



Coedffranc Primary school,
Stanley Road,
Skewen, Neath.



Construction Phase Environmental Management Plan

Prepared by: Matthew Corke/Nigel Latham

Date: 29th April 2024

Revision No.5 -17-05-2024

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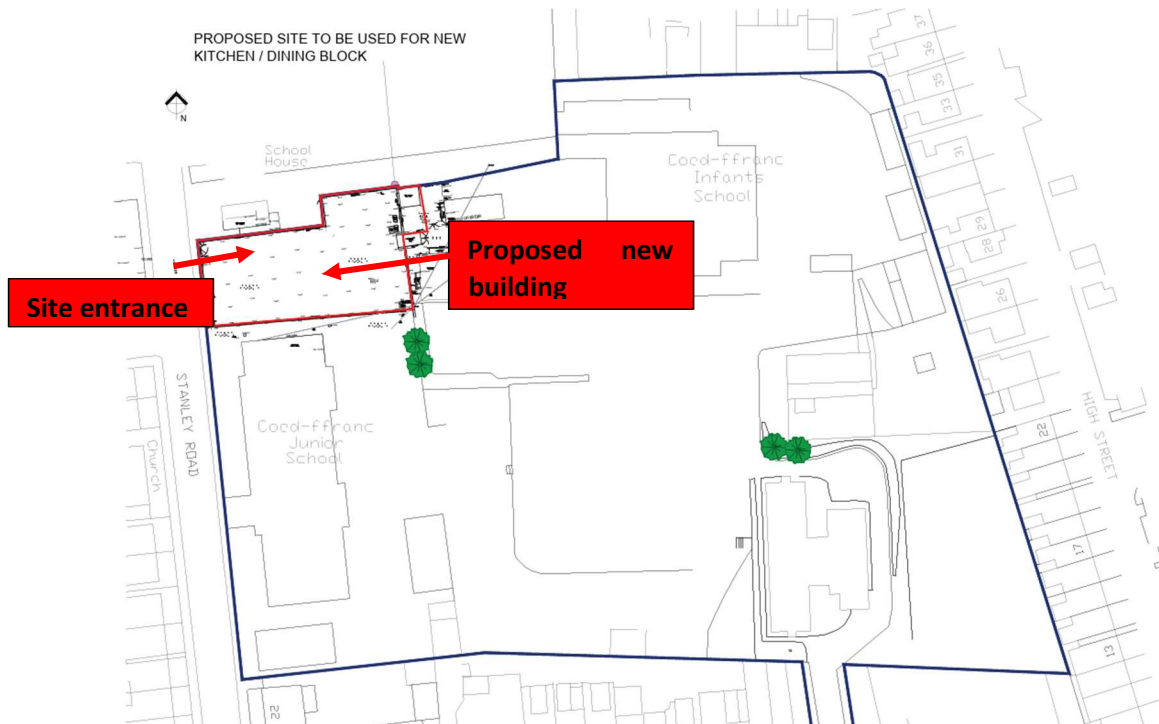
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1. Introduction

The project is for the construction of a new build kitchen and dining block on the existing playground between the Infants and Junior school.

The site is made up of varying ground levels and will involve the introduction of temporary ramps and an alteration the existing entrance to allow improved access during the construction works.

