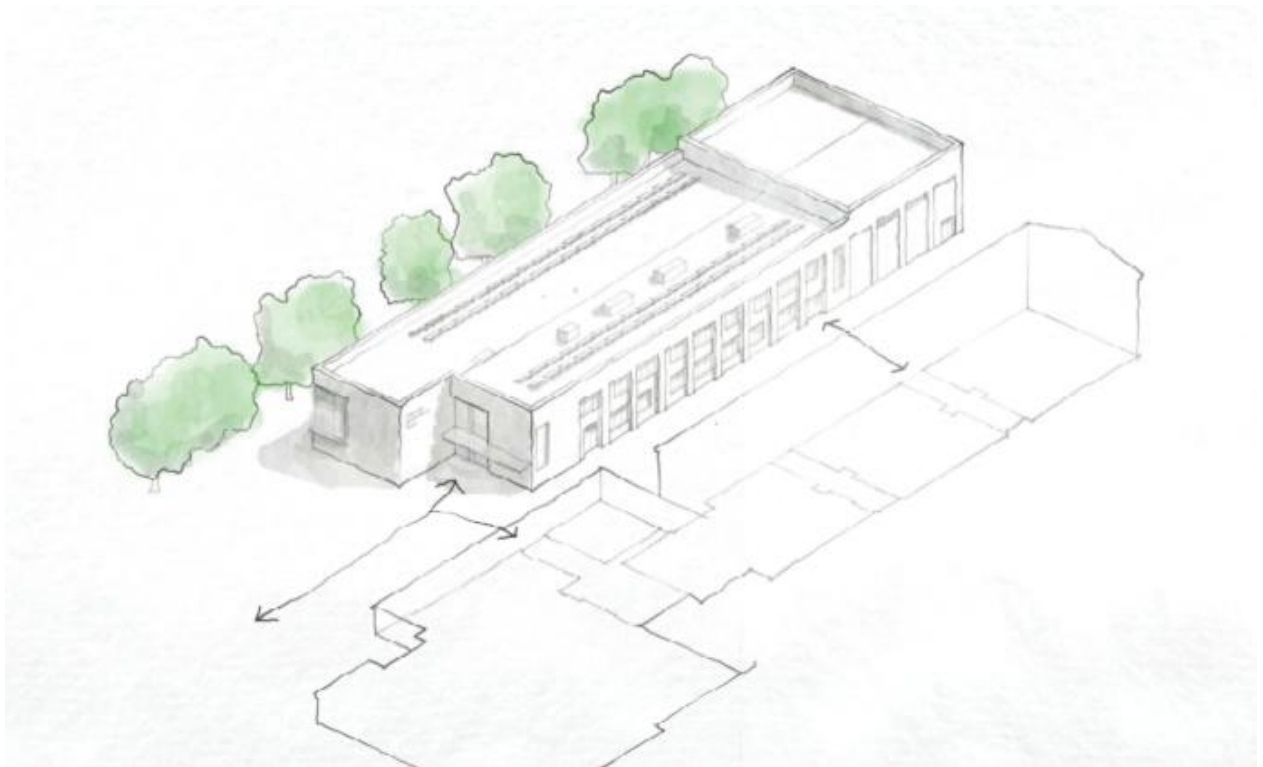


CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)



**Caerleon Comprehensive School,
Newport**

Rev 2

Document to Replace the Willmott Dixon PEP

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Date: 18th November 2025

Rev 2: 16.01.26

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1.0 INTRODUCTION

Willmott Dixon (the **Principal Contractor**) will be working on the construction of a New teaching block at Caerleon Comprehensive School, Newport. The proposals include the removal of existing buildings and the creation of a new sports hall block complete with additional gym, studios and additional teaching rooms.

The project is to be delivered on an operational school site and due to the dispersed nature of the various development across the site will be delivered in a phased manner which include Enabling (**demolition**) and Construction Works.

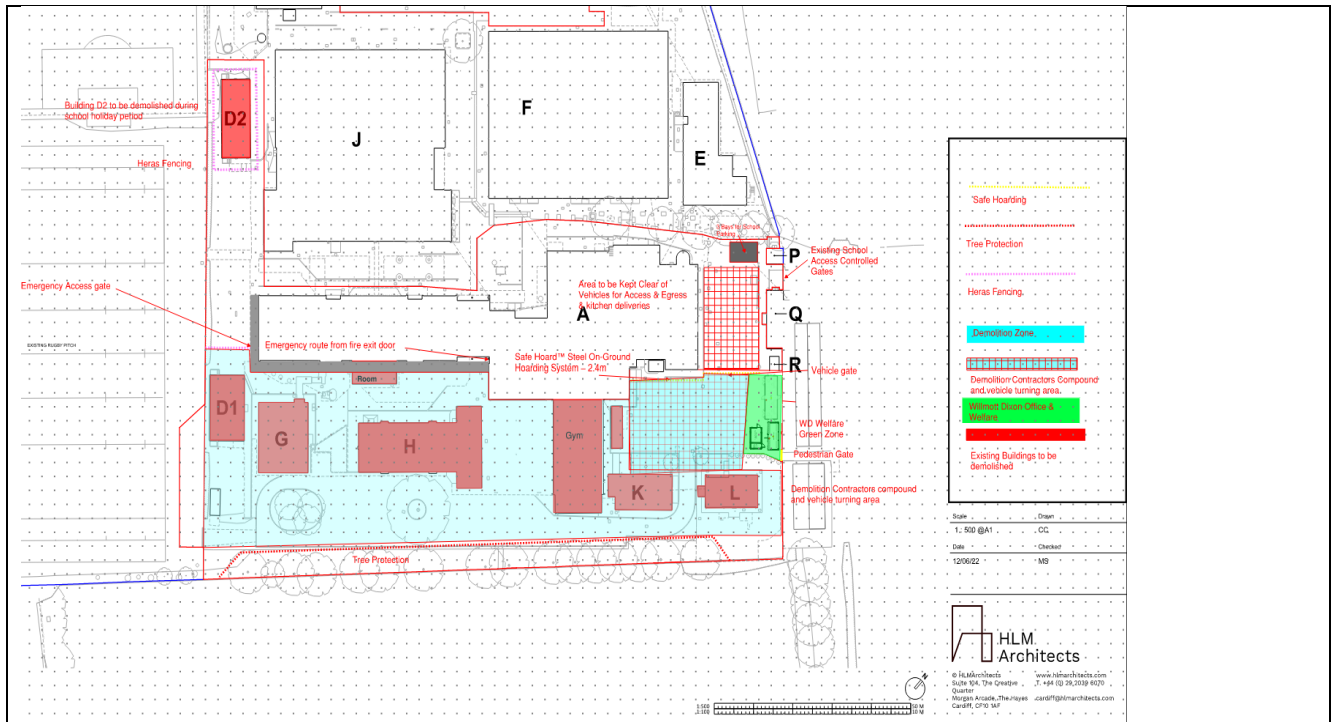
Enabling and **Demolition** works are anticipated to start in December 2025.

Construction works are anticipated to start in March 2026.

Development of certain areas of the site will also need to be timed to reduce the impact on the day to day operation of the school and activities to the external play areas. Consideration will need to be given to drop off and collection times and the operational needs of the school.

Consideration will need to be given to minimising the impact of the project on local residents.

PROJECT summary based on Mi Risk and Preconstruction information				
Name	Caerleon Comprehensive School			
Address	Cold Bath Rd, Caerleon, Newport NP18 1NF			
Client	Newport City Council			
Timescale	Start Date	December 2025	Estimated Completion Date	April 2026
Proposed Site Plan Layout:				



Purpose and Scope of the CEMP

Purpose

The aim of this CEMP is to provide an overarching and strategic framework for the management of environmental effects and the implementation of measures prior to, and during, the enabling and demolition phase of the Proposed Development. This framework will be implemented by the construction contractor appointed to the project, to minimise and mitigate actual and potential environmental effects associated with the construction of the Proposed Development.

Prior to the commencement of any activities on site, this CEMP will be updated by the appointed contractor pursuant to any planning condition and will be agreed with the LA planning department (NCC) and the relevant SABS authority

Willmott Dixon and all of their appointed **Supply Chain Partners** will be required to comply with the requirements of the approved CEMP.

Willmott Dixon will carry out regular reviews of the activities associated with the demolition and construction works. Should any updates or changes be required to the CEMP, the applicant will seek prior agreement from Newport City Council.

Scope

This CEMP details the specific obligations on the Contractor when undertaking the works; to provide the specific measures to be used during the demolition and associated enabling and infrastructure works; and the specific details of the control measures for each environmental issue.

Environmental Elements

The following Environmental Elements have been included within this CEMP:

- ✓ Transport;
- ✓ Waste;

- ✓ Noise and Vibration;
- ✓ Air Quality;
- ✓ Ground conditions;
- ✓ Ecology;
- ✓ Surface and Groundwater;

Project Specific Environmental Controls

Customer Issued Construction Targets

The contractor will be required to measure its performance against the following minimum Environmental Targets for Construction:

- Target zero pollution incidents by following this plan.
- Measure Energy use as follows:
 - Fuel in litres bottled Gas/LPG (in Kg)
 - Target maximum CO₂ emissions of 10,000 Kg /£1 million.
 - Target maximum water use of 70 m³ /£1 million.
- Target maximum Construction (skip) waste production 100m³ /£1 million (31 tonnes/£1 million)
- Waste to be segregated for recycling on site.
- Target to divert at least 90 % of all waste removed from site away from landfill.
- All Timber is to be from sustainable and legal sources, such as FSC, PEFC or Gib

2.THE CEMP

Principal Contractor Requirements

In this section Willmott Dixon will identify how compliance with the requirements of Newport City Council's Environmental Protection Team will be achieved.

There is a large body of environmental and safety requirements relevant to construction projects, in the form of primary legislation (Acts of Parliament), secondary legislation (Statutory Instruments, including Regulations and Orders) and statutory guidance and Codes of Practice. The Contractor will be responsible for identifying new legislation and regulation and complying with all prevailing legislation at the time of construction including any requirements under Health and Safety regulations.

In addition to the environmental requirements described, the Contractor will be responsible for obtaining licences from the Newport City Council before erecting any scaffolding, hoardings, gantries, temporary crossings or fences or depositing a skip on the highway.

Document Control

The CEMP will be held and maintained electronically, with the latest revisions identified with a document reference.

Site Management – Roles and Responsibilities

Table 1 Summary of Anticipated Key Roles and Responsibilities relating to the Implementation of the CEMP

Role	Key Responsibilities
Newport City Council (and their representatives Newport / Cyson Cymru)	Responsibility for appointment / allocation of the Principal Contractor, Project Manager and Environmental Manager.
Principal Contractor (Willmott Dixon)	Responsibility for the enabling and construction activities and holds overall responsibility for the activities on site and implementation of the CEMP. Responsibilities include: - Ensuring that the works are carried out in accordance with the CEMP and contract documentation, including the implementation of mitigation and management measures, environmental monitoring, environmental auditing, and other matters covered in this CEMP; - Ensuring the appointed contractors / subcontractors are appropriately qualified and competent; - Ensure environmental awareness training for all workers, including an induction for all site workers / contractors which includes environmental elements pertaining to the implementation of the CEMP; - Monitor the performance of contractors / sub-contractors and provide direction as necessary; - Liaise regularly with the Environmental Manager; - Complete a monthly audit of the CEMP and report findings, with follow up on identified actions as required; and - Undertaking corrective actions in the event of breaches of the CEMP or applicable environmental legislation. - Ensuring that resources are appropriately allocated to allow for the inclusion of the actions included in the CEMP for the duration of the project. - Responsible for the actions of management of contractors / sub-contractors associated with the enabling and construction works and ensuring that they appropriately comply with the requirements of the CEMP and applicable environmental legislation.
Principal Contractors Environmental Manager	Co-ordinate monitoring and reporting of the CEMP implementation, through liaison with the Principal Contractor and other parties as appropriate, to ensure that the works are implemented in accord with the commitments in the CEMP. Responsibilities include: - Undertake environmental monitoring and reporting as specified in the CEMP; - Undertaking environmental audits in conjunction with the Principal Contractor as specified in the CEMP. Reporting of audit findings is to occur on a monthly basis. - Regularly review the CEMP to ensure it accurately reflects the enabling and construction works occurring on site, at a frequency of no less than six months (unless significant changes to the enabling and construction methodology occurs); - Ensure that all relevant environmental consents, licences, permits etc. are in place prior to the commencement of the relevant works. Ensure the requirements of these permits are included in the CEMP and are adhered to; - Act as the first point of contact for environmental issues associated with the Proposed Development; - Undertake environmental training (including toolbox talks) as required, to ensure that enabling and construction staff are aware of the environmental

	requirements; ▪ Ensure that the objectives of the CEMP are being achieved and that are not contrary to any relevant legal requirements; ▪ Engage with the Principal Contractor on environmental issues identified during the enabling and construction works, and issue Corrective Notices where required. Follow-up on such notices is to be undertaken in conjunction with the Principal Contractor to ensure non-compliances have been appropriately rectified.
Client Appointed Environmental Consultant	Advise Client on environmental related matters as requested.
Contractor(s) / Supply Chain Partners(s)	▪ Work to agreed plans, methods and procedures to minimise environmental impacts; ▪ Commit to undertaking works associated with the Project in accordance with the CEMP; ▪ Undertake the site induction training (which is to include an environmental management element); ▪ Report all environmental incidents immediately to their line manager; and ▪ Monitor the workplace for potential environmental risks and alert their line manager if any are observed.

