



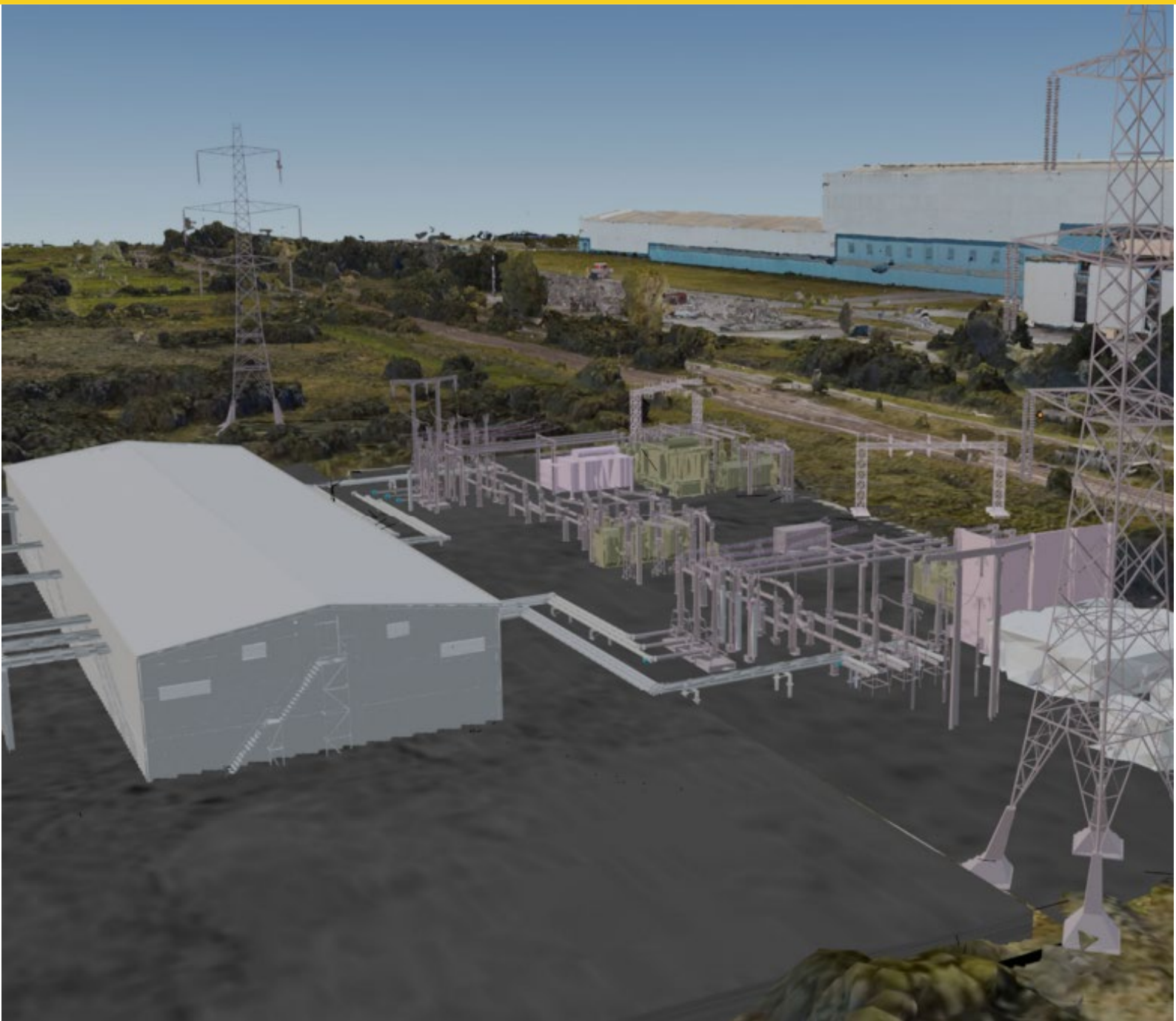
Rethinking safety through  
**INCLUSION**  
+  
**WELLBEING**

# CONSTRUCTION METHOD STATEMENT

MARGAM CONNECTION: MARGAM  
SUBSTATION

OCTOBER 2025

MARPT-LOR-XX-XX-MS-R-090001  
P01  
S2 – For Information



LAING O'ROURKE

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Revision history

| Rev | Date                          | Originated    | Checked          | Approved     | Status   |
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| 1.0 | 22 <sup>nd</sup> October 2025 | Rhodri Davies | David Shakeshaft | Robert Jones | Approved |

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CONSTRUCTION METHOD STATEMENT MARGAM CONNECTION: MARGAM SUBSTATION

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## 1.0 Introduction

This Construction Method Statement (CMS) has been prepared to address the Highway Officers pre application advice comments which states that no development shall take place to construct any infrastructure or buildings until a Construction Method Statement has been submitted to and approved in writing. This document demonstrates compliance with that condition and details how Laing O'Rourke (LOR) will manage all construction activities to minimise risk to health, safety, the environment, and the surrounding community.

