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GCRE: Global Centre for Rail Excellence

Construction Management Plan; Phase 1A

Global Centre for Rail Excellence (GCRE)

09 December 2022

2022/December/09

Notice

This document and its contents have been prepared and are intended solely as information and use in relation to the approach in Management for the Construction of Phase1A of the works.

Walters UK assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 19 pages including the cover.

Document history

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Client signoff

Client	Global Centre for Rail Excellence
Project	Global Centre for Rail Excellence (GCRE)
Job number	C1437
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Executive Summary

As part of the development for the Global Centre of Excellence Rail Project, a sustainable drainage system (SuDS) is to be designed, submitted and approved by SuDS Approval Body (SAB) within both Neath and Port Talbot and Powys Local Authorities prior to works commencing.

This document has been prepared to be included as a required appendix to support the SAB Application for Phase 1A of the works, which is located within the catchment of Powys, and will be used as the basis to develop the Construction Phase Health and Safety plan and other associated site-specific documents.

1. Introduction

In July 2020 a Full Planning Permission has been approved for the Nant Helen Complementary Restoration Earthworks to create 2No looped landform platforms within the Global Centre for Rail Excellence (GCRE), located at the Nant Helen surface mine and Onllwyn coal washery at the head of the Dulais and Tawe valleys. The 2No looped platforms will be constructed from existing material within the site by the creation of a series of cuttings and embankments with associated infrastructure drainage and landscaping, whilst the washery area will be developed as a rail sidings. This document deals with the Phase 1A works within the washery site.

1.1. Purpose and Scope

The purpose of this Construction Management Plan for Phase 1A works is to provide a structured approach to the construction activities and temporary works deployed for constructing SuDS, ensuring that key construction site issues such as drainage, flooding, sediment control, pollution prevention, compression of infiltration areas, storage of materials & existing amenity and natural habitats etc, are sensitively and effectively managed until site construction is complete. This plan includes references or details of;

- Details of the nature of the work to be completed
- Site plan showing temporary arrangements
- Consent and reinstatement requirements
- Access Points and details
- Site-specific ecological issues
- Pollution control arrangements
- Proposed strategy for sediment control, erosion control and site drainage during the construction of the development
- Measures to prevent the inadvertent access across completed or partially completed SuDS.

2. Site Management

2.1. Health and Safety Roles and Responsibilities

The document will be used in the preparation of the Construction Phase Health and Safety Plan (CPP), which will include the project management structure within the project organogram.

All employees will be responsible for the implementation of the relevant requirements of the Construction Phase Health and Safety Plan and will be familiar with and demonstrate commitment to the implementation of these policies. This will include;

- Take care of the health and safety of themselves and others who may be affected by their acts or emissions
- Co-operate with Walters Employees and Sub-Contractors in fulfilling their statutory obligations
- Co-operate with Walters Employees and Sub-Contractors in its pursuit of continuous improvements of its safety, health and environmental performance
- Implement the relevant arrangements described within the CPP
- Always behave responsibly and work safely, without risk to safety, health or the environment
- Constantly monitor their workplace for potential hazards and risks and alert their immediate line manager if any are observed
- Be responsible for making themselves familiar with the requirements of the staff training matrix and ensure any training requirement is brought to the attention of their line manager.

2.2. Inspections and Audits

A programme of Health, Safety and Environmental audits will be developed for the GCRE project to ensure compliance with legal, company procedures and site-specific documentation. These will consist of internal and external audits, site inspections and monitoring of works activities as per the duties of the management chart.

The Project Health and Safety Manager will brief all project personnel on trends that arise from such reports with clear action plans to prevent reoccurrence.

2.3. Regular Liaison Between Parties on Site

Good co-operation and co-ordination of work is essential if risks are to be identified early on and properly controlled. Liaison between all parties (Designers, Principal Contractors, Contractors and the Client) will be maintained by utilising the following means:

- On site meetings
- Subcontract documentation
- Notice boards
- Committee meetings
- Toolbox talks
- Pre-commencement meetings
- Inductions
- Contractors' seminars.

All Sub-Contractors will be provided with a copy of this Construction Phase Health and Safety Plan and will be required to make any necessary allowances to enable full compliance with the content of this plan.

This Construction Phase Health and Safety Plan and all associated documents will be available on site at all times for review by interested parties.

3. Site Arrangements

3.1. Site Offices and Welfare

The existing Celtic Energy Offices will be utilised as the site offices for the construction of phase 1A works. This arrangement will include offices for both GCRE and Walters UK staff, mess rooms and washing and toilet facilities, and will be sufficient in size to meet the current COVID legislation.

Again the existing car parking facilities used by Celtic Energy will be used by Walters UK in the construction of the Phase 1A works.

3.2. Site Compound

The area to the south of the works within the existing washery site will be used as the site compound and storage facilities.

Storage areas will be fenced with Heras fence with access being made through the existing washery main gates from the A4221 and along the existing concrete road. These arrangements are shown within the Construction traffic and Management Plan.