Key Contacts

The contractor will provide a contacts directory for the construction phase

Table 2 Key Project Contacts

Role	Name	Contact Details
Newport City Council (Newport Cyson Cymru)	Phil Booth	phil.booth@cysoncymru.co.uk 07920 823303
Principal Construction Contractor	Willmott Dixon Construction	02920 221002
Structural Engineer	Tim Hodson	t.hodson@cambria.co.uk 07595 375 772
Environmental Consultant	TBC	TBC
Operations Manager	Darren Hancock	Darren.hancock@willmotttdixon.co.uk 07837715927
Building Manager	Ben Stephens	Ben.Stephens@willmotttdixon.co.uk 07580050531
Environmental Manager	Lauren Higgins	lauren.higgins@willmotttdixon.co.uk 07815744584
Health and Safety Officer	Adam Moxey	Adam.Moxeyl@willmotttdixon.co.uk 07773471887
Community & Social Value Manager	Will Payne	will.payne@willmotttdixon.co.uk

3.0 FRAMEWORK AND ADMINISTRATION

Public Liaison

Willmott Dixon shall provide Newport City Council's Environmental Protection Team with a full programme of key activities for the development before it starts.

The specific measures to be implemented by the Contractor will include:

Willmott Dixon shall liaise with Newport City Council's Environmental Protection Team on a regular basis, agreeing routine arrangements for each site's activities and ensuring compliance.

Willmott Dixon will be responsible for establishing and maintaining contact with Newport City Council and local residents; keeping them informed of construction matters likely to affect them.

This liaison will include the regular and frequent distribution of Newsletters and attendance at meetings at the request of Newport City Council with representatives of local businesses and residents' groups. (See under community relations below).

Willmott Dixon will provide an information and reporting telephone 'Hot Line' staffed throughout working hours. Information on this facility shall be prominently displayed on site hoardings. Willmott Dixon's nominated persons will attend monthly reviews with Newport City Council's Environmental Protection Team, or otherwise as requested.

Willmott Dixon will facilitate Newport City Council's Environmental Protection Team or their representatives to undertake regular planned inspections of the site to check compliance and associated records.

Willmott Dixon will provide Newport City Council with full programmes, providing details on the nature and timing of the main site activities. The contents of these programmes are specified in the following section.

Community Liaison

Contact with neighbours and the general public throughout the construction programme will be proactively maintained, with regular update meetings and the issuing of a brief news sheet on progress. Update sheets will be maintained on site hoardings.

Willmott Dixon will nominate community relations personnel, who will be focussed on engaging with the local community. Willmott Dixon will ensure that occupiers of nearby properties and residents are informed in advance of works taking place, including the estimated duration. Willmott Dixon will inform local businesses and residents likely to be affected by such activities at least 14 days prior to undertaking the works, as well as applying for the appropriate permits and licences, e.g. vehicle crossovers or parking bay suspension.

Neighbour and Public Relations Strategy

To successfully develop and implement a 'Neighbour and Public Relations Strategy', the following actions will be undertaken:

Initial Contact: Once full planning permission has been obtained and contractors have been appointed, formal contact will be established with the nearest neighbours and those who could potentially be affected by the development and construction works; and

Contact during Works Period: A single point of contact for neighbour and public relations will be established, with a senior member of the project staff nominated for the role. Contact details for this single point of contact will be displayed on the site hoarding. Outside normal working hours, site security will act as the main point of contact via a dedicated phone number. Security will alert the staff contact if necessary (available 24 hours). Should there be any complaints, these will be logged, fully investigated and reported to the relevant department within Newport City Council as soon as possible. The complainant will be informed as to what action has been taken.

Willmott Dixon will monitor and report through online portal – MiProject

Emergency Incident Communication

In the case of work required in response to an emergency, Newport City Council and all neighbours will be advised as soon as reasonably practicable that emergency work is taking place. Potentially affected occupiers will also be notified of the 'hotline' number, which will operate during working hours.

See appendix 1 for emergency contact list from the SEEPA.

Construction Staff and Training

All site construction staff to be made aware of the requirements of the CEMP and will be made responsible for its implementation. Regular training is to be implemented where deemed appropriate, and in response to non-compliance incidents.

Health and Safety

The Principal Contractor will prepare and implement a project Specific Health and Safety Plan.

This Plan is to be provided to and agreed with Newport City Council (and other relevant parties as required)

Environmental Risk Assessment Matrix & Aspects and Impacts

Environmental risk is assessed using the Assessing Risk Profile procedure and completing MiRisk. Individual environmental aspects and their significance are identified, along with appropriate mitigating actions. Those activities that remain after preconstruction mitigation, and that have a HIGH residual risk, should be discussed further and appropriate management should be considered, with specific RAMS for these activities to cover health, safety and environmental impact mitigations. The MiRisk Risk initial review summary for the start of the project may be held in this section or shown on request by the project team to stakeholder on request.

4.0 PROJECT OUTLINE

The Site

The school is situated in the south west of Caerleon, Newport, NP181NF.

The development site is irregular in shape and located in Caerleon. The site centres on an approximate National Grid Reference of 333412 190540, occupying a plan area of approximately 5.36 Hectares.

The site is currently occupied by Caerleon Comprehensive School and associated land use, including hard-standing playground and playing fields.



Overview of the Proposed Development

Newport/ Cyson Cymru is proposing the demolition of an existing school building and replacement with a new school building at Caerleon Comprehensive School, Newport. 11 existing buildings will need to be demolished. To enable these to be demolished, there is need to erect a temporary sports hall. The proposed sports hall is located on the existing tarmac playing area next to the Isca building.

Project Programme

The overall construction programme is expected to be of the order of 32 months. An indicative summary programme appears below for guidance only.

Workstage	Indicative Program
Site Enabling and Demolition	December 2025
New Teaching block build start	March 2026
New teaching block handed over	July 2027
Completion of Project	July 2027
School occupies new block	September 2027

5.0 ENABLING AND DEMOLITION OVERVIEW

The development comprises a phased redevelopment of the school site which commences with the demolition of 11 existing teaching blocks. To enable these to be demolished, there is need to erect a temporary sports hall. The proposed sports hall is located on the existing tarmac playing area next to the Isca building.

The Proposal

The development at Caerleon includes the redevelopment of the site to provide a new teaching block and the creation of a new sports hall block complete with additional gym, studios and additional teaching rooms. Works to also include refurbishment work to the existing block

CEMP for all the works covering the following key activities:

- Pre-construction Planning
- Site establishment
- Demolition phase

Pre-construction Planning

Prior to commencement of works on site a period of pre- construction planning and activities are required to ensure works can commence: These will include but are not restricted to

Production of a detailed CEMP including:

- Neighbour liaison before the commencement on site to explain the nature of works.
- Liaison with the project teams of potentially ongoing local developments to agree shared and combined logistics issues.
- Further site investigations to inform the design.

Site Establishment

The first site activity will be to establish the areas as a construction site before works commence. The initial working area – which will be located within the site boundary, will service the demolition of the existing teaching block, will be secure, and the pupils, staff and general public will be separated from the works. The construction site area will be made safe and secure prior to works commencing, with the use of secure and well maintained, 2.4m high fencing and screening where required.

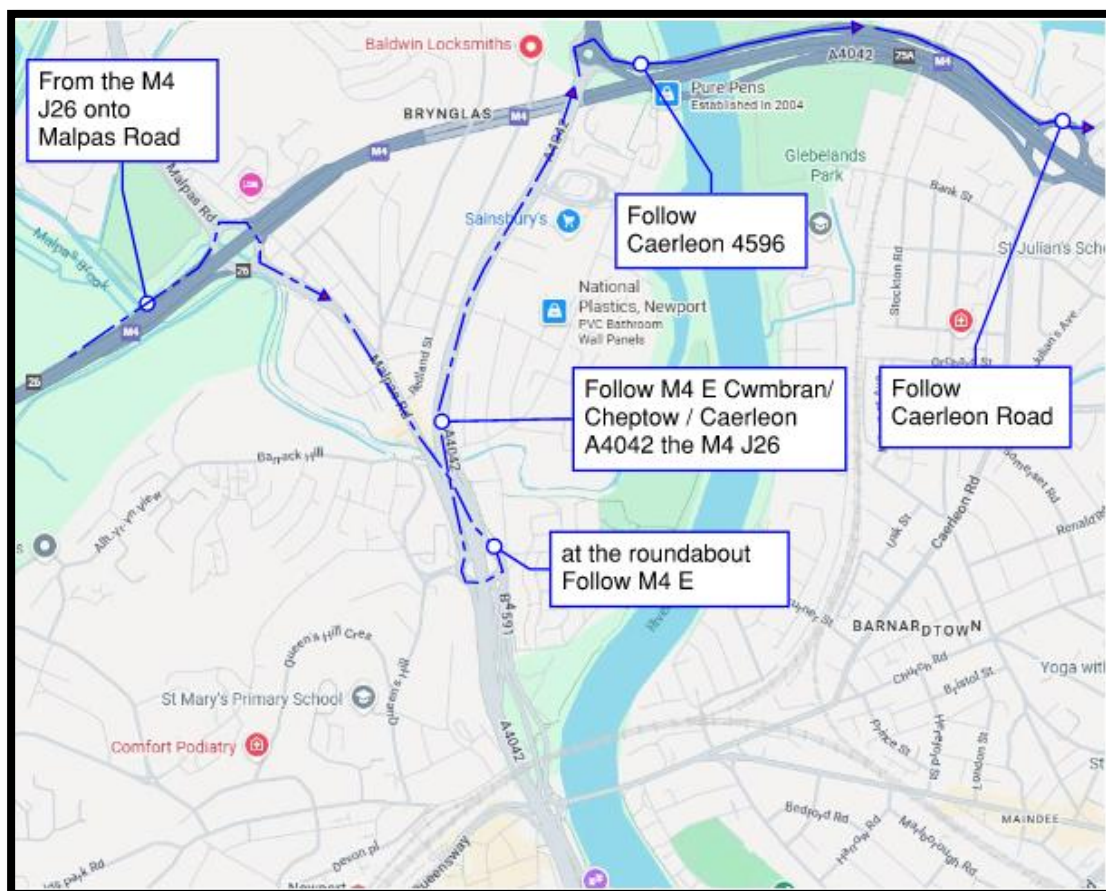
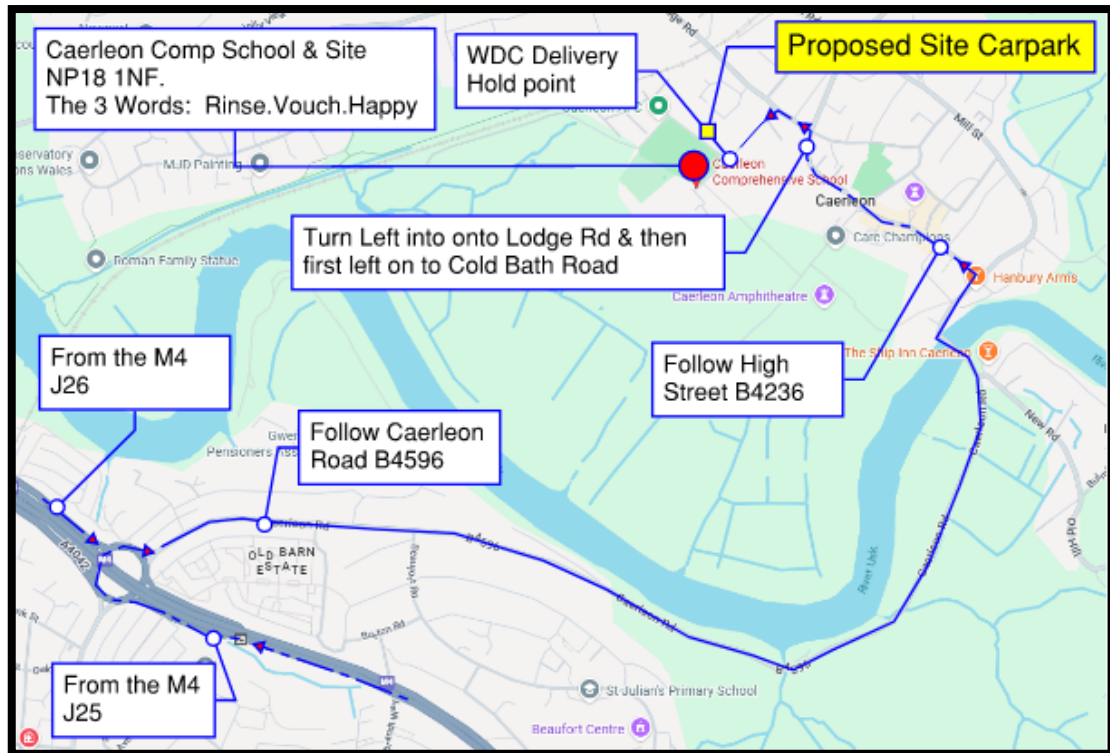
Temporary hoardings or Heras fences will be provided on short term boundaries for highway works. Secure access points with wheel cleaning facilities 1. Jet Washing at Gate House; 2. Road Sweeper services, will be established at the site access and egress gate. A pedestrian access point will be located close to the main vehicular access gates with separate pedestrian gate and footpath provided (See transport Plan – Appendix 2).

