

Ysgol Gynradd Gymraeg Rhosafan



Rhosafan Welsh
Primary School
Marine Drive
Sandfields
Port Talbot
SA12 7NN

Dated 26th November 2025



Construction Environmental Management Plan (CEMP)

**MORGAN
SINDALL**
CONSTRUCTION

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1.0 Introduction

INTRODUCTION

This method statement outlines our build proposals for the new Ysgol Gynradd Gymraeg Rhosafan (YYG Rhosafan) project located in Sandfields, which comprises of a new school building and associated sports pitches, demolition works to the existing school and Tirmorfa Centre and works to the Highway.

Our strategy takes into account the site's position and sets out how we will respond to the needs of the existing school, local community and surrounding area during the construction of this key project.

Working hours will be limited to the following to limit noise impacts on any neighbours:

- 08:00 – 18:00 Monday to Friday
- 08:00 – 13:00 Saturday
- No Working on Sundays or Bank Holidays (without authorisation from local authority)

PROJECT SCOPE

The project consists of the design and construction of the new school which includes:

- New Primary School provision for:
 - 420 Primary Education places
 - 90 Nursery places
 - 12 ANL Unit / LSC places
 - 16 Welsh Immersion Unit places
- Staff Car Park with a new entrance from Marine Drive
- External landscaping including hard and soft informal play areas
- Grass playing field
- 2 MUGA facilities
- External Sprinkler Tanks, Bin Stores and bike stores
- New secure perimeter fencing
- New services and drainage

PURPOSE OF DOCUMENT

Set out within this document are the overarching philosophies and principles that we intend to implement during the construction of the new school and associated external works.

The document provides an overview of the construction activities and how these will be managed and controlled to minimise their effect on the existing adjacent school and nearby residential properties.

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



Fig.1.1 – 3D view of the new school development

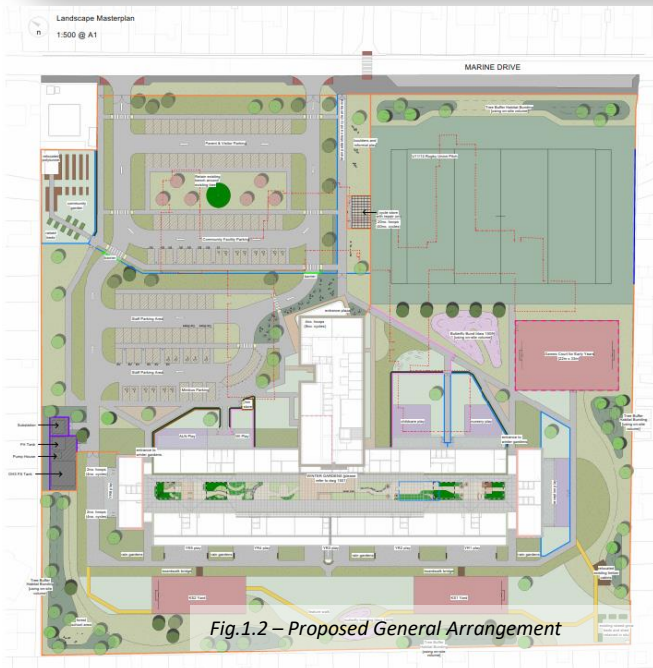
1.0 Introduction

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]
- Management of Asbestos [SH PRO 05]



1.0 Introduction

LOCATION / NATURE OF THE SITE

The site is located within the ground of the existing Rhosafan Primary School located in Sandfields, Port Talbot.

The site is accessed off Marine Drive to the north that also serves (via a separate entrance) the adjoining Tirmorfa Skills & Training Centre. The Red Line Boundary of the site can be seen in Fig 1.6 opposite.

To the east, south and west the site is bound by residential properties located along Pier Way, Morfa Road and Chrome Avenue respectively. The rear garden areas of these properties ack onto the school boundary, which is formed of a 6ft high masonry wall.

During the design and development of the site a careful and sensitive approach is being taken to ensure that the new development will be well-integrated into the area and add value to the existing architecture, urban structure and spaces. In addition the construction methods set out in this document respond to its location and surroundings.



Fig.1.6 – Aerial View of the proposed School site



Fig.1.4 – Existing vehicle entrance off Marine Drive



Fig.1.7 – Bus drop off on Marine Drive



Fig.1.5 – Private Nursery to North West corner – not part of development site`



Fig.1.8 – Existing entrance to Tirmorfa Training Centre

1.0 Introduction

THE EXISTING SITE & BOUNDARY

The current site consists of the existing school and adjoining training centre. In the north west corner there is a privately run nursery / play centre, which is not part of the development site and sits outside the red line boundary.

The site is flat with green spaces / fields to the south (split use between school and training centre) and hardstandings to the north comprising car parking and hard play areas.

Aberavon beach is located approximately 400m to the south of the school.

The existing school building was opened in 1908.

A new build extension housing 4 classrooms was constructed in 2020, which is highlighted below (Fig 1.9 below).

The existing boundary is largely metal fencing along Marine Drive with masonry walls around the east, south and west boundaries.



Fig.1.9 – Early-Stage demo and emptying works to allow development

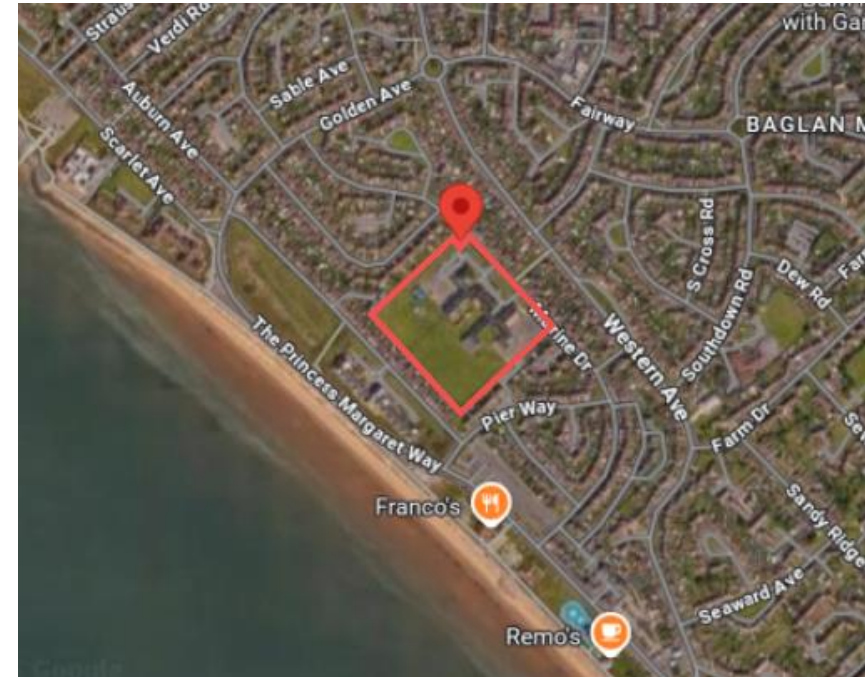


Fig.1.10– Aerial View of Site in Context with Surrounding landscape

Access to the existing school and Tirmorfa training centre will be maintained throughout the construction period.

It is proposed that the new classroom block to the south of the existing school and rear wing of the Tir Morfa Community building is part of an early demolition phase of works that will be required to enable safe construction of the new school building that is proposed to be located within the existing greenfield space to the south, and provide adequate vehicle and pedestrian access to the new build once phase 1 is handed over.

This classroom block and tir Morfa rear wing would be in such close proximity of the new building footprint that safe access / egress to and from the existing school (including fire routes) would be compromised. Also, safe working space would be minimised and cause potential health and safety issues during construction of the new school.

1.0 Introduction

ACCESSING THE SITE

Site will be accessed via a new temporary access point to be constructed off Marine Drive in the north West corner of the site. All works will be constructed to the requirements / standards as required by NPT Highways Maintenance Unit.

During construction, site signage will commence with off-site direction boards to ensure that vehicle traffic including delivery vehicles follow the designated routes to and from the site.

All Morgan Sindall suppliers and contractors will be formally advised as part of their contractual agreement / subcontract order, to approach the site from the East via Dalton Rd and Princess Margret Way or from the West via Western Avenue and Golden Avenue.

This will minimise construction traffic travelling through tight residential areas and causing congestion and safety hazards.