Dedicated fenced pedestrian footpaths will be used for pedestrians to gain access from the office location to the works

Dedicated fuelling areas will be again located within these areas, and will be located away from the watercourses and site drainage systems.

These proposed arrangements are shown within our Construction Traffic Management Plan located within Appendix A

3.3. Site Security

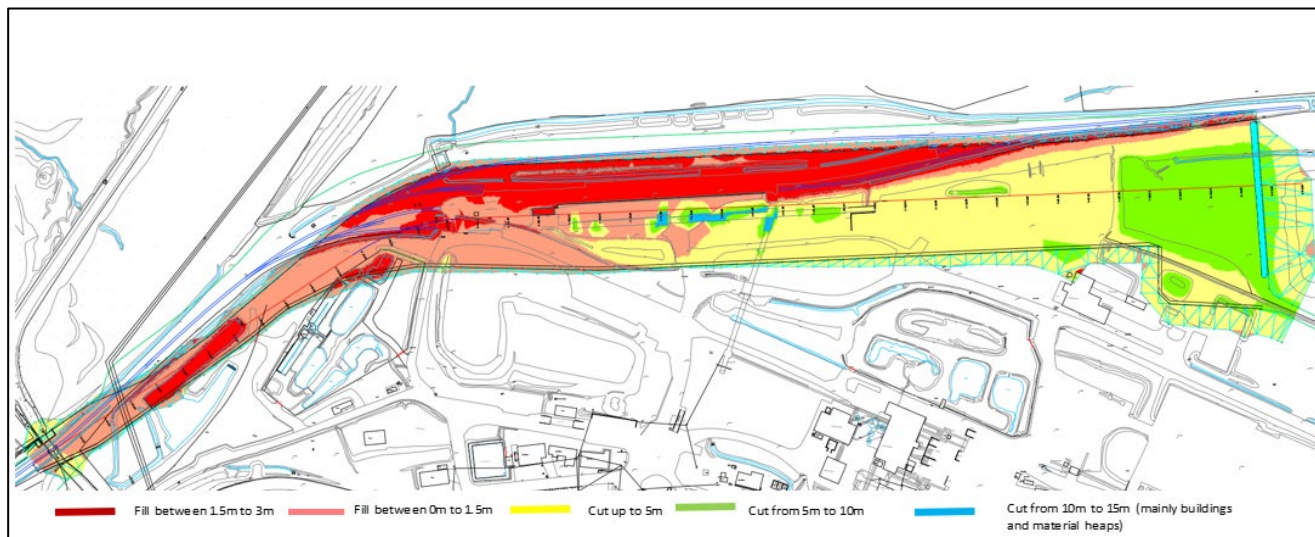
The site is currently fenced by the Celtic Energy existing security fencing. Heras fencing will be used to locally fence materials and refuelling areas.

Out of hours manned security guards will guard the site.

4. Scope Requirements

4.1. Earthworks

The Phase 1 A works requires an Earthworks cut (circa 120,000m³) and fill (circa 80,000m³) exercise to produce an engineered plateau for the construction of the sidings rail tracks. The surplus material (circa 40,000m³) will be stockpiled on the adjacent Phase 2 site for use as engineered fill. The areas of cut and fill are outlined within the arrangement shown below.



Material will be excavated from the cut areas and transported to the fill areas before being tipped, levelled and compacted as the Engineering Specification to produce the engineering plateau as the project requirements. During the compaction process, an ongoing testing regime will be present to ensure materials meet the requirements of the Specification. On Completion of the earthworks plateau the track drainage will be installed.

To protect the earthworks from the effects of adverse weather, pre-earthworks and temporary drainage will be put in place. The temporary drainage arrangements will also be designed to prevent sediments being carried within the surface water run-off into to the local watercourses. These drainage arrangements are detailed on drawing 'Temporary Storm Water Drainage Phase 1A; C1437/AMP/002' enclosed within Appendix B.

On completion the track drainage the earthworks plateau will be trimmed and rolled to final levels before being handed over for track laying by others.

4.2. Drainage

4.2.1. Surface Water drainage

This document sets out a strategy that will minimise the effect of the scheme on the local water environment. The plan covers the management of water on the site at a strategic site-wide level, and provides a framework that;

- Details the water quality control measures to be put in place across the entire site;
- Provides a framework within which decisions can be made to help preserve surface water quality in localised areas of the Site.

The installation of the surface water drainage will commence at the outfall and work upstream, with the headwalls, manholes and swale lining works continuing alongside the drainage installation. Drainage works will ensure pipes are laid, backfilled and tested as the works continue. Once sections of drainage are complete they will be segregated and signed to ensure no construction traffic crosses the completed works which may cause damage.

Pond excavation works will commence early in the project programme to ensure they are fully excavated with liners in place to enable the piped headwalls to be constructed over the installed liners.

The Northern swale will again be constructed early in the drainage programme to ensure the earthworks plateau is protected from the surface water runoff from the North of the site. These works will include realigning the section of the Northern Swale and connection to the existing.

