Llangatwg Community School

Demolition & Construction Environmental Management Plan

Rev 6 – 25th March 2026

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MORGAN SINDALL

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1.0 Introduction

INTRODUCTION

This method statement outlines our build proposals for the new Llangatwg Comprehensive School project located in Cadoxton, Neath, which comprises of a new school building and associated sports pitches along with Public Realm works. The works will be phased with the demolition of the existing school forming the new area for the sports pitches and running track.

Our strategy considers the site's position and sets out how we will respond to the needs of the local community and surrounding area during the construction of this key project.

PROJECT SCOPE

The project consists of the designand construction of the new school which includes:

- New 850 + 16 place learning support centre place School
- School Transport Drop-off / Pick-up area
- Staff & Visitor Car Park
- Car Drop-off / Pick-up zone
- Sports Pitches including MUGA
- Landscaping and hard surface play areas
- External Sprinkler Tanks / Bin Store
- New secure perimeter fencing
- Highway works public realm works
- New services and drainage

PURPOSE OF DOCUMENT

Set out within this document is the principal methodology we intend to implement during the construction of the new school and demolition of the existing school premises and formation of the sports pitches, in a two-phase development.

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 – Impression of New School Main Entrance

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]**

Fig.1.2 – Image of new school courtyard area

Introduction

LOCATION / NATURE OF THE SITE

The site is located adjacent to the existing school, with the existing sports fields being used as the location for the new school building. It is situated on the edge of Cadoxton, the existing site is bounded by a residential area to the West, mature woodland and hillside to the North, a few residential properties and industrial Coach Works unit to the East and Penscynor road to the South.

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 andsurroundings.

Fig.1.3 – Aerial View of School with sports pitches in the background

Fig.1.4 – Existing Grass Pitch

Fig.1.5 – Main School Area

Fig.1.6 – Rear of grass pitch & Coachworks

Fig 1.7 – Existing Culvert in School Grounds

Fig.1.8 – Example of existing building & School areas

THE EXISTING SITE & BOUNDARY

The existing school is concentrated in the lower half of the site (west), which is divided into two distinct areas divided by a purpose made bank. Several buildings form a dense campus with a mix of single, two and three storey buildings.
The existing school is built on the lower area of the site, which in turn is built over a further two main site plateaus, with further small changes of level within these two areas.
The bus drop-off and school car park is located on the lower plateaus associated with the school.
Grass playing fields are located on the upper East portion of the site with steps connecting this with the main school.
Maintenance access is located off Penscynor Road.
The School site was previously farmland, and the earliest maps here show it to the South of the Penscynor Estate. Mining works to the Hillside to the North were present until they were stripped and the area given back fully to woodland now. The coachworks to the North East Boundary is developed on the site of an old Malthouse and was redeveloped into its current form after 1935. The school buildings started to appear after 1918 and before 1935 with the distinctive courtyard block and caretaker/ schoolmasters house the first to be developed. The School gym hall building is of a similar age and remains. On the school site itself the stream is clearly visible cutting the site from North East to South West and follows a similar route to its now culverted route which was done between 1964-78. This ties into the more modern swimming pool, hall and science, technology blocks being developed on the site to increase the school's capacity and provide bigger spaces for the changing curriculum. Since then, a few buildings have been added to the Northern boundary for catering and general classrooms with more piecemeal demountable blocks spread throughout the site to cater for the changing demands of the school since the 1990s.

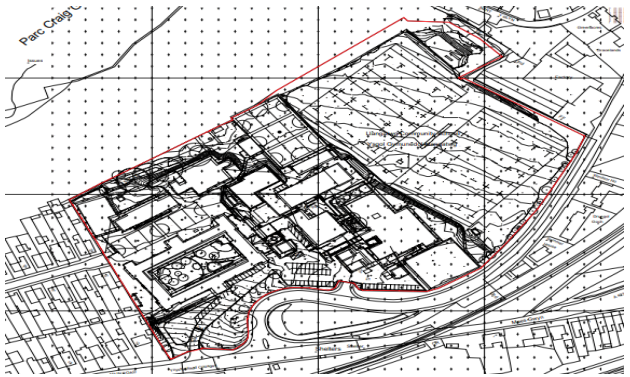


Fig.1.9 – Legal Boundary

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

Fig.1.11 – Aerial View of Site

ACCESSING THE SITE

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.

This will avoid any construction traffic minor and residential roads in the area minimising any disruption from our construction traffic.

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.

Particular attention will be given to the methodology for 'on site' controls whilst also requesting the contractor to confirm their planned deliveries a minimum of 48 hours in advance, thereby allowing controlled / timed deliveries to be made throughout the day to avoid peak periods and to ease traffic congestion locally.

During the initial first phase when sharing the same vehicle access with the school, site deliveries will not be permitted during the hours 8.30am – 9.30am and 2.30pm – 3.30pm this will only be used until the temporary/permanent new entrances are formed.

Delivery Restrictions

There will be NO deliveries in excess of 3.5 tonnes arriving or leaving the site during the following times:

08:30 -9:30am
2.30-3:30pm

Site Hours

Monday – Friday 07.00am – 6:00pm

Weekend Hours

Saturday – 8am – 1pm
Sunday - closed

Fig.1.12 – Location Map Top from M4 and bottom Merthyr A470

2.0 Project Information

PROJECT PHASING + KEY DATES

The project is principally being developed in two phases. The first phase being the construction of the new school on the existing sports pitches followed by the demolition of the existing school and formation of new sports facilities/pitches on the area vacated by the existing buildings taking approximately 124 weeks overall.

Within the two phased proposal there will be several smaller phase handovers as necessary to permit the new school to function and to provide external facilities to the school as soon as practically possible, as construction phased completion allows.

Early Phase 1 Activities (Jan 26 – Feb 26)

- Ecology- Fence off areas highlighted within the ecology Surveys including considerations for Bats as well as Tree and Hedgerow Protection, tree removals, JKN treatment & Removal
- Enabling works – Service diversions, Existing V Ditch clearance, Temporary accommodation
- Erection of heras & secure hoarding to the existing school to keep the new build works completely segregated at all times from the school's day-to-day functioning.
- Form new Site Access, access/egress road and (it is intended that this will eventually become the permanent entrance and access road to the school.)
- Install temporary de watering strategy
- Early demolition of terrapins and Caretaker house & form teacher parking

Phase 1 – New School Construction (Feb 26 – August 2027)

- Cut and fill operations
- Install new drainage and attenuation tanks
- Formation of temporary site Car Park and Contractors' Compound
- Construction of the new building and surrounding hard and soft landscaping & Sports pitch.
- Construction of new entrance and staff car park
- Construction of new external ancillary facilities

Phase 1B – Bus Bay (June 2027 – September 27)

- Remove trees and vegetation / grub up roots.
- Erect hoarding to Phase 1B area
- Break-up and cart away existing roadway, hard standings and car park
- Revise levels to suit existing highway and install drainage
- Form new coach drop-off area and highway exit
- Landscape works and planting

