Plan Status:		Preconstruction Stage	X	Construction / Operational Stage
Revision Ref:	B	Revision Details:	*Updated to include comments received from Highways*	

INTRODUCTION:

This Construction and Environmental Management Plan (CEMP) has been prepared to support the Planning Application for this project and address the potential environmental impacts that may arise from the demolition and construction works at Ysgol Gynradd Gymraeg Tregeles. The actions set out in this CEMP are intended to act as a guide and a tool for anticipating, recording and managing any impacts that arise. This also acts as a reference document to relevant Risk Assessments, Method Statements and other appropriate documentation.

Knox and Wells have a proven track record of working in residential areas and in live school environments. All works will be planned and executed in a professional manner in accordance with industry standards and guidelines. The safety of all site users and those in the vicinity (Children, staff, surrounding residents and members of the general public) will always be a priority.

PROJECT DETAILS & GENERAL CONTROL ARRANGEMENTS

Neath Port Talbot County Council have engaged Knox & Wells as Principal Contractor for the demolition, and extension of Ysgol Gynradd Gymraeg Tregeles, 39 St. Johns Terrace, Neath Abby, Neath, SA10 7ND.

The existing school is to remain live throughout the project duration, and this will inc. Gofal Plant Tregeles Ltd operating within the existing school buildings, providing a holiday childcare club during half-terms.

Phase 1 Possession of the site (in part) will pass to Knox & Wells in July 2026 to enable the demolition of the rear block and some associated walls and structures. The demolition works duration is approximately 6 weeks, starting 20th July 2026.

Phase 2 Provision of a temporary classroom (which will proceed alongside phase 1) for years 3 & 4 (approximately 15 pupils) and separate temporary staff room, both are required to be operationally ready for 1st September 2026

Phase 3 Construction of a new school block to the North and North, East of the existing school building, which includes the provision of a Lobby, school hall, five classrooms, two group rooms, staff room, head teachers room, plant room, server room, hygiene room, accessible toilet, year 2 pupils w/c's, male and female pupils w/c's, store room, a cleaners store and circulation space. The following works are considered. as follows:

1. Siting and subsequent removal of a temporary steel container to be utilised as a temporary staff room.
2. Installation and subsequent removal of a demountable classroom including access path.
3. Tree/root protection fencing.
4. Demolition of existing building and removal of demolition material to licenced waste receiver.
5. Excavations of foundations, attenuation crates, drainage and utility service runs (and cart away of arisings).
6. Concreting of foundations and floor slab.
7. Construction of retaining wall.
8. Construction of the new steel frame structure.
9. Construction of new building envelope, including facing brickwork, rainscreen cladding etc.
10. Installation of partial green/bio solar flat roof.
11. Installation of standing seam pitched roof.
12. Internal first fix Partitions and M&E
13. Installation of new drainage, including below ground attenuation crates, a rain garden and a rainwater harvesting tank.
14. A sprinkler, hydrant tank and pump house structure with adjoining bin store
15. Utility services into the existing (remaining) school building will be retained and the new and temporary buildings will be branch fed via trenches. A ASHP will be installed to provide heating and cooling to the new school building.
16. Second fix internal works to finish.
17. Fencing and gates
18. Landscaping (hard and soft)

19. Installation and removal of all associated temporary works for the above, including temporary roadways, hoardings, scaffolding and formwork.

