receptors | | |
|---|----------------------------|------------------------|
| Distance from Site Boundary (m) | Number of Receptors | Receptor Type |
| <20 | No receptors | N/A |
| 20-50 | No receptors | N/A |
| 50-100 | No receptors | N/A |
| 100-350 | 10-100 | Residential properties |

- 2.2.2 There are no ecological sites with statutory designations (e.g. SSSI, SAC), local nature reserves or wildlife sites within 350 metres of the proposed development boundary.
- 2.2.3 The footprint of the proposed development is approximately 22.9ha, and as such earthworks have a potential dust emission class of 'large' in accordance with the IAQM methodology, however, as the nearest dust-sensitive receptors are located more than 100 metres from the construction site boundary the risk category for earthworks is considered to be 'medium'.
- 2.2.4 The total building volume during the construction phase is approximately 67,100 m³ and as such the potential dust emission class for construction activities is considered to be 'medium' in accordance with the IAQM assessment methodology. The presence of dust-sensitive receptors more than 100 metres of the site boundary defines the risk category for construction activities as 'low'.
- 2.2.5 The number of construction-related heavy duty vehicle (HDV) movements generated by the proposed development is between 25 and 100 HDV, as such in accordance with the IAQM methodology the potential dust emissions class for trackout is 'medium'. As there are dust-sensitive receptors within 20 and 50 metres of potential routes used by construction vehicles the site is defined as 'medium' risk for dust soiling and PM₁₀ effects with respect to trackout activities.
- 2.2.6 Table 2.2 provides a summary of the risks for each phase of the construction works.

Table 2.2 - Summary of Risk of Dust Effects for Construction Phase Activities (without Mitigation)

| Activity | Dust Soiling and PM₁₀ | Ecological |
|-----------------|---|-------------------|
| Earthworks | Medium | N/A |
| Construction | Low | N/A |
| Track-out | Medium | N/A |

2.2.7 Therefore, taking into consideration the size of the site, the construction activities and the potential receptors, the risk of potential impacts from dust is classified as MEDIUM, in accordance with guidance set out in “The Control of Dust and Emissions from Construction and Demolition”.

2.2.8 Generic, site wide dust control measures are identified below and shall be adhered to at all times.

Generic Site Wide Controls

Tarmac / Concrete Roads

2.2.9 Access routes and haul roads within site will be established at the earliest opportunity. Road sweepers will be employed by the contractor to clean hard-surfaced roadways / hard standings of dust and debris. During particularly dry and or windy weather a tractor and bowser will discharge water onto the hard-surfaced roads where necessary to minimise emissions.

Soft Haul roads

2.2.10 Unpaved roads have the potential to generate large dust plumes during construction hours. To mitigate this, in periods of dry weather, a tractor and bowser will continuously cycle the site, ensuring the working areas and soft access routes are kept damp. Soft haul roads will be kept to a minimum.

Stockpiles

2.2.11 Stockpiled materials have the potential to cause nuisance through wind erosion. To mitigate this; in periods of dry, windy weather, the stockpiles will be kept damp, in extreme circumstances, the material will be covered.

Deliveries

2.2.12 All open bodied heavy commercial vehicles carrying dry loose aggregate into the site shall be sheeted or sealed so as to prevent the release of such materials into the local environment.

Removal of material from site

2.2.13 All open bodied heavy commercial vehicles carrying dry loose aggregate away from the site shall be sheeted or sealed so as to prevent the release of such materials into the local environment.

Concrete and Cement

- 2.2.14 Concrete and cement are alkaline and corrosive. They have a highly polluting impact on land and are a hazard to human health.
- 2.2.15 Extra care will be taken to minimise airborne cement dust.
- 2.2.16 If deemed necessary, a designated portable water bowser will be stationed at the concrete area to provide immediate wet suppression when required.
- 2.2.17 The MWC shall carefully select the location of concrete storage.

Speed limit

- 2.2.18 A speed limit of 10mph will be enforced throughout site.

