

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

**Former Cardonnel Court Nursing Home
Cardonnel Road Skewen SA10 6BS**

December 2023

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1.0 INTRODUCTION

- 1.1 This Demolition and Construction Environmental Management Plan (DCEMP) has been prepared on behalf of SWP SPV3 Ltd. (hereafter referred to as SWP) to satisfy condition 3 (CEMP) of planning permission P2023/0499 granted by Neath Port Talbot Council on the 10th October 2023. The aforementioned condition requires details in relation to the management of the construction phase of the project to be detailed in a DCEMP.
- 1.2 The application site is a former care home and granted planning permission for its redevelopment to provide a 16bed residential care facility with associated works under P2023/0499. Works on site have not yet commenced.
- 1.3 This statement covers condition 3 and the full wording of the condition is below.

Condition3 reads as follows:

No development shall commence (including any demolition or site clearance), until a Demolition & Construction Environmental Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Environmental Management Plan shall be in accordance with the requirements of British Standard BS5228-1:2009 - "Code of practice for noise and vibration control on construction and open sites". The approved Statement shall be adhered to throughout the demolition and construction phases. The Statement shall provide for:

- a) Construction methods: details of the extent and phasing of development; details for the storage and management of plant and materials used in constructing the development***
- b) Drainage: Details of drainage measures during construction phases to ensure that the drainage of any adjoining land, and land downstream is not interrupted or otherwise adversely affected by the development.***
- c) General Site Management: details of the construction programme including timetable; details of site clearance; details for erection and maintenance of security hoarding including decorative displays and facilities for public viewing.***
- d) Control of Nuisances: Wheel washing facilities and measures to control light spill.***
- e) Traffic Management: details of site deliveries including routes of vehicles, plus delivery and construction times, taking into account the proximity of residential dwellings details for the loading and unloading of plant and materials; details for the parking of vehicles of site operatives and visitors; scheme for the erection of temporary/semi-temporary signage warning drivers of the presence of children and speed restrictions; Measures to prevent stacking of vehicles onto the public highway; The frequency and size of vehicles used to transport the waste material arising from the demolition works;***
- f) Hours of working on site, including specified hours for deliveries; details of restrictions to be applied during construction and demolition works***

(including timing, duration and frequency of works) to prevent noise or nuisance amenity issues to surrounding properties.

- g) Responsible Persons: details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details, the CEMP must also be signed by the responsible person.***

Reason: In the interest of highway and pedestrian safety, the environment, and the amenity of residents, and to ensure accordance with Policies BE1 and TR2 of the adopted Neath Port Talbot Local Development Plan.

- 1.4 SWP will not be the Principal Contractor but compliance with this CEMP will be a requirement passed onto the Contractor who will either need to comply with the measures set out or re-discharge the condition accordingly.

- 2.1 The Site is located in the settlement of Skewen in the administrative authority of Neath Port Talbot Council (hereafter referred to as NPTC). Skewen is approximately 2 miles to the west of Neath and 8 miles to the east of Swansea city centre and has excellent links to the M4 motorway, located immediately off junction 43 of the M4 motorway. The site is located to the south of the Skewen settlement in a predominantly residential area.
- 2.2 More specifically, the Site is a roughly triangular shaped parcel of land measuring approximately 0.5ha. The Site has varying ground levels with the highest levels at the Site access point, off Cardonnel Road, and the lowest level along the eastern boundary resulting in the eaves of the existing building being broadly at the same level as Cardonnel Road as it curves around the southern boundary of the Site. The Site currently comprises of a 39bed care home and associated car parking. The existing care home building is 'T' shaped, single storey, in a poor state of repair and its footprint occupies the majority of the Site. In the western portion of the Site is a car park area with capacity for around 7no car parking spaces and turning area. The site is almost entirely enclosed by trees and vegetation with the exception of an opening to enable the access point.
- 2.3 The Site is bounded to the north, south and west by residential properties, with Cardonnel Road curving around the western and southern boundaries. The east of the Site is bounded by a planted bank which leads to a mineral railway line. The site is adjacent to watercourse to the north which is known as the Pentrefynnon SINC (NPTSINC099 Pentrefynnon).
- 2.4 Access to the Site is gained via Cardonnel Road which in turn is accessed from either Pale Road or Bosworth Road via Burrows Road.
- 2.5 To the north-east of the Site is the Tennant Canal, Skewen Cutting and tramroad bridge which is an Ancient Scheduled Monument. There are no public rights of way that cross the Site or run along its boundaries. The Site is not affected by flooding.

3.0 GENERAL SITE MANAGEMENT

Construction Programme

- 3.1 The construction programme is anticipated to take 54 weeks and given scale of development will not be phased. The full programme is included in Appendix 2.

Site Clearance

- 3.2 Site clearance, including demolition, will take place once the site set up is complete and anticipated to take 6 weeks.