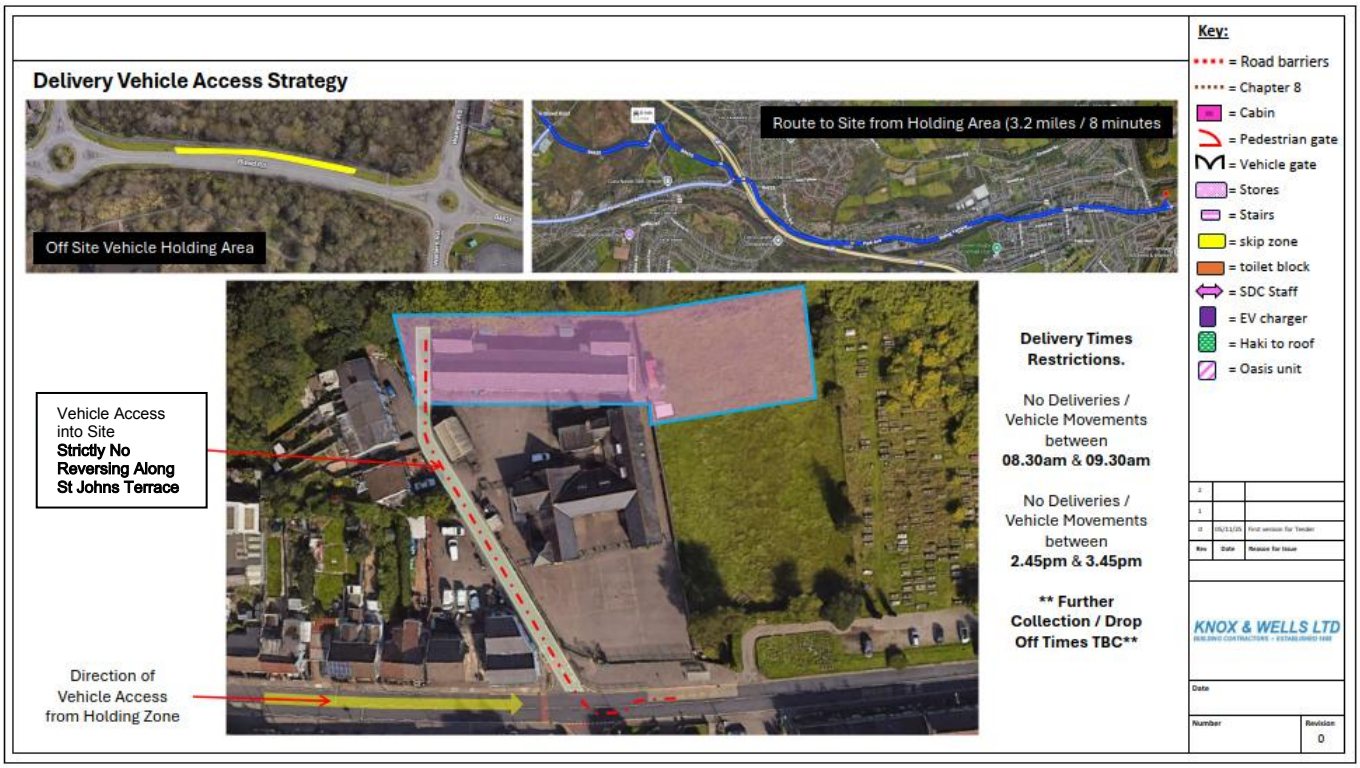
The route to the site is via New Rd A4230 (the main road running between Neath Abby to the East and Skewen to the West) shown on the following satellite image. Access to the site is off St. Johns Terrace utilising the existing, secure gated entrance (adapted for the purpose of the contract to accept larger, ridged wagon deliveries/removals).

All large delivery/cart away vehicles will enter and exit the site under control of a banksman. 'PEDESTRIANS - SLOW' signs will be installed at the site entrance/exit. Due to the high concentration of vehicles during drop off and collection times deliveries will be coordinated to avoid these times. Monday to Friday deliveries will not be allowed between 8:00-9:30 and 14:30-16.00 Saturdays, before 8:00 and after 13:00 and no deliveries on a Sunday.

All delivery drivers will be given site contact details to call ahead so the site can be ready to receive them – avoiding any "stacking" of vehicles on New Rd and/or St Johns Terrace. To aid with this, a designated holding point has been established 3.2 miles away on Blawd Rd (see Delivery access strategy below).

Temporary signage will be installed at key locations along St Johns Terrace, including at both approaches to the works area, to clearly warn road users of the presence of children and the need to reduce vehicle speeds. Signage locations will be selected to maximise visibility and provide adequate advance notice to drivers entering the area. The signs will be inspected and maintained throughout the duration of the works to ensure they remain clearly visible and effective.

These requirements will also be reinforced during pre-let meetings with site personnel and communicated within purchase orders issued to material suppliers and delivery contractors, ensuring that all parties accessing the site are aware of the need to exercise caution and adhere to reduced speeds when travelling through the area.



Knox & Wells will manage the site with a full time Site Manager (Gareth Morris), supported by the Head Office team.