4.2.2. Track Drainage

The installation of the track drainage will commence when the earthworks plateau has been constructed to final levels, and sufficient working area is available. The installation of the track drainage will again commence at the outfalls working upstream with headwalls and manholes constructed alongside the pipe installation. Once sections of drainage are complete they will be segregated and signed to ensure no construction traffic crosses the completed works which may cause damage.

4.2.3. Temporary Drainage

The scheme requires temporary drainage arrangements to,

- Ensure existing drainage systems from the washery site are maintained
- Temporary drain the sidings access road during Phase 1A
- Protect the Earthworks plateau from surface water runoff from the South
- Ensure local watercourse are protected from dirty surface water run-off.

4.2.3.1. Existing Drainage

The washery site is drained by a series of drains which travel in a Westerly direction to a series of settlement lagoons before being finally discharged into the source of the River Dulais.

As part of the Phase 1A works the existing drainage outfall to the West of the site and part of the existing lagoons will have to be removed to enable the construction of the new works.

To ensure the existing drainage is maintained and discharge quality is maintained to the current requirements, a new cut off ditch will be constructed along the Southern boundary which will pick up any existing drainage connections and connect into the existing settlement lagoons. Bunds will be constructed within the existing lagoons to maintain sections which do not have to be removed, and a new temporary outfall connection will be made from the lagoons to the permanent drainage system. This temporary outfall connection will be in place for the Phase 1A works and will be removed when the Phase 2 works are undertaken.

The proposed temporary drainage arrangement is on drawing C1437/AMP/002 included within Appendix B

4.2.3.2. Sidings Access Road

Within Phase 1A the southern access track will not be drained by the permanent drainage solution until Phase 2 works have been constructed. In the interim period a temporary 150mm dia filter drain will be constructed on the southern boundary and a temporary outfall connection will be made into the temporary drainage ditch as described within 3.2.3.1. This temporary outfall connection will be in place for the Phase 1A works and will be removed when the Phase 2 works are undertaken.

The proposed temporary drainage arrangement is on drawing C1437/AMP/002 included within Appendix B

4.2.3.3. Earthworks Plateau

The earthworks plateau requires protection from surface water runoff from the South.

This will be provided by the same cut off ditch shown within Appendix B

4.2.3.4. Dirty Surface Water Run Off

A temporary drainage is required to protect the local watercourses from dirty water run off during the earthworks and drainage installation. This will be provided primarily by the proposed temporary ditch and modified existing settlement lagoons. This arrangement will be supplemented by

- Additional baffles placed within the settlement lagoons with inlet and outlets at opposed points within the lagoons
- Straw bales placed at regular intervals within the temporary ditch and Northern Swale
- Silt Fencing erected along the ditch and Northern Swale in vulnerable areas
- If required, flocculants used within the settlement ponds.

4.2.4. Foul Drainage

As part of the proposed works an existing combined sewer requires diverting to suit the new lines and levels of the proposed development. The methodology and proposed protection measures of how this diversion will be undertaken has been discussed with DCWW representatives and a document has been drafted to support the discharge of Condition 25 of the Planning Conditions.

A copy of the Protection to 'Sewers Planning Condition 25' has been included within Appendix C

4.3. Landscaping

On completion of the earthworks and drainage, soft landscaping will be planted as the proposed landscape planting scheme. These works will be carried out within the appropriate season and weather conditions.

Landscaping Maintenance will be carried out as per the maintenance regime.

5. Environment

The works will be undertaken in accordance with the environmental documents submitted and approved with the NPT Planning Authority to support the discharge of the relevant Planning Conditions, i.e

- Construction Environmental Management Plan (CEMP)
- Environmental Protection Plan (EPP).

Methodologies and procedures within these documents which will be expanded on to undertake the phase 1A works include;

5.1. Consents

5.1.1. Land Drainage Consent

A land drainage consent will be submitted and approved by NPT drainage board prior to any connections within the existing watercourse

5.1.2. Discharge Consent

The existing discharge consent for the Celtic Energy washery site will be modified and transferred to Phase 1A to carry out the construction works

5.1.3. Materials Management Plan

A Materials Management Plan will be registered with National Resources Wales for the redistribution of materials with the permanent works.

5.2. Environmental Pollution

5.2.1. Noise

Possible Noise pollution during the construction works will be controlled by carrying out the works in accordance with the approved 'Noise Mitigation Management Plan, document submitted and approved by NPT Local Authority to support the discharge of the relevant Planning Condition.

5.2.2. Dust

Possible Air pollution during the construction works will be controlled by carrying out the works in accordance with the approved 'Dust Mitigation Management Plan, document submitted and approved by NPT Local Authority to support the discharge of the relevant Planning Condition.