- 3.3 Site clearance, which includes the demolition of existing buildings discussed below, will make way for the development. In clearing the elements of the site for development the following measures will be taken which are detailed more fully in the Bat Survey which supported the application and is included at Appendix 3 of this CEMP:

- A suitably licenced and experienced ecologist will be on call for the duration of the works.
- Before any work begins on site, a briefing for contractors and other site-staff 'toolbox talk' will be given by an ecologist. The briefing will cover the issues in respect of protected species they may encounter on site, where they might find them, methods of working, and what they need to know to avoid committing an offence. Every briefing attendee will be provided with a copy of a Method Statement and the contact details of an ecologist and Natural Resources Wales.
- If at any point bats or evidence of bats is found, all works will cease, BE Ecological Ltd informed and NRW consulted.
- If bats or their signs are found, a EPS licence may be required before works can legally resume

Demolition

- 3.4 The former care homes requires demolition to make way for the development and will be undertaken by a separate enabling works contractor. The demolition contractor has been appointed, Allclear, and they have provided a Demolition Method Statement which is contained in Appendix 7 and details how the demolition will be undertaken.

- 3.5 Allclear contractor in addition to the detailed Demolition Method Statement has also prepared risk assessment which will be issued to the SWP prior to the commencement of any work on site.

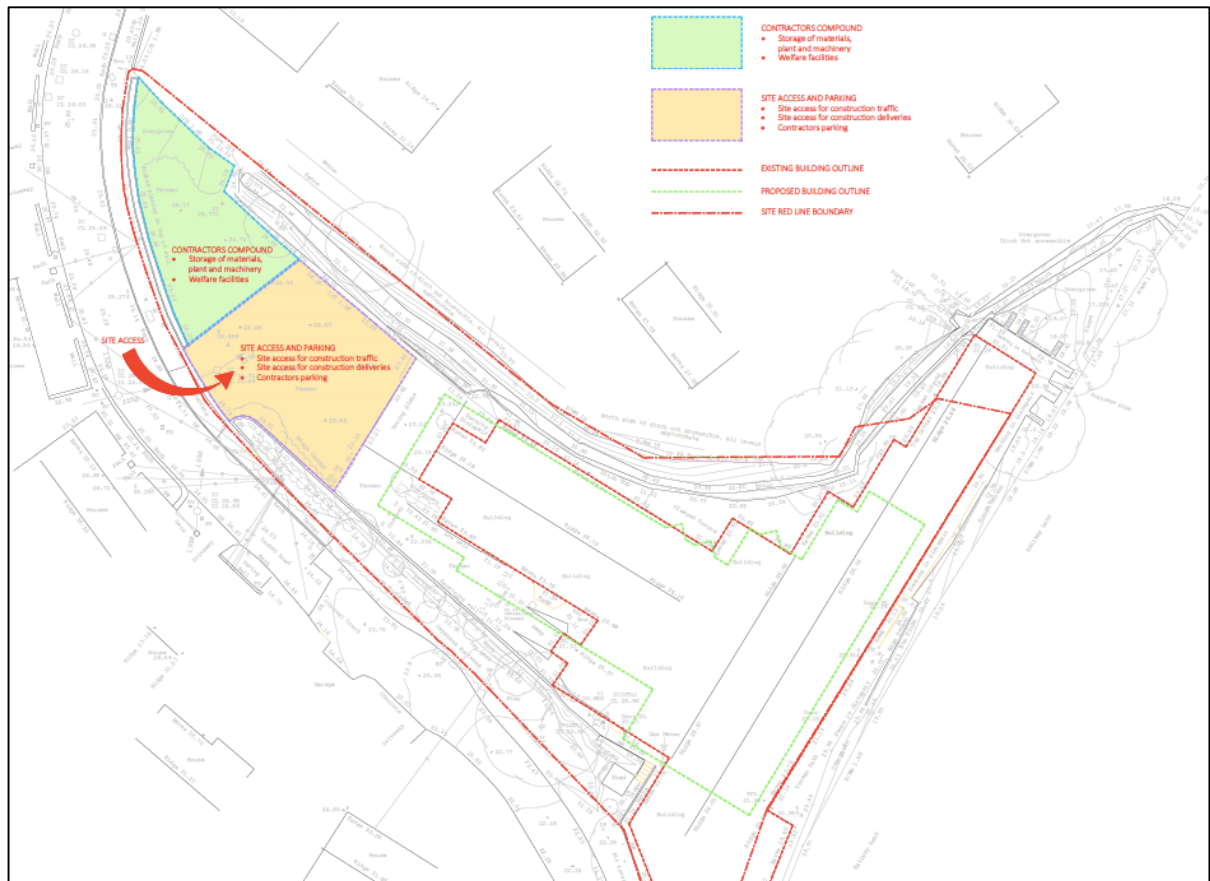
- 3.6 Allclear have been made aware of the requirement of the Bat Survey and Japanese Knotweed Management Plan and Method Statement. The Demolition Method Statement aligns with both of these documents.