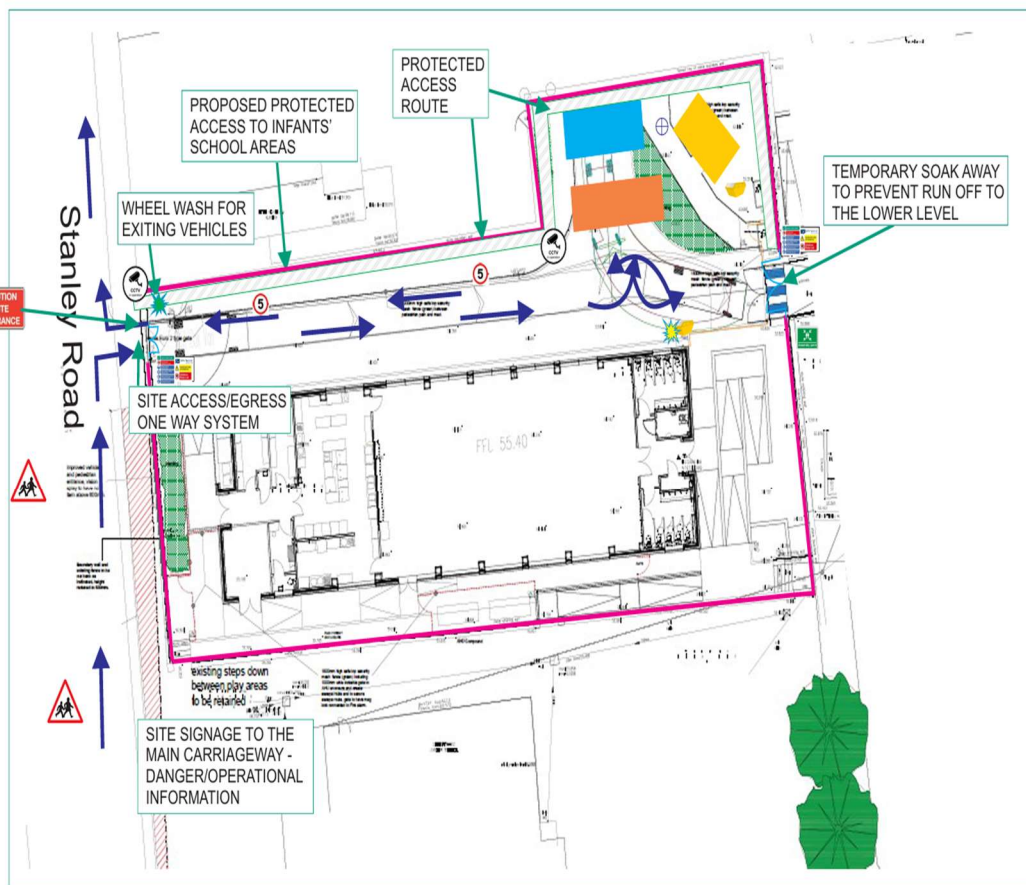
Alteration to the existing access routes and provision of safe access and egress is to be established at the outset to ensure the operation of the school is unaffected by the proposed construction works.



The surrounding blocks are occupied during term time along with the surrounding car parks and footpaths. Refer to the tender documentation for the full scope of works.

The design and construction of a single storey steel framed brick/render clad, school with associated external works including, drainage, soft & hard landscaping (as indicated on the plan above outlined in red.)

Site Logistics and Constraints Plan - Coedffranc Primary School



KEY

- ACCESS GATE
- HERAS FENCING
- SITE ACCOMMODATION INCLUDING WASTE TANK
- SECURED SITE STORAGE AREA WITH BUNDED FUEL STORE AND DRIP/RESPONSE PACK
- SKIPS/ RECYCLING
- PROTECTED ACCESS ROUTE
- OFFLOAD AT HAMMER HEAD
- PROPOSED VEHICULAR TRAFFIC ROUTE
- VEHICLES TO REVERSE AND TURN FOR DROP OFF AND COLLECTIONS
- CCTV
- FIRE ASSEMBLY POINT
- REFUELLING POINT AWAY FROM EXISTING DRAINAGE
- JET WASH AT SITE ENTRANCE
- CONCRETE WASH WITHIN SKIPS



Ysgol Gynradd Coedffranc Primary School

'Giving our children the roots to grow and the wings to fly...'

John Weaver (Contractors) Ltd Morfa House 126 Neath Road Holford Swansea SA1 2JH	
	John Weaver CONTRACTORS
PROJECT/TITLE: Coedffranc Primary School	
DRAWING NO.: MCCJ001	REV: A
DATE: 22/04/2024	



