St Richard Gwyn Catholic High school

Construction Environmental Management Plan & Construction Traffic Management Plan

St Richard Gwyn
Catholic High School
Argae Lane
Barry
CF63 1BL

Revision 1
June 2025

VALE of GLAMORGAN
BRO MORGANNWG

AECOM

MORGAN SINDALL
CONSTRUCTION

CONTENTS

1.0 Introduction

INTRODUCTION

This method statement outlines our build proposals for replacement school and external facilities at St Richard Gwyn Catholic High School. The school caters for pupils ages 11 – 16.

Flood Alleviation Works

- A flood alleviation scheme diverting flood water around the development site to discharge at the same location is currently discharges.
- Alterations to the existing highway to collect flood water from Cold Brook.
- Catchment basins along the boundary of the road feeding into a perimeter swale which discharges onto a grass kick about area.

School Building

A single new school building including:

- A 4 storey teaching block.
- A 2 storey main hall block incorporating an SRB unit.
- A 2 storey atrium incorporating the chapel.

External works

The external works include

- Car parking for staff and visitors including EV charging.
- Altered vehicle entrance and exits
- Bus and parent drop off pick up
- External hard paved areas
- Soft landscaped areas
- Tarmac Multi Use Ganes Areas
- An All Weather Pitch with flood lighting

Site Working hours will be:

- 08:00 – 18:00 Monday to Friday
- 08:00 – 13:00 Saturday
- No Working on Sundays or Bank Holidays, permissions will be requested from the Local Authority if this is deemed to be required.

PURPOSE OF DOCUMENT

Set out within this document is the principal methodology we intend to implement during the construction of the new building and associated external works.

The document provides an overview of the construction activities and how these will be managed and controlled to minimise their effect on the local area and community.

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

Fig.1.1 – Aerial View of the site

1.0 Introduction

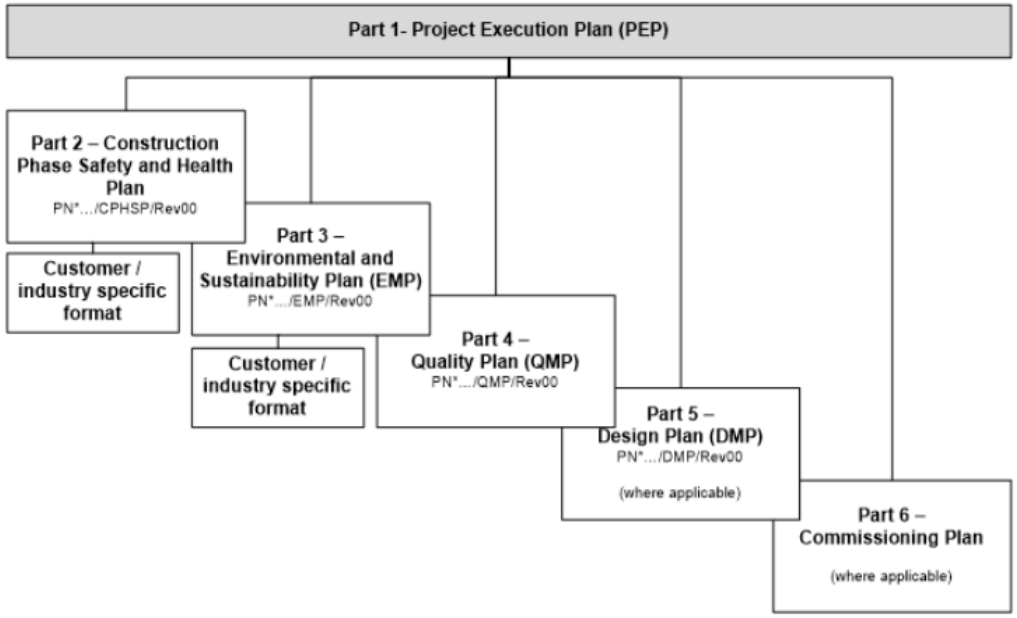
Project Execution Plan & Key Control Documents

All works will be carried out in accordance with the Morgan Sindall Integrated Management System (IMS) managed through our interactive SIMS platform.
This live web based management system is ISO 9001 (QA) and ISO 14001 (Environmental) accredited and provides a consistent framework for deliver of all aspects of the construction works.

The overarching controlling documents is the Project Execution Plan (PM PLN1 Part 1) which includes controlling document

Part 2 – Construction Phase Safety and Health Plan
Part 3 – Environmental And Sustainability Plan
Part 4 - Quality Plan
Part 5 – Design Plan
Part 6 – Commissioning Plan

These documents remain live at all times and are updated as the works and site environment change.



LOCATION / NATURE OF THE SITE

The development site includes the existing St Richard Gwyn Catholic High School and its associated playing fields. The projects is developed on a phased basis to maintain operation of the existing school while the new school is under construction.

Fig.1.2 – Aerial View of Site

The site is currently accessed off Argae Lane which is used by local traffic to access nearby farms, businesses and homes.

The school buildings will be demolished upon completion of the new school building with demolition waste reused on site where possible and recycled offsite where reuse on site is not possible.

THE EXISTING SITE & BOUNDARY

The site is bounded to the North by Argae Lane and Cold Brook as well as a farm. Argae Lane provides all access for teacher parent and bus access to the school. The Construction Traffic Management Plan will account for this. The nearest residential dwelling is on the other side of the road and brook over 50m from the site.

The East of the site is bounded by agricultural land used for grazing livestock. This field is the proposed location for compound and contractor parking.

To the South the site is bounded by a field housing a large solar farm.

The West of the site is bounded by a field currently used for grazing livestock and the A4231 Barry Docks Link Road. The nearest residential dwelling on this side of the site is 75m away on the other side of the A4231 and associated trees.

Fig.1.3 – Aerial View of Site and surrounding area

The site is currently secured with a mix of fencing types including chain link, steel palisade and Heras fence panels. The construction works will be secured with a mix of solid hoarding and Heras fencing in the temporary condition with permanent weld mesh boundary fencing included in the works.

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. With the construction methods set out in this document responding to its location and surroundings.

ACCESSING THE SITE

All Morgan Sindall suppliers and contractors will be formally advised as part of their contractual agreement / subcontract order, to approach the site via the A4231 Barry Docks Link Road.
Vehicles will be prohibited from approaching the site from the East on Argae Lane.

Construction traffic leaving the site will be prohibited from turning right onto Argae Lane instead turning left in the direction of the A4231 Barry Docks Link Road.

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 requiring 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.

School traffic

The school day has recently changed and as of September 2025 starts at 08.40 and ends at 14:50. Large deliveries will be avoided between 08:20 and 09:00 as well as 14:30 and 15:00 to limit congestion on Argae Lane.

Time critical deliveries such as wet concrete may need to be delivered during this time and will be co-ordinated with the school.

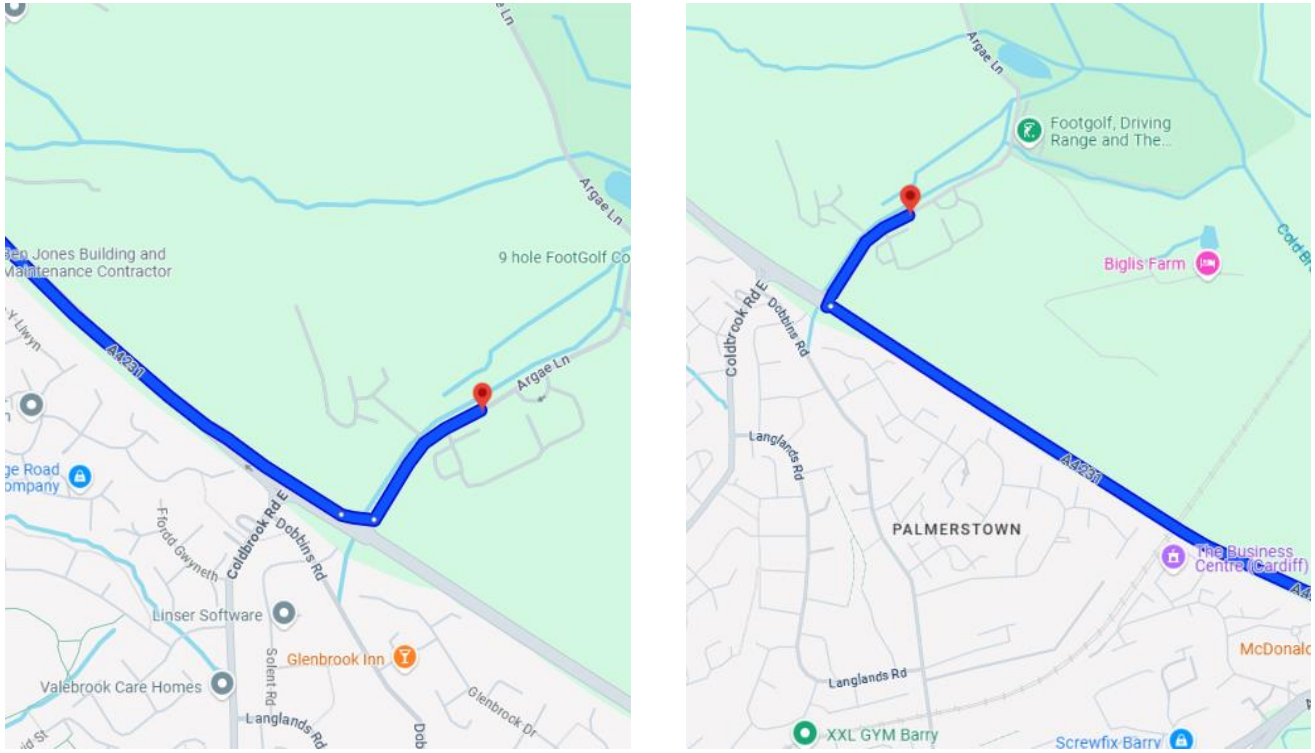


Fig.1.4 – Route to site

2.0 Project Information

PROJECT KEY PEOPLE AND ORGANISATIONS

Project Manager

AECOM
5 Callaghan Square
Cardiff
CF10 5BT

Key Contact

Conna Ryan

Conna.Ryan@aecom.com

Client

Vale of Glamorgan Council
Civic Offices
Holton Road
Barry
CF63 4RU

Key Contact

Kelly Williams

kawilliams@valeofglmorgan.gov.uk

Clerk of Works

Vale of Glamorgan Council
Civic Offices
Holton Road
Barry
CF63 4RU

Key Contact

TBC

Contractor (including for emergencies)

Morgan Sindall Construction
Unit 5, Cae Gwyrdd
Green Meadow Springs Business Park
Cardiff
CF15 7AB

Key Contact

Mark Stephens
07970 846 413
Mark.Stephens@morgansindall.com

Contractors Project / Site Manager

Current contact information for the project team will be clearly displayed on the site entrances and amended in the event of a change in staff.

2.0 Project Information

PROJECT KEY DATES

The project is being developed in a multiple phases.

The project is expected to start in August 2025 and complete in December 2028.

Enabling works — **June 2025 – July 2025**

- Archaeology survey including site works (Condition 19)
- Utility Diversions to allow flood alleviation works to commence

Phase 1 Flood Alleviation and associated work — **August 2025 – May 2025**

- Flood alleviation works including basins and swales (Condition 18)
- Site clearance.
- Cut and fill to lift the building footprint to level as required as part of the flood alleviation design.
- Car park construction adjacent to flood alleviation swales and basins.
- Site preparation .

Phase 2 Substructure Construction — **March 2026 – September 2026**

- Foundations
- Drainage

Phase 2 Superstructure Construction — **August 2026 – February 2028**

- Steel frame
- Façade and roof construction
- Brickwork
- Windows
- Roof
- Partitions
- Building Services
- Flooring
- Decorating
- Carpentry & Joinery
- Fixtures, Fittings and Equipment

Phase 3 Demolition and External Works — **March 2028 – December 2028**

- Asbestos removal and demolition
- Parent and coach drop off
- Multi Use Games Area and All Weather Pitch
- Completion of external works

SITE ACCESS

Access Point onto the Site

As shown in Figure 2.5 access to the site will be controlled by a dedicated full time gate person with coordinated and scheduled deliveries planned in advance. Appropriate signage will be provided on the approach road.

Security

24 hour monitored CCTV guarding with rapid response provides early detection and deterrence of intruders.
This is particularly important when the fit-out works commence where expensive equipment is vulnerable to theft. Only personnel inducted onto site will be allowed to enter through the controlled turnstile shown on Figure 2.5.

Holding Area

A clean hard standing holding area will be created as shown in Figure 2.5 with control provided by a gate person operating out of the gatehouse.
Road sweeping facility will be provided to keep the road and hardstanding areas clean.

Deliveries

Delivery vehicles will be limited in size where possible and will be booked in to specific time slots through our MSite access management system with vehicles arriving outside of their allotted times turned away.

An average of 15 delivery vehicles are predicted to access the site each day through the groundworks, frame and building envelope phase with deliveries reducing to an average of 10 delivery vehicles per day throughout the fitout period.

Delivery numbers will increase significantly for short periods of time particularly during concrete pours when the number of deliveries may increase to 30 for a day.

Accepted vehicles will drive into the site where the gate person will direct the vehicles to an offloading area. Once the vehicle has been offloaded it will leave the site through the same road under the supervision of the gate person.
The site areas prevent delivery vehicles from turning around in a forward gear, reversing vehicles will be controlled by a banksman at all times. Reversing onto the public highway will not be permitted.

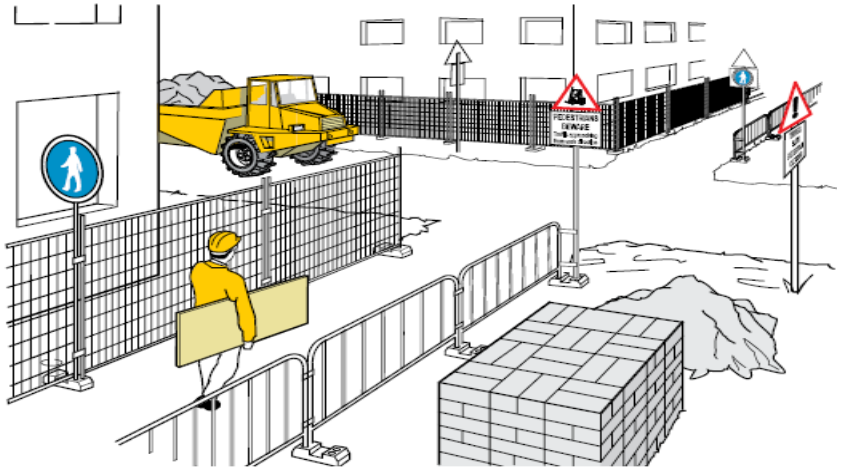


Fig.2.1 – Pedestrian Routes clearly defined

Access & Egress to the Site Compound and Welfare Facilities

Welfare will be installed within the site compound area with a toilet block provided near the building footprint in later stages of construction.
Access to the site will be through the controlled entry point similar to that shown in Fig 2.2 installed in a gatehouse.
This will prevent unauthorised access generally and in particular keeping members of the public separated from the activities carried out on site.

Fig.2.2 – Controlled Site Entry

CONSTRUCTION TRAFFIC MANAGEMENT

All site traffic and deliveries will be tightly controlled with pre-booked time slots for large deliveries and gate person control on access and egress.

Contractor parking will be provided within the site compound preventing disruption to the school operation. Waiting and parking in the surrounding area will be prohibited.

The entrance to the site is designed to provide a large area inside the site compound to allow vehicles to pull into the site without interruption preventing obstructions on the highway.

The gate person based at the Gatehouse will inform package supervisors of each arrival of a delivery to ensure vehicles are offloaded quickly and exit the site in a timely manner.

Fig.2.3 – Gatehouse / Controlled Entry

The contractor car park will be constructed in full early in the project to provide immediate parking for contractor vehicles.
The new school car park is constructed early in the programme early access to the enlarged car park. During car park construction school staff will use the temporary contractor parking.

Completion of the car park early in the programme when there are less contractors on site ensures the school and contractor vehicles all fit within the temporary car park until the school's permanent car park is complete.

The site compound is intended to be constructed using a stabilised soil and aggregate solution such as Soil Science or a tarmac finish which provides a solid surface for dust, water and debris control from the start.

TRAFFIC MANAGEMENT PLAN

The Traffic Management Plan details all aspects of construction related traffic, both vehicular and pedestrian and the impacts and risks to both site personnel and the general public.

The Traffic Management Plan will be maintained by the Morgan Sindall Project Manager as a live document updated regularly to reflect the changing works.

Figure 2.5 for 2.12 shows the Pre-construction Traffic Management Plan which includes details and controls for site access and egress, and measures taken to ensure pedestrian safety.

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

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

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

The Traffic Management Plan is a live documents and will be updated regularly to reflect the changing works. The Plan will be displayed on the site as well as form part of the subcontract orders and workforce induction training.