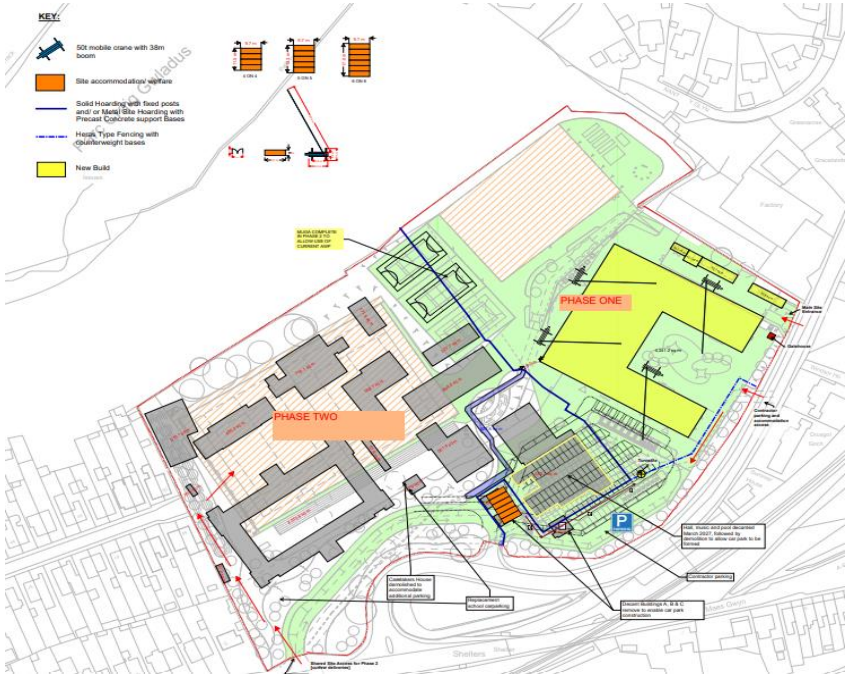


Fig.2.1 – Proposed Phasing

Phase 1A – Early Demo & Staff Car Park (March 27 – May 27)

- Isolations, service diversions & Demolitions of Pool block up the reception.
- Remove Phase 1 Contractors' Compound and relocate to Phase 1 B area.
- Re-grade ground levels, install drainage and lay car park surface
- Erect fencing/CCTV and lighting.
- Secure boundary to Phase 1B works

Phase 2 Demolition & Sports Facilities (July 27 – May 28)

- Secure site boundary
- Complete Asbestos strip and Demolition of the school
- Re-grade the levels
- Install drainage
- Completion of the sports pitches, external lighting and surrounding hard and soft landscaping
- Complete coach drop-off area

Refer to Appendix Two for detailed Phasing Plans

SITE ACCESS

Access Point onto the Site for the New School Build

We have during the tender period consulted with the local Highways Department to develop our proposal in line with their requirements. Further negotiations will be held to finalise these proposals in detail. Particular attention will now be given to providing 2.4m x 45m visibility splays for exiting the site.

This entrance/exits to the main site will be controlled by a dedicated full time gate marshal with coordinated and scheduled deliveries avoiding school 'peak' hours 8.30am – 9.30am and 2.30pm – 3.30pm. Appropriate signage will be provided to 'warn' other road users, pedestrians and cyclists.

Security

We have included monitored CCTV security cameras covering site surveillance. Only personnel inducted onto site and carrying relative ID cards will be allowed to enter through the controlled turnstile. The school staff will be given a telephone contact for non-working hours emergencies and will include the Project Director, Senior Site Manager and other appropriate staff.

Holding Area

A 'drained' hard standing holding area will be created inside the gates to avoid congestion backing on to the Penscynor Road. A wheel washing facility will be provided if deemed necessary at this exit to ensure no mud or debris is discharged onto the main highway and this will be supplemented with an intermittent road sweeping facility as required. Concrete cross-overs will be constructed at the main entrance and across the haul road (as shown opposite) providing a safe crossing zone for pedestrians and cyclists.

Delivery vehicles will drive into the site (15m Holding area off the main road to the main gates)through a set of vehicular gates off Penscynor Road where the gate person will direct the vehicles into either a holding area or to the storage yard, to be offloaded. Once the vehicle has been offloaded then it will leave site via the same haul road (two-way traffic) past the gatehouse and back onto the public road. The proposed all weather pitch to the rear of the school creates a large turning area, thereby minimising any reversing and allowing controlled unloading to occur.

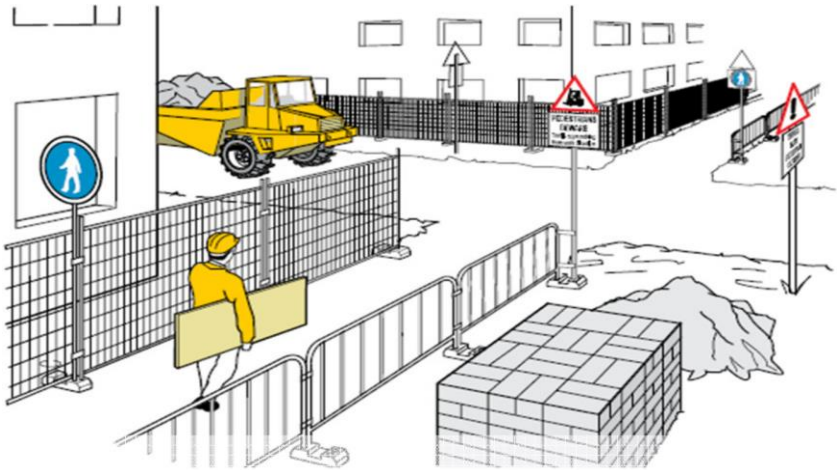


Fig.2.2 – Pedestrian Routes clearly defined

Access & Egress to the Site Compound and Welfare Facilities

Access into Site Offices and Welfare Area will be off Penscynor Road. All subcontractors will have direct accessto the Welfare facilities within the main compound from where they can enter site through the controlled entry point similar to that shown in Fig 2.3.
This will prevent unauthorised access to the site area

Fig.2.3 – Controlled Site Entry

Working Hours

Typical working hours will be as per below
The site will open from 7am to 6pm
Working hours from 8.00am to 6pm
Saturday 8am to 1 pm,
Proposed no working on Sundays or Bank Holidays. Special permissions will be requested to the LA if its is deemed to be required, if granted, letter drops to the local resident to keep then informed.

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 access roads or parking areas will be enforced. Right of way will be given to the school staff/visitors and deliveries timed to avoid peak hours between 8.30 – 9.30am and 2.30pm – 3.30pm.

Deliveries will be initially met by our 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 person, at this initial control point, will also inform the working areas of each and every arrival of a delivery before sending on whilst utilising an agreed 'holding' point in the event that it cannot be accepted at that moment in time. A clear traffic management plan will be displayed at the site entrance and other areas of the site.

We will communicate and work collaboratively with the school's appointed Site Officer to ensure ongoing site maintenance and planned construction activities are coordinated. This will be provided at a formal weekly co-ordination meeting in addition to the daily contact available with our staff.

Fig.2.4 – Gatehouse / Controlled Entry

In order to mitigate health and safety risks associated with construction vehicle movements we will regularly brief the school, on this as well as local residents to ensure our proposals are understood, particularly at Phase changes and at points where there is a direct effect on 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.