5.2.3. Watercourse Pollution

Results from the Site Investigations have determined contamination is not present within Phase 1A works, and this information has been submitted to NPT Local Authority to support the discharge of the relevant Planning Conditions. All staff and operatives on the project will receive toolbox talks on the possibility of exposing contamination, and should contamination be uncovered, appropriate remedial measures will be put into place to remediate and verify its remediation.

Possible pollution of local watercourses will be management by undertaking the works in accordance with the CEMP, this will include procedures for refuelling, and plant and material storage within the site. Regular site environmental audits will be carried out to ensure compliance.

An Emergency Response Pollution Plan (ERPP) will be drafted as part of the site procedures, and each working method statement will have an environmental risk assessment associated with the works. Regular site audits

5.3. Ecology

5.3.1. Reptile Translocation

Areas identified within the EPP document will undergo a reptile trapping and translocation exercise in accordance with the approved Reptile Translocation Method Statement prior to commencing construction works. Any trapped reptiles will be released within the agreed translocation site.

5.3.2. European Protected Species

Licenses will be raised for European Protected Species (EPSL) for working within the vicinity of the protected species. These include otter, found within the existing northern brook, and bat, found to be roosting within the existing overbridge.

5.3.3. Protection Fencing

Protection fencing will be erected to the Northern boundary Phase 1A boundary as required within the EPP document.

6. Emergency Arrangements

In the event of an actual or suspected pollution incident involving:

- ➔ spillage of oils or chemicals;
- ➔ or a discharge of silty water or other pollutant into a watercourse;
- ➔ flood;
- ➔ fire (emissions to air); firewater runoff
- ➔ discovery of potentially contaminated land

The following should occur:

REPORT IMMEDIATELY

- ➔ To a member of Walters Site Management OR To your manager or supervisor who should then report to a member of Walters Site Management

Andrew Pope- Walters Project Manager 07880 032216

- ➔ Walters Site Management will then put into action these Emergency Arrangements and report to Natural Resources Wales and/ or Dwr Cymru Welsh Water as appropriate.

Natural Resources Wales Emergency Hotline
0800 80 70 60

- ➔ Walters Group maintains a proactive stance on reporting of pollution incidents to the appropriate authorities;

IDENTIFY THE SOURCE, STOP THE FLOW

- ➔ Identify the source of the pollution and stop the flow immediately, if possible and safe to do so.
- ➔ Switch off sources of ignition.
- ➔ Identify the material which may be burning and, if it can be done safely, extinguish with an appropriate fire extinguisher.

STOP IT SPREADING

- ➔ Check the site drainage plan – where will the spillage go?
- ➔ Stop the flow if possible;
- ➔ Dam the flow with earth/sand/polythene/absorbent material;
- ➔ Divert the flow from drains/watercourses where possible;
- ➔ Use drain covers if available

GET A SPILL KIT

- ➔ Use absorbent material if appropriate.
- ➔ Place a boom across watercourses if applicable.

DO NOT WASH AWAY

- ➔ Do not wash spillage or fire water run-off into the drainage system – it only makes it worse.
- ➔ Never use detergents,
- ➔ Use sand or absorbent pads to mop it up and dispose of as Special Waste.

BLOCK DRAINS

- ➔ If the spill has already entered the drains, block the drains off if at all possible.

SEEK SPECIALIST ADVICE

- ➔ Seek specialist advice or authorisation from the Environmental Manager before moving contaminated material.

INVESTIGATE

- ➔ An investigation will be carried out by Walters to ascertain why the incident occurred, and take appropriate measures to prevent a similar incident occurring again.

[INSERT AUTHOR NAME]

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Appendix A. Construction Traffic Management Plan

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GCRE: Global Centre for Rail Excellence

Construction Traffic Management Plan (CTMP) - Planning Condition 12

Global Centre for Rail Excellence (GCRE)

[07th November 2022\]](#)

2022/SEPTEMBER/07

Construction Traffic Management Plan



For:

Project: GCRE Phase 1A

Earthworks Package

Project Number: C1437

Revision	Issue Date	Originator	Approver	Detail of change
0	04/11/22	AP	RT	
1	22/02/23	RT	RT	SAB comments addressed

Construction Traffic Management Plan

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~~This Construction Phase Health & Safety Plan will be reviewed on a monthly basis~~

This document is uncontrolled when printed

Construction Traffic Management Plan

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Introduction:

This document details the management controls for high risk areas relating to pedestrian and vehicle movement both internal and external to the site. Included within is a Risk Assessment for Traffic/pedestrian management.

The Construction Traffic Management Plan will be continually monitored and updated as the site develops, and conditions change.

Once the plan has been developed and put in place a site drawing/map should be made available to all site personnel and used as a means of passing on site information during site inductions. The following information/areas are to be identified:

- a. Vehicle routes.
- b. Pedestrian routes.
- c. Site compound/offices.
- d. Emergency assembly points.
- e. Offloading/delivery/storage areas.
- f. Contractors parking.
- g. Visitors parking.
- h. High risk/out of bounds areas.