Fig.2.4 – TMP Prominently Displayed

Compound layout Phase 1 and 2

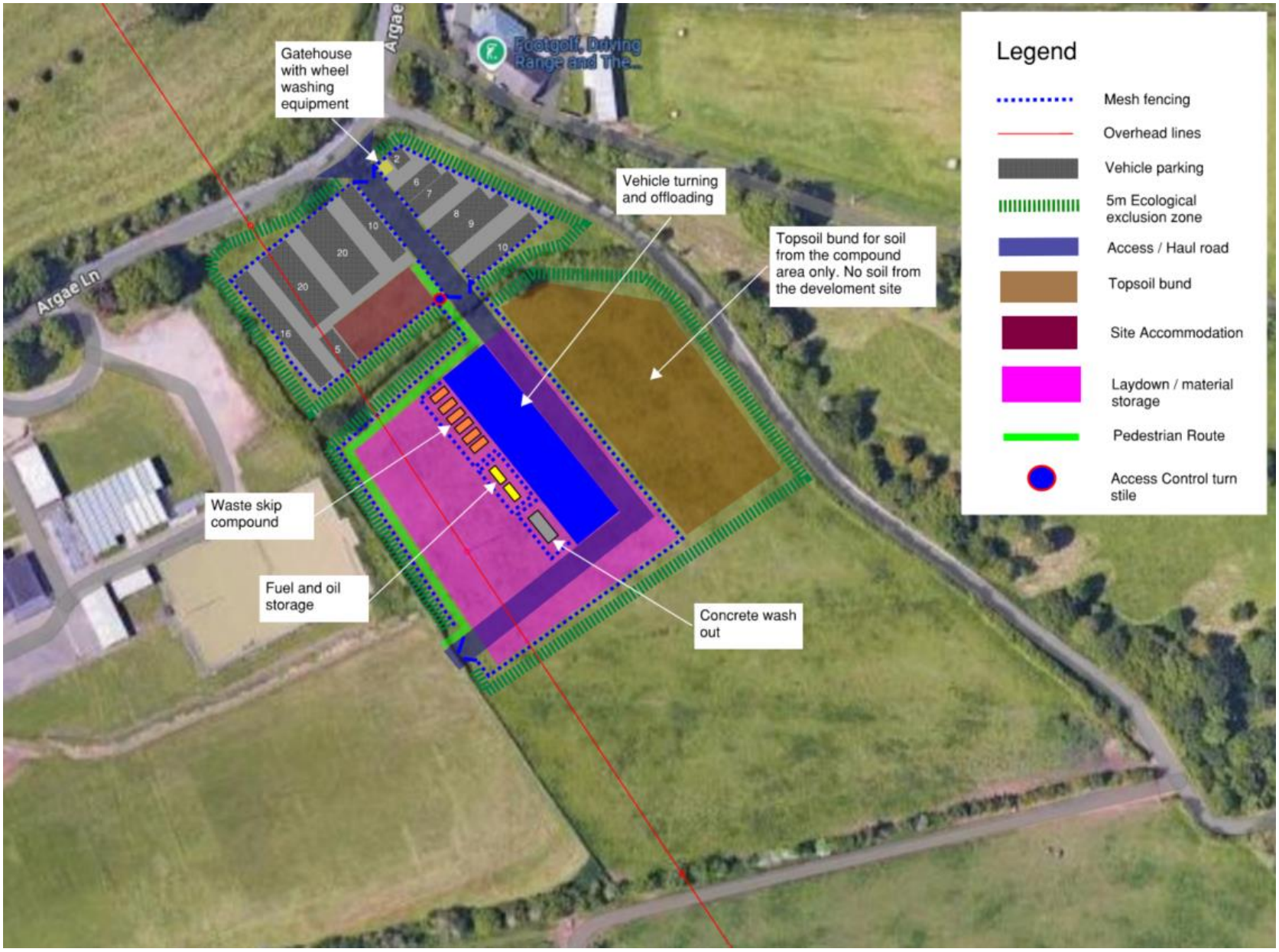


Fig. 2.5 – Compound Plan for Phase 1 and 2 Flood Alleviation an Building

Phasing and Logistics – Flood alleviation and earthworks

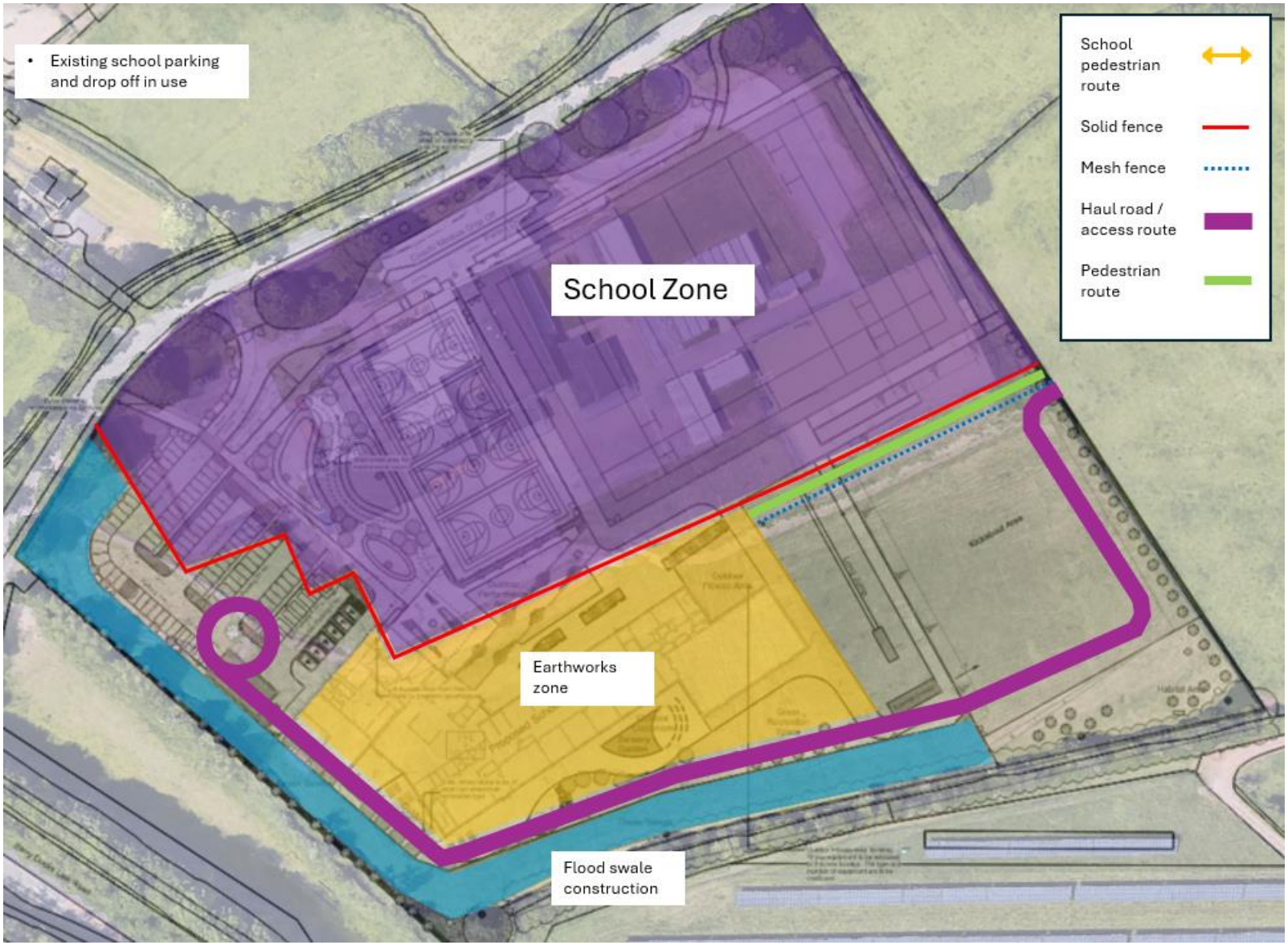


Fig. 2.6 – Site Logistics Plan for flood alleviation and earthworks

Phasing and Logistics – Flood alleviation, earthworks and car park

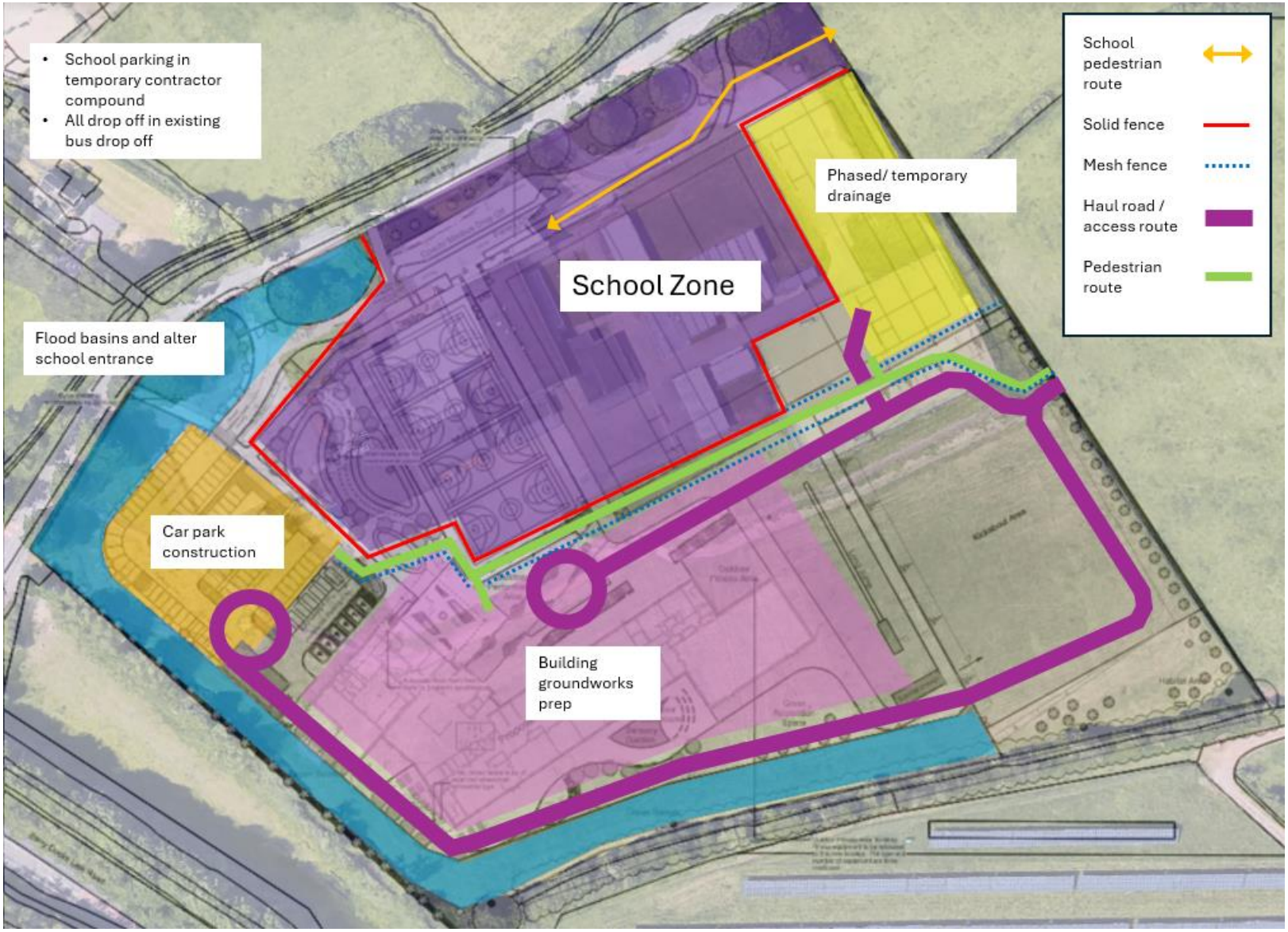


Fig. 2.7 – Site Logistics Plan for flood alleviation works, car park construction and groundworks for the building

Phasing and Logistics – Car park and building construction

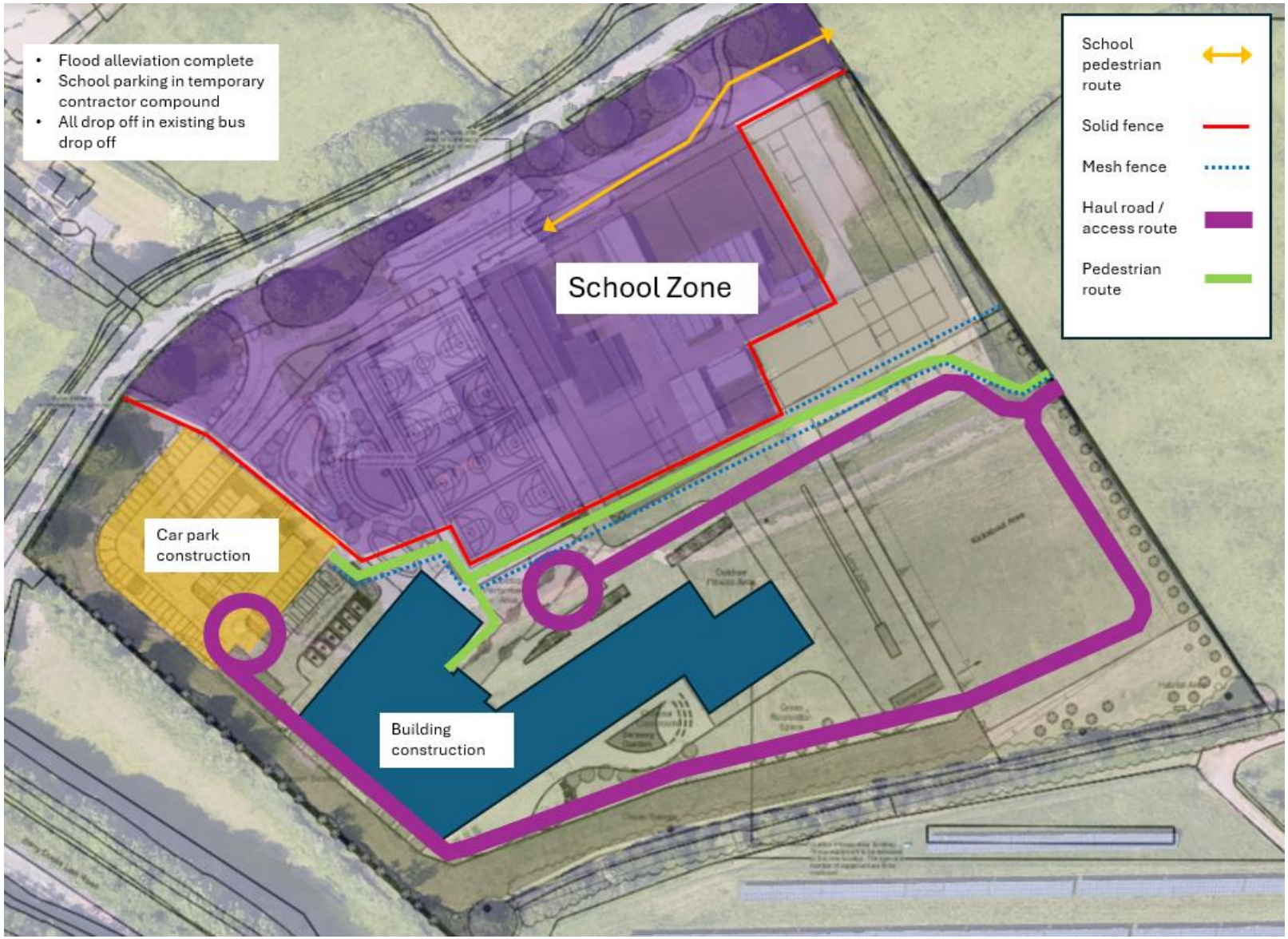


Fig. 2.8 – Site Logistics Plan for completion of the car park and the building construction