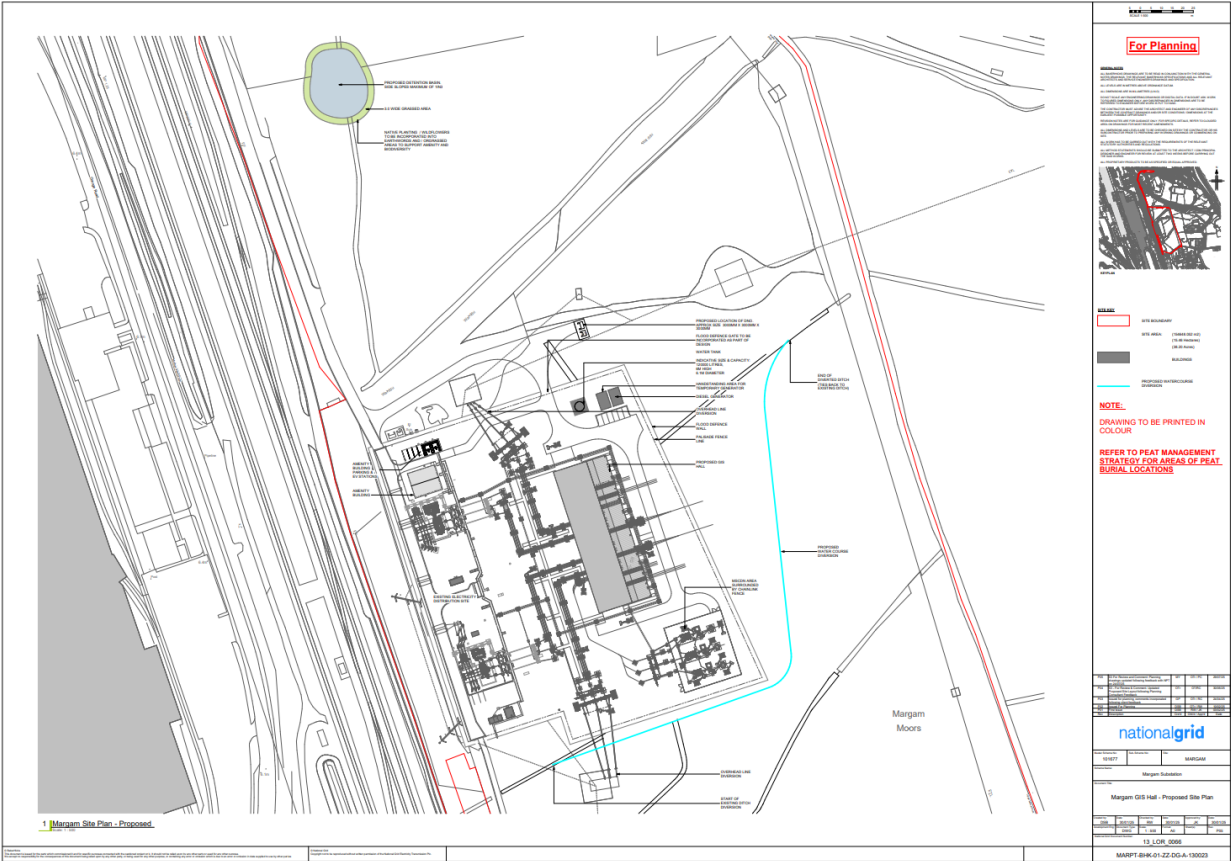
### 1.1. Purpose and Scope

The purpose of this Construction Method Statement is to provide a structured approach to the management of site operations during the construction phase of the Margam Connection Project. It identifies the control measures required to ensure works are undertaken safely, efficiently, and with minimal environmental impact. The document supports the approved Construction Environmental Management Plan (CEMP MARPT-LOR-XX-XX-PL-R-090009) and other project-specific management plans listed within the appendices.

The CMS outlines procedures for parking, materials handling, storage, environmental protection, security, and waste control, ensuring compliance with the Construction (Design and Management) Regulations 2015, relevant environmental legislation, and local authority planning requirements.

This statement applies to all personnel, visitors, contractors, and suppliers engaged in or supporting the construction phase. It must be implemented in conjunction with the Construction Environmental Management Plan (CEMP MARPT-LOR-XX-XX-PL-R-090009), Construction Logistics Plan (CLP MARPT-LOR-XX-XX-PL-R-090002), Waste Management Plan (WMP MARPT-LOR-XX-XX-PL-R-090010), and the Site Access Traffic Marshalling Plan (TMP MARPT-LOR-XX-XX-HS-R-090006)

This CMS is a live document and will be reviewed at key stages of the project or following any significant change in construction methodology. Compliance will be monitored through regular inspections and audits conducted by the Site Manager and Environmental Manager.