A site compound enclosing site office, canteen/drying room, storage container and toilets will be set up on the hardstanding area/part oversite of the completed demolition in the North West corner of the site.

There will be limited parking available on site for operatives, who will be encouraged to car share to avoid nuisance parking in the neighbourhood. Priority access will be given to company vans to allow close offloading of tools, equipment or materials.

CONSTRUCTION METHOD STATEMENT

This Construction Method Statement shall highlight the construction elements anticipated to have the biggest impact on the local and wider environment. We foresee those activities as being the demolition, groundworks, steel frame erection, external envelope, internal partitioning and fitout along with hard and soft landscaping. The method statement will therefore lay out the measures expected of the project team and supply chain to minimise the environmental impacts arising from those construction elements.
The following Environmental Management Plan will then set out the specific measures anticipated to eliminate, reduce, control and monitor the impacts on the environment during the construction phase. It will do this by focusing on:

- Protection of Landscaped areas
- Pollution Control
- Water and Effluent Control
- Waste Management
- Human Health
- Operational Appearance
- Nuisance
- Transport
- Reinstatement of Landscaped areas
- Ecology

1. Demolition Phase

Demolition of the rear block will take place during the school summer holidays (late July and August 2026).
An asbestos demolition survey has been carried out on 01/04/2026 which has identified some low risk (score 2) Bitumen adhesives related to flooring which contains Chrysolite. These identified materials will be removed by an approved, specialist contractor prior to demolition fir works taking place.

Bat surveys on the building proposed for demolition were undertaken by the Countryside and Wildlife Team, NPT Wildlife in 2025. No bats were observed emerging, indicating that the structure is not being used as a roost.

1. All services to and from the building will be identified and isolated ahead of any demolition works. The drainage is to be flushed through prior to capping off within the associated downstream manhole (outside of the demolition area).
2. Gully filter sacks will be installed into any nearby gully's that will likely encounter contaminated runoff water from the demolition and wash down areas.
3. To prevent machine tracking and damage, limit site sprawl, contain and segregate the works, the working area will be fenced off with open mesh heras fencing.
4. Plant and pedestrians will be segregated using highly visible barriers, delineating clear walkways and crossing points.
5. Demolition material is to be removed from site in 40-yard roll on, roll off skips to a licenced receiver.
6. Further site investigation testing in relation to contamination below the demolished structure will be employed as soon as safe access can be established.

A specialist method statement and risk assessment for the demolition works will be required and approved by the site manager pre-commencement. This will be fully adhered to and reviewed/revised should any circumstances change during the operation. Dust and noise levels will be controlled and monitored throughout.

It is anticipated that demolition arisings will be removed using vehicles up to 5m in length, with a carrying capacity of 20 tonnes. During peak operations, approximately 4–6 vehicle movements per day are expected to and from the site

Working hours will be restricted 7:30 - 6:00 Monday to Friday and 7:30 – 16:00 on Saturday. Sunday working will only take place with the express and prior permission of NPTCC and with close liaison with neighbours if required.

2. Site Set up Phase

The site set up phase of the project will take place on a mix of existing paved area at the N, W corner of the site and will expand onto the demolition area once levelled and civilised. Welfare foul drainage connection will be made to an existing combined sewer MH in the N, W corner and licence for this will be in place ahead of the connection being made. Following percolation testing, if viable the site compound area will be bunded and surface water will be directed into a suitably sized, temporary soakaway. This being for the purpose of freeing up capacity within the existing combined drainage during this construction phase.
Vehicle deliveries and cart away wagons will run on the existing hard standing with the aim to avoid contaminating the highway with muck. The hard standing is to be dry cleaned on a regular basis to ensure the effectiveness of this strategy.
It is anticipated that a dewatering, pumping and filtration system will be required during the ground works operation and so provision of this will be considered during the site set up.

1. Initial set up of tree protection fencing- this is to be set out and signed off by project arborist (ArbTS).
2. To prevent machine tracking and damage, limit site sprawl, contain and segregate the works, the working area will be fenced off with open mesh heras fencing.
3. The existing grassed area will be carefully excavated and carted away.
4. Hard materials for re-cycling will be stockpiled for cart away. Loose or light materials will be placed in skips. Skips will be netted to prevent windblown debris.

