



CONSTRUCTION METHOD STATEMENT (CMS)(2nd Revision)

In respect of:

**RESERVED MATTERS SUBMISSION –
RESIDENTIAL DEVELOPMENT**

**LAND AT FORGE WASHERY, LOWER
BRYNAMMAN, NEATH PORT TALBOT,
SA18 1SW**

On behalf of:

Tolkein Property Ltd.

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JCR Planning Ltd.

PLANNING • DEVELOPMENT

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development industry**

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This Construction Method Statement (CMS) is a ‘living document’ and will be amended as necessary, in line with construction progress and in the light of any changing regulations and requirements.

1.0 INTRODUCTION

- 1.0.1 This Construction Method Statement (CMS) has been prepared on behalf of Tolkein Property Ltd. to accompany a reserved matters submission in respect of residential development (30 no. dwellings) at the Forge Washery, Lower Brynamman, Neath Port Talbot, SA18 1SW. More specifically, it is being submitted in order to discharge Condition 20 of Appeal decision APP/Y6930/A/18/3194251 dated 1st June 2018:-

20) No development shall commence, including any works of demolition, until a Construction Method Statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. The statement shall provide for:

- i) the parking of vehicles of site operatives and visitors*
- ii) loading and unloading of plant and materials, and the routing of construction and delivery vehicles*
- iii) storage of plant and materials used in constructing the development*
- iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate*
- v) wheel washing facilities*
- vi) measures to control the emission of dust and dirt during construction*
- vii) a scheme for recycling/disposing of waste resulting from demolition and construction works*
- viii) scheme for the erection of temporary/semi temporary signage warning drivers of the presence of children and speed restrictions*
- ix) a demolition method statement including mitigation measures to minimise the impacts of the demolition upon noise and nuisance to adjoining properties.*

The approved statement, schemes and mitigation shall be adhered to throughout the demolition and construction period of the development.

- 1.0.2 Although the preparation and subsequent approval of this CMS will discharge this particular condition, it is a significant living document that will continue to guide the construction process on the land at Forge Washery, Lower Brynamman. In fact, 'Tolkein Property Ltd.' will make the full adherence to the CMS a contractual requirement of any contract associated with the construction activities at Forge Washery. Its contract will cover the management of the main contractor's activities

and those of any sub-contractor working under the control of the main contractor. The CMS defines the minimum requirements that will need to be adhered to at every stage in the construction process by all participating contractors.

1.0.3 Specifically, this CMS establishes:-

- the general environmental principles that will underpin all construction activities on site
- the mitigation and monitoring measures that will be implemented in order to address any specific issues that may arise
- the procedural and management arrangements to be adopted to ensure effective response.

1.0.4 A number of the planning conditions associated with both the outline planning consent and this subsequent reserved matters submission have already sought to mitigate the potential environmental impact of construction, as well as identifying those areas of the site that have to be protected.

1.0.5 This CMS addresses issues associated with:-

- noise and vibration mitigation
- air quality (including dust suppression,)
- archaeology and cultural heritage
- ecology
- visual impact
- pollution including control of surface water run-off
- waste management
- contaminated land
- construction traffic management
 - *access routes for construction*
 - *temporary traffic management details*
 - *on-site parking for construction staff*
 - *servicing and delivery arrangements*
 - *wheel washing proposals - provision of wheel washing on the site exit and lorry jet washing facilities*
- community responsibility
- phasing of implementation of any such management plan

1.0.6 This CMS deals primarily with the initial stages of construction, particularly the formation of the access and roads, etc. Construction methodology in respect of the dwellings will form part of on-going updates of the CMS.

2.0 SITE MANAGEMENT

- 2.0.1 The developer shall be responsible for the implementation of the CMS and all landscape operations shall be undertaken by suitable and qualified landscape contractors.
- 2.0.2 Management on site will be headed by an appointed project manager based at the site offices (to be established).
- 2.0.3 Other members of the site development team to be appointed.
- 2.0.4 The project manager will:-
- ensure that the CMS is held on site, is updated as necessary, and its guidelines implemented throughout the construction works
 - ensure that all contractors and visitors comply with the CMS
 - ensure the site and all stored materials and chemicals are safe and secure
 - ensure that signage indicating where and whom visitors should report to are clearly displayed
 - ensure the site is kept in a tidy and orderly fashion
 - ensure controlled access arrangements are maintained
 - ensure that first aid and spill kits facilities are available and appropriately trained staff
 - ensure that all contractors are aware of all potential environmental matters which may arise on site.
- 2.0.5 The address and contact details of the site office will be posted on the site gate, once established.
- 2.0.6 During work hours, the site team can be contacted directly by land line telephone, whereas out of hours, a message on the security office answer phone provides contact details for the site team.
- 2.0.7 Out of hours security office number to be confirmed.