Margam Site Plan (ref drawing: MARPT-BHK-01-ZZ-DG-A-130023)



## 1.2 Parking of Vehicles of Site Operatives and Visitors

A designated parking area for staff, operatives, and authorised visitors will be located within the welfare compound, west of the existing Margam Substation. The area is designed to accommodate the anticipated peak number of vehicles and includes controlled entry/exit points managed by the Site Access Traffic Marshal (SATM). All vehicle movements will follow the site one-way system defined in the Construction Logistics Plan (CLP MARPT-LOR-XX-XX-PL-R-090002 Section 2.5).

Visitor parking will be pre-booked via the site office and recorded in the daily vehicle log. Pedestrian access routes will be clearly marked and illuminated, with fencing separating vehicle and foot traffic. The use of public highways for parking is strictly prohibited. Weekly audits will be undertaken by the Logistics Manager to confirm compliance with parking controls. Any non-conformances will be documented in the site log and addressed immediately.

All drivers will be required to sign in at the security gatehouse. The SATM will control vehicle entry and ensure that the one-way traffic flow system is observed. Pedestrian segregation will be provided through clearly marked walkways and crossing points, with barriers and lighting where necessary. Cycle racks will be available to encourage sustainable travel.

Parking areas will be surfaced with compacted hardcore and tarmac, adequately drained, and illuminated for safe use during winter months. Regular inspections will be carried out by the Logistics Manager to confirm compliance with the CLP and the site Traffic Management Plan (TMP MARPT-LOR-XX-XX-HS-R-090006). Any breaches will be reported via the daily coordination meeting.

## 1.3 Loading and Unloading of Plant and Materials

Designated loading and unloading zones are established within the compound. All such activities will be undertaken under the supervision of a trained Banksman and the Site Access Traffic Marshal. Delivery scheduling will be coordinated through the Laing O'Rourke Delivery Management System (DMS) to prevent congestion and ensure safe vehicle movements.

Drivers must report to the SATM on arrival, who will confirm readiness of the loading bay and provide instruction on reversing and positioning. Where visibility is restricted, a second Banksman will be deployed. Reversing alarms, cameras, and flashing beacons must be functional prior to entry. Vehicle engines will be switched off when stationary to minimise emissions.

All lifting operations will be carried out in accordance with the project Lifting Plan and under the supervision of appointed persons holding appropriate CPCS qualifications. Works will comply with BS 7121 and Laing O'Rourke's Lifting Operations Procedure. Spill kits will be positioned adjacent to unloading areas, and any accidental release of fuel or oil must be immediately reported to the Environmental Manager. Refer to CLP Section 5 and CEMP Section 8 for additional controls.



## 1.4 Storage of Plant and Materials

Plant and materials will be stored in designated secure areas within the welfare compound as shown in the Welfare + Car Park Layout Rev 4. Materials will be categorised by type (e.g. steelwork, aggregates, timber, hazardous substances) to minimise cross-contamination. Fuel and oil storage will be bunded with 110 % capacity secondary containment. Temporary works materials will be stored in accordance with the project Temporary Works Procedure (LOR-TWP-002).

All hazardous materials will be handled in compliance with COSHH Regulations, with Material Safety Data Sheets (MSDS) readily available. Inspections of storage facilities will be carried out weekly by the Environmental Manager. Records will be retained within the Environmental Inspection Log.

## 1.5 Security Hoarding and Public Information

The CDM boundary will be enclosed by a 2.4 m high solid hoarding prior to any construction activity commencing. The hoarding will include project branding, safety signage, and public information boards consistent with the Considerate Constructors Scheme. All hoarding will be installed in accordance with the Construction Logistics Plan Appendix B (Signage and Wayfinding Plan).

Hoarding integrity will be checked weekly and following severe weather events. Security lighting and CCTV cameras will be installed at all main gates and access points. Security patrols will operate outside normal working hours. Where appropriate, viewing panels will be incorporated to provide safe public visibility of works in progress.

Out-of-hours contact details for the Site Manager will be clearly displayed on perimeter hoarding signage in accordance with the Considerate Constructors Scheme requirements, ensuring that members of the public can make contact in the event of an emergency or concern outside normal working hours.

## 1.6 Wheel Washing Facilities

An Ecobath mobile drive-through wheel-wash system will be installed adjacent to the site exit in accordance with the manufacturer's specification (WW Ecobath Spec Sheet WW v2.1). The system consists of a 10 m bath with integrated ramp and steel grid arrangement allowing debris to be released from tyre treads. Vehicles will pass through slowly to achieve at least three full tyre revolutions within the bath.