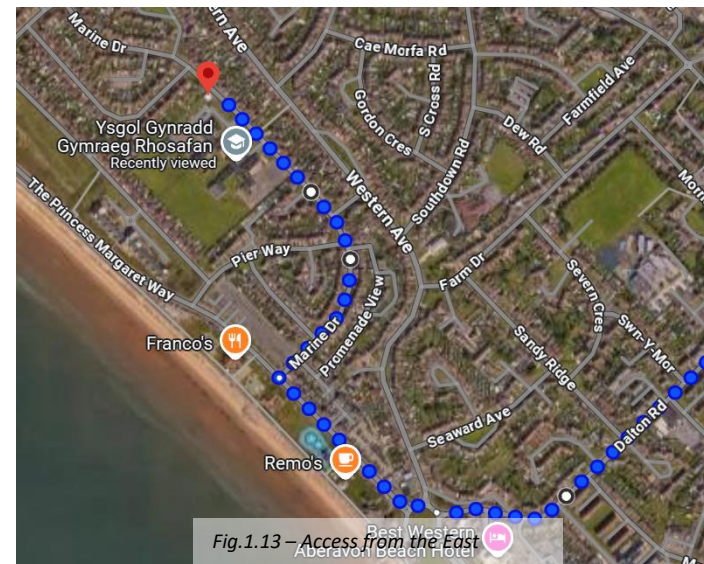
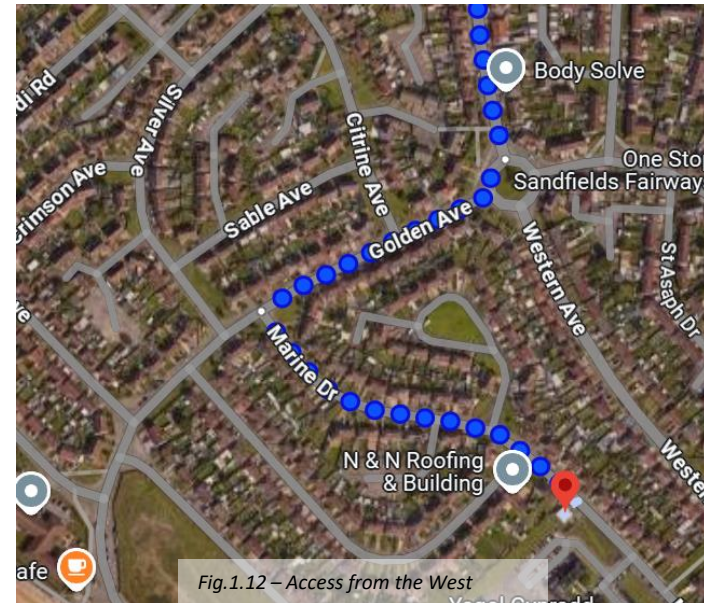
Information on delivery routes will be contained within a delivery / goods information pack given to each contractor (and form part of the subcontract order) to advise them of the site delivery requirements and restrictions. This information will be further reviewed and reinforced during the pre start meetings that are undertaken with all contractors two weeks prior to their works starting on site.

Particular attention will be given to the methodology for 'on site' controls whilst also requesting that contractors book all deliveries via our online booking system with a minimum of 48 hours notice so that they can be planned and managed accordingly and spread throughout the day to avoid peak periods and to ease local traffic congestion.

HGV movements will also be managed around the school drop off and pick up (peak) times in the morning and afternoon.

Internal traffic management arrangements will be updated in accordance with the live demolition/construction works programme document. This is essential to:

- Ensure that delivery and waste removal vehicle access restrictions are appropriately managed throughout all phases of demolition and construction.
- Maintain pedestrian safety on all designated walking routes within and adjacent to the site.
- Guarantee the complete separation of demolition and construction activities from the daily operations of the school, including movements of staff and pupils.



PROJECT KEY DATES

The project is principally being developed in two phases taking approximately 116 weeks overall.
Works on a live site require sub-phasing of key works to ensure the school remains open for the duration of the construction works.

New School Construction (Phase 1)_74wks

- Access Date / Construction Commencement: 12th January 2026
- Erection of secure hoarding to the existing school and surrounding boundaries to keep the works segregated and secure at all times
- Formation of temporary access off Marine Drive
- Soft strip (toil soil – storage) and construction of access road
- Demolition of new classroom block
- Fit out of replacement classrooms (4No)
- Install new drainage and below ground services
- Construction of the new building and surrounding hard and soft landscaping.
- Decant school into new facility
- Section Completion: 14th June 2027

Post Completion Works Works (Phase 2)_42wks

- Ecology Works (Bats, Nesting Birds etc)
- Demolish old school and remaining Tirmorfa buildings
- Complete drainage network (inc SAB features)
- Construction of MUGA pitches
- Construction of grass field
- Complete external play areas, car parking and boundary fence
- Project Completion: 31st March 2028

2.0 Project Information

SITE ACCESS

Access Point onto the Site for the New School Build

This entrance/exit to the main site will be controlled by a dedicated full time gate person with coordinated and scheduled deliveries (pre booked and approved). Appropriate signage will be provided to 'warn' other road users, pedestrians and cyclists.

Security

We will have 24 hour monitored CCTV guarding with rapid response providing early detection and deterrence of intruders. Motion detection will also be installed at 'blind' spots to ensure full, robust coverage. 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 located between the welfare / site offices and the construction site. The leadership team for the existing Rhosafan primary school (and possible community representatives) will be given a telephone contact for non-working hours emergencies, which will include the Project Manager, Site Manager and other appropriate staff.

Holding Area

A clean hard standing holding area will be created inside the gates (new temporary access off Marine Drive) to avoid congestion to public highways during periods of larger deliveries (steel frame construction etc).

Deliveries

Delivery vehicles will be limited in size where possible and will be booked in to specific time slots. Vehicles arriving outside of their allotted times slots will be turned away to park / wait in designated holding areas away from site. Accepted vehicles will drive into the site through a set of vehicular gates where the gate person will direct the vehicles to an offloading area. Once the vehicle has been offloaded it will leave the site through the same gate under the supervision of the gate person.

If established site / access routes prevent delivery vehicles from turning around in a forward gear then vehicles will be reversed out of site under the control of a banksman at all times.

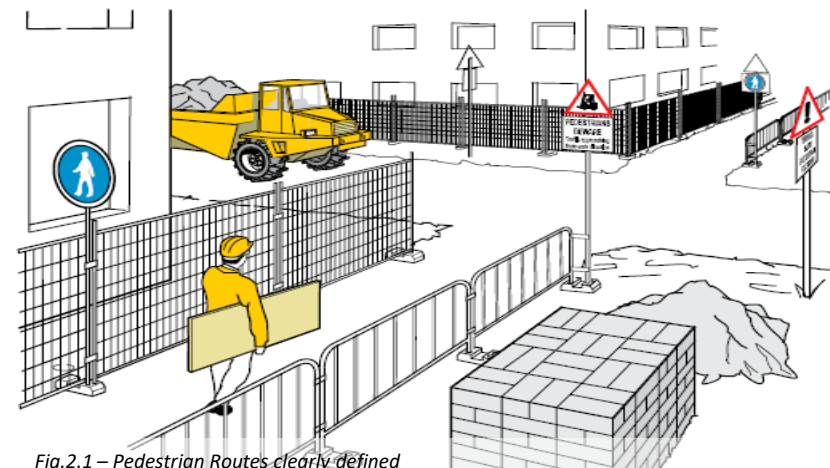


Fig.2.1 – Pedestrian Routes clearly defined

Access & Egress to the Site Compound and Welfare Facilities

Site Offices and Welfare will be installed within the existing school grounds as shown on our Logistics Plans.

Access to the working site (from the welfare area) will be through a controlled entry point similar to that shown in Fig 2.2. This will prevent unauthorised access.

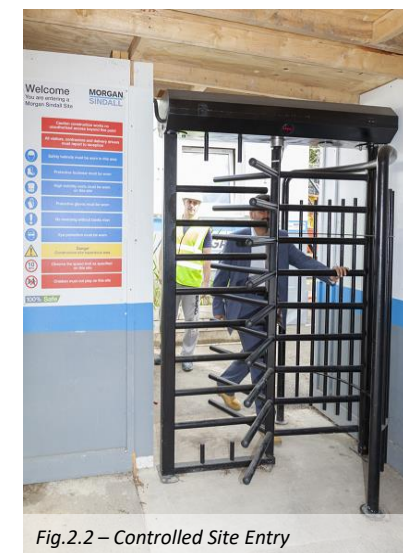


Fig.2.2 – Controlled Site Entry

2.0 Project Information

CONSTRUCTION TRAFFIC MANAGEMENT

All site traffic and deliveries will be tightly controlled with our robust 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 fulltime gate person (and signage) at the site entrance point who will instruct drivers accordingly and direct deliveries to one of the working areas.

The gate person, at this initial control point, will also inform the supervisors of all deliveries.



In order to mitigate any safety risks associated with construction vehicle movements we will regularly brief the local stakeholders & residents to ensure our proposals are understood, particularly at Phase changes and at points where there is a direct effect on the public i.e. Section 278 works etc.

The key element of this is the production of a **Traffic Management Plan (TMP)**, which will be communicated within the site inductions and displayed on site at relevant areas. The TMP will be clearly displayed at the site entrance and other areas of the site. This will be revised at regular intervals (minimum monthly) to ensure it remains relevant and up to date with the logistics of a dynamic site.



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 general 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. As a minimum, the plan will include details of the following:

- Traffic / Plant routes (including speed limits)
- Pedestrian routes
- Emergency routes & muster points
- Fire Points
- Smoking shelters
- Offices / Welfare arrangements
- Gatehouse location
- Phased boundaries – setting out and segregation

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.

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 links in with the Logistics Plans shown on the next pages.

Figure 2.5, 2.6, 2.7 and 2.8 overleaf provides an outline of our phased logistics and traffic management proposals.

1.0 Introduction

PROJECT PHASING OVERVIEW

Phase 1:

As part of the early works the 2no new access points will be formed off Marine Drive which forms part of the permanent works, with the northwestern side junction specifically used for access and egress to the Phase 1 works, providing immediate safe access to the Site offices and welfare for construction staff, public and visitors, avoiding the construction working area to the rear of the site. This Western access point is remote from the existing school entrances to the West minimising disruption and improving safety.

Access to the Phase 1 working area and construction vehicle parking zone will be via a segregated route through the existing car park, which is now reduced in demand through a partial decant of the Tir Morfa Community building.