Ecology

The following conservation sites, habitats and species (receptors) have been evaluated as being subject to potential adverse effects in the absence of mitigation.

- Nesting birds
- Foraging bats
- Invertebrates
- Category B Trees, considered desirable for retention
- Japanese knotweed
- Small to medium sized mammals

lighting will meet the recommendations in the BCT Guidance Note 08/23 Bats
and Artificial Lighting at Night.
Construction task lighting will be reviewed and adapted wherever possible (such as ensuring lux levels below 2700K).
The external lighting will be placed on a timer and motion activated.
Sensitive lighting will reduce any negative impacts to nocturnal wildlife which use the area.
During nesting seasons and if necessary, an ecologist will be employed to conduct surveys of adjacent trees and scrub with the objective of preventing any disturbance occurring due to construction activities.
A root protection zone (RPZ) will be implemented around any retained trees which lie within
or adjacent to the boundary of the proposed development site. These RPZ's will be clearly marked and fenced off during the construction phase.

Any excavations that have a depth, in excess of 0.5 m, and that are protected but left open overnight will have a means of escape left for any mammals (e.g. hedgehog) that may fall into them. A wooden board or equivalent will be left from the bottom to the top of the hole at an angle no steeper than 45 degrees.
A buffer zone will be established between the development area and the Japanese knotweed stands located outside of the site, adjacent to the northeast corner. This buffer will reduce the risk of accidental disturbance or spread of the species during construction works. The buffer zone must be clearly marked on site plans and again will be physically separated from construction activities using heras fencing.
There will be several ecological enhancements made, including - bird boxes, bat boxes, soft landscaping including further tree and hedgerow introduction. The conclusions and recommendations identified within the site assessment survey 13/03/2026 by EcoLogical Services Ltd will be implemented where and when necessary during demolition/construction under the control of the Site Manager (Jamie Strong) aided by further employed services from Ecological Services ltd.

3. Ground works (Substructure Phase)

The groundworks for the new school building, connected services and associated new structures.

The groundworks will involve the following elements that will require close control and monitoring,

- Identification of existing services - to be isolated/capped
- Excavations and excavations close to root protection areas
- Control of groundwater infiltration
- Removal of spoil to off-site location
- Concrete Pours

The **Substructure Phase** has the potential to create the listed environmental aspects, requiring the stated controls for impact mitigation: -

- Noise – Well maintained machines, compliance with permitted working hours.
- Increased emissions – Well maintained machines, including cart away wagons and concrete deliveries.
- Dust will be suppressed by fine spraying/damping down.
- Traffic congestion – it is not possible for the site to accommodate more than one large vehicle at a time. It is key that the traffic management plan is distributed, understood and adhered to by all parties concerned. Careful scheduling followed by excellent communication between gate house and holding point is essential and will be monitored and reviewed regularly. Local suppliers for bulk orders such as ready-mix concrete will be sourced to ensure the fast turnaround of a limited number of wagons as opposed to supplying via a convoy of vehicles.
- Mud on roads – The intent is to run vehicles from a clean hardstanding area which will be dry/damp cleaned as opposed to hosed down/jet washed. This will require regular inspection and review. A road sweeper will be employed and scheduled in for regular visits to help maintain this strategy.
- Contamination - Protection of local drainage will be employed in the form of gully filters regarding run off and a silt socks or silt buster with regards to dewatering of excavations.
- Oil and other contaminants – vehicles and plant will be well maintained and parked on drip trays when out of use.
- Full bousers will be double skinned and sited appropriately, 10m + away from both any existing or proposed open drainage and any existing, occupied building. This will be sited predominantly within the footprint of the demolished building and sat within a secondary bund that is suitably sized and drained to prevent flooding but instantly plugged to prevent escape during a spill (plug to be chained to bund to prevent it going missing). During the demolition of the main building, it will be sited beneath the canopy of the existing carport structure over a suitably sized drip tray.
- A spill kit of sufficient size will be held on site at all times to cover the item of plant with the largest volume of hydraulic oil. A 'Spill procedure' will be in place and briefed as a Toolbox talk to operatives and drivers.
- A proprietary system such as BlueRinse, heavy duty, self-dosing Nappy Sacks will be employed for Concrete washout. And will be suitably placed within a frame to ensure its effectiveness in filtering and reducing the pH value to an acceptable level (from 12-13 down to 6-9)
- Regular inspections will be undertaken by the Site Management, and an Environmental audit will be carried out monthly by Knox & Wells Environmental Manager.