1. VEHICLE TRAFFIC MOVEMENT

- The project is located just to the North of the village of Onllywn on a parcel of land between the A4221 to the north of the site and the A4109 to the south of the site. Using the A4109 (Wembley Avenue) to turn right onto a private road and 1st right again into the entrance of the washery you will enter the main carpark for the washery, with the site offices, workshops, and visitors centre just to the north.
- The washery has a number of access points, for this project:
 - all cars and vans will use the private Road, turning right off the A4109 when coming from Glyn-neath, turning first right into the main carparking area, providing access to the site offices
 - HGV's delivering plant and equipment for the works will use the HGV entrance gates into the site from the A4221. Noting that a one-way system is in place, with the egress from the site being on the A4221 just to the east of the wash plant. As shown on traffic management layout attached. HGV deliveries accessing the site via the A4221 will avoid getting onto the A4221 via the A4109 through Severn Sisters.
- No abnormal deliveries will be required to deliver the GCRE Phase 1A earthworks

All suppliers will be informed of the access and egress arrangement when material orders are place

- Temporary fingerboard signs will be set out in advance on the A4221 to advise delivery vehicles of the GCRE construction site entrance
- A site speed limit not exceeding **10mph** should be enforced at all times within the site, when the site is active. Traffic calming measures should be introduced where necessary in order to achieve this target.
- A Certificate of Thorough Examination of Certificate of EC Conformity is to be in place for all plant/lifting equipment being operated on site.
- All persons operating plant/lifting equipment are to supply a copy of their current Training Certificates/Licenses to the Site Manager.
- When not in use all plant/equipment is to be left in a safe and secure condition. (When practical keys should be retained in a central location under strict control)
- All plant/lifting equipment should be fitted with a serviceable flashing beacon that is to be used whenever transiting the site.
- All plant/lifting equipment is to be fitted with an automatically engaged audible reversing alarm.
- All dumpers in use on site are to be fitted with a serviceable lap belt, which is to be worn by the operator at all times during use.
- When site conditions permit, a one-way traffic system is to be in operation, the system is to be clearly signposted.
- Where a one-way traffic system cannot be operated, a clearly defined turning area is to be provided and signposted. Parking/unloading is not to take place in this area.
- Where conditions dictate that provision of a turning point is not practical then a Banksman must be used to assist vehicles/plant when reversing.
- During works at an occupied site, all vehicles/plant that are required to manoeuvre through operational areas may need to have a Banksman.

2. PEDESTRIAN TRAFFIC.

- No interruption will be made to the existing footpaths and cycle tracks in and around the two construction site entrances off the A4221 and A4109
- All pedestrian routes, are to be clearly signed and adequately fenced off from main traffic and construction routes on site.
- Where practical, Heras fencing or pedestrian street barriers should be used to fence off routes.
- During the construction works, the client is to have right of way to their coal loading facility at the Eastern end of the site at all times. This will be via a dedicated signposted route. The client is to be informed of plant movements with the appropriate warning signs. The client/public should not come within one meter of any construction activity.

- Where pedestrian routes cross vehicle/plant traffic routes these areas must be clearly marked on the ground and on the site map. The crossing points must provide maximum to both pedestrians and vehicle/plant operators.
- Pedestrian routes should be levelled, stoned and barriered where practical to permit safe use.

3. PARKING

- Parking will be within site car park at the site office compound, ppe must be worn once you have entered the works area. No parking will be allowed on the public highway.

4. COMPOUND AREAS

- Compounds/storage areas should have a separate pedestrian access, this includes to offices and welfare facilities, these routes must be clearly identifiable.
- All delivery companies will be informed of restrictions for HGV's and enter through designated entrance off A4221.
- All pedestrian access routes to/from the car park and Compound will be briefed to the workforce as part of the site inductions. Any changes will be briefed as part of tool box talks and daily pre-start briefings. All routes will be identified on the site plan displayed on the site notice boards.
- Security will be provided by the existing security fence currently following the perimeter of the site. Out of hours security guards will be present

5. MATERIAL DELIVERY

- Material deliveries will be called off by the site team to suit the current program. All deliveries will be through the main access to the Washery site and all drivers must sign in at the weighbridge in accordance with Walters Group Site Rules
- Although there are no schools on the direct access route to the scheme delivery times will be restricted to minimize impact to the local residents and during rush hour traffic congestion. Deliveries will be made aware of narrow roads/low bridges, obstacles such as local roadwork's and the designated routes to be adhered to.
- All material delivery drivers will receive a specific delivery drivers' induction which will be detailed in the Construction Phase HSE Plan
- No loading or unloading will be carried out on the public highway

- All loose HGV loads will be sheeted on delivery to site

6. ROAD CLEANING – BRUSHING

- If due to ground conditions, adverse weather conditions then road-sweeping operations are to be utilised as required to ensure that the site roads and any public roads affected externally are kept clean.
- Where necessary a wheel wash will be made available to avoid public road contamination.
- Environmental risk assessments should be carried out in order to identify risks and appropriate environmental control measures.