Phasing and Logistics – Building construction

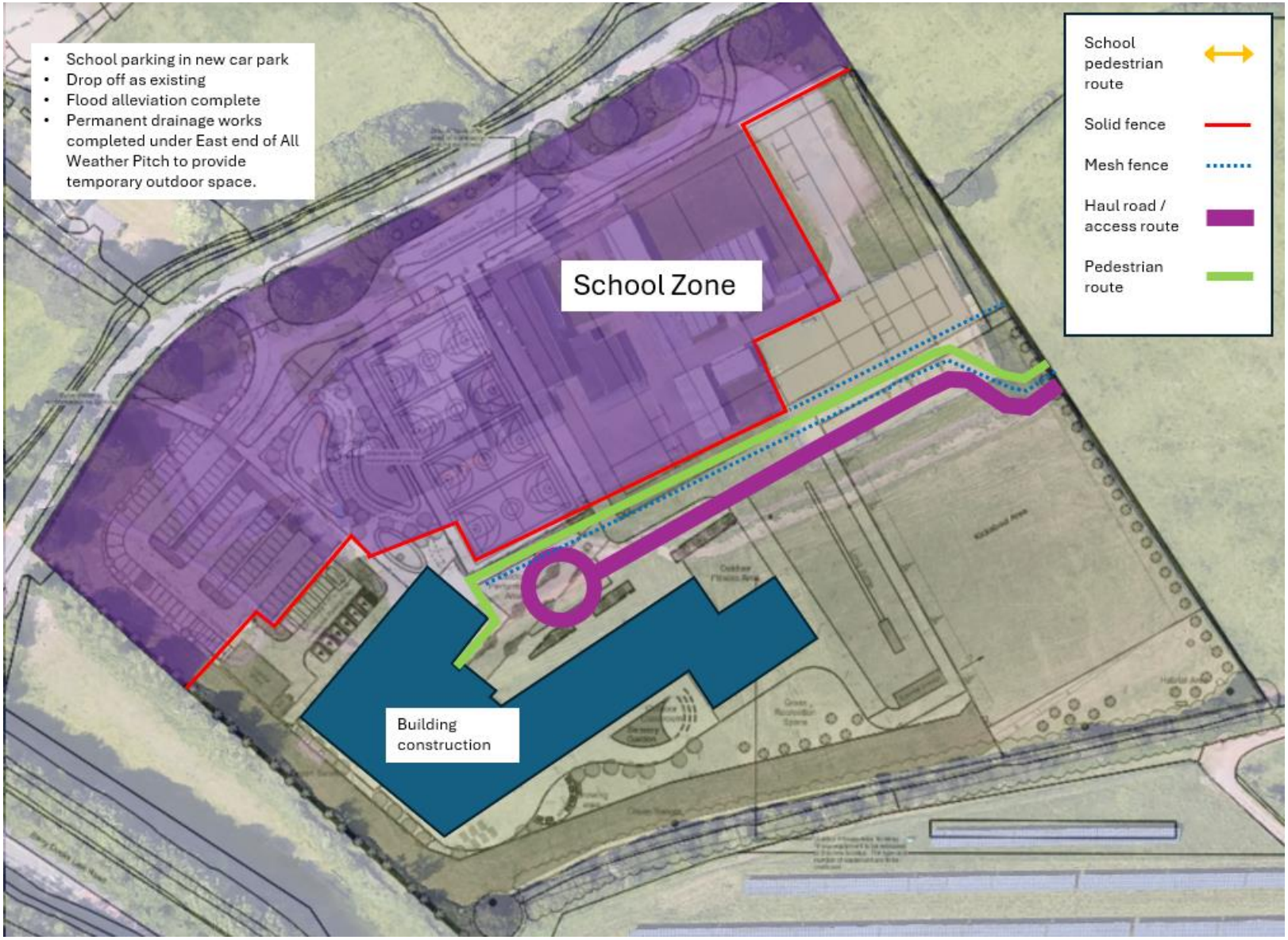


Fig. 2.9 – Site Logistics Plan for the completion of the building

Project Information – Compound layout Phase 3

Fig. 2.10 – Compound Plan for Phase 3 – demolition and sports pitches

Phasing and Logistics – Demolition and drop off

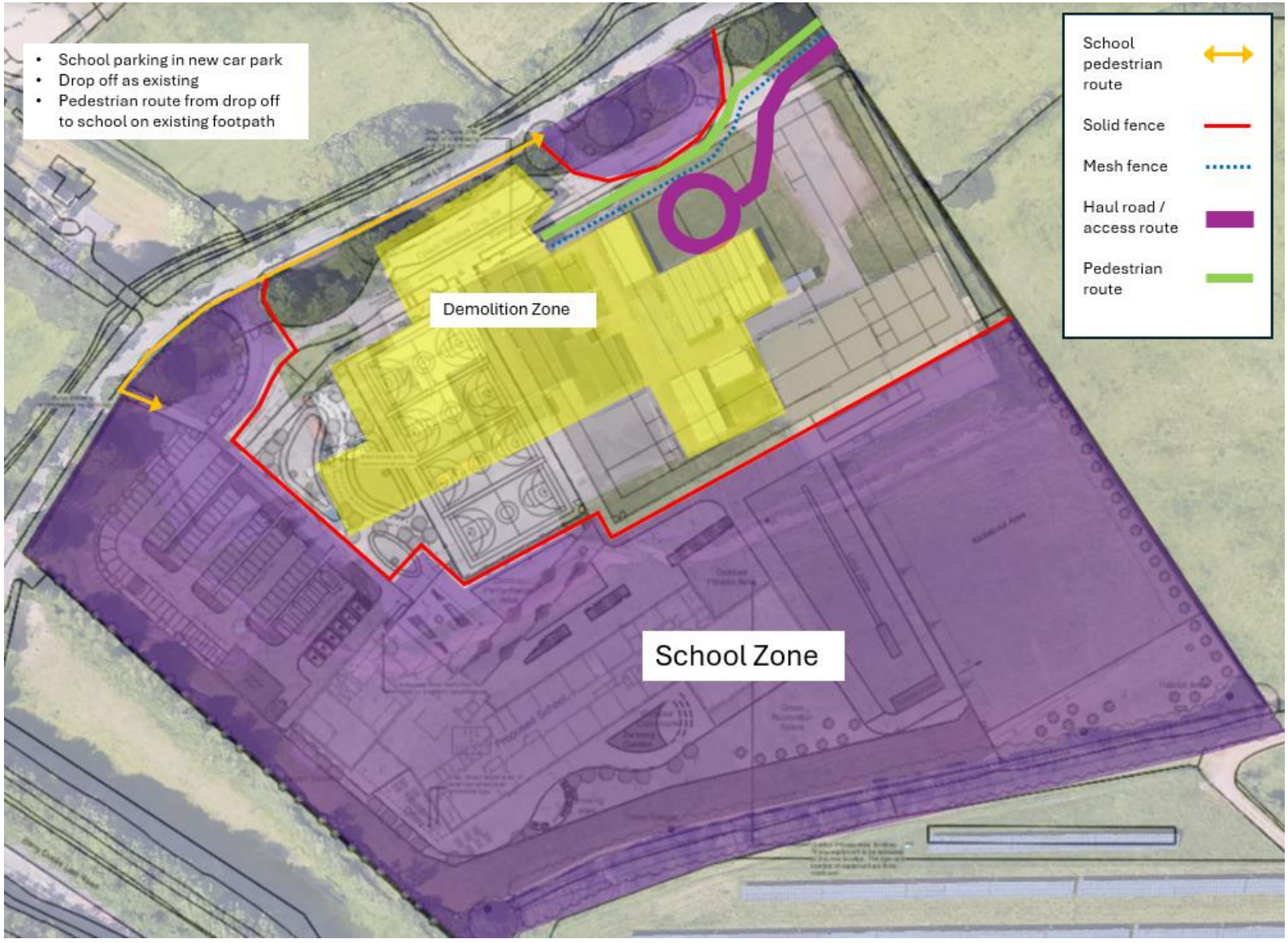


Fig. 2.11 – Site Logistics Plan for demolition and completion of the bus drop off

Phasing and Logistics – Sports Pitches

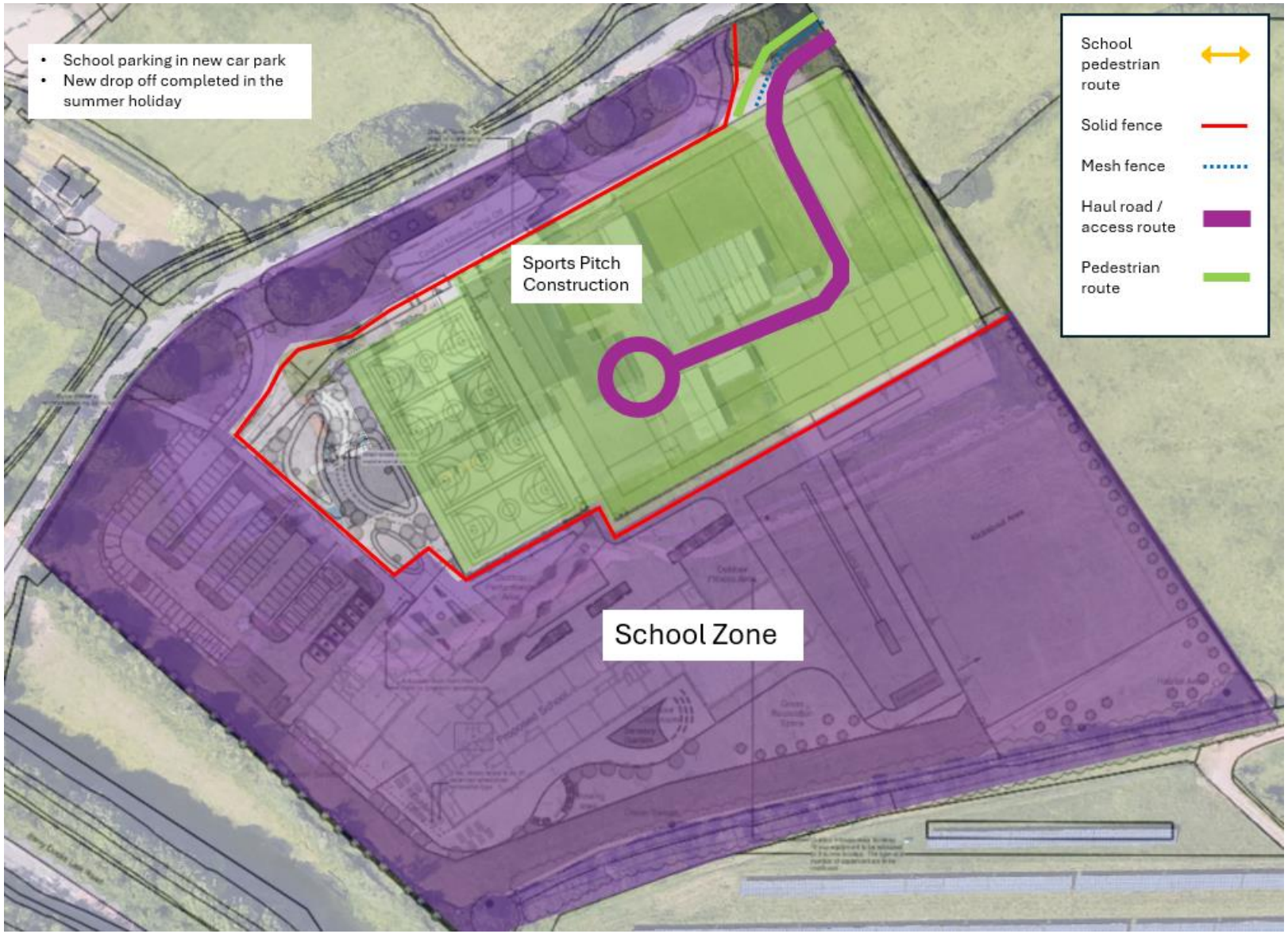


Fig. 2.12 – Site Logistics Plan for completion of the sports pitches

TEMPORARY WORKS

Temporary works is an integral part of the planning process allowing us to maintain a safe project and ensure the permanent works are delivered safely in accordance with the design.

The Temporary Works Schedule is a live document and is updated regularly as the works develop in accordance with the Morgan Sindall Control of Temporary Works Procedure.

The Project Manager will be appointed as the Temporary Works Co-Ordinator and retain responsibility for delivery of all temporary works design and installation in accordance with the Morgan Sindall Control of Temporary Works Procedure.

Temporary work fall into the following design and check Categories depending in the Risk Classification:

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

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

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

Temporary Works required for the construction of St Richard Gwyn Catholic High School are all normal construction related activities and classified as low risk.

Design is completed and checked by specialist subcontractors, specialist design consultants or Morgan Sindall Engineering Services with checking of all designs undertaken by Morgan Sindall Engineering Services prior to installation of the works.

St Rihcard Gwyn Catholic High School – Temporary Works Schedule

Form

Temporary works schedule

Document Reference		Process Parent	Rev Status	Doc Owner	Date		Page
SH7 FRM 07		SH PRO 07	Rev 02	Andy Machon	Oct-22		1 of 1
Applies to:	Aviation	Energy and Water	Highways	Nuclear	Engineering Solutions	Rail	Magnor Plant

Contract	Clydach ALN School	Temp works co-ordinator	Dafydd Morris	Rev	0
Contract no:	26C004	Temp works manager	Mark Cowley	Date:	21/11/2024

Ref	Temporary works item description	Risk class BS5975 Table 1	Designer	Checker	BS5975, Design check category 0 / 1 / 2 / 3 see note 2	Designer & checker form 8 approved? Yes/No	TWks supervisor	Planned site start date	Design brief issue date	Required by date
						Y				
1	Solid Hoarding and kentledge	Low	Subcontractor	MS Engineering	1	Y	N/A			
2	Heras hoarding and kentledge	Low	Subcontractor	MS Engineering	1	Y	N/A			
3	Signboards	Low	MS Engineering	MS Engineering	1	Y	N/A			
4	Cabin foundations	Low	MS Engineering	MS Engineering	1	Y	N/A			
5	Drainage trench support - drag box	Low	Subcontractor	MS Engineering	1	Y	N/A			
6	Deep excavation - propped	Low	Subcontractor	MS Engineering	1	Y	N/A			
7	Working platform - grouting rig	Low	MS Engineering	MS Engineering	1	Y	N/A			
8	Foundation formwork and falsework	Low	Subcontractor	MS Engineering	1	Y	N/A			
9	Elevated concrete beams formwork and falsework	Low	Subcontractor	MS Engineering	1	Y	N/A			
10	Crane check - steel frame	Low	Subcontractor	MS Engineering	1	Y	N/A			
11	Crane check - Pool	Low	Subcontractor	MS Engineering	1	Y	N/A			
12	Crane check - PV lifting	Low	Subcontractor	MS Engineering	1	Y	N/A			

Fig.2.13 – Except from St Richard Gwyn Catholic High School 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 Project Execution Plan [PM PLN1] supplemented further by our Environmental And Sustainability Plan
(PM PLN1 Part 3).
Regular auditing will be carried out by our SHEQ advisor as defined in the Project Execution Plan.

Our IMS sets out how the works will be carried out and the standard with which we will comply including relevant legislation and 'Guidance for Pollution Prevention' (GPPs).

The guidelines which are particularly relevant to this site include:

GPP 1: Understanding your environmental responsibilities – good environmental practices
GPP 2: Above ground oil storage tanks
GPP 6: Working at construction and demolition sites
GPP 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'.

Noise and vibration will be assessed and suitable control measures defined to protect the workforce and the general public in each individual activity's Risk Assessment / Method Statement (RAMS) prepared by the subcontractor and approved by the Project Manager.

Project specific activities likely to generate noise and vibration include

- Piling
- Groundworks – movement of plant and machinery
- Steel frame installation – tightening of bolts
- Cutting of metal - offsite fabrication selected where possible
- Vehicle alarms including reversing

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. If we receive a legitimate complaint from neighbours, 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]

The nearest residential properties are circa 65 metres from the South West site boundary and 90 metres from the new building. The existing trees between the site and the nearest properties will provide some acoustic shielding with acoustic barriers added to the fence where required.

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 1:00pm. There will be no construction works on Sunday's or bank holidays unless agreed in advance with the Local Authority.

Limited instances of out of hours working may be required for essential maintenance and traffic dependant activities including highways and footpath surfacing. Out of hours working will be limited in nature and agreed with the Local Authority and communicated the local community in advance.

Noise limiting actions and mitigation

- Electrical power will be drawn from a permanent supply installed from the existing substation early in the programme to limit the use of generators.
- Any generators that have to be used will be 'silenced' type and positioned away from the neighbours.
- Low-noise processes and acoustic barriers/screens.
- Work strictly within agreed time periods.
- Cutting stations surrounded by acoustic barriers and maintained inside the building envelop.
- Notify stakeholders of any activities that are likely to create excessive noise – there are no activities currently planned that may generate excessive noise
- Use of non-percussive processes where possible.
- Location of plant away from sensitive areas including fences/physical barriers as appropriate

Ecology & Environmental Protection

- Project Noise Monitoring will be implemented where identified in the activity specific RAMS
- 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
- Reacting quickly and positively to any complaints.

Fig.3.1 – Sound insulation bales

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.

Controlling Vibration

We will carry out vibration assessment for any activities that will generate vibration although we do not anticipate any of our operations will have an adverse effect.

Piling is required on the project with driven precast concrete pies specified.

There will be no significant vibration outside of the boundary lines other than from our standard construction operations including the movement and use of excavation plant.
Prior to commencement we will carry out a dilapidation survey and identify any nearby buildings, structures or features that are in poor structural repair.

Demolition works has been completed prior to Construction so we do not anticipate vibration from demolition or breaking out foundations. Minor uncharted obstructions may be encountered.

The earthworks operations and construction of foundation and drainage will involve large plant and substantial re-modelling of the ground that has the potential to cause vibration. This vibration is limited and due to extended distances to neighbours' disruption is not expected.

Fig.3.2 – Vibration control slit trench

Controlling Dust

Dust will be managed in accordance with our Project Execution Plan (PM PLN1) and activity specific Risk Assessment and Method Statements. Dust will be eliminated at source and lay base-coarse tarmac early in the project to provide clean site haul roads and parking areas.

The Morgan Sindall Project Manager will monitor the site for dust with control measures applied as defined in the activity specific RAMS.

Dust control measures include:

- Early installation of tarmac to prevent exposed subsoils generating dust
- Water spraying where cutting of materials (concrete, tarmac) could generate dust.
- Procurement of off site manufactures components 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 (excavation).
- Covered lorries to be used for the transportation of dust generating material (soil, stone)
- Existing roads will be kept clean and maintained with road sweepers
- Low speed limit in within the works (5mph)
- Dust extraction equipment

Particular care to the mitigation of dust will be implemented during the cut activities, namely, damping down and spraying to reduce airborne dust. This will also apply to the early works of site clearance strip and road formation.

