GJP Planning & Development Consultancy

Unit D, North Bank Road, Port Talbot, SA13 1RE

Proposed construction of industrial unit comprising self-contained units, with unit 1-2 operating as a class 7 MOT centre for vans and cars and units 3, 4 and 5 for a B2 or B8 use class.

Construction Method Statement

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1. Introduction

1.1. We are instructed by our client to prepare a 'Construction Method Statement' in relation to Condition 3 of Planning Permission P2024/0212 – *"Proposed construction of industrial unit comprising self-contained units, with unit 1-2 operating as a class 7 MOT centre for vans and cars and units 3, 4 and 5 for a B2 or B8 use class"*

1.2. Condition 3 (Construction Method Statement) of Application Ref. P2024/0212 states:

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

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 demolition and construction; and
g) a scheme for recycling/disposing of waste resulting from demolition and construction works.

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.

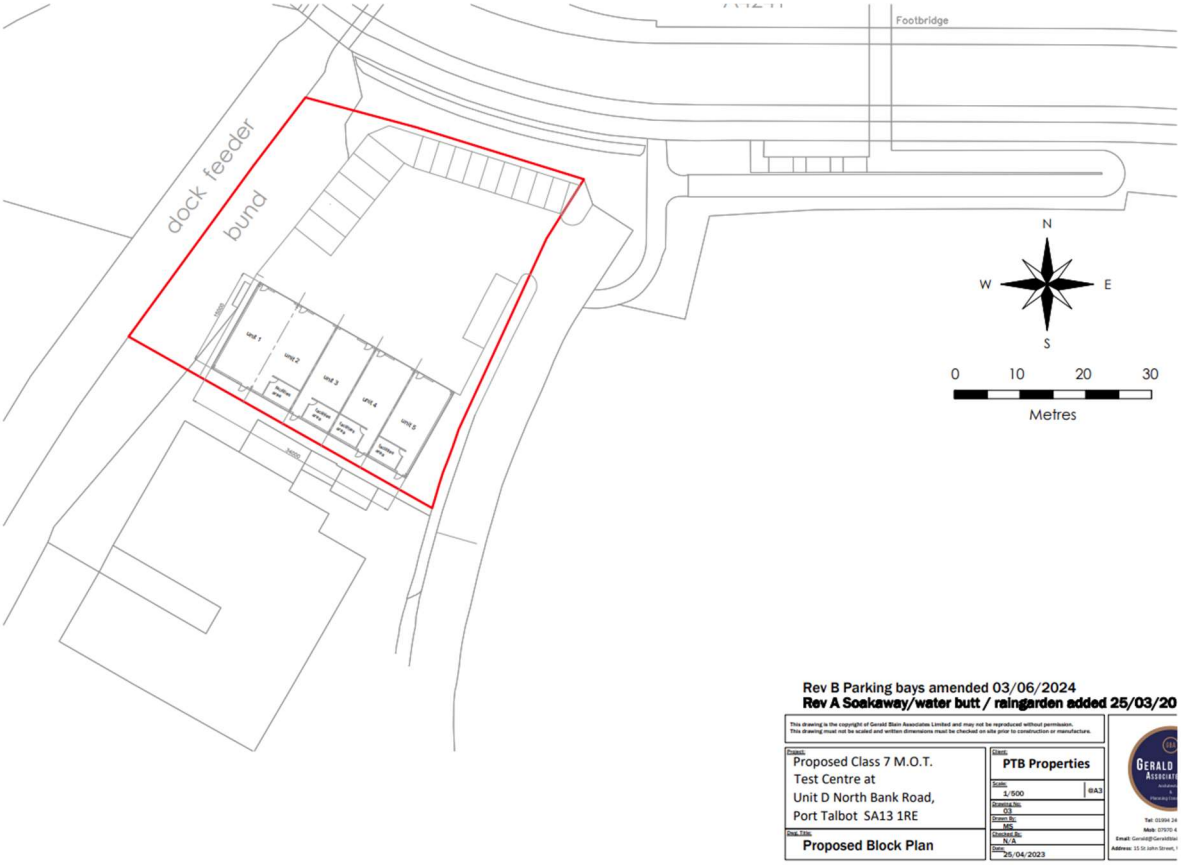
1.3. This statement outlines the measures that will be provided, undertaken and implemented during the construction of the approved development, and demonstrate there will be no detriment to highway and pedestrian safety, the environment, and the amenity of residents.