2.0.8 All contractors should satisfy themselves that there are no underground cables, drains or utility service equipment that could be affected by the construction works.

2.0.9 The review of all construction and environmental procedures will take place at regular intervals.

3.0 SCHEME DESCRIPTION AND CONSTRUCTION STAGES

3.0.1 The proposed development comprises:-

- formation of new access road into site from Amman Road, including pavements, lighting, drainage and traffic control
- service and utility diversions
- new surface water attenuation measures
- construction of 30 no. dwellings, as per approved details
- landscaping.

3.0.2 *Figure 1* depicts the initial site construction activity layout.

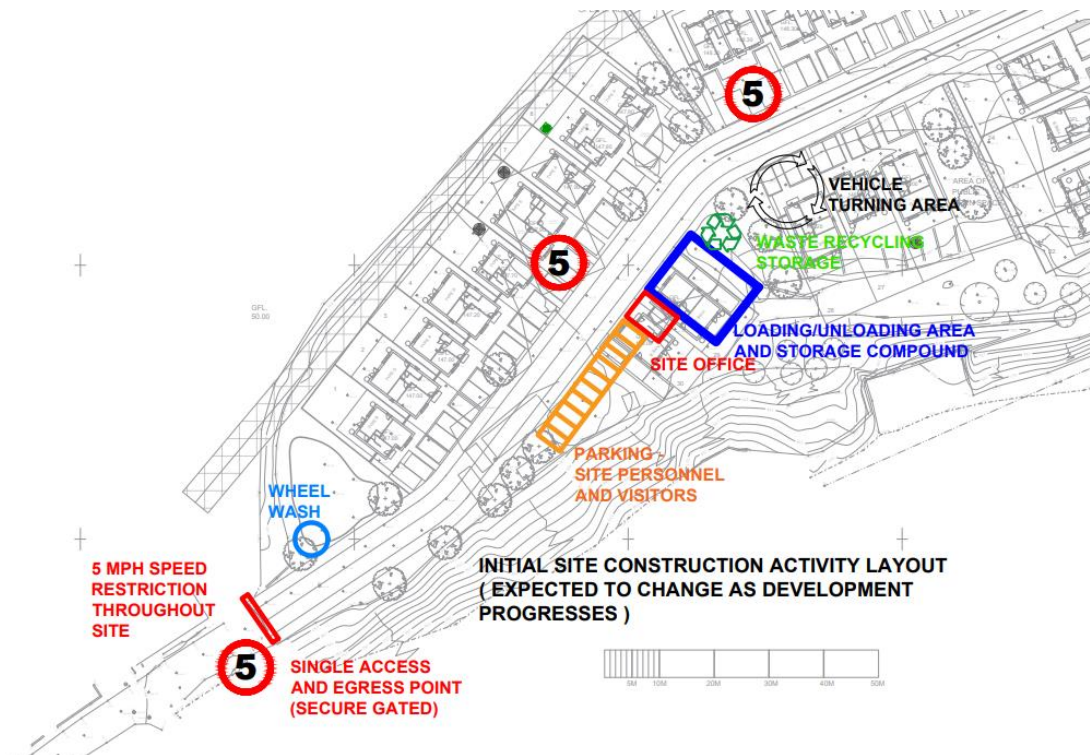


Fig. 1 - initial site construction activity layout

4.0 GENERAL

4.0.1 Site hours of work:-

08:00 - 18:00 Monday to Friday

08:00 - 13:00 Saturday (when required)

4.0.2 No construction to take place on Sundays and bank holidays.

4.0.3 Night working is to be avoided.

4.0.4 During the construction period it may be necessary, in exceptional circumstances, to work outside the prescribed working hours. Should this occur, the hours and duration of these works will be subject to consultation with the LPA.