- 3.7 The Demolition Method statements has been reviewed by the Contracts Manager and Appointed Structural Engineer to assess strategies proposed under Health and Safety grounds, as well as the effects on any surrounding structures, services, etc.

Site Set Up

- 3.8 The site set up during construction is shown on the plan extract overleaf and full plan included in Appendix 1. The site set up includes:
- **Construction access** will be via the existing site access off Cardonnel Road. This will be the only site access during construction and once the development is completed. The access will lead directly to the contractor parking and construction delivery area.
 - **Parking and Delivery Area** (shaded yellow on Site Compound Plan) is accessed via the main site access point, via the contractor's compound area, and will provide an area for contractor parking and also an off road location for construction deliveries. All construction relates traffic will be directed to this area.
 - **Contractors Compound** (shaded green on Site Compound Plan) is north of the site access and will accommodate the welfare facilities and the store all materials, plant and machinery.
- 3.9 The site will be secured with temporary hoarding, as required, and the hoarding will include the contractor and developer branding as well as details of the development. The Contractor Compound and Site access and Parking Area and will be secured with temporary fencing, if needed. Since they are both located within the confines of the site which will be secured overnight or when construction activities are not taking place it may not be necessary to have fencing internal to the site. This will be determined once a contractor for the development is appointed.

Figure 2: Extract of Site Compound Plan



Welfare Facilities

3.10 The welfare facilities will include:

- Toilet;
- A supply of hot & cold or warm running water;
- Heated rest facilities with tables & chairs, facility for boiling water and a means for heating food;
- A supply of drinking water

3.11 The temporary site accommodation may comprise of a self-contained welfare unit provided by a local hire company. The facilities comply with the Construction (Design & Management) Regulations 2015 and will be maintained to a high standard of hygiene by all site operatives.

3.12 A first aid box with sufficient first aid provisions will be available on site, and the Site Manager will be responsible for ensuring the first aid provisions are adequate and maintained. Morriston Hospital, Heol Maes Eglwys, Cwmrhydyceirw, morriston. SA6 6NL, Telephone: 01792 702222 is the nearest hospital with 24-hour accident and emergency facilities.

Personal Protective Equipment

3.13 All personnel and visitors will wear the required personal protective equipment including appropriate footwear and high visibility vests/jackets at all times

Hours of Operation

3.14 All works will be carried out in strict accordance with agreed working hours. These

will be 8am to 6.00pm Monday to Friday and 8am to 1.00pm on Saturdays. To facilitate an 8am start contractors will need to arrive in advance of this time. The site will not be operational on Sundays or Bank Holidays. No works will take place on Sundays or during UK holidays.

- 3.15 On occasions however, there may be a requirement for heavy/wide loads to be delivered and removed outside of these hours. Should such an occasion arise, the contractor will provide reasonable notice to the local neighbours via a mail drop, in addition the contractor will be in attendance at all times.

Containment Areas

- 3.16 There will be a containment area within the Contractor Compound to store materials which may be harmful. The containment area will be properly demarcated with appropriate signage. The contained area will be positioned at least 10m away from watercourses and bunded to avoid any spillages in the area shown on the CEMP Masterplan contained in Appendix 6.

Construction Drainage

- 3.17 Adequate space for SUDS including facilities such as settlement ponds and temporary bunds will be provided, as required during construction, to prevent rainwater discharge off site and ensure that drainage of adjoining land and land downstream are not affected by the construction works. The location of the settlement pond and temporary bund are shown in the surface Water Drainage Plan shown in Appendix 8. The ditch along the northern boundary will be inspected and if required, gaps within the fence will be protected with barrier fencing reducing the risk of debris leaving the site boundary throughout demolition and construction, if required. As an additional protection a silt protection barrier will be proposed between the temporary bund and the watercourse. All temporary construction drainage features will be located away from the site boundaries, particularly the ditch along the northern boundary. Drainage channels will be monitored daily through visual assessment by the site manager to assess effectiveness. A record of the visual assessment will be recorded on the daily housekeeping schedule to identify any potential issues. Drainage channels will be monitored daily through visual assessment by the site manager to assess effectiveness. A record of the visual assessment will be recorded on the daily housekeeping schedule to identify any potential issues. Please refer to surface Water Drainage Plan contained in Appendix 8.
- 3.18 Excess clean water from the settlement ponds will be emptied using a submersible pump and discharged to the water course on the northern end of the site. The temporary ponds will be cleaned of silt periodically if required to maintain storage capacity. Any silt will be disposed of to a registered landfill site. The rate of discharge will be a maximum of 6.6 Lit/sec. In a 100yr + 30% Storm which is the same as the final development.
- 3.19 The final development requires SAB approval which the applicant is currently pursuing. The final SuDs solution will be implemented in accordance with the SAB approval.