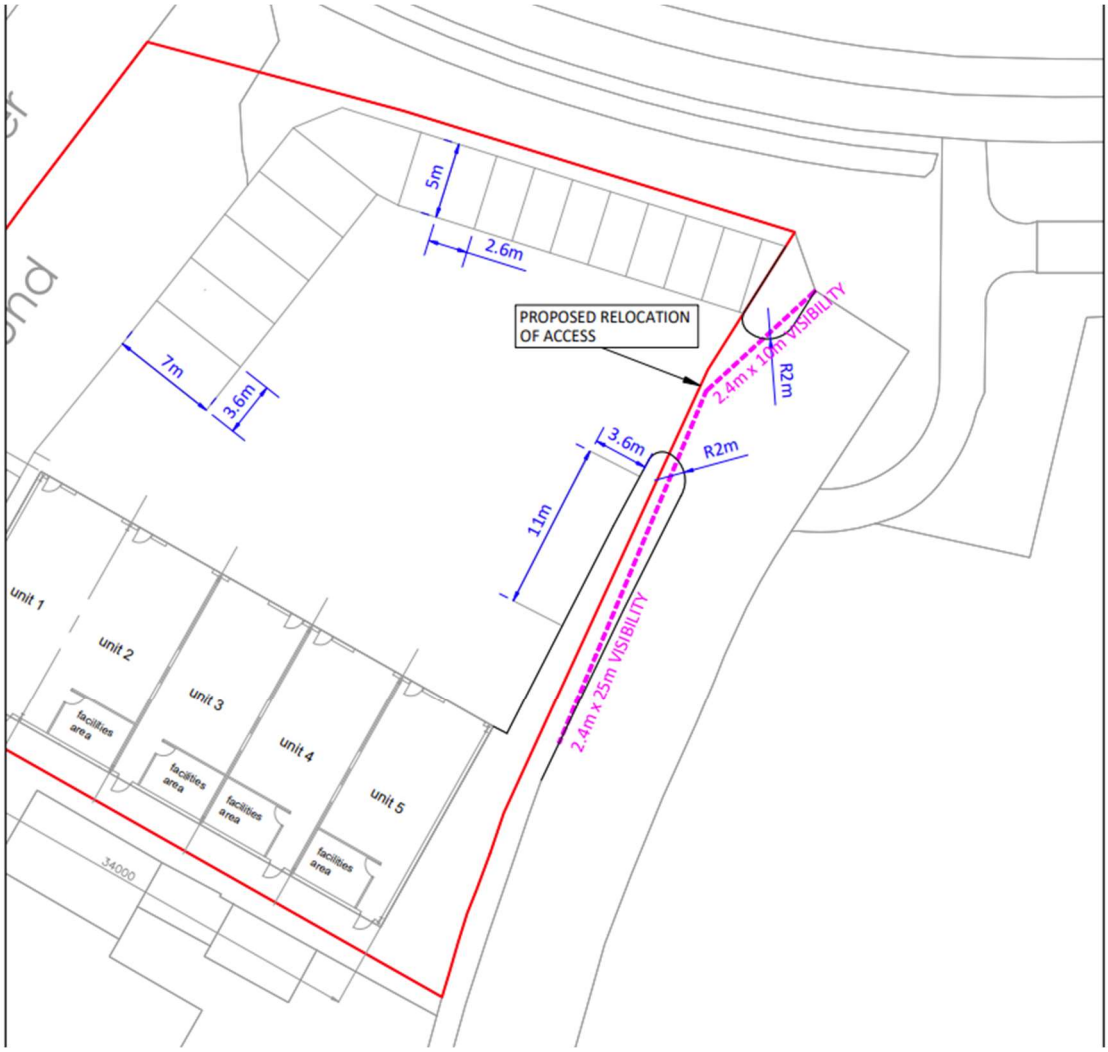
2. Site Access, Operation & Parking

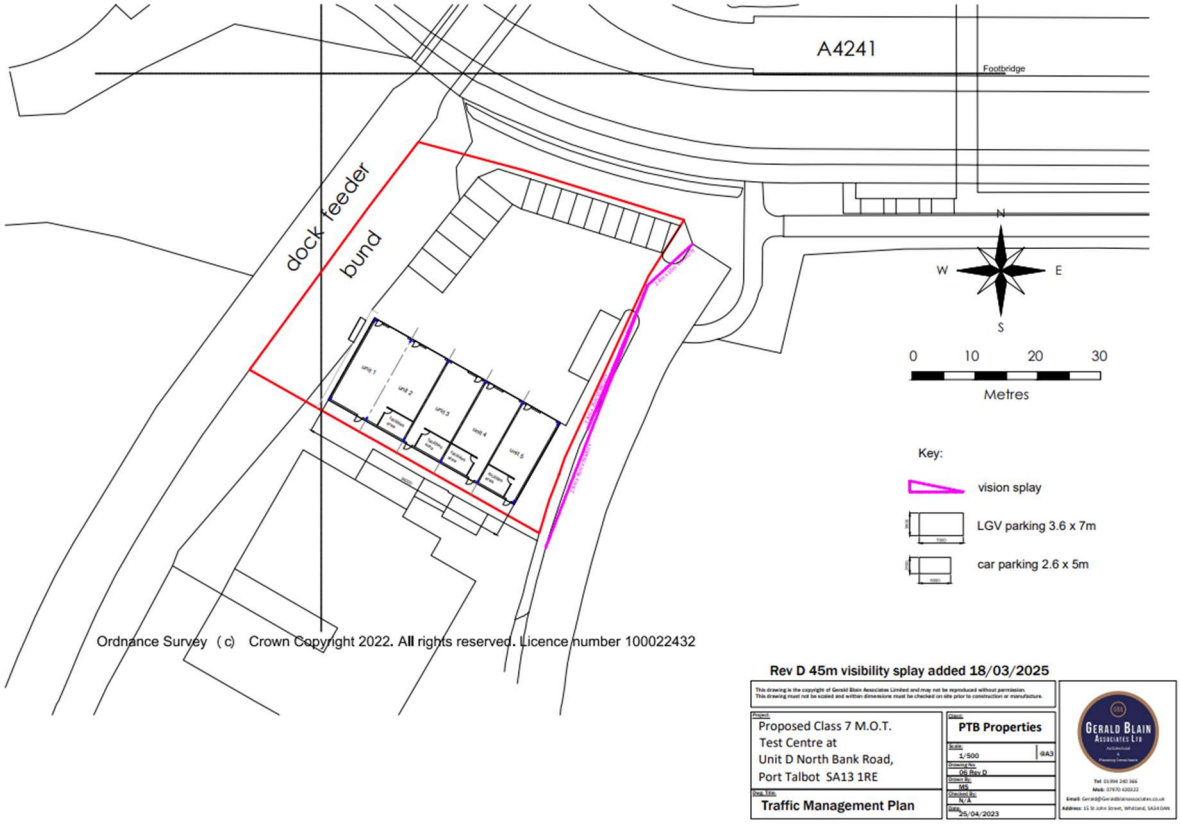
Site Access

2.1. Fundamentally the proposal will comply and adhere to all the approved plans and documents as stated on the Decision Notice. Accordingly, given the application has been approved on this basis, it can therefore be considered that any works will be via a safe and satisfactory position in Highways terms.

2.2. Expanding on this further, the site layout was revised in relation to the comments received by NPTCBC. The site access was also amended with the access point being located to the north of the existing access to improve vehicle manoeuvring within the site. The conflict between vehicles servicing/loading at Unit 5 and vehicles using the access point to the site was considered within the revised site layout and access arrangements. The site access was therefore relocated to the north to avoid and remove any potential conflict, and remove any safety concerns. The proposed general access arrangement design is shown on drawing C24120-ATP-DR-TP-0001. As the revised site access arrangements together with internal measurements and visibility splays onto North Bank Road were designed in line with Manual for Streets (MfS) and TAN 18), were therefore deemed appropriate and acceptable (given the approval), and as the proposal will comply and adhere to all the approved plans and documents as stated on the Decision Notice, it can therefore be considered that any works will be via a safe and satisfactory position in Highways terms (i.e. Access) – see below.




