

Construction Method Statement

Proposed detached 3 bedroom house at

B4282 Maesteg Road, Bryn, Port Talbot. SA13 2RW

Introduction

As part of the Planning application, reference number P2024/0370, condition 8no. states the following;

“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 method statement looks to address the following itmes:

- a) the parking of vehicles of site operatives and visitors
- b) loading and unloading of plant and materials
- c) storage of plant 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 wash 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.”

To satisfy this condition, Miller Homes have provided the below statement.

The Parking of Vehicles of Site Operatives and Visitors

All site operatives and visitors must park their vehicles on site. It will be strictly prohibited for any vehicles to park on Maesteg Road or any side streets. A temporary designated car park will be constructed on site. All visitors and site operatives must utilise the car park only. Please see the attached Plan for further details and location.

Loading & Unloading of Plant and Materials

Vehicular and pedestrian access to the site compound will be from Maesteg Road as indicated on the attached Plan. Delivery vehicles will be provided with directions to the site and be required to turn off engines to avoid nuisance upon arrival. A delivery vehicle lay-by and wash down area will be provided at the turning head at the site compound. Strictly no delivery vehicles will be allowed to park on Maesteg Road. Delivery constraints will be identified to all suppliers and trade contractors. Deliveries of materials, plant and equipment will be strictly controlled and co-ordinated to prevent congestion and disruption to traffic using Maesteg Road.

Storage of Plant and Materials used in Constructing the Development

The location of the store and plant materials has been carefully located to minimise noise disruption to local residents by placing it at the back of the site. These will be stored in a secured compound. Please see the attached Plan for exact location.

Erection and Maintenance of Security Hoarding

The main contractor will be required to physically separate the site off from public areas in order to meet the requirements of the Construction (Design and Management) Regulations. Temporary 2.0m high Herras type metal security fencing will be provided to maintain site security and allow it to be physically shut off with lockable gates for all periods for when the site is not in operation. The site owner lives adjacent to site and can undertake frequent visual inspections of the site security and condition of fencing as and when necessary to maintain a secure site perimeter.

Wheel Wash Facilities

During construction works an appropriate wheel-washing system will be provided to remove mud, stones and any other extraneous materials from the wheels and chassis' of construction vehicles exiting the site and all loads of construction materials, excavation spoil or other such matter shall be fully covered in order to ensure that no material leaves the site attached to the vehicle which might subsequently be deposited on the highway. The exit from the wheel washing system shall be constructed from a hard, nonporous surfacing material and sited as far away from the exit to the highway as is possible given the constraints of the site and the surface shall be kept clean at all times. 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 without prior removal of soil, stones and any other suspended material. Wheel washing will be kept under weekly review, with additional measure taken as necessary based on current site conditions and activities.

Given the scale of the project, the system that will be installed will be a one man operated power hose that will be used when needed.

Measures to control the emission of dust and dirt during construction

This section has been written in line with the *"The control of dust and emissions from construction and demolition, Best practice guidance"*.

Management of dust and dirt during construction will be given a high priority as to avoid the spread onto any highways accessing the site. The main area of concern is the spread by vehicles entering and leaving the site, this will be managed by ensuring our access roads are dampened down which will be undertaken by a bowser towed behind a vehicle.

Methods of dust suppression during manual works are to be taken into consideration within the Contractors method statements. This includes dust suppression kits using water where applicable to minimise the amount of dust created etc.

Stockpiles and storage mounds

It is intended to avoid the use of long-term stockpiles on site wherever possible. If necessary the following measures will be put in place:

- Ensure that stockpiles exist for the shortest possible time.
- Do not build steep sided stockpiles or mounds or those that have sharp changes in shape.
- Whenever possible keep stockpiles or mounds away from site boundary, sensitive receptors, watercourses and surface drains.
- Re-use hard core material where possible to avoid unnecessary vehicle trips.

Mitigation measures for the Construction Phase of the Development:

Issue	Control Measure
Site planning	• Erect solid barriers to site boundary • No bonfires • Plan site layout - machinery and dust causing activities should be located away from sensitive receptors • All site personnel to be fully trained • Trained and responsible manager on site during working times to maintain logbook and carry out site inspections • Hard surface site haul routes
Construction traffic	• All vehicles to switch off engines - no idling vehicles • Effective vehicle cleaning and specific wheel-washing on leaving site and damping down of haul routes • All loads entering and leaving site to be covered • No site runoff of water or mud • On-road vehicles to comply to set emission standards • All non-road mobile machinery (NRMM) to use ultra-low sulphur tax-exempt diesel (ULSD) where available • Minimise movement of construction traffic around site • Hard surfacing and effective cleaning of haul routes and appropriate speed limit around site
Earth moving works	• Minimise dust generating activities • Use water as dust suppressant where applicable • Cover, seed or fence stockpiles to prevent wind whipping • Re-vegetate earthworks and exposed areas • If applicable, ensure concrete crusher or concrete batcher has permit to operate

Site Monitoring

If best practicable means are followed correctly, then formation of dust and harmful emissions from the sites should be minimised as much as possible. However, continuous site monitoring will be undertaken in order to manage dust and emissions from the construction.

A Scheme for Recycling/Disposing of Waste Resulting from Demolition & Construction Works

The disposal of waste can have a significant effect on the environment and subsequently it is intended that wastage will be reduced in all possible areas of the construction. One of the key principles of the approach is to make the operatives more responsible for waste and waste management. This is embodied in the preference for each sub-contractor to be responsible for supplying its own materials – this ownership results in the minimising of unnecessary waste. These concepts will be incorporated within the sub-contract documentation, such that each sub-contractor considers the most environmentally acceptable solution to the packaging to their deliveries. A management plan will be developed to organise the segregation of waste into separate containers so that recyclable items such as metals and timber can be recovered.

- Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste;
- Attention to material quantity requirements to avoid over-ordering and generation of waste materials;
- Re-use of materials wherever feasible i.e re-use of excavated soil for landscaping.
- Segregation of waste at source where practical; and re-use and recycling of materials off-site where re-use on-site is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct re-use or reprocessing). Burning of wastes or unwanted materials will not be permitted on-site. All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products will be properly sealed in containers at the end of each day prior to storage in appropriately protected and bundled storage areas.

As the new building becomes enclosed, the rubbish will be collected in lightweight floorbased wheeled skips that can manoeuvre around the building. The skips will then be taken to ground floor level, and either disposed of into larger skips before it is taken off-site.