4. Steel frame & Cladding (Superstructure Phase)

The new building consists of a new steel frame, standing seam and hot melt roofs, facing brickwork and rainscreen cladding. The works will require crane lifts, pre-arranged rigid lorry deliveries and access for operatives to work safely at height. The works will be constructed close to the existing building's footprint.

The **Superstructure Phase** will involve the following elements that will require close control and monitoring,

- Rigid lorry deliveries
- Crane lifts
- Mobile elevated working platform (MEWP) movements
- Bolting together steel members using impact wrenches
- Cutting & welding
- Ready mixed mortar and concrete deliveries

The **Superstructure Phase** has the potential to create the listed environmental aspects, requiring the stated controls for impact mitigation: -

- Noise – Well maintained machines, compliance with permitted working hours.
- Increased emissions – Well maintained machines, including cart away wagons and concrete deliveries.
- Traffic congestion – Crane lifts and large material deliveries. We will ensure effective traffic management in and out of St Johns Terrace with a weekly look ahead to coordinate large or a lengthy sequence of deliveries with the Gate security. During crane lifts, a pre-agreed lift plan will be agreed with the supplier to ensure the activity continues

unhindered without delay.

- Windblown debris – packaging, insulation – good housekeeping, prompt disposal of waste in covered skips. Skips will be located within the site compound (site of the demolished building).

ENVIRONMENTAL CONTROLS

ENVIRONMENTAL POLICY:

This Project will operate under the principles of the Knox & Wells ISO 14001 Environmental Policy which is displayed on site notice boards.
This primarily focuses on recognising that in our day-to-day operations we inevitably impact on the environment in several ways and are committed to reduce that impact through continual improvement in our environmental performance.

ENVIRONMENTAL MANAGEMENT SYSTEM:

Knox & Wells Environmental Management System is part of the company's Integrated Management System and adheres to the principles of ISO 14001:2015

Knox & Wells accepts and acknowledges its obligations and responsibilities under current environmental legislation, regulations and guidance relevant to the industry sector in which it operates, including any site-specific additional client / contract requirements, codes of practice, or planning conditions that may be applicable.

CONTRACT SPECIFIC ENVIRONMENTAL ASPECTS & IMPACTS:

Prior to commencing work on site, site specific Environmental Risk Assessments are carried out to identify significant aspects and impacts and to identify mitigation requirements to reduce the environmental impacts. However, the primary environmental risks for the YGG Tregeles project are as listed below, with the site set up and substructures phase expected to be the most environmentally challenging activity (Please note the Projects Aspects & Impacts Register is retained and monitored on site within Section 19 of our Construction Phase Health, Safety & Environmental Management Plan).

- Site sprawl and machine movements causing damage to the mature landscaping within the site and on its perimeter.
- Dewatering of excavations/safe discharge of the ground water into the existing, combined sewer system.
- Particle release during construction, controlling dust through dampening to subdue dust release, ensuring workforce and surrounding community and businesses are not adversely affected.
- Containment of fuels and oils from machines working on demolition, escape into local drainage systems or onto surrounding footpaths. NOTE: Historical drainage systems may discharge into local watercourses without treatment.
- Reduction of emission from machines working during the construction.
- Management of construction waste in a controlled manner to avoid build-up of waste occurs during the project.
- Control of noise and vibration during the project to limit the impact on the live school, surrounding businesses and local community.
- Risk to human health is to be monitored by further testing for ground contaminates once demolition enables safe access below its footprint. Toolbox talks to workers to advise on personal hygiene and PPE along with the provision of suitable welfare facilities.