All dust control measures will be fully defined in the activity specific RAMS. In the event that the defined control measures do not adequately control generation of dust the Morgan Sindall Project Manager will stop the work and reassess the control measures through an updated Risk Assessment / Method Statement.

Keeping the Roads Clean

Wheel washing facilities will be provided at our site gate. All dirty vehicles will be cleaned under supervision of the full-time gate person 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.
Regular litter picking will be undertaken inside and outside the site boundary.

All vehicles carrying waste will ensure material cannot fall onto the road including through the use of sealed or sheeted skips and vehicle beds for excavation waste.

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

Fig.3.3 – Road sweeping by specialists

Waste/Recycling Strategy

A Site Waste Management Plan (SWMP) will be put in place, prior to works commencing, setting targets for waste reduction and recycling.
The SWMP is maintained on our web based SIMS platform and is updated throughout the project as the works progress.
The Project Manager 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 project in accordance with the SWMP and the Traffic Management Plan.

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

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

The waste and recycling areas will be located within the boundary of the site works. Due to the constrained site the location and number of waste skips will vary on a weekly basis to reflect the volume and type of waste generated as well as the location of the specific works.

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

Fig.3.4 – Recycling skips

Tree Protection

The works are substantially completed within the playing field of the existing school site.

Trees that re to be required as part of the works are identified in the tree protection plan included in the Planning Consent.
Trees will be removed outside of the bird nesting season having been inspected by a qualified Ecologist to confirm the absence of nesting birds. Where potential nesting birds are identified in a tree scheduled for removal works will stop and an exclusion zone created around the affected tree until the tree is identified as free from nesting birds by the Ecologist.

Trees to be retained as part of the works will be protected from the construction works with no dig / limited dig mesh fencing compliance with BS5837 as shown in Figure 3.5

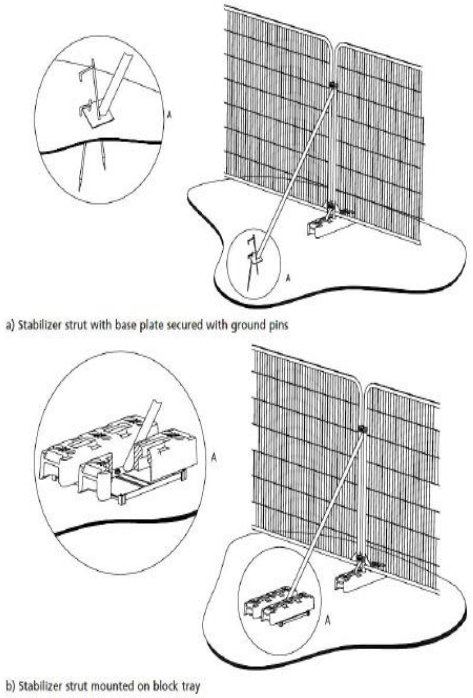


Fig.3.5 – Tree Protection fencing to BS5837

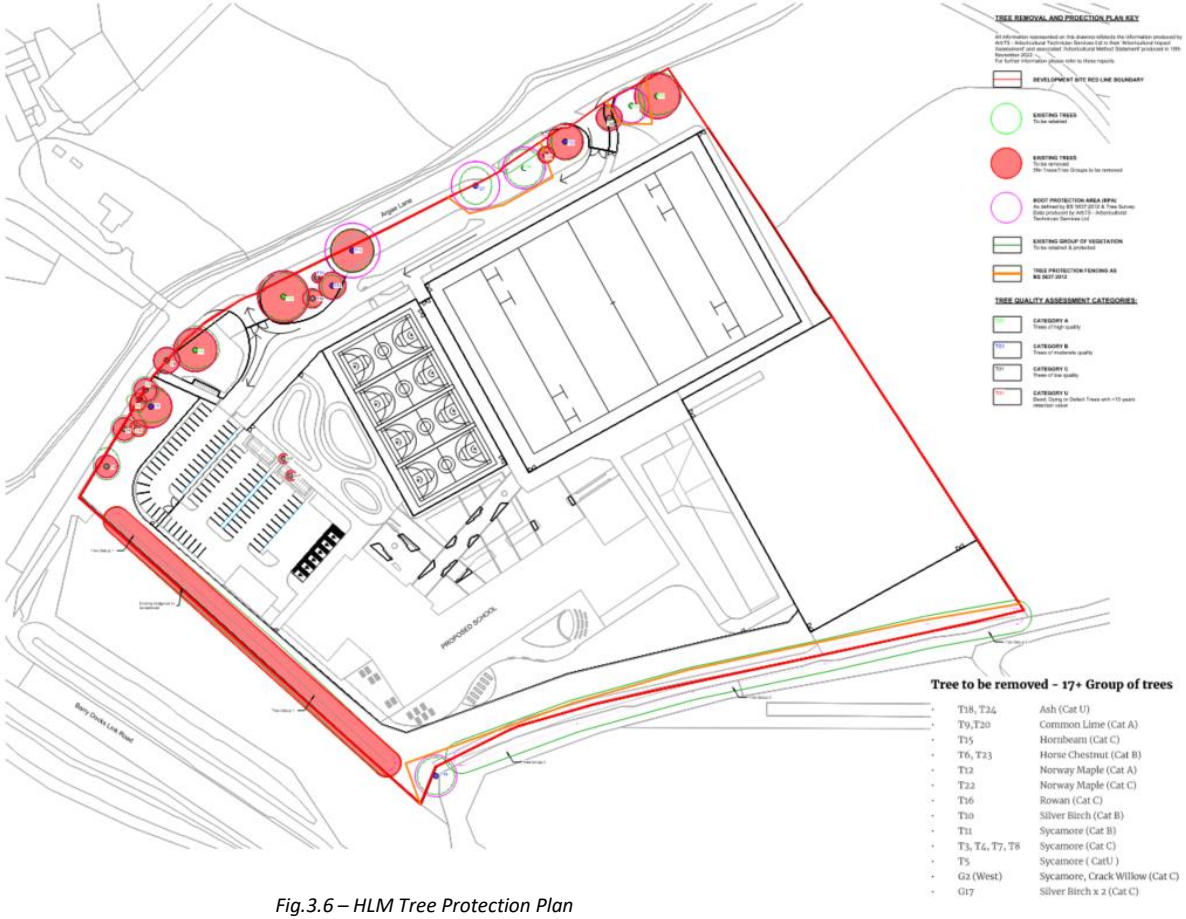


Fig.3.6 – HLM Tree Protection Plan

Ecology & Environmental Protection

Ecological Protection

The works are substantially completed within hardstanding area of the previously developed site. Retained ecological feature within the site boundary are protected with fencing throughout the works.
Fencing is primarily Heras fencing near ecologically sensitive areas which prevents unauthorised access but permits the passage of wildlife.
Solid fencing will be used on public and school interfaces to maintain safe segregation.

Site wide safety lighting will be provided to ensure worker safety with task lighting used as required. Lighting will be turned off outside of working hours except safety lighting required to maintain safe access for opening up and locking up the site.
Where required, Security lighting will be installed with motion sensors to limit the time lighting is on.

Invasive species have not been identified as present on the site in the Preliminary Ecology Assessment or in subsequent site visits by the Contractor or the Contractors Ecologist.

Bat roosts have been identified in part of the existing school, demolition to be completed after occupation of the new building will be completed under a European Protected Species Licence.

Ecological Enhancement

Replacement tree planting is included in the project to replace trees removed as part of the works. Additional trees are also included in the development to increase biodiversity on the site.

New habitat areas and biodiverse planting is including within the planned development.

The proposed development includes enhancements including bat and bird boxes as well as hibernaculas.

Permanent lighting will be designed as wildlife friendly with cowls to control light spread as well as PIR activation and timeclocks to ensure.

These enhancements will be formalised in a Biodiversity Enhancement Strategy submitted in accordance with Planning Condition 9.

Existing Site Habitat Plan

Fig.3.7 – Existing Habitat Assessment
AECOM PEA January 2023

Existing Site Habitat Plan

Fig.3.8 – Existing Habitat Assessment
Ecological Services April 2025

Surface Water Drainage Design

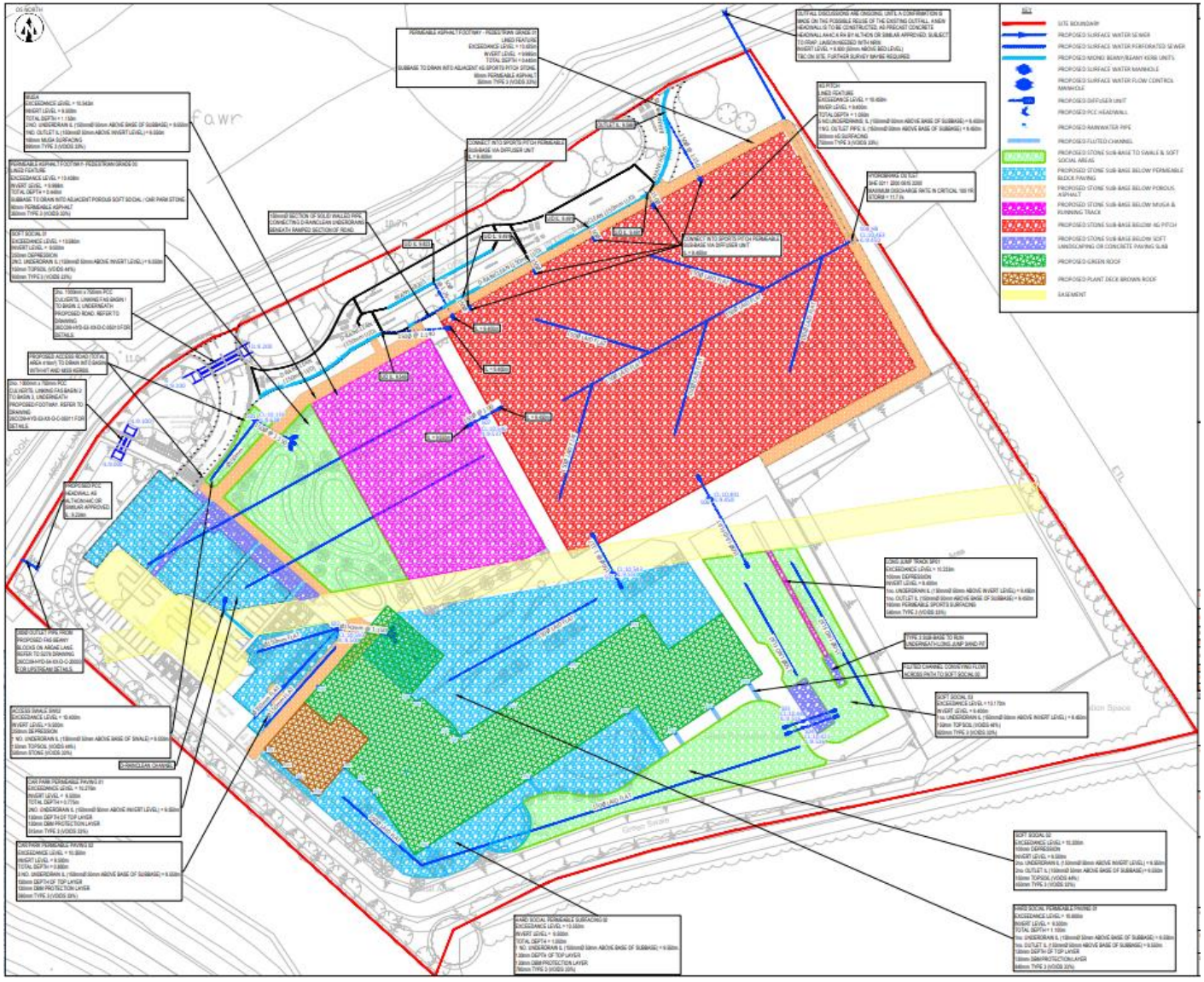


Fig.3.9 – Permanent Drainage Layout

Permanent drainage is designed to filter water through permeable surfacing and subgrade to discharge into Cold Brook through a new outfall.

The surface water drainage will be consented under the project SAB Application prior to construction.

Surface Water Drainage Design

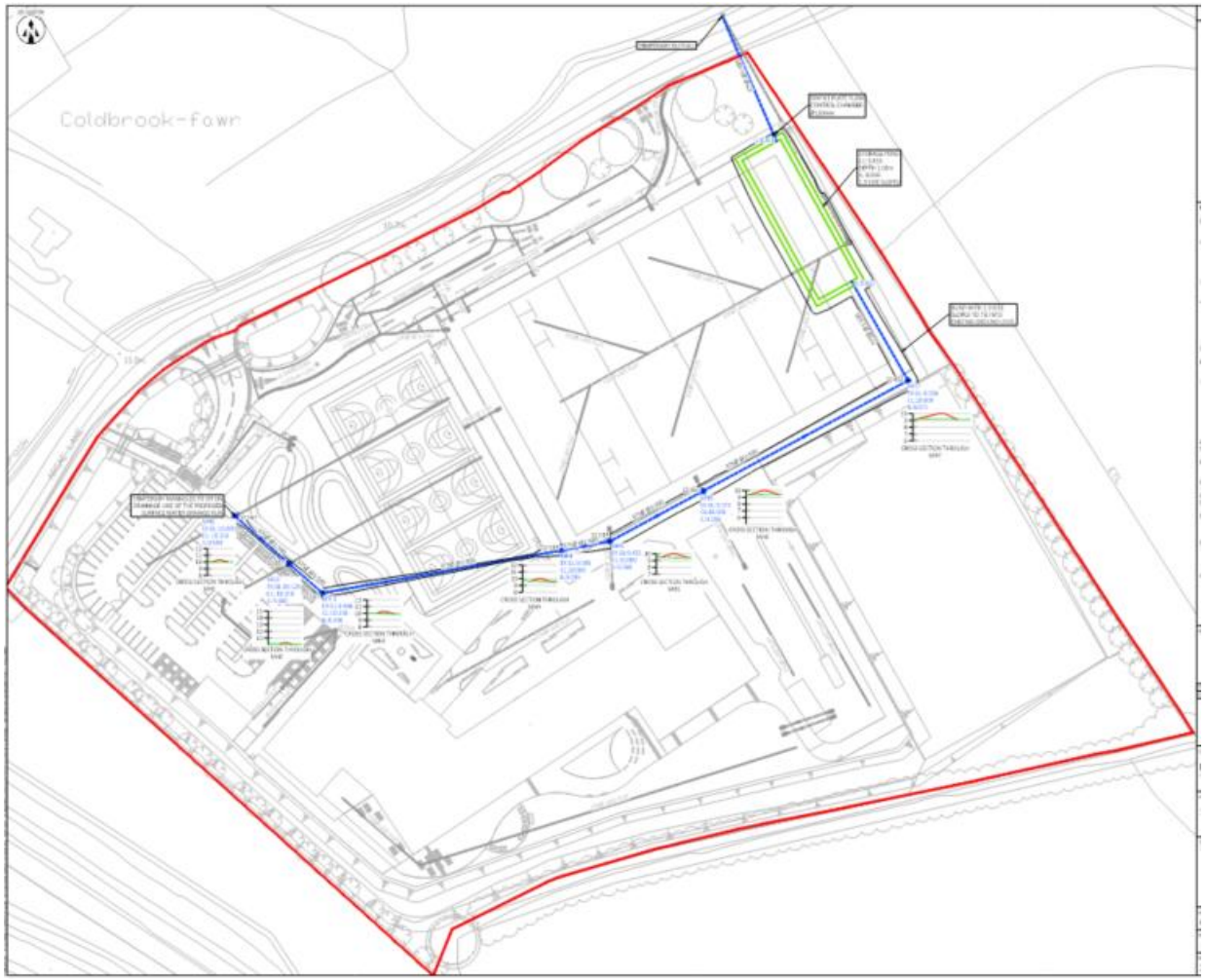


Fig.3.10 – Phased Drainage Layout

Permanent drainage is designed to filter water through permeable surfacing and subgrade to discharge into Cold Brook through a new outfall.

The Drainage will be consented under the project SAB Application prior to construction.

A phased approach to drainage includes temporary drainage that allow collection of surface water from the site.

The water is routed through a settlement and attenuation pond before being discharged into the watercourse through the headwall constructed as part of the permanent works.

A silt buster will be provided to ensure water is clean prior to discharge.

Fig.3.11 – Example silt buster

Temporary Water Management Plan

Run-off Pollution

Siltation and run-off can cause a nuisance and environmental problems. As part of our Environmental Management Plan pollution prevention will evolve as works progress.

We will complete permanent drainage features early in the programme to provide early water management and allow planting to establish effectively.

As detailed on the following silt fencing will be provided to prevent uncontrolled run off entering watercourses and sewers with permanent drainage taking over as completed.

Temporary fencing will be installed as SUDS features are constructed to protect planting features with debris netting installed to prevent litter and debris entering the planting areas.

Fig.3.12 – Silt fencing

All temporary measures for protection of existing drainage and new SUDS features will be inspected regularly with any maintenance and replacement undertaken immediately to ensure measures remain effective.

Wet trades including masonry and concrete works are required for the works, wash out facilities will be provided to prevent pollution entering the watercourses.

Fig.3.13 – Proprietary concrete wash out facilities

Existing Drainage Protection

Water run-off containing silt / debris will be prevented through the use of proprietary drain covers, silt fences and silt trap membranes to manage water flow to prevent it entering the existing drainage system or watercourse.