The Phase 1 working area will require the Early demolition of a school 4 classroom block building to the rear plus the rear wing of Tir Morfa centre. This is to allow safe crane access space for the new build, allow completion of the roads and carparking under for the phase 1 handed over building and external works to function correctly, noting the buildings would need decanting for Fire Proximity requirements in any case.

Phase 1A:

Part of the New car parking and roads are advanced and completed in the School summer holidays. On completion it will tie in with the new norther Central access junction providing provide parking for Tir Morfa Staff and visitors, and to allow full decant of the existing car park for the Phase 1B works.

Phase 1B:

Once Tir Morfa are using the Phase 1A parking area, the remaining Phase 1 roads and parking are completed, to provide a functioning road network for vehicle and pedestrian access to the completed Phase 1 building.

Phase 2A

Phase 2A works will involve demolition of the existing school and Tir Morfa buildings. Completion and handover of external works to the west (including drainage, external services, car parking, soft and hard landscaping).

Phase 2B

Phase 2A works will involve completion of external works to the east, including landscaping and grass filed. Full removal / decant of site welfare facilities and handover / completion of the scheme.

SEE PAGES 10-13 FOR DETAILED PHASING / LOGISTICS PLANS

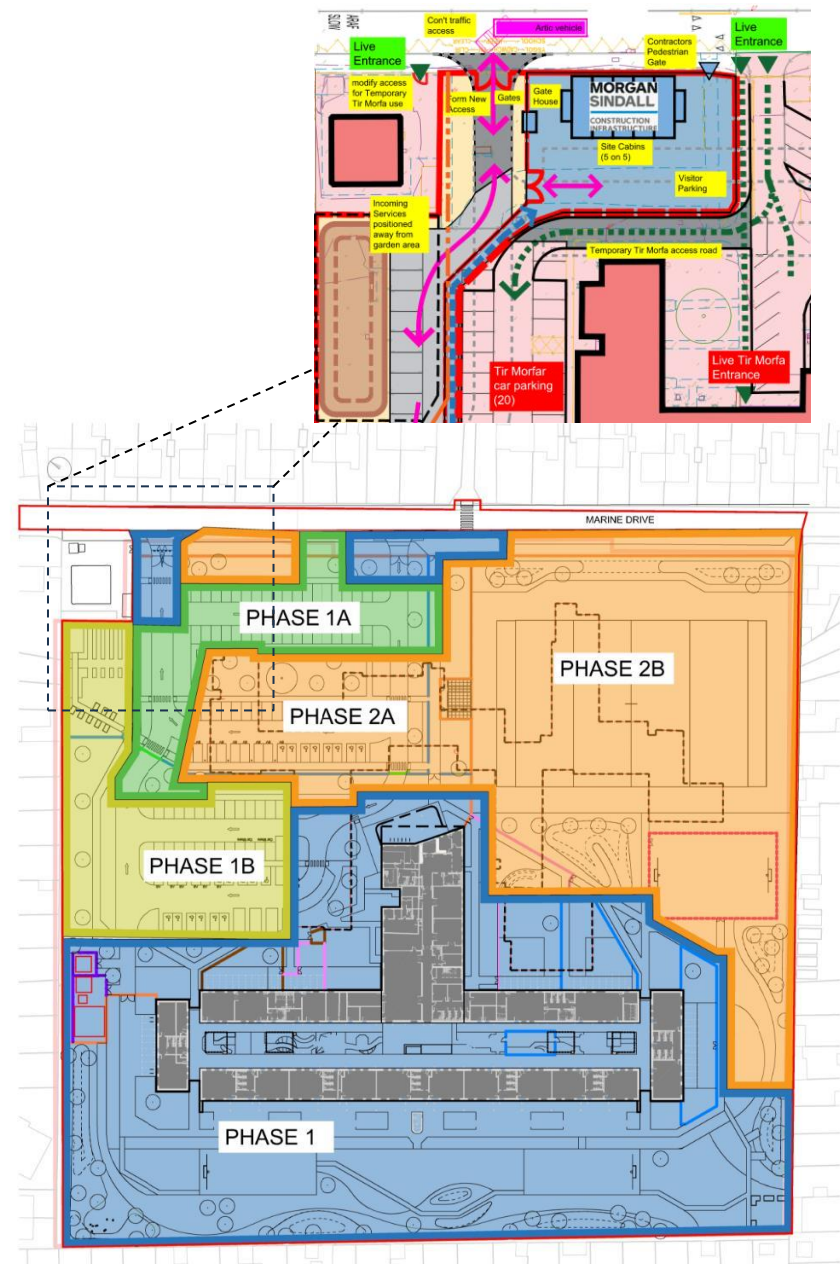


Fig.1.11 – Phasing of the project

2.0 Project Information

Logistics and Traffic Management - PHASE 1 Site Set up & early works

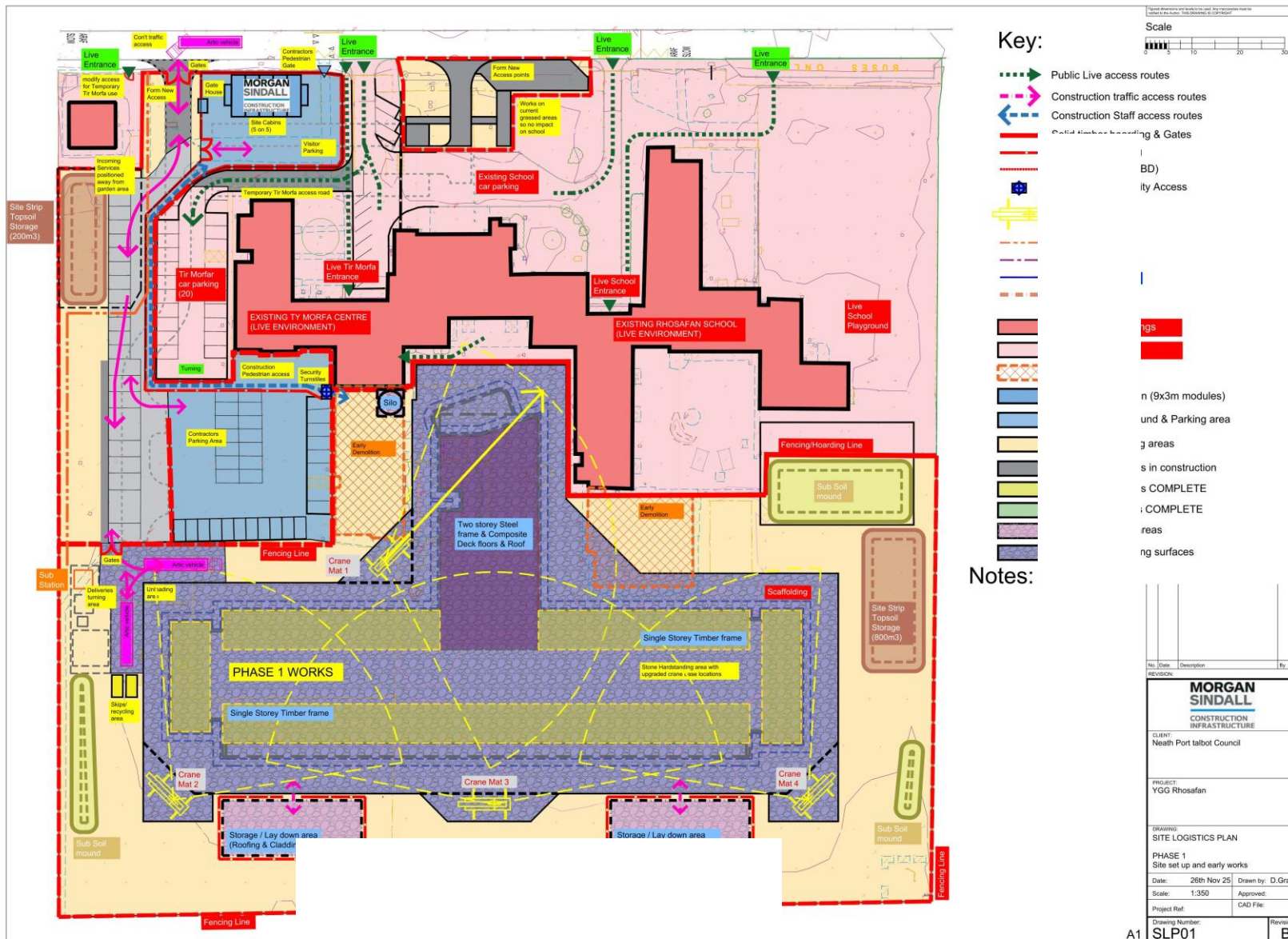


Fig.2.5 – Logistics and Traffic Management Phase 1 – site set up

Phase 1 – Site Set up

Site set up: The new junction access points will be formed off Marine Drive, with the Northwest junction specifically used for access to the construction site and contractors site cabins/Welfare and contractors parking. The site set up is located adjacent to Marine drive to improve security and provide direct access for site visitors to report without going the live construction site.

Works Access: beyond the new access, The existing car park will be segregated off to retain a reduced number of Tir Morfa car parking spaces due to their downsizing and decant carried out, along with contractor car parking zone and haulage road access to the works at the rear of the site.

