



THOMAS HOMES

Demolition & Construction Method Statement

Site:	9 Primrose Lane, Rhos, Pontardawe, Neath, SA8 3ES
Application No:	P2023/0632
Applicant:	Miss R Powel Williams c/o JCP Solicitors, SA6 8QP
Agent:	Ms Karen Gardner, Karen Gardiner Architects, SA67 7DU
Contractor:	Thomas Homes West Ltd, SA14 8LR

This method statement is prepared in accordance with BS5228-1:2009 – “Code of Practice for Noise and Vibration Control on Construction and Open Sites” and ensures compliance with the requirements outlined by the Local Planning Authority (LPA). It outlines measures to minimise noise, vibration, and other environmental impacts while prioritising safety and minimising disruption to nearby residents.

a) Parking of site vehicles of operatives and visitors:

Given that the site is located within a densely built-up village settlement, one of our top priorities is to minimise the impact of our work on neighbouring properties. This includes ensuring that roads and pavements remain clear and accessible for pedestrians and other road users, while also maintaining sufficient on-street parking for residents.

Since on-site parking is not feasible at 9 Primrose Lane, we will implement a combination of alternative off-site parking solutions and car-sharing arrangements. Additionally, we will appoint dedicated traffic management personnel during working hours to ensure smooth operations. Clear and effective communication with neighbours will be maintained throughout the project to address any concerns and keep them informed of progress.

We will limit the number of vehicles parked directly outside the property to a maximum of two at any given time. All other contractor vehicles will utilise off-street parking available on Neath Road. By spreading out parking, we will avoid a large cluster of vehicles on Primrose Lane, making it easier for other residents to park, improving visibility for road users, and reducing the likelihood of blocked pavements that could obstruct pedestrians.

To support this approach, we will implement a well-structured schedule for demolition and construction. This will ensure that the number of employees on-site is kept to a minimum, with only those required for specific tasks present.

Whenever practical, we will encourage contractors to share vans to reduce the overall number of vehicles associated with the project. As a local company, many of our subcontractors live close to one another, making carpooling a convenient and effective option.

Our site manager will conduct daily and dynamic checks to ensure roads and pavements remain clear and accessible throughout the project. Each morning, the site manager will inspect the surrounding area to confirm that all vehicles, equipment, and materials are positioned appropriately and do not obstruct pedestrian pathways or the flow of traffic. Throughout the day, ongoing dynamic checks will be carried out to address any potential issues as they arise, ensuring prompt action is taken to maintain safety and minimise disruption. By prioritising regular monitoring, we will uphold our commitment to keeping the local area safe, accessible, and free from unnecessary obstructions.

b) Loading & unloading of plant and materials:

The delivery process for the site has been carefully planned to minimise disruption to the local community, ensure safety, and keep operations running smoothly. A designated delivery area will be set up within the site boundary to provide a secure and accessible space for vehicles to load and unload materials without causing any obstruction to public roads or pedestrian pathways. To avoid any unnecessary waiting or congestion, the site manager will stay in close contact with suppliers to confirm the site is ready before any delivery arrives.

To reduce the number of vehicles coming and going, deliveries will be arranged in bulk wherever possible. This means fewer, larger deliveries at planned intervals, avoiding the need for continuous trips to the site. This approach helps cut down on traffic in the surrounding area, making things easier for residents and road users. Bulk deliveries will also be carefully timed to ensure materials arrive as they're needed and can be safely stored on-site without creating clutter or bottlenecks.

Deliveries will be scheduled for quieter times of the day, avoiding peak traffic hours, school runs, and other busy periods. Traffic marshals will be on hand to manage vehicles as they arrive, ensuring they can get on and off the site quickly and safely, and directing pedestrians or other road users as needed. If a delivery vehicle arrives early, it will be sent to a pre-arranged holding area away from residential streets to avoid blocking roads.

