MORGAN SINDALL CONSTRUCTION

Port Talbot – Riverside Walk

Neath Port Talbot County Borough • Bwrdeistref Sirol Castell-nedd Port Talbot •

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Public Safety Overview

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1.0 Introduction

INTRODUCTION

This method statement outlines our construction, and refurbishment plans for the Riverside works. The project involves refurbishment to the public realm, sustainable urban drainage and lighting upgrades to the Riverside public space.
Our approach considers the location of the site and details how we will address the needs of all impacted stakeholders, as well as the town centre environment throughout the project's construction timeframe.

To minimise noise disruption to neighbouring areas, working hours will be restricted to:

08:00 – 18:00, Monday to Friday
08:00 – TBC with NPT Local Authority (LA), Saturday
It is proposed that no work will be carried out on Sundays or Bank Holidays. If special permission is required, approval will be sought from the LA, and residents will be informed via letter drops.

PROJECT SCOPE

The project consists of the design and refurbishment of the existing Princess Royal Theatre and associated public realm:

- Phased external works to riverside square public realm

PURPOSE OF DOCUMENT

Set out within this document is the principal methodology we intend to implement during the construction and refurbishment of the Riverside Walk of Port Talbot.

The document provides an overview of the construction activities and how these will be managed and controlled to minimise their effect on the businesses and public using Port Talbot Town Centre

Through close control and an open approach, we will work with NPT, all stakeholders and Authorities to develop the site in a professional and practical manner.

Riverside Refurbishment Works

1.0 Introduction

Project Execution Plan & Key Control Documents

All works will be carried out in accordance with the Morgan Sindall Integrated Management System (IMS) which is ISO 9001 (QA) and ISO 14001 (Environmental) accredited.

Key Morgan Sindall IMS documents and procedures that we will adhere to include:

- Project Execution Plan **[SE PLN1]** which sits at the top of the hierarchy
- Environmental Management Plan **[SE PLN1 Pt 3]**
- Environmental Auditing **[SE PLAN1 EA]**
- Register of Environmental Effects **[SE PLN Section 4]**
- Construction Phase Health and Safety Plan **[SH PLN1]** will be produced prior to start on site and includes sections on traffic management, noise and dust, fire and emergency, public interfaces, method statements and site inductions, COSHH, Lifting Operations, Temporary Works, Underground and Overhead Services.
- Tender stage Environmental Survey, as per IMS document ref. **[SE FRM10]**
- Noise and Vibration Management **[SE GUID9a]**
- Noise Control **[SE PLN Section 3.5]**
- Dust and Air Quality Controls **[SE GUID9b]**
- Mud and Dust Control **[SE PLN Section 3.23]**

- Pollution Prevention **[SH PLN1]**
- Pumping and Over-pumping – Pollution Prevention **[SE GUID11]**
- We will carry out regular inspections as per our Environmental Inspection Checklist **[SE FRM7]**
- Management & Disposal of Waste **[SE GUID7]**
- Ecology and Biodiversity **[SHE PLN 1]**
- COSHH **[SH PLN1], [SH FRM5], [SH STD5]**
- Storage of Fuels, Oil & COSHH **[SE PLN Section 3.1]**
- Asbestos **[SH5 STD1], [SH5 GUID1], [SH5 FRM's1-6]**
- Demolition **[SH PLN Section 3.5]**
- Waste Management **[SE PLN1 Section 2.11]**

Introduction

LOCATION / NATURE OF THE SITE

The site location is within Port Talbot Town Centre with the Princess Royal Theatre being located within the existing Civic Centre.

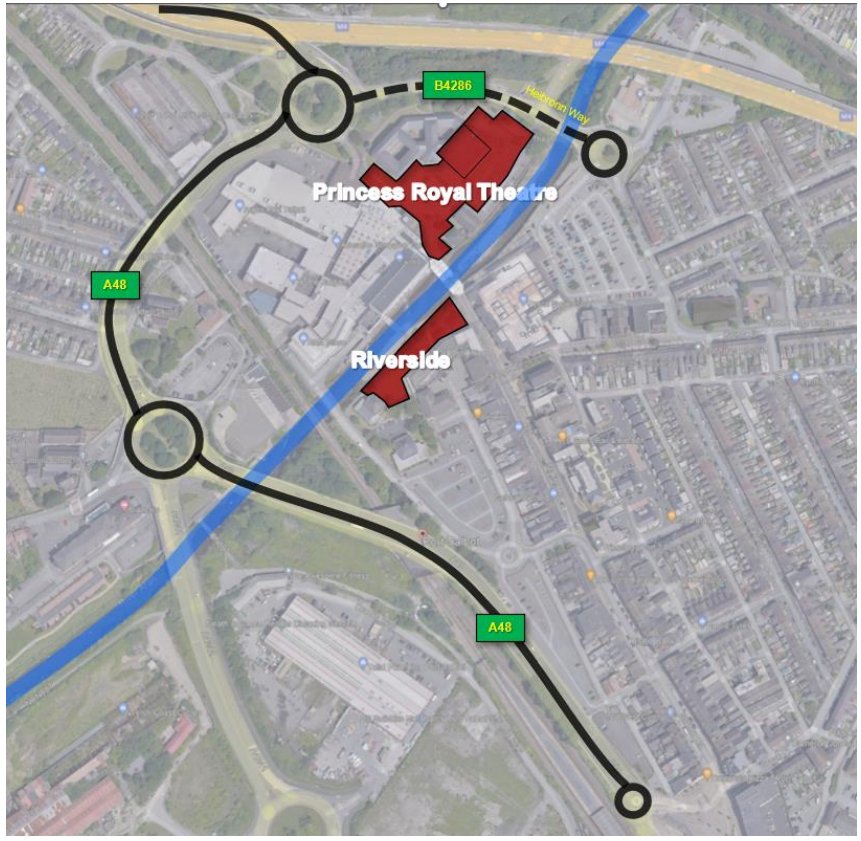
THE EXISTING SITE & BOUNDARY

Riverside – The project includes the refurbishment of both hard and soft landscape areas, along with new planting, SUDS drainage features and the installation of low-level children's play facilities.