The system operates without a power supply and utilises approximately 10 000 litres of water. The Environmental Team will conduct daily visual inspections of water clarity, sediment levels, and structural condition. Weekly cleaning and sludge removal will be undertaken by trained personnel wearing suitable PPE. Records of maintenance will be kept within the Environmental Inspection Register. Road-going vehicles will be checked by the SATM prior to leaving site to confirm compliance. Operation and use of the wheel wash will comply with the Environmental Management Plan (EMP MARPT-LOR-XX-XX-PL-R-090009 Section 8.0).



## 1.7 Measures to Control the Emission of Dust and Dirt

Dust and air quality controls will be implemented as detailed within the Environmental Management Plan (EMP MARPT-LOR-XX-XX-PL-R-090009 Section 8.5). A combination of suppression, monitoring, and procedural measures will be used to control dust emissions from vehicle movements, excavations, and material handling. Monitoring will be undertaken using handheld PM10 and TSP monitors, supplemented by visual inspections.

Mitigation measures include:

- Regular damping down of haul routes and working areas using water bowsters.
- Covering stockpiles with geotextile sheeting or temporary enclosures.
- Immediate clean-up of spillages using sweepers.
- Enforcement of a 10 mph speed limit across the site.
- Temporary cessation of works during high-wind conditions.
- Wheel wash and road sweeper use coordinated via the Traffic Marshal.

Dust and air quality data will be recorded and reported through the EMP monitoring framework. Any exceedance will trigger investigation and corrective action as described in the Environmental Incident Response Procedure. Results will be shared with the Local Planning Authority upon request.

## 1.8 Scheme for recycling and disposing of waste

Waste management will follow the hierarchy of Reduce → Reuse → Recycle → Recover → Dispose.

The Waste Management Plan (WMP MARPT-LOR-XX-XX-PL-R-090010) sets a target of at least 75 % of waste to be recycled and 99 % diverted from landfill. Segregated skips and storage areas will be provided for inert, metal, wood, plastic, and hazardous wastes. All waste will be removed by licensed carriers with valid waste transfer documentation. The Sustainability Manager will maintain monthly waste data through the LOR Waste Tracker System and conduct audits to verify compliance with the WMP objectives.

Temporary waste compounds will be kept tidy and inspected daily. Hazardous waste (e.g., oils, solvents) will be stored in lockable units with spill containment and removed by specialist contractors holding appropriate registration. Toolbox talks will reinforce segregation and housekeeping standards.

## 1.9 Temporary Signage and Traffic Safety

Temporary and semi-permanent signage will be installed as per the Construction Logistics Plan (CLP MARPT-LOR-XX-XX-PL-R-090002, Appendix B) and Traffic Management Plan (TMP MARPT-LOR-XX-XX-HS-R-090006). This includes warning signs for construction traffic, speed restrictions, and pedestrian routes. All signage will conform to Chapter 8 of the Traffic Signs Manual.

The SATM will inspect signage daily for visibility and damage. The Signage Register will be maintained by the Logistics Manager. All drivers and contractors will receive a site induction incl

uding briefing on traffic routes, signage meanings, and delivery protocols. Speed limits (10 mph) and child-presence warnings will be displayed at site entrances and community interfaces.

Reflective signage and delineators will be used during hours of darkness. The SATM will conduct daily inspections to ensure signage remains visible, legible, and secure. Temporary signage will also be used to identify emergency assembly points, one-way systems, and restricted zones. All changes to traffic management arrangements will be communicated through the daily coordination meeting and the Delivery Management System (DMS).

1.10 Competent Person Sign-Off and Adherence

This Construction Method Statement will be reviewed and signed by competent persons including the Project Leader, Project Manager and Construction Manager prior to the commencement of works. The document will be reviewed quarterly or whenever there is a significant change to the construction methodology.

Compliance with the CMS will be monitored via weekly inspections and monthly audits. All records will be maintained within the Integrated Management System (iGMS). Non-conformances will be logged, investigated, and closed out under the LOR Corrective Action Procedure.

| Role                 | Name             | Signature | Date  |
|----------------------|------------------|-----------|-------|
| Project Leader       | Rob Jones        | _____     | _____ |
| Project Manager      | David Shakeshaft | _____     | _____ |
| Construction Manager | Colm McDaid      | _____     | _____ |



## Appendices

Appendix A –

Construction Environmental Management Plan (CEMP MARPT-LOR-XX-XX-PL-R-090009)

Appendix B – Construction Logistics Plan (CLP MARPT-LOR-XX-XX-PL-R-090002)

Appendix C – Traffic Management Plan (TMP MARPT-LOR-XX-XX-HS-R-090006)

Appendix D – Waste Management Plan (WMP MARPT-LOR-XX-XX-PL-R-090010)

Appendix E – Select Logistics SATM Plan and Welfare + Car Park Layout Rev 4

Appendix F – Ecobath Specification (WW v2.1)