4.0.5 The lighting of fires on site will not be permitted.

5.0 NOISE AND VIBRATION MITIGATION

- 5.0.1 The basic precautions that will be taken to minimise noise levels arising from the site include normal measures to secure silenced plant, control of working hours and reduced working hours for any percussive piling operations.
- 5.0.2 All contractors will be obliged to comply with the following:-
- full observance of all statutory or other identified noise control limits of plant and machinery based on acoustic performance (muffled) where practical
 - potentially high noise activities to be shielded by the erection of hoardings or screening
 - commissioning of direct 110v power supply to limit generator use
 - transistor radio usage to be controlled
 - careful selection of piling works techniques and procedures to minimise disturbance (see below)
 - noise and vibration to be monitored during construction works and evaluated at key locations
 - plant and machinery switched off after use and not left running unnecessarily
 - no explosives to be used on site
 - co-ordinated delivery times and efficient traffic management to prevent traffic queues
 - strict adherence to the site working hours.
- 5.0.3 It is anticipated that the construction of the 30 no. dwellings will not pose any significant risks in relation to vibration. Ongoing monitoring however will be undertaken and any cause for concern will be fully investigated by the project manager in close liaison with the EHO.
- 5.0.4 'Demolition' of existing structures on site will be undertaken by means of disassembling and dismantling the large shed building and lifting the other modular buildings onto a flat back lorry for removal off site. There is no demolition by way of explosives.
- 5.0.5 Advice received from leading specialist piling company 'Roger Bullivant Limited' has confirmed that the most environmentally friendly means of piling in areas where there may be groundwater issues is the driven pre-cast concrete piling method. This

method effectively involves pushing pre-cast concrete pile sections into the ground (think hitting a nail into wood), as opposed to auger drilling to form a vertical shaft which is then filled with concrete (think drilling a hole into wood and inserting wood filler). The pre-cast concrete piling method does not create pollution pathways and the subterranean ground becomes sealed around each concrete pile. Full details of the preferred method from 'Roger Bullivant Limited' are attached as appendices to this document.

- 5.0.6 In terms of mitigation, there will be very little nuisance arising from noise associated with removal of buildings from site. The situation will however be monitored.

6.0 AIR QUALITY (INCLUDING DUST SUPPRESSION)

6.0.1 Potential air quality issues are not expected to arise during the construction process due to:-

- the site being situated some distance from the main part of Lower Brynamman
- majority of construction activities will take place within the site and not immediately adjacent to any sensitive residential boundary
- only a few residential property receptors directly about the site
- general nature of planned construction activities (dwelling and road construction) rarely give rise to a serious risk to air quality.

6.0.2 Dust is basically a suspension of fine solid particles in gases and occasionally construction works can give rise to airborne dust as a consequence of site preparation and construction activities, vehicle movement and material transfer. Likewise, dust can become airborne when soil is exposed or left uncovered.

6.0.3 Accordingly, the following preventative regime will be introduced to reduce the potential for air borne dust generation during construction activities:-

CONSTRUCTION WORKS

- 6.0.4 Unavoidable dust generating activities, such as abrasive brick or block cutting:-
- will include dust collectors/filters or wet cutting techniques to minimise the release of dust into the air
 - will be kept away from the site perimeter wherever practical.

CONSTRUCTION TRAFFIC

- only proprietary and appropriately designed vehicles will be engaged to handle the movement of materials into and within the site
- maximum 5 mph site speed limits introduced for all vehicular movements to lessen dust disturbance
- standard safety signage to be displayed at site entrance and all other potential access points
- no significantly dusty materials to enter the site in open vehicles

- all vehicles transporting loose material will be covered
- a wheel wash facility to be sited near the entrance for use of vehicles leaving the site. To ensure that water from wheel washing facilities and wash down areas is contained and not allowed to soak into surrounding ground, the used water is to be channelled to a temporary containment tank.
- water from a wheel wash can be recycled and reused.
- where necessary, road sweeping of Amman Road to ensure it remains clear of dust and mud.

DUST SUPPRESSION

- exposed ground and stockpiles to be kept damp as short term measure with grass seeding for longer term stockpiling
- stockpiles to be located away from any sensitive receptors
- sections of completed earthworks are to be backfilled and finished/planted as soon as practicable
- as construction works progress, mobile bowsers to be deployed during dry/windy weather
- on-going monitoring to be undertaken as well as regular liaison with EHO and project manager
- no materials to be burned on site.

7.0 ARCHAEOLOGY AND CULTURAL HERITAGE

- 7.0.1 Condition 10 attached to the outline permission provides the necessary detail in respect of archaeological requirements.

10) No development approved by this permission shall commence until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which shall be submitted by the applicant and approved by the Local Planning Authority. The programme and scheme shall be fully implemented as defined in the approved details.

- 7.0.2 This study will be undertaken prior to the commencement of work on site and all operations will be guided by its recommendation.