Fig.3.14 – MH cover

Fig.3.15 – gully silt sock

Temporary Water Management Plan

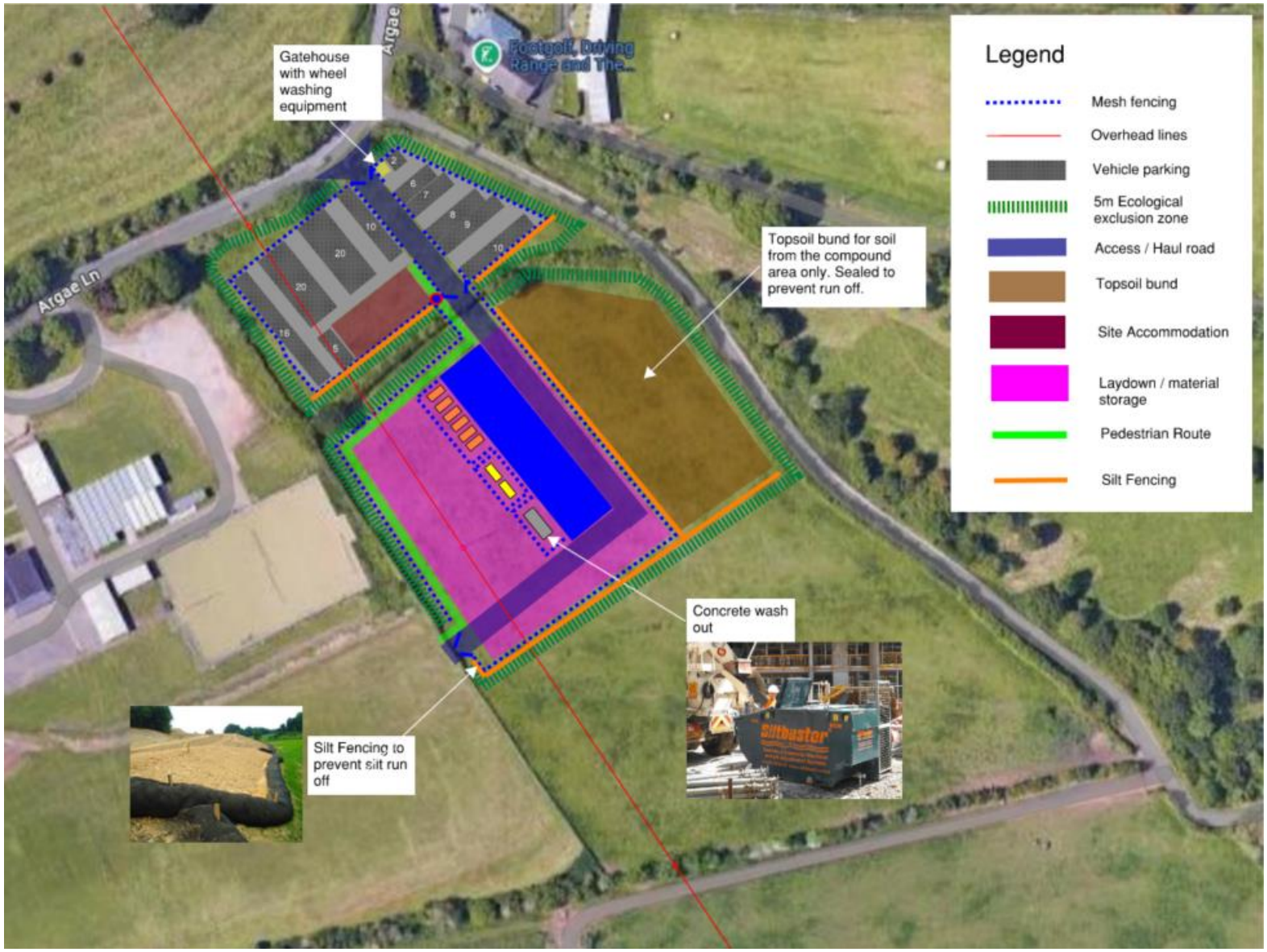


Fig.3.16 – Temporary Water Management Plan

Temporary Water Management Plan

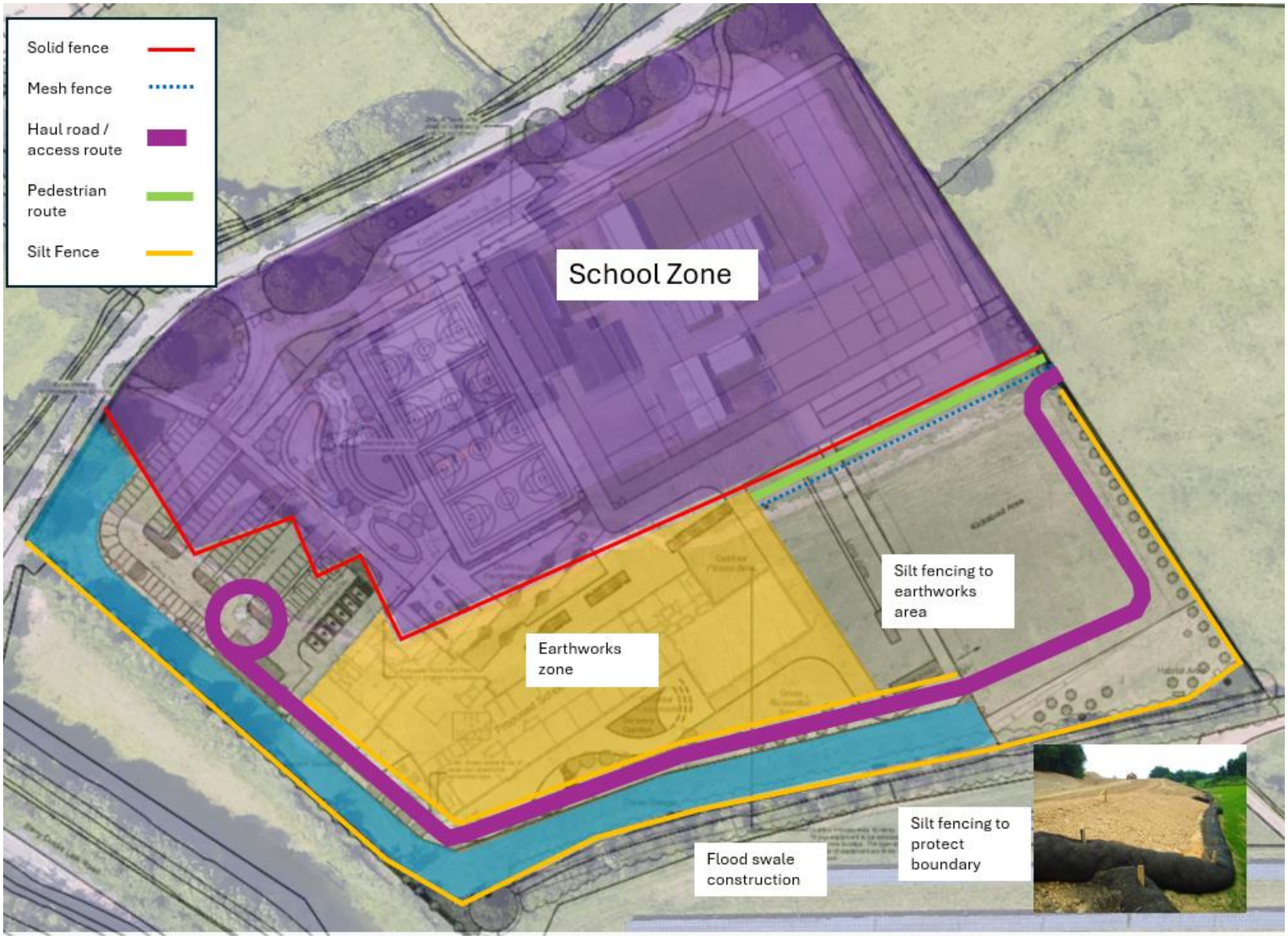


Fig.3.17 – Temporary Water Management Plan

Temporary Water Management Plan

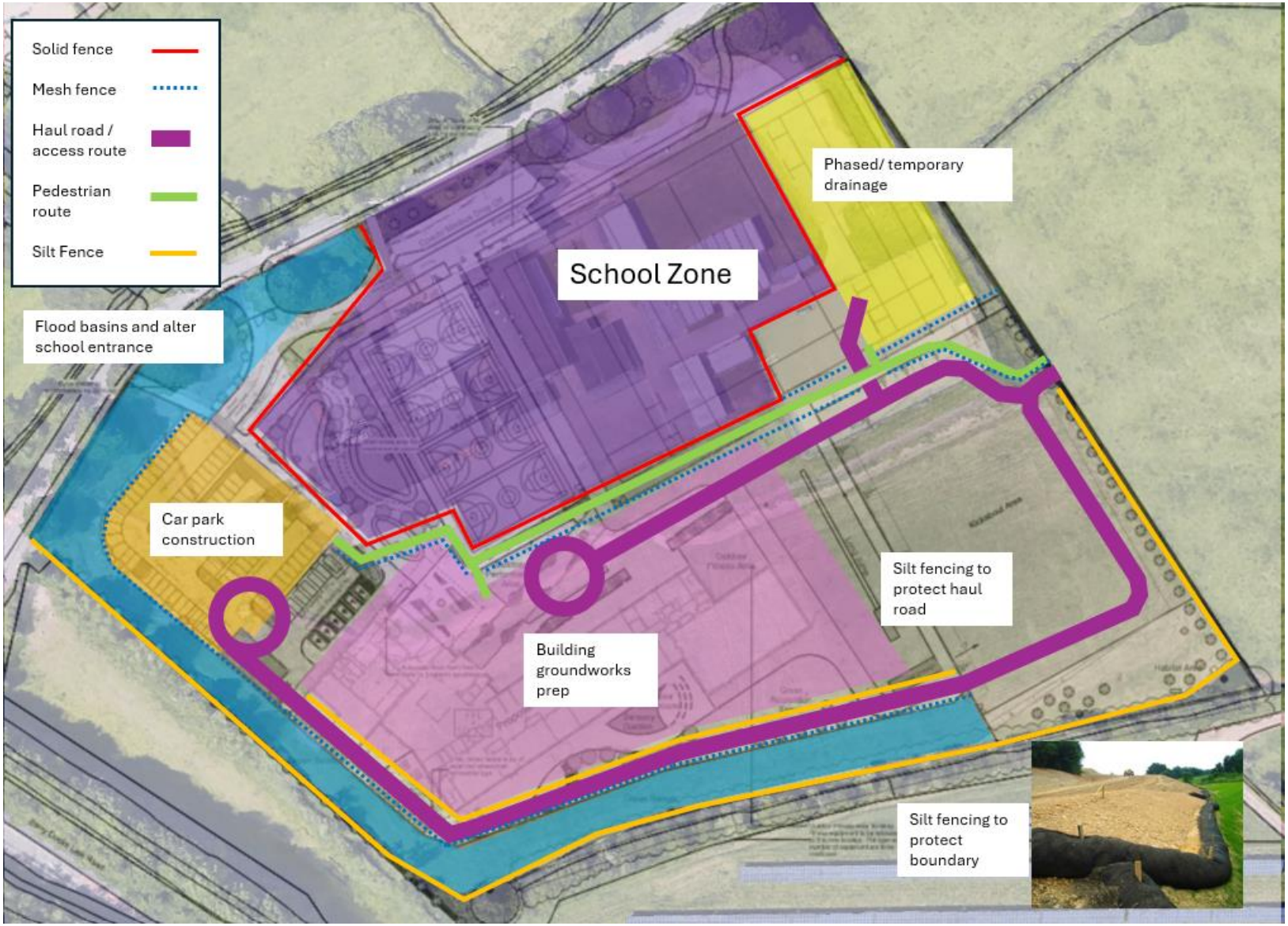


Fig.3.18 – Temporary Water Management Plan

Temporary Water Management Plan

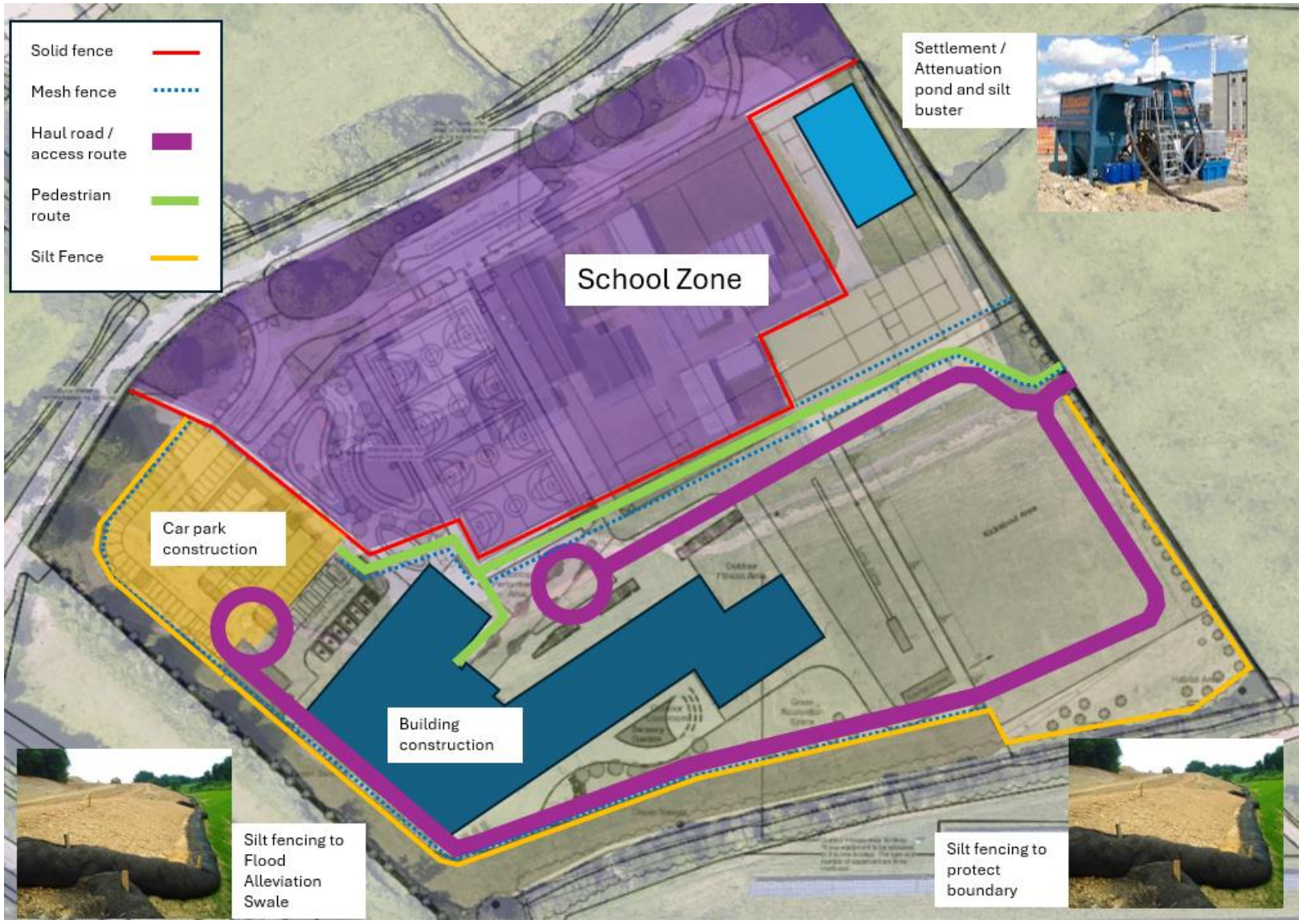


Fig.3.19 – Temporary Water Management Plan

Temporary Water Management Plan

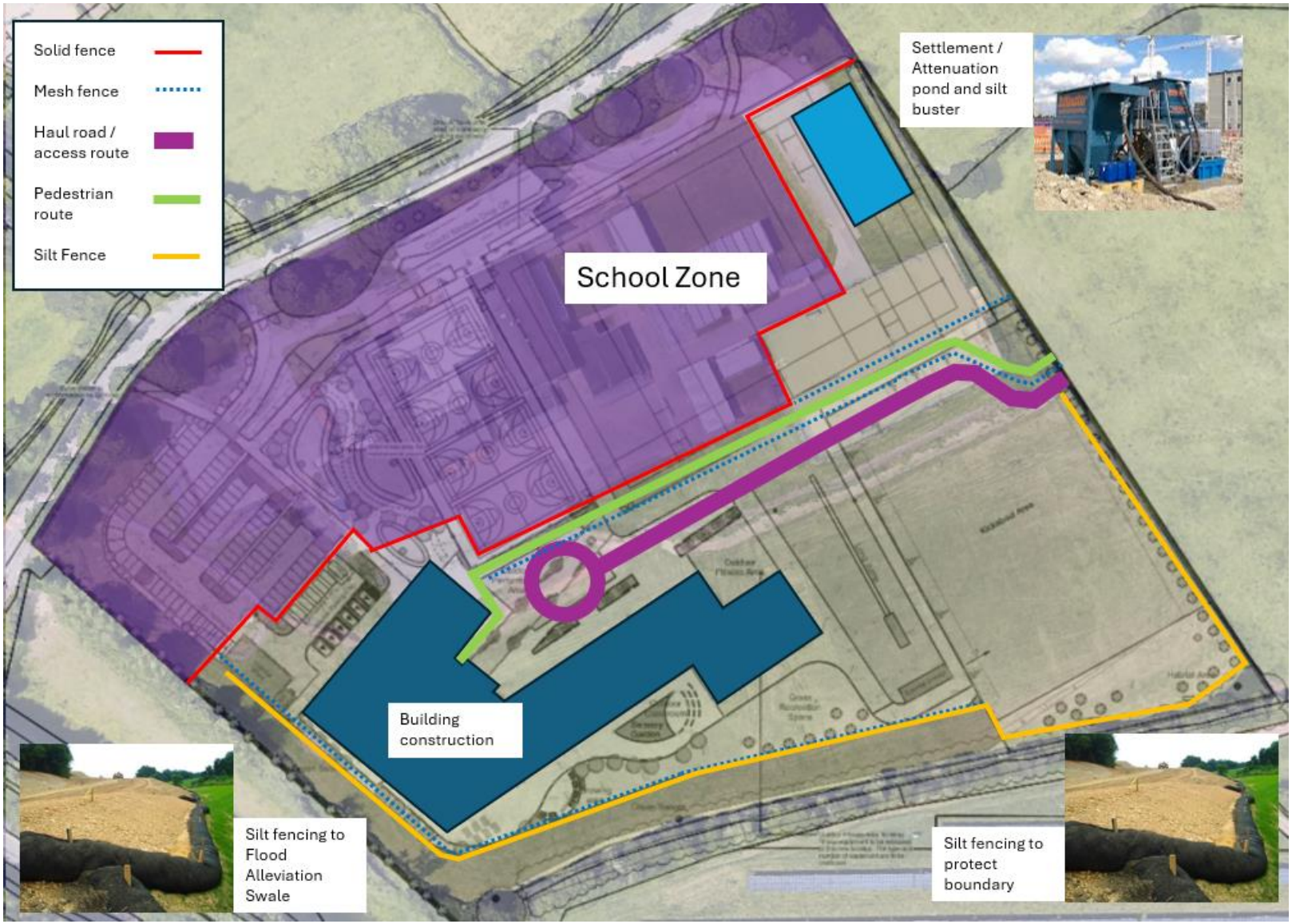


Fig.3.20 – Temporary Water Management Plan

Temporary Water Management Plan

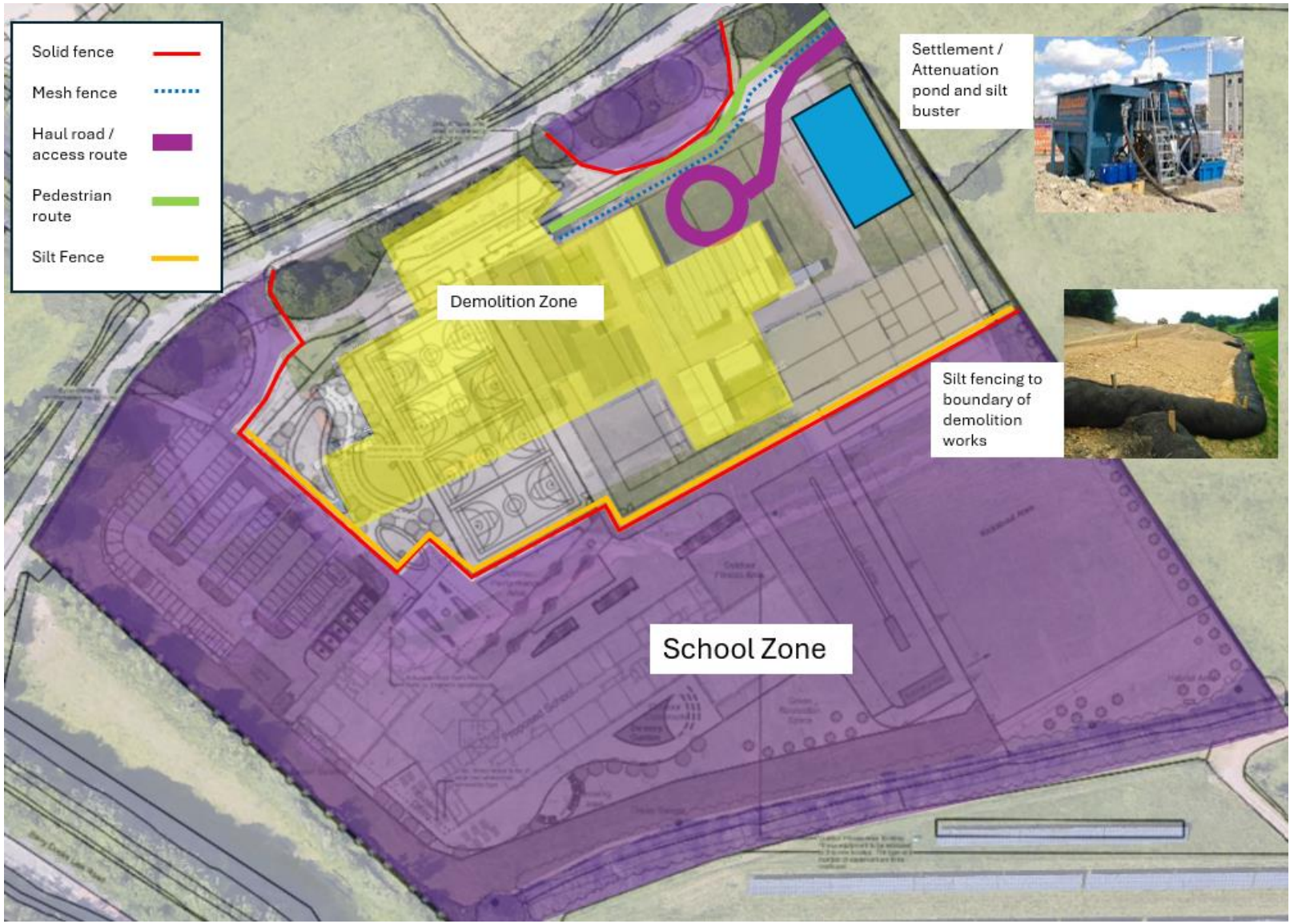


Fig.3.21 – Temporary Water Management Plan

Temporary Water Management Plan

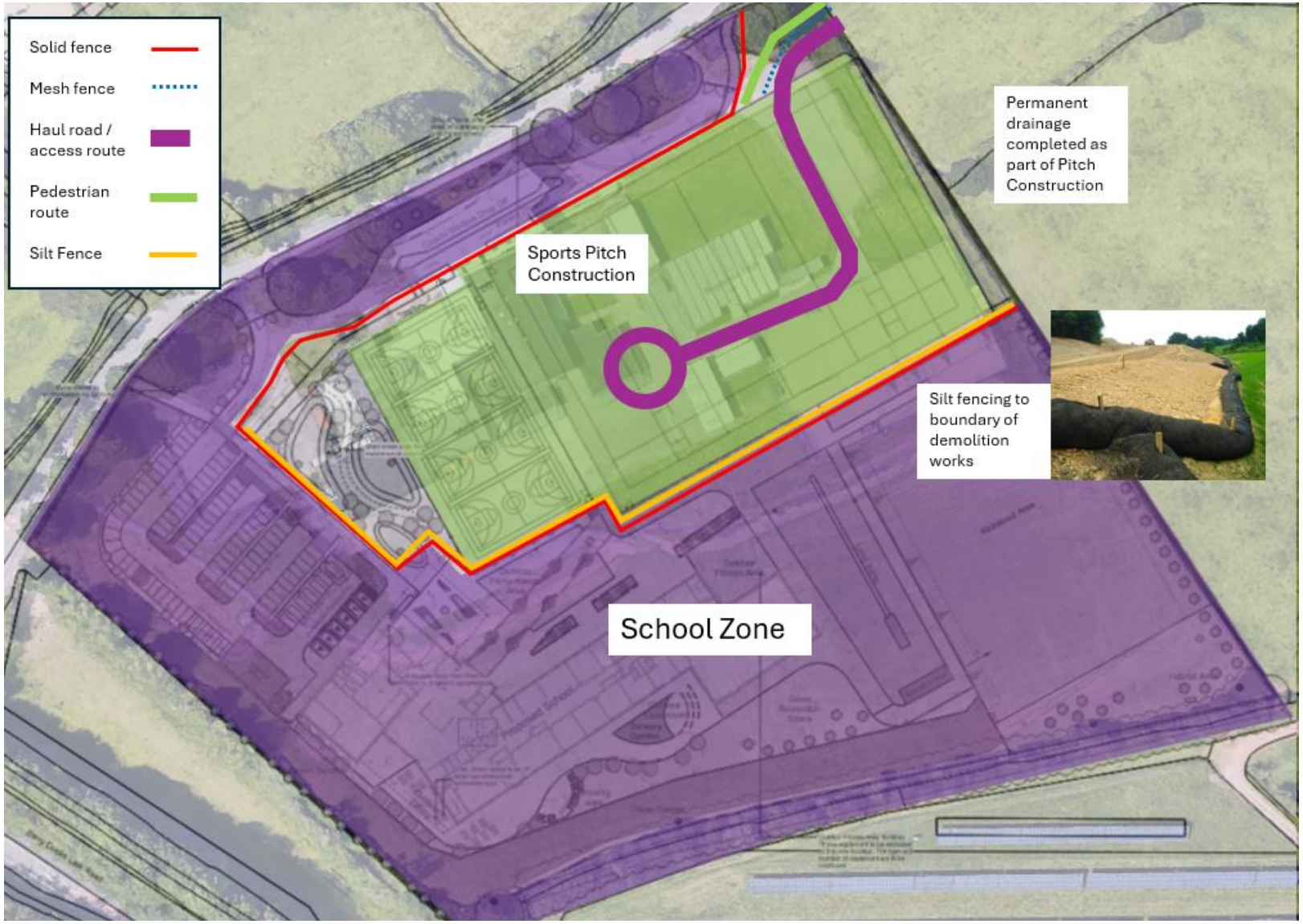


Fig.3.22 – Temporary Water Management Plan

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 have a spill kit in the cab to be used in the event of spillage taking place. Additional spill kits will be in retained area of the site to and clearly marked including adjacent to fuel storage and within the offices.

Electrical power will be taken from the onsite substation at the earliest opportunity limiting the need for generators and facilitating the use of electric plant where possible reducing the need for fuel storage.

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

Morgan Sindall retains a National Emergency Spill Response Contractor on 24hour standby to provide expert advice and attendance on site for spill management and clear up.

The Project Manager will appoint responsible persons to react to any environmental incidents including calling for spill response support where required.

MORGAN SINDALL CONSTRUCTION

ideal RESPONSE

Response management for major incidents including:

- Fire damage
- Flooding
- Sewage Contamination
- Decontamination
- Oil Spillage
- Chemical Spillage

Stage 1 – Contact Ideal Response on 0800 088 41 80.

Provide the site information:

St Richard Gwyn Catholic Highschool Site

Argae Lane

Barry

CF63 1BL

Provide the Morgan Sindall agreement **SA GF24** and Clydach ALN school contract **TM26CC09.**

Confirm the emergency contact's phone number on site and describe the nature of the emergency.

Ideal Response will provide expert advice on immediate actions by the project team to mitigate limit further pollution while they mobilise their team.

Notify the Morgan Sindall Operations Director and Safety, Health and Environmental Manager.,

Stage 2 – Response Management

Ideal Response attend site to prevent further pollution and clean up spillage / pollution.

Ideal Response will provide regular updates on estimate time of arrival and response progress.

Stage 3 – Completion and Reporting

Ideal Response will provide a detailed report on the incident and response including details of the clean-up, equipment used and photographic evidence.

Incident reporting will be managed through the Safety, Health and Environmental Manager who will report internally and externally as required.

4.0 Site Enclosure / Offices & Operations

Site Establishment

Key aspects to site establishment:

- Maintaining a safe site throughout the project.
- Clear & concise [site wide] signage.
- Safe pedestrian walkways throughout the site for construction workers, neighbours and school users.
- Specific traffic routing and segregation from pedestrian and working areas
- 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.
- Limited disruption for users of the existing school including staff, pupil drop off and collection, deliveries and refuse collection.

Our site compound area will comprise project offices and welfare facilities with areas for materials holding and waste management established within the site boundary. Vehicular access to the works will be via controlled gates and pedestrian access via a turn style system – located adjacent to the main gate into the works.

Hardstanding areas will be completed to base course as early as possible to ensuring clean and safe routing throughout the project build period (thereby reducing dust in this period and the transfer of mud and debris on the carriageway), with the final tarmacadam, pavings and white-lining completed just prior to handover.

Compound