Fig.2.5 – TMP Prominently Displayed

TRAFFIC MANAGEMENT PLAN

Production of a Traffic Management Plan, detailing all aspects of construction related traffic, both vehicular and pedestrian and the impacts and risks to both site personnel and the general public will be developed and signed-off by Morgan Sindall senior management before works commence on site.

At this point we have produced a Tender Stage 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.

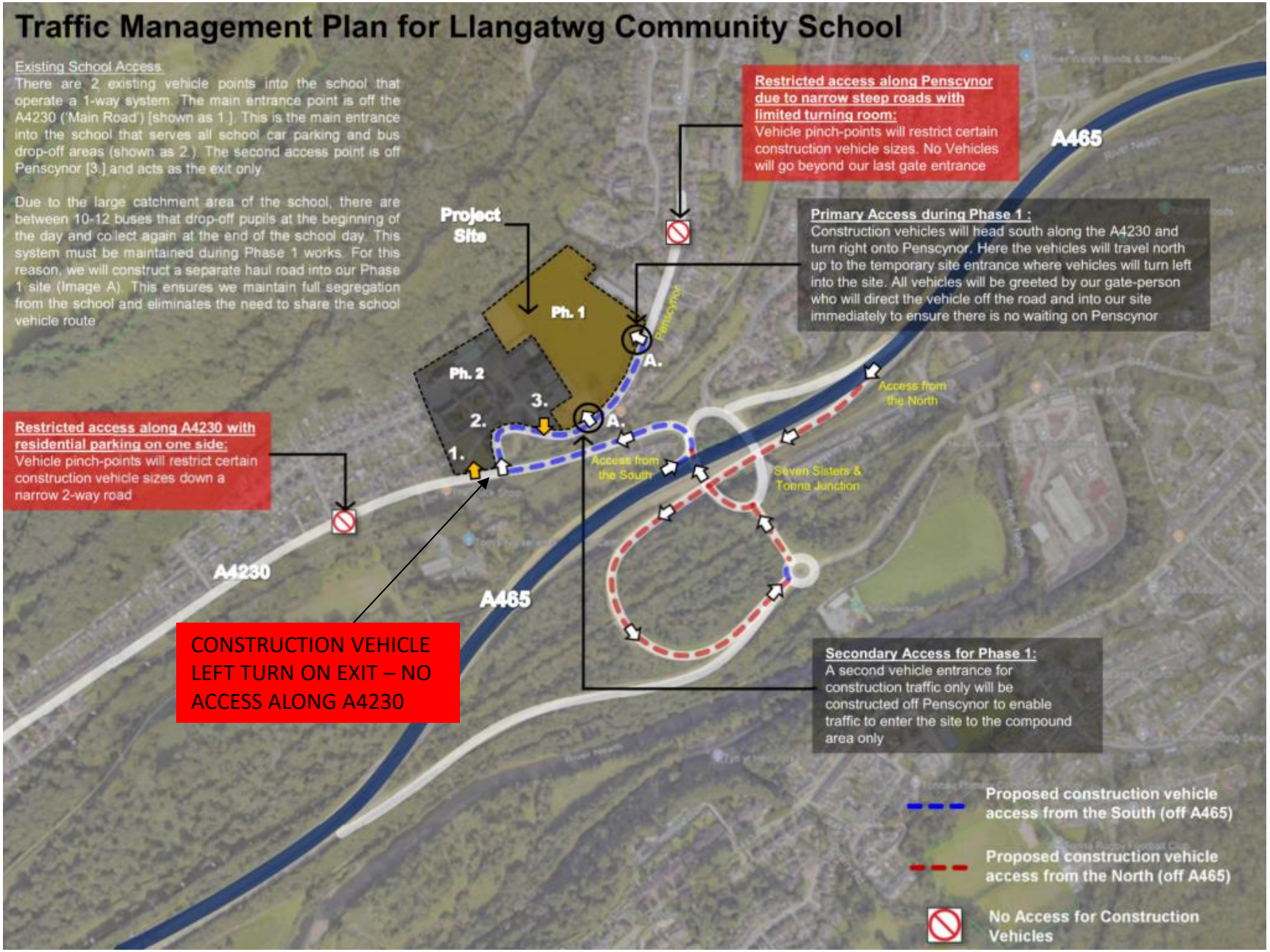
This document will remain live for the duration of the Contract, evolving when necessary to take into account changing site conditions/phases and processes.

- All deliveries will be carefully planned, managed and controlled
- The agreed routing will be implemented for the duration of project
- No deliveries in excess of 3.5 tonnes shall access or leave the site via any route during the hours of 8.30am to 9.30am and 2.30pm to 3.30pm during school term times; details for the loading and unloading of plant and materials; details for the parking of vehicles of site operatives and visitors;

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 the proposed plan currently developed and this will be further developed to provide detail in respect of traffic flows, numbers and control of traffic across the site and compound area.

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.

Llangatwg– Temporary Works Schedule (Example)

Temporary Works Schedule (TW1)

Ref. No. Cefn Saeson – TW26W007 Rev00 March2019 Page No 1 of 2 Date 19 June 2017

Contract	Cefn Saeson – TW26W007	Temporary Works Coordinator							
(a) No	(b) Description	(c) *Significant (S) / Not Significant (NS)	(d) *BS5975 Category 0 / 1 / 2 / 3	(e) Designer	(f) Design Checker	(g) Design cost	(h) Installation cost	(j) Design Received Date	(k) Scheme Planned Date
1	Crane Mat Design – Structural Light Weight Frame Erection / Roofing Material Distribution / Roof M&E Plant Distribution.	S	2	Crane provider / Baker Hicks	Baker Hicks				
2	Scaffolding General – Roof and Façade Edge Protection / Safe Access onto Roofs – Haki Towers	S	2	Scaffold designer	Baker Hicks				
3	Safety Nets – Roof Deck Installation	S	1	S/C	S/C				
4	Earth Work Support 1 - Ground Excavations / Pads & Ground beams	NS	0	Ground works S/C	Baker Hicks				
5	Earth Work Support 2 – Attenuation Tanks / Petrol Interceptor / Excavation Batters	S	1	Ground works S/C	Baker Hicks				
6	Temporary stability of the Concrete Frame during Erection – i.e. Column supports	S	1	Concrete Frame S/C	Baker Hicks				
7	Temporary stability of the Concrete Frame during Erection – i.e. Slab soffit supports	S	1	Concrete Frame S/C	Baker Hicks				
8	Temporary back propping of concrete frame elements during scaffold and loading bays erection	S	2	Scaffold designer	Baker Hicks				
9	Dewatering	S	1	Morgan Sindall / Ground worker S/C	MorganSindall				
10	Designs for Fanned Scaffold and Debris Netting	S	2	Scaffold designer	Baker Hicks				
11	Temporary access to upper floor levels / Roof level	NS	0	Scaffold designer	Baker Hicks				
12	Loading Towers for distribution of materials – Bricks / Blocks / Mortar etc.	S	1	Scaffold designer	Baker Hicks				
13	Timber Hoarding – MS Branded (check wind loadings)	S	1	Baker Hicks	Baker Hicks				
14	Metal / Heras Fencing – Ventec MS Branding - Bracing & footing design	S	1	Baker Hicks	Baker Hicks				
15	Site cabin Foundations	S	1	Baker Hicks	Baker Hicks				
16	Silo base / Turnstile Cabin base	S	1	Baker Hicks	Baker Hicks				
17	Temp electrics.	S	1	S/C	S/C	Incl. within Temp electrics schedule price			
18	Safety Nets	S	0	Roofing S/C	Roofing S/C				
19	Site Sign base / Structure design & Wind loadings	S	1	Baker Hicks	Baker Hicks				
20	Provisions for Load Testing - Lifting beams to Lift Shafts / etc.	S	1	S/C	Baker Hicks				
21	Lifting Operations of all disciplines including - Concrete pumping / Lifting operations / Materials distribution	S	2	Baker Hicks	Baker Hicks	Note: Separate brief required for concrete pumps and cranes			
22	Piling Mat – CFA piling Rig	S	2	Baker Hicks	Baker Hicks				
23	Insitu RC Walls & Foundations – Formwork Design / Concrete mix design etc.	S	2	S/C	Baker Hicks				
24	Temporary stability of Wall Reinforcement	S	2	Baker Hicks	Baker Hicks				