SUMMARY OF ENVIRONMENTAL CONTROLS REQUIRED:

1. Pollution Prevention:

The location and environment of YGG Tregeles means effective pollutant prevention measures will be necessary to minimise impact on the local community, and the school users. These measures can include the following,

- Full segregation of the site and its working areas with heras fencing.
- Store drums and other containers within bunded areas and / or over drip trays.
- Use of drip trays under mobile plant equipment and at refuelling area situated on site.
- Storage vessels and equipment will be located as far from access routes as possible in a bunded area where the refuelling area will also be located. Identify and protect drainage in this area.
- Appointed member of subcontractor team to supervise refuelling activities and to monitor correct disposal of fuel in drip trays following re-fuelling.
- Proper maintenance of all plant equipment, pipe work, discharge valves, contents gauges etc through routine daily checks by the Groundworks and Steel contractors.
- Fitting of pollution abatement equipment such as exhausts.
- Ensuring all containers are fully labelled with contents, maximum volume and appropriate hazard warnings. (COSHH data is required for all Hazardous substances on site).
- Ensure appropriate pollution spill response and clean up equipment is readily available with each contractor (Demo, Groundworks and Steel workers) and ensuring personnel are adequately trained in its use and disposal in the event of a leak or spillage.
- Monitor suitability of pollution prevention measures as site works progress through regular inspections/audits and practice drills.
- Dealing with groundwater in a responsible way, ensuring discharge is filtered and a discharge licence is in place.

Effects are generally short-term, although may have longer-term implications if habitats are significantly damaged.

2. Water & Effluent Control:

The YGG Tregeles project will seek to minimise the impact on, and maximise protection of, sensitive targets such as the local Rivers, by means of,

- Attempting to identify all pollution sources and pathways i.e. existing and historical drainage systems within the building and around the site.
- Protection of these systems and potential routes but sealing off unused site drainage systems within the site boundary, and temporary protection when required to those on the surround pathways and roads.
- Establish temporary site drainage systems to collect run off from site activities such as dampening down during the demolition stage and concrete run off during the substructures.
- Groundworks contractor will establish appropriate concrete washout facilities or negotiate with concrete supplier for take-back of washout if possible. However, on such a logistically tight site it is unlikely the wash out facility (most likely to be lined skips) will be able to be positioned away from localised drainage.
    - During the later mechanical commissioning phases NRW discharge licenses will be sought for chemical discharge if required.

Based on the SI, the ground water is likely to cause issue during most of the excavation works. Effects of rainfall are usually only temporary, with minimal impact if correctly controlled. Rainfall will obviously increase the volume of water to be pumped out of excavations and so this will be considered when sizing the pump.
Generally, only an issue during heavy or prolonged precipitation (rainfall, snowing etc.) and during discharging operations. Effects are usually only temporary, with minimal impact if correctly controlled. Longer-term effects may occur due to poor discharge controls or bioaccumulation of released contaminants.
Water usage Effects are generally short term.

3. Waste Management:

The project requirements, location and environment surrounding the YGG Tregeles site will require efficient waste management techniques to enable the site to operate effectively, these will include,

- Good housekeeping measures e.g. proper storage of materials to minimise spoilage and regular disposal of waste to skip areas.
- Monitor the generation of waste with trades to identify trends and demand for future works.
- Identify recyclable and salvageable materials and where feasible find secondary or alternative uses
- Segregation of waste is unlikely to be an option on the site due to the logistic and space restrictions. For the same reason the mixed skips will be for 'site wide' use in lieu of trade specific skips. Special wastes will have to be segregated i.e. plasterboard.
- Work with suppliers / subcontractors to use 'Just-In-Time' delivery techniques where possible to reduce the amount of packaging to be disposed of at any one time.
- Work with suppliers to ensure only the necessary minimum of packaging is used, and where possible delivery vehicles take waste away from site also.

The project will generate some 'Special Waste'. The project team will exercise particularly close control of those aspects through the careful selection of the specialist removal contractors, thorough planning of the activities, close monitoring of the works and the resulting waste transfer process.

The activities with the greatest impact on YGG Tregeles waste management are highlighted below,

- Anticipated highest volume of special waste –
    - Asbestos Removal
    - Concrete Pours – Wash out into lined skips
    - Drylining - Anticipated unusable off-cuts only and segregated from general waste
    - Decoration - Residue in paint tins disposed by decorating contractor.
- Anticipated peak period for mixed waste skips – Internal fit out – First and Second fix M&E and Joinery and flooring.
- External licensed waste – Mechanical commissioning may require some flushing (To be confirmed)– If required an NRW discharge licence will be obtained.

Waste generation only occurs during operational work, but the effects are long term.