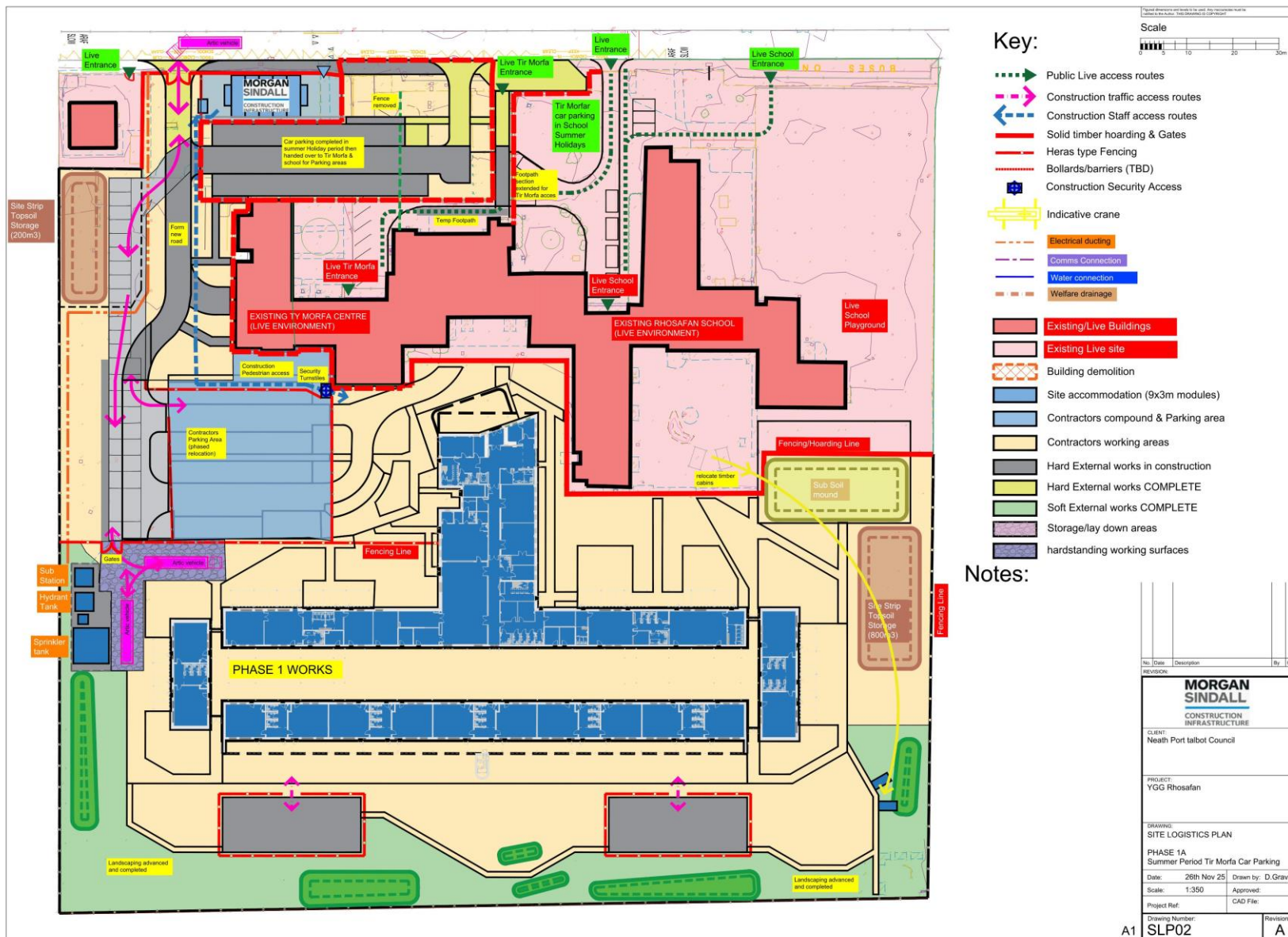
The North Central new access junction will also be advanced to connect with future parking provisions in Phase 1A

Early Partial Demolition: An existing 4 classroom block extension will require demolition due to proximity to the new works and provide crange and construction vehicle access.

In addition, the rear wing of the Tir Morfa Centre has already been decanted (fire proximity requirements adjacent the new build) , and will require demolition to enable the new roads and parking under its footprint to be completed as part of the phase 1 works, provide safe access to the building with separating from the school

2.0 Project Information

Logistics and Traffic Management – PHASE 1A – Summer Period Tir Morfa Parking



Phase 1A:

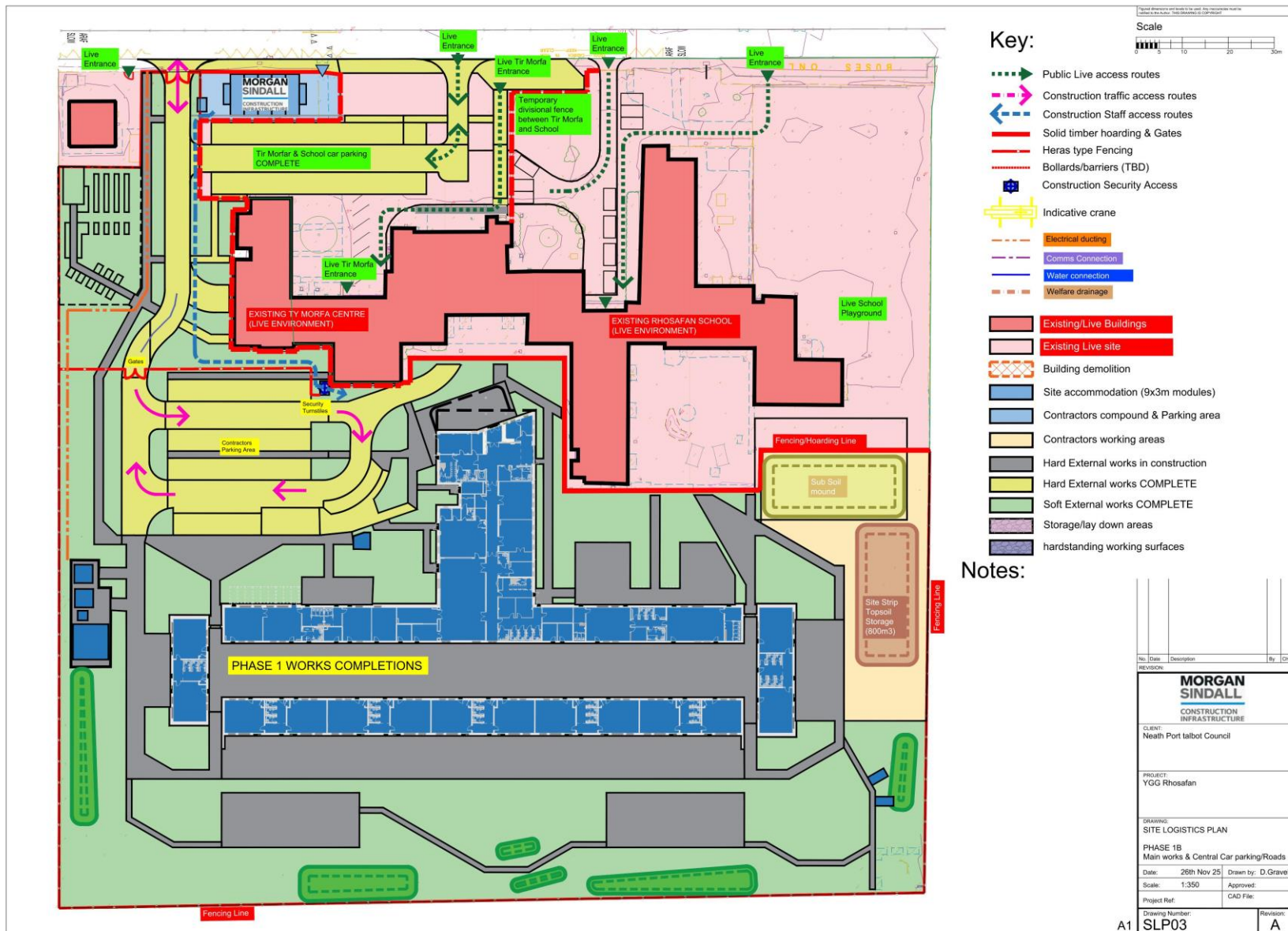
The objective of Phase 1A is to relocate the existing Tir Morfa Parking to the front of the site, to enable the main road network to be advanced at the rear.

To enable this to happen, Tir Morfa will utilise the existing school parking during the school summer holiday period as much as possible, where the current Tir Morfa parking road access can be removed and replaced with the new northern parking facilities. On completion, the new parking area will link up with the new completed northern road junction and used by the Tir Morfa centre, allowing the school to use their car parking on return from holidays.

Phase 1B phasing area is then free to develop.