Working hours

- 2.2.19 Construction hours will take place 07:00-19:00 Monday to Friday and 07:00-13:00 Saturday. NPTCBC will be consulted on working methods and pollution consents will be required for work outside normal hours. Where feasible, operations likely to cause disturbance or disruption will be limited to these hours.
- 2.2.20 During working hours instant measures such as damping down can take place.

Exhausts

- 2.2.21 Vehicles will preferentially have upward-directed exhausts to reduce disturbance.

2.3 Air Quality Management Plan (AQMP)

- 2.3.1 The implementation of measures taken by the Port Talbot Site in the current Air Quality Management Plan (AQMP) to manage air quality, limit potential atmospheric emissions and respond to air quality alerts regarding PM₁₀ and fugitive dust emissions has been carried forward in this DMP. Further details on this are provided below.

Communication

- 2.3.2 The communication strategy will include the MWC informing the Applicant of any incidents that may have an impact on air quality (e.g. uncontrolled

releases of dust, failure of abatement systems). If reportable, the Applicant will notify such issues to NRW.

Abatement of Atmospheric Emissions of PM₁₀ and Fugitive Dust

2.3.3 In order to limit potential atmospheric emissions of PM₁₀ and fugitive dust, the MWC will be required to employ abatement methods for these emissions. Potential sources of PM₁₀ and fugitive dust emissions at the site, the abatement methods employed and the frequency of abatement will be as outlined in the generic site wide controls section above.

Monitoring and Responding to Elevated PM₁₀ Concentrations

2.3.4 The Applicant will implement the existing dust “traffic light” management system rating scenarios as low, medium and high risk. The monitoring and response requirements for elevated PM₁₀ concentrations are briefly outlined below:

2.3.5 Monitoring shall include the following:

- During weekdays the MWC will review PM₁₀ concentrations in morning meetings as monitored at the Automated Urban Rural Network (AURN) monitor at Margam Fire Station, Port Talbot.
- To facilitate compliance with the daily mean PM₁₀ objective, a daily communication will be sent to key site contacts by 09:15 each weekday. The daily communication will state the risk of a potential breach and the response that should be made by key stakeholders. In medium and high-risk scenarios, the MWC will be required to provide feedback to the Applicant, NPTCBC and NRW on the actions that have been taken in response to the risk. The Applicant will monitor the level of risk throughout the day and will issue an update should the level of risk change.
- In the absence of a daily communication (at weekends and on public holidays), the MWC shall use the automated alerts (in the form of emails) issued from NPTCBC to key personnel. These automated alerts should be used to support an appropriate response to elevated PM₁₀ concentrations at the AURN monitor in Port Talbot.

- Key personnel shall request to receive alerts from the NPTCBC. Upon making this request personnel will receive an alert on occasions when the hourly average PM₁₀ concentration in Port Talbot as measured at Margam - Fire Station exceeds 50µg/m³.
- Upon receipt of an automated alert personnel shall be vigilant and do all possible to help monitor PM₁₀ concentrations, identify and address potential sources of the elevation and if necessary take action to ensure that daily mean PM₁₀ concentration at the Margam – Fire Station monitor does not exceed 50µg/m³.

2.3.6 Response:

- Actions may need to be taken to reduce potential emissions of PM₁₀ dependent on the risk of there being a breach. The level of risk is communicated daily each weekday as low, medium or high. Actions that will be implemented by MWC under each risk scenario are outlined below:
 - **Low Risk:**

On low risk days, the MWC will undertake the usual day to day checks on visual emissions and emissions of particulates as well as usual checks to ensure that abatement systems are operating as designed. The MWC will take appropriate action to mitigate abnormal emissions or abatement failure should such issues be identified.
 - **Medium Risk:**

On medium risk days, the MWC will continue to undertake the actions taken on low risk days. However, the MWC will also provide positive feedback to the Environmental Improvement team on any unusual conditions observed or any actions taken to minimise potential impacts. This feedback will be used to inform further action if needed.
 - **High Risk:**

On high risk days, the MWC will continue to undertake the actions taken on medium risk days. Where possible, on high risk days, the MWC will avoid the undertaking of non-essential "dusty processes" and stop nonessential material movements.