PROJECT TIME-LINE

Riverside Works

- May 25 to July 26



Riverside site location

Riverside site boundary

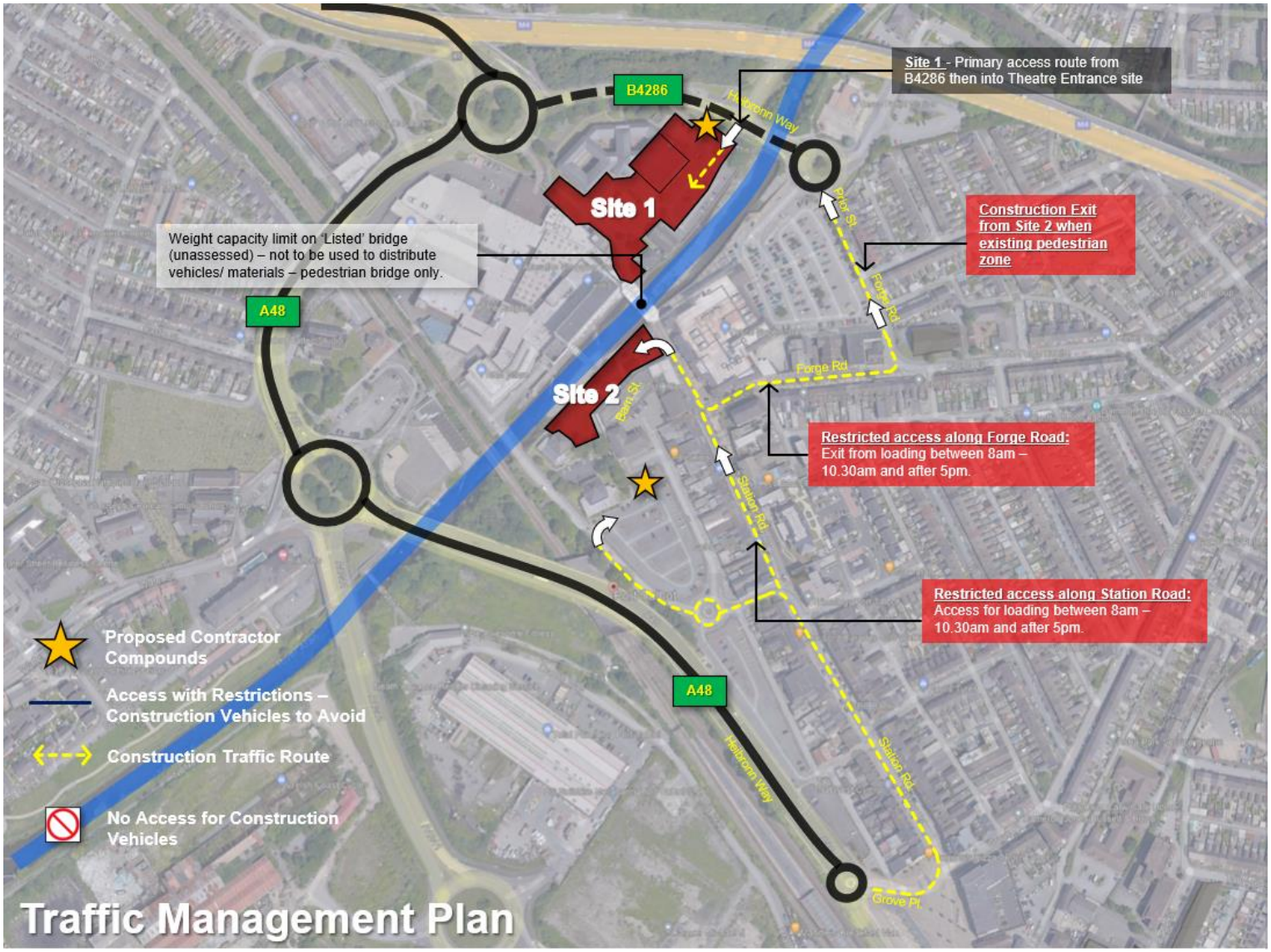
Accessing The Site

The site location noted as Site 2 is located to the Riverside off Station Road.

The construction traffic management route opposite confirms the proposed construction access and egress route for site 2.

The servicing of site 2 is located off the existing pedestrianised area of Station Road. A loading restriction up to 10.30am and after 5pm is in use to Station Road, therefore all deliveries will respect these curfew times unless otherwise agreed.

Site 2 will be serviced from the compound located in the existing Bethany Square car park with only large material deliveries utilising access via the pedestrianised areas of Station Road. Egress from site 2 will be via Forge Road, onto Prior Street and this providing access to the M4 via the B4286 or A48.



*Construction access and egress to Riverside **Site 2***

2.0 Project Information

PROJECT KEY DATES

Riverside **May 2025 to July 2026**

- Removal of existing public realm
- Installation of SAB / SUDS drainage
- Replacement hard and soft landscaping with improved biodiversity
- Remove canopy from bridge and provide general cosmetic refurbishment works to approve the visual appearance

SITE ACCESS

Access Point onto the Site

Riverside – A material storage compound will be located within the existing Bethany Square car park, which is accessed via station road. Materials will be distributed from this location via forklift under bankman control.
Bulk material removal and delivery will be limited and where required will access and egress from a gate on Station Road. This will only operate under the current loading restriction applicable for Port Talbot Town Centre.

Security

We will have 24 hour monitored CCTV guarding with rapid response providing early detection and deterrence of intruders. This is particularly important when the fit-out works commence where expensive equipment is vulnerable to theft. Only personnel inducted onto site will be allowed to enter through the controlled turnstile. All stakeholders, neighbours and nearby business will be given a telephone contact for non-working hours emergencies and will include the Project Manager, Site Manager and other appropriate staff.

Holding Area

Riverside – The volume of material deliveries and removals are expected to be low quantity, therefore a “just in time” vehicle management protocol will be implemented to prevent vehicle stacking

Deliveries

Delivery vehicles will be limited in size where possible and will be booked in to specific time slots with vehicles arriving outside of their allotted times turned away. Accepted vehicles will drive into the site through a set of vehicular gates where the gate marshal will direct the vehicles to an offloading area. Once the vehicle has been offloaded it will leave the site under the supervision of the gate marshal.
Any reversing vehicles will be always controlled by our gate marshal.
All delivery drivers will be briefed by the gate marshal prior to entering the site.

Access & Egress to the Site Compound and Welfare Facilities

Site Offices and Welfare are located within the new site boundary area.
Access to the site will be through a controlled entry point similar to that shown opposite
This will prevent unauthorised access from the live construction site.

Controlled Site Entry

CONSTRUCTION TRAFFIC MANAGEMENT

All site traffic and deliveries will be controlled using our traffic management plan / procedures with pre-booked time slots. Stringent rules on no parking and/or waiting within the surrounding area will be enforced.

Deliveries will be initially met by a full time gate marshal (and signage) at the site entrance point who will instruct drivers accordingly and direct deliveries to one of the working areas.

The gate marshal, at this initial control point, will also inform the package supervisors of each and every arrival of a delivery.
A clear traffic management plan will be displayed at the site entrance and to other areas of the site.

Example Gatehouse / Controlled Entry

To mitigate any safety risks associated with construction vehicle movements we will regularly brief the local business's & stakeholders to ensure our proposals are understood, particularly at phases changes and at points where there is a direct effect to the public.

The key element of this is the production of a **Traffic Management Plan** and following review and acceptance this will be displayed on the site and form part of our induction training.

Traffic Management Plan Prominently Displayed

TRAFFIC MANAGEMENT PLAN

The Traffic Management Plan will detail all aspects of construction related traffic, both vehicular and pedestrian and the impacts and risks to both site personnel and the public. The Traffic Management Plan will be developed by the Morgan Sindall Project Manager as a live document updated regularly to reflect the changing works.

At this point we have produced a Pre-construction Traffic Management Plan which includes details and controls for site access and egress, and measures taken to ensure the safety of pedestrians at all times.

This document will remain live for the duration of the Contract, evolving when necessary to take into account changing site conditions/phases and processes.

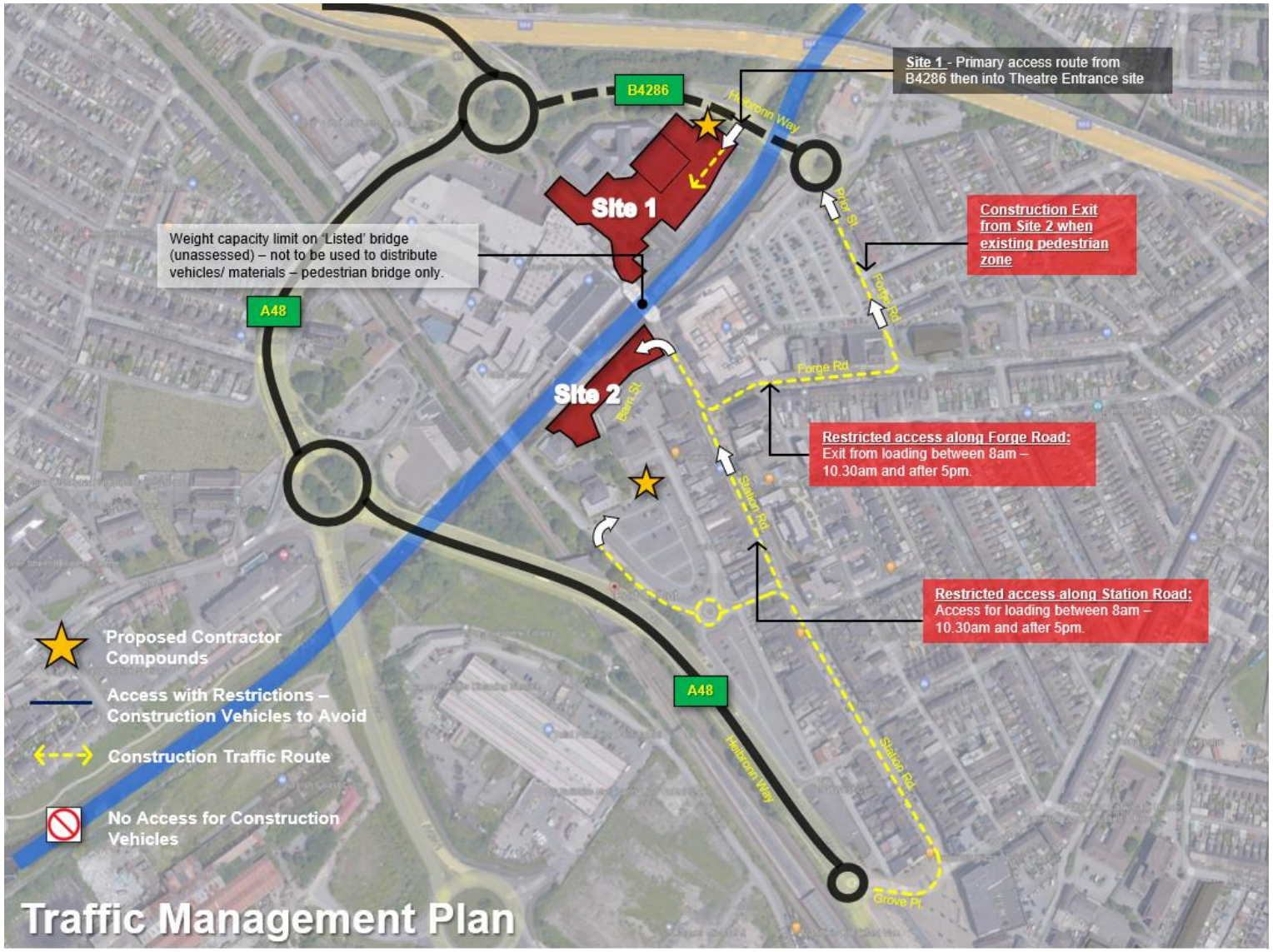
- All deliveries will be carefully planned, managed and controlled
- The agreed routing will be implemented for the duration of project