5m
2.6m
PROPOSED RELOCATION OF ACCESS
2.4m x 10m VISIBILITY
R2m
7m
3.6m
3.6m
R2m
11m
2.4m x 25m VISIBILITY
unit 1
unit 2
unit 3
unit 4
unit 5
facilities area
facilities area
facilities area
facilities area
34000



Site Operation

2.3. All construction traffic entering and leaving the site will be restricted to normal working hours which will be 0800 to 1700 on weekdays and 0800 to 1300 on Saturdays (there will be no working on Sundays or Bank Holidays except for internal trades). There will be no public access to the construction area.

2.4. In order to maximise productivity however within the core working hours, start-up and close-down periods of up to an hour before and after core working hours may be used for activities such as arrival of workforce and staff; deliveries and unloading; movement to place of work; maintenance and checking of plant and machinery; general refuelling; site inspections and safety checks prior to commencing work; site meetings; and general site clean-up and departure. It will not include operation of plant or machinery likely to cause a disturbance. These periods will not be considered an extension of core working hours.

2.5. Speed limit signs and warning signs will be erected on site restricting the site speed limit as per site rules due to the activity and any potential heavy machinery likely to be present on site at any one time.

Deliveries

2.6. Vehicles making deliveries to the site will be carefully planned by the site manager to avoid peak traffic periods and the 'backing up' of vehicles through the effective co-ordination and storage of materials to minimise unnecessary deliveries. Vehicle drivers will be advised of the route to take in order to access the site, with the advice being that vehicles should look to travel primarily along the A4241 to the site access to avoid smaller B roads in the vicinity.

2.7. At no point will offloading take place in an area blocking the existing highway network. Upon arrival at site, the site manager will arrange for a banksman to guide the delivery safely on to site where necessary and 'Caution Construction Vehicles' signs will be erected on the approach roads to the site entrance. The loading area will

be clear of vehicles and materials before the next delivery arrives, engines will not be kept idling and drivers will stay with their vehicles at all times.

2.8. Vehicles collecting waste material skips from site will also be carefully planned and will be covered with sheeting or netting prior to leaving the site.

Construction Vehicles

2.9. Where practical, construction traffic will be separated from resident and visitor traffic and 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. They will also be inspected, tested and serviced to ensure that they comply with relevant regulations and a regular maintenance schedule will be followed to ensure that they are running correctly.

2.10. Where construction vehicles are operating or being used on roads or other areas where the public have access, roof beacons and headlights must be used.

2.11. A telehandler will be used to transport superstructure materials around the site and a speed limit will be strictly enforced.