Fig.2.7 – Temporary Works Schedule

3.0 Ecology & Environmental 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 if deemed necessary 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 Compliants 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 site will be surrounded with solid hoarding particularly to the sides facing the school & residential areas, other areas will be heras. The solid fence will assist with construction noise transfer.

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 2pm.. There will be no construction works on Sunday's or bank holidays. We will ensure that our activities do not exceed industry standards in relation to noise and vibration levels around the perimeter of the site for the duration of our works.

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 a '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, and stations will be located in areas where our activities might cause concern to residents and the operation of the existing school if deemed necessary.
- 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 school, particularly at exam times
- Reacting quickly and positively to any complaints from nearby residents or the school.

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.

Fig.3.1 – Sound insulation bales

Controlling Vibration

We would propose to carry out vibration assessment where necessary/type of activity dependant due to the proximity of the surrounding houses and the live school being operational during our works, although we do not anticipate any of our operations will have an adverse effect, there is no piling on the project with standard pads/caps and beams there will be no significant vibration outside of the boundary lines other than from our standard construction operations.

Prior to commencement we will carry out a dilapidation survey and identify any nearby buildings that are in poor structural repair. 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.

If excessive vibration is anticipated operations, we will mitigate by alternative means such as demolition by hand, or hydro-demolition for instance. The use of slit/isolation trenches may be required for excavation works.

The cut and fill operations/foundation & drainage construction will involve large plant and substantial re-modelling of the ground and has the potential to cause vibration. While it is unlikely that this will cause damage, it may cause some nuisance to the nearby residences or school, we will however monitor this once the work starts to ensure it does not cause any undue discomfort to personnel nearby and mitigate/reduce where possible.

Fig.3.2 – 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, if required, air monitoring and adopt whatever means are appropriate to control the generation of dust on the site, especially during the main groundworks phases. Having reviewed all possible mitigation measures to reduce dust at source (eg extraction equipment) we will then introduce the following reduction measures as required for the given construction activity:

- 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 i.e. Demolition & Crushing operations
- Low speed limit in compound area
- Use of road sweepers as necessary
- Dust extraction equipment
- Water supplies with cutting equipment

Particular care to the mitigation of dust will be implemented during the cut & fill activities, namely, damping down and spraying to reduce airborne dust. This will also apply to the Early Phase 1 works of topsoil strip and road formations

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 on 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.

Fig.3.3 – Road sweeping by specialists

Road sweeping services will be employed particularly during the ground works operations. These take place at the start of Phase 1 and again at the start of Phase 2.

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 Compound 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 as a minimum 90% of waste to be recycled thereby reducing land fill.

The waste and recycling areas will be located away from the live school 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 materials will be stored in a designated area in line with the site waste management plan.
Hazardous materials will be stored in lockable skips.

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

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

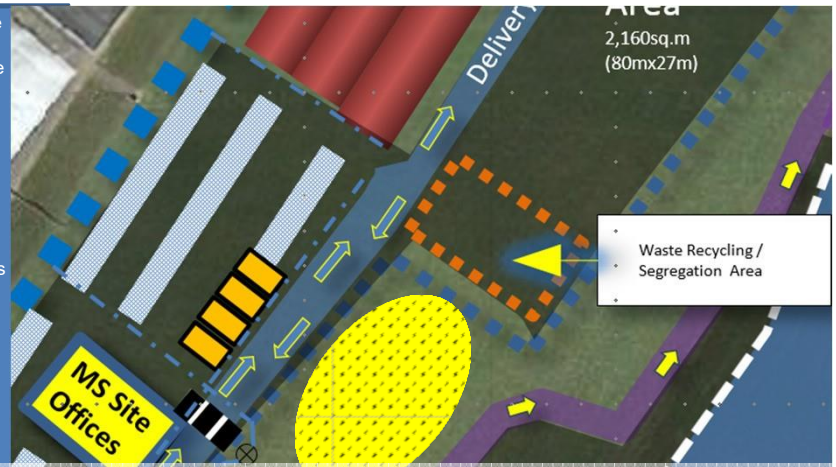


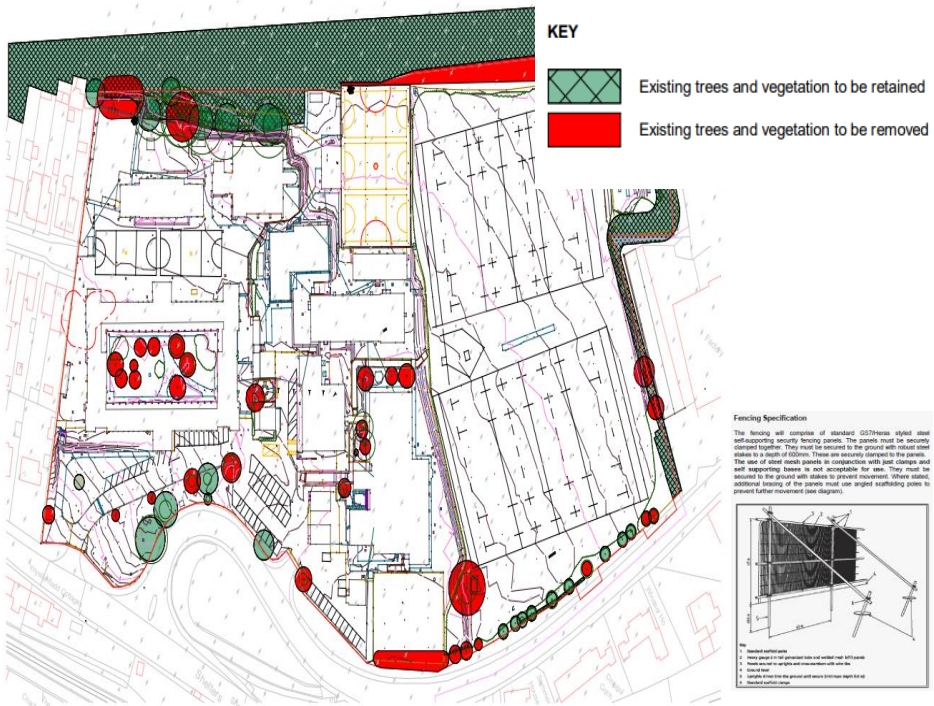
Fig.3.4 – Recycling area – waste segregation example

Fig.3.5 – Recycling skips

Ecological Protection

Morgan Sindall will undertake all measures highlighted within the ArbTS Arboricultural Impact Assessment Report with regards to Tree protection and the measures highlighted by Neath Port Talbot Ecologists in relation to bat mitigation.