Morgan Sindall will ensure that all vehicles including those of subcontractors, suppliers or others employed on the site only use the agreed routes and comply with the requirements and Traffic Regulations as set out within the plan.

Overleaf provides an outline of our phased logistics and traffic management proposals.

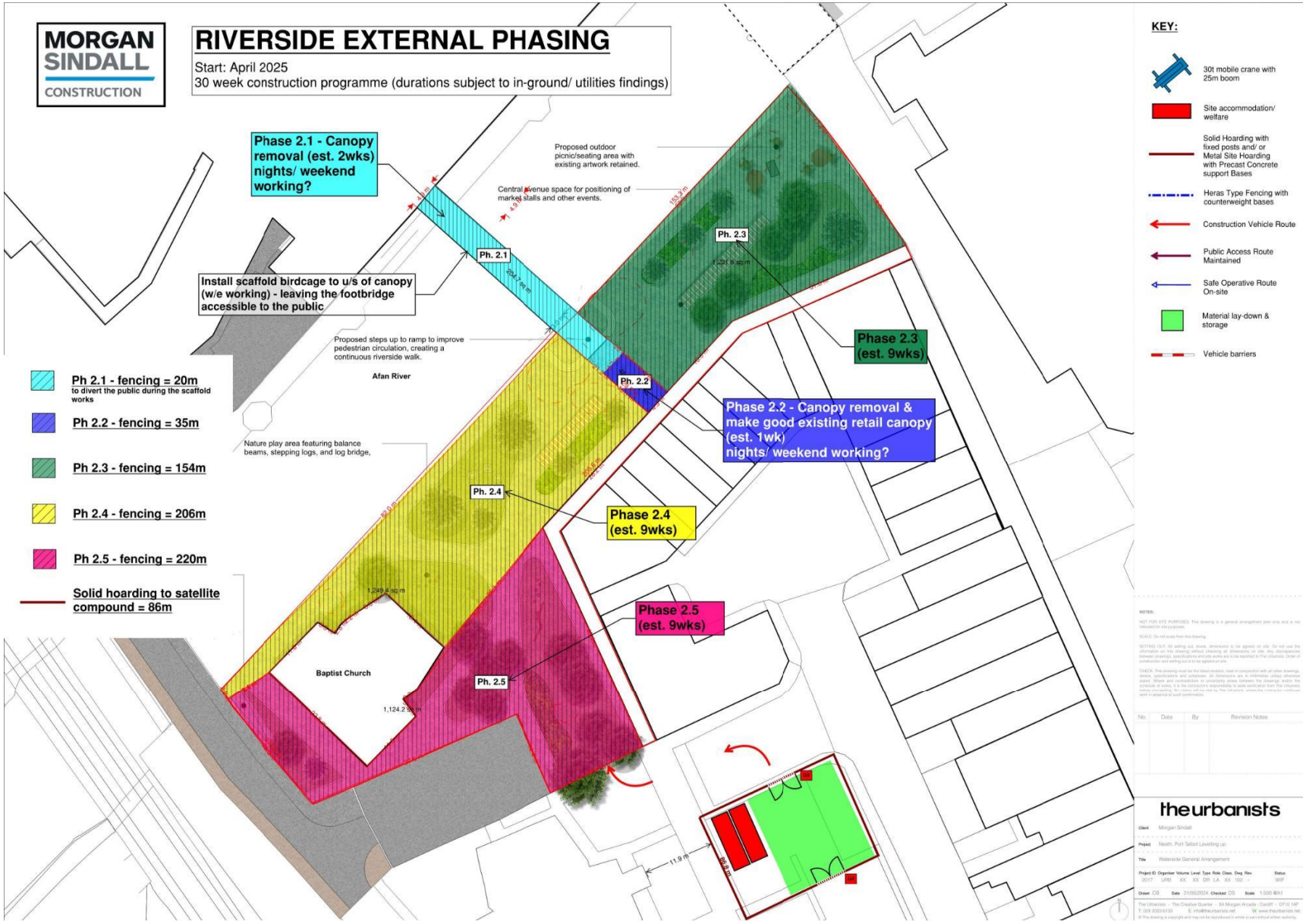
Project Information – Site Logistics & Traffic Management Plan

Traffic Management Plan – Routes of access and egress to Riverside Works – Site 2



Project Information – Site Logistics & Traffic Management Plan

Riverside Logistics Plan



Project Information

TEMPORARY WORKS

Temporary works is an integral part of our planning process allowing us to maintain safety at all times and we therefore also gives us the opportunity to forecast what the requirements will be for every individual project specifically. This will be considered as a live document and when a separate brief is required, then this will be added to the temporary work design brief and design checks undertaken before we proceed with any work.

Where the Temporary Works is considered to be SIGNIFICANT, an assessment of the extent of the Design Check must be made and procedures followed accordingly.

Our Temporary Works process and procedures fall into the following Categories:

Category 0 - Standard solutions only – compatibility with site conditions check only.

- (To ensure the site conditions do not conflict with the scope or limitations of the chosen solution.)

Category 1 - Simple design – check can be another member of the design team

- (These may include: formwork; false work (where top restraint is not assumed); needling and propping to brickwork openings in single storey construction for instance.)

Category 2 & 3 - Fully Independent Design and checking process, without reference to the designer's calculations using only the design brief, design statement, drawings specification and associated information not produced by the designer.

- (More complex or involved designs for excavations, foundations, structural steelwork connections, reinforced concrete, complex or innovative designs, which result in complex sequences of moving and/or construction of either the temporary works or permanent works.)

Temporary Works that typically would NOT be classified as SIGNIFICANT include:

- Minor formwork including
- Ground slab edge formwork and
- Minor wall formwork
- Simple access scaffolds without complex layouts and with simple foundation arrangements
- Minor battered excavations without attendant risks and non-engineered solutions.