7. SITE TERRAIN

- The terrain on site does not present a significant risk of vehicles/plant overturning when being operated the usual manner and at the site speed limit. However, during periods of inclement weather site haul routes and operations will be regularly assessed and any changes to the condition of the haul roads/operations resulting in the risks increasing will be assessed and dealt with accordingly.
- All drivers will be advised of potential high-risk or danger areas.
- Excavations will be protected by a physical barrier such as bunds or stop blocks to prevent mobile plant over running into the excavation.
- All mobile plant and delivery vehicles will be fitted with suitable tyres to address the terrain and weather conditions prevailing at the time of the works. (a suitable and sufficient amount of tread will be present as specified in manufacturers specifications).

8. PPE

- Hi-Vis clothing is mandatory on site, pedestrians transiting the site, banksmen, contractors working in close proximity of plant are to wear hi-vis at all times.
- Hi Visibility clothing is an active control measure that is a part of the traffic management plan.

9. RISK ASSESSMENT

A Traffic management risk assessment has been completed in accordance with Walters risk assessment procedure utilizing template PLAN 04.1 Traffic Management Inspection and specific site risk Assessment.

Construction Traffic Management Plan

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- Mon to Fri 07.30am to 18.00pm
- Sat 07.30am to 13.00pm
- No working on Sundays and bank holidays

Any out of hours working required to complete the works will require the approval of the Project Manager.

10. Summary of Vehicles and Pedestrians Segregation

The method of delivery / removal of materials and plant from the site, including the identification of access routes for deliveries and personnel will be agreed through this approved Traffic Management Plan.

In Summary, all deliveries and site traffic will access via A4221, and leave at the junction for the Washery back onto the A4221. Once entering the development dedicated signage will direct all Walters deliveries to the unloading area at the Walters compound. Traffic movement to the site will be kept within the agreed hours and HGV movements should be limited during peak commuting hours to minimize disturbance.

Site staff, suppliers, and hauliers will be informed of the appropriate access to site.

Control Measure/Areas requiring Control	Action required/by whom.
1. Pedestrian access to site.	Will be through gate access
2. Pedestrian access to compound/storage areas.	Will be along segregated walkway with well-defined crossing points
3. Pedestrian movement through site.	Will be along segregated walkway with well-defined crossing points
4. Vehicular access/egress to/from site.	Will be as the delivery plan
5. Vehicular movement through site.	Will be along main roads through sites and all attempts will be to have a one way
6. Security fencing	Will be double clipped Heras fencing
7. Site Car parking.	A car park will be formed in the of the site.
8. Compound/Storage areas.	Will be located.....
9. Delivery timings	Mon-Fri 8:00 am to 6:00pm. Saturday morning deliveries will be discouraged with the exception of urgent deliveries
10. Delivery/offloading areas.	Compound delivery area
11. Site speed restriction systems & traffic calming measures and controls.	10 mph

Construction Traffic Management Plan

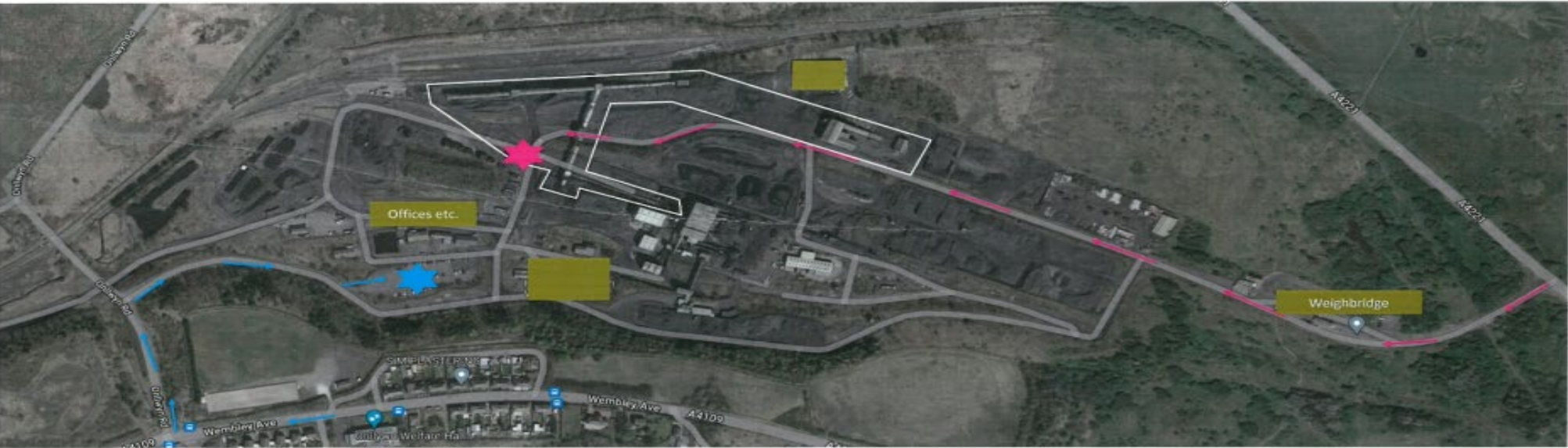
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12. Traffic/Pedestrian warning signs.	These will be sited at the site entrance and also around the site.
13. Barriers for high-risk areas.	Segregation of the public will be by pedestrian barriers. Other areas
14. Occupants & nearby residencies.	Courtesy will be offered to the neighbours at all times. Parking on the public highway as a last resort.
15. PPE.	Hard hats, high viz trouser & long sleeve jacket, safety footwear, gloves & safety glasses

Signed:.....