2.12. Where specific hazards may produce additional risks to traffic movements, a physical barrier will be put in place.

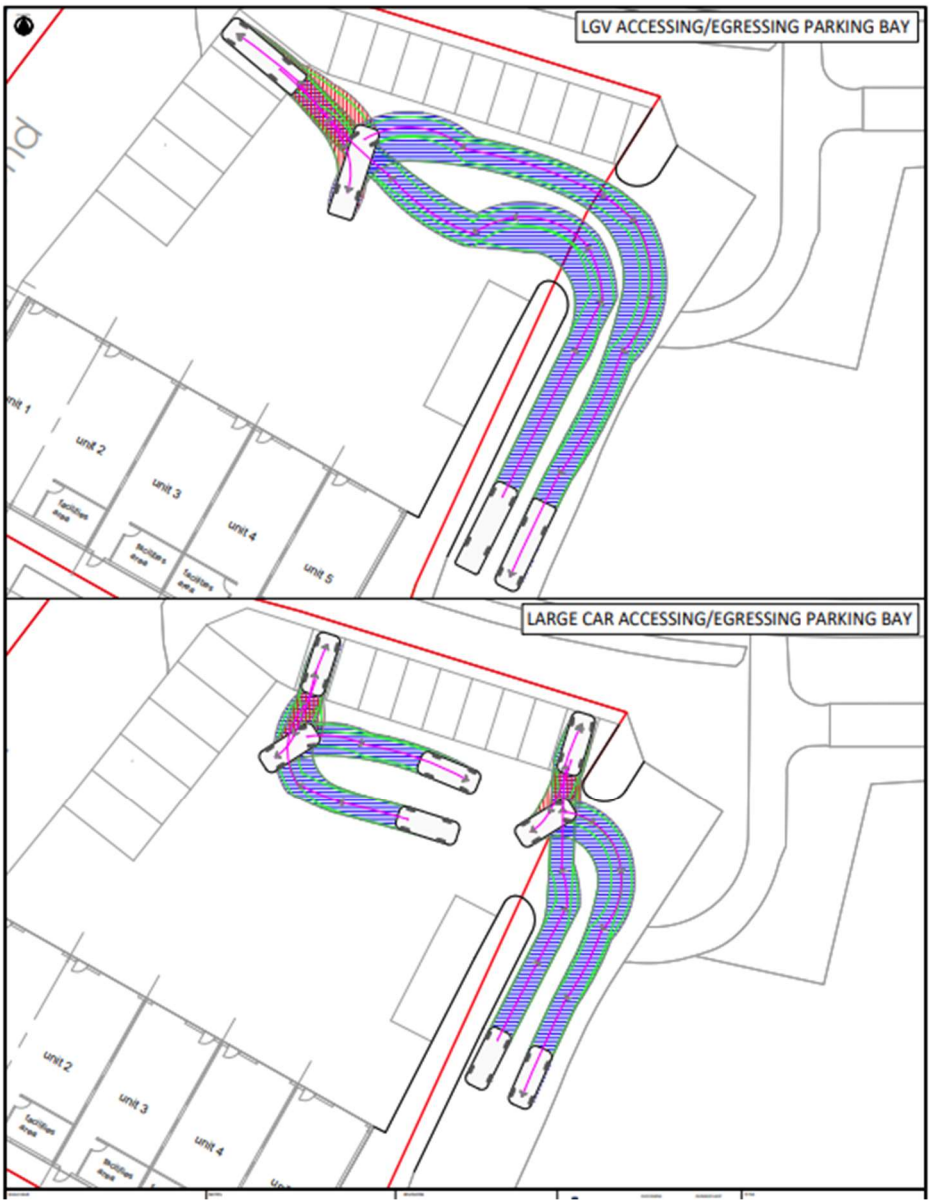
Parking

2.13. During construction, site operative parking will be located within designated areas, as well as on-site parking.

2.14. The revised layout demonstrates the provision of one HGV space, in line with the parking standards, to accommodate a maximum vehicle size of 10m in length. However, it is unlikely that a HGV will be required to access the site, as the largest vehicle size as informed by the applicant would be a light goods vehicle of up to 3,500 kg. Swept path analysis demonstrating a 10m HGV accessing/egressing the site and the HGV parking bay.

2.15. The revised layout arrangement provides more space for vehicle manoeuvring around the site, as well as space in front of each unit for manoeuvring. When required a LGV can also stop outside the frontage of each unit – i.e. for short term deliveries, or for operational purposes when moving vehicles into and out of each service bay. As such, the revised layout provides an improvement over the previous layout in this regard.

2.16. The revised layout provides a total of 10 car parking spaces (two per service bay) in line with the parking standards, with additional operational LGV spaces. Swept path analysis of the car parking spaces and LGV parking is extracted below


LGV ACCESSING/EGRESSING PARKING BAY
unit 1
unit 2
unit 3
unit 4
unit 5
LARGE CAR ACCESSING/EGRESSING PARKING BAY
unit 2
unit 3
unit 4

3. Plant and Materials

Plant

3.1. All plant used on site will be maintained in good and efficient working order and electrically powered plant will be preferred, where practicable, to mechanically powered alternatives.