Princess Royal Theatre – Temporary Works Schedule

Management System

FORM

MORGAN SINDALL CONSTRUCTION

MORGAN SINDALL INFRASTRUCTURE

Temporary Works Schedule (TW1)

Schedule Owner: Temporary Works Co-ordinator **Contract: Penydre HS, Merthyr Tydfil** **Revision: 1** **Date: 4/3/2022**

Ref No	TWks Item Description	Risk Class BS 5975 Table 1	Designer	Checker	Design Check Cat BS 5975 Table 2	TWks Super visor	Planned Site Start Date	Brief Issue Date	Reqd by Date	Design Complete Date	Checked Approved Date	Permit To Load Issued	Permit To Dismantle Issued	Third Party Approval
1.	Scaffolding - Access staircase - Structure & Base - Loading Bays - Edge Protection to roof - Waste Shoots - Loading bays into structures - Pedestrian fans - Lift Install - Slab edge protection - Deck over floor penetrations	M	S/C	MES	2	MS								
2.	Pedestrian Ramps	M	S/C	MES	1	MS								
3.	Hoarding systems - Demountable Hoarding System – say hoard it - Timber Hoarding Systems - Internal Hoarding systems - Internal and external crowd resistant hoarding - Vehicle appropriate hoarding systems - Temporary Herras or similar	M	S/C	MES	2	MS								
4.	Silo Base	M	S/C	MES	1	MS								
5.	Excavations - Drag Box - Manhole shaft - Buried tanks and propping - Large Manhole shafts	M	S/C	MES	1	MS								

Example Section of our Temporary Works Schedule

3.0 Environmental & Ecology Protection

ENVIRONMENTAL PROTECTION

The principal document under which the environmental considerations of the project will be delivered will be the Morgan Sindall Environmental Management Plan [SE PLN1 Pt 3] supplemented further by our Register of Environmental Effects [SE PLN Section 4], a tender stage version of which has already been produced to inform this document . Regular auditing (Environmental Audit [SE PLAN1 EA]) will be carried out by our SHEQ advisor. Our IMS sets out how the works will be carried out and the standard with which we will comply. These will include the guidelines provided under PPG 6 and their replacement series now issued as 'Guidance for Pollution Prevention' (GPPs).

With the PPG series currently under review, we will be working to the latest guidelines as they are published and maintain a close relationship with National Resources Wales as appropriate and especially at times when our activities are likely to be at a greater risk of affecting the local environment.

The guidelines which are particularly relevant to this site include:

PPG 1: Understanding your environmental responsibilities – good environmental practices
GPP 2: Above ground oil storage tanks – NEW 2017
PPG 6: Working at construction and demolition sites
PPG 7: Safe storage – The safe operation of refuelling facilities
GPP 8: Safe storage and disposal of used oils
GPP 13: Vehicle washing and cleaning
GPP 21: Pollution incident response planning
GPP 22: Dealing with spills
GPP 26: Safe storage – drums and intermediate bulk containers

Controlling Noise

All works will be carried out and monitored in accordance with BS5228 Pt. 1 'Control of Noise & Vibration on Construction and Open Sites'. We will also manage noise as per our Controlling Noise procedure [SE PLN S3.5].

Prior to commencement we will produce a Noise and Vibration Assessment and identify operations that have the potential to cause excessive noise/vibration. We will then look to try and avoid these activities altogether or use a quieter means e.g. non-percussive. Where this cannot be avoided we will look to provide acoustic barriers and the like to contain at source.

A 'Noise Monitoring plan' will be produced prior to commencement which will include daily readings taken at both the boundary and at source. A 'Noise Complaints Procedure' will also be produced and managed personally by the Morgan Sindall Project Manager.

In the event that BS5228 Pt 1 monitored limits are exceeded we will stop work and adjust the activity in order to adhere to the recommended limits. Similarly, if we receive a legitimate compliant from the school/residents we will investigate, and cease works as necessary and find an alternative means of construction or mitigate to suit. The way in which this will be monitored and implemented will be set out within our Project Execution Plan [SE PLN1]

We will also abide by the following Morgan Sindall procedure:

- Noise and Vibration Management [SE GUID9a]

The working area will be surrounded with solid hoardings.

All construction activities are restricted to between 8:00am and 6:00pm, Monday to Friday with any weekend working taking place on Saturdays between 8:00am and 3:00pm. There will be no construction works on Sunday's or bank holidays unless agreed with the LA. We will ensure that our activities do not exceed the current noise and vibration levels around the perimeter of the site for the duration of our works. Limited instances of out of hours working will be required for essential maintenance and concrete power floating which is weather and temperature dependant, this will go into night time hours. Out of hours working will be limited in nature and communicated to the LA and local community by newsletter as far in advance as possible with mitigation measure put into place where possible.

This will be achieved by the following:

- Main power will be installed early in the programme to limit the use of generators
- Any generators that have to be used will be 'silenced' type and positioned away from the residential areas
- Low-noise processes and acoustic barriers/screens will be employed, as identified by noise assessment
- Work strictly within agreed time periods
- Early identification of noise sensitive areas and times through noise assessment procedures
- Notify neighbours and local authority of any forthcoming noisy activities
- Use of non-percussive processes where possible.
- Location of plant away from sensitive areas including fences/physical barriers as appropriate

- Project Noise Monitoring will be implemented if necessary, and stations will be located in areas where our activities might cause concern to project stakeholders and the operation of the existing school.
- Works activities adjusted to respond to noise monitoring data
- Vibration dampers to be used or equipment sited on absorbent standings
- Ensure plant/equipment is well maintained
- Consider, alternative methods, temporary screening
- Liaison with the NPT, particularly for important council meetings
- Reacting quickly and positively to any complaints from project stakeholders

We will be proactive in promoting and maintaining acceptable noise levels during the construction period. Working with our supply chain to review and ensure that the correct tools and methods are adopted for specific operations and construction activity.

Example Noise Monitoring Stations to be used

Controlling Vibration

We would propose to carry out vibration assessment where necessary, and for certain types of activity, due to the potential vibration through the existing building structure. We do not anticipate significant vibration outside of the boundary other than from our standard construction operations.

Prior to commencement we will carry out a dilapidation survey internally and externally. If necessary, we will utilise the structural consultant to provide us with advice and set permissible vibration levels that can be monitored throughout, if necessary.

Vibration control slit trench

Controlling Dust

Dust will be managed as per our procedure 'Airborne Dust & Air Quality' [MS REF: SE GUID9b]. We shall seek to eliminate dust at source and lay base-coarse tarmac early in the project to provide clean site haul roads.

In addition, Morgan Sindall will carry out an air monitoring where deemed necessary and adopt whatever means are appropriate to control the generation of dust on the site, especially during the main groundwork's phases. Having reviewed all possible mitigation measures to reduce dust at source (e.g. extraction equipment)

Further dust reduction measures will include:

- Spraying will be adopted to mitigate dust and assist with suppression.
- Consideration at material procurement stage to reduce the need for 'on-site 'cutting of materials and then only allowing site cutting in designated areas
- Dampening down of dust generating activities
- Covered wagons to be used for the transportation of dust generating material
- Existing roads will be kept clean and maintained
- Dust water suppression system on required operations such as cutting
- Low speed limit in compound area
- Use of road sweepers as necessary
- Dust extraction equipment

Care to the mitigation of dust will be implemented during the demolition activities, namely, damping down and spraying to reduce airborne dust. This will also apply to the Early works of the new road formation to site.

The management of dust-generating activities will be stated in appropriate method statements together with the associated control measures to be implemented.

Keeping the Roads Clean

Wheel washing facilities/hard standings and suitable drainage will be provided at our site gate. All dirty vehicles will be cleaned before being allowed onto the highway.
All local roads including the immediate surrounding areas will be maintained in a clean and tidy condition by the use of a road sweeper where required for the duration of the site works.
In addition, we will be undertaking litter picking along the site boundary.

Waste/Recycling Strategy

A Site Waste Management Plan (SWMP) will be put in place, prior to works commencing, setting targets for waste reduction and recycling.

We will implement the plan and keep up to date records of our progress and report it at the monthly progress meetings.

All licenses and transfer notes will be retained as proof of correct disposal.

All site waste will be removed from the building daily in wheeled bins and placed directly into the central waste collection areas located in our Site Storage Area.

Our site team will enforce a strict 'housekeeping' policy to ensure that the building is checked daily and cleared for safe access and to eliminate the risks of injury and fire.

Waste materials generated from site production will be segregated on site into designated recycling skips. Attention will be given to panel sizes of materials such as plasterboard to ensure that cutting of sheets and waste is minimised. Overall, and in accordance with Morgan Sindall's sustainability policy, we will be targeting 90% of waste to be recycled thereby reducing land fill.