4.0 BIODIVERSITY MANAGEMENT

Existing Environment

- 4.1 The site is a brownfield site comprising of an existing building, hardstanding and planting along the boundaries. A Bat Survey has been undertaken at the site which confirmed that the building is not being used as a bat roost.
- 4.2 No evidence of breeding birds was found throughout the buildings at the time of survey.
- 4.3 The site is adjacent to Pentrefynnon SINC (NPTSINC099 Pentrefynnon).
- 4.4 The site is surrounded by trees and broad-leaved woodland.

Potential Effect of Development and Mitigation Measures

- 4.5 During construction of the proposed care home and associated works site clearance needs to take place as described earlier in this CEMP. The site demolition and clearance could adversely impact biodiversity and the potential impacts are summarised below.

Bats

- 4.6 Whilst the building has been surveyed and no bat roost identified, as a precautionary measure the proposed demolition of the building will be undertaken in accordance with the recommended Method Statement included in the Bat Survey (Demolition Method Statement contained in Appendix 7 and Bat survey contained in Appendix 3) which requires the following:
- A suitably licenced and experienced ecologist will be on call for the duration of the works.
 - Before any work begins on site, a briefing for contractors and other site-staff 'toolbox talk' will be given by an ecologist. The briefing will cover the issues in respect of protected species they may encounter on site, where they might find them, methods of working, and what they need to know to avoid committing an offence. Every briefing attendee will be provided with a copy of a Method Statement and the contact details of an ecologist and Natural Resources Wales.
 - If at any point bats or evidence of bats is found, all works will cease, BE Ecological Ltd informed and NRW consulted.
 - If bats or their signs are found, a EPS licence may be required before works can legally resume

Watercourse

- 4.7 The proposed development will be offset from the watercourse more than the existing building which will, therefore, be an improvement in the relationship of the site with the watercourse once the proposed development is complete. Also, the watercourse is currently significantly affected by Japanese Knotweed and as part of the proposed redevelopment of the site the Japanese Knotweed will be eradicated which will improve the conditions of the watercourse.

4.8 There is the risk of adverse impacts on the watercourse during the construction phase however the following measures will be undertaken to ensure the watercourse is protected for the duration of the construction phase:

- Deliveries, where possible, will be made at least 10m away from the watercourses or construction drainage systems areas;
- All deliveries to be supervised including inspections of all containers, tanks or drums brought on site to ensure they are in a satisfactory condition;
- Refuelling areas will be sited away from watercourses with a fuel overspill bund and kit provided;
- Safe storage of all polluting materials within the containment area which will be located over 10m away from the watercourse;
- Silty water to be treated via settlement ponds (SuDS method);
- Plant wheel washings as and when necessary;
- Site run off will be monitored throughout construction phase;
- The highway gullies will be cleansed periodically throughout construction phase; and
- All contractors will be informed of the potential risk posed to the River Ebbw before starting works and made aware of pollution prevention methods in relation to existing watercourses.

Tree and Hedgerow Protection

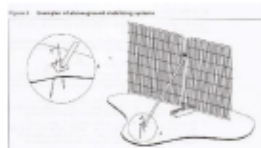
4.8 The trees and hedgerows will be protected in accordance with Tree Protection Plan contained in the Arboricultural Report which was submitted with the planning application. The relevant measures included in that report are extracted below and the full tree report is contained in Appendix 4.

4.7 The Tree Protection Plan measures are:

- Any treeworks required must be carried out prior to the commencement of construction works.
- Heras fencing as shown below will be erected in the location marked on the Tree Protection Plan. Ground protection matting must be used here, and pedestrian access only will be permitted.
- The fenced off area will be designated as the construction exclusion zone (CEZ). Example of fencing shown below.
- All fencing must be in place before construction works begin and must not be moved or removed until all construction works have finished. Signage as shown below must be attached to the fencing.
- All treeworks will be undertaken in accordance with the measures set out in the Japanese Knotweed Management Plan and Method Statement (page 23). The Japanese Knotweed Management Plan and Method Statement is contained in Appendix 5.
- Works within the CEZ are restricted as follows
 - No excavations to be carried out unless agreed as part of the planning permission
 - No vehicle access.

- No fires to be lit within the CEZ or within 10 metres of the crown of a tree to be retained.
- No storage of construction materials or spoil within the CEZ.
- No mixing of cement or discharge of contaminants such as fuel within the CEZ
- Soil levels within the CEZ must not be altered unless agreed as part of the planning permission.
- No signs or lighting to be attached to trees to be retained.

Figure 3: Tree Protection Fencing and Signage examples



Tree Protection Fencing



Tree Protection Signage

- 4.8 Condition 4 of the planning consent requires details of a landscaping scheme, including indications of all existing trees (including spread and species) and hedgerows on the land, identify those to be retained and set out measures for their protection throughout the course of development. As such, the above tree protection measures will be considered under the discharge of that condition.

