



Cwm Planning & Design Ltd.

(Civil, Structural & Architectural)

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

**Proposed Residential Dwelling
on Land at 78 Leyshon Road
Gwaun Cae Gurwen**

Date: 8th April 2024

(Rev A – updated 5th June 2024)

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1.0 INTRODUCTION

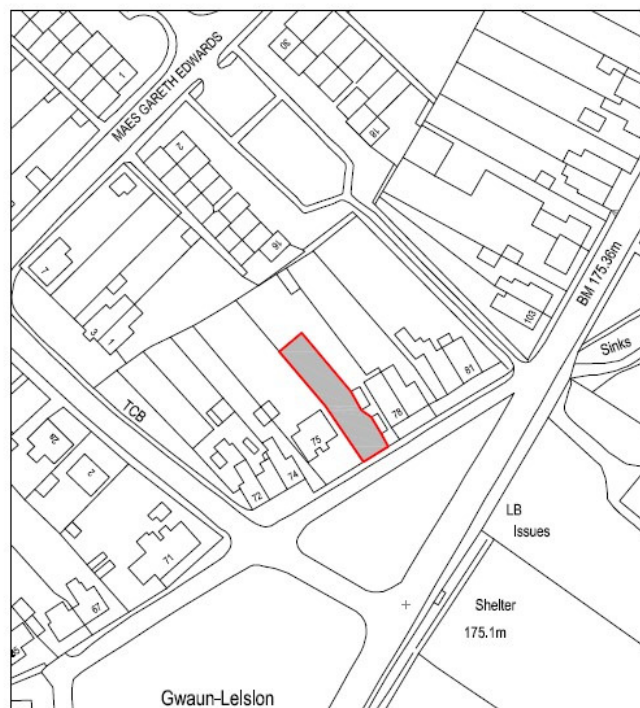
This Construction Environmental Management Plan (CEMP) has been prepared to accompany and application to discharge a planning condition relating to the construction of proposed new residential dwelling on Land at 78 Leyshon Road, Gwaun Cae Gurwen (Planning ref: P2023/0512). The report will provide details on the requirements for the management of the project during the construction phase.

The Planning Condition (3) reads as follows:

No development shall take place, 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:

- a. *the parking of vehicles of site operatives and visitors*
- b. *loading and unloading of plant and materials*
- c. *storage of plant and materials used in constructing the development*
- d. *the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate*
- e. *wheel washing facilities*
- f. *measures to control the emission of dust and dirt during construction*
- g. *a scheme for recycling/disposing of waste resulting from demolition and construction works.*

2.0 SITE LOCATION

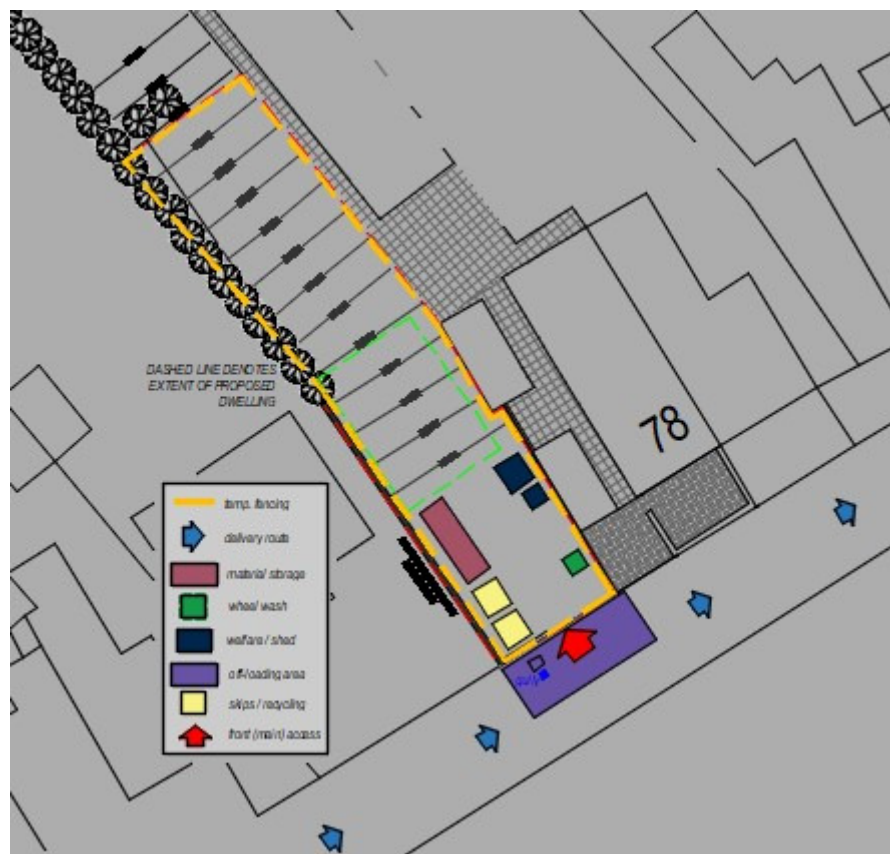


The application site is located off Leyshon Road, an unclassified road accessed via the A4067 Brynamman Road and forms part of the existing garden to No. 78 Leyshon Road.