Once on-site, unloading will be handled quickly and efficiently using the right equipment, such as forklifts or cranes. Care will be taken to minimise noise, with materials placed carefully onto prepared surfaces. A backup plan will also be in place to deal with any delays or last-minute changes, ensuring deliveries stay well-organized and disruption is kept to a minimum. By focusing on bulk deliveries, clear communication, and careful scheduling, the process will run as smoothly as possible, with minimal impact on the local area.

c) Routes of vehicles, plus delivery and construction times, taking into account the proximity of residential dwellings:

Primrose Lane is only accessible via Neath Road (A474), making it essential that all construction traffic and deliveries follow this route. Due to the limited access options, careful planning of delivery and construction times is critical to minimise disruption to local residents and ensure the smooth flow of traffic.

All vehicles will use Neath Road (A474) as the sole access point, avoiding any diversion through residential streets. Deliveries will be scheduled to take place during off-peak hours to reduce congestion and avoid high-traffic periods, such as early mornings, evenings, and school drop-off and pick-up times. Construction work and deliveries will strictly adhere to approved working hours, typically between 8:00 AM and 4:00 PM on weekdays

Given the proximity of residential properties to Primrose Lane, traffic marshals will be positioned to manage vehicle movements, ensuring that deliveries are efficiently directed onto the site without stacking or waiting on the main road. Suppliers and contractors will receive clear instructions regarding the approved access route, and delivery schedules will be coordinated to prevent overlapping vehicles.

Regular communication with all parties will ensure that deliveries align with the planned construction timetable, reducing unnecessary trips and mitigating potential impacts on residents. By managing traffic effectively and coordinating deliveries carefully, we will minimise disruption and maintain safe and considerate access along Neath Road and Primrose Lane.

(d) Storage of plant and materials used in constructing the development:

The storage of materials and equipment will be carefully planned to ensure the site is safe, efficient, and causes as little disruption as possible to the local community. A central storage area will be set up on-site, positioned to reduce noise and visual impact on nearby homes while providing easy access for workers. This area will be clearly marked and separated from active work zones, ensuring materials and equipment are organised and accessible when needed.

Building materials will be stored neatly and in a way that protects them from damage. Bricks, for example, will be stacked on pallets and covered to shield them from the weather, while timber will be raised off the ground to prevent warping. Heavy machinery such as excavators, dumpers, and telehandlers will have their own designated storage area to keep them stable and secure. When not in use, these machines will be locked and immobilised, with keys stored safely in the site office. Any fuel or oil needed for machinery will be stored in specialised containers to prevent spills, with spill kits readily available.

Smaller tools and high-value equipment, like power tools and surveying gear, will be locked away in a secure, weatherproof container located in a monitored and well-lit area. Hazardous materials such as cement, paint, and adhesives will be stored separately in a ventilated, compliant storage unit to ensure safety. These materials will remain in their original containers with clear labelling, and spill response kits will be kept nearby as an additional precaution.

To keep the site organised and prevent unnecessary congestion, materials will be delivered in stages to match the construction schedule. For example, structural steel will arrive shortly before it is

needed, and finishing items like tiles and fittings will be delivered later in the project. This approach avoids cluttering the site with excessive deliveries and ensures everything is available when required.

No materials or equipment will be stored on public roads or pavements to ensure clear access for pedestrians and road users. The storage areas will be regularly inspected to ensure they remain tidy, safe, and compliant with environmental regulations. Any waste from damaged or leftover materials will be sorted for recycling or disposed of properly in line with the project's waste management plan.

(e) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate:

The site will be fully enclosed with secure Heras fencing to ensure the safety of the public and to prevent unauthorised access. The fencing will be erected around the entire perimeter of the site, creating a clear boundary and maintaining a secure working environment throughout the duration of the project.

To provide clear communication and enhance visibility, a company banner will be displayed at the front of the site. This banner will include key details, such as the company name, emergency contact information, and any necessary site-specific notices. The banner will ensure that members of the public can easily reach the appropriate contact in case of any emergencies or queries.

The fencing will be checked regularly by site staff to ensure it remains intact and secure, with any necessary repairs made promptly. By maintaining secure and clearly marked boundaries, the site will remain safe and professional, minimising any risks to the surrounding community.