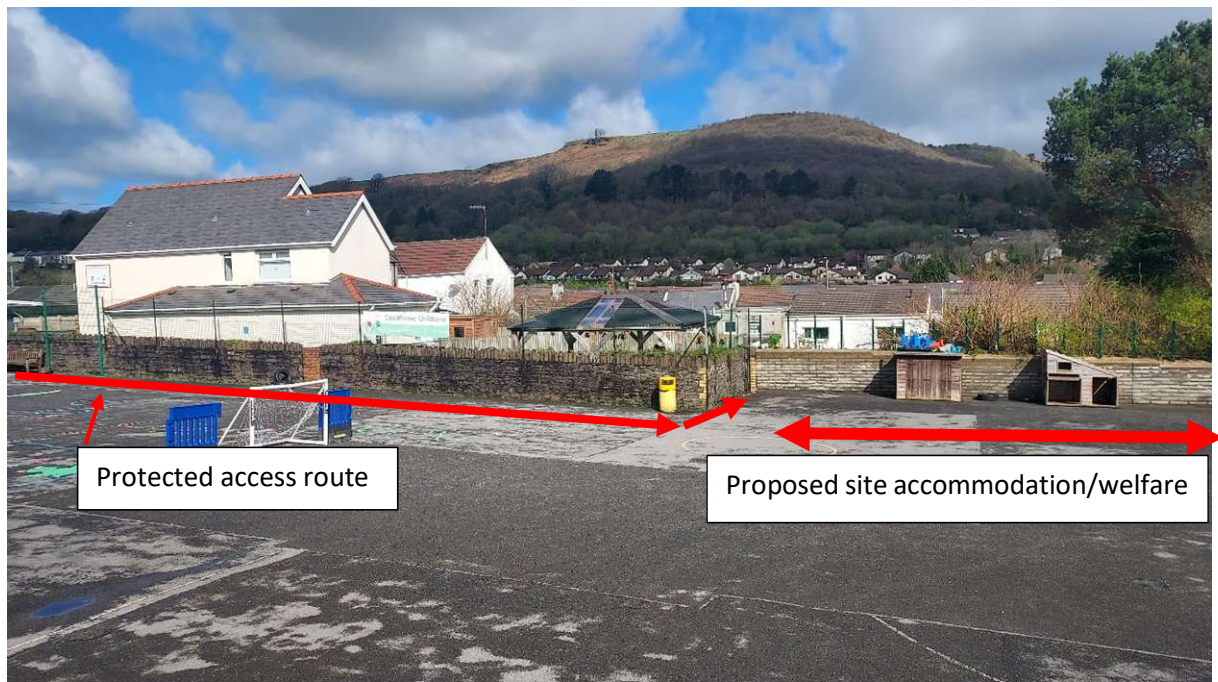
- **Nigel Latham** has overall responsibility for managing the Traffic Management on and off site with regard to the **Coedffranc Primary School**. Nigel will update the TMP as the scheme progresses and will liaise with the Highway Authority as required.
- **Nigel Latham and Bleddyn James** will co-ordinate the deliveries from Suppliers. Each supplier will be given a restricted delivery schedule and route (Main Roads) that they can use and a postcode to avoid any unnecessary traffic movements caused by drivers not being able to find site.
- Route mainly off the **J 43 and taking the Llandarcy Interchange a turning in to take the 1st exit onto B4290, Turn right onto Darcy Business Park, Turn right towards Pen-Y-Heol/B4290, Continue onto Pen-Y-Heol/B4290, Turn left onto Pen Yr Alley Avenue, At the roundabout, take the 2nd exit onto Crymlyn Rd, Continue onto Wern Rd, Wern Rd turns left and becomes Stanley Rd which is a one way street, Destination will be on the right.**

Deliveries will be banked by a competent banksman at all times.