3.2. At the end of the day during construction, mobile plant will be parked and made secure, the ignition key removed, the cab locked any windows and covers closed. The plant will be stored away from site boundaries and occupied areas.

3.3. The noise emitted from fixed plant and equipment on the site will be in accordance with the manufacturer's instructions and meet the relevant British Standard as a minimum if necessary. The plant will be operated so that noise including reversing alarms and exhaust emissions are minimised, as far as reasonably practicable, through the use of acoustic enclosures and silencers. Additionally, any plant with defective noise control equipment will not be operated until repaired.

3.4. Pedestrian traffic will be separated from plant and vehicles at the site entrance and dedicated segregated pedestrian walkways with appropriate signage will be provided across the part of the site that is currently under construction for all site operatives and visitors.

Materials

3.5. General materials will be stored safely and securely in designated areas of the compound after careful consideration of the position of existing properties with material set-down points as required and forklifts utilised for material delivery, handling etc. where necessary.

3.6. The loading and unloading of material will not take place in an area blocking the existing highway network. The process will be swift to ensure no vehicles are idling.

3.7. Materials such as bricks, blocks, concrete rings, steels, timber and any similar materials that require stacking will be stacked on a good firm level base to prevent any unwanted movement of the materials.

3.8. Contaminated material can include excavated waste as well as demolition waste. Conditions 5, 6, & 7 all seek to adequately address any and all contamination prior to the commencement of works:

- Condition 5 – Japanese Knotweed;
- Condition 6 – Contamination Assessment; and
- Condition 7 – Remediation Scheme

3.9. Accordingly, given the above conditions, any contaminated land / material found during construction will be adequately and suitably be addressed (i.e. tested, treated and/or removed) by appropriate licences contractors, documented in various assessments, with a remediation scheme to bring the site to a suitable condition.

Weather Mitigation

3.10. The site is located in an exposed location and can experience high wind speeds. As such, any and all materials that are to remain on site overnight / weekends and which cannot be stored within the existing structures on site will be secured and fastened down on site.

4. Fencing, Security & Site Hoarding Details

Fencing

4.1. Secure fencing will be erected around the site boundary and the part of the site currently under construction, with access to the construction site restricted to normal working hours.

4.2. Protective fencing will also be erected where necessary, in order to restrict any potential for any detrimental impacted by the development.

Security

4.3. The fencing around the part of the site currently under construction will prevent any access from members of the public to the construction site, and ensure that the occupied areas of the development are separated from the areas under construction - with signs clearly defining the boundary of where the construction site begins.

4.4. The fencing will be checked regularly to ensure it is in sound condition and records kept.

Site Hoarding Details

4.5. If the site is registered with the Considerate Constructors Scheme (CCS), display boards and banners will be displayed at the site entrance.

5. Wheel Washing Facilities, Dust, Emissions & Odours

5.1. The processes anticipated for the construction of the site do not pose a long-term threat to air quality but there is likely to be some localised impacts during certain construction activities.

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

Wheel Washing and Road Cleaning

5.3. A jet wash will be positioned at the site entrance (if necessary) and a road sweeper will also be used weekly (where necessary) to clear off any debris, dirt and nuisance material inadvertently tracked out of the site area onto local roads. These vehicles can rapidly attend site and commence cleaning very quickly and so will be available to increase frequency if conditions require.

Dust Suppression

5.4. All vehicles likely to cause dust will be suitably covered and a maximum speed limit as per site rules will be imposed and signposted on all highways and work areas. They will also have their wheels cleaned before leaving site (if necessary).

5.5. Heavily used areas will be paved and swept regularly, while vehicles movements will be minimised, and they will stick to the site speed limit as slower speeds generate less dust.

5.6. The location of the site compound is such that machinery and dust causing activities are located away from receptors as far as possible; waste skips will be enclosed or covered; the use of cutting, grinding or sawing equipment will be used as a last resort and in conjunction with suitable dust suppression techniques; and bulk cement and other fine powder material deliveries will be in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery.