- If a significant source(s) of particulate emissions is identified during the site visit, the Applicant in conjunction with the MWC will review the opportunity to stop or modify plant operation or the specific process e.g. movement of dusty material.
- Any decision to modify or stop plant operation should be agreed in writing (e.g. email) between the Environment Manager and the MWC.
- The Applicant will also provide appropriate updates, in line with the daily communication procedures.

2.3.7 In the absence of a daily communication (e.g. weekends and public holidays), actions will need to be taken in response to the automated alerts and manual monitoring to reduce potential emissions of PM₁₀ if all of the following criteria are met:

- The rolling average PM₁₀ level for the day at the fire-station AURN exceeds 50µg/m³ at 10.00 hours or for any hour following;
- The weather forecast suggests no rain for the remainder of the day;
- The wind is blowing from the site and towards the town; and
- The elevations can be attributed to a local event.

Actions that will be implemented when all of the above criteria are met will be as outlined in the generic site wide controls section above and will be aligned to the high risk daily communication actions. The MWC will also be required to provide feedback to the Applicant on actions taken and observations made during periods when the above criteria are met.

2.4 Monitoring

2.4.1 Monitoring of the environmental effects of construction enables the effectiveness of environmental mitigation to be evaluated. It also allows environmental problems to be identified and responded to at an early stage.

Monitoring will also help the Applicant and its contractors, including the MWC, to identify and implement environmental improvements, which will contribute to the overall environmental performance of the project.

- 2.4.2 As well as that monitoring undertaken as part of the existing traffic light system in the AQMP, the MWC will undertake a programme of weekly environmental inspections and monthly environmental audits to record performance and identify any corrective actions required.
- 2.4.3 Provision will be made to carry out appropriate environmental inspections and monitoring of the MWC's environmental performance in the form of monthly audits. Formal audits will be against an audit checklist, which will form part of the CoCP. The checklist will provide a mechanism to monitor and assess compliance against all the Applicants requirements and standards. In addition, the Applicant and the MWC's management teams will conduct regular site inspections.
- 2.4.4 The Applicant will ensure that a programme of dust monitoring, is instigated by its contractors. Furthermore, weekly inspections and regular daily visual dust checks by the MWC will ensure dust nuisance is kept to an absolute minimum.
- 2.4.5 Further requirements for monitoring will be identified with consultees should the need arise.
- 2.4.6 Where problems are identified, the corrective action will be identified by the inspector and subsequent corrective action undertaken by the MWC within a defined time frame.

Appendix 15.1.4: Waste Management Plan

Contents

SECTION 1 WASTE MANAGEMENT PLAN

1 WASTE MANAGEMENT PLAN

1.1 Introduction

- 1.1.1 The Waste Management Plan (WMP) will be finalised and approved prior to construction commenced as per the DCO Requirement. All work will be in accordance with the mitigation measures outlined in the ES and the WMP prepared by the MWC.

1.2 Waste Management Plan

- 1.2.1 The WMP will set the framework for the management of wastes generated during the construction process. It will document the decisions taken during the planning and design stages to minimise waste and set objectives and targets for the main waste types. It will also identify the following:
- Responsibilities of individuals within the construction team for waste management;
 - Identification of Waste Duty Holders to manage waste streams;
 - Types of waste and the quantities likely to be generated;
 - Measures to be adopted during construction to minimise waste generated;
 - Opportunities for recycling and/or reuse;
 - Proposed Waste Carriers together with details of their Waste Carrier Licences (Upper Tier);
 - Proposed treatment and disposal sites together with details of their Environmental Permits;
 - Proposed method for recording Waste Transfer Notes and maintaining the Waste Log; and
 - Identification of any Hazardous Waste streams to be disposed of separately and the method for recording Hazardous Waste Consignment Notes.