All plant, machinery, tools and excavations must be kept in such a manner as to prevent mammals from becoming trapped, particularly during periods where the site is unsupervised.



Asbestos Control

A comprehensive 'R&D' asbestos survey will be carried out on the existing school once it is vacated, to determine the type and quantity of asbestos within the current buildings. Once this has been established and before any demolition works are carried out, we will employ the services of a licenced contractor to safely remove all asbestos from the school buildings.

This will be undertaken in a controlled manner and in accordance with *British Standard 8520 Equipment used in the controlled removal of asbestos containing materials* and associated industry guidelines.

This removal work will be closely monitored by Morgan Sindall to ensure strict compliance with the standards with works method statements identifying critical 'hold-points' for checks to be undertaken and verification of working practices.

The following MS procedures will be adhered to: [SH5 STD1], [SH5 GUID1], [SH5 FRM's1-6]

Run-off Pollution/Site Dewatering

Siltation and run-off can cause a nuisance and environmental problems. As part of our Environmental Management Plan, we will produce a phased stage pollution prevention plan that will be developed as we make final preparations to start on site. We will make contact with the LA/NRW to discuss our proposals.

Additionally, the site team will agree with the bricklaying subcontractor the preferred option to prevent pollution from the run-off resulting from the wet cutting of bricks and/or blocks. It is likely that we will provide:

- An impermeable membrane will provide a lining while existing pre-packaged cavity insulation bales will provide an ideal sound transmission 'wall'
- The area could also potentially be positioned between 2 containers to further control the noise generated from this activity

Existing Drainage Protection

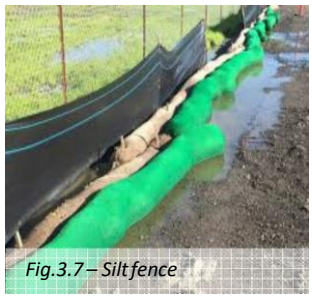


Fig.3.7 – Silt fence

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.