All vehicles entering and leaving the site will be controlled by a dedicated Gate Person and a vehicle holding area (See transport Plan – Appendix 2). Appropriate safety/warning signage will be placed to warn and direct persons accessing or passing the site of the dedicated site entrances – signage will also be placed in advance of the entrance to ensure delivery vehicles are directed to the appropriate holding area and then escorted to construction site via the Gate Person.

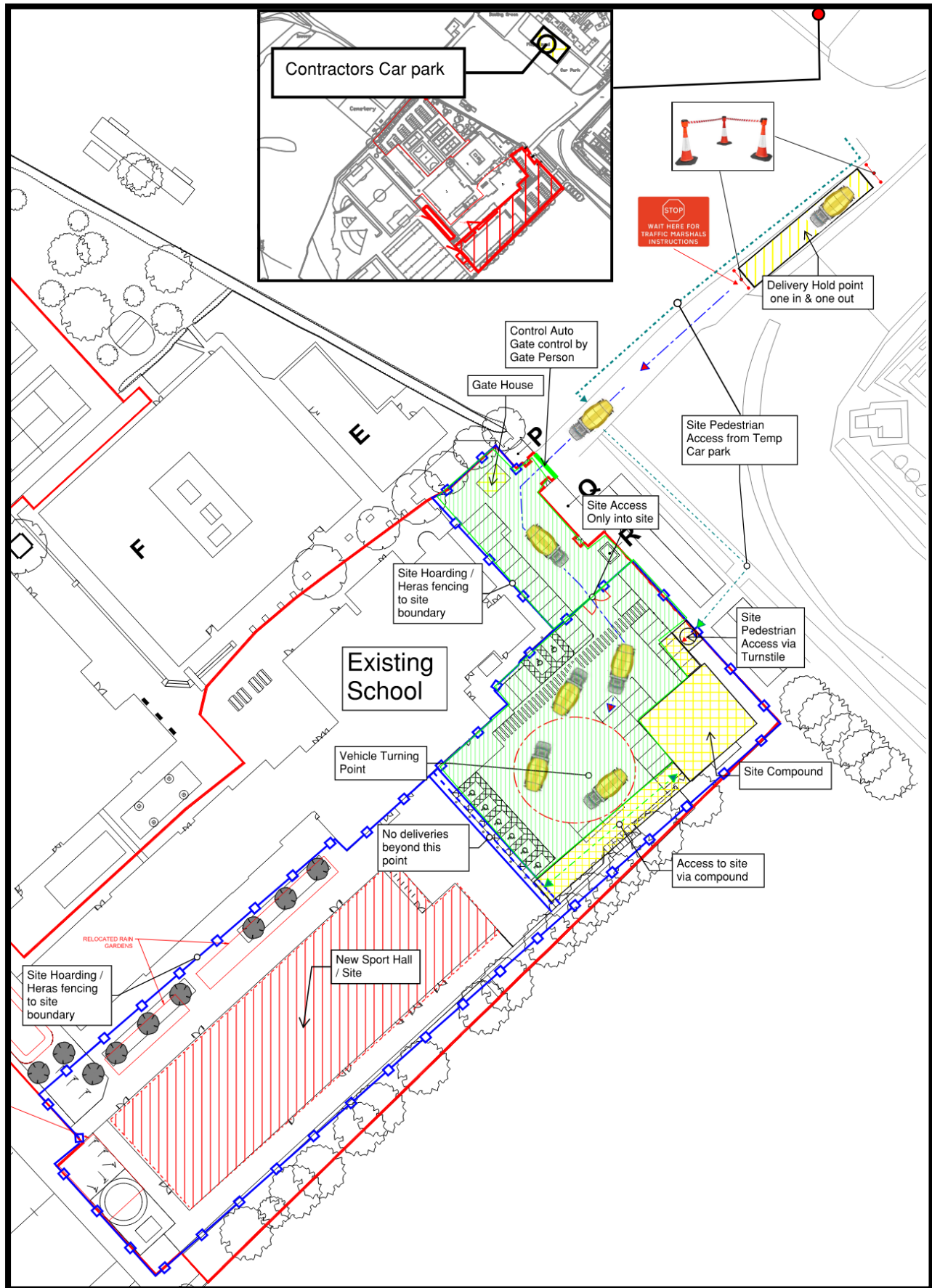
Deliveries will **NOT** be able to come to site between the hours of 8:00 to 9:15 AM & 15:45 to 16:00 PM. Delivery time slots will be organised before hand via WD site team via the delivery booking system Site Sentinel.

A designated works entrance, within the existing school (off Cold Bath Road – see transport plan Appendix 2), will service the construction site for the duration of the project. At all time vehicles will leave the site forward facing or have designated trained highway banksman. Condition Survey will be completed before any works commence and a Delap Survey will be completed at the end of the project and any damage undertaken in the construction process to Cols Bath Rd will be made good.

Caerleon School - Site Access Plan:



Caerleon School - Site Logistics Plan



The construction site office and associated welfare facilities for the workforce will be in temporary cabins inside the construction boundary fence.

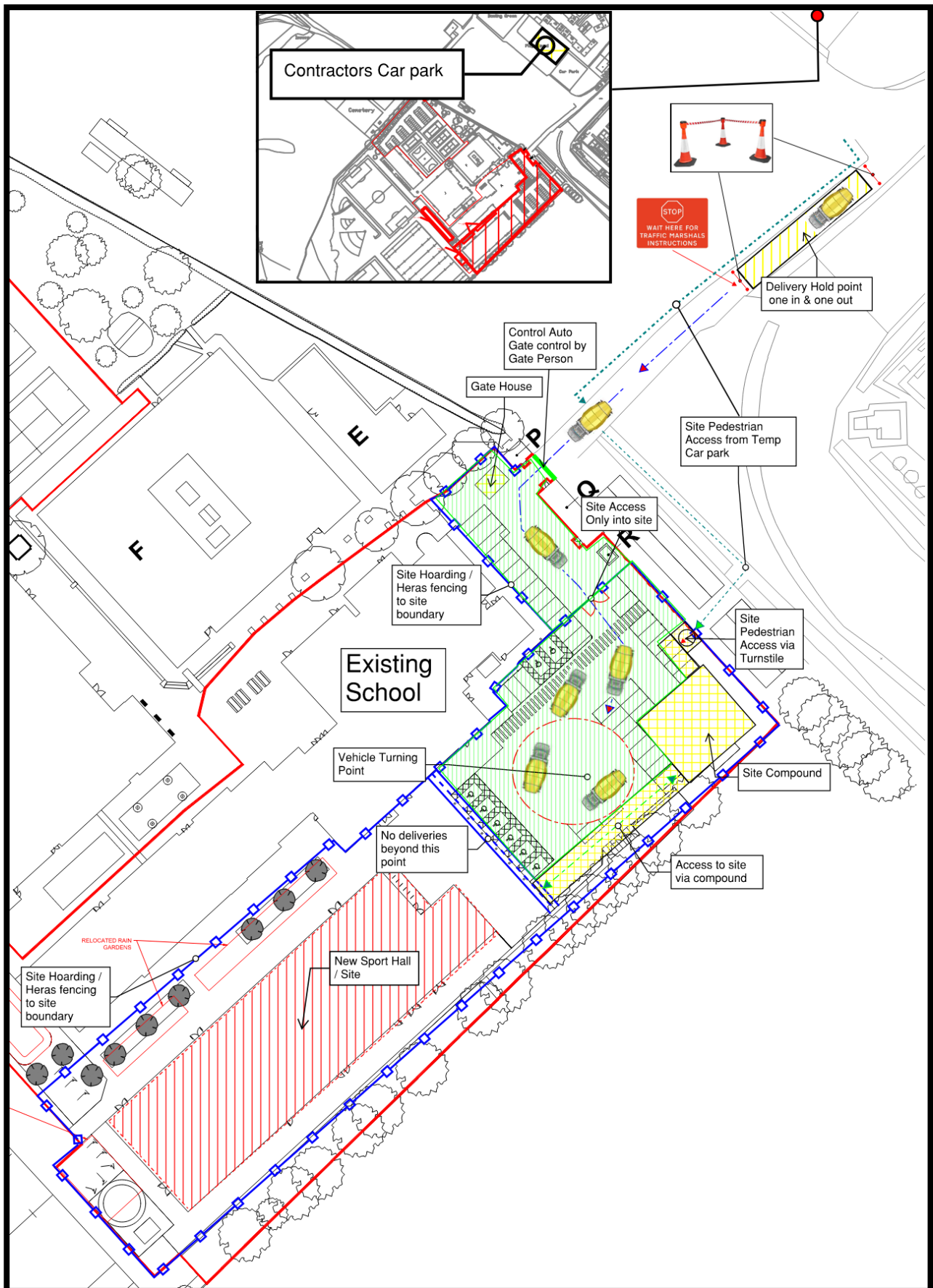
Willmott Dixon shall ensure artificial lighting is appropriately positioned by ensuring any floodlights are angled downwards and the lighting design for the construction site ensures that lights do not shine directly into adjacent properties. All lighting, except emergency egress lighting will be controlled with timers to ensure that the flood lighting is turned off when not required after site hours, except for localised areas to provide safe access by security personnel.

Specific Site Establishment activities will include:

The contractor will be utilising existing gates for site vehicle access from Cold Bath Rd to afford direct access for heavy site construction vehicles. The installation of new access gates into the site compound area will be completed as part of the enabling works.

- ✓ Establishment of site security provisions to ensure that the site is protected against unauthorised or unlawful entry and potential theft from site.
- ✓ Wheel cleaning facilities (1. Jet Washing at Gate House; 2. Road Sweeper services) will be established at the site access and egress gate.
- ✓ Fencing will be 2.4m high, with clear pedestrian warning signs and the required notices of --Contractors Contact details. Lighting to be provided in accordance with the Newport County Council requirements.
- ✓ Vehicle and pedestrian access to the works will be via separate entrances controlled by fully trained gate person and traffic marshals. (See plan above)
- ✓ Installation of site temporary electrics, lighting, water and fire alarms. Where possible the site will operate from connections to the permanent utility supplies rather than generators.
- ✓ Establish construction site office and associated welfare facilities for the workforce in temporary cabins located inside the construction boundary hoardings.
- ✓ Establish safe means of access around the site perimeter for pedestrians using the footpaths.