4. Operational Appearance:

YGG Tregeles is situated off a main road, however the site entrance is off a no through road (St Johns Terrace) at the rear of the existing school. Most of the work will take place to the North/ Northeast of the existing school site which is flanked by a railway embankment and a graveyard. The visual appearance of the site is generally well hidden by the existing hedgerow but will be well observed by the attending children and staff of the school. The following measures will be put into place to ensure the visual impact is minimised.

- Where permitted, erect corporate signage and clear contact details for the project. The site office and welfare will be located within the site compound with a dedicated pedestrian access.

Existing gated access to YGG Tregeles

K&W Example

- The working zone will be segregated and secured using a mix of solid, decorated hoarding and heras fencing to limit site sprawl, demark TPZ's and prevent access to the children/general public.
- Ensure the site offices, site compound and operational work areas will be kept as tidy as practicable and monitored daily for cleanliness.
- Ensure the site is always free from litter and potential wind-blown material.
- Ensure skips and waste containers do not become overfull and cover with netting or tarpaulin if high winds are anticipated.
- Site lighting will be appropriate to local environment/BCT guidance and is only used where necessary.
- We shall monitor suitability of measures as site works progress through weekly inspections and monthly environmental audits.

5. Nuisance: Noise

YGG Tregeles location and proximity to residential areas as well as the live school environment means sound will carry and nuisance from the construction works is a reality that needs to be addressed. The works will inevitably result in increased traffic volumes, noise and visual impact to the area. To alleviate these issues, the project team will action items noted in previous sections of this plan, plus the below additional measures,

- We have carefully considered the potential noise impact of this project on local residents. In considering the potential impact, attention has been given to the layout, separation distances between the site and residential properties (<500m), and the nature of the work (Low impact).
- The works will give rise to some noise; however, the noise will be of a limited duration. Due to the relatively short duration, continuous or otherwise, specialist noise monitoring is not considered necessary.
- Noise measurements will be undertaken and recorded by our Site Manager prior to commencement of the works to establish normal background levels during working hours.
- Noise monitoring will then be undertaken during noisy works, close to the source to establish task control requirements and at the site boundary to assess general control requirements.
- Those measures will include the use of super silenced plant where possible, noise bunds and screens, acoustic enclosures.
- The working hours will be limited to 8am – 6.00pm.
- Pre-arranged and agreed deliveries to ease traffic congestion to the surrounding roads. When possible, deliveries between the busy commuter and school run periods will be avoided.
- Keeping local access roads free from dust and mud through regular sweeping with attention to interim maintenance during the works.
- Establishing good relations with neighbours, businesses and the visiting public. Keeping local residents and neighbouring businesses informed through drop-ins of the progression of site work and of any activities likely to have a significant nuisance impact.

- The Site Manager (Gareth Morris) will be the point of contact and shall respond positively to comments and/or complaints.
- Prior to commencement a letter drop will be made to neighbours advising them of works commencement and giving them a point of contact on site.
- Should a nuisance complaint be received, it will be logged with our Quality, Safety and Environmental Managers and a full investigation will be undertaken. If the complaint is upheld, then a review of our methodology and controls will be undertaken and improvements effected.

6. Transport

A detailed traffic management plan is included in the Construction Phase Health, Safety & Environmental Plan. It considers the effect of transportation to and from the site, on the local environment and community, and seeks to minimise the negative impacts via measures such as,

- Implemented traffic management schemes affecting the public highway and footpaths to be kept to the minimum possible duration.
- Avoid using vehicles and plant wherever possible.
- Ensure vehicles and plant are turned off when not in use.
- Ensure plant operators are adequately trained to maximise fuel efficiency using appropriate power settings.
- Educate drivers to be considerate to their surroundings and equipment and allow enough travelling time to minimise the temptation to speed, drive aggressively etc.
- Maximise load efficiency of vehicle i.e. full load deliveries and shared deliveries from multiple suppliers.
- Ensure deleterious or particle material arriving or leaving site is sheeted during transport.
- Where possible, implement restricted delivery time conditions on suppliers and for site operations to minimise nuisance from vehicle usage and movements. Try to avoid rush hour deliveries and collections
- Monitor fuel usage to gather information on inefficient vehicle usage or a need for maintenance.
- Initiate damping down of site access routes during dry conditions to minimise dust nuisance.
- Regularly clean roads that become dirty because of site vehicle movements.
- Ensure enough space is available to accept deliveries.
- Produce clear instruction for suppliers prior to delivery dates to ensure the delivery arrives to the right location at the right time, first time.
- Ensure excellent communication between gate operative and delivery driver. Review regularly.