The waste and recycling areas will be located away from the active Civic Centre Entrance and located within a designated areas and will be located such that run-off will be contained in a manner to avoid contamination of the ground or watercourse. Details of this will be developed and agreed.

Waste/Recycling Strategy [cont.]

Waste materials will be stored in a designated area close to entrance gates to allow ease of removal without addition traffic around the site.
Any hazardous materials will be stored in lockable skips.

Materials will be segregated in line with our strict targets under SWMP.

Chemicals will be located in designated storage areas and gas bottles in locked cages away from accommodation.

Road sweeping by specialists

Road sweeping

Road sweeping services will be employed particularly during the ground works operations and demolition phases where more vehicle movements are anticipated.

Example Recycling skips

Ecology & Environmental Protection

Contamination

A full Ground Investigations Survey has been undertaken by Tetratech. No significant levels of contamination were identified. All works within soils will be carried out in struct accordance with the agreed Method Statements.

Any potential contamination identified during the works will result in works stopping in the identified area and investigations carried out by Tetratech to identify any contamination. Any contamination found and appropriate remediation will be discussed and agreed with NPT Environmental Department.

Ecological Protection

A preliminary ecological assessment and Bat Survey has been carried out by Ecological services Ltd. During the Bat Survey no bats were seen or overserved during the dusk surveys.

The tree protection plan indicates designated protected trees on site All tree and vegetation removal will be done outside of the nesting season between March – August. Any tree loss within the site boundary will be compensated for with tree planting as agreed within approved project planting plans.

Before any works will commence a Precautionary Working Method Statement (PWMS) will be prepared covering all protected species that maybe impacted by the proposed development, once agreed with the ecologist this will then be communicated to the Morgan Sindall Site team and the supply chain to ensure works carried will be in line with this method statement.

Run-off Pollution

Siltation and run-off can cause a nuisance and environmental problems. As part of our Environmental Management Plan, we will produce a pre-construction pollution prevention plan that will be developed as we make final preparations to start on site. We will make contact with the NRW to discuss our proposals if deemed necessary, an outline of which is presented on page 16 (Pollution Prevention Plan) with any permits required etc.

Additionally the site team will agree with the groundwork subcontractor the preferred option to prevent pollution from the run-off resulting from the wet cutting of bricks and/or paving with silt barriers and impermeable membranes used to control dirty water.

Existing Drainage Protection

Example Silt fence

Water run-off containing silt / debris will be prevented through the use of proprietary drain covers and silt fences used to manage water flow to prevent it entering the existing drainage system or watercourse. Such run-off will be contained on site and suitably disposed of.

Example MH cover

Wildlife Activity

The initial ecology assessment concluded that there were no protected species within the site boundary, therefore confirming that no EPS licenses are required for this project.
All operatives on site will be briefed during the induction process that if any wildlife activity is identified that it is reported to Morgan Sindall so that further survey and assessments can be carried out.

Ecological Considerations during the Construction Period

- Any tree removal within the site boundary will be completed outside of the bird nesting season of March to August inclusive. If this is not achievable an ecologist must inspect any trees or ground vegetation with the potential for birds to be present, for active birds' nests prior to removal works beginning. If an active nest or activity indicating a nest might be present is identified a buffer zone of at least 5m, up to 20m depending on species, around the nest must be observed until the chicks have fledged. Only then can the vegetation be removed.
- All site contractors will be given a toolbox talk which covers the legal protection given to reptiles, what they look like, where they may be found, and what to do if herptiles are found on site. Information on reptiles will be included within the site induction pack.
- Install Heras fencing around all areas of vegetation to be retained. Heras fencing must take into account Root Protection Zones (RPZs) and arboriculture advice provided by ArbTS - Arboriculture Technician Services Ltd. A clear fence line around the construction footprint will ensure contractors do not work within or negatively affect adjacent habitat outside of the development site.

Vegetation Clearance – Grassland Vegetation

- All areas of grassland within the site will be cut in stages and undertaken during the months of April - September inclusive when reptiles are active and likely to relocate of their own accord. Whilst the presence of hibernating reptiles is considered unlikely, this timing constraint will be implemented as a precaution. Grassland cutting will start along the southern edge of the development site and progress northwards to retained habitat areas outside of the construction site.
- First Stage Cut - vegetation will be cut, using hand tools or an adjustable height flail, to a height of between 100-150mm. The cut material will be raked and removed from the site to avoid potential future colonisation by reptiles. The cut material must be removed the same day it is cut. Work area must be left for 24hrs once the first stage cut is completed.
- Second Stage Cut - vegetation will be cut to ground level (a maximum height of 50mm) and the arisings raked and removed from the site as above. Any reptiles or other fauna will be treated as above.
- Any herptiles present should naturally move away of their own accord due to the disturbance from cutting. However, in the unlikely event that any reptiles or other fauna are encountered during this operation all cutting work will stop and the on call Ecologist will be consulted.

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- Any reptiles present should naturally move away of their own accord due to the disturbance from cutting. However, in the unlikely event that any reptiles or other fauna are encountered during this operation all cutting work will stop and the on call Ecologist will be consulted. Reptiles will either be carefully collected and moved away to the retained vegetation to the north of the development site or be allowed to do so of its own accord.

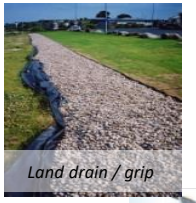
Vegetation Clearance – Trees

- First Stage Cut - The first stage cut of trees will be required outside of the bird nesting season. Trees, hedgerow and dense scrub will be cut to a height of 0.5mbetween the months of September to February inclusive. All cuttings will be collected and removed from the site to prevent future colonisation by birds and or reptiles.
- Second Stage Cut - tree roots will be grubbed up using a toothed bucket of a JCB or an appropriately sized digger. The roots will be removed under ecological supervision and any reptiles found will be captured and moved to adjacent habitat. The roots systems will be removed slowly and gently to allow any reptiles present to escape. All roots will then be removed from the proposed development site.]
- Once all suitable vegetation has been cleared from within the site boundary, the construction site footprint must remain in a vegetation free state. This will help to reduce the likelihood of reptiles using the site while construction works are underway.

Site Water & Silt

Precautions will be taken when excavating to ensure silts are not allowed to migrate to any watercourse with the site boundary.
The River Afan is within the vicinity of the site however the existing site drainage and drainage in the surrounding area drain to the local sewer and storm network.
Our solution for excavating of drainage and substructure ground works will be closely developed with the groundwork's specialist in conjunction with the relevant testing/reports.
Protection measures can include geo-textile silt fences, as necessary around excavations to prevent migration of silts into any watercourse. Where site dewatering is required a method statement will be produced on our specific dewatering solution and issued for comment and approval by key stakeholders.
A silt buster and demarcated controls will be adopted within the site area for concrete wagons/ mortar silos to wash out to avoid any contamination to the ground/ground water. The silt buster/basins/water treatment plant will filter out contaminants from these operations, from the excavations/working areas to bring the water to a suitable level for discharge into the agreed location.

Silt fence & Boom


Land drain / grip

Manhole/Drain Covers

Fig.3.9 – Siltbuster settlement tank

Fig.3.10 – Concrete wagon cleaning

All earth moving plant will be controlled to reduce the risk of construction silt combining with any site run off. Surface water runoff and general site de-watering will eventually be discharged into an agreed location with NPT, via any necessary water treatments. Once fully developed, the pollution prevention plan (PPP) will be finalised

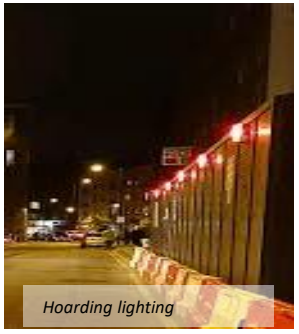
Compound & Works Lighting

Generally, the external lighting within the site's boundary will be designed and installed to provide adequate illumination of vehicular routes, pedestrian walkways, permanent car parking areas and fire escape routes with minimal light spillage onto boundary edges and adjacent residences.