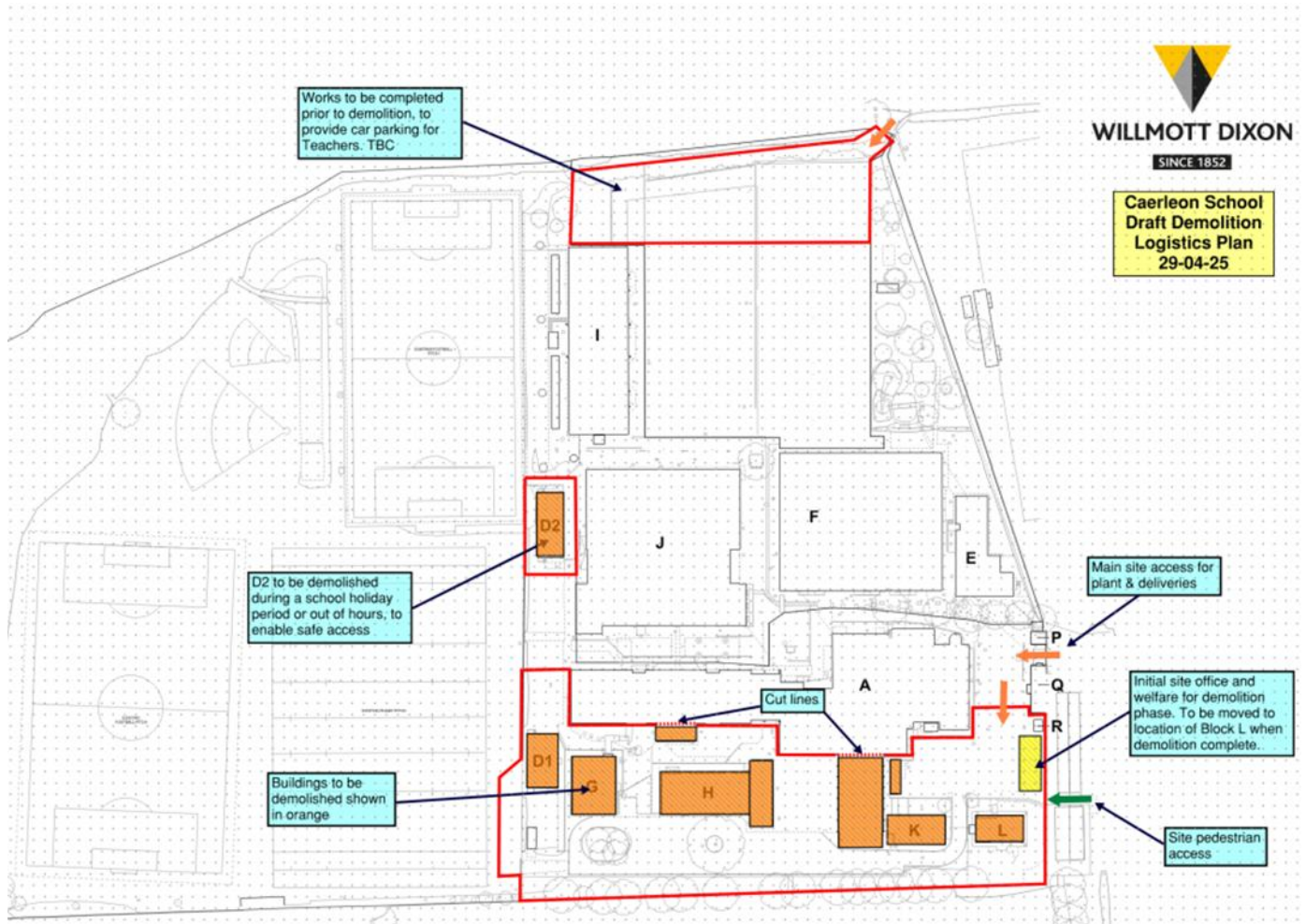
Site Set Up & Security & Segregation



Demolition

Asbestos Removal and Demolition will be completed by Weavers Construction. See Weavers RAMS for further information.

Caerleon School Demolition Plan



6.0 THE CONSTRUCTION SITE

This section outlines the requirements relating to site management practices, ranging from the location of accommodation and equipment to the operation of equipment on site. It outlines procedures that should be implemented during site operations. These relate to working hours, site layout & appearance, and good housekeeping.

Representatives from the Willmott Dixon and Newport City Council should regularly inspect the construction site to ensure that these procedures are followed.

The specific measures to be implemented by the Contractors will include:

6.1 Working hours

Working Hours will be as directed by the Planning Consent and are expected to be:

Construction Hours:

- 07:30 to 18:00hrs Monday to Friday (no noisy construction activities before 08:00hrs) and
- 07:30hrs to 13:00hrs on **Saturday (Limited Only Open for Works Associate with School).**
- No work is to be carried out on Sundays or Bank Holidays. These to be reviewed on receipt of planning conditions.

Site Delivery Times: **(See Transport Plan Appendix 2)**

- **Deliveries will **NOT** be permitted - 8:00 to 9:15 AM & 15:45 to 16:00 PM Monday to Friday**
- **09:15 to 14:45 Monday to Friday**
- 08:00 and 13:00 Saturday

Local Authority's Environmental Health Officer informed of all upcoming activities that may impact on the local residents. Willmott Dixon is to advise the Local Authority's Environmental Health Officer in advance of any construction activities that may happen outside the site working hours noted above for example, slab pours where operatives might work late to finish the slab finish.

6.2 Good housekeeping

The Contractors will:

- ensure considerate site behaviour of the Contractors' staff;
- ensure the noise from lorry reversing alarms and the like are kept to minimum levels;
- prohibit open fires;
- ensure that appropriate provisions for dust control and road cleanliness are implemented;
- remove rubbish at frequent intervals, leaving the site clean and tidy;
- maintain toilet facilities and other welfare facilities for its staff;
- remove food waste;
- prevent vermin and other infestations; and
- undertake all loading and unloading of vehicles inside the secure boundary.

6.3 Public information

Proposed Public Right of Way (PRoW) alongside the existing school, would be positive for the local area and clearly delineate the path for users. (See Appendix 3 - PRoW Plan Attached)

The site gate or hoardings will display all necessary health & safety material.

6.4 Security

The Principal Contractor will ensure that the site is secure and will prevent unauthorised entry to or exit from the site. Site gates will be closed and locked when there is no site presence.

Alarms will incorporate an appropriate cut-out period.

Access and egress will be via controlled turnstile system & security gates – (See transport plan for access & egress for pedestrian and vehicles) .

6.5 Hoardings, site layout and facilities

The construction site will be completely secure to deter public access. It is intended to provide protection from noise and dust through the erection of encapsulating scaffolds, climbing screens and physical barriers as appropriate to the task.

Site welfare arrangements will be established inside the site boundaries, together with a site office space.

6.6 Emergency planning and response

The Principal Contractor will develop a plan for emergencies to incorporate:

- Emergency procedures including emergency pollution control to enable a quick response.
- Emergency phone numbers and the method of notifying Newport City Council and statutory authorities. Contact numbers for the key staff of the Contractor will also be included.
- Willmott Dixon will display a 'contact board' on the hoarding identifying key personnel with contact addresses and telephone numbers, so that members of the public know who to contact in the event of a report or query.
- Site Fire plan and management controls to prevent fires.
- Emergency Information Box on the hoarding of the site gates and will give the emergency service insight of the 'high risk' areas.
- A plan to reduce fire risk and potential fire load during construction, operation and subsequently during maintenance or repair. The project will comply with any third- party requirements as may be appropriate.

Willmott Dixon will monitor and report through online portal - MiProject

6.7 Weekly Inspections

The project team will complete weekly inspections on the company's systems, using the checklists to ensure all operational risk controls are maintained, or if observations made that these need reinstating, to record corrective actions taken with images before/after, as well as any mitigation actions needed by the site team, such as briefings or toolbox talks.

Items will include, but not limited to plant & machinery; bunds; fencing and security; fuel and COSHH storage.

6.8 Environmental Awareness and Training

The project will require specific roles, toolbox talks and training, dependent on the works occurring on site and the Mi|Risk profile assessment.

6.9 Specific Roles

In reference with the Mi|Risk summary, the following specific roles will be required on this project and the project's construction team will appoint Competent persons (e.g. SEATS or equivalent)

Role	Designated Person
Carbon Co-ordinator	Ben Stephens
Biodiversity Co-ordinator	Ben Stephens
Community Co-ordinator	Will Payne
Waste Co-ordinator	Ben Stephens
Timber / Materials Co-ordinator	Ben Stephens

6.10 Environmental Communication

Refer to RMS-RM-064 Communications procedures for responsibilities when communicating information internally and externally, or capturing observations, incidents and accidents (RMS-PR-002), engaging with our people (RMS-PR-003) and any external interested party.

6.11 Environmental Observations & Incidents (Mi|SHE)

Any environmental observations and incidents, such as spillages, adverse effects on wildlife or significant dust emissions, must be recorded on Mi|Project within 24 hours of occurrence. Actions taken on observation/discovery of potential impact or following an incident, and to prevent a reoccurrence, should also be recorded and closed out as soon as practicable. Response will be to **STOP – CONTAIN – NOTIFY – CLEAN-UP**, following SEEPA procedures RMS-PR-005 and using the SEEPA Plan RMS-PL-023.

Observations (Level 4) and Minor incidents (Level 3) are important learning opportunities and all reporting will help continued improvements and trending, using Mi|SHE via Mi|Project.

6.12 Enforcement Authority Visits (Mi|Project)

Environmental visits from enforcement authorities (e.g. Environment Agency or Local Authority) must be recorded on Mi|SHE via Mi|Project, along with corresponding actions. Actions required following the visit must be closed out as soon as practicable.

Any communications from regulatory bodies regarding complaints about the site or possible enforcement action should be copied to the Environment Manager, who can then offer support and guidance as needed. Use the Reference document to prepare for when an inspector calls.

6.13 Comments, Complements & Complaints (Mi|Project)

All communication with neighbours or the general public must be recorded on Mi|SHE Communications Registration via Mi|Project, whether positive or negative, and any corresponding actions closed out as soon as practicable. This may include complaints, comments, compliments and regular letter drops.

It is essential that positive management action is demonstrated, with continued improvement and learning from each event, as assurance and mitigation of regulatory intervention. The information recorded is an important tool to manage the site's relationship with the local community, as well as evidence for the project's Considerate Construction (CC Scheme). The communication information recorded on Mi|SHE (in Mi|Project) replicates the CCS log, therefore it is sufficient evidence to present to the CCS Monitor.

7.0 SITE LOGISTICS

The efficient management of the site logistics will be vital to the success of the project. A key strategy of logistics for the enabling works is to ensure that the demolition waste is effectively stored and removed from site.

The Contractor has produced a demolition plan for the site: (Also see transport plan - Appendix 2)



8.0 TRAFFIC MANAGEMENT

This section highlights the measures by which the Contractors will avoid nuisance to the public that may arise from increases in traffic flows and temporary rearrangements of the road network associated with the enabling works. Measures have been considered in relation to access routes, site access, marking of lorries, timing of movements, environmental standards, vehicle registration and parking.

Willmott Dixon will maintain existing external public access routes and rights-of-way during construction. Any operations requiring vehicle manoeuvring or interruptions to the footway will be planned, notified and controlled. (See Appendix 3)

Road Condition survey has been completed by WD as part of a separate document; Delap survey will be complete at the end of the project to make good any damage during the enabling and construction process.

Vehicle Parking Locations

Site parking will be within the designated area on site, utilising the existing car parking bays. With only the demolition contractors on site and a max 10 operatives, we will encourage van / car share to reduce impact on site parking.

Following demolition parking will be within the new / proposed dedicated car parking area as Site Set Up Plan.

Site Deliveries

Deliveries access will only be permitted between the following hours: **9:15 – 14:45** to coincide with the pupil's arrival and end of school off Cold Bath Rd.

No parking on Cold Bath Rd.

All deliveries will be a rigid vehicles and turning area will be within the demolition compound working area. Deliveries will be scheduled on a "just-in-time" basis and pre-arranged online via the Site Sentinel website.

This will be managed on site each day by our Building Manager via the Supply Chain Partners:

1. Driver logs onto Site Sentinel in advance and books a delivery slot
2. Driver reads and agrees to the site Traffic Management Plan before booking
3. Booking notes provide access/permitted routes in advance
4. Driver provides full details, including vehicle registration for gate-person.

