

Scope of Works

The Demolition Works at Phoenix Wharf are to include the demolition and removal from site of all materials as follows:

- Units down to ground floor slab level.
- All cladding to roof and walls and all associated trimmings, flashings, and capping's together with fixings.
- All asbestos materials.
- All rainwater goods.
- Steel framework, masonry, blockwork walls internal and external.
- All doors.
- All electrical, plumbing, boiler, and mechanical equipment.
- All other misc. materials including removal of all waste.

Method of Demolition

The Works include the demolition and site clearance of all buildings and internal fixtures within the red line. The buildings are to be reduced to ground floor slab level with all raised foundations, steel columns and masonry walls removed, and holes made good with granular type 1 suitable material to form a flush finished surface.

Demolition will be undertaken using a 20T demolition specification excavator with shear, concrete pulveriser, and grab attachments. Roof coverings will be stripped back using the grab attachment, with roof slabs crushed. Internal and external walls will be folded over into the footprint of the building as the roof is removed. Arisings will be removed using the grab attachment and placed to one side. Remaining floor slabs and walls will be removed in the same manner. The grab attachment will be used to place arisings into 8-wheel tipper lorries as demolition progresses.

Steel cladding will be stripped from the buildings using the grab attachment and disposed of at a licensed recycling facility. Non-metallic cladding will be removed using the grab attachment, crushed and disposed of with general building arisings. Steel frames will be removed and lowered to the ground using the 20T excavator. Frames will then be cut and disposed of at a licensed recycling facility.

Margam Substation is located near the buildings being demolished. Hoarding will be installed around Margam Substation for protection, and demolition of adjacent buildings will be done into the footprint of the building, away from the Margam Substation.

The surface run off needs to be maintained to avoid any pooling water on the site. Any exposed drainage must be made good so that drainage, across the whole site, is not impeded. The existing drainage on the site, including gullies and manholes, are to be temporarily bunged so any demolition debris can be removed upon completion. Where there is a risk of surface-water run-off from demolition working areas, these will be banded using sandbags or geosynthetic membrane, immediately north of the working area to prevent run off into the Inner Dock.

The site is to be left clear of debris and free from obstructions and hazards upon completion. All leftover waste items within the units are to be removed from site and disposed of. Where appropriate, rubble from

building demolition will be reused in backfilling demolition footprints. Otherwise, rubble will be removed from site and taken to a licensed waste handling facility.

Prior to demolition a Demolition and Refurbishment Survey will be carried out to identify all asbestos materials making up the building and associated structures to be demolished and disposed.

All asbestos is to be disposed of in line with latest asbestos management and disposal regulations in lined and sealed skips. The work is to be carried out by suitably qualified personnel and the ground shall be certified as free of asbestos contained materials upon completion of the demolition works. The Contractor is to remove and dispose of all other waste and leftover material within the site boundary. Waste transfer notes for the disposal of all the materials/waste are to be provided to ABP for record keeping.

Temporary fencing is to be supplied and constructed to secure the site during the demolition phase. Temporary fencing is to be always maintained to provide secure and adequate segregation.

Upon commencement of the Works the contractor will carry out excavation to locate and provide full details of the depth and location of the existing services, so that we can assess whether the works will have any impact on the apparatus. Although Japanese Knotweed has been identified on the ABP Port Talbot Estate, none has been identified in the planned demolition area.

Estimated Site Trips

It is estimated the demolition works will take 8 weeks with an average 5 vehicular movements to and from site per working day. This will result in an estimated 100 trips to and from site for the duration of the works.

Site Security and Access

When the ABP Security Gate is open, site access will be off Harbour Way and via the ABP Security Gate as below:



When the ABP Security Gate is unavailable, site will be accessed via Tata Steel's West Security Gate and through Tata Steelworks as below:



Delivery & Removal of Materials (including Waste)

The contractor will maintain safe, unobstructed access to the adjacent buildings, insofar as access may be affected by the works. Deliveries to the site must not affect public roads or the access to businesses in the area.

All deliveries will be by prior arrangement with the Site Manager due to restricted site availability for storage. The Contractor's Site Manager will liaise with the Contractor's Plant Manager when large loads are likely to be delivered ensuring no disruption to the plant operations.

Reference should be made to the Site Access Plan above when arranging for deliveries to site. Unloading of all deliveries shall only take place in the site compound and be totally segregated from other site personnel to ensure they are free from risk. A banksman is to be used during all delivery operations. Banksman will primarily be used as lookouts to ensure that collision with persons does not occur during vehicle unloading and reversing operations. All delivery vehicles are to have reversing alarms.

Vehicles are not to be permitted to reverse onto the site without a banksman.

All waste products will be removed from site whilst adhering to relevant regulations and where required a Duty of Care Movement Notice filed. These will include consignment notes for hazardous waste transfers. Waste will be removed from site by the contractor.

All movement of waste will be covered by a waste transfer note which will detail the name of the waste transfer contractor, the type of waste, the quantity of waste, the registration details of the vehicle, carrier licences number and the final location of the waste.