The luminaires will be selected to give minimal upward light distribution and will have optical controllers to minimise horizontal light emission at an angle greater than 70°.

Lights will be placed and angled to minimise/avoid over-spill light at the site boundary onto hedgerow, wet ground areas and areas designated for wildlife to minimise the influence of artificial light on the movements of bats and other wildlife.

Glare to neighbours from the site will be considered and luminaire mounting heights will be kept as low as possible to avoid direct vision into the lamp source of the fitting from distant locations.
The works will not affect the existing lighting outside of the site so no lighting will be included outside of the hoardings


Hoarding lighting

Task lighting will be provided local to all work faces as required to ensure safe working by our operatives.

Fig.3.12 – Local task lighting

Spills Procedure

To minimise the risk of contamination from spills of oil, fuels and chemicals they will be stored within a safe storage area within the site contractor's compound, as shown on the pollution prevention plan.

Operatives will be trained in the refuelling of vehicles and attendance to spillage and spill procedures. These designated areas will be away from any draining points and suitable bund and drip trays will be used to collect material and prevent ground contamination.

Fuel oil will be stored in a bund fuel bowser able to hold 110% of its capacity. Chemicals will be stored in a designated COSHH storage area. All plant and machinery will be have a spill kit to be used in the event of spillage taking place. A spill kit will be located in specific area of the site to and clearly marked.

All operatives will be briefed on these and other site specific controls at induction stage.

In the event of a spillage the Morgan Sindall emergency spill response will be adhered to.

The Project Manager will appoint responsible persons to react to any environmental incidents.

4.0 Site Enclosure / Offices & Operations

Compound

Our Site Accommodation & Welfare facilities will be located within the carpark as noted on our logistics strategy. This will ensure the maximum space around the site for logistics without the need to move the units during the works.
Whilst we will do our utmost to provide some on site/compound parking for sub contractors, due to the site constraints this is likely not be achievable, we will advise all our contractors that they must park both safe and legal, also being courteous to the local residents and surroundings at all times.

Site Compound Set-up and Establishment

To manage the site effectively and efficiently we have given considerable thought to our site set up proposals - reviewing the following key aspects:

- Maintaining a safe site throughout the project
- Clear & concise [site wide] signage
- Safe pedestrian walkways throughout the site
- Specific traffic routing and segregation from pedestrian and working areas
- Clearly located fire muster points
- Efficient compound and material store
- Safe and unobstructed delivery routes
- Clear and designated lorry turning areas
- Well located eye wash stations
- Efficient 'Just In Time' delivery and material storage

Our site compound area will comprise project offices, welfare facilities and vehicle and areas for materials holding and waste management established within the site boundary. Vehicular access to the works will be via controlled gates and pedestrian access via a turn style system – located adjacent to the main gate.
Pedestrian traffic from the welfare from the site will be via designated routes to limit the mixing of construction workers and school users.
We will retain the existing area of hard standings including roads, car parks and walkways to reduce dust throughout the construction phase.

Hoardings & Secure Site

The site perimeter will be fenced with either a solid 2.4m solid hoarding, V Mesh or Heras fencing to prevent unwanted entry and to define our boundary. This is shown on our Logistics and Traffic Management Plans in Section 2.

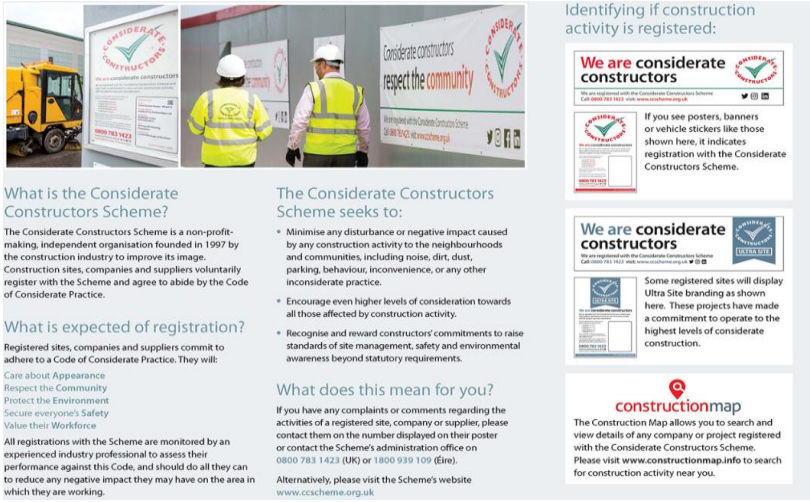
Dedicated manned and gated access and egress routes will be established to maintain and control traffic flow and security at all times. Access onto site will be granted following proof of CSCS compliance and the receipt of site specific induction, ensuring only approved personnel have access to the working areas.

All construction staff, client representatives and visitors will sign in on arrival at the gatehouse, receive a site induction and sign out on departure. No activity will take place outside the site boundary without the agreement of the Employer and other relevant authorities.

Moveable barriers will be utilised to control vehicle movements and segregate operatives' from the access and egress in and out of the compound area - reinforcing safety in compliance with our Traffic Management Plan. Visitors will gain access through an intercom system linked directly into the project office.

24 hour CCTV security monitoring will be provided throughout the project to provide early warning of intruders with a rapid reaction service to provide on site presence in the event of an intrusion.

The project will also be registered with the Considerate Constructor Scheme.



Site Enclosure / Offices & Operations

Site Compound

Our accommodation will be established within the corner of Bethany Square car park to provide full office and welfare provision throughout the project. The placement of contractor parking within Port Talbot public carparks maximises working area on the site ensuring adequate space for material management, waste collection and vehicle marshalling.

Indicative Two-level site accommodation – Actual accommodation type may vary in size & appearance

Deliveries, Offloading, Lifting and Storage

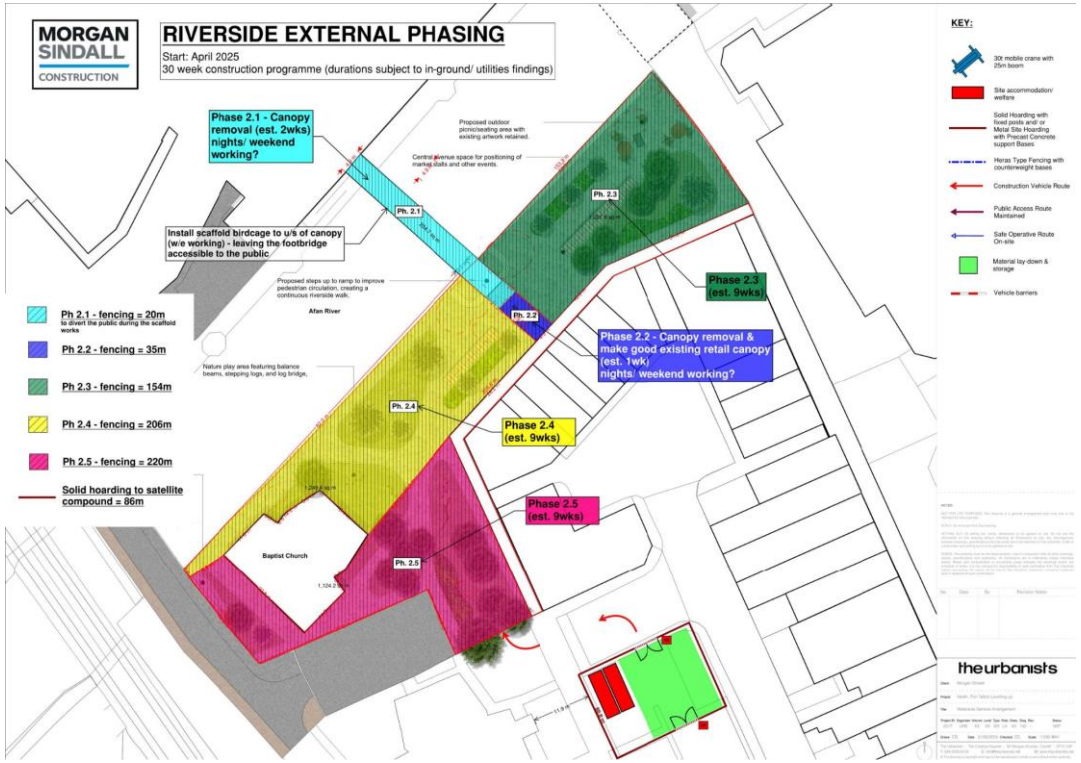
The gate person will be informed of all deliveries to site with deliveries booked in 48hours in advance using our MSITE online booking system. Two-way radios will be used, so regular communication can be kept between banksman and gateman ensuring off-loading can be managed effectively.