Willmott Dixon is registered as a "Champion" for the Construction Logistics and Community Safety standard (CLOCS). When combined with our existing 'All Safe' culture on site, this will result in a total safety approach beyond the site boundary for the communities surrounding the site.

HGV Trip Generation

There are 3 different types of vehicles that will be in use:

- 8-wheel tipper lorry
- 8-wheel hook lift lorry
- Rigid or Flat Bed
- No Artic lorry will be permitted

Estimated Trips:

- The 8-wheel tipper is used to clear hardcore in the last 3 weeks – 140 visits.
- Hook lift lorry 'roll on roll off' – 3 a week
- Rigid / Flat lorry – 3 at the beginning and 3 at the end.

Anti-Idling

Air pollution such as diesel particulates, Carbon Monoxide, particularly ground-level NO_x, is an immediate and ongoing concern. The documented impacts on health, economic growth, and quality of life are of great concern. Vehicle and plant exhaust emissions from idling vehicles contributes significantly to air pollution.

This policy has been developed to meet obligations to protect air quality by reducing the environmental impact of our operations in relation to engine idling. This in turn will greatly improve the fuel efficiency of our operations, reduce fuel costs and ensure we avoid the increasing fines and penalties associated with engine idling including Section 42 of the Road Traffic Act 1988.

The site team members responsible for the anti-idling policy are:

Darren Hancock – Operations Manager – darren.hancock@willmottdixon.co.uk (07837715927)

Ben Stephens – Building Manager – ben.stephens@willmottdixon.co.uk (07812735759)

Their role includes monitoring compliance and addressing any concerns raised by stakeholders.

Vehicles & Transport

The driver of any vehicle belonging to the business, employees, sub-contractors and customers are encouraged to turn the engine off when a vehicle is stationary for more than 30 seconds, except when in traffic.

The policy of turning the engine off when stopped does not apply for the periods during which idling is necessary under the following circumstances:

1. To provide for the safety of vehicle occupants, such as extreme cold conditions (e.g. to run the air heaters).
2. When a driver is conducting a daily driver walkaround check of a vehicle which requires the engine to be idling to check for excessive smoke, to build up air pressure and to check for air/liquid leaks and dash faults.
3. To use lifting/auxiliary equipment powered by the engine for the loading and unloading of products or goods.
4. When stopped in traffic.
5. When unforeseen traffic, safety, or emergency situations arise.

With the exception of exemption 4, if in equipment can be run from the battery alone i.e. tail lifts, drivers must refrain from idling unless there is a significant concern of draining the battery.

Construction Plant

All plant is to be switched off when not in use. Plant sat idling in 'Eco' or Sleep' mode still consumes approximately 4 litres of diesel per hour which can contribute significantly to GHG emissions, increase costs and reduce engine efficiency.

Operatives are encouraged to utilise telematics wherever possible to allow targeted reduction plant across construction operations.

9.0 SITE WASTE MANAGEMENT

Willmott Dixon will use working methods that minimise waste. Any waste arising from the site will be properly categorised and dealt with in accordance with appropriate legislation.

Opportunities for re-using or recycling construction or demolition waste should be explored and implemented.

Willmott Dixon will carry out the works in such a way that, as far as is reasonably practicable, the amount of spoil and waste (including groundwater, production water and run-off) to be disposed of is minimised.

The disposal of all waste or other materials removed from the Site will be in accordance with the requirements of the Environment Agency, Control of Pollution Act (COPA), 1974, Environment Act 1995, Special Waste Regulations 1996, Duty of Care Regulations 1991 and the Waste Management Regulations 2011.

All skips and waste streams shall be stored within the site boundary line and not in the contractors parking. Please refer to logistics layout.

In general, and in accordance with the principles of the UK Government's 'Waste Strategy 2010', a principal aim during demolition and construction will be to reduce the amount of waste generated and exported from the Development site.

This approach complies with the waste hierarchy whereby the intention is first to minimise, then to treat at source or compact and, finally, to dispose of off-site as necessary. All relevant Contractors will be required to investigate opportunities to minimise and reduce waste generation, such as:

9.1 WASTE DUTY OF CARE REGISTRATIONS, PERMITS, EXEMPTIONS AND VALIDATION CHECKS

Waste Carriers

All waste removal companies, including project supply chain partners removing their own waste from site, **must be** registered waste carriers. Copies of their Waste Carrier Registration Certificates **must be** obtained and filed within this section of the plan.

Permits and Exemptions

The Environmental Permitting Regulations require that a premise receiving / treating waste must either hold an *Environmental Permit* or *be registered exempt* from permitting requirements. Copies of such documentation, along with details of permitted waste types, must be requested from construction/demolition/excavation waste service providers, prior to any waste being removed from site (i.e. PRIOR to the use of their services being made). The Duty of Care Schedule must be completed PRIOR to any materials being moved from site.

The full permit document will be checked as recorded on the Waste Portal, or if not available, to be held on file (**not just front cover**). The landfill diversion percentage will be stated in the Duty of Care Schedule, with supporting evidence held on file (or provided on the Waste Portal).

Validation Checks

All Waste Carrier Registrations, Environmental Permits and Waste Exemptions will be checked using the Waste Portal, and to ensure the waste service provider remains valid, by visiting the environmental [Public Register](#) and following the steps in procedure RMS-PR-069 Waste Carrier and Permit Checks. Duty of Care Audits will be carried out before the project uses waste contractors or destination sites. For any waste removed from site which is considered as high risk and/or where the project team has suspicions that it is not being handled in compliance with the Duty of Care (e.g. large quantities of soil/stone or hazardous waste), confirmation of acceptance of the waste at the proposed destination must be gained to ensure compliance. Where there is '*due cause for concern*', excavation or waste lorries should be tracked (paper trail with supporting evidence to be held on the waste portal or PEP) to ensure they are taking the

9.2 SITE WASTE DATA

The Building Manager must ensure that all waste materials leaving site, including those managed by supply chain partners, are recorded on SmartWaste, having checked WTN's against approved destination sites to ensure that only approved sites are used. Use the Waste Card checklist RMS-RE-009 and reference the correct Waste Description for the EWC code used, as well as the Waste Stream Skip standard void guide RMS-RE-010.

9.3 WASTE TRANSFER DOCUMENTS

There are two types of documentation controlling the transfer of wastes from our sites: **Waste Transfer Notes** (for non-hazardous wastes) and **Hazardous Waste Consignment Notes** (for hazardous wastes). Mixed waste loads will be supported by the Waste Data Entry slip RMS-FM-031, with evidence of waste stream percentage and skip voidage using RMS-RE-010. **NOTE:** Copies of all *Waste Transfer Notes* must be kept for **at least two years** and *Hazardous Waste Consignment Notes* **for three years**. They should be readily available upon demand for inspection by the Environment Agency, Natural Resources Wales or Local Authority.

10.0 Nuisance Prevention

The following measures are to be implemented to reduce the nuisance to neighbours, and to ensure they have an appropriate amount of involvement with the project:

Notwithstanding this, Willmott Dixon will discuss in detail and agree the proposed noise and vibration control measures with the Local Authority and supply chain partners

Noise Control Measures

Best Practicable Means

Best Practicable Means (BPM) of noise control will be applied during demolition works to minimise noise (including vibration) at neighbouring residential properties and other sensitive receptors arising from construction activities.

The general principles of noise management are given below: Control at source:

- Equipment – noise emissions limits for equipment brought to site.
- Equipment – method of directly controlling noise e.g. by retrofitting controls to plant and machinery.
- Equipment - indirect method of controlling noise e.g. acoustic screens.
- Equipment - indirect method of controlling noise e.g. benefits and practicality of using alternative construction methodology to achieve the objective as opposed to more conventional but noisier techniques; selection of quieter tools/machines; application of quieter processes.

Control across site by:

- Administrative and legislative control,
- Control of working hours,
- Control of delivery areas and times,
- Careful choice of compound location,
- Physically screening site,
- Control of noise via Contract specification of limits,
- Noise Monitoring, to check compliance with noise level limits, cessation of works until alternative method is found.

Many of the activities which generate noise can be mitigated to some degree by careful operation of machinery and use of tools. This will be developed and addressed by task specific RAMS, toolbox talks and site inductions.

- HGV and site vehicles will be equipped with broadband, non-tonal reversing alarms;
- Compressor, generator and engine compartment doors will be kept closed and plant turned off when not in use;
- All pneumatic tools will be fitted with silencers/mufflers.
- Care would be taken when unloading vehicles to avoid unnecessary noise.
- Restrict the number of plant items in use at any one time;
- Plant maintenance operations will be undertaken at distance from noise-sensitive receptors.
- Reduce the speed of vehicle movements.
- Ensure that operations are designed to be undertaken with any directional noise emissions pointing away from noise-sensitive receptors.
- When replacing older plant, ensure that the quietest plant available is considered.
- Drop heights will be minimised when loading vehicles with rubble.
- Vehicles should be prohibited from waiting within the site with their engines running or alternatively, located in waiting areas away from sensitive receptors.
- Local hoarding, screens or barriers should be erected to shield particularly noisy activities.

- Temporary noise screens will be used to reduce noise from particularly noisy activities and the height of perimeter hoarding will be extended where this would assist in reducing noise disturbance at sensitive receptors; and
- Hours of operation should be strictly enforced and any deviations other than those previously identified will be with the consent of the local authority;
- Vehicles, plant and equipment will undergo regular servicing and maintenance to prevent irregular noise levels;
- The location of stationary plant in areas which will have a minimized impact on occupied residential and commercial properties, where feasible;
- Static plant, when in operation, is to be sound attenuated using methods based on the guidance and advice in the BS 5228, where practical.

Preference for electrically powered plant, to mechanically powered alternatives, where practical.

Construction Traffic

Willmott Dixon will incorporate the following measures into the scheme to avoid noise related impacts from construction traffic:

- There will be a project specific delivery management route that will be established. This will link the adjacent M4 Junction 24/25 via the primary roads to the site. (See transport plan.)
- All deliveries and egress routes from the site will follow this plan, with the contents being communicated at pre-contract meetings and within all sub-contract orders.
- Vehicles will wait in the 'hold area' as per plan. No vehicle will queue up beyond this point, with engines running on public highway (Site Sentinel booking system will help to mitigate this further);
- Vehicles will be properly maintained to comply with noise emissions standards;
- All construction traffic including deliveries to site and the removal of plant from site will only take place during these site working hours listed above; and
- Design and routing of access routes will minimise vehicle noise and the need to perform reversing manoeuvres.

Preventing mud on the roads:

The existing tarmac car park will be retained to ensure a clean hardstand area aka a buffer zone. Any vehicle taking demolition refuge off site will remain on the clean hardstanding area to ensure no cross contamination and to keep vehicles clean.

Site haul roads will be well constructed of clean stone to prevent the carrying of deleterious material onto adjacent roads and will be regularly swept to keep dust to a minimum. A road sweeper will be employed to keep all roadways on and adjacent to the site clear of mud and debris as required.

The site will also use a wheel wash area with the use of a jet wash to clean outgoing vehicles to prevent mud and silt deposits on surrounding roads and highways. A filtration system will be incorporated to prevent dirty water run off to highways / surrounding properties. An additional road sweeper service will be in service during muddy activities and will be monitored during the enabling & construction phase of the project.

Vibration control

Vibration is a particular risk during the excavation stages. The measures taken to reduce the acoustics of this operations will also assist in mitigating the effects of vibration on neighbours and their property.

These will be further developed through the appointment of the groundworks contractor for task specific RAMS.

11.0 AIR QUALITY

Willmott Dixon will, as far as reasonably practical, seek to control and limit emissions to the atmosphere in terms of gaseous and particulate pollutants from tools and equipment used on site and dust from demolition activities.

Throughout the project, the Contractor will ensure the following:

Where potential dust producing activities are taking place physical screens will remain in position. This will include enabling, excavation and structural works.