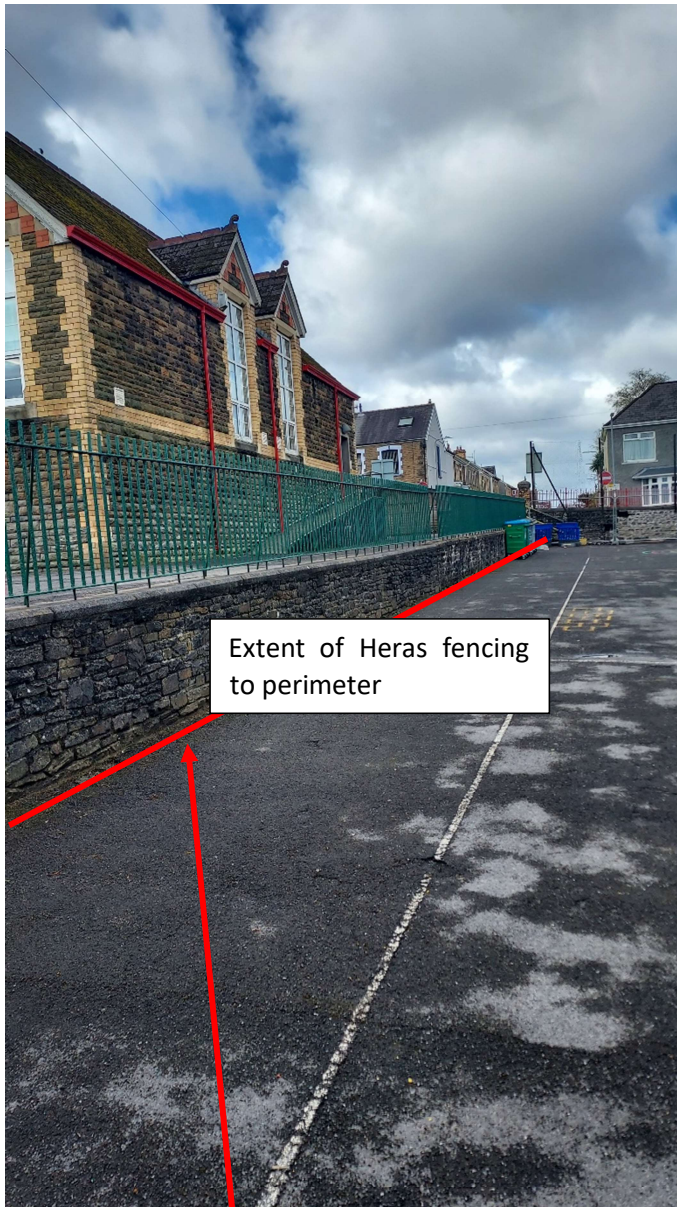
- Deliveries will be kept to a minimum through good planning and where possible the same suppliers will be used to ensure familiarity with the process.
- Where Subcontractors are organising their own JIT deliveries, **Nigel Latham** will discuss at the pre let meeting and the JWC process adopted.
- Where possible a timeslot will be given for the JIT delivery, however if this is not possible the drivers will be instructed to stay in a nearby layby, Phone the site team and request access. This is to avoid numerous deliveries arriving simultaneously and hampering off loading, or stacking on road.
- Traffic movement will be kept to a minimum during busy periods. (on and off site)
- On arrival at the site entrance, a JWC operative will meet the driver at the **the school main entrance** and give clear instruction on speed (5mph), route and any site issues eg schools operational ongoing work etc. The JWC representative will walk with the lorry up to the site where they will be guided into position. (the location will vary depending on material and stage of programme). On completion of the delivery the driver will be escorted from site to the one-way system leading to **New Road Skewen**.

Strictly no deliveries are to take place between the hours of 8.00am – 9.15am and 2.30pm-4.00pm Monday – Friday during school term times

- At no point with the delivery vehicle or driver be left unsupervised
- The driver will be inducted and briefed on RAMS as appropriate
- Any non-compliance / failure to co-operate from the supplier will result in any orders for this scheme being cancelled and a new supplier found.
- JWC operate a training programme that sees a short course delivered to its operatives and subcontractors on Fridays. With traffic management being an integral part of the scheme, we would present a traffic control & mobile plant talk similar to Course No27 attached but adapted to be more specific for this scheme.
- The above procedure will be incorporated into the H&S inductions and the Construction Phase H&S plan (section 19)