- 1.2.2 Waste collected from the proposed development site shall be stored prior to disposal. The Applicant and the MWC shall ensure that all wastes are stored in accordance with the Duty of Care. In particular, care shall be taken to identify and segregate Hazardous Wastes.
- 1.2.3 Opportunities shall be taken as practicable to recycle materials where possible on the onsite recycling facility, for example; scrap metal, timber, paper, plastic and oils. Advice on these matters shall be taken from local authority recycling officers and contractors. In addition, material excavated for the foundation of the proposed development will also be recycled in the Port Talbot site recycling facility where possible.
- 1.2.4 Where this is not possible (e.g. due to the presence of contaminants) then the spoil will be treated within the Port Talbot site and will be moved to the onsite landfill. Where it is not possible to dispose of waste onsite, a licensed off-site waste disposal facility will be used and waste will be disposed of at a licensed facility and in accordance with the Waste Management Plan (WMP), which may also include the following:
 - The waste carrier registration certificates of all contractors and sub-contractors used to carry waste shall be checked with NRW;
 - The waste management licenses of the receiving site shall also be checked with NRW; and
 - A periodic check to see that waste is disposed of at the site listed on the Controlled Waste Transfer Notes shall be made.
- 1.2.5 Disposal of any surplus rock or subsoil offsite shall be agreed with NRW, although this is unlikely due to the available onsite recycling facility and landfill at the Port Talbot site.
- 1.2.6 Further details shall be included in the WMP based on the requirements imposed by the 'Duty of Care' under the Environmental Protection Act 1990 and in accordance with the 'Waste Management – A Duty of Care – A Code of Practice'. In addition, onsite monitoring outlined in the CoCP will be undertaken to ensure compliance with the WMP.

Appendix 15.1.5: Noise Management Plan

Contents

SECTION 1 NOISE MANAGEMENT PLAN

1 NOISE MANAGEMENT PLAN

1.1 Introduction

- 1.1.1 There will be a Requirement placed on the DCO which will require the preparation of a Noise Management Plan (NMP) which will be finalised and approved (as part of the CoCP) prior to construction commencing, when work is appointed with the selected MWC

1.2 Noise Management Plan

General

- 1.2.1 The MWC will, as far as reasonably practicable, seek to control and limit noise and vibration levels so that affected properties and other sensitive receptors are protected from excessive noise and vibration levels associated with construction activities.

Control Measures

- 1.2.2 The NMP will identify mitigation measures to be adopted on the project and include the following:
- All work will be in accordance with the mitigation measures outlined in the Environmental Statement, summarised in Appendix 5 Schedule of Mitigation;
 - Apply Best Practicable Means (BPM), as defined under Section 72 of the Control of Pollution Act (CoPA) 1974;
 - Careful selection of plant items and construction methods. Only plant conforming to relevant national, EU or international standards and directives, and recommendations on noise and vibration emissions, will be used;
 - All plant and equipment associated with the construction works will be properly maintained, provided with effective silencers and operated in such a manner to avoid causing excessive noise emissions. Where plant

has been designed to operate with engine covers to reduce noise, these will be used and remain closed while the plant is in operation. Unless otherwise directed, items or plant in intermittent use will be shut down during idle periods;

- Plant and equipment liable to create noise and/or vibration whilst in operation will, as far as reasonably practicable, be located away from sensitive receptors;
- Audible warning systems, such as vehicle reversing sirens, will normally be set to as low a setting as is compatible with safety requirements;
- Contractors will be required to adhere to the codes of practice for construction working and piling set out in BS 5228 where appropriate;
- Occupiers of nearby properties will be informed in advance of the works taking place, including the duration and the likely noise and vibration effects. In the case of work required in response to an emergency, the local authorities and local occupiers will be advised as soon as reasonably practicable;
- Noise monitoring will be undertaken before and during construction in order to check levels against the agreed limits;
- Where possible, noisy activities will be scheduled at the beginning of the week and equipment will be fitted with silencers or barriers and switched off when not in use. Noise will be monitored during construction to maintain acceptable levels; and
- The choice of piling method will have consideration for the sensitive receptors in terms of noise, contaminated land, ground water and air quality. Noise levels from piling activity will be monitored during construction.