- There is no burning of waste materials on site.
- All dust control equipment is maintained in good condition and record maintenance activities.
- Site hoarding, barriers and scaffolding are kept clean.
- Loading of material into lorries within designated loading area, inside the site boundary.
- All vehicles carrying loose or potentially dusty material to or from the site are fully sheeted.
- Minimise the amount of demolished or excavated material held on site.
- Sheet, seal or damp down stockpiles and skips of material held at site, where required.
- Avoid double handling of material wherever reasonably practicable.
- Ensure water suppression is used during breakout of hard- standings and piling platform operations.
- Use enclosed rubble chutes and conveyors where reasonably practicable or use water to suppress dust emissions from such equipment.
- Sheet or otherwise enclose loaded bins and skips
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Use prefabrication of goods and materials to reduce the need for grinding, sawing and cutting on site wherever reasonably practicable.
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction.
- The engines of all vehicles delivering to site are not left running unnecessarily to prevent exhaust.
- That conveyor equipment will be well maintained, with regular servicing and maintenance carried out.
- The Contractor will ensure that dust monitoring will be carried out during potential dust producing activities. The assessment will look at the dust raising potential of demolition activities proximity to potential receptors and the duration of demolition activities at each location.

12.0 GROUND CONDITIONS

Geotechnical and Geoenvironmental Report carried out by Terra Firma in December 2020:

Executive Summary

Site Location and Proposed Development	Newport Norse is proposing the demolition of an existing school building and replacement with a new school building at Caerleon Comprehensive School, Newport. The exact development is yet to be finalised, but the proposed development area locates to the south of the existing buildings. The development site is irregular in shape and located on Cold Bath Road, Caerleon.
Site History	The site is undeveloped agricultural land until the 1955-1970 edition when Caerleon Comprehensive School is shown. Additional development of the school site has been undertaken by the late 1970s and the school then remains relatively unchanged to the present day.
Geology	The 1:50,000 scale British Geological Map of the area (Sheet 249 Newport) was consulted for geology underlying the site. The site is shown to be underlain by the St Maughan's Formation rock. Superficial deposits are recorded as River Terrace Deposits. These are of Quaternary age and are described as being sand and gravel, locally with lenses of silt or clay. Made ground to a depth of 0.5 – 1.5m is anticipated at the site, based off historic site investigations carried out in 2001 and 2003. Made ground of a similar thickness is anticipated.
Radon	Basic radon protection measures are required for the proposed development.
Ground Conditions	- Soft, brown, slightly gravelly CLAY. Gravel is fine to coarse, subangular to subrounded mudstone and sandstone. Fine roots Or - MADE GROUND: Tarmac / (Medium dense), tan brown and grey, slightly clayey GRAVEL / Firm, dark grey, gravelly CLAY with black plastic strapping / Soft, brown, gravelly CLAY with bricks - Firm, orange-brown, gravelly CLAY with common cobbles and occasional boulders. Gravel is fine to coarse, subangular to rounded sandstone and mudstone.
Contamination of Concern	No contaminants of concern have been identified on the site
Foundation Solution	Due to the presence of the existing buildings which cover most of the development area it would be prudent to undertake additional trial pits, post demolition, to confirm the prevailing ground conditions, especially in the area of WS01. The following foundation recommendations may then need to be reviewed and amended. For the new build, a combination of mass concrete strip/trench fill/pad foundations founded within the firm, orange-brown, gravelly CLAY will therefore be suitable. The depth to the in-situ founding horizon is likely to vary between 0.30 and 1.70m, but may be up to 4.00m in the vicinity of WS01, below the existing ground level. The foundations should penetrate at least 200mm into the founding horizon and in order to prevent any effects from frost heave the foundations should extend to a minimum depth of 750mm. Floor slabs should be designed as grounded due to the ground conditions encountered. For the above foundations and bearing materials an allowable bearing pressure of 100kN/m² may be used for design purposes. For the given foundation solution and bearing pressure, maximum total settlements of 25mm should result with differential movements of the superstructure not exceeding 1:750. If the allowable bearing pressure is insufficient or the founding horizon is too deep for the proposed design then consideration should be given to a piled foundation solution. Shell and auger boreholes should be sunk to confirm pile lengths and safe working loads Floor slabs should be designed as suspended.

3.2 Potential Sources of Contamination (page 11)

Potential or known sources of contamination associated the sites current and historical land use are summarised in Table 3.1.

Table 3.1 Contamination Sources

ID	Source	Contaminant
S1	Contaminated Soils (Natural / Made Ground)	General Suite
S2	Building Materials / Made Ground	Asbestos
S3	Made Ground	Ground Gas: Methane / Carbon Dioxide
S4	Groundwater	General Suite
S5	Bedrock	Radon Gas

No other significant potential on-site or off-site sources of contamination have been identified during the desk study.

3.3 Potential Pollution Pathways

Potential contaminant pathways associated with a commercial land use are as follows.

- P1 – Direct soil and dust ingestion
- P2 – Dermal contact
- P3 – Inhalation of dust and vapours
- P4 – Vertical migration of leachates (unsaturated zone)
- P5 – Horizontal and vertical migration of contaminants (saturated zone)
- P6 – Artificial contaminant pathway (borehole, pile, excavation etc)
- P7 – Surface run-off
- P8 – Plant uptake
- P9 – Horizontal and vertical migration of ground gasses and vapours
- P10 – Direct contact with construction materials
- P11 – Inhalation of asbestos fibres

3.4 Potential Receptors

There are human and hydrological receptors to any contamination that may be present on site.

Potential receptors include.

- R1 – Construction and maintenance workers
- R2 – Future site users (Pupils, Staff and Visitors)
- R3 – Passers-by or neighbouring site users
- R4 – Groundwater (aquifer)
- R5 – Surface waters (river/lake)
- R6 – Area of public open space
- R7 – Construction materials (concrete/potable water pipes)

3.5 Preliminary Conceptual Site Model

The preliminary conceptual site model establishes potential pollutant linkages between contaminants (source), pathways and receptors, realised during the preparation of the desk study report. Where a potential pollutant linkage is identified an assessment of risk is subsequently undertaken. The preliminary conceptual site model is

Outcomes of the preliminary conceptual site model are used as a basis for the design and implementation of the site investigation, whereby areas of potential contamination can be targeted as well as investigating the wider site.

Findings of the site investigation can in turn be used to develop and refine the conceptual site model.

SECTION 8 Engineering Recommendations (Page 24)

8.1 Preparation of Site

Prior to demolition any existing structures should be subject to an appropriate asbestos survey. Any deleterious material identified should be removed by a specialist and sent to an appropriately licenced landfill facility. Care should be taken to prevent any deleterious materials impacting the soils on site.

Current and historic foundations and areas of hardstanding and vegetation including all roots should be stripped and removed from beneath the proposed buildings and hard standings.

Allowances should be made for any temporary/permanent support works to any existing adjacent structure necessary because of the proposed works.

Contingencies should be made for the protection/diversion of any underground/overhead services present beneath/above the site brought about because of the proposed works.

Any reduced levels should be brought up to the required levels with suitable inert mainly granular materials. Department of Transport (DoT) type 2 sub-base or similar should be used and compacted in layers to the requirements of the Specification for Highway Works.

Allowances should also be made for the excavation of any soft spots/areas and their replacement with well compacted imported granular materials.

In accordance with EC Regulation 1272/2008 and Environment Agency Guidance WM3 soils and other materials destined for off-site disposal should be classified based on their hazard phrases prior to disposal. Soils are classified as a mirror entry waste and should be classified based on their specific chemical properties. Terra Firma (Wales) Ltd offer this service if required.

8.6 Storm Water Drainage

During the site investigation five soakaway tests were undertaken in general accordance with BRE DG 365:2016. The soakaway tests were carried out in trial pit within natural materials.

The soakaway tests in three of the trial pits recorded negligible infiltration and were subsequently terminated early. In the other two test the water level was seen to rise.

Traditional pit type soakaways will therefore not be suitable for the proposed development.

13.0 WATER POLLUTION PREVENTION MANAGEMENT

Geotechnical and Geoenvironmental Report carried out by Terra Firma in December 2020:

Page 14

2.4.1 Hydrogeology

The bedrock deposits beneath the site have an aquifer designation of 'Secondary A' aquifer. These are 'permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers. These are generally aquifers formerly classified as minor aquifers'.

Superficial deposits beneath the site also have an aquifer designation of 'Secondary A' aquifer.

Deeper groundwater flow within the underlying bedrock will be controlled by the strata dip and any fractures or bedding planes within the rock units.

The hydraulic gradient will be at its steepest during periods of heavy rainfall and aquifer recharge.

It is anticipated that the groundwater is unlikely to be in hydrological continuity with the River Usk, as the river is approximately 450m south west of the site boundary.

The site is not located within a groundwater source protection zone.

The nearest groundwater abstraction point is located 96m South West of the site. There are four licences. These are operated by Newport Borough Council, Celtic Manor Resort (x2) and Mr Paul Alan Inker.

2.4.2 Hydrology

The nearest surface water feature located on site is located 15m North of Building F and appears to relate to a small pond. A complex of drains is present in the area to the south west of the site and the dominant water feature is the River Usk which locates 450m to the south west of the site.

Given the developed nature of the site surface water is likely to be collected by surface water drainage systems. In the areas of the playing field there is likely to be a degree of infiltration into the soils and with the site sloping gently in a southerly direction surface water runoff is likely to be in this direction also.

2.4.3 Flooding

The site is potentially at risk from extreme flooding from rivers or sea without defences or extreme flooding from rivers or sea without defences. The estimated distance from the site is only 3m.

According to the Natural Resources Wales (NRW) flood maps, although close to the site boundary, the site is not at risk from a "flood risk from the Sea." The same conclusion can be seen in the Envirocheck report.

Therefore, it is unlikely a Flood Consequence Assessment will need to be commissioned.

However, if the elevation of the Western boundary is dramatically modified, then there could be a greater risk of potentially flooding.

WD Procedures:

This section sets out the requirements on the Contractor for managing the environmental impacts of constructing the development, associated with water pollution management.

The contractor will prepare a detailed Surface Water Management Plan and Sediment Control Plan, which will minimise discharge of potentially polluted site water to nearby drains and overland flow routes.

No polluted water is to be discharged from the site.

Willmott Dixon shall put measures in place to ensure there are no pollution incidents including

- Oil and liquid chemicals are to be stored and handled as described within our Risk Management System procedures.
- A Site Incident Response Plan will be produced where quantities exceed 200ltrs.
- All static plant must have plant nappies. Plant nappies are to be placed under mobile plant when parked up at the end of the shift. All leaks are to be reported for immediate action.
- No wastewater is to be pumped to any Controlled Waters or Surface Water Drains without formal consent obtained. Clean surface water run-off will be directed within the confines of the site and not permitted to discharge to adjacent watercourse.
- A trade effluent consent will be obtained from local sewerage provider to utilise the existing foul system to discharge of treated concrete washout waters from the construction activities.
- An impervious concrete wash out area, consisting of a frame and filter sack system e.g. Blue Rinse or Kelly Tank, is to be constructed at the exit to the site. This is the area where concrete wagons are permitted to wash out. The resulting filtered wastewater will be treated via neutralising solution, and discharged to a foul via a trade effluent, and under a Willmott Dixon 'Permit to Pump'.
- Treatment of concrete wash waters will not be located within groundwater source protection zone 1; is not within 12.5m of the top of a watercourse bank(stream) and 7m from the top of the bank of ditches/drains In the event of a pollution incident (including pollution to ground) with water entering the stream as a result of site activities, then the NRW incident line 03000 653000 is to be contacted immediately.
- The Pollution Prevention guidelines, and in particular GPP5 and PPG6 will be utilised and incorporated.

Sediment and erosion controls are to be regularly inspected to ensure sufficient capacity.

Wheel washes are to be implemented on site.

Drainage of surface runoff and de-watering effluents to settling tanks to remove suspended solids prior to discharge to sewer or removal by a suitably licenced waste operator.

Storage of chemicals and hazardous materials within bunded areas, with adequate capacity (of 110%). Bunded areas are to be regularly inspected to ensure that sufficient capacity is available; and

Prevention of spills and leaks.

Spill drills are carried out every 6 months.

14.0 ECOLOGY

Preliminary Ecological Appraisal Report carried out by Ecology Wales on 7th October 2024

1. Summary – Page 4

Ecology Wales was commissioned by Newport Norse/Cyson Cymru to undertake an ecological appraisal with particular regard to the likely presence of roosting bats and nesting birds at Building J, Caerleon Comprehensive School, Newport.

The school situated in the south west of Caerleon is proposed for redevelopment of the existing J building.

Tree and hedgerows were identified at all of the school boundaries.

The local environment records centre SEWBReC data search did reveal bird and bat foraging and commuting records for the site itself. However, no records of roosting or nesting at the site. The survey visit completed on 13th September 2024 identified that the site comprised of a limited range of habitats that included hard standing/bare ground, buildings.