Fig.3.8 – MH cover

Phase 1 & 2 – Surface Water Management Plan

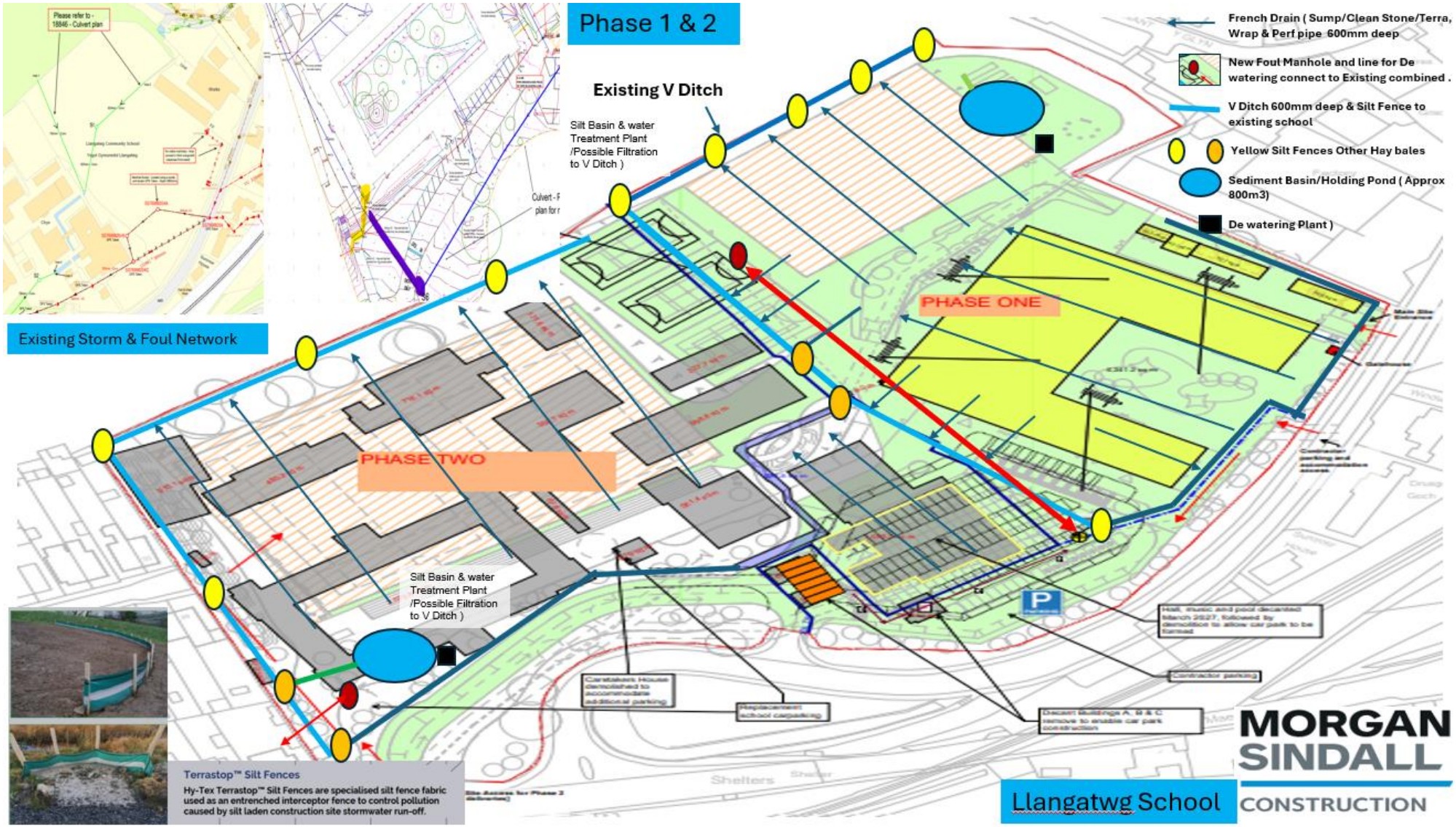


Fig – DRAFT Site Dewatering Plan phase 1 & 2

Water Treatment System

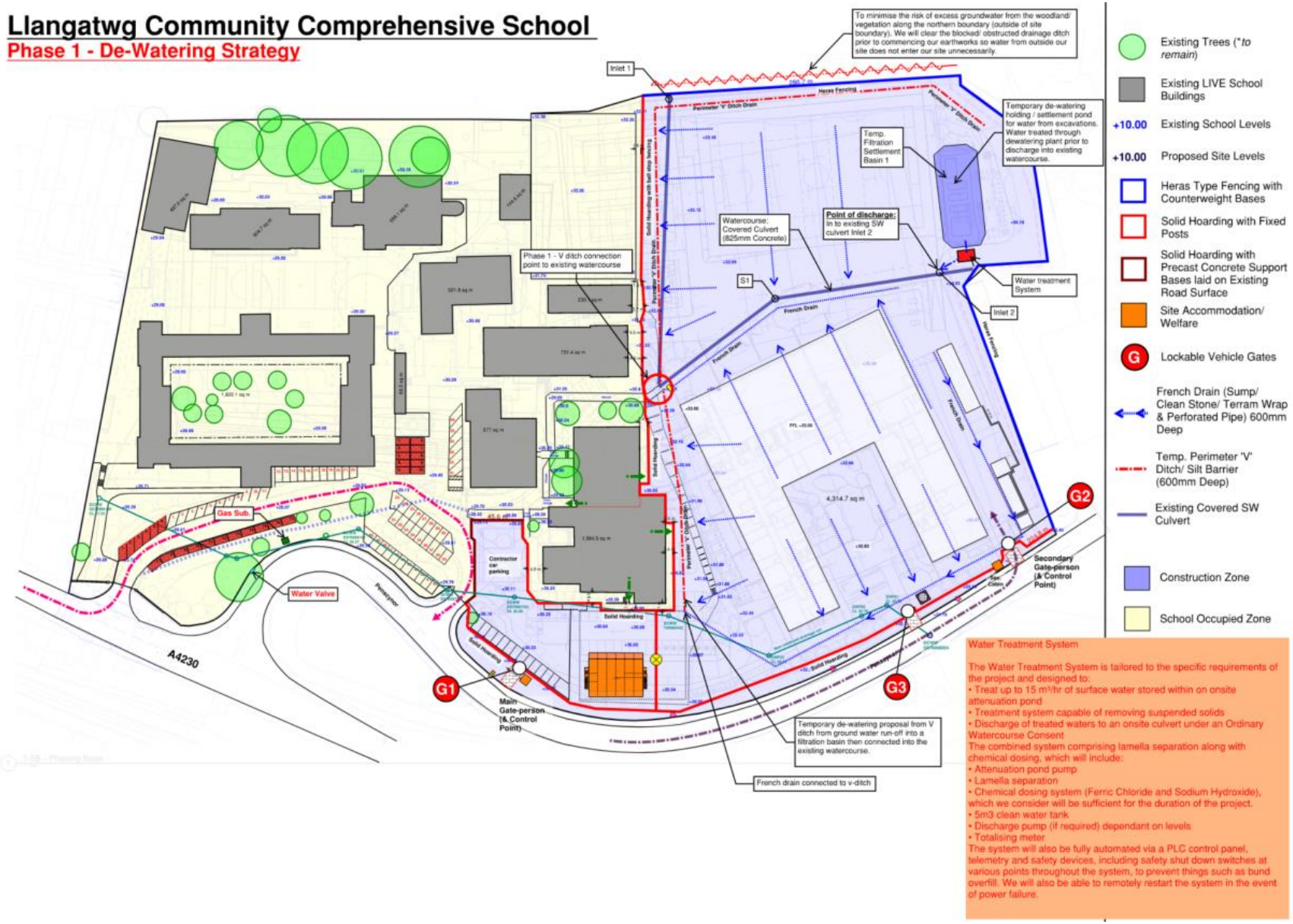


Fig.– Water Treatment System

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 existing site drainage and drainage in the surrounding area drain to the local sewer and storm network, including the existing storm culvert.
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 to control site de watering operations.
Protection measures can include geo-textile silt fences, V ditches, French drains, silt basins 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 including the LA/NRW & DCWW [if required].
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.

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 the agreed dewatering strategy with the LA/NRW with all necessary permits place.

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. 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°.
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 hoarding will be lit along Penscynor Road local to the main entrance to provide safe entry exit to/from site.

Fig.3.11 – Hoarding lighting

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

Lighting disturbance to wildlife

The site working hours for demolition or construction works shall not take place outside the hours of 08:00 – 18:00 Monday to Friday, 08:00 – 13:00 on Saturdays and no works on Sundays or Bank Holidays. When lighting is required for both safety access and task works it will be localised to the areas required and specific measures will be in place along the northern and northeastern boundaries—adjacent to the ancient woodland. Lighting will be automated for internal and external security lighting to ensure it is only activated for health and safety reasons. All permanent lighting installations will be designed to minimise impact on local wildlife, particularly around the site perimeter and adjoining areas, such as the ancient woodland.

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.
Operatives will be briefed on site-specific controls during induction and via subcontract orders. In case of a spillage, Morgan Sindall's emergency response protocol will be followed. An appointed person will handle any environmental incidents.

4.0 Site Enclosure / Offices & Operations

Compound

The scheme comprises of 2 key areas:

1. Main Site – (New School) Build area)
2. Existing School Demolition and new sports pitch area.

It is proposed that we establish our Main Temporary Site Accommodation & Welfare facilities on the existing car park which provides a central location to each area of the works and allowing completion of area. This will be moved upon completion of Phase 1 and re-established within the Phase 2 zone.

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
- Adequate parking for the project team, contractors and visitors.
- Well located eye wash stations
- Efficient 'Just In Time' delivery and material storage
- The least disruption to the live school area.

Our site compound area will comprise project offices, subcontract offices and storage ,welfare facilities, pre- assembly and, holding point – established within the site boundary. Vehicular access will be via controlled gates and pedestrian access via a turn style system – located adjacent to the main site offices allowing for passive control of the area.

We will look to construct the majority of the permanent "site road / carpark" and hard standings up to base course from the outset of the project, This will provide 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 black top, pavings and white-lining completed just prior to handover. We will double-stack the project offices / site accommodation, which will maximise space within the site compound area.

Hoardings & Secure Site

The site perimeter will be fenced with either a solid 2400mm hoarding or Heras fencing to prevent unwanted entry and to define our boundary.

We will utilise the existing school perimeter fence wherever possible and enhance this as appropriate to secure the site.

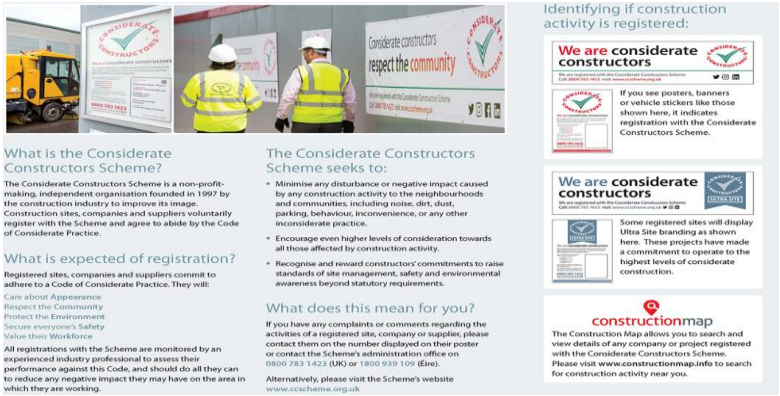
Dedicated manned and gated access and egress routes will be established to maintain and control traffic flow and security at all times. Access onto site will be dependent upon full security clearance; CSCS compliance and the receipt of site specific induction, ensuring only approved personnel have access to the working areas. All staff and operatives will be issued with an ID badge which also demonstrates attendance at the site induction.