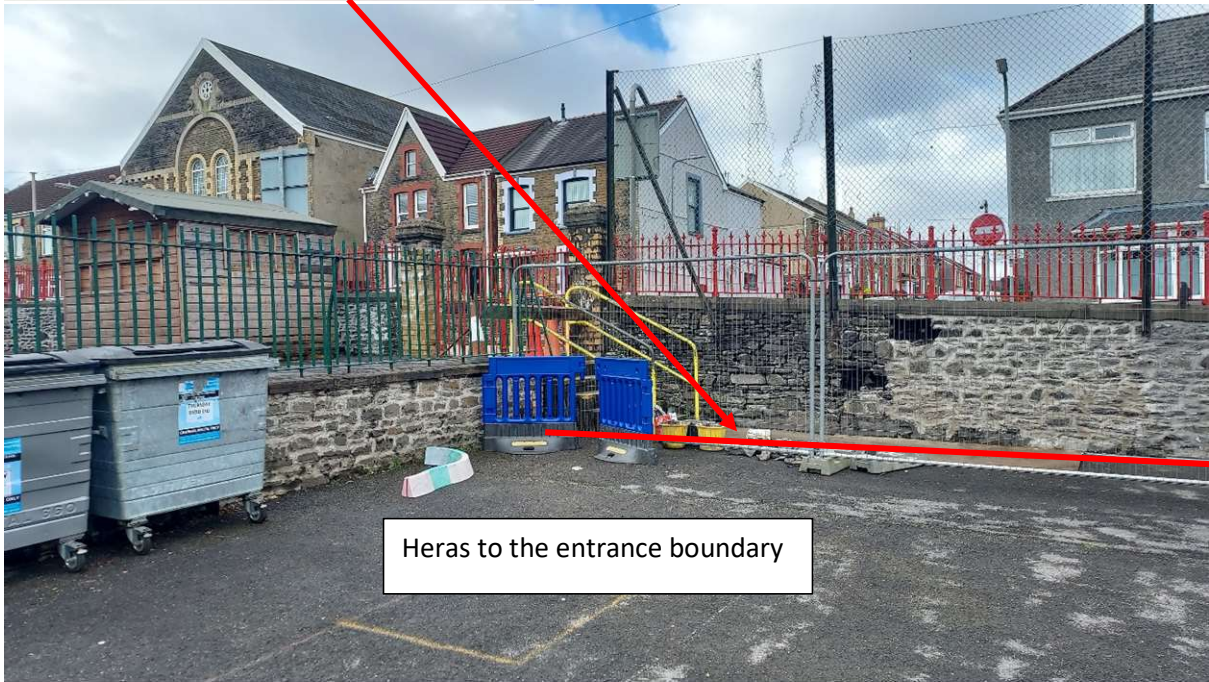






Extent of Heras fencing
to perimeter







2. Environmental Risks

The external works have the potential to introduce contaminants from the associated machinery, infrastructure, transportation, importation of constructions materials and maintenance and storage of plant equipment as per the below list:

Excavated ground and exposed ground

Recently disturbed and vegetation free ground allows for relatively low velocity runoff to erode the surface. This leads to increased runoff and sedimentation of receiving waters, thereby increasing flood risk.

Existing Footpath and Highway

Due to the close proximity of the access/egress to site to both the footpath and highway of Stanley Road, there will be a requirement to implement a regime to ensure the footpath and highway is maintained clean and free from debris.

Stockpiles

Rainfall could lead to erosion of material should a temporary stockpile be uncovered. This could lead to siltation of receiving watercourses and therefore an increase in flood risk.

Oils and hydrocarbons

The use of oils and hydrocarbons on construction sites provide a risk of leakages and Spillages, leading to pollution incidents. This could affect the water quality in the watercourses and aquifers.

Weather (storms)

The runoff from heavy rainfalls could cause flash flooding

Concrete Wash Out

During construction the washing out of the concrete delivery vehicles placement shoots will be required and this will be controlled by the site team. All washout will be into a sealed skip and disposed of offsite.

Dewatering

During construction there will be occasions when excavations left overnight could be to collecting rainfall

3. Project Control Measures

The following control measures will be reviewed and the most appropriate used throughout the different phases of the project.

Excavated Ground and Exposed Ground

Due to the on-going nature of the work, it is generally not possible to protect exposed surfaces until the project is completed. That said there are measures that can be adopted to mitigate contamination / sedimentation referred to below.