Effects generally last for duration of site operations but can be significant if effects are concentrated on a busy operation.

7. Existing Landscaping Protection during the works and Reinstatement

Planning Approval – Landscape Protection: The works at YGG Tregeles are subject to planning consent being obtained. Consent is being sought and it is anticipated that conditions will apply to protect a number of established trees and their roots as identified in the Tree Report issued by ArbTS March 12th 2026. Knox & Wells will control and mitigate the potential environmental impact of the works on the landscaped areas by implementing the plans and control measures set out in this Method Statement. Particularly the containment of the works within the minimum footprint required to undertake the works. This will ensure degradation of the environment surrounding the site is minimised, ensuring that its recovery (post construction) to a mature landscape will be achieved quickly.

Reinstatement of Landscaped Area: As stated above the plans and controls to be implemented will ensure the effect on the landscape during the works will be limited. The programme for reinstatement is yet to be established, however this will be drawn up by an experienced professional and K&W will ensure that site operations reflect without deterrence.

8. Implementation and Emergency Contact Details

Implementation/Knox & Wells

- **Site Manger** **Gareth Morris** **07976498450 – Emergency Contact/Responsible Person**
- **Contracts Manager** **Simon Williams** **07590 477128**
- **SH&E Manager** **Andrew Morgan** **07939878634**

The Knox and Wells team will be supported in ensuring compliance with the agreed environmental and SuDS proposal by the relevant appointed design team members:

- **Landscape Architects - Austin-Smith: Lord**
- **Civil Engineers - CAMBRIA**

Emergency Contact Numbers for Environmental Regulatory bodies:

- **NRW (Incident Hotline) 0300 0653000**
- **NPTC (Local Authority) 01639 686868**
- **Dwr Cymry/Welsh Water 0800 052 0139**

Toolbox Talks: The following environmental toolbox talks are to be inducted to the workforce. Copies of toolbox talks are available on K&W Sharepoint			
ETBT E01	Waste		
ETBT E02	Spillage		
ETBT E03	Noise Pollution		
ETBT E04	Dust-Emissions & Odours Pollution		
ETBT E05	Water Pollution		
ETBT E06	Waste Minimisation		
ETBT E07	Recycling		
Site Specific TBT 01	Protection of landscaped areas		
Site Specific TBT 02	Excavations & earthworks in protected areas		
PROJECT SPECIFIC ENVIRONMENTAL TARGETS:			
01	No Noise notices		
02	No Pollution notices		
03	No Contraventions of the Listed Building consent		

KEY REFERENCE DOCUMENTS (Knox & Wells IMS unless stated):	
YGGT-ASL-XX-XX-RP-A-0002 Stage 2 Report	
2025 BAT Report YGG Tregeles	14560/AG/26/SI Site Investigation April 2026
KW4968-02-UG Underground Survey	Knox & Wells Construction Phase Health, Safety & Environmental Plan

BS5228-1:2009 – Noise and BS5228-2:2009 – Vibration	Knox & Wells Risk Assessment Sheets
Environmental Risk Assessment Sheets	Method Statement Control Sheet
Site Waste Management Plan	Health, Safety & Environmental Checklist
Emergency Spill Response Plan	Site Start-up Checklist
Neighbourhood Information Letter	Site Induction
Energy Usage Construction Sites	CONSTRUCTION MANAGEMENT AND PHASING PLAN: SUDS ELEMENTS FOR TENDER _
Site Transport Monitoring	

MISCELLANEOUS NOTES:

This Construction & Environmental Method Statement (C&EMS) Prepared by:			Gareth Morris
Date:	16/0/2026	**Designation:**	Site Manager
This Construction & Environmental Method Statement (C&EMS) Authorised & signed by:			S.Williams
Date:	17/07/26	**Designation:**	Contracts Manager
Distribution:	Site File, Share Point EPT Partnership Client – Neath Port Talbot County Council		

This Construction & Environmental Method Statement is to be made available to any persons writing method statements to ensure that all Controls are taken into consideration.