Fig.2.6 – Logistics and Traffic Management Phase 1A

Logistics and Traffic Management – PHASE 1B – Main Works & Central area roads and Parking



Phase 1B:

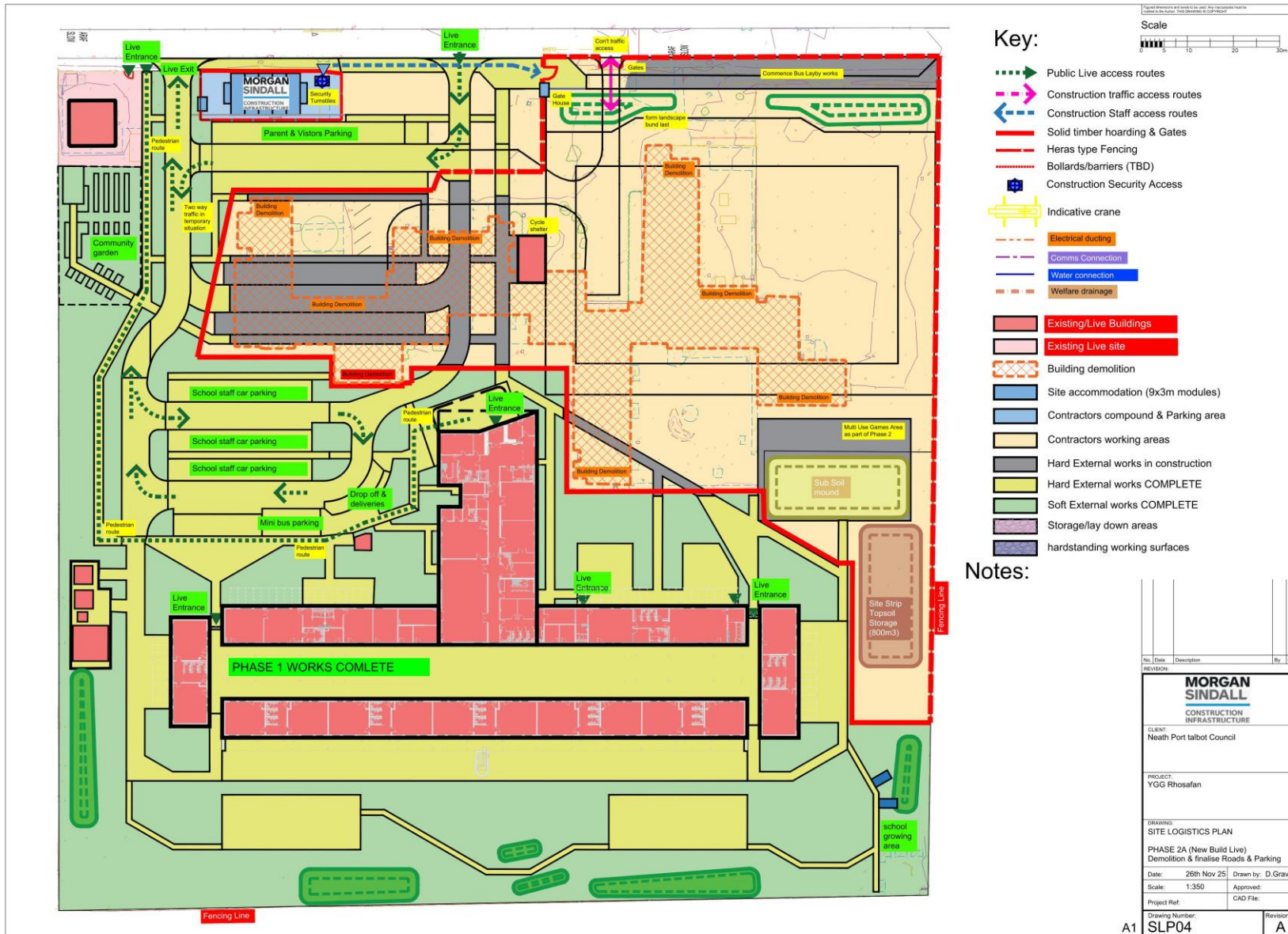
At this point the main construction building works are well underway with external works soft landscaping advanced where possible.

Once the Tir Morfa centre users and staff are using the Phase 1A parking area to the northern part of the site and segregated from the works with adjusted hoarding/heras fencing, the remaining Phase 1 roads and parking can be commenced at the rear of the site, linking up with the northwest junction. Contractors onsite parking will be phased and or reduced in numbers around the works sequencing.

Once this are completed, to provide a functioning road network for vehicle and pedestrian access to the completed Phase 1 building on Sectional Handover, and public and school access points to be separate without mixing.

Fig.2.47 – Logistics and Traffic Management Phase 1B

Logistics and Traffic Management – PHASE 2A – Main Demolition & finalise roads and Parking



Phase 2a

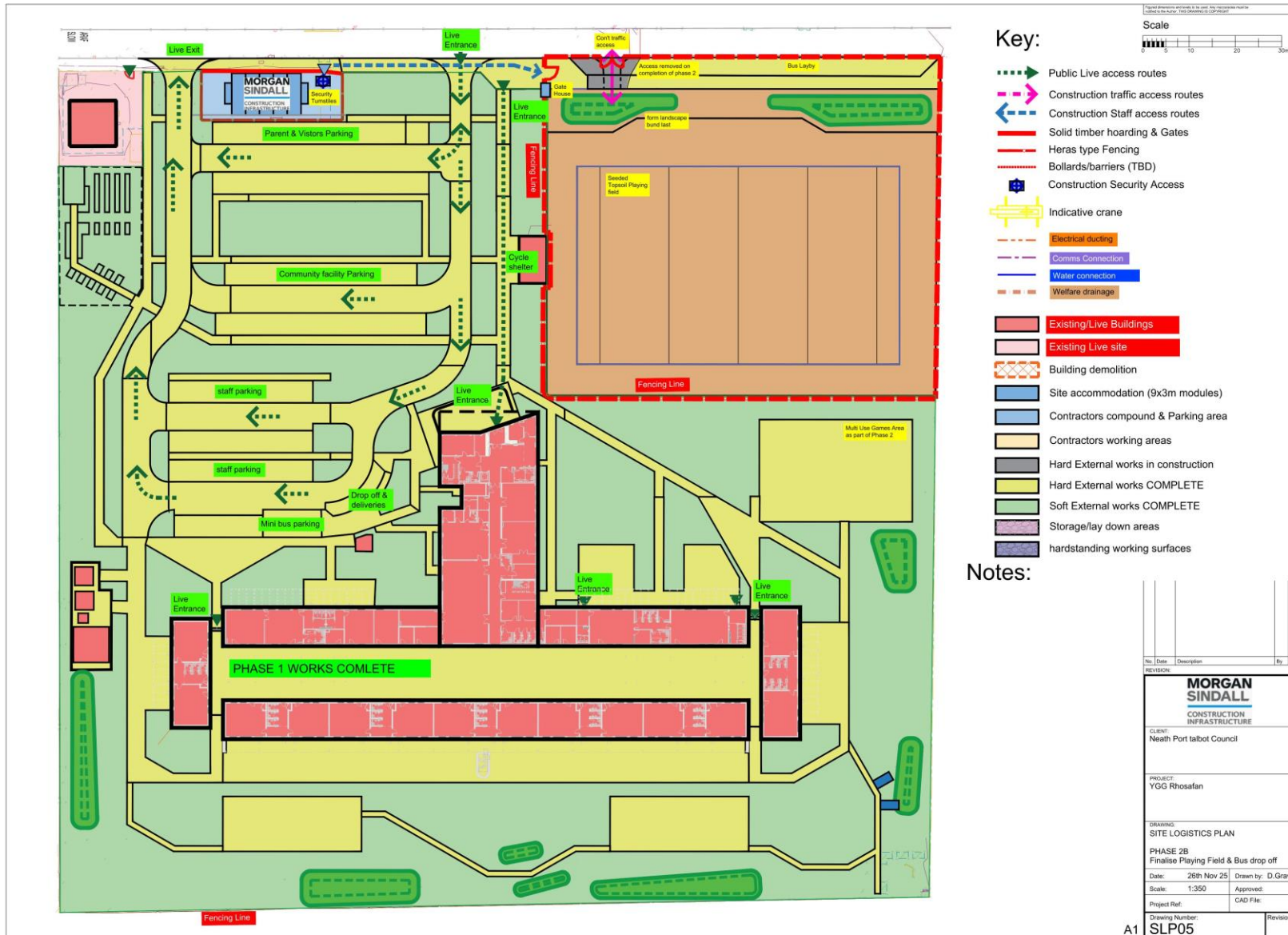
Phase 2 works will commence following successful decant and move into the new school.

Phase 2a works will involve demolition of the existing school and Tir Morfa buildings. Ecology works will be required in advance to manage the Bat License obligations and nesting birds.

During this phase, landscaping works to (and around) the west car park area will be completed.

Fig.2.7 – Logistics and Traffic Management Phase 2A

Logistics and Traffic Management - PHASE 2B



Phase 2b

Phase 2b works will involve completion of external works to the east, including landscaping and grass playing field.

Full removal / decant of site welfare facilities and temporary services.

Full scheme completion and handover.

Fig.2.8 – Logistics and Traffic Management Phase 2B

PERMANENT WORKS

When the site is fully established the proposed Permanent Works can take place within a safe and secure environment.