The internal and external building inspection survey undertaken did not identify evidence to suggest current or previous use by roosting bats within building J. The condition of the roof/soffits within the building presented potential roosting opportunities for bats including gaps between ceiling boards and wall, gaps between soffits and wall, holes and gaps in soffits, and gaps into roof spaces. Overall, the building proposed for redevelopment were considered to be of Moderate potential for roosting bats given

the number of features identified, the habitat surrounding the site, good connectivity to non-urban habitats including the River Usk and the nature of the proposed development.

In accordance with best practice guidelines and to support the findings of the day-time assessment, two

dusk emergence / re-entry bat surveys of the building J would be advised between May and August; to identify any bats emerging from or returning to roost.

Enhancements relevant to the site have been recommended.

4. Results – Page 8

4.1. Desk study

The River USK Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) is located approximately 550 metres to the west of site.

4.1.1. Bats

The SEWBReC data search identified a few Pipistrelle *Pipistrellus* Sp. bats foraging or commuting around the school grounds boundary (See Appendix II for more details).

4.1.2. Birds

The SEWBReC data search identified bird species records including Kestrel *Falco tinnunculus*, Wren Troglodytes, House Martin *Delichon urbicum*, Swallow *Hirundo rustica*, Pied Wagtail *Motacilla alba*, Blue Tit *Cyanistes caeruleus*, Herring Gull *Larus argentatus*, Lesser Black-backed Gull *Larus fuscus*, Peregrine *Falco peregrinus*, Starling *Sturnus vulgaris*, Jackdaw *Coloeus monedula*, Barn Owl *Tyto alba* and House Sparrow *Passer domesticus* within habitats around the school boundaries.

A summary list and map of records provided by SEWBReC are included in Appendix II.

6. CONCLUSION AND RECOMMENDATIONS

6.1 Site habitats/features

The combination of desk study and walkover survey identified that the J building at Caerleon Comprehensive School site comprised of habitats of Low ecological value in south west Caerleon.

6.2 Bats

The internal and external building inspection surveys undertaken at the school identified no evidence to suggest current or previous use by roosting bats. There were potential bat roost features in the building.

Overall, in relation to the currently proposed redevelopment, building J is considered to be of Moderate potential to support roosting bats.

In accordance with current best practice guidelines, to support the findings of the day-time assessment and in proportion to the current, proposed development, two dusk emergence / re-entry bat surveys of the building J would be advised between May and August; to identify any bats emerging from or returning to roost. The surveys will need to be undertaken prior to commencement of any works, including roof removal.

Dependent on the findings of the further recommended surveys, specific mitigation or licensing measures may be required (if evidence of bats is found). However, in the event that surveys indicate likely absence of roosting bats, a precautionary approach to demolition/renovation works would be advised - as noted within the Bat Mitigation Guidelines (2023), absence of bats is difficult to prove. The following 'reasonable avoidance measures' would be appropriate in the event that no evidence of bats was found during the further surveys:

- Removal of roof, soffits, fascia using hand tools as far as practicable;
- Toolbox talk to site workforce prior to commencement to advise that bats may be present and that if bats were discovered, all work would cease immediately and either the project ecologist or Natural Resources Wales (NRW) contacted for further advice.

6.3 Nesting Birds

As the building offers suitable nesting habitats for birds, ideally external works will be undertaken between October and February, which is outside the recognised bird nesting season.

If the external building works are to be undertaken between March and August, an ecologist should check the building for nesting birds within 48hrs of works.

6.4 Enhancements

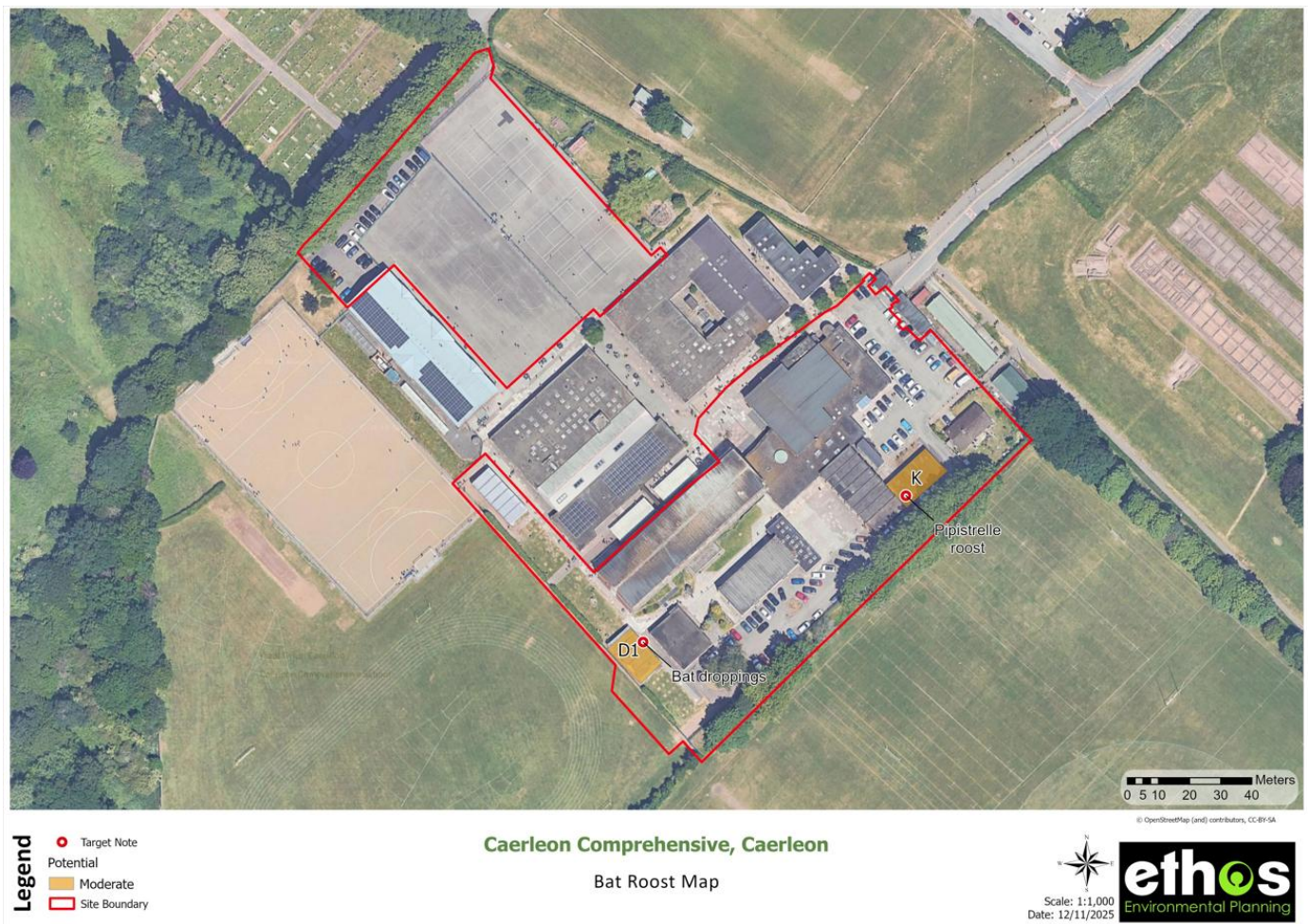
As the building with potential bat roosting and bird nesting features will be redeveloped, the following enhancements are recommended:

- A suitable number of self-cleaning bat boxes installed under the roof eaves on the south west building elevation (nearest river Usk)
- A suitable number of Sparrow nest boxes attached under eaves of building, not directly over windows or doors.

Ethos Survey Nov 2025:

Discovery of bat in second building, confirmation of bat in first building.

Caerleon Bat Roost Map



APPENDIX 1.

SECTION 3: Emergency Contact Telephone Numbers

3.1 National (response contractor) Details

Authority /Company	Contact Name	Telephone No. (below)	Hyperlinks
HSE		http://www.hse.gov.uk/contact/maps/	http://www.hse.gov.uk/
EA (Inc. SEPA) + Pollution Hotline + Flood-line		03708 506 506 0800 80 70 60 0345 988 1188	http://www.environment-agency.gov.uk/
Natural England		0300 060 3900	http://www.naturalengland.org.uk
Natural Resources Wales		0300 065 3000	http://naturalresourceswales.gov.uk
Ambipar Response (National Environmental Emergency Response)		01202 653 558	

3.2 Site Specific (including Supply Chain Partners) Details

Authority or Company	Contact Name	Telephone No.	Hyperlinks
Newport City Council		(01633) 656 656	http://local.direct.gov.uk/LDGRRedirect/Start.do?mode=1
Police	Gwent Police	999 – 111	http://www.police.uk/
Fire Brigade	South Wales Fire & Rescue Service	999-111	
Ambulance	Royal Gwent Hospital	01633 234234	http://uk.yh4d.search.yahoo.com/yhs/search?_ylt=A0oG7p6wll18JH1Ag0R3Bwx.7p=local+ambulance+station&fr2=sb-top&fr=altavista&rd=r2
A&E Hospital	Royal Gwent Hospital	01633 234234	http://www.nhs.uk/NHSEngland/AboutNHSservices/Emergencyandurgentcare/Pages/Walk-incentresSummary.aspx
Energy Emergency	National Grid	0800 096 3080	http://www.energylinx.co.uk/emergency_contact_details.htm
General Counsel	Hugh Raven	01462 671 852	
Director Responsible for Sustainability & Non-Financial Compliance	Julia Barrett	07805 848327	
Chief Health, Safety & Environment Officer	Claire Louise Lipinski	01642 442 200	
Group Environmental Manager	Julie Banks	07766991777	
Regional Head of SHE W&W	Steve George	07866 853996	
Regional Head of SHE W&W	Nicola Millard	07859805636	
Regional Director of SHE W&W	Richard David	07989190682	
LCO Buyer			
GAS	Wales & West utilities	0800 111 999	https://www.wwutilities.co.uk/
WATER SUPPLY	Welsh Water	0800 052 0130	https://www.dwrcymru.com/
ELECTRIC	National Grid	0800 096 3080	https://www.nationalgrid.com/
SEWERAGE PROVIDER	Welsh Water	0800 085 3968	https://www.dwrcymru.com/en/our-services/wastewater

APPENDIX 2 Transport Plan

**Willmott Dixon Construction
Site Office
Caerleon Comprehensive School,
Cold Bath Road, Caerleon,
Newport NP18 1NF.**

3 Words:

Rinse.Vouch.Happy

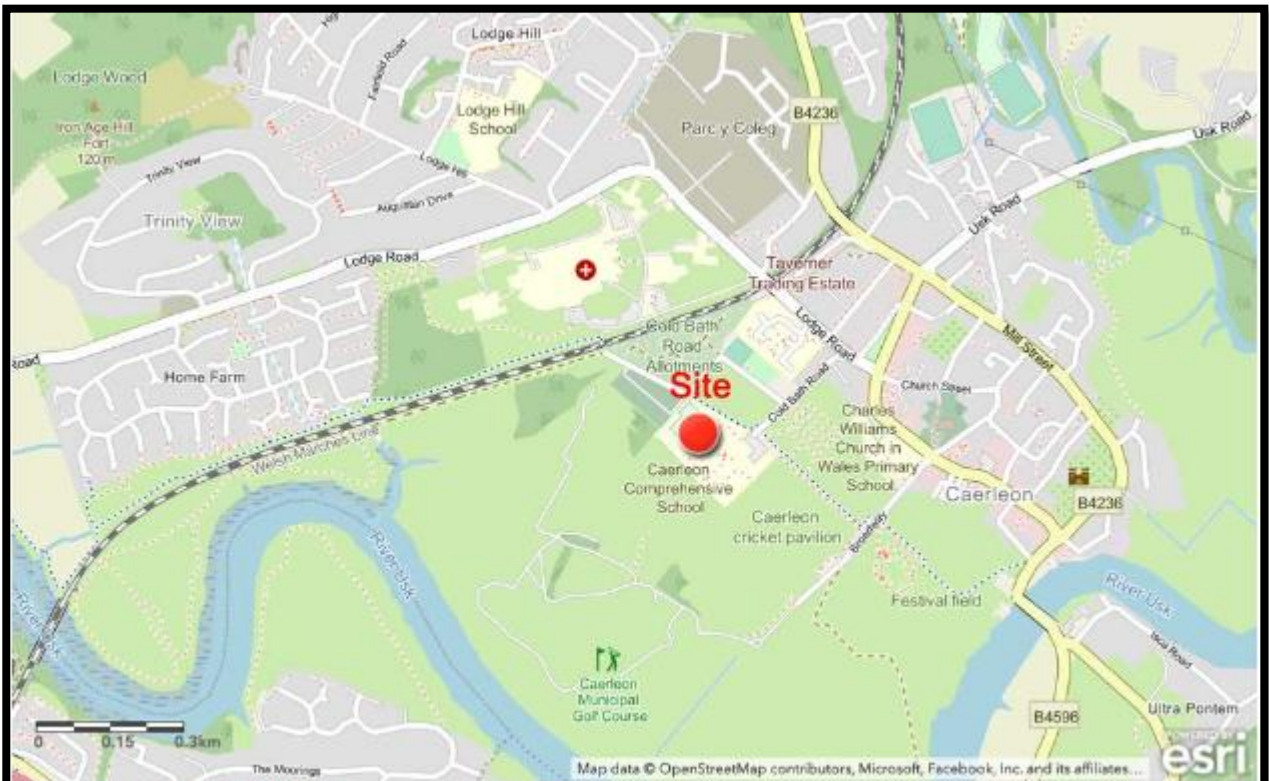


Figure 1 - Site Location Plan

Scope: The development consists of the construction of a new sports and teaching facility including altered parking arrangement and associated landscaping.