Reversing is only permitted under supervision of a trained banksman ensuring turning and management of delivery vehicles on the site is undertaken safely. Materials will be delivered on a ‘just in time’ basis ensuring unloading areas remains clear for incoming deliveries and only small amounts of materials are stored on site.

Upon arrival delivery drivers will sign in and be briefed on site rules, given a delivery drivers induction and will be directed to ensure they enter the correct area of the site, wear correct PPE and do not expose themselves to any hazards which maybe present on the project at that time. The delivery booking system will ensure vehicles are not left waiting to enter site with delivered that are not booked in turned away.

All offloading will be undertaken in the designated offloading area. If access is required onto the trailer a fall prevention system will be in place. Any mechanical offloading by forklift or crane will only be permitted within the site compound and risk assessments and method statements will be required in the form of detailed lifting plans. Any slinger/signaller duties must be undertaken by a competent certified person working in accordance with the approved Lifting Plan

Refer to logistics strategy opposite



Managing Demolitions of Existing Premises

Any demolition work will be carried out by a recognised Demolition Contractor, who are members of the National Federation of Demolition Contractors (NFDC), and will be rigorously assessed by Morgan Sindall.
Prior to the commencing demolition, a pre-demolition/planning meeting will take place with the appointed demolition contractor. During the course of this meeting full consideration will be made to sensitive environments in which the work is being undertaken, existing structural reports, available relevant drawings, details of existing services, wildlife survey (bats) and potential hazardous materials, for example the removal of asbestos, the control of dust and noise. All these factors will be addressed in detail in the Demolition Method Statement.

Abiding by the principles of BS5228 Pts. 1 & 2 'The

Control of Noise/Vibration on Construction and Open Sites', a demolition-stage Noise and Vibration Assessment will be produced prior to commencement of any demolition. This plan will identify any operations with the potential to cause excessive noise and demolition. Any such activities will be mitigated so that noise/vibration levels can be reduced. This will be achieved by one of the following means;

- Isolation cuts
- Use of smaller machinery
- Using burning gear
- Use of hydro-demolition
- Provision of acoustic screening

Noise Monitoring will be undertaken daily, and action taken if the BS5228 levels are exceeded.

Waste Management

Our robust Waste management and environmental plans set out our strategy with clear measurable targets. Our experience and systems demonstrate our commitment to waste management to our supply chain with an effective site setup geared in every respect to deal with waste in the most efficient way.

Our site specific induction is setup to ensure all construction site workers and managers on the project are fully aware of their commitments and targets in this respect.

WRAP/CL:AIRE

Key to this project will be the compliance with funding award and delivery of WRAP targets. For this reason this project will ensure the level; of recycled and reused content in the products and materials selected will be 15% of the value of those materials used. During design development and supplier selection Morgan Sindall will seek to achieve these targets by reviewing the specification of specific components during the detailed design and procurement stages.

More detailed assessments will be undertaken at subsequent design phases.

We will look to minimise waste removal from site and to reduce material consumption in the building works throughout. This, in turn will reduce waste disposal volumes and costs, and reduce embodied carbon. This strategy will be the key deliverable when preparing the overarching Project Execution Plan and Site Waste Management Plan (SWMP). This will include some re use of the excavated materials on site cover within the DOW:COP:CL:AIRE.

Waste Disposal

Within the compound for the site, a specific waste segregation area will be set up. This area will be completely enclosed with access granted to only approved operatives, forklift driver and skip lorry driver. Recycling points, signage and hoarding areas will be established with progress charts displayed setting out targets and progress against these.

The segregation/holding area for waste will be suitably enclosed and controlled such that material or run-off from the area will not be allowed to enter the SINC to the north of the site.

The waste compound will have an appropriate number of skips in order to segregate as much waste as possible to reach the target of 95% of waste diverted from landfill.

All targets for waste management will be outlined in the site waste management plan (SWMP). The waste management contractor will be selected dependent on their recycling figures and service offered. The Morgan Sindall environmental champion will audit all waste management and ensure good practice is adhered to throughout the project.

On site we will use wheelie bins to provide adequate waste management and collecting facilities at each of the work faces.

Our waste management and targets will be monitored to meet the strict requirements set out as part of the NZC process and in line those set by Morgan Sindall themselves.

6.0 Public Safety

Public Safety Overview

The site will be set-up and operated in accordance with HSE ACOP *151 Protecting the Public.* This provides clear guidelines and sets the standard for delivering a project which provides the public with the safest possible interface with our construction operations. Most of these considerations and control measures have previously been addressed in this document. Fortunately we have no high level risks such as scaffolding or multi-storey building work located on the site boundary itself.

We will also abide by the principals of the considerate constructors scheme, and look to achieve a minimum score of 43/50.

We will carry out neighbour consultation by means of monthly newsletter and open-evenings managed by our on site Project Manager.

CONSIDERATE CONSTRUCTORS

We are considerate constructors

0800 783 1423

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Improving the image of construction

Safety, Health and Environmental Policy Statement

Management System

MORGAN SINDALL CONSTRUCTION

Policy

Safety, Health, Wellbeing and Environment (SHE) policy

At Morgan Sindall Construction we are committed to protecting people's safety, health, wellbeing and the provision of safe and healthy working conditions. We are also committed to minimising the impact of our operations and improving the environment and the communities we work in.

We strive for a high standard of performance in respect of our employees, delivery partners and others involved, recognising that everyone has the right to be safe and healthy.
We will provide adequate resources, information, instruction and training to ensure that we can deliver this policy and to achieve this we will:

- Provide effective leadership to create a culture of communication and consultation, engagement and safe working
- Integrate safety, occupational health, wellbeing, and environmental matters into our business arrangements and decisions
- Ensure effective arrangements are in place for the effective participation, engagement and consultation with all our employees and the workforce
- Make sure that we have effective operational controls in place for the effective management of our Safety, Health, Wellbeing and Environmental performance.
- Continually improve the Integrated Management System (IMS), and evaluate any changes which may affect the intended outcomes of the IMS
- Maintain strong governance by monitoring, reporting and reviewing progress against targets and objectives and by ensuring compliance with any associated legal and other requirements
- Engage with our delivery partners to support our objectives to continually improve Safety, Health, Wellbeing and Environmental performance
- Develop designs that benefit people and the environment, and which consider lifecycle impact including decommissioning and disposal
- Identify hazards and impacts associated with our activities and manage risk and opportunities by applying a hierarchy of controls beginning with elimination which primarily focus on prevention, and if not reasonably practicable then effectively manage the risks that remain to people, the environment, stakeholders and any other interested parties
- Remaining risks could include the immediate working environment, the use of plant, equipment and new technology, interface with other work environments, competency requirements, and specific risks such as the purpose of driving for work
- Establish clear lines of responsibility that allow people to do their job in a safe manner, report any unsafe acts or conditions and enable anyone to stop work and ask for guidance if they believe they are working unsafely or being asked to work in an unsafe manner
- Use of technology and innovation to support our ongoing improvement in Safety, Health, Wellbeing and Environmental performance in our field
- Reduce the impact of significant environmental aspects, by protecting the environment, enhancing biodiversity and using sustainable products and materials
- Effectively prevent pollution to air, land and water
- Efficiently and sustainably use energy and natural resources, and control environmental effects
- Manage and minimise waste, carbon emissions and water consumption

We will communicate this policy to our employees, delivery partners and interested parties and review on an annual basis.