Birds

- 4.8 Should any bird nest be identified within the building during works, it will be left until such a time the young have fledged the nest of their own accord.

Invasive Species Management

- 4.11 There is confirmed presence of Japanese Knotweed at the site. The planning application was supported by a Japanese Knotweed Management and Method Statement which will be implemented to ensure the Japanese Knotweed is eradicated appropriately. The Japanese Knotweed Management Plan and Method Statement is contained in Appendix 5.

Avoidance and Mitigation Measures

- 4.12 In summary, the avoidance and mitigation measures required during construction are:

- Precautionary approach to demolition of the building to ensure no adverse impact on bats (in the unlikely event they are present on site);

- Implementation of the Tree Protection Plan including tree fencing;
- Protection of watercourses and monitoring to take place during construction in accordance with the mitigation measures set out in this CEMP;
- Works to be paused on site if nesting birds are discovered to enable the young to have fledged the next of their own accord; and
- The eradication of Japanese Knotweed to be undertaken in accordance with the Japanese Knotweed Management Plan and Method Statement is contained in Appendix 5.

Ecological Enhancements

4.13 Planning consent P2023/0499 secures various ecological enhancements via the planning conditions imposed including:

- A wildlife friendly external lighting scheme which protects dark corridors is required under condition 11.
- The installation of long term ecological enhancements to be incorporated within the completed development in the form of 3no. bat tubes and 3no. sparrow terraces, secured via condition 12 of the consent.
- A comprehensive landscaping scheme for the development which includes wildlife friendly species to be agreed with the Local Planning Authority, ensuring maximum biodiversity enhancements under condition 4.
- The proposed bin store to have a green roof as per the requirements of condition 13.

Ecological Clerk of Works

4.14 In case of emergencies or queries relating to ecological matters, the ecological clerk is Beth Evans of BE Ecological Ltd (info@beecological.co.uk).

5.0 SOIL MANAGEMENT

5.1 Topsoil will be retained and stockpiled on site in a suitable location to ensure it does not:

- Impact on trees or hedgerows
- Risk blocking the ditch of temporary drainage features
- Adversely impact or block the watercourse adjacent to the site

5.2 The top soil will be re-used within the grassland areas, games park and sensory gardens.

5.3 The site does not have any suspected site contamination and no additional survey work in relation to ground conditions was requested during the planning process or conditioned to the permission. It is not anticipated that any amelioration of the soil will be required.

6.0 CONTROL OF NUISANCES

Noise and Vibration

- 6.1 The Contractor and their sub-contractors should at all times apply the principle of Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 and carry out all work in such a manner as to reduce any disturbance from noise and vibration to a minimum.
- 6.2 All plant brought on to site should comply with the relevant EC/UK noise limits applicable to that equipment or should be no noisier than would be expected based on the noise levels quoted in BS 5228-1:2009. Plant should be properly maintained and operated in accordance with manufacturers' recommendations.
- 6.3 Electrically powered plant should be preferred, where practicable, to mechanically powered alternatives. All mechanically powered plant should also be fitted with suitable silencers, as appropriate.
- 6.4 Items of plant on-site operating intermittently should be shut down in the intervening periods between use.
- 6.5 Where feasible, all stationary plant should be located so that the noise effect at all occupied commercial and residential properties is minimised and, if practicable, every item of static plant when in operation should be sound attenuated using methods based on the guidance and advice given in BS 5228.
- 6.6 All plant and equipment will be 'silenced' in accordance with the manufacturer's designs and will be regularly serviced / inspected to ensure ongoing compliance. Works will be carried out by trained and competent operatives using best practice techniques. No machine will be allowed to 'idle' when works are not in progress.
- 6.7 Use of pneumatic breaking should be limited or, better still, alternative techniques should be investigated and utilised; and crunchers should be used in preference to pneumatic breakers; and where breakers are used, they should be of a suitable size for the job.
- 6.8 Whenever possible, deliveries should be programmed to arrive during daytime hours only and care should be taken when unloading vehicles to minimise noise. Deliveries should be routed so as to minimise disturbance to local residents and delivery vehicles should be prohibited from waiting within or near the site with their engines running.

Dust Control

- 6.9 The local authority has the power under the Clean Air Act 1993, to limit the dust, emissions and odours generated by a site. Failure to comply with these limits can result in abatement notices being served if complaints are made.
- 6.10 Complaints can be avoided by adopting good working practices:
- Identify sensitive receptors and inform the authorities of any likely nuisance that may occur
 - Instigate control measures to mitigate any negative impacts

- Develop a daily monitoring regime to record dust conditions while noting weather conditions, construction activities, their location and duration on site.