Our Site Accommodation & Welfare facilities will be provided in the field adjacent to the site providing an offsite works area and ensuring the majority of works traffic does not travel through the occupied school area.
Providing offsite accommodation and parking limits disruption to the operation of the existing school maximising the external space the school can retain for education.

Temporary office and welfare buildings will be double stacked to minimise the footprint ensuring the maximum space around the site for logistics without the need to move welfare units during the works.

Within the field topsoil will be stripped and bunded for future reinstatement.
A hardcore layer will be installed and a surface course applied to ensure a hard wearing surface that can be kept clean and free of dust and mud as well as providing safe and level access for all users.

Existing field entrances will be used initially with a temporary entrance formed in the North East corner to give good visibility in both directions onto Argae Lane.

Any hedgerows affected by the temporary compound will be translocated within the field under the supervision of a qualified ecologist.

Upon completion of the works the hardcore and surfacing will be removed form site for reuse / recycling and the topsoil placed back to return the field to its original condition.

Contractor parking will be provided within the site compound with numbers of spaces to suite the expected operative numbers. The car park will be used by school staff for a short duration while the new car park is built.

The Project Manager will retain responsibility for ensuring construction traffic does not obstruct adjacent neighbours including the school.

Site Enclosure / Offices & Operations

Site Accommodation

Temporary accommodation will be provided in double stacked cabins with canteen, drying rooms, toilets and showers provided on the ground floor. The first floor will comprise offices, meeting rooms and training spaces.

Fig.4.1 – Typical Site Accommodation

Noting the distance to the works and the height of the building additional toilet blocks will be installed close to the works to maximise workforce access to toilets.

Access to the car park will be controlled by the full time gate person in the gatehouse who will also manage delivery vehicles into and out of the site.

Pedestrian access to the site will be on dedicated footpaths via an Msite turn style controlling authorised site access.
Vehicle access to the works will be through a series of controlled gates ensuring only authorised vehicles access the laydown area and site areas.

Parking will be provided adjacent to the welfare unit with barriers provided to control pedestrian and vehicle traffic. During the construction of the new car park within the works a dedicated section of the temporary car park will be segregated for use by teachers and school staff.

A dedicated skip compound will be provided within the laydown areas to provide a single area for waste management close to the works to allow supervision of waste management and early visibility of when skips need changing.
Telehandler mounted tipper skips will be used to move segregated materials from the works to the skip compound.
Fuel and chemicals will be stored in the compound in dedicated secure areas with spill kits and fire extinguishers provided nearby. Fuels and oils will be stored in double bunded containers.

Hoardings & Site Security

The site perimeter will be fenced with a combination of solid 2.4m high plywood hoarding in school and public facing areas with kentledge based Heras fencing used in other areas to prevent unauthorised entry.
This is shown on our Logistics and Traffic Management Plans in Section 2.

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

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

Moveable barriers will be utilised to control vehicle movements and segregate operatives within the site compound and works area - reinforcing safety in compliance with our Traffic Management Plan.

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

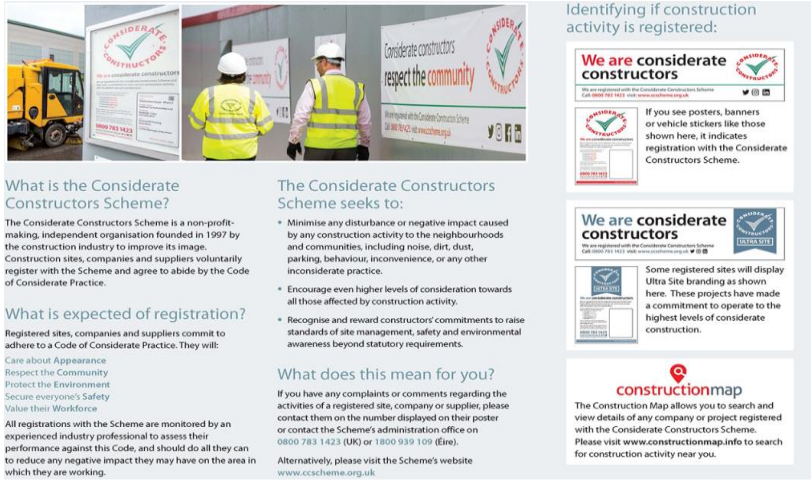


Fig.4.2 – Considerate Construction

Site Enclosure / Offices & Operations

Deliveries, Offloading, Lifting and Storage

Deliveries that need to access the works will be coordinated by the Project Manager and booked 48hours in advance with the Gate person provided with a schedule of planned deliveries at the start of each day.