(f) Wheel washing facilities to prevent deposition of material onto any hard surface road:

Delivery and subcontractor vehicles will only operate on hard surfaces within the site, ensuring there is no risk of mud or debris being deposited onto public roads. As a result, wheel washing facilities will not be required for this project. The use of designated hardstanding routes within the site will prevent contamination of roadways, and regular monitoring will ensure these surfaces remain clear and well-maintained. Should any debris inadvertently reach public roads, a road sweeper will be deployed promptly to address the issue and keep the area safe for all users.

(g) Measures to control the emission of dust and dirt during construction:

Dust suppression techniques, such as the use of water sprays, will be employed during activities that generate significant dust, including demolition, excavation, and cutting operations. These sprays will dampen materials and prevent dust from becoming airborne.

All stockpiles of loose materials, such as soil or aggregates, will be covered or kept damp to reduce dust generation. Where possible, cutting and grinding tasks will be carried out in designated areas with extraction equipment to capture dust at the source.

Hardstanding surfaces within the site will be regularly cleaned to prevent the spread of dirt and debris. Vehicle movements will be limited to hard surfaces, and materials transported to and from the site will be covered to prevent spillage and dust release.

Regular monitoring of dust levels will be carried out to ensure compliance with environmental standards, and any complaints from local residents will be addressed promptly. By implementing

these measures, the impact of dust and dirt emissions on the surrounding community will be effectively managed.

(h) A scheme for recycling/disposing of waste resulting from demolition and construction works:

A Construction Environmental Management Plan (CEMP) will be implemented in full for this project to ensure effective management of all waste generated during demolition and construction works. The CEMP will outline detailed procedures for recycling, reusing, and disposing of waste responsibly, in line with environmental regulations and sustainability goals.

Waste materials will be carefully segregated on-site into categories such as metal, timber, concrete, brick, and general waste. Clearly labelled skips or containers will be provided to facilitate efficient sorting and prevent contamination. Recyclable materials, including metals and concrete, will be transported to licensed recycling facilities, while non-recyclable waste will be disposed of at approved sites in accordance with the CEMP guidelines.

Where possible, demolition waste will be reused on-site to minimise transportation and reduce environmental impact. For example, crushed concrete may be repurposed for use as backfill or temporary access roads. Any hazardous waste, such as asbestos or contaminated materials, will be handled by qualified contractors and disposed of safely in compliance with environmental and legal standards.

Regular monitoring and audits will be carried out as part of the CEMP to ensure compliance with waste management policies and objectives. This systematic approach will reduce waste, enhance recycling efforts, and maintain a clean and organised site, demonstrating the project's commitment to sustainable construction practices. A copy of our CEMP will be available upon starting on site.

(i) Scheme for the erection of temporary/semi-temporary signage warning drivers of speed restrictions:

Temporary speed restriction signage will not be required for the Primrose Lane project, as all vehicles will be operating on public highways where standard speed limits will apply and must be adhered to at all times. However, additional care and precaution will be emphasised for drivers navigating Primrose Lane due to its road layout and potential proximity to pedestrians and residential properties.

Drivers will be briefed on the importance of maintaining low speeds, particularly when entering or exiting the site, and marshals will be present to guide vehicles and ensure safety. This approach ensures that while no additional signage is needed, the safety of road users and the local community remains a priority.

(j) The frequency and size of vehicles used to transport the waste material arising from the demolition works:

To efficiently manage the transport of waste material arising from the demolition works at Primrose Lane, we will prioritise the use of the largest vehicles possible, such as 8-wheel tippers. By maximising load capacity, the number of trips required will be significantly reduced, minimising disruption to the local community and road users.

Collections will be carefully scheduled to occur during off-peak times, avoiding busy periods such as school drop-offs, pick-ups, and rush hours. This will help to ensure smoother traffic flow on Neath Road (A474) and reduce the impact on residents and other road users.

Vehicles will follow agreed access routes, with Neath Road as the sole entry and exit point, and no unnecessary travel through residential streets. All debris will be securely loaded onto vehicles, with coverings used where required to contain dust and prevent any spillage during transport.