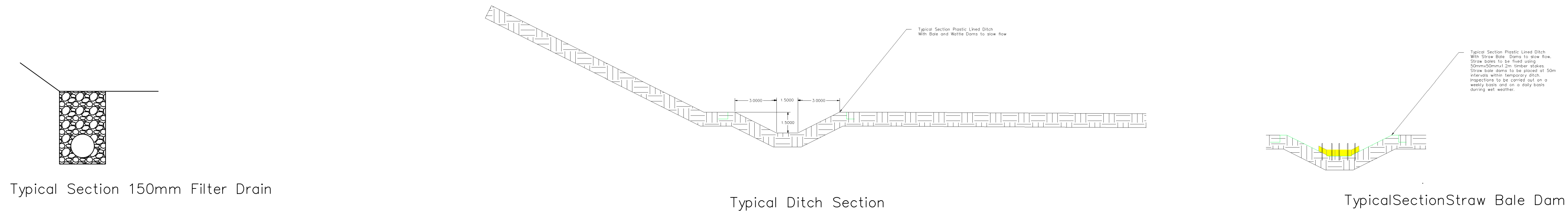


Traffic Management Plan TM1 – HGV/Equipment Delivery and Cars/Workers Access :



Key :
HGV / Equipment delivery route :- 
Cars / Workers access :- 

Appendix B. Temporary Drainage Arrangements



AMENDMENTS				
Rev	Details	Date	Made By	Check By

- Temporary Drainage Ditch
- Temporary Filter Drain
- Temporary Piped Connection
- Settlement Lagoon
- Site Access Roads
- Temporary Soil Storage Area

WALTERS

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Global Centre For Rail Excellence

Temporary Storm Water Drainage Phase 1A

Scale	Drawn A.M.P.	Checked M.G.	Approved R.T.
N.T.S	Date 20.02.23	Date 20.02.23	Date 20.02.23
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Appendix C – Protection to Sewers- Planning Condition 25

WALTERS

ATKINS

GCRE: Global Centre for Rail Excellence

Protection to Sewers - Planning Condition 25

Global Centre for Rail Excellence (GCRE)

11th November 2022

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Notice

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This document has [XX]7 pages including the cover.

Document history

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Executive Summary

The present document represents the [INSERT DOCUMENT TITLE / DESCRIPTION]; as specified by Planning Condition no.[INSERT] of 20/0738/FUL (Powys County Council) and no.[INSERT] of P2020/0362 (Neath Port Talbot Council) for the Nant Helen Complementary Restoration Earthworks to facilitate the Global Centre for Rail Excellence Project.

The [INSERT DOCUMENT TITLE AND BRIEF DESCRIPTION 2-3 PARAGRAPHS ADVISED].

This document will be updated as required to ensure that the [INSERT TITLE/DESCRIPTION AND ANY MEASURES] are reviewed throughout the Project, taking on [INSERT RELEVANT CONDITION, STAKEHOLDER FEEDBACK, ECOLOGIST REPORT ETC AS REQUIRED] as the work progresses.