Signed

Pat Boyle
Managing Director - Construction

June 2021

Guidance for Pollution Prevention (GPP)

During the planning permission process NRW requested that the following GPP requirements are detailed within the project specific CEMP. The following construction management methods are to be implemented to demonstrate compliance with the GPP guidance noted below:

GPP 5: Works and maintenance in or near water

GPP 6: Working on construction and demolition sites

GPP 8: Safe storage and disposal of used oils

GPP 21: Pollution incident response planning

GPP 22: Dealing with spills

Construction methods: details of materials, how waste generated will be managed

The project is expected to generate the following waste streams during the demolition.

- Hard landscape
- Soft landscape
- Bridge Roof
- Small quantity of cladding and steelwork

The demolition work will be handled by a subcontractor, with all materials sorted and segregated onsite. A small amount of material may require landfill disposal if unsuitable for recycling. All demolition materials will be recorded using MS online waste management software and reported to meet project BREEAM targets.
Asbestos surveys conducted so far have returned negative results, so no asbestos waste is expected. Demolition debris will be transported via lorries or skips located within existing hard landscaping to prevent contamination of surface water systems. (Refer to the section on surface water protection measures for more details.)

Groundworks
Only a small volume of soil is expected to require offsite disposal, mainly limited to areas allocated for the new SAB and SUDS features within the civic square. Soil testing has been conducted to classify waste and identify suitable disposal locations.

Site Waste
All waste generated during construction will be separated into categories such as general waste, office waste, timber, metal, plasterboard, and hazardous waste (e.g., paints, mastic, oil rags etc.).

NRW Specific Project Requirements

General Site Management: details of the construction programme including timetable, details of site clearance; details of site construction drainage, containments areas, appropriately sized buffer zones between storage areas (of spoil, oils, fuels, concrete mixing and washing areas) and any watercourse or surface drain.

Construction Programme

Riverside **May 2025 to July 2026**

- Removal of existing public realm
- Installation of SAB / SUDS drainage
- Replacement hard and soft landscaping with improved biodiversity
- Remove canopy from bridge and provide general cosmetic refurbishment works to approve the visual appearance

Contamination prevention of existing / proposed Drainage [run off pollution]

Siltation and run-off can cause a nuisance and environmental problems. We have produce a tender stage pollution prevention plan that will be developed as we make final preparations to start on site. We will contact NRW to discuss our detailed proposals.

Existing Drainage Protection

Run-off water containing silt or debris will be prevented from entering drains or watercourses by using specialised drain covers, witches' hats, and silt fences to control water flow and stop it from entering the existing drainage system or River Afan. This run-off will be contained on-site and properly disposed of.

Site Water & Silt

Precautions will be taken when excavating to ensure silts are not allowed to migrate to the watercourse & River Afan. A method statement will be produced and agreed with our groundworks supply chain member to include a de-watering process which avoids any contamination transfer to the river.

Our solution for excavating of drainage and substructure ground works will be closely developed with the groundwork's specialist.

Protection measures will include cut off ditches or geo-textile silt fences as necessary around excavations to prevent migration of silts into watercourse / drainage network. A method statement will be produced on our specific dewatering solution and issued for comment and approval by key project stakeholders. Particular attention will be given to the works to the existing service yard area due to the levels and known groundwater levels.

A silt buster and demarcated controls will be adopted within the site Compound area for concrete wagons to wash out and avoid any contamination to the ground/ground water. The silt buster will filter out contaminants from these operations and from excavations to bring the water to a suitable level and directed to a settlement area within the compound prior to any controlled or permissible discharge.

Fig.3.8 – Siltbuster settlement tank

Fig.3.9 – Concrete wagon cleaning

Spills Procedure

To minimise the risk of contamination from spills of oil, fuels and chemicals they will be stored within a safe storage area within the site contractor's compound, as shown on the pollution prevention plan overleaf.

Operatives will be trained in the refuelling of vehicles and attendance to spillage and spill procedures. These designated areas will be away from any draining points and suitable bund and drip trays will be used to collect material and prevent ground contamination.

Fuel oil will be stored in a bunded fuel bowser able to hold 110% of its capacity. Chemicals will be stored in a designated COSHH storage area. All plant and machinery will have a spill kit to be used in the event of spillage taking place. A spill kit will be located in specific areas of the site to and clearly marked.

All operatives will be made aware of this and other site specific controls at induction stage and within subcontract orders.
In the event of a spillage the Morgan Sindall emergency spill response will be adhered to.

We will have an appointed and trained Morgan Sindall member of staff in place to react to any environmental incidents

NRW Specific Project Requirements

Pollution Prevention Plan

The following plan identifies the key pollution risks.

Fuel Storage – Bunded fuel storage with procedures and spill kits in place to deal with a spillage event

Waste disposal – Segregated skip area to sort waste at source. Waste Management by MS supply chain partner Reconomy who can provide waste management figures.

Foundations and drainage – Foundation works are limited to foundation works for kerbing and drainage to newly formed attenuation areas.

Demolition waste – Demolition disposal will be via skips and wagons loaded on the existing hardstanding.

Existing surface and foul drainage – Protection measures such as witches hats and manhole seals will be fitted to existing drainage locations to stop the passage of contaminated construction water entering the drainage systems

Spoil Heaps – Spoil generation will be limited to foundation excavations and SAB / SUDS features with the material being removed from site. There is limited working space on the site. Therefore, storage of spoil heaps is not expected.

Concrete wash out – A concrete washout station will be positioned within a suitable location onsite and relocated to suit phasing. All concrete wash out waste will be treated and disposed offsite using a propriety concrete wash out system

Biodiversity Management: details of tree and hedgerow protection; invasive species management; species and habitats protection, avoidance and mitigation measures.

Ecological Protection

Morgan Sindall will undertake all measures highlighted within the ArbTS Arboriculture Impact Assessment Report with regards to Tree protection and any measures that will be highlighted within the bat survey carried out by Ecological Services

Soil Management : We anticipate that very limited existing soil will be retained for re-use due to the species of planting and SAB planting requirements

NRW Specific Project Requirements

CEMP Masterplan: details of the extent and phasing of development; location of landscape and environmental resources; design proposals and objectives for integration and mitigation measures. – REFER TO PAGES 8 & 9 WITHIN THIS CEMP DOCUMENT.

Control of Nuisances: details of restrictions to be applied during construction including timing, duration and frequency of works; details of measures to minimise noise and vibration from piling activities, for example acoustic barriers; details of dust control measures; measures to control light spill and the conservation of dark skies.

Control of noise pollution is detailed above in page 11 & 12 above.

Light Pollution - Generally the external lighting within the site's boundary will be designed and installed to provide adequate illumination of vehicular routes, pedestrian walkways, permanent car parking areas and fire escape routes with the prevention of light spillage onto boundary edges and adjacent River Afan, therefore conserving dark skies to the river channel.

Resource Management: details of fuel and chemical storage and containment; details of waste generation and its management; details of water consumption, wastewater and energy use. - Chemical storage and contaminants is detailed within page 25 and 26 above.

Traffic Management: details of site deliveries, plant on site, wheel wash facilities. – REFER TO PAGES 8-9 ABOVE

Pollution Prevention: demonstrate how relevant Guidelines for Pollution Prevention and best practice will be implemented, including details of emergency spill procedures and incident response plan. - Pollution prevention is detailed within page 25 and 26 above.

Details of the persons and bodies responsible for activities associated with the CEMP and emergency contact details.

A minimum of two members of Morgan Sindall staff will provide contact details and be key contacts. Emergency contact details will be available through Neath Port Talbot Council and clearly provided on the site noticeboard located on the site hoarding.

Landscape/ecological clerk of works to ensure construction compliance with approved plans and environmental regulations.

Several professional designers and advisors will ensure compliance with approved plans and the environmental regulations. These are detailed below:

Morgan Sindall site set-up – Inspected and signed off by Morgan Sindall Senior Management and Health Safety and Environmental Manager. Ongoing monthly inspections and audits will be carried out by Morgan Sindall Health Safety and Environmental Manager.

Morgan Sindall Project and Site Manager SEATS trained [Site Environmental Awareness Training] (SEATS)

Tree Protection – Inspected and signed off by ARBTS Consultant and NPT Ecologist

Ecological Services inspect site set-up and lighting to confirm compliance with PEA / BAT survey / requirements

Design consultants site inspections after fortnightly design team meetings