(k) Measures to prevent stacking of vehicles onto the public highway:

Measures to prevent stacking of vehicles onto the public highway have already been addressed through the planned scheduling of deliveries and waste collections, as detailed previously.

(l) Identification of the significant construction and demolition noise sources, detailing the physical and operational management controls necessary to mitigate emissions from these noise sources, as well as noise complaint investigation procedures:

The construction and demolition works at Primrose Lane will be carefully managed to ensure noise is minimised, with a strong focus on efficiency and consideration for the local community. Every effort will be made to complete the demolition process in the quickest and most effective way possible to reduce the duration of noise disruption. For example, larger, more efficient machinery that complete tasks faster and with lower noise emissions compared to older equipment. Additionally, methods that generate less noise, such as transporting materials off site to be crushed rather than crushing materials on-site will be prioritised wherever feasible.

Where practical, tasks identified as producing the most noise will be scheduled for later in the day to prevent disturbing neighbours during early hours. This means heavy demolition activities, such as breaking up large concrete structures, will not begin immediately at the start of the working day unless unavoidable. Early activities will focus on quieter tasks, such as site preparation and minor material handling, ensuring that neighbours have a more peaceful start to their mornings.

To further reduce the impact, all equipment will be modern and well-maintained, ensuring that it operates efficiently and within noise emission standards. Noise-dampening attachments will be fitted to machinery such as hydraulic breakers, and idling will be strictly prohibited to avoid unnecessary noise from stationary equipment.

A flexible and considerate approach will be taken throughout the works. Continuous monitoring of noise levels at sensitive locations, such as residential boundaries, will ensure compliance with agreed limits, and adjustments to schedules or methods will be made if needed. For example, if certain activities are found to be louder than expected, alternative techniques or equipment will be explored to minimise the impact.

The project team will maintain open communication with the local community, ensuring residents are kept informed of upcoming activities that may generate higher noise levels. A clear complaints procedure will be in place, with contact details displayed at the site entrance to allow residents to raise any concerns. All complaints will be investigated promptly, and appropriate actions will be taken to address any issues. For example, if a complaint highlights an unexpected noise source, the activity will be reviewed immediately, and mitigation measures, such as rescheduling or adjusting equipment, will be implemented.

By focusing on efficient demolition methods, scheduling noisy activities at more considerate times, and maintaining open lines of communication, the project will minimise disruption while ensuring progress is made safely and effectively. These measures reflect the commitment to balancing the needs of the construction process with the well-being of the surrounding community.

(m) Hours of working on site, and specified hours for deliveries and any elements of the demolition or construction that could lead to amenity issues from noise and disturbance to adjoining properties.

The working hours will be carefully planned to minimise disruption to the surrounding community, particularly to adjoining properties. All construction and demolition activities will take place during the following hours:

- **Monday to Friday:** 8:00 AM to 4:00 PM
- **Saturdays, Sundays, and Public Holidays:** No work will take place unless required

Deliveries to and from the site will also be restricted to these hours, with additional measures in place to avoid peak traffic times, such as early mornings, school drop-off and pick-up periods, and evening rush hours. Delivery schedules will be closely coordinated to prevent queuing or stacking of vehicles on local roads, ensuring minimal disruption to road users and residents.

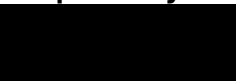
Noisy activities, particularly those associated with demolition or the use of heavy machinery, will be managed to minimise their impact on neighbouring properties. The noisiest tasks, such as breaking up concrete or using hydraulic breakers, will not be scheduled during early morning hours where possible, allowing quieter preparatory tasks to be prioritised earlier in the day.

To maintain good relations with the community, these working hours and delivery times will be communicated to local residents before the project begins. Any activities outside these hours that are necessary due to exceptional circumstances will require prior approval from the local authority, with advance notice provided to affected residents.

By limiting work to weekdays only and managing high-noise activities effectively, the project will ensure that disruption to the local community is kept to an absolute minimum.

This statement will be adhered to throughout the demolition and construction phases. Amendments will be submitted for approval as required.

Prepared by:



Project Manager
Thomas Homes West Ltd