We will use the temporary measures listed below to control storm water run-off and these will be used until any new hard surfaces are installed. Prior to the installation of the new hard surfaces, the project team will ensure that the permanent features and permanent drainage solutions are installed.

To help limit the volume of runoff reaching the exposed ground we have considered the implementation the following protection measures (as also adopted and know to work at our other WVP school projects):

- Temporary straw bales ○ straw bales will be used as sediment traps for water run off during the work. These can be introduced as necessary and as the scheme develops.
- Sediment Entrapment mats ○ These can also be used as an alternative to hay bales
- Gulley Guards
 - These will be placed in all existing gullies that could receive surface water run off
 - The guards will be inspected regularly and cleaned as appropriate to ensure that silt or debris collected in the guards do not impede the flow water into them
- Temporary catch pits ○ Using a geotextile fabric and clean stone we will form temporary catch pits at the lowest points of each construction zone to control water flows. This water where necessary will be pumped into a sediment tank and removed from site.

Existing Footpath and Highway

The footpath and highway will be regularly monitored and cleaned as necessary. During periods of high site activity, JWC will implement a road sweeper to ensure the highway is maintained clean at all times.

JWC operatives will also sweep the footpath as required daily.

Stockpiles

Stockpiles will be located away from existing drainage points to prevent the leaching of contaminants. Due to the limited space available, stockpiles will remain for a limited time, with the emphasis of carting away from site.

Oils and Hydrocarbons

Simple measures can be taken to prevent oil and hydrocarbons becoming pollutants, such as:

- Maintenance of machinery and plant
- Drip trays
- Regular checking of machinery and plant for oil leaks
- Correct storage facilities
- Check for signs of wear and tear on tanks.
- Care with specific procedures when refuelling
- Designated areas for refuelling
- Emergency spill kit located near refuelling area

Weather / Storm

JWC will continually monitor weather forecasts to allow preparation time before any significant rainfall, to allow:

- Stockpiles of stone and aggregates will be sheeted during times of heavy rain.
- Stockpiles of stone and aggregates will be located as far as practical away from surface water drains. Ideally this will be on level ground.
- Developing a robust environmental action plan with emergency controls.
- Fuel and COSHH substances will be stored in a designated area. They will be in double bunded units with 110% capacity and appropriate spill kit. The designated area will be away from any watercourses, surface water drains

Concrete Wash Out

Simple measures can be taken to ensure no concrete wash out pollutes the ground around:

- Discharge of water into a lined or proprietary concrete washout skip
- Concrete washout skip is to be placed in its own bunded area
- Sediment skip positioned within a larger skip (to act as a dual slit trap & bund)

Dewatering

Simple measures can be taken to ensure that dewatering of excavations can be controlled as per the guidance set out below:

- Phasing of the works to ensure that no excavation is left open for more than 48 hours
 - Trenches to be backfilled after works are complete
- Ensure that we only have short term and temporary discharge of uncontaminated water which is wholly or mainly rainwater, from an excavation to surface water
- Comply with all the conditions in the regulatory position statement (RPS) which is in abeyance due to the covid-19 pandemic, further reading here;
<https://www.gov.uk/government/publications/deposit-and-dewatering-of-nonhazardous-silts>
- Use tanks are used to ensure pumped water filtered for silts and contaminants

- Only clean water (e.g. rain water) will be permitted to discharge.
- The completed of the new storm line and hydro brake /WW connection to the existing drainage system will be established as early as possible.

Dust

Mechanical disturbance of granular material exposed to air and general site cutting activities of blockwork/brick creates atmospheric dust, the potential sources of these dust emissions are outlined below:

- Site clearance
- On site earth moving operations, site levelling, cut and fill etc.
- Vehicle movements to/from and on site during dry periods
- Wind blowing across the site during dry periods
- Stockpiling of excavated materials
- Cutting and grinding works
- Accidental spillage and loss of load from vehicles carrying loose material

Appropriate preventative measures to control dust emissions can significantly reduce the potential for dust generation. Implementation of the following methods will help to minimise risk.:

Noise & Vibration

Noise has the potential to cause disturbance, and it is essential that the works comply with the conditions which have been laid out in the planning conditions. If the later specifies the particular working hours different to the below then we will comply implicitly with it. Our work are as follows:

- Monday to Friday 8:00am – 6:00pm
- Saturday 8.00am – 1:00pm
- No Sunday or Bank Holiday working

Noise limitations to be set on site, drawing on BS 5228: Part 1 Noise Control on Construction) and any best practice on “Construction & Demolition work”.