3.0 SITE SET UP & LOCATION

The proposed site currently utilises part of the side garden to No. 78 Leyshon Road. It's bordered by residential dwellings, double storey and some with off road parking. There is however a historic trend for on-street parking within the vicinity of the plot. Directly opposite the plot is a footway for pedestrian users.

(The Plan below should be used as a reference of reach of the sub topics that follow)



Entrance Point

The plan shows the main access to the front of the plot directly off Leyshon Road. **(denoted with large red arrow)**. Contractor's vehicles will be permitted to enter the plot if necessary but given the limited space available and the position of the dwelling it is suggested on-street parking is utilised.

Construction Access

The construction access to serve the development is via the main front access – no other access point is proposed. Should concrete wagons/ pumps, or similar be required to enter the site, space will be made available.

Compound Location / Welfare facilities

A 'portaloo' and small shed for storing of contractors belongings, drawings etc will be positioned at the front of the plot (*highlighted by 2 x blue rectangles on the enclosed plan*)

Existing Highways and Boundary Wall Condition Survey

Prior to commencement of work a visual inspection will be undertaken of the existing highway and of the adjoining property's boundary walls. A photographic record will also be produced detailing any existing defects.

Deliveries and Site Parking

All deliveries will be controlled and be outside of normal commuting hours to avoid conflict with residential traffic. All deliveries will be staggered where possible.

Delivery times:
Monday to Friday
9.30am – 4.00pm

Vehicle movements will be supervised by a banksman at all times.

Construction Vehicular Movements

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.

A small tele-handler or similar will be used to transport larger / heavier building materials around the site and a speed limit of 5mph will be strictly enforced.

All movements to and from the public highway will be monitored by a suitably trained banksman.

All loading and unloading of plant and materials that take place on the highway for a time will be supervised by suitably trained banksmen.

Material and Delivery Storage

All deliveries will be via the front access. *(Purple highlighted area on the enclosed plan)* Material will be offloaded from a stationary vehicle parked on the highway (Leyshon Road) the material will be stored on site *(pink area shown on enclosed plan)* off the carriageway and will not pose a hazard to contractors or public passing the site.

Temporary Site Boundaries

The existing masonry boundary wall and metal gate to the front of the plot will be removed. During the construction phase, a 2.1m steel 'Herras' type fencing will be installed with a suitable access latch to allow removal / opening during deliveries or when contractors are entering and exiting. *(yellow dashed line on enclosed Plan)*

Temporary 2.1m 'Herras' type fencing will also be erected on the Eastern and Western boundaries to prevent access to the site from adjoining properties

The fencing will secure the site and help control safe movements.

Monitoring and Control

This will be the responsibility of the site manager / Developer.

Sub-contractors will also ensure that persons working under their control comply with the requirements. All personnel will be acquainted with the site 's delivery and safety procedures.

Hours of Operation

All works will be carried out in strict accordance with agreed working hours. These will be 7.30am to 19.00pm Monday to Friday, 8.00am to 17.00pm on Saturdays and 9.00am to 15.00 on Sundays if required. 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.

Consultation and Communication

Prior to work starting on site including any site clearance activities all local residents likely to be affected by the works will receive notification verbally by the developer. They will also receive documentation containing contact telephone numbers and email in the event of an emergency or issue outside working hours.

4.0 MANAGING DUST, OTHER POLLUTANTS AND WASTE

Given the proximity of adjoining residential properties to this site it is essential that good practice is adopted at all stages and a monitoring strategy is put in place and implemented.

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

Dust Suppression

With regard to earthworks, during periods of dry weather, when dust is likely to cause a nuisance, specific work areas will be 'damped down' with a hose pipe or sprinkler.

In relation to dust generated by power tools, concrete mixer, disk cutter etc a water supply water will be introduced to the work area via hose pipe, or sprinkler etc. In addition, prior to disturbing any stockpile of soil consideration will be given to the introduction of water.

Visual daily monitoring will be undertaken and measures implemented as required.

Avoiding Dust Generation

The following measures will be employed to avoid dust generation:

- Stone up heavily used areas and sweep regularly.
- Minimise vehicle movements.
- Damp down affected areas.

Plant and Vehicles

- Should vehicles have entered the site the wheels will be cleaned before leaving. The developer will wash all vehicle wheels if required with a hose or high power pressure washer before they leave the site.
- All lorries leaving the site will be fitted with sheet covers to contain dust.
- Plant and vehicles should be maintained in good working order.
- Drivers must observe site speed limits to minimise dust generation.

Material Handling and Storage

- Locate stockpiles out of the wind (or provide wind breaks) to minimise dust generation.
- Minimise the storage time for materials on site.

- Store dusty materials away from site boundaries, main roads and
- Ensure waste skips are enclosed or covered.
- Ensure chutes are enclosed and discharge to enclosed skips etc.
- Damp down earthworks during dry weather.