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 Transfer: Phase 1 / Phase 2

Towards the final stages of Phase 1 we will decant our main site accommodation from its Phase 1 location into an area within Phase 2 – as shown below.

This move will free-up the final section of proposed carpark allowing its completion and handover to the school at the end of phase 1.

Due to the nature of construction works in Phase 2 only a small compound area will be required for the duration of the demolition and formation of the sports facilities.

Fig.4.2 – Two-level site accommodation

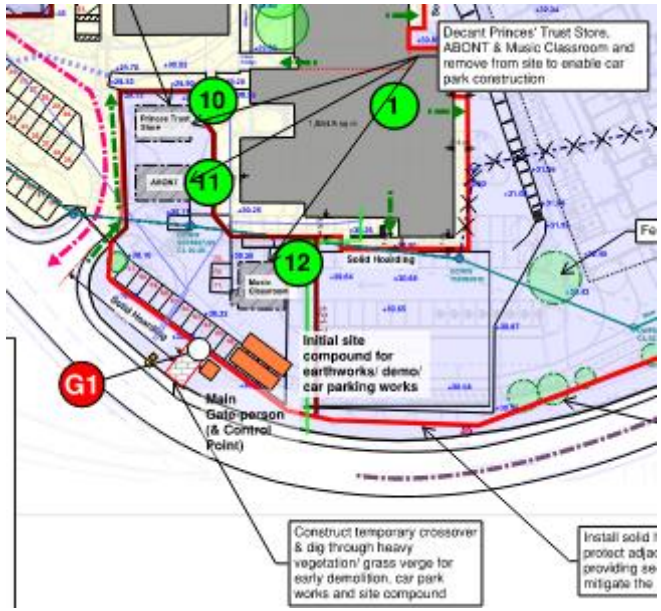


Fig.4.1 – Phase 1 compound locations

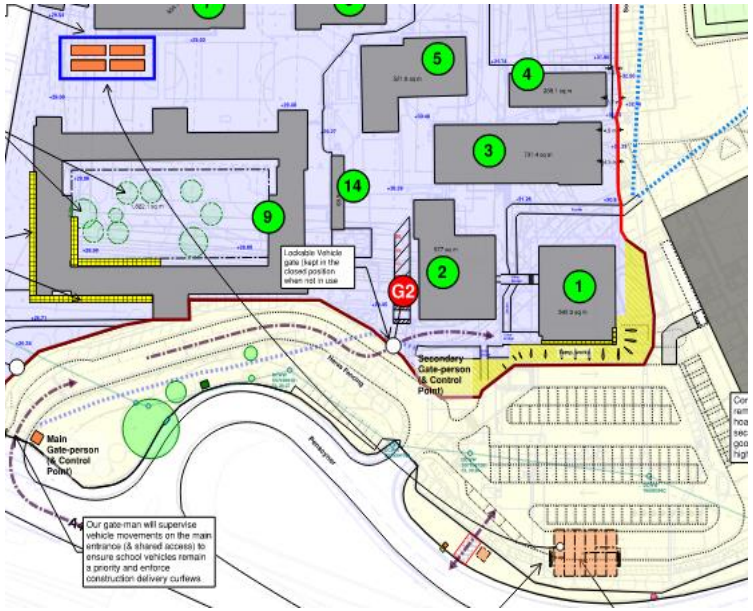


Fig.4.3 – Phase 1 and Phase 2 compound transfer

Site Enclosure / Offices & Operations

Deliveries, Offloading, Lifting and Storage

The gate person will be informed of all deliveries to site with deliveries booked in 48hours in advance avoiding the embargo periods in the Planning Consent. Two-way radios will be used, so regular communication can be kept between banksman and gateman ensuring off-loading can be managed effectively.

The site security guard will be informed of all deliveries coming to site and given the times for each delivery by our Logistics Manager. Two-way radios will be used so regular communication can be kept between banksman and gateman so off-loading can be managed effectively.

Reversing is only permitted under guidance from a trained banksman. The site compound will provide sufficient space for turning and management of delivery vehicles on the site. It can be seen that the proposed compound layout incorporates a large turning area for delivery vehicles at the northern end of the site.

Upon arrival delivery drivers will be required to sign in and be made aware of 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 site compound will provide a waiting area to ensure the access and main road is not congested.

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 e.g., hi-ab or forklift will only be permitted within the site compound and risk assessments, and method statements will be required in the form of detailed lifting plans in this event. Any slinger/signaller duties must be undertaken by a competent certified person. Our suppliers will conform to our lifting plan.

General Traffic and Car Park Management

As part of our Site Traffic Management Plan (including all works areas) we will provide details of all temporary signage, barriers, crossings etc., whilst communicate to all campus users via signage, notices, briefings and presentations.

Contractor parking will be limited to designated on site areas. No parking will be allowed within either the staff or local public areas. This will be made clear during site induction briefings and within subcontractor orders.

Pedestrian Management

The site accommodation area will be located centrally to the main works. The entrance will be via the gatehouse to the site offices. Turnstiles will be located either end of the main site entrance and separated by fencing and hoarding.

Our principal priority for our construction works is to maintain the Health and Safety of all school staff and pupils, visitors, local community and our own personnel.

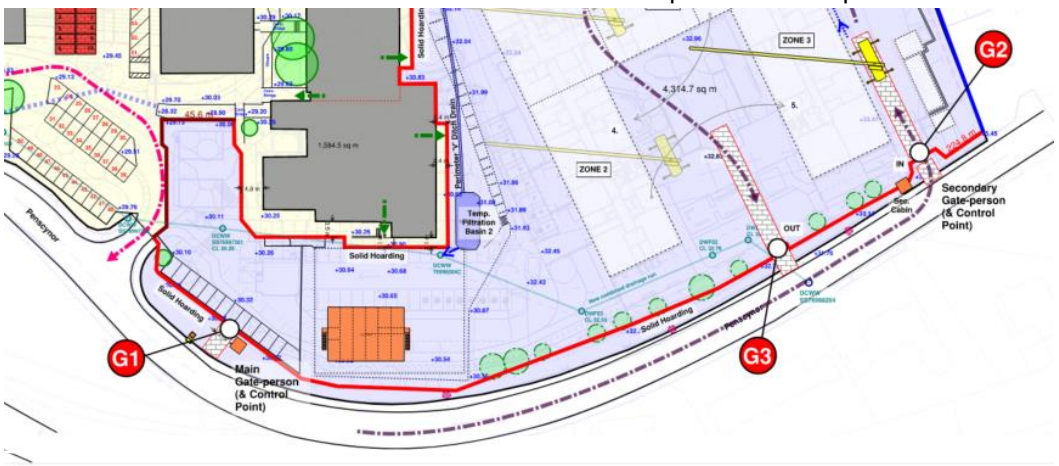
Separation of our construction activities from staff and pupils is the key to safety of the works on the occupied site. We will ensure pedestrian routes are maintained and there is minimal impact on surrounding areas particularly during the early stages of the works and before completing the new accesses especially where pedestrians and vehicular movement coincide.