8.0 ECOLOGY

- 8.0.1 Existing trees are to be protected and retained wherever possible. Trees that are to be retained will be clearly identified and protected from construction activity.
- 8.0.2 Accordingly, a tree protection zone will be established and maintained around all retained trees, preventing any work taking place without the prior authorisation of the Local Authority's Arboricultural Officer. The alignment of the proposed protective fencing, and all requisite signage, will be in accordance with the foregoing condition.
- 8.0.3 Those trees that form part of the wooded bank and which are to be retained, will be protected in accordance with 'BS 5837:2012 Trees in relation to design, demolition and construction – Recommendations'.
- 8.0.4 All contractors and site personnel will be advised of the tree protection zones by way of an induction programme and regular toolbox talks.
- 8.0.5 Recognised 'good practice' ecological management techniques will be adopted throughout the construction phase to help reduce impact, including:-
- all tree and scrub clearance works will be commenced and completed between September and February outside the bird nesting season; any pressing arboricultural works deemed to be unavoidable during nesting season (March – August) will be supervised by an ecologist
 - potential impacts of construction activities on retained vegetation will be reduced by the chosen dust minimisation methods
 - night working will be avoided wherever practical, with all construction lighting directed away from the woodland bank
 - works within close proximity to the River Amman will be carefully monitored in order to reduce the risk of sediment pollution
 - should any unexpected flora or fauna species be discovered on site, all construction works and related activity within a defined impact area will cease immediately; work will not re-commence until an appointed ecologist has fully assessed the situation and has devised and implemented mitigation measures in liaison with the Local Authority's ecological advisor.

- 8.0.6 Due to the proximity of the river Amman, a breeding and commuting river for otters, adherence to appropriate mitigation measures to avoid disturbance will be essential. All work in, or adjacent to, watercourses will be restricted to daylight hours, particularly avoiding the dusk and dawn periods when otters are most active. Before starting work, any major tree root systems or areas of dense vegetation should be inspected for signs of otter use. If otter signs are found, further advice will be sought from the NRW Biodiversity Officer and a licence may be required. Otters and their resting sites are fully protected under the Wildlife and Countryside Act 1981 (as amended by the CRow Act 2000) and the Habitats Regulations 2010.
- 8.0.7 Construction materials must be stored well away from the River Amman to prevent otters gaining access or using them to rest in (e.g. pipe ends will be capped or covered). Any trenches that are left open overnight will have planks of wood placed at regular intervals to allow otters a way out. All tools, food, litter and construction materials and packaging that may constitute a hazard to otters will be removed daily from the site. Any areas that may be suitable for use by otters will be checked immediately prior to works commencing by a suitably qualified, experienced and licensed ecologist.
- 8.0.8 Any tree/shrub felling and scrub removal should take place outside the breeding bird period (March to August inclusive). Vegetation removal within this period will require a survey for nesting birds. Breeding birds are protected under the Wildlife and Countryside Act 1981 (amended).

9.0 VISUAL IMPACT

- 9.0.1 The majority of the site is screened from Amman Road and is concealed behind the existing tree covered bank.
- 9.0.2 Hoardings and/or fencing along site boundaries will be maintained in clean and good order.
- 9.0.3 The removal of graffiti and non-site specific posters will be undertaken on a regular basis, as and when the need arises.
- 9.0.4 The surface of Amman Road will be kept free of excessive site dirt and mud, by means of road sweepers and wheel wash facilities. It is the responsibility of the main contractor to ensure the cleanliness of the site is maintained by undertaking regular inspections.
- 9.0.5 The amount and intensity of construction lighting will be limited and task specific.
- 9.0.6 The main contractor's compounds and areas for materials storage are to be located within the allocated development area, screened by the wooded bank.

10.0 POLLUTION (INCLUDING SURFACE WATER RUN-OFF CONTROL

- 10.0.1 Standard pollution prevention measures will be followed by all contractors, sub-contractors and site personnel.
- 10.0.2 In the event of an environmental incident, established procedures will be followed to reduce the risk of further spillages/migration of pollutants.
- 10.0.3 Fully stocked 'construction site spill kits' will be located within the site office and at key locations within the site. An up to date inventory of the spill kits' contents/equipment will be clearly displayed.
- 10.0.4 Any hazardous materials used in the construction process, including diesel, cleaning agents, paints, and solvents, will be properly stored in sealed containers (as per manufacturers' recommendations) and kept securely in contractors' vehicles.

DELIVERIES

- 10.0.5 Special care is to be taken during deliveries, especially when fuels and hazardous materials are being handled. All deliveries are to be supervised by a responsible person. Contingency plans are to be agreed and suitable materials available to deal with any incident that occurs (spill kits, etc.). All employees are to be briefed on the actions that are required in the event of a spillage. Any spillages are to be recorded and NRW is to be informed.