It is anticipated that the works should not pose any significant risks in relation to vibration other than when the initial site clearance and foundation excavations are carried out but until such time as the principal contractor and method is chosen this can be updated further and the extent of the potential noise and vibration reviewed again.

Best Available Techniques BAT

In addition, our team will embrace best practices with regards noise minimisation, this will include but not limited to.

- Apply the principle of Best Practicable Means as defined in *Section 72 of the Control of Pollution Act 1974*.

- Where possible, 'silenced' plant and equipment would be used at all times.
- Acoustic enclosures would be fitted to suppress noisy equipment.
- Temporary screening or enclosures for static noisy plant to reduce noise emissions and plant should be certified to meet any relevant EC Directives/UK/BS5228 standards.

- All plant would be properly maintained (greased, blown silencers replaced etc).
- Where practicable, all plant should conform to the noise limits presented in the EC

Noise Emission

in the Environment by Equipment for use Outdoors Directive 2000/14/EC; and

- Vehicles and equipment should be fitted with effective exhaust silencers, maintained in good

working order and operated to minimise noise emissions in accordance with BS 5228, and should vehicles be left standing for a significant period, engines would be switched off.

4. Emergency Response Plan

In the unlikely event that our control measures fail then the JWC emergency response plan will be followed.

- Check watercourses during periods of high rainfall or construction activities □ with potential for significant run-off.
- Take immediate action if you identify any high sediment which is causing pollution or if unsure if it is significant consult with the environmental manager(s) who should determine who is to be notified.
- Implement mitigation measures immediately. Control pollution at source wherever possible. Consider whether the site activity should be halted.
- Consult the JWC Environmental Champion if in doubt. Jennifer Parker, tel. 07884 184841
- Place straw bales (preferable barley straw as it does not break down so quickly as hay), silt screens etc to help control sediment immediately and/or check measures already in place for efficacy.
- Monitor the effectiveness of protection measures daily and re-plan as necessary.
- Always remove silted bales/screens etc regularly so they do not make problems worse.
- Talk to Officers regularly and check your plans for emergency procedures.
- Reconsider working practices which may be causing pollution in poor weather conditions and re-plan / re-programme.
- Plan in water activities to take account of the risk of flooding (eg when □ constructing water crossings).

5. Monitoring

The following monitoring arrangements will be implemented by the site team:

- Daily checks of all temporary measures implemented.
- Daily weather checks

6. Training

All personnel from the site manager, plant operatives, sub-contractors, tradesmen, and labourers have a part to play in preventing pollution and harm to the water environment during construction. It is crucial that each member of the site team is aware of the potential impact of their activities and is *equipped with the knowledge of how to eliminate or reduce that impact.*

7. Repair works and improvements to existing site features

We are not aware of any damage and removal of blockages etc. which may be required to the existing system(s)

8. Programme and Phasing

The Construction Programme, dated 10-04-2024, accompanying the CEMP (this document) should be read in conjunction with the contract documentation. The control measures will be put in place prior to the activities scheduled within the program.

9. Site Welfare and Office

During the construction phase it is a CDM requirement to provide welfare facilities for our staff and operatives. For the delivery of this project, our site welfare will be placed in the site compound within the existing field to the North of the overflow carpark.

10. On Site Parking

Initially there will be no street parking due to the one hour and residential restrictions. Parking areas will be on site and altered accordingly as the site progresses, also contractors will be advised to vehicle share to avoid site parking congestion.

tba

At the end of the project, when the cabins have been removed, the existing area will be reinstated.

11. Dealing with Change

Any changes that occur during the construction stage will be communicated to the SAB a officers for review, stating the relevant reference number - SAB reference is S2024 / 0001 and it is NPT

Responsible Person

Signed – Nigel Latham

Site Manager John Weaver Contractors Ltd

Date 17th May 2024.