Dust Suppression

- 6.11 Due to the nature of the construction and existing operation of the site, significant levels of increased dust is not anticipated. Should dust occur associated with the construction of the proposed care home, then this will be kept to a minimum by utilising high pressure hoses to deliver fine mist water sprays onto the working area, when and if required. A constant water supply is available on site. The movement of any crushed material will be kept to a minimum with stockpiles located away from site boundaries and maintained at heights less susceptible to the effects of wind.
- 6.12 Lorries leaving the site carrying materials which could create dust will be sheeted.
- 6.13 With regard to earthworks, during periods of dry weather, when dust is likely to cause a nuisance, specific work areas will be 'damped down'.
- 6.14 In relation to dust generated by plant movements, water will be introduced to the work area via other means i.e. hose pipe, water bowser, sprinkler etc., to limit negative impacts. In addition, prior to disturbing any stockpile of soil or crushed material, consideration will be given to the introduction of water.
- 6.15 There will also be a speed limit of 5mph within the site limits.

Water Damping

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

Avoiding Dust Generation

- 6.17 The following measures will be employed to avoid dust generation associated with the construction activities.
- The construction traffic route has a hard surface.
 - There will be a need for a haul road internally to the site.
 - Pave heavily used areas and sweep regularly.
 - Limit vehicle speeds – slower speeds generate less dust.
 - Minimise vehicle movements.
 - Wheel wash construction related vehicles leaving the site, if required, to avoid dust on public roads.
 - Exhaust fumes should be directed upwards.
 - Construction related lorries leaving the site will be fitted with sheet covers to contain dust, if necessary.
 - Plant and vehicles should be maintained in good working order.
 - Drivers must observe site speed limits to minimise dust generation.
 - Locate stockpiles out of the wind (or provide wind breaks) to minimise dust generation open storage.
 - Stockpiles kept to a minimum height and use gentle slopes.

- Compact and bind stockpile surfaces if necessary.
- Minimise the storage time for materials on site.
- Store dusty materials away from site boundaries, main site access roads and down wind of sensitive receptors.
- Ensure waste skips are enclosed or covered.
- Damp down earthworks during dry weather
- In relation to Cutting and Grinding the following measures will be taken:
 - Minimise cutting and grinding on site where possible.
 - Use equipment with dust extraction and wet cut where possible.
 - Spray water during cutting of paving slabs.
 - Use block splitters.

External Lighting

- 6.18 No temporary external lighting is anticipated during the construction phase.
- 6.19 Measures to control nuisance specifically relating to demolition works are detailed in full in the Demolition Method Statement contained in Appendix 7 and should be read in conjunction with the measures above.

7.0 RESOURCE MANAGEMENT

Fuel and Chemical Storage

- 7.1 The storage of fuel and chemicals required during the build will be located on the Contractors Compound within the containment area. The storage area will be contained, bunded and have signage advising what fuel and storage is being store and any safety requirement.
- 7.2 The hazardous material storage area will be located over 10m away from the watercourse along the northern boundary.

Waste Storage

- 7.3 The waste anticipated is only in relation to the demolition activities since there is no cut from the site is anticipated to be removed from site. The Demolition Method Statement, contained in Appendix 7, details how the demolition waste will be stored and removed from site and in summary the measures are:
- Waste shall be segregated on site.
 - A waste skip compound will be established within site compound and safely segregated.
 - Waste skips shall be loaded by mechanical means utilising the demolition specific excavator with grab attachment.
 - Egress for the removal of waste materials and disposing off site all arisings will be by utilising 40yd waste skips and 8-wheel tipper wagons.
 - All waste materials removed from site will be accompanied by a duty of care waste transfer note which describes the waste, and a copy will be retained on site.
- 7.4 Any waste generated from the wider construction will be stored within the compound area and will be covered and removed frequently.
- 7.5 Waste, including demolition material, will be recycled where possible. Any material found to contain Asbestos will be removed appropriately by a licensed operative, as detailed in the Demolition Method Statement, contained in Appendix 7.

Wastewater

- 7.6 The only wastewater related to the construction phase is temporary welfare facilities. The drainage of the welfare facilities will be self contained and the associate storage tank of waste water will be emptied as and when required. The welfare facilities will be removed from site completely at the end of the construction period. The welfare facilities will be located away from the site boundaries, including the ditch along the northern boundary.

8.0 TRAFFIC MANAGEMENT

Entrance Point

- 8.1 The construction access for the Site will be via the existing site access off Cardonnel Road. This will be the only site access during construction and once the development is completed. A route internally to the site compound and dedicated construction worker/contractor parking area will be provided.

Site Parking

- 8.2 All construction related parking will be located within the curtilage of the site as shown in the Site Compound Plan, as shown on the plan in figure 2 above and included in Appendix 1. The size of the car park ensures all vehicles can manoeuvre safely when parking and exiting the car park area. All contractors will be made aware that parking on public roads is prohibited. Given the scale of the construction, it is not anticipated more than ten construction workers will be on site at one time and most will car share, reducing the level of traffic associated with in the construction phase.

Construction Route

- 8.3 The construction route into the site will be via the M4, exiting at Junction 43, and via the B4290/Burrows Road onto Bosworth Road and then via the existing site arrangements off Meadow Lane from Cardonnel Road.