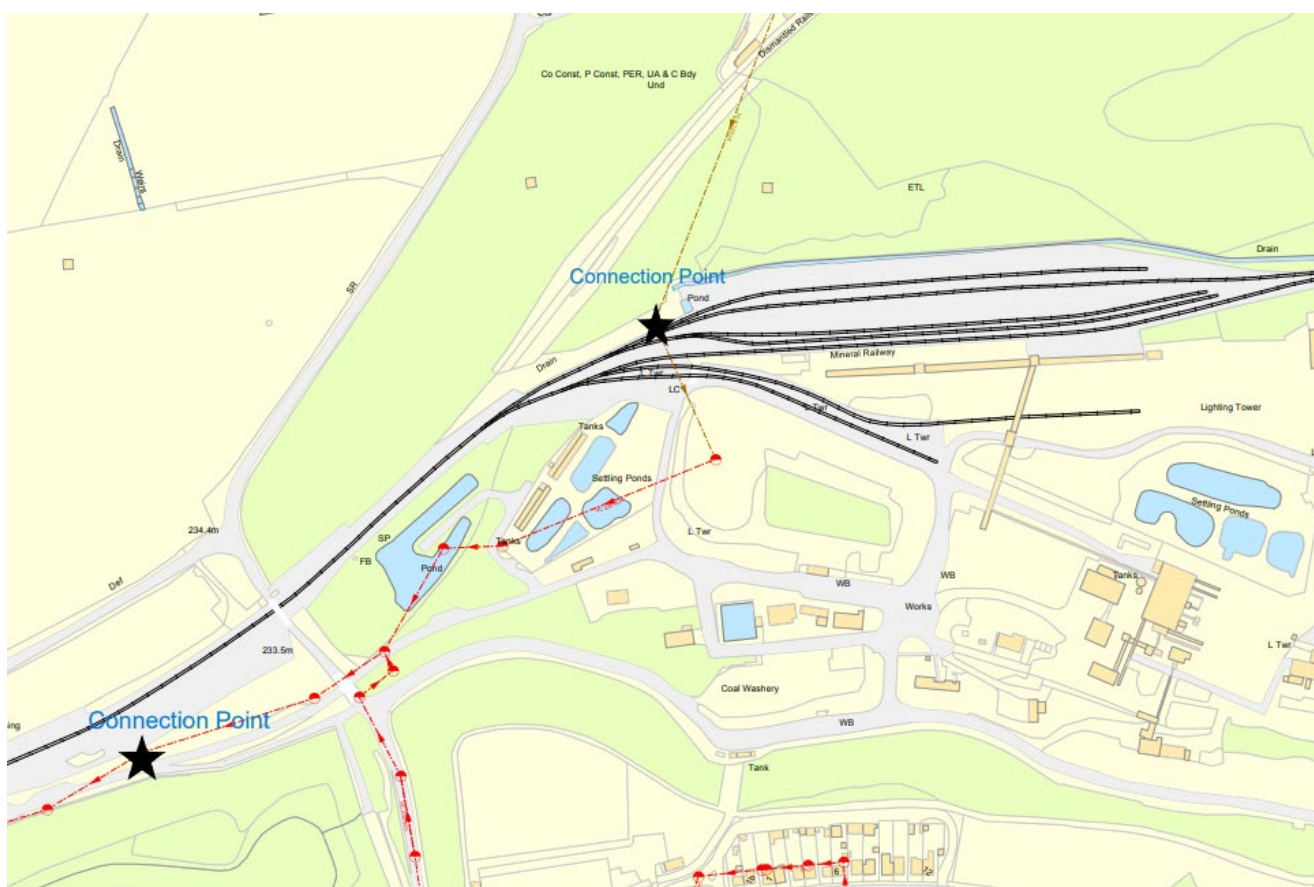
1. Protection to existing Combined Sewer within Phase 1A works

1.1.1. Introduction

The GCRE Phase 1A works consist of new railway tracks to create a new sidings for the storage of rail rolling stock. This is the first phase of the proposed GCRE development.

Crossing the proposed Phase 1A works is an existing 150mm combined sewer running from the North in a South Westerly direction becoming a combined sewer as shown in Figure 1 below.

Figure 1 – Existing DCWW sewer requiring diverting



Not all the manholes shown on the current DCWW information can be found as they are buried within the washery site. The manholes at the overbridge have been located and the covers removed, this has established the invert to the sewer is approximately 4m below ground level.

DCWW have been provided with an order to trace the sewer and buried manholes to positively establish the line and level.

2. Proposed 150mm Combined Sewer Diversion

The combined sewer will require diverting to a new alignment to be clear and provide the required DCWW easement for the Phase 2 works and the proposed replacement overbridge. At this point in time the Phase 2 works and bridge have not been designed, so the final sewer route cannot be finalised.

In order to construct the Phase 1A works it is proposed to build the new works over the existing sewer as it is at 4m depth, divert the sewer at a later date during Phase 2 when detail design has been completed and grout up the existing sewer located under the Phase 1 A tracks.

This proposed methodology has been discussed with the DCWW representative.

3. Protection Methodology

DCWW have been provided an order to locate the existing sewer, and once located the sewer will be surveyed for line and level. This will inform both the proposed design and the site as-built service records.

A condition camera survey will be undertaken of the sewer line to establish any failures within the pipework. A trial hole to positively identify the location of the sewer will not be undertaken if it is proven the sewer is at the suspected depth of approximately 4m.

As the new track involves raising the levels of the earthworks plateau by approximately 1.2m no excavation works are envisaged within the vicinity of the sewer as the ground is being raised, however, the site team will raise a permit to advise operatives working in the vicinity of the sewer's presence. The presence of the sewer will be reinforced with warning showing 'Buried Service' being erected along the line of the sewer.

On completion of the earthworks over the top of the sewer, a camera survey will be undertaken to prove the sewer has not deteriorated in condition. This survey will be undertaken before any follow-on track works are undertaken; this will give an opportunity to undertake a repair should in the unlikely event any damage occur.

On completion of the track works, and sewer diversion within the Phase 2 of the works, the sewer under the railway sidings will be grouted and left in place.

The sewer diversion methodology will be covered under a different document once phase 2 design and the sewer design has been completed and approved.