SECURITY AND STORAGE

- 10.0.6 Many materials used in construction operations such as oil, chemicals, cement, lime, cleaning materials and paint, have the potential to cause serious pollution. All fuel oil and chemical storage must be sited on an impervious base with a bund and be secured. The base and bund walls must be impermeable to the material stored and of an adequate capacity. Leaking or empty oil drums must be removed from the site immediately and disposed of via a licensed waste disposal contractor. The contents of any tank are to be clearly marked and a notice displayed requiring that valves and trigger guns to be locked when not in use.

SILT WATER

10.0.7 Surface water containing silt is never to be pumped directly into any watercourse or drain. Silty water can arise from excavations, exposed ground, stockpiles, plant and wheel washing. Reducing the risk of damage to the water environment requires careful planning. The best strategy will be:-

- Identify the location of all surface water drainage paths and water holding areas.
- Identify potential sources of pollution.
- All sources of pollution and potential pathways for that pollution to enter any watercourses should be identified at the pre-construction stage and appropriate mitigation measures introduced before commencement of site works. Continuous inspection of these surfaces to identify any at risk areas.

10.0.8 Sediment prevention will underpin many of the construction principles to be applied during the build-out of this site. Appropriate methodologies for the mitigation of water related effects, including pollution prevention measures and other potential environmental effects, will be introduced.

10.0.9 The management of sediment and surface water run off generated during the construction phase of the development will be controlled through 'good practice' construction techniques. A hydrological engineer or other specialist will be responsible for inspection and maintenance of the construction sediment controls throughout the construction period. In order to prevent excessive silt run off, the following will be adhered to:-

Silt & Pollution Prevention Tasks	
Ref	Action
1	Where necessary place sandbags along the boundary of the site to help prevent silt from washing from the site
2	Ground is not to be stripped during periods of heavy rainfall.
3	All soil heaps to be covered.
4	The adjacent road will be monitored and, if necessary, periodically swept clean.
5	Grout/cement/concrete to be mixed in a designated location where the ground is protected.
6	Any waste to be disposed of in an appropriate receptor (eg skip) and taken off site to a licenced tip.

7	Used water, from washing tools used in working with cement (eg trowels) to be disposed of off site.
8	Where possible all chemicals will be stored off site. Any chemicals stored on site will be securely kept in a waterproof area and bunded where appropriate (eg using a hazardous substance storage cabinets).
9	Any cement kept on site will be stored in a secure waterproof area.
10	Ground protection will be present where chemicals are to be used and any spills are to be cleaned immediately using spill kits stored on site.
11	Site staff to be trained to use the spill kits.
12	Where possible plant will be fuelled off site. If this is not possible plant should be refuelled in a designated area where the ground is protected.
13	Prior to starting on site all workers will receive an induction training and advised of the chemicals used on site, where they are stored, pollution prevention measures to adopt, where the spill kits are stored and how to use them.
14	A waste minimisation audit will be undertaken prior to commencement of site. Where possible any residual waste will be recycled. All waste, however, will be cleaned immediately and placed in a covered collection receptor (eg a skip) and removed from site regularly.
15	Pollution incident response plan is prepared in accordance with current best practice (GGP21). An incident that could threaten the environment should be reported to NRW immediately on 0300 065 3000 (24hrs) .

- Clear only those areas necessary for construction. Retain as much natural vegetation as possible to prevent sediment pollution from run off.
- Only clear vegetation when works are required and in phases. Avoid leaving exposed areas for long periods of time.
- Timing of vegetation removal to avoid particularly sensitive periods, e.g. bird nesting season. If necessary, introduce biodegradable textiles to protect areas of bare soil.
- Do not break new ground until absolutely necessary.
- Leave topsoil undisturbed as much as possible.
- Project to be divided into manageable phases.
- Sediment traps and ditches introduced to control run off water from within and around construction areas.

- Use of temporary measures, such as, seeding, mulch, geo-textile blankets, to assist ground stabilisation.
- Adjust construction strategy as site conditions change and assessing the weather and sediment implications of wet weather.
- Avoid construction activity during periods of heavy precipitation.
- Regular inspection of the construction site to gain early detection of potential problems.

SPOIL HEAPS

10.0.10 Spoil heaps are to be located and configured in a way that will avoid the risk of contamination.

REFUELLING

10.0.11 The risk of spilling fuel is at its greatest during the refuelling of plant. Mobile plant is to be refuelled away from site, in a designated area, preferably on an impermeable surface, away from drains and watercourses. A spill kit is to be available in this location. Diesel pumps and similar equipment are to be placed on drip trays to collect minor spillages. These should be checked regularly and any accumulated oil removed for proper disposal.