Cutting / Grinding / Grouting / Packing

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

Site Waste Control and recycling

All waste will be kept to a minimum. Separate bins / skips for recyclable and non - recyclable waste will be provided as well as skips for items destined for landfill. All attempts will be made to limit items to landfill. *(Skips shown as yellow rectangles on enclosed plan)*

Wheel Washing Facilities

Should vehicles entering the site leave with contaminated wheels (earth or mud) a wheel wash facility will be provided. *(area denoted by green rectangle on enclosed plan)*

A designated operative is to carry out the wheel washing of any construction vehicles via a handheld hose pipe or jet wash to ensure that no mud is to be carried onto the public highway. The effectiveness of the wheel wash facilities will be monitored throughout the construction of the development.

This operation will be carried out within the development boundary so that resulting water run-off is suitably controlled. No run off will be allowed to discharge onto Leyshon Road with the drainage gully *(shown blue on the enclosed plan)* protected throughout the duration of the works.

It should also be noted that the material storage, wheel wash, welfare / shed and skips / recycling facilities are located within the area that is proposed to have permeable paving. Therefore, this area would need to have a method of ground protection to protect the ground filtration.

Suds Manual Ciria c753 (Page 678) reads as follows:

"Small sites with no unused space can be difficult to programme if extensive permeable paving/infiltrating surfaces are part of the design. The construction of the paving has been left until the end of the project when there will be no or limited work that can result in damage or clogging of the pavement."

To protect the area designated for the permeable paving the following strategy will be adopted:

- Excavate and lay the permeable sub-base as per the design
- Lay a geotextile layer (separator) over the top to protect the permeable sub-base.
- Over the separator layer lay Type 1 (100mm thick) this will prevent silt laden run off ponding on the temporary surface.
- Nearer the end of the project, peel back the Type 1 and the protection layer and lay the permeable paving.

The area should be carefully monitored and the system in place checked regularly to ensure it is working correctly. Should this method become unsuccessful over the construction period it may be necessary to rotovate or scarify the formation to rehabilitate the infiltration capacity before constructing the final surface.

5.0 MANAGING NUISANCE NOISE

The Contractor and their sub-contractors will 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.

All plant brought on to site will 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 will be properly maintained and operated in accordance with manufacturers' recommendations.

Electrically powered plant should be preferred, where practicable, to mechanically powered alternatives.

All mechanically powered plant will also be fitted with suitable silencers, as appropriate.

Items of plant on-site operating intermittently will be shut down in the intervening periods between use.

Where feasible, all stationary plant will be located so that the noise effect at all occupied residential properties is minimised and, if practicable, every item of static plant when in operation will be sound attenuated using methods based on the guidance and advice given in BS 5228.

Use of pneumatic breaking will be limited or, better still, alternative techniques should be investigated and utilised; where breakers are used, they will be of a suitable size for the job.

Whenever possible, deliveries will be programmed to arrive during daytime hours only and care should be taken when unloading vehicles to minimise noise. Deliveries will 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. *(A delivery / unloading route is shown on the enclosed plan, denoted with light blue arrows). Delivery drivers will be made aware of a temporary one-way system in place to ensure safe access from Leyshon Road onto the main A4067.*

6.0 PREVENTING POLLUTION, EMISSIONS AND ODOURS

The following measures which will be employed to prevent emission, pollution and odours:

Plant and Vehicles

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

Waste Storage

- Containers will be covered and removed frequently.

Chemicals on Site

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

Surface water Runoff

The Existing site drainage will be checked for blockages and damage and will be cleaned and reinstated where necessary to ensure there is no runoff from the site onto the adopted highway.

Surface water run off onto neighbouring properties will also be monitored regularly. The property to the Western Boundary is at a lower level but protected by a masonry retaining wall. The property (No. 78 Leyshon Road), located on the Eastern boundary will be at risk of surface water run off if it is not managed and controlled on site correctly.

The following protection measures will be installed:

- Sand filled Hessian bags located at lower points to divert any surface water to a permeable area.

- Silt fences erected along the base of the Herras facing along the Eastern boundary where the two gardens meet.
- A silt fence will also be erected along the bottom of the Western boundary along the tree lined garden of the neighbouring property.

Nuisance Issues

i) Dust

We will ensure that all roads are kept damp in dry spells.
We will ensure that all grinders and cutters are used as a last resort.
Vehicle wheels will always be washed before leaving the site so that no mud or contamination is carried onto Leyshon Road or the main carriageway.

ii) Emissions

Generator exhausts to point up
Ensure engines are switched off when not in use.

iii) Noise

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

iv) Vibration

Vibrating rollers only to be used for short duration where possible, and to be turned off when not in use. Lighter 'Whacker plate' type compaction machinery will be the preferred option.

7.0 GROUND CONTAMINATION CONTROL

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

- All road gullies and drainage will be protected from any ground water run off to prevent contamination.
- No run off from the wheel wash will be allowed to enter the road gulley on Leyshon Road.
- Oil / fuel spill kits will be provided within eh contractor site shed in case of an accidents.

There is no watercourse near the site but debris netting and hessian matting will be introduced along with suitable silt barriers along low points to adjoining boundaries.