Neighbourly Impact

Existing Buildings, Structures, Plant or Occupied Premises

Type	Effect on Works or Affect by Works – consideration and co-ordination
Industrial Buildings	Noise, Dust nuisance Control with monitoring

Surrounding Land Use and Restrictions

Buildings / Property Types	Details	Implications
Nearest School	Eastern Primary School is located c.800m from the works. It is separated from the works via the Harbour Way dual carriageway, ABP Security and Tata Security.	Very limited to no implication.

Commercial and / Industrial Units	The site lies within ABP Port Talbot dockland and has various industrial businesses to the west.	Noise, dust, traffic. Minimal impact beyond standard port operations.
Housing	The nearest housing is located in West End, c.400m from the works. It is separated from the works via the Harbour Way dual carriageway, ABP Security and Tata Security.	Very limited to no implication.

Dust Nuisance Control

During dry working conditions, a dust suppression unit will be established on site with a dedicated operative who will be responsible to monitor and control dust emission. The unit will emit a fine spray of water directly onto the workface of masonry constructed buildings when being grabbed.

During dry working conditions, arisings will be continually sprayed to keep damp without causing flooding of the site and water leaving the site.

To avoid mud contamination, lorry wheels should be jet washed when required before leaving the site.

Noise Control

Adjacent tenants will be notified when works commence on site and when any buildings are to be felled which are anticipated to generate significant noise. The adoption of Best Practicable Means, as defined in the Control of Pollution Act 1974 and The Control of Noise at Work Regulations 2005 is usually the most effective means of controlling noise from construction and demolition sites. The following measures will be implemented as appropriate:

- Phasing the works to minimise disruption to adjacent tenants.
- Any compressors brought on to site will be silenced or sound reduced models, fitted with acoustic enclosures.
- Pneumatic tools will be fitted with silencers or mufflers.
- Deliveries will be programmed to arrive during the hours of 07:30-18:00.
- Care will be taken when loading or unloading vehicles to minimise disturbance to adjacent tenants.
- Delivery vehicles will be prohibited from waiting within the site with their engines running, vehicles will not be permitted to wait on side roads or public highway.
- All plant items will be properly maintained and operated according to the manufacturers recommendations to avoid causing excessive noise. All plant should be sited so that the noise impact at nearby noise-sensitive properties is minimised.
- Local hoarding, screens or barriers will be erected as necessary to shield particularly noisy activities.

- Taking a neighbourly approach to relations with adjacent tenants. Works will not be undertaken outside the hours of 07:30-18:00 .

Environmental Management

A Phase 2 Species Survey Report (October 2023) has been carried out by RPS for the site and surrounding area and has been submitted with this application. Page 41 of the report identifies the buildings within the site and surrounding area. For the avoidance of any doubt, the buildings that are to be demolished are identified on Page 41 of the Phase 2 Species Survey Report:

Buildings: 6, 7, 8, 8A, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19

It is not proposed to demolish Buildings 1, 2 3A-D, 4, 5 and 13.

The Phase 2 Species Survey Report noted that following a Preliminary Roost Assessment (PRA) that two buildings proposed to be demolished have the potential roost features which could be used by bats: Building B13 and B17. It also noted that B1 and B5 had the potential roost features but as noted above it is not proposed to demolish these buildings

Following the PRA, a bat emergence/re-entry survey was undertaken during August and September 2023 which concluded that no bats were seen entering or emerging from the features on Building 13 or 17.

The bat emergence/re-entry survey did identify within Building 1 a common pipistrelle summer day roost (low value) transitory / daytime roost and night time roost used by very small numbers of bats. As stated above, no work is proposed to Building 1 or the surrounding buildings and therefore no work will have the potential to damage or destroy the roost.

Subsequent to the above survey work undertaken by RPS, Mott MacDonald identified bat roosting potential in buildings 9, 12, 13, 16 and 17 within the proposed demolition area and has undertaken additional emergence surveys in May to August 2024 with infra-red (IR) cameras. Analysis of these surveys has been completed and no bats were recorded during surveys of these buildings. For the avoidance of doubt, no bats have been recorded in the buildings that are proposed to be demolished (Buildings: 6, 7, 8, 8A, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19).

However, it should be noted that the IR camera coverage of building 9 was partially obscured. The likely presence of bats within this building is considered extremely low but as a precaution, it is recommended that the dismantling of this building is undertaken under ecological supervision and that all works are preceded by a precautionary toolbox talk for bats.

In the unlikely event that a bat is recorded in this or any other buildings not subject to survey during the course of works, works to that building would cease and ecological advice would be sought on the need for mitigation and licensing.

Outside of the demolition area, bat analysis is underway but the analysis has confirmed that bat activity was again recorded with Building 1 including activity in autumn. Hibernation surveys over winter have been proposed. However, as noted above, no works are proposed to this building or within the immediate vicinity such that no significant disturbance to any bats present is anticipated. This building is therefore not considered a constraint to the demolition.