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

Two-way radios will be used, so regular communication can be kept between banksman and gateman ensuring off-loading can be managed effectively.

Reversing is only permitted under supervision of a trained banksman ensuring turning and management of delivery vehicles on the site is undertaken safely.
Reversing out of the site onto the highway will not be permitted.
Materials will be delivered on a ‘just in time’ basis ensuring unloading areas remains clear for incoming deliveries and only small amounts of materials are stored on site.

Any mechanical offloading by forklift or crane will only be permitted within the site compound or works area with a risk assessments and method statements required in the form of detailed lifting plans. Any slinger/signaller duties must be undertaken by a competent certified person working in accordance with the Lifting Plan.

Materials will be stored in the laydown area and moved into the work site as required.

General Traffic and Car Park Management

The Project Site Traffic Management Plan includes details of all temporary signage, barriers and crossings required in the site and is communicated to all visitors and operatives via signage, notices, briefings and presentations.

The Traffic Management Plan is a live documents that evolves with the works, signage and crossings will change throughout the project to reflect the works. The Traffic Management Plan will be displayed at a prominent location on the inside and outside of the site hoarding.

Pedestrian Management

Turnstile access control will prevent unauthorised access to the works. Pedestrian / vehicle crossing points will be managed using the hoop to hoop concept with visually identifiable crossing points identified on each side of the crossing incorporating a physical barrier to avoid pedestrians straying into a vehicle route.

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

Construction traffic within the site will be supervised at all times by banksmen provided by the relevant trade supervisor.

Fig.4.3 –Example crossing point

Highway Works

Alterations to public highways are required as part of the works:

Flood alleviation scheme

- In phase 1 new kerb drains will be installed along part of Argae Lane to ensure any flood water from Cold Brook transits into the flood alleviation basins without flooding the pedestrian footpath outside the site.

School access

- The existing single width entrance / exit to the school car park will be widened to facilitate bidirectional travel to and from the new car park as well as exit only from the parent / bus drop off.
- These works are integrated into the flood alleviation basins and will be completed concurrently with the highway alterations for the flood alleviation.

Bus Access

- The existing entrance to the bus drop off will be widened to suite coach tracking.
- With buses using the widened car park entrance / exit the existing exit from the bus drop off will become redundant and will be closed with new kerbs and footpath construction.
- This work can only be complete once the existing buildings are completed and will be undertaken in Phase 3.
-

All traffic management will be provided in agreement with the Vale of Glamorgan Highways Authority and where possible will be completed in school holiday periods.
Where works cannot be completed in school holiday periods traffic management will be provided accounting for the operation of the school.

Site Lighting

Lighting

Compound and access safety lighting are included for personnel safety including illumination of vehicular routes, pedestrian walkways, permanent car parking areas and fire escape routes.

External lighting will be turned off outside of the site working hours with a minimum amount of bulkhead lighting retained inside the new building and fixed to the site accommodation for safety and security only.

Flood lighting will be used where required and will be switched off outside the site working hours.

Task lighting will be provided where required and will be switched off when not in use.

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

There are limited neighbours affected by the site with agricultural land and trees to all four boundaries. Site lighting will not affect these neighbours.

Fig.4.4 – Typical hoarding lighting

Fig.4.5 – Local task lighting

Fig.4.6 – Compound lighting Phase 1 and 2

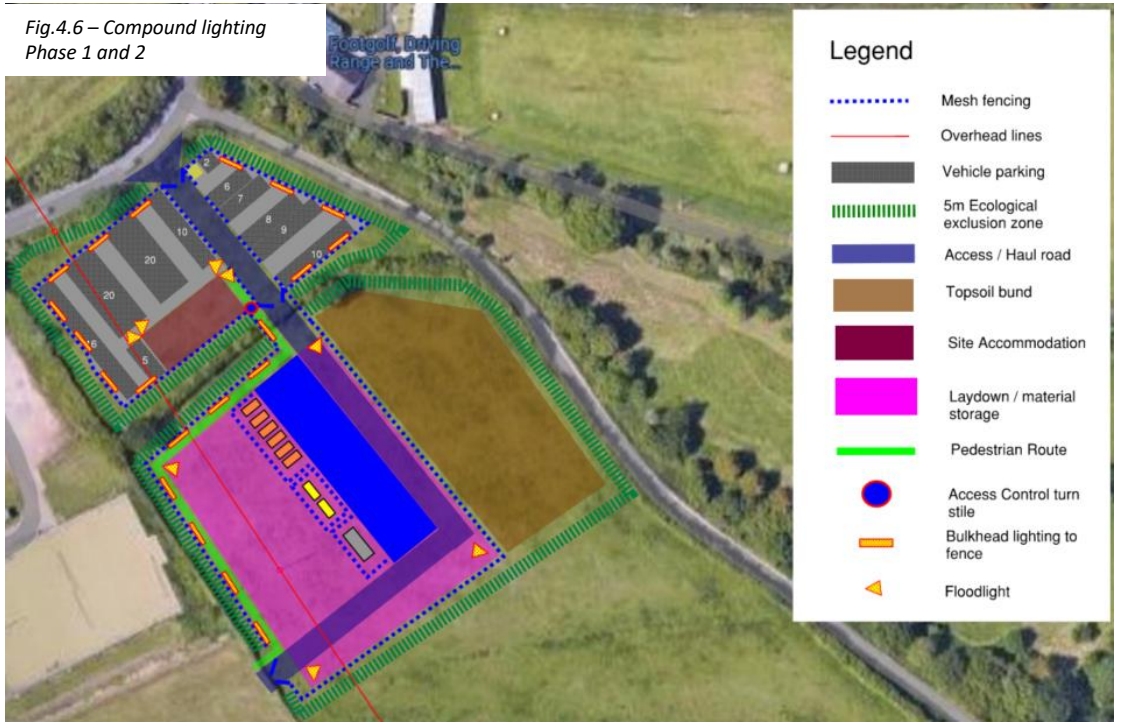
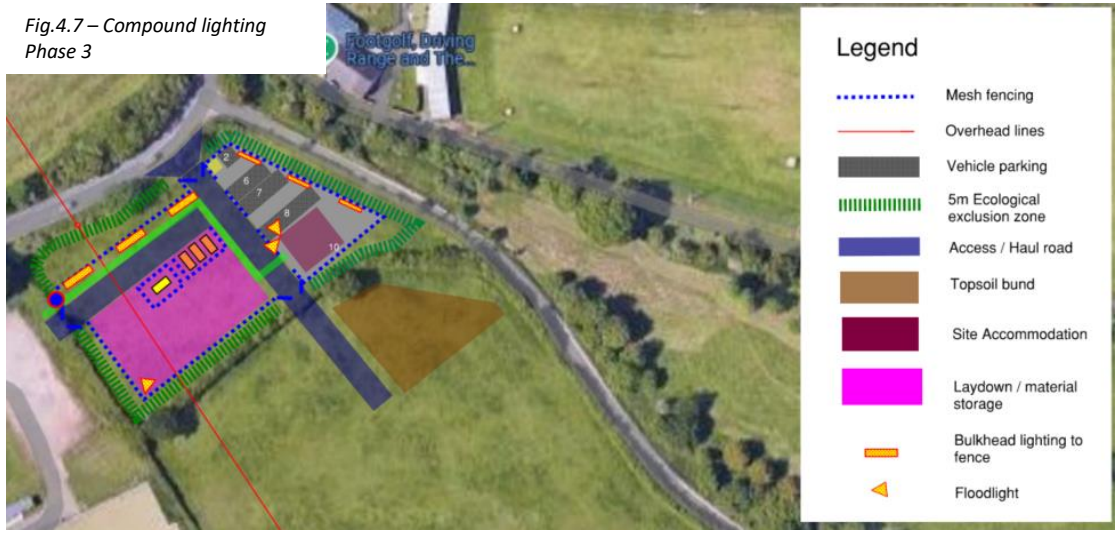