Construction Vehicular Movements on Site

- 8.4 The following vehicles will access the site on a daily basis through the demolition phase (further details contained in the Demolition Method Statement included in Appendix 7:

Source	Type of vehicle and No's	Frequency
Demolition Staff	Max 7No cars per day (contractors will likely car share and will be encouraged to)	14No 2-way trips per day
Demolition Activity	Demolition Specific Excavators with relevant attachments Skid steer loaders (bobcat) with relevant attachments Self-contained pressure-washer for dust suppression / standpipe / hoses / Fine mist water sprayer Mobile Elevated Working Platforms (MEWPS)	Retained on-site for duration of demolition phase
Compound	Storage of materials and machinery/plant only	n/a

Demolition Waste Removal	Articulated lorries	Between 2 to 20no. during the demolition activity (estimation)
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8.5 The following vehicles will access the site on a daily basis through the construction phase:

Source	Type of vehicle and No's	Frequency
Contractors. Max 10No per day (including site manager)	Max 7No cars per day (contractors will likely car share and will be encouraged to)	14No 2-way trips per day
On-site machinery	2x Excavator 2x Dumpers Telehandler Mobile Crane Concrete Pump Other machinery when required but no more than ten machines will be on site at one time.	Retained on- site for duration of construction phase
Compound	Storage of materials and machinery/plant only	n/a
On site deliveries	Articulated lorries	Between 2 to 20no. deliveries a week depending on the stage of development

- 8.5 Site construction vehicles will only be operated by those people who have received the relevant training, have produced a copy of their certificates of competency and are authorised to use the vehicle/plant by their employer.
- 8.6 All vehicles on site will be inspected, tested and serviced at the appropriate intervals laid down by legislation and the manufacturer's instructions. All defects must be reported as soon as possible and, where necessary, the vehicle taken out of use. Records of maintenance inspection and tests must be produced to the site manager and visiting safety advisor.
- 8.7 Where construction vehicles are operating or being used on infrastructure roads or other areas where the public have access roof beacons and headlights must be used.
- 8.8 A tele handler will be used to transport superstructure materials around the site and a speed limit of 5mph will be strictly enforced.
- 8.9 Where specific hazards may produce additional risks to traffic movement of site they must be protected by a physical barrier, and high visibility plastic fencing, metal pedestrian barriers, or heras fencing.
- 8.10 There will be no public access to the construction area.
- 8.11 All loading and unloading of plant and materials will take place within the confines of the site access and parking area, as shown in the Site Compound Plan at figure 2 above and full plan contained in Appendix 1.

Pedestrian Movements

- 8.12 There will be no public access to the site for pedestrians. All construction related workers will access the Site Compound and Construction Area via the vehicular route which will have a pedestrian route demarcated for safety. All workers and visitors to site will be required to wear the necessary PPE, including high visibility vests.

Existing Road Condition Survey

- 8.13 Due to the limited nature of the construction it is not anticipated that any damage to public roads will occur. There is no requirement under application P2023/0499 to undertake a road condition survey.

Delivery Organisation

- 8.14 Deliveries to site will be strictly controlled through careful planning, scheduling and co-ordination by the site contractor. Only one delivery will be accepted on site at any time and only during working hours, which are provided at paragraph 3.17. Sub-contractors and suppliers will be made aware of this requirement and will be required to give reasonable notice of significant deliveries. All sub-contractor and suppliers will be made aware of the local speed restrictions and of the potential presence of children on the roads around the site, given the residential nature of the area. Drivers will also be warned of this via the scheme of signage, discussed below. A strict delivery procedure will be implemented to ensure that the local roads are not overrun with site and delivery vehicles and to prevent stacking of vehicles on the public highway. Banksmen will be utilised to ensure that traffic flow is always maintained. This arrangement will ensure

all deliveries can be received within the site limits and ensure that no large vehicles are waiting off site.

8.15 All delivery loading and unloading will take place in the site confines within the site access and parking area shown in the Site Compound Plan contained in Appendix 1. No deliveries will take place on Cardonnel Road.

8.16 The Site Manager will be responsible for the coordination and control of all aspects of material deliveries and movement.

Storage of Materials and Plant

8.17 Storage of materials and plant will occur throughout the development site and be stored within the the Contractors Compound area as shown on Site Compound Plan at figure 2 above and contained in Appendix 1. No imported material is required to be brought onto site. All unloading of plant or material will take place on site and will not be undertaken on Cardonnel Road.

Terrain

8.18 The terrain of this site presents no abnormal risk of vehicle overturning.

Diversions

8.19 There are no diversions as a result of the development of the construction phase.

Signage

8.20 Temporary signage will be erected along Cardonnel Road when deliveries are due warning drivers of the presence of children and speed restrictions.