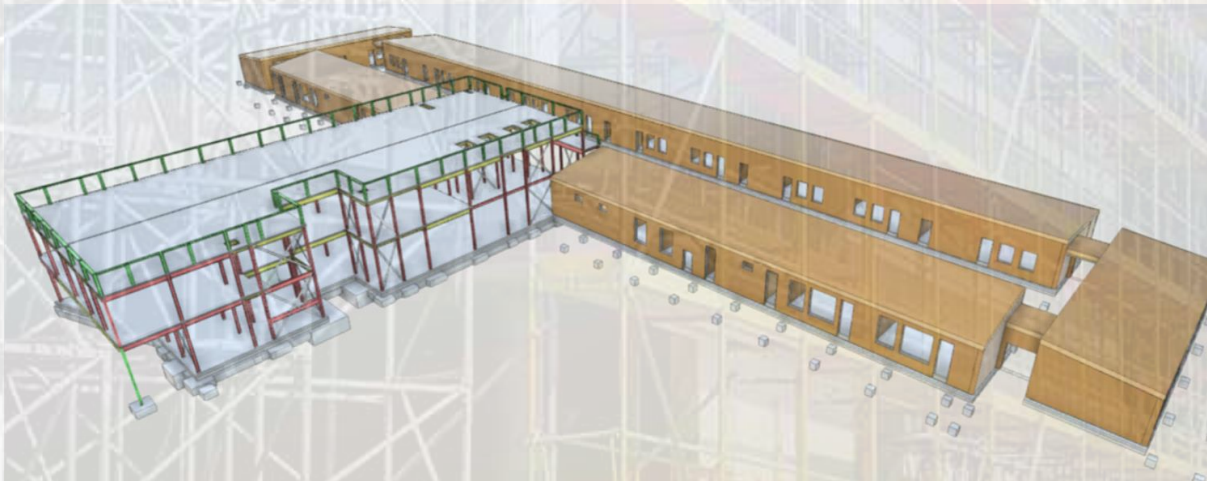
Construction methods will be developed (and communicated through Method Statements) to detail works to be undertaken by all of our sub contractors and supply chain. The major works packages would include:

- Groundworks (including drainage and foundations)
- Steel Frame
- Timber Frame
- Envelope (including BWIC and Airtightness)
- Internal Fit Out
- Building Services (M&E)
- External Works (Road, Paving etc)
- Soft Landscaping
- Demolition

Site would be maintained to enable the works to be undertaken safely, which would involve high risk attendance / support operations including:

- Deliveries & Off Loading
- Lifting & Craneage
- High Level Access & Scaffolding

Such operations would be managed and controlled on site using procedures set out within our Information Management System (iMS).



2.0 Project Information

TEMPORARY WORKS

Temporary works is an integral part of our planning process allowing us to maintain safety whilst constructing our permanent works. As part of our pre construction planning procedure we will consider all such temporary works requirements (from simple to complex) that will need to be planned and managed. Such Temporary Works will be scheduled in our TW1 Register and shared with our appointed TW design team. From here we will further develop TW design briefs to communicate full details and necessary information to our design team (via TW2 forms).

Our Temporary Works process and procedures fall into the following Categories, which dictate the design and checking / sign off requirements

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

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

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.

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.

Rhosafan Primary School– Temporary Works Schedule

Management System

FORM

Temporary Works Schedule (TW1)

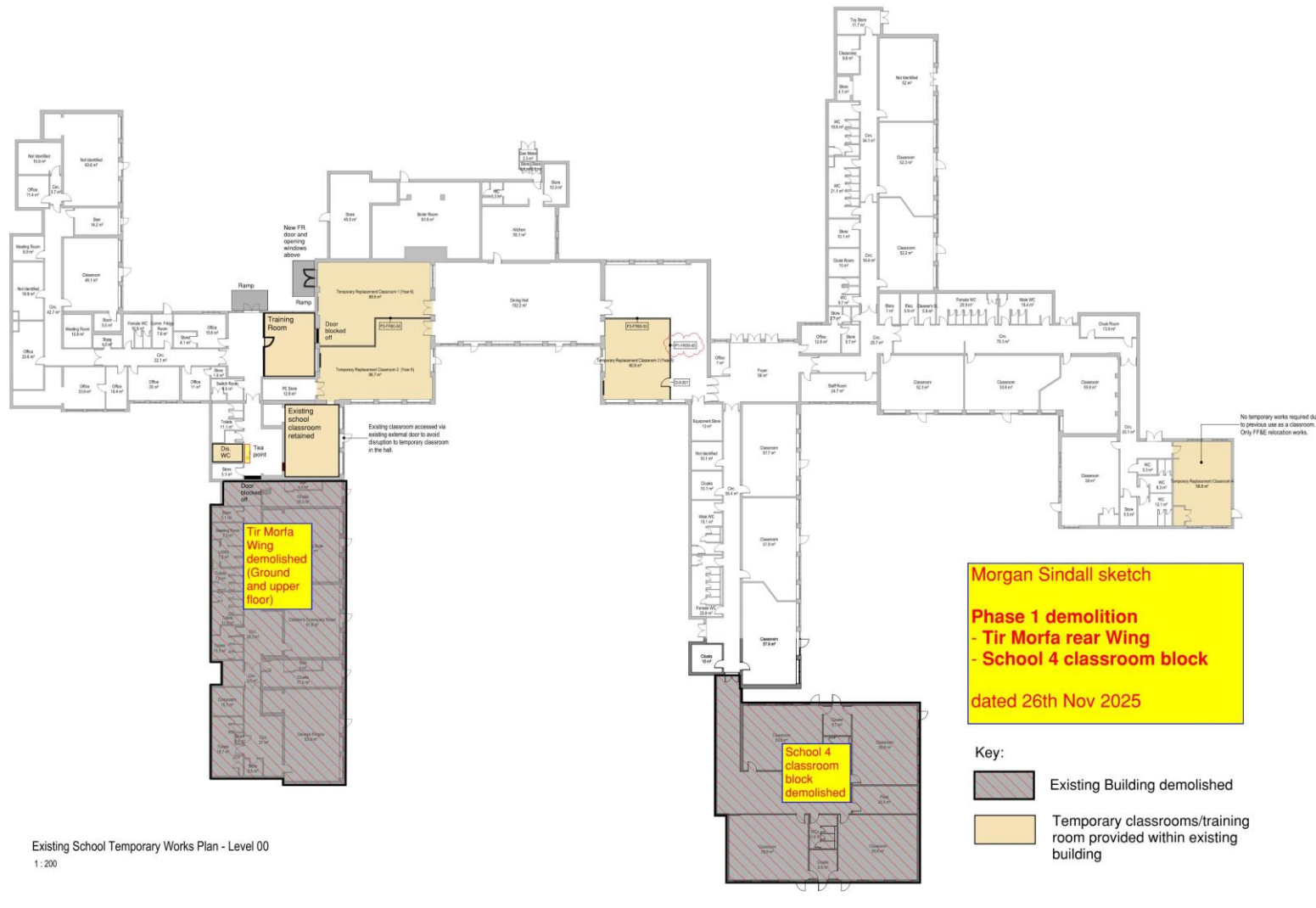
Schedule Owner: John Charles Contract: YGG Rhosafan Revision: 1 Date: 13/11/2023

Ref No	TW's Item Description	Risk Class BS 5975 Table 1	Designer	Checker	Design Check Cat BS 5975-Table 2	TW's Supervisor	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 – Structure & Base	M	S/C	MES	1	MS								
2.	Scaffolding – HAKI staircases	M	S/C	MES	1	MS								
3.	Loading Towers – Structure & base	M	S/C	MES	1	MS								
4.	Solid Fencing	M	S/C	MES	1	MS								
5.	Temporary Fencing - HERAS	M	S/C	MES	1	MS								
6.	Excavations – Drag Box	M	S/C	MES	1	MS								
7.	Excavations - Shaft	M	S/C	MES	1	MS								
8.	Crane Mats	M	MES	MES	1	MS								
9.	Concrete Pump Mats	M	MES	MES	1	MS								
10.	Lay-down areas	M	MES	MES	1	MS								
11.	Haul Roads	M	MES	MES	1	MS								
12.	Advice on natural angle of repose	M	MES	MES	1	MS								
13.	Design of silo base	M	MES	MES	1	MS								
14.	Structural Frame erection stability	M	S/C	MES	1	MS								
15.	Timber frame erection stability	M	S/C	MES	1	MS								
16.	Ground floor trafficking by MEWPs/FLTs	M	MES	MES	1	MS								
17.	Checking adequacy of steel/timber frame to roof sheeting packs	M	S/C	MES	1	MS								
18.	Temporary accommodation foundations and stability	M	MES	MES	1	MS								

Document Reference	Process Parent	Revision Status	Document Owner	Date	Page
SH7 FRM 02	SH PRO 07	Rev 1	Andy Machon	Jan 2020	1 of 3

Fig.2.8 – Temporary Works Schedule

EARLY-STAGE DEMOLITION WORKS



As part of our early scope of works (and to enable development of the new school) we will be required to undertake demolition of the newer classroom block to the southern wing of the existing school including the rear 2 storey block of Tir Morfa community centre, which has already been decanted. We will need to block up, 'make good' and waterproof the end openings.

To facilitate this work (that is planned for early February 2026) we will 1st need to undertake fit out / refurbishment works to create replacement classroom facilities within the older school plus within the Tir Morfa centre, create a temporary training room, disabled WC and tea point.

Fig.2.9 – Early Stage Relocation / Demolition Works

3.0 Ecology & Environmental Protection

ENVIRONMENTAL PROTECTION

General

The principal document under which the environmental considerations of the project will be delivered is the Morgan Sindall Construction Environmental Management Plan [SE PLN1] supplemented further by various supporting procedures, such as Environmental Inspection Checklist [SE FRM 07] etc. Regular auditing will be carried out by our SHEQ advisory teams. Our IMS sets out and controls how our works will be carried out and the standards (MSC Minimum Standards) 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).

For reassurance, we will be working to the latest guidelines as they are published.

We will engage with the key stakeholders, such as National Resources Wales, as appropriate – should this be deemed necessary to gain legal permits and consents i.e. Temporary Discharge Consents for surface and groundwaters - 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

Any such Planning Conditions associated with environmental conditions will be adhered to and managed during our operations – and discharged within set timescales.