Highway Works

The Highway works consist of two permanent new site entrance G2 & G3. G2 forms the service yard access and G3 the pupil access route that also fire tender access.

These access will be formed early to aid the construction phases and completed prior to the phase 1 handover of the school.

A temporary construction access is proposed to access construction car parking and site accommodation as detailed below as G1. This will be subject to a Section 50 application for a temporary entrance and fully reinstated once phase 1 is completed.



5.0 Demolition & Waste

Managing Demolitions of Existing School Premises

The 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.

Fig.5.1 – Existing school demolished in Phase 2

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 & Vibration Monitoring will be undertaken daily iif deemed necessary and action taken if the BS5228 levels are exceeded or we receive any complaints

Testing will take place below all the existing building checking for any contamination.

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

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).

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.

The waste compound will have an appropriate number of skips in order to segregate as much waste as possible to reach the target of minimum 90% 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 BREEAM process and in line with Neath Port Talbot County Borough Council targets for this scheme, as much as those set by Morgan Sindall themselves.

6.0 Earthworks

Cut & Fill Analysis

In developing this site a major emphasis has been placed on the amount of ground re-modelling necessary to maximise the use of the site and provide the most suitable range of sports facilities for the pupils, in the most cost-effective way possible as well as any flood alleviation risks.

To this end we have undertaken a number of studies to find the optimum solution in terms of cut and fill, while still maintaining a building design and aesthetic which meets the requirements and aspirations of Neath Port Talbot County Council.

Wherever possible we will take the approach of retaining material on site especially material created through the demolition of the existing school. Clearly, if material is contaminated and it cannot be remediated on site, then it will have to be removed by a licensed contractor to a licensed tip.

Shown opposite is a print-out from the computer analysis carried out to establish the quantum of cut & fill necessary. While this is still being developed the overall principle will remain to keep as much material on site as possible and reduce the quantity of fill required.

A detailed MMP will be produced throughout the project to show the material movements and usage, this will include top soil, as dug materials and demolition materials..

SURFACE LEVEL DATA

NUMBER	MINIMUM LEVEL	MAXIMUM LEVEL	COLOUR	AREA
1	-2.50	-2.00		2.692m2
2	-2.00	-1.50		153.985m2
3	-1.50	-1.00		2622.087m2
4	-1.00	-0.50		3352.828m2
5	-0.50	0.00		10813.632m2
6	0.00	0.50		17167.019m2
7	0.50	1.00		6504.721m2
8	1.00	1.50		2985.319m2
9	1.50	2.00		138.521m2
10	2.00	2.50		19.340m2

Fig.6.1 – Cut & fill analysis

7.0 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.

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

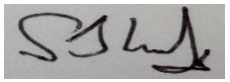
We will carry out neighbour consultation by means of monthly newsletter and open-evenings (subject to agreement with the NPTCBC client) .

Responsible Person

Morgan Sindall contact details during working hours – Head office - 02920811398

Morgan Sindall Project Director – Steve Langford –

Steve.Langford@morgansindall.com - 07966 411978



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

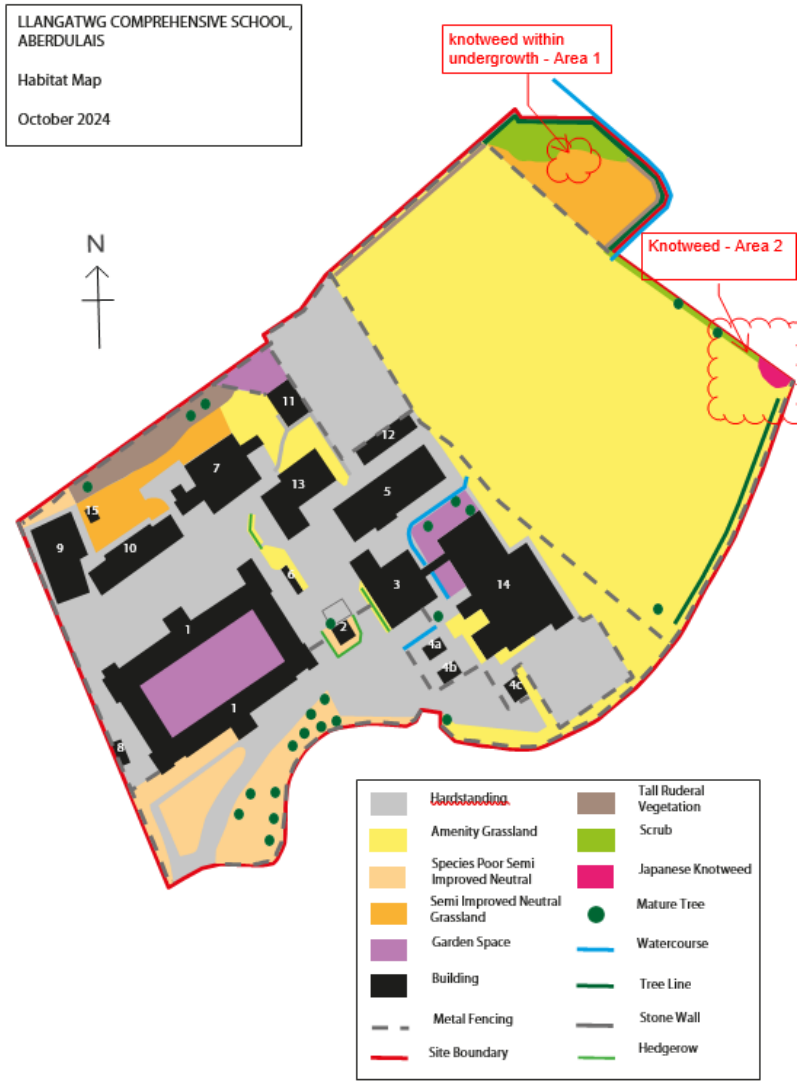
June 2021

MORGAN SINDALL CONSTRUCTION

Appendix One - Invasive Non Native Species Action Plan

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

Existing Site Habitat Plan



Actions/Proposals

Two areas of Japanese Knotweed have been identified on site as indicated in the below drawing, Both areas will be treated by either dig and remove from site. All works will be carried out by a licenced knotweed specialist.

The presence of any additional areas of invasive non-native plant species (INNS) in or adjacent to the work area will be reported to our Project Ecologist, and area isolated to avoid any such plant material being spread.

MORGAN SINDALL CONSTRUCTION

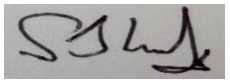
Appendix Two - Phasing Plans [separate document]

CEMP Authorisation - Project Lead

CEMP Plan Authorisation

This plan has been written and collated by the Project Lead - Steve Langford. He ultimately has overall responsibility for the Project and has full authorisation to implement this plan in fullness.

Project Lead

Morgan Sindall Project Director – Steve Langford 

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