CONCRETE

10.0.12 Concrete is highly alkaline and corrosive and can have a serious impact on watercourses. It is essential to take particular care with all works involving concrete and cement. Suitable provision is to be made for the washing out of concrete mixing plant or ready mix lorries so that washings do not flow into any drain or watercourse or seep underground. In the event of a spillage on site, the material must be contained (using an absorbent material, such as sand or soil, or commercially available booms). All spillages are to be reported to the NRW.

11.0 WASTE MANAGEMENT

11.0.1 Throughout the construction process the waste management objectives are:-

- waste minimisation wherever possible
- recycling non usable surplus material
- controlled waste disposal management
- promote effective site hygiene via the regular removal of rubbish and site surplus material
- comply with all necessary waste transfer documentation.

11.0.2 All waste emanating from the construction process is to be segregated into individual designated collection areas or skips, in order to encourage reuse and recycling with the consequent benefits of reduced landfill. The following materials will be segregated:-

- timber
- plastics
- metal
- plasterboard
- pallets and cable drums

11.0.3 Each skip will be clearly signed and positioned to indicate the respective waste material and will be emptied at regular intervals. All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products will be properly sealed in containers prior to storage in appropriately protected storage areas.

11.0.4 The dissipation of information relating to waste management procedures will be achieved through appropriate signage and 'Toolbox Talks'. Regular waste management monitoring will be undertaken.

11.0.5 There are not expected to be any significant quantities of inert waste removed from site. The procedure for removal of any such waste will fully comply with all waste legislation requirements, including Duty of Care Regulations. Waste transfer notes and carrier licenses to be checked in order to control the manner of waste stream removal from site.

11.0.6 The on-site crushing and reuse of materials (mainly stone) will aid waste reduction, as well as minimising vehicular movements on the local road systems. Likewise, trash arising from any vegetation clearance that has been approved will be ‘chipped’ and stored on-site for future landscaping (mulch) purposes.

11.0.7 The implementation of a ‘just-in-time’ material delivery system will avoid materials being stockpiled, which increases the risk of their damage and disposal as waste.

11.0.8 Attention to materials quantity requirements will avoid over-ordering and generation of waste materials.

11.0.9 Re-use of materials wherever feasible (e.g. re-use of excavated soil for landscaping).

SITE WASTE MANAGEMENT PLAN

11.0.10 A ‘site waste management plan’ will be prepared as part of the contract documents provided by the contractor in accordance with current regulations and will include for the following:-

- the anticipated types and quantities of waste generated from all the construction works
- waste management options, including selection of waste disposal sites and contractors, hazardous and non-hazardous waste disposal methodology
- measures to minimise the production of waste and its handling
- familiarisation and training of contractors
- methodology for compliance with Waste Regulation Authority requirements
- a review process and monitoring procedures.

12.0 CONTAMINATED LAND

12.0.1 The majority of the development site is brownfield. Previous geo-technical assessments within the site have not discovered any significant concentrations of contamination (either soil, existing spoil or ground water). Condition 13 attached to the outline permission provides the necessary detail in respect of contaminated land requirements.

13) Prior to the commencement of work on site a scheme to assess the nature and extent of any contamination on the site, and confirmation of whether or not it originates on the site shall be submitted to and agreed in writing with the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons in accordance with the following document:- Land Contamination: A Guide for Developers (WLGA, WAG & EAW, July 2006) and shall be submitted as a written report which shall include:

- i) a desk top study to identify all previous uses at the site and potential contaminants associated with those uses and the impacts from those contaminants on land and controlled waters. The desk study shall establish a 'conceptual site model' (CSM) identifying all plausible pollutant linkages to be assessed.*
- ii) a survey of the extent, scale and nature of contamination;*
- iii) an assessment of the potential risks to:*
 - human health,*
 - ground waters and surface waters*
 - adjoining land,*
 - property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes,*
 - ecological systems,*
 - archaeological sites and ancient monuments;*
- iv) an appraisal of remedial options, and proposal of the preferred remedial option(s).*

12.0.2 A contamination study has previously been submitted to the Local Planning Authority which will be updated.

12.0.3 All contractors will be conversant with the procedure for reporting any potential ground contamination.

EXPORTED MATERIAL

12.0.4 Any suspected ground contamination that may arise during construction activity will be reported to the Local Authority and dealt with appropriately.

12.0.5 Remediation options include:-

- excavation and removal to a suitable landfill site;
- on-site remediation by treatment or clean cover capping with imported soils, or other suitable inert fill.

12.0.6 Any excavated spoil that is to be transferred to landfill should undergo Waste Acceptance Criteria (WAC) classification.