Such Conditions would control how any ground contamination (if discovered) should be managed – along with necessary remediation and verification. At this stage (and based of Phase 2 Geotechnical Investigation Report) we do not believe the site to be significantly contaminated.

Whereas our focus would be to manage and maintain a satisfactory environment on site during our works, we will also be very mindful of environmental impact created in the surrounding area from the following:

- Increased vehicle / plant movements
- Increased pedestrian movements in the surrounding area
- Car Parking along surrounding roads and streets



ENVIRONMENTAL PROTECTION

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'.

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 (or other controls) to contain at source. All works will be suitably risk assessed by our Managers.

A 'Noise Monitoring plan' will be produced prior to commencement which will include a schedule to record daily readings taken at both the boundary (or other sensitive receptor locations) and at source using calibrated acoustic monitoring equipment. A 'Noise Complaints Procedure' will also be produced and managed personally by the Morgan Sindall Project Manager.

We will be mindful that all of our operation will be undertaken in close proximity to a live Primary School and will plan all of our works to safeguard the existing teaching environment as much as practicably possible.

In the event that acceptable limits (according to BS 5228 Part 1) are exceeded we will stop work and reassess / improve our operations accordingly. 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 Phase 1 works will be surrounded with solid timber hoarding including the access route into our site from Marine Drive. The fence will act as an "acoustic barrier fence" providing protection to the adjacent live school. Hoarding / fencing to the rear gardens of neighbouring properties will also be provided to avoid homes being exposed to potentially significant noise pollution.

The same hoarding will be utilised as much as possible during Phase 2 as we move our operations to the other side to progress with demolition and external works.

We intend to restrict our operating site hours to 8:00am - 6:00pm (Mon to Fri) and 8:00am - 1:00pm (Sat) with no construction works on Sunday's or bank holidays (subject to Planning Consent). 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.

This will be achieved by the following:

- Mains power will be installed early in the programme to limit the use of generators
- All generators (for tools and small plant) will be 'silenced' type and positioned away from the 'live' school and residential areas
- Low-noise processes and acoustic barriers/screens will be employed, as identified by noise assessment
- Work strictly within agreed time periods
- Undertake Noise Assessments and monitoring whenever necessary (when high risk work activities cannot be avoided) and reassess operations as necessary
- 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

3.0 Ecology & Environmental Protection

- Ensure plant/equipment is well maintained
- Consider alternative methods at all times to ensure 'best practice' is promoted throughout our operations
- Liaison with the school, particularly during sensitive events (concerts, exams etc)
- Reacting quickly and positively to any complaints from nearby residents or the school.

Limited instances of out of hours working may be required for essential maintenance and concrete power floating which is weather and temperature dependant. Out of hours working will be limited in nature and communicated to the local community and the Local Authority (Pollution Prevention Officers etc) as far in advance as possible.

We would anticipate that 4 concrete pours would be required to construct the slabs of the new school – and result in some extended working hours. We would communicate these works in advance with all local neighbours and stakeholders.

Controlling Vibration

Given the underlying site conditions and structural solutions proposed for the new school, we do not anticipate any significant vibration propagation works that will effect / disturb the local environment.

The movement of plant and machinery often causes a perception of significant vibration levels, but in our experiences any investigations surrounding such concerns rarely reveal vibration levels that exceed statutory limits.

We will of course, monitor our works and vibration levels / limits very closely and deal proactively with any notified issues or complaints.

Controlling Dust

Dust will be managed as per our procedure 'Airborne Dust & Air Quality' [MS REF: SE GUID9b].

Morgan Sindall will identify potential dust producing works whilst undertaking early-stage Risk Assessments. Works activities that carry a higher risk of dust pollution affecting nearby stakeholders / residents include demolition, top soil strip, and groundworks. Measures that will be actioned to mitigate / eliminate problems include:

- Dust suppression (water cannons, bowzers, jet washing)
- Cleanliness – ensuring all access routes are well maintained
- Hard surfacing where possible – tarmac access roads (or at least well compacted clean aggregate)
- Weather management – understanding prevailing wind direction and planning works accordingly to avoid uncontrolled release of dust into the atmosphere
- Screening – if works of a local / confined nature
- Tool suppression – for cutting works (predominantly to concrete materials)
- Covering wagon trailers – involved in stone import or muck away works
- Introduction of speed limits on site – generally 5mph

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



Fig.3.1 – Water Cannons in operation

3.0 Ecology & Environmental Protection

Keeping the Roads Clean

Wheel washing facilities and suitable drainage will be provided at our site entrance. All dirty vehicles will be cleaned before being allowed on the highway. This will be undertaken by a manually operated jet wash or automatic wheel wash facility.

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. This will be in frequent use during the groundworks phases of the contract (in Phase 1 and Phase 2) when significant excavation works are being undertaken.



Fig.3.2 – Road sweeping by specialists

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 work with our supply chain partners to generate the Plan.

Wherever possible waste will be carefully managed and disposed of in segregated bins / skips on site. This will significantly reduce the likelihood of waste being disposed of at landfill, which will be our primary target. In accordance with Morgan Sindall's sustainability policy, we will be targeting 90% of waste (minimum) to be recycled thereby reducing land fill.

All licenses and transfer notes will be retained as proof of correct disposal. Waste will only be removed from site following the approval of our carriers' waste consignment centre. Monthly updates and waste returns will be communicated to enable the site management team to assess the plan and effectiveness of site controls.

All building waste will be removed daily 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.

We will strive to minimise waste associated with off cuts, particularly plasterboard materials, in the development of our BIM models – as our designers will set out internal spaces to suit the basic dimensions of key building materials and componentry.

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



Fig.3.3 – Recycling skips

Asbestos

Demolition works will expose and remove asbestos contained within the fabric of the existing school (as identified and scheduled in the Asbestos Management Survey Reports undertaken by Life Environmental Services (School, 2013), MSS (Tir Morfa, 2021), Enquin (School, 2021)).

Prior to demolition works, R&D Surveys will be produced / updated to further identify the presence of Asbestos Containing Materials throughout the buildings, which will be removed during soft strip works by licensed contractors who will undertake all works to eliminate the possibility of any asbestos (dust) becoming airborne. Often fans are used to create a negative pressure within buildings during this phase to avoid uncontrolled escape of such dust during these works. Following successful removal of such materials (and provision of Clean Air Certificates) the hard demolition works can proceed.

3.0 Ecology & Environmental Protection

Ecological Protection

There are no Tress Protection Orders (TPO's) in place across the site.

There are several “unprotected” trees that will be potentially retained and incorporated within the soft landscaping scheme of works.

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. If deemed necessary, we will contact NRW to discuss our proposals. However, given the existing ground conditions, we believe that all ground and surface waters created during our works can be managed using designated soakaways that we will line / protect to avoid pollutants entering any watercourse. This will be monitored closely during the build phase.

Existing Drainage Protection

Water run-off containing silt / debris will be prevented from entering the existing drainage system or watercourse. Protection of the drainage along Marine Drive and within the school grounds will need to be managed. This will be achieved using proprietary drain covers and silt fences if necessary. Such run-off will be contained on site and suitably disposed of.



Fig.3.4 – Silt fence



Fig.3.5 – MH cover

Wildlife Activity

Bat Surveys were undertaken in 2024, which revealed the emergence and use of the tower between the primary school and Tir Morfa – by 1 bat (Common Pipistrelle). The full report produced by ECO-Logical Surveys will be available in the pre construction pack.

As the school building is a confirmed bat roost, no work that could affect the bat roost is permitted by law, without the permission from Natural Resources Wales, including any works to the roof. Direct illumination of the building is also not permitted, as this could constitute disturbance.

If planning is approved, the legal owner must apply and be in possession of a European Protected Species Licence to destroy the roost, this is issued by Natural Resources Wales.

Also, due to the presence of a bat(s) within the building, no works (demolition) will be able to be advanced until mitigation measures associated with the potential loss of habitat are in place. A bat box will be erected prior to works in a suitable location by a suitably qualified ecologist. This will be used to relocate any bats found during an ecological soft strip of the building under European Protected Species Licence and prior to demolition works progressing.

It is proposed to improve conditions for roosts and nesting birds within the proposed planned works, which will help to preserve and enhance biodiversity under the Environment (Wales) Act 2016.

There was also evidence of nesting birds within the building. As a result it will be a requirement to undertake any work (if possible) outside of the bird nesting season. If works are to proceed in the nesting bird season then a suitably qualified ecologist must first inspect the building for active birds nests. No works can commence until any active birds' nests become vacant.

Netting seagulls

Bat surveys 2026

3.0 Ecology & Environmental Protection

Existing Site Habitat Plan



3.0 Ecology & Environmental Protection

Site Water & Silt

Precautions will be taken when excavating to ensure silts are not allowed to migrate to any watercourse with the site boundary.

There are no open watercourses in the immediate vicinity of the site however the existing site drainage and drainage in the surrounding area drain to the local sewer network.

Our solution for excavating of drainage and substructure ground works will be closely developed with the groundwork's specialist. Protection measures will include geo-textile silt fences as necessary around excavations to prevent migration of silts into any watercourse. Where dewatering is required a method statement will be produced on our specific dewatering solution and issued for comment and approval by key stakeholders.

A Wash Out Station shall be demarked in a central areas within the site boundary. This will be where cleaning down of plant and equipment will take place, including concrete wash out from delivery wagons, mortar wash out from silos and other applications as well as general cleaning of hand tools used within the new building.