Working Hours

- 1.2.3 Construction hours will take place 07:00-19:00 Monday to Friday and 07:00-13:00 Saturday. NPTCBC will be consulted on working methods and pollution consents will be required for work outside normal hours. Where

feasible, operations likely to cause disturbance or disruption will be limited to these hours.

Appendix 15.1.6: Construction Traffic Management Plan

Contents

SECTION 1 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

1 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

1.1 Introduction

- 1.1.1 The preparation of a detailed Construction Traffic Management Plan (CTMP) is to be a Requirement included on the DCO and will be finalised and approved (as part of the CoCP) prior to construction commencing, when work is appointed with the selected MWC.

1.2 Construction Traffic Management Plan

- 1.2.1 The CTMP will identify the traffic routes to the proposed development.
- 1.2.2 HGV traffic and deliveries to the proposed development during the construction phase will be restricted to the M4 Junction 38 via Harbour Way to limit traffic impact on local residential roads and communities.
- 1.2.3 Points of access and egress for the proposed development site will be identified and marked with warning signs in accordance with the requirements of the works.
- 1.2.4 In order to ensure compliance by contractors and suppliers, the requirements of the CTMP will be included in all contract tender documents and will be discussed in detail prior to awarding a contract. During the construction phase, drivers will be briefed regularly, and compliance with the plan will be checked regularly. Action will be taken in the event of any failure by contractors and/or suppliers to comply with the requirements, which will result in reprimands of those responsible followed by removal of the driver and/or the company from the project if failure to comply persists.
- 1.2.5 The CTMP will be regularly reviewed and updated to take into account the changing patterns of both existing traffic and the construction traffic following consultation with NPTCBC.

Appendix 15.1.7: Emergency Response and Flood Risk Management Plan

Contents

SECTION 1 EMERGENCY RESPONSE & FLOOD RISK MANAGEMENT PLAN

1 EMERGENCY RESPONSE AND FLOOD RISK MANAGEMENT PLAN

1.1 Introduction

- 1.1.1 The preparation of a detailed Emergency Response and Flood Risk Management Plan (ERFRMP) is to be a Requirement included on the DCO and will be finalised and approved (as part of the CoCP) prior to construction commencing, when work is appointed with the selected MWC.

1.2 Emergency Response and Flood Risk Management Plan

- 1.2.1 The ERFRMP will detail the actions to be taken to prevent and manage a flood incident, and will follow guidance published by Natural Resources Wales (NRW) and the Environment Agency (EA). Its objectives will likely be as follows:

1. Raise awareness of the risks of flooding associated with the proposed development.
2. Detail the flood warning and estimated lead times where possible.
3. Detail how the Plan is triggered, by who and when.
4. Define any areas of responsibility for those participating in the Plan.
5. Describe what actions are required by any personnel present at the proposed development.
6. Establish a safe route to a safe location, and outline the evacuation procedure.
7. Establish procedures for implementing the Plan and the way it will be monitored.

- 1.2.2 In the incidence of a flood event, the ERFRMP will be implemented in conjunction with the Water Management Plan's incident and emergency response procedures.

- 1.2.3 All construction works will be undertaken in accordance with the Control of Major Accident Hazard Regulations (COMAH Regs), the Port Talbot Major Accident Prevention Policy (MAPP) and the Port Talbot Major Emergency Plan, which form part of the wider Health and Safety Management Plan for the Port Talbot Site.
- 1.2.4 All construction areas and associated accommodation and welfare facilities will have in place appropriate plans and management controls to prevent fires. The site fire plans will be prepared, regularly reviewed, and updated as necessary, and will have due regard to the following documents:
- Fire Prevention on Construction Sites (Joint Code of Practice on the Protection from Fire of Construction Sites & Buildings Undergoing Renovation)
 - Fire Safety in Construction Work (HSG 168).
- 1.2.5 A project emergency plan will be developed by the MWC, providing telephone contact details for the emergency services, local authorities, and maps showing the location of local hospitals. The project emergency plan will be displayed within the Order Limits and will form part of the Tata Steel / Port Talbot site induction.