5.7. As mentioned previously, stockpiles and loose materials will be sealed to prevent wind whipping.

Damping Down

5.8. Dust will be controlled by damping down with hoses or bowsers as required in unpaved work areas and areas subject to traffic or wind and from on-site crushers for recycling inert material as fine spraying of water is the most effective way to suppress dust with regular repeat spraying, especially during windy and sunny weather when water will evaporate quickly, whilst minimising run-off into drains and the adjacent land.

Monitoring Regime

5.9. A monitoring regime will be in place which will note weather conditions, construction activities and their location and duration on site.

Emissions & Odours

5.10. Plant and machinery are to be correctly maintained to reduce exhaust emissions; unnecessary running is to be avoided; low sulphur/unleaded fuel to be used; and where possible, fixed plant is to be positioned away from site boundaries and occupied areas.

5.11. No burning of waste materials is to occur on site.

5.12. Consideration will be taken when planning activities likely to emit aerosols, fumes, odours or smoke, such as painting and adhesive operations, as to where venting will be located so as to minimise the disruption for neighbours.

5.13. No other processes are anticipated that will emit noxious odours or airborne pollutants and, in the unlikely event complaints are received of this nature, the applicant will work with the Environmental Health Officer at the Local Authority to mitigate/minimise any emissions.

6. Site Waste Management Plan

Reduce, Reuse, Recycle

6.1. The applicant will operate a procedure to reduce all waste on site.

6.2. The first step is to prevent any waste being generated through educating the sub-contractors. This is also done by using factory produced materials to reduce the off-cuts generated.

6.3. The second step is to reuse any materials or items as many times as reasonably possible before disposal. Materials will be reused on site wherever possible, such as hardcore, which will be crushed and used as aggregate.

6.4. The third step is to recycle materials. This involves separating materials into hazardous waste, timber, metals etc, via a specific area laid out to facilitate the process. The recycling bins will be clearly marked in order to avoid any contamination of materials and will also be emptied regularly emptied to avoid any overflowing. Skips will also be provided for materials arising in large quantities, which will be covered.

6.5. The final step is to dispose of any leftover material as waste to the respective landfill using a licensed contractor able to provide waste transfer notes along with any other relevant documentation. As noted previously, no burning of waste is to take place on site. The disposal of waste is a last resort and will continually be monitored throughout construction.

6.6. After following the reduce, reuse, recycle model, the waste from site to landfill is reduced by around 90%.

Contaminated Materials

6.7. Further details on the management of any existing and imported contaminated materials is provided in Section 3 of this report.

Compliance

6.8. This Site Waste Management Plan (WMP) will be kept on-site during construction within the site office, so that it can be easily referred to.

6.9. The site management team will be responsible for ensuring compliance with the Waste Duty of Care Regulations which includes ensuring the instruction of workers and over-seeing the implementation of the WMP, as well as monitoring its effectiveness.

6.10. A copy of the WMP will be distributed to the contractors where applicable. An on-site briefing will be provided during ever induction regarding the appropriate separation, handling, recycling, re-use and return methods to be used. Regular Toolbox talks will also be carried out in relation to waste matters.

7. Phase Specific Restrictions and Measures

Construction

7.1. The restrictions on the construction process are as follows:

- All excavation will be covered overnight to prevent animals falling in – if this is not feasible, an escape ramp will be provided;
- All materials will be stored in allocated areas, away from retained areas, and bare areas left for natural regeneration;
- All fuels will be stored in bunded containers away from any waterbody or drain;
- There will be allocated areas for refuelling and for segregated waste storage;
- All machinery will be turned off and parked over drip trays when not in use; and
- Any and all security lighting will be operated and directed away from retained vegetation, boundaries, and habitats.

Site Clearance

7.2. The site will be decommissioned / cleared in accordance with the following methodology to ensure there will be no detriment to the adjacent designated sites:

- All clearance within the red line boundary will be minimised wherever possible;
- The bare areas created by the removal of hard standing will be maintained to allow for natural regeneration; and
- There will be no levelling of the site in order to allow reestablishing plants, microclimates, and micro habitats to develop and increase diversity.

7.3. The approach highlighted in this document is in line with the relevant Pollution Prevention Guidelines (PPGs). It has been demonstrated above that the approved application can be managed and will not be detrimental to the adjacent site designations.

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