12.0.7 Before waste is taken to a landfill site with an appropriate permit for disposal, the following will be completed:-

- Duty of Care transfer note/Hazardous Waste consignment note
- Pre-Treatment declaration form
- basic characterisation of the waste, to include:-
- description of the waste
- Waste Code (using List of Wastes)
- composition of the waste (by testing, if necessary)
- WAC testing (if required)

IMPORTED MATERIAL

12.0.8 All imported materials, including topsoil, must be free of contamination and comply with Environment Agency standards. In addition, details relating to the source and supplier of any imported materials will be provided to the Local Authority.

12.0.9 It should be emphasised that the risk from contaminated ground is considered to be low.

13.0 CONSTRUCTION TRAFFIC MANAGEMENT

ACCESS ROUTES FOR CONSTRUCTION

13.0.1 The only access into the site is direct from Amman Road (as approved under the outline permission). Once formed, this access will enable all relevant vehicles to enter the site in a forward gear. In the unlikely event that reversing onto Amman Road is required, a competent banksman will be in attendance at all times.

TEMPORARY TRAFFIC MANAGEMENT DETAILS

13.0.2 The site will only be accessible via double entrance gates.

13.0.3 During its construction, pedestrian barriers will be erected at the site access to control the interface between members of the public and site traffic. In addition, a crossing point for pedestrians over the site access will be established and clearly demarcated and signed.

13.0.4 Vehicles leaving the site will be guided by a gateman to ensure that pedestrian and vehicle interface is safely controlled.

13.0.5 In the first stage of the formation of the junction with Amman Road it will be necessary to alternate the direction of traffic flow via traffic control (known as 'shuttle working').

13.0.6 This will be achieved by manually-operated "STOP/GO" boards at each end or traffic lights. The standard sign will be used to indicate where vehicles should stop when the red signal shows.



13.0.7 Heras fencing will be erected to provide segregation of the public from vehicle movement as necessary.

13.0.8 Existing residents and pedestrians will have right of way on the public pavement along Amman Road at all times.

13.0.9 All vehicles will enter the site access when passage is clear and safe to move.

13.0.10 All delivery drivers will report at the site traffic entrance gate and adhere to the instructions provided.

13.0.11 A restricted speed limit of 5 mph throughout the site will be in operation at all times.

ON-SITE PARKING FOR CONSTRUCTION STAFF

13.0.12 All contractors' parking will be within the development site, near to the office compound.

13.0.13 There is to be no parking of contractors' staff or deliveries on Amman Road or neighbouring streets.

13.0.14 Site notice boards will be displayed at the site entrance and will display the project particulars, contact details, access and egress procedure, site rules and all necessary health and safety information.

ON-SITE WORKER PARKING

13.0.15 Unapproved parking on public roads will not be permitted.

13.0.16 There is adequate provision for essential on-site car parking within the site. There will only be limited on-site visitor parking.

13.0.17 During the early stages of construction parking will be restricted to the designated area. As the development progresses, it is customary for the fitting trades to park at the dwelling being completed.

CONSTRUCTION VEHICLE MOVEMENTS/DELIVERIES

13.0.18 A delivery zone will be established on site in order to accommodate one lorry and ancillary loading area.

SERVICING AND DELIVERY ARRANGEMENTS

13.0.19 Deliveries to the site will be timed to avoid the busiest rush hour periods, whenever practicable, and no lorry deliveries over weekends.

13.0.20 During initial site establishment works, a number of road deliveries will be required to set up the compound, etc. and prepare the site generally. The impacts from these deliveries will be minimised by manual traffic controls.

RESTRICTION OF VEHICULAR TRAFFIC

13.0.21 Regular site deliveries pose no threat to the condition of surrounding roads.

13.0.22 All loads delivered to site will be within the loading capacity of the roads.

13.0.23 Suppliers and subcontractors will be notified in advance of the main access into the site for delivery. If necessary, directions with site delivery rules and times will be sent out with each order.

13.0.24 All unscheduled or non-agreed deliveries will be turned away.

13.0.25 The main site gates will open inwards and will not impede the public highway or footpaths at any time.

13.0.26 All drivers will be instructed to deliver/off load, turn and return to the site security gate and await instruction to be escorted from the site compound traffic exit onto the access/egress road by the site traffic manager.

WHEEL WASHING PROPOSALS

13.0.27 Provision of wheel washing on site exit and lorry jet washing facilities. From the onset of works, all contractors will be required to use all possible means to ensure that the least amount of debris is carried out onto the external carriageways.