9.0 POLLUTION PREVENTION

9.1 It is acknowledged that there are potential sources of pollution on construction sites through the operation including the following:

- Direct disturbance of the banks and bed of rivers and lochs
- De-watering of excavations
- Run-off from exposed ground and material stockpiles
- Run-off from roads and haul routes and river crossings
- Plant washings/washing areas
- Fuel and chemical storage/refuelling areas
- Leaking/vandalised equipment
- Poorly maintained plant machinery

9.2 The following measures will be employed to prevent emission and odours.

Watercourses

9.3 A review of potentially affected watercourses has been undertaken and it can be confirmed that a ditch is adjacent to the Site and potentially at risk of pollution during the construction phase.

9.4 To prevent pollution the following protocols will be carried out:

- Deliveries will be made away from watercourses or drainage systems areas;
- All deliveries to be supervised including inspections of all containers, tanks or drums brought on site to ensure they are in a satisfactory condition;
- Safe storage of all polluting materials;
- Silty water to be treated via settlement ponds (SuDS method);
- Plant wheel washings as a when necessary;
- Site run off will be monitored throughout construction phase;
- The highway gullies will be cleansed periodically throughout construction phase; and
- All contractors will be informed of the potential risk posed to the ditch before starting works and made aware of pollution prevention methods in relation to existing watercourses.

Flood Risk

9.5 The Site is not in a flood risk area.

Plant and Vehicles

9.6 The following measures will be undertaken in relation to plant and vehicles:

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

Drainage

- 9.7 Adequate space for SUDS including facilities such as settlement ponds during construction will be provided. These will be located away from the site boundaries, particularly the western boundary adjacent to the ditch.
- 9.8 The final development requires SAB approval which the applicant is currently pursuing. The final SuDs solution will be implemented in accordance with the SAB approval.

Emergency Procedures

- 9.9 At the project planning stage it is essential to think through the possible incidents and emergencies which could arise during construction works and plan accordingly (risk assessments). These may include:
- pollution incidents – spillages, failure of temporary works, bank collapse, vandalism, fire, etc.;
 - extreme weather events – heavy rainfall, flooding, severe frost and snow.
 - Put in place an emergency response plan on site with a procedure for dealing with emergencies and communicate this procedure to all site staff at site induction.
 - Site staff responsible for taking action in emergencies must be:
 - aware of their responsibilities;
 - trained to use the necessary equipment such as spill control equipment and shut-off valves
- 9.10 In the event of an emergency the NRW will be contacted on 0800 807 060 and this number will be displayed in Site office on notice board at all times.

10.0 CEMP MASTERPLAN

10.1 The CEMP Masterplan is provided in Appendix 6, and extracted below, which indicates the following:

- Location of Site Compound
- Location of containment area
- Area dedicated for landscaping
- Location of Biodiversity Enhancements

10.2 The CEMP masterplan should be read in conjunction with the Bat Survey and Arboricultural Report which are included in Appendix 3 and 4 respectively. The Tree Protection Plan of the Arboricultural report is extracted below.

Tree Protection Plan



11.0 CEMP MANAGEMENT

Implementation, Monitoring and Control

11.1 The implementation and monitoring of the CEMP will be the responsibility of the Site Manager, details of the site manager are not yet confirmed since the principal contractor is not yet appointed but the Council will be made aware within two weeks of final contractor being selected. In the meantime, the responsible body will be Allclear, the demolition contractors, and they are contactable via the Director Josh Dean (tel: 07526 084437 or email: joshua@allclearsiteservices.co.uk). Josh has electronically signed this document to confirm Allclear are the responsible body for the CEMP until the principal contractor is appointed.

11.2 Supervisors appointed by sub-contractors will also ensure that persons working under their control comply with the requirements.

11.3 All personnel will be acquainted with the site traffic management requirements and will be provided with a copy of this CEMP. Personnel failing to comply with the requirements of this CEMP, thus placing themselves or others at increased risk of injury, will be dealt with in accordance with normal disciplinary procedures which may result in them being removed from site.

Ecological Clerk of Works

11.4 The ecological clerk is Beth Evans of BE Ecological Ltd (info@beecological.co.uk).

Complaints

11.5 The site manager shall be nominated to receive any complaints for the duration of the construction works and this person shall either be on site or available by telephone and this telephone made known to the Neath Port Talbot Council.

11.6 Any emergency deviation from this CEMP shall be notified to, the Neath Port Talbot Council as soon as practically possible.

Staff Training

11.7 All personnel related to the construction activities have a part to play in preventing pollution and harm to the environment during construction. Each member of the site staff will be made aware via a toolbox talk of the potential impact of their activities and will therefore be equipped with the knowledge of how to eliminate or reduce that impact. They will also be provided with a copy of this CEMP.

Signed: *Josh Dean* on behalf of Allclear Demolition Ltd.

Date: 23/12/2023

APPENDIX 8 -SURFACE WATER DRAINAGE PLAN