A silt buster could be adopted (if necessary) within the site to ensure all wash out waters are fully cleaned and filtered prior to release into the surrounding environment. The silt buster will filter out contaminants from these operations and from excavations to bring the water to a suitable level for discharge.

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 the storm drain.



Fig.3.11 – Siltbuster settlement tank



Fig.3.12 – Concrete wagon cleaning

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.

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



Fig.3.13 – Local task lighting

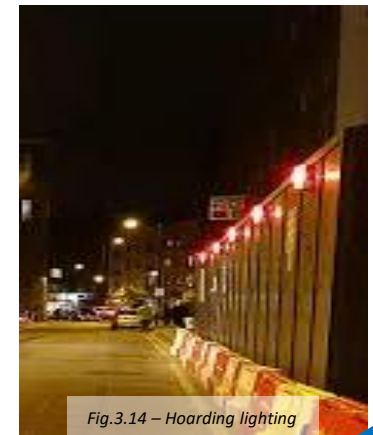


Fig.3.14 – Hoarding lighting

4.0 Site Enclosure / Offices & Operations

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 and Logistics / Traffic Management Plans.

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 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. A selection of operatives will also be trained in the refuelling of vehicles and attendance to spillage and spill procedures.

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.



Fig. 4.1 – Typical Spill Kit

Hoardings & Secure Site

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

Dedicated manned access gates will be provided off Marine drive to control vehicles and plant entering site as further explained above.

Prior to attending site, operatives will need to undertake an online Site induction using our MSite project portal, which will explain all of the Health, Safety and Environmental requirements of our site. At this stage operatives will upload their H&S competency cards for checking. Upon completion of the induction and verification of cards, the operatives will be able to gain entry through our site access turnstile – that will use face recognition linked to the operative's competency cards identification.

From our site compound / welfare area we shall provide an access turnstile that will control access to the site works and only permit entry to individuals who have been inducted and carry the correct competency (CSCS) cards.

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.

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.



Fig.4.2 – Turnstile Access

4.0 Site Enclosure / Offices & Operations

Site Compound

The Phase 1 Logistics Plan shows that we will locate our site compound (including offices and car park) along the North Western boundary of the site adjacent Marine Drive. We will provide a two storey office compound consisting of welfare facilities on the ground floor and office space on the first floor

We will generate enough room for approximately 40 cars – for staff and operatives to share, which will be located in a zone within the existing car park as the Tir Morfa centre has reduced services on the site with decant carried out. This will minimise / reduce parking on public roads around the site.

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 – with visibility of all ongoing works at all times
- 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 storage areas
- Safe and unobstructed delivery routes (controlled by Traffic Marshalls)
- Clear and designated lorry turning areas
- Adequate parking for the project team, contractors and visitors.
- Efficient 'Just In Time' delivery and material storage
- Emergency Escape routes – to designated Muster Point(s)
- Smoking Shelters (cigarettes and e-cigs)
- First Aid Points
- Eye Wash Stations

Vehicular access to the works will be via controlled gates located off Marine Drive. Pedestrian access (from our offices onto site) will be via a turnstile system – located on the fenceline segregating the welfare facilities from the site

We will construct available permanent hard standings (including roads, car parks and play areas) up to base course early within the project to help ensure clean and safe routing throughout the project build period (thereby reducing dust in this period and the transfer of clay/earth on the carriageway), with the final tarmacadam, pavings and white-lining completed just prior to handover.



4.0 Site Enclosure / Offices & Operations

Deliveries, Offloading, Lifting and Storage

The gate person within the gatehouse will be informed of all deliveries to site with deliveries booked in 48 hours in advance avoiding any periods of delivery restrictions. 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

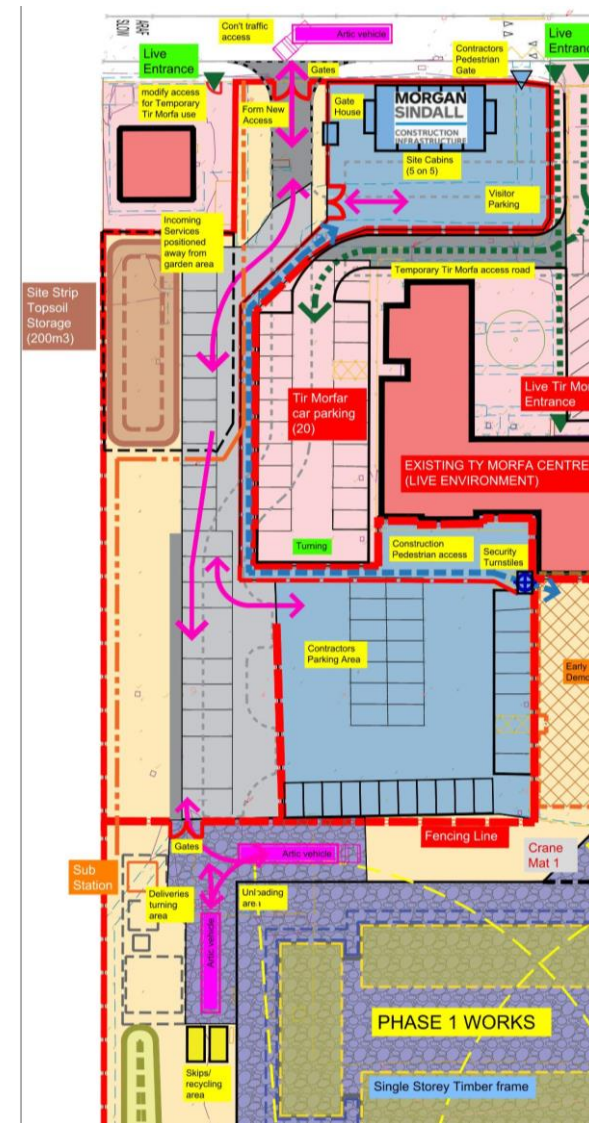


Fig.4.4 – Site materials management and waste skips compound

4.0 Site Enclosure / Offices & Operations

General Traffic and Car Park Management

As part of our Traffic Management Plan, we will provide details of all temporary signage, barriers, crossings etc., whilst communicate to all visitors via signage, notices, briefings and presentations.

Contractor parking will be limited to the designated site car park. No parking will be allowed along Marine Drive (within close proximity to the school) or other surrounding local roads. This will be written into subcontractor orders and reinforced during site inductions, briefings and pre start meetings.

Vehicle routes on site will be clearly separated from pedestrian areas with temporary Heras fencing and barriers with suitable signage.

Pedestrian Management

The site accommodation will be located on site, adjacent to the eastern boundary. All staff, operatives and visitors will sign in at the site offices before attending site. Turnstile access control will prevent unauthorised access.

Walking routes between the works and the welfare will be created and maintained and clearly signposted to limit the interaction between the workforce and moving vehicles / plant.

Separation of our construction activities from staff and pupils of the adjacent school is the key to safety of the works on the occupied site. We will ensure that all deliveries are directed through the construction access point and not via the school entrance. Pedestrian routes will be maintained to minimise disruption to the surrounding areas particularly during the early stages of the works and before completing the new accesses especially where pedestrians and vehicular movement coincide.

Highway Works (outside the compound/secure area)

Highway works including the new permanent entrance from Marine Drive will be programmed in school holiday periods to minimise disruption to the school users and general public.

The new entrance and agreed highways improvements will be complete prior to the handover of the new school to provide access off Marine Drive into the new school site.

Before these works commence we will prepare our method statements in conjunction with our subcontractors and liaise closely with the Highways department to agree programme, sequencing, protection and traffic management logistics as well as specifications and handover procedures.

Any works to the highways required under the Safer Route to Schools will be agreed with the Local Highway Authority with full engineering and method statements agreed prior to any works commencing



Fig.4.5 – Indicative new vehicle entrance off Marine Drive

5.0 Earthworks

Top Soil Storage

The site at Rhosafan is predominantly flat with no significant level change or earthworks challenges.

However, we propose to strip top soil from the southern grass fields at the start of Phase 1 works (see GREEN bordered areas opposite) for retention and use throughout the build phase (external landscaping works).

We estimate that between 1000 - 2000m³ of material could be stripped and retained and proposed to stockpile as bunds around the site for future reuse in the phased areas, as shown in brown.

This materials will have to be well managed and maintained to avoid environmental effects, such as:

- Airborne dust / pollution
- Wash off into surrounding drains / watercourses
- Attraction of vermin

We will introduce a management and maintenance regime to ensure the material is retained correctly and ready for use in the later phases. We would consider the following to help maintain:

- Covering to avoid wash off
- Sealing to assist drainage and avoid significant rainwater absorption
- Limiting maximum height of stockpiling (2m)
- Damping down in periods of dry weather



Fig.5.1 – Topsoil Strip

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.



Safety, Health and Environmental Policy Statement

Policy

Management System

Document Reference	Revision Status	Document Owner	Date	Page
MS POL 01	Rev 4a	SHE Director	June 2024	2 of 2

**MORGA
SINDALL**
CONSTRUCTION

Safety, Health, Wellbeing and Environment (SHE) policy

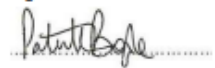
At Morgan Sindall Construction we are committed to protecting people's safety, health, wellbeing and the provision of safe and healthy working conditions. We are also committed to minimising the impact of our operations and improving the environment and the communities we work in.

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 responsible 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 and support 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, research 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 2024