- 13.0.28 A site operative shall direct all vehicles exiting the site to a jet wash area to clean off any loose soil or materials before leaving the site compound.
- 13.0.29 Wheel washes and plant washing facilities will be provided to minimise the spread of material from the area of excavation.
- 13.0.30 Wheel washes are to be securely constructed with no overflow and the effluent will be contained for proper treatment and, if practical, recycling.
- 13.0.31 In addition, the site roads will be regularly cleaned to ensure that material will not be transferred to the public highway. Dust suppression measures will be implemented which will prevent the generation of fugitive dust.
- 13.0.32 The exit from the wheel washing system shall be constructed from a hard, non-porous surfacing material and shall be kept clean at all times.
- 13.0.33 Waste water discharged from the wheel washing system shall be stored and disposed of on site and shall not be discharged into the public sewerage system.
- 13.0.34 Site lighting shall be designed, positioned and directed so as not to unnecessarily intrude on passing drivers on public highways and so as not to direct light into any windows of properties outside the site.

14.0 GENERAL SITE PROCEDURES

PUBLIC RELATIONS/COMPLAINTS PROCEDURES

14.0.1 Any complaints will be logged on-site, fully investigated and reported as soon as possible and the complainant will be informed as to what action has been taken.

SITE SET-UP FOR OFFICES AND WELFARE FACILITIES

14.0.2 Securing an efficient construction programme for this project will require a site set-up comprising:-

- offices
- toilet and changing facilities, and
- a rest room.

14.0.3 Initially, the facilities will be situated within the developable part of the site close to the access ramp. The facilities will be relocated as the development progresses.

14.0.4 The offices and other facilities will be housed in portacabins or other similar modular portable units.

INDUCTION/SITE RULES/ CONSULTATION

14.0.5 Every individual engaged in the development of the site will receive a specific induction before commencing work.

14.0.6 Typically inductions will cover the following:-

- site rules
- behaviour
- drugs and alcohol
- smoking areas
- PPE and Health and Safety issues
- use of welfare facilities
- security issues
- emergency procedures
- good and bad practice

FIRST AID

14.0.7 It will be a requirement that a number of the main contractors and the sub-contractor will be first aid trained.

CONSTRUCTION ACTIVITIES

14.0.8 The construction of the development will be carried out in accordance with this CMS.

SITE SECURITY

14.0.9 Hoarding screens will be erected around the compound. The hoarding will be relocated as the work proceeds. All necessary protection, hoardings, covers and protected walkways will be erected as and when required to ensure that the site is kept secure.

14.0.10 There will be controlled access to the site, for both security and safety reasons.
Signage warning children to 'keep out' will be erected at prominent locations.

14.0.11 At night, the site compound and offices will be kept locked, and the offices alarmed.

14.0.12 This CMS has dealt primarily with the initial stages of construction, particularly the formation of the access and roads, etc. Construction methodology in respect of the dwellings will form part of on-going updates of the CMS.

POST-CONSTRUCTION CRIME PREVENTION MEASURES

14.0.13 The development will incorporate the following security measures, as advised by the Crime Prevention Officer:-

- Lighting on the estate must meet the British Standard 5489:2013.
- During the hours of darkness, parking bays must be well illuminated, and they must enjoy good natural surveillance from the properties with unobstructed views.
- All garage doors should meet the standard PAS 24 2016 or equivalent. There should be no windows fitted in garages and garages should have an alarm fitted that meets the relevant British Standard.
- Garden sheds should be sited away from the rear fencing or walls to prevent assisting people in climbing over them.

- Bins must be kept in secure areas.
- Bike stores must be secure, lit and overlooked by the properties.
- Security lighting should be installed controlled preferably by photo electric cells or time switches or alternatively PIR detectors. The lighting should protect the rears and sides of the homes, the parking bays and the driveways.
- Callers at the external doors of the properties must be lit during the hours of darkness by appropriate lighting.
- Any windowless elevation or blank walls adjacent to space to which the public have access, will be monitored with security cameras.
- Meter boxes should ideally be fitted at the front of dwellings.
- All vulnerable windows fitted, e.g. ground floor windows, windows above flat roofs, must meet the PAS 24 2016 or equivalent and should be third party tested and certificated. They should also have key operated window locks fitted.
- A 13 amp fused spur should be installed in each individual property. Ideally all properties would have an intruder alarm fitted up to the relevant British Standard.
- Property numbers and street names must be clearly displayed.
- Anti-personnel shrub planting will be introduced alongside rear gardens abutting areas of open space. A mixture of the following shrubs will be incorporated at these locations:-
 - Crataegus in var. esp Prunifolia & Oxycantha
 - Berberis in var. esp Darwinii & Gagnepainii
 - Elaeagnus Augustifolia
 - Ilex Aquifolium
 - Mahonia Aquifolium
 - Prunus Spinosa
 - Rosa Rugosa
 - Ulex Europaeus
 - Rubus Fruticosus