Fig.4.7 – Compound lighting Phase 3



Site Lighting

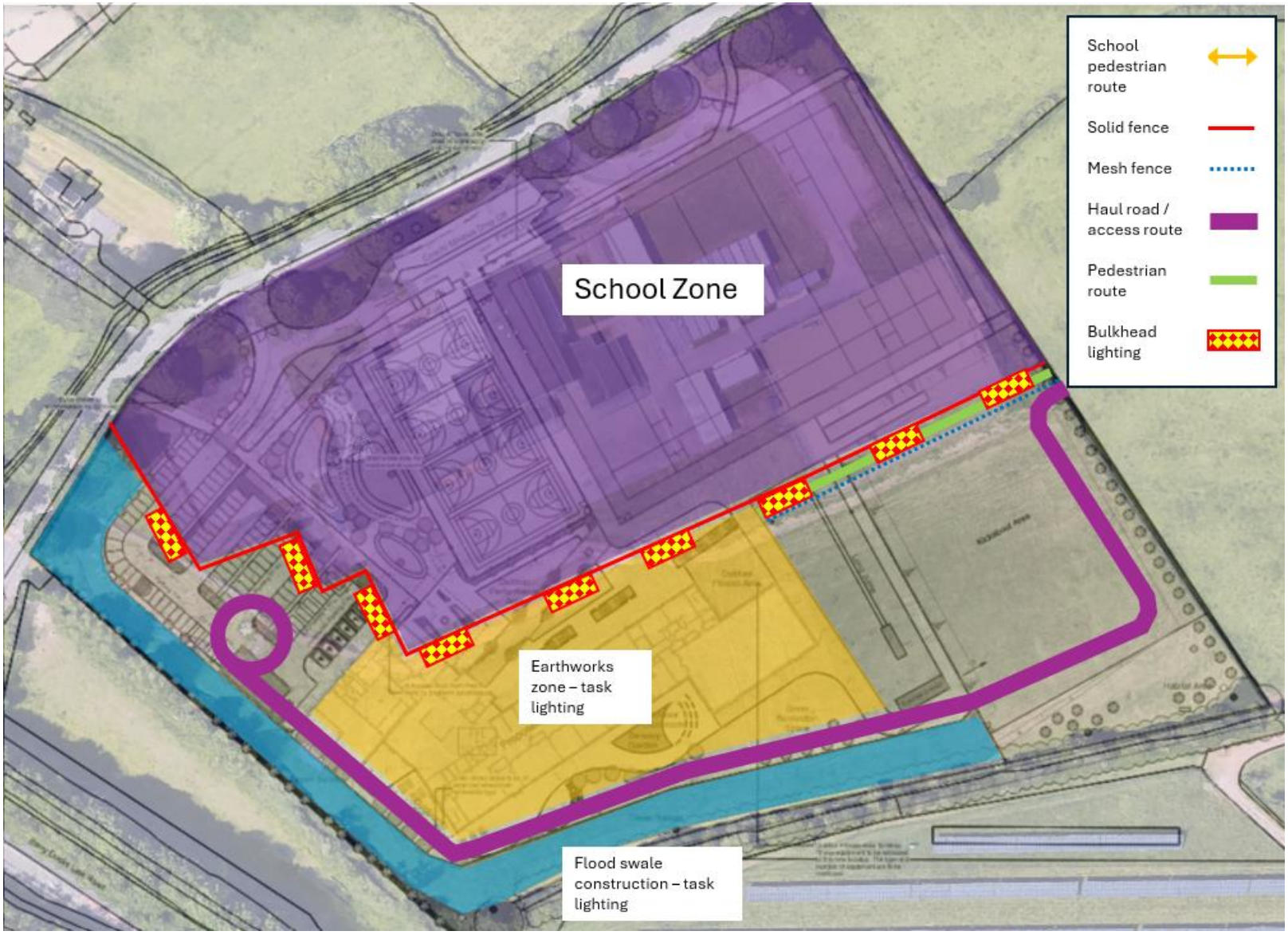


Fig.4.8 – Site lighting flood alleviation and bulk earthworks

Site Lighting

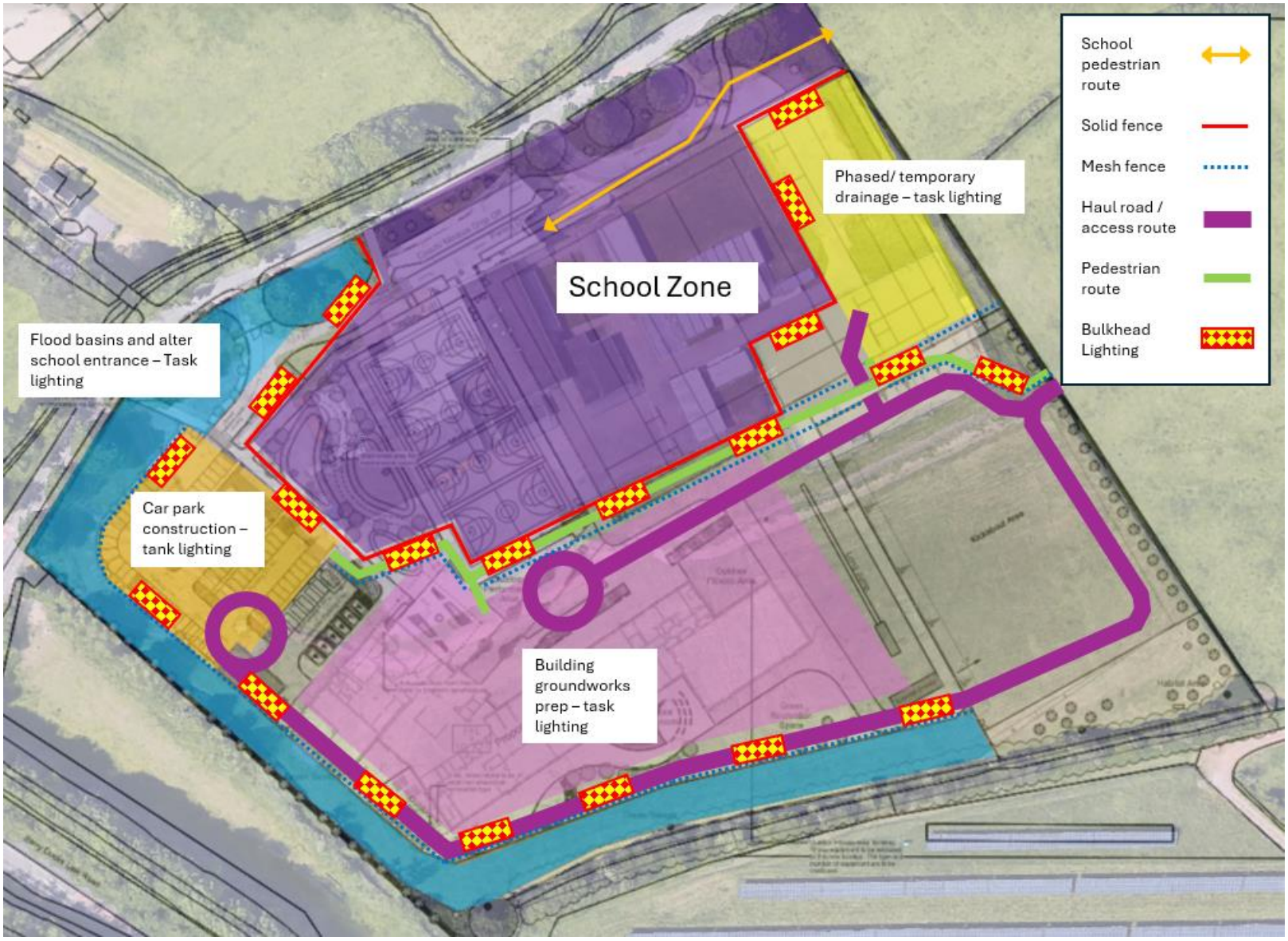


Fig.4.9 – Site lighting flood alleviation, site prep and car park construction

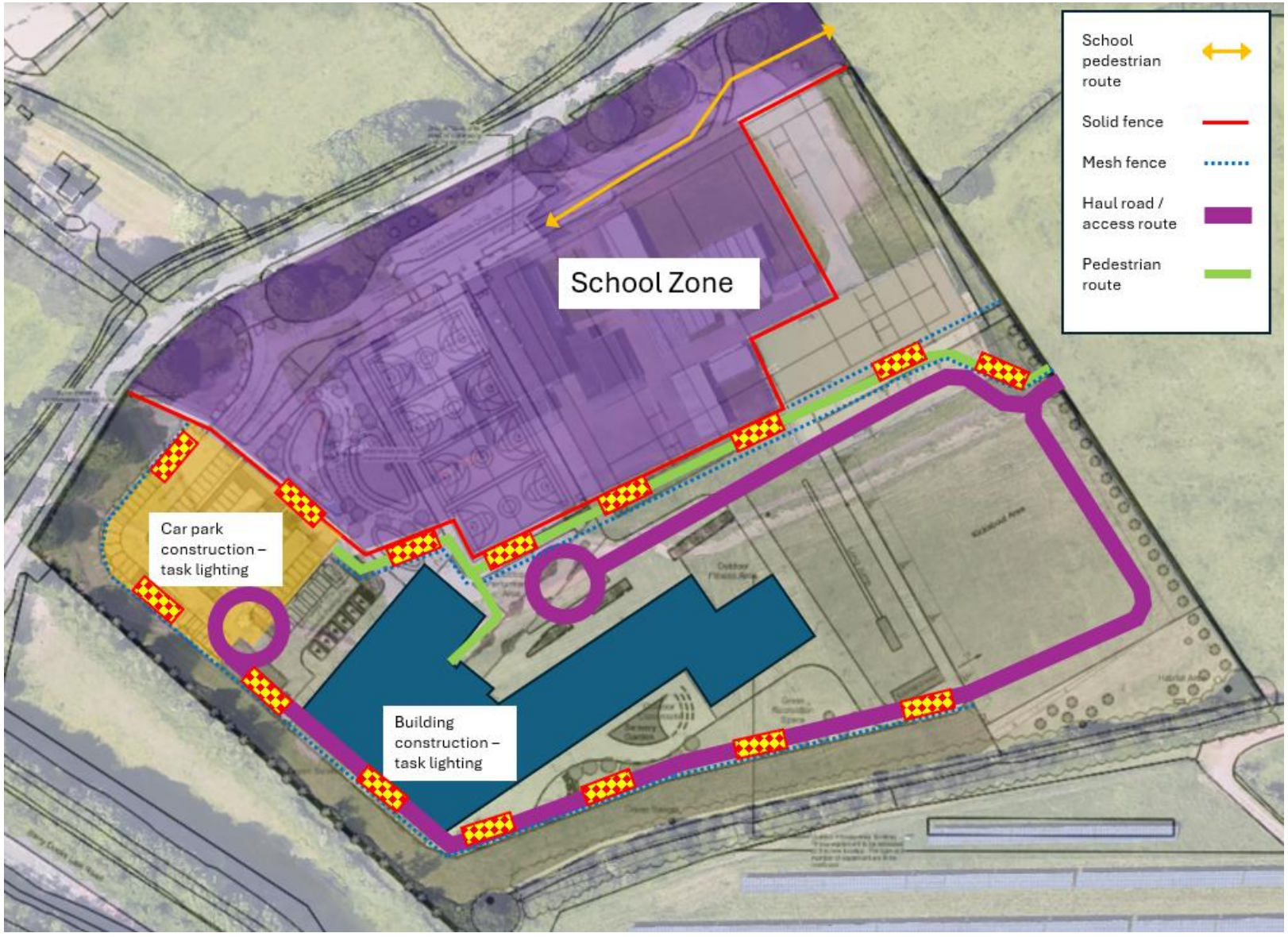


Fig.4.10 – Site lighting car park and building construction

Site Lighting

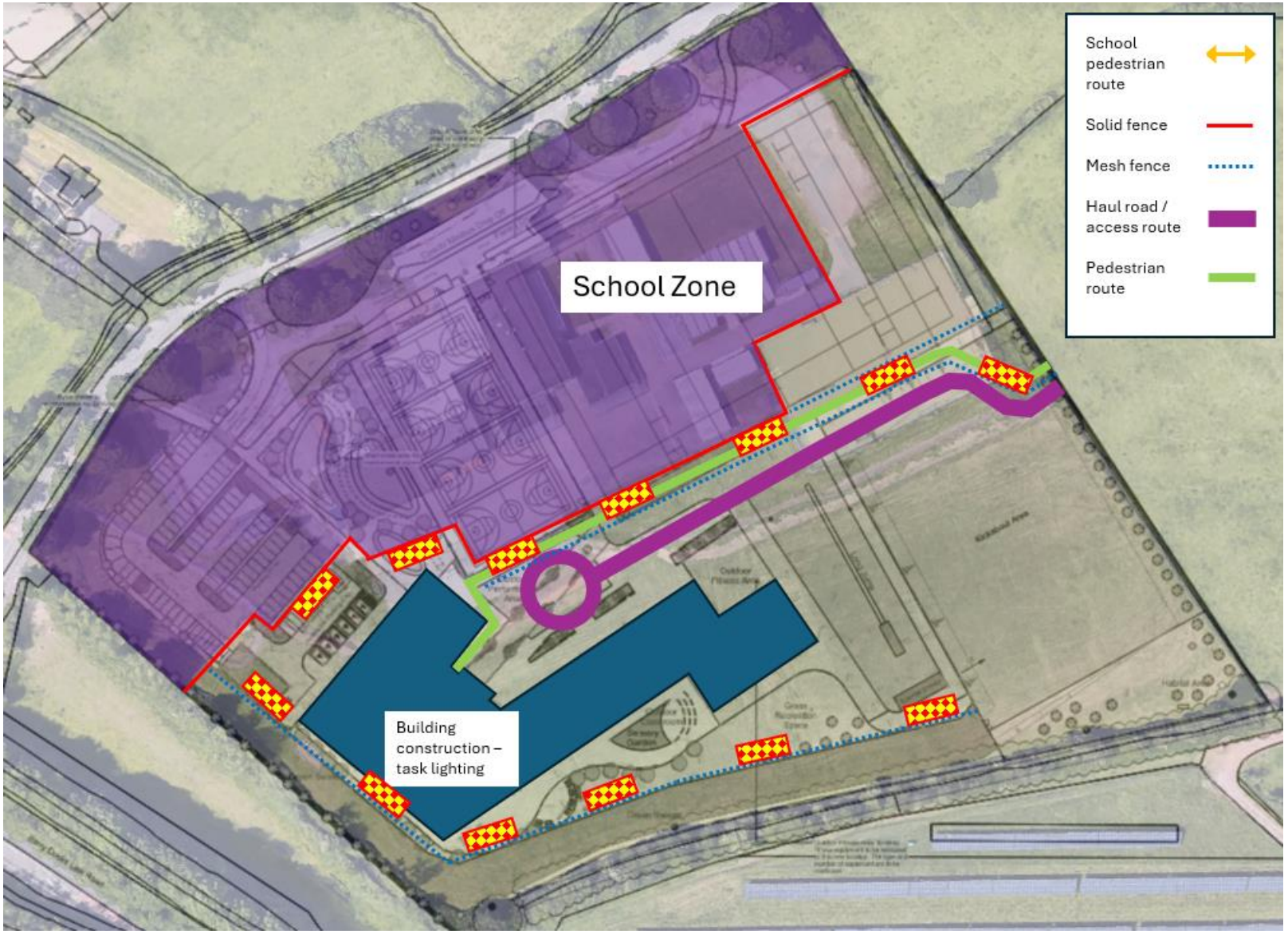


Fig.4.11 – Site lighting building construction

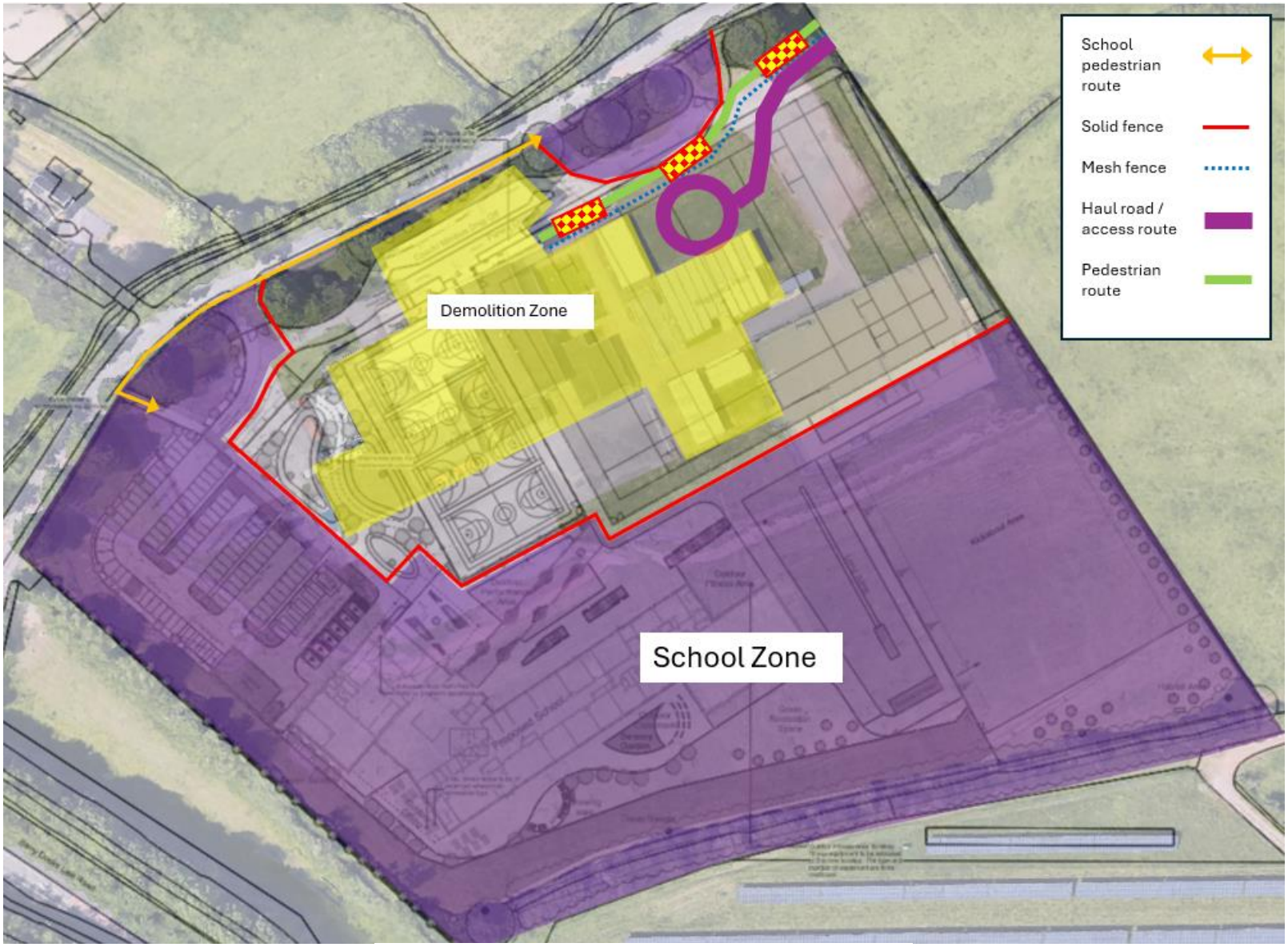


Fig.4.12 – Site lighting demolition

Fig.4.13 – Site lighting sports pitches

5.0 Demolition & Waste

Demolition

Demolition works will be completed in Phase 3 of the project with the existing buildings demolished after the new building has been occupied.

Asbestos Surveys will be completed in advance of the demolition works commencing with any notifiable asbestos notified to the HSE.
All asbestos will be removed by a licenced asbestos removal company and disposed of at a licenced facility.

Any additional asbestos discovered during the works will be managed in accordance with the licence conditions.

Soft strip of the building will remove all soft materials including finishes and ceilings with the building structure then demolished mechanical.

Water dust suppression will be used during demolition to control dust.

Waste will be segregated into the following streams to aid recycling.

- Plasterboard
- Metal
- Inert waste including concrete and brick
- Plastics
- Timber
- General waste

Where possible inert concrete and brick waste will be processed into usable hardcore and integrated into the works.
Due to the design of the pitch substructure, it is unlikely a significant volume of recovered hardcore can be used in the works.
Excess processed hardcore will be exported for reuse elsewhere or disposed of at a licenced facility.

Waste Management

Waste management will be controlled as described in the overarching Project Execution Plan and Site Waste Management Plan (SWMP) managed as live documents on our SIMS management platform.

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.

Waste materials will be placed in skips in segregated waste streams to aid recycling of materials:

- Plasterboard
- Metal
- Inert waste including concrete and brick
- Plastics
- Timber
- General waste
- Cardboard and packaging

Where necessary skips will be covered to prevent escape of lightweight materials.
Where possible waste will be avoided with excess materials returned to suppliers and packaging materials are, where possible, returned for re-use.

The project will ensure a minimum of 90% of construction waste is diverted from landfill.

Waste Disposal

Within the compound for the site, a specific waste segregation area will be established as detailed on the site phasing plans.
This area will be fenced to control access and debris.
Operatives will place water in the skips manually or via forklift waste skips.

Recycling and waste points will be established around the working area to allow materials to be placed in large bins and forklift skips.

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

Our waste management and targets will be monitored monthly and reported to the Aecom and Vale of Glamorgan Project team to meet the strict project targets.

6.0 Earthworks – Phase 1A & 1B

Cut & Fill Analysis

Cut and fill analysis has been completed as a phased approach to maximise the reuse of materials on site whilst avoiding long term stockpiling of soils between phases. Works between the phases overlap to allow efficient excavation, placement and disposal of material.

Site strip in Phase 1 comprised the removal of topsoil, tarmac and any remaining vegetation.
Topsoil will be retained and improved for reuse on the site, primarily for the flood alleviation swales and kick about area.

Subsoil will be placed directly where required to in the Phase 2 area (main building) to raise the levels to the new consented figures.
Soils will be tested in situ to confirm suitability for reuse with any unsuitable material removed from the works.

Excess subsoil will be stockpiled, tested and disposed of at a licenced facility.
Tarmac will be disposed of at a licenced facility.

Fig.6.1 – Cut and Fill analysis – Phase 1A

Fig.6.2 – Cut and Fill analysis – Phase 1B

Earthworks – Phase 2

Cut & Fill Analysis

Site strip in Phase 2 comprises comprised the removal of topsoil from the existing sports field.
Topsoil will be retained and improved for reuse on the site, primarily for the flood alleviation swales and kick about area.

Subsoil excavated in Phases 1A and 1B will be placed directly where under the building footprint to raise levels as the consented design.
Soils will be tested in situ to confirm suitability for reuse with any unsuitable material removed from the works.

Excess subsoil will be stockpiled, tested and disposed of at a licenced facility.

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Fig.6.3 – Cut and Fill analysis – Phase 2

Earthworks – Phase 3

Cut & Fill Analysis

Site strip comprised the removal of small amounts of topsoil, tarmac and any remaining vegetation on the site. Demolition of the existing buildings will be completed, and the new pitches, bus and parent drop off and associated landscaping areas will be completed.

The works area does not include space for treatment of site won topsoil for reuse so excavated topsoil will be disposed off at a licenced facility and new topsoil imported for use in remaining soft landscaped areas.

Where required subsoil will be placed in its required location immediately and tested in situ to confirm suitability for reuse with any unsuitable material removed from the works.

Excess subsoil will be stockpiled, tested and disposed of at a licenced facility.
Tarmac will be disposed of at a licenced facility.

Fig.6.4– Cut and Fill analysis – Phase 3

Earthworks - Stockpiling

Soil stockpiling

Soils will be managed under a Material Management Plan and in accordance with Conditions 21 – 23.

Site won topsoil from Phase 1A, 1B and 2 will be bunded ready for testing and where necessary soil improvement ready for reuse.

Topsoil recovered from site will be reused in the Phase 1A flood alleviation works.

Excess topsoil will be removed from site and disposed of at a suitably licenced tip/transfer station.

Topsoil required for planting in Phase 2 or Phase 3 will be imported to site the site.

Subsoil will be excavated and placed immediately as described in the Material Management Plan with testing completed in situ.

Excess subsoil will be bunded and tested ready for disposal at a suitably licenced tip/transfer station.

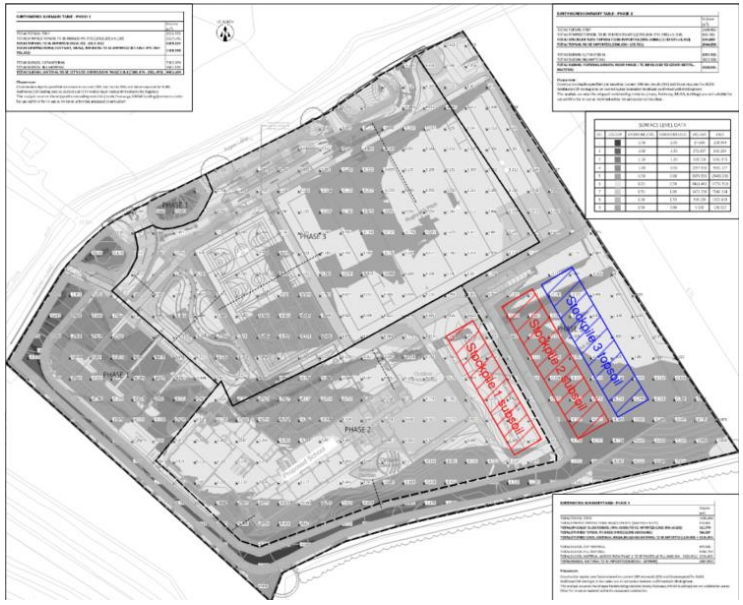

Fig.6.5 – Phase 1 and 2 stockpile locations

Fig.6.6 – Phase 3 stockpile locations

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 be registered with the Considerate Constructors scheme

Community relations will be managed by the Project Manager in collaboration with the Aecom and Vale Of Glamorgan Project Management team.

Newsletters will be provided on a quarterly basis and distributed to neighbouring areas, and the school providing up to date information about the project progress and contact details for the Morgan Sindall team.

Newsletters and information boards will be installed on the site hoarding to provide information on progress and public safety.

Safety, Health and Environmental Policy Statement

Policy

Management System

Document Reference	Revision Status	Document Owner	Date	Page
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MORGAN SINDALL CONSTRUCTION

Safety, Health, Wellbeing and Environment (SHE) policy

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

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

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

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

Signed

Pat Boyle
Managing Director – Construction

June 2024