The sports facilities will be made available for the use of the public outside of school hours, which will generate some additional traffic.

Site Delivery & Access

The school's existing access (Cold Bath Road) will be used for all Site & School traffic and controlled via a Full Time Gate Person during the site periods.

The existing automatic gates will be closed at all time, and access will only be permitted via the control of the Gate Person.

The gate person will be trained into the WDC 'gate person training' and will be required to record and control all deliveries entering site.

Deliveries will only be permitted between the following hours: **9:15 – 14:45** to coincide with the pupil's arrival and end of school.

The gatehouse will be situated within the school boundary with full view of Cold Bath Road.

Site Traffic Control – During the delivery period, temporary cones and signs will be place at the junction of the existing carpark and Cold Bath Road (at 9:15). We make sure the Supply Chain Delivery stops between the junction and the main entrance (within two set of cones) until the gate person greets the delivery and walks the delivery into site. Afterwards the Gate Person will then walk the unloaded delivery back onto Cold Bath road and replace the cones.

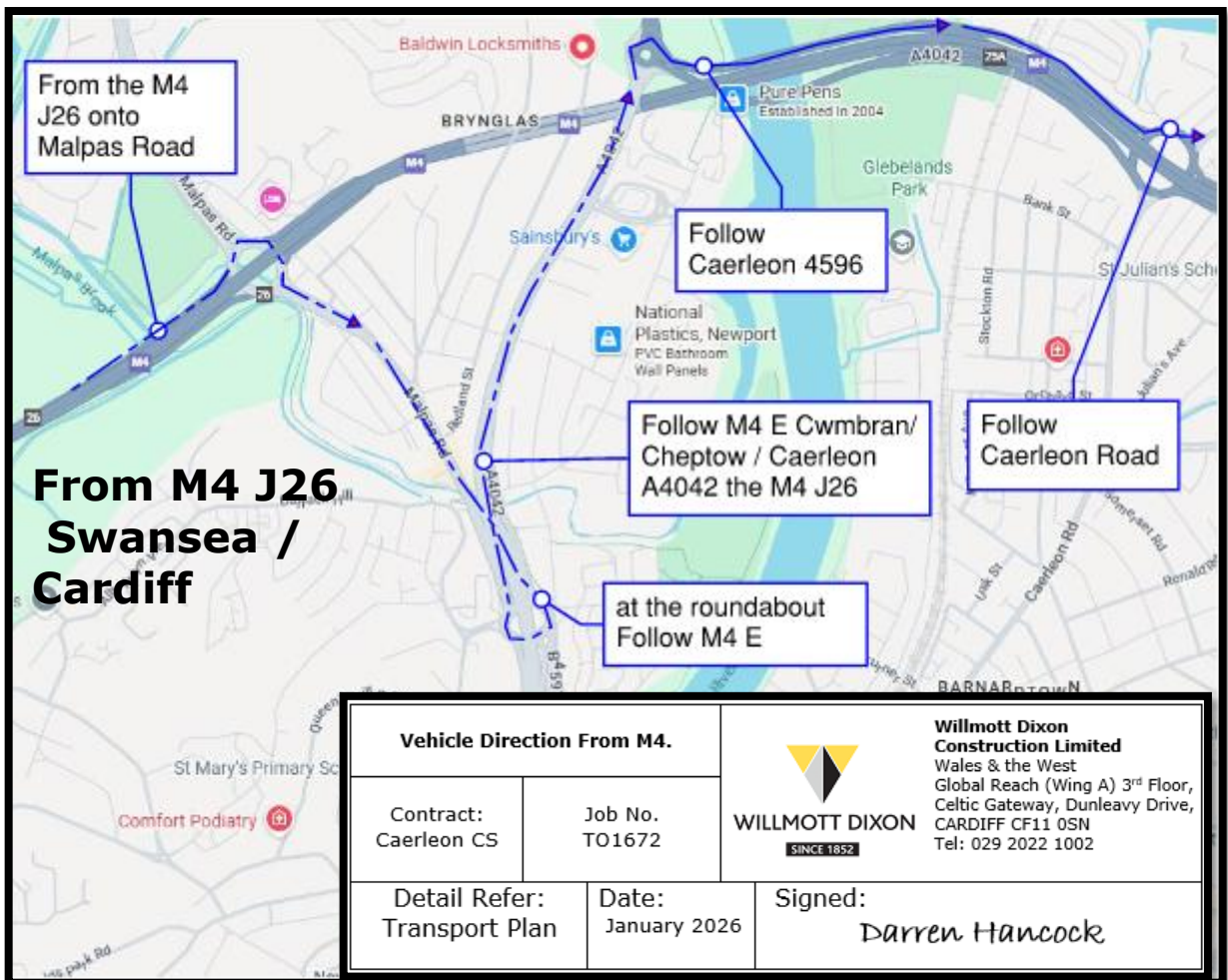
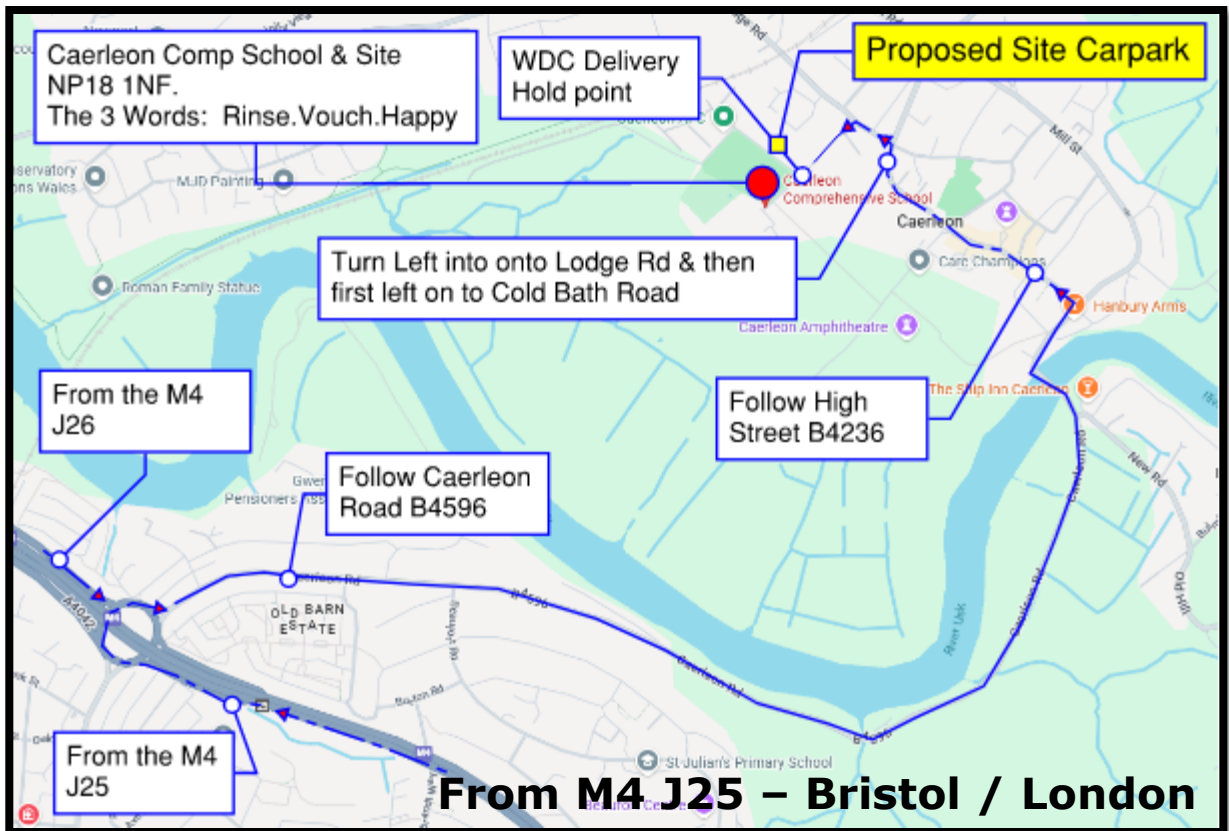
After the 14:45 – the cones will be removed to allow overflow of pupils.

The access road will also provide access for emergency vehicles (fire and ambulance) to the school and site.

All work operatives will be parked within a Temporary Carpark next the existing carpark off Cold Bath Road.

Access to the site office and site will be adjacent to the main entrance, onto the existing footpath and then access via an existing pedestrian gate into the school (next to Scout & Cadets halls). The access will be control from this point by means of an access control turn style. This will allow only the member of the site team and operative clear access at all time during the working hours. Visitors will access via this point.

Pupils and Staff will continue to access school via the existing gate.





WILLMOTT DIXON

SINCE 1852

ALL DELIVERIES MUST STAY IN THE 'HOLDING AREA' AND WAIT FOR THE SITE GATE PERSON BEFORE ENTERING SITE.

ALL SUPPLY CHAIN PARTNER BANKS PERSON MUST BE PRESENT WITH EVERY DELIVERY AND SUPERVISOR BEFORE OFF LOADING ANY LOADS

THE FOLLOWING DELIVERY RULES MUST BE FOLLOWED!



MAX SPEED



PPE MUST BE WORN
(INC GLOVES)



PEDESTRIANS TAKE PRIORITY ON SITE
VEHICLES TO **GIVE WAY** AT ALL TIMES!



NO
SMOKING



NO REVERSING
WITHOUT ASSISTANCE
OF SCP SUPERVISOR



CONCRETE WAGONS TO WASH OUT
PLEASE REPORT TO SITE TEAM FOR LOACTION!

YOUR HEALTH

YOUR SAFETY

AND OUR ENVIRONMENT MATTER

General Note:

Parking will only be permitted in the temporary Carpark next to the public carpark off Cold Bath Road.

There will be limited number of Parking Spaces on site for Shared parking only and Visitors.

All Deliveries Must Contact Site Contact Direct (Supply Chain Partner Supervisors and they advise The gate person) **(30 Mins Before Entering Site)** And Access Onto The Site Via The Gateman Via Cold Bath Road!

All Deliveries must wait at the 'Holding Point' until the Gate person greet and escorts the delivery onto site.

Max Speed limit on site 5mph.

SITE DELIVERIES & VEHICLE TIMES –

No Deliveries before 9:15am or after 2:45pm due to school arrive and departure.

Access will be permitted between the times of:

**Monday ~ Friday 9.15 am - 1pm / 1:30pm
2.45 (Mon / Fri).**

**NO ARTICULATED VEHICLES!!!
ONLY FLAT BEDS OR RIGID VEHICLES ONLY!**

Contact Details:

Site Contact: Building Managers

Ben Stephens - Mobile no. 07580 050531

E-Mail – ben.stephens@willmottdixon.co.uk

Site Contact: Operations Manager

Darren Hancock ~ Mobile no. 07837 715927

E-Mail - darren.hancock@Willmottdixon.co.uk

Cardiff Office Contact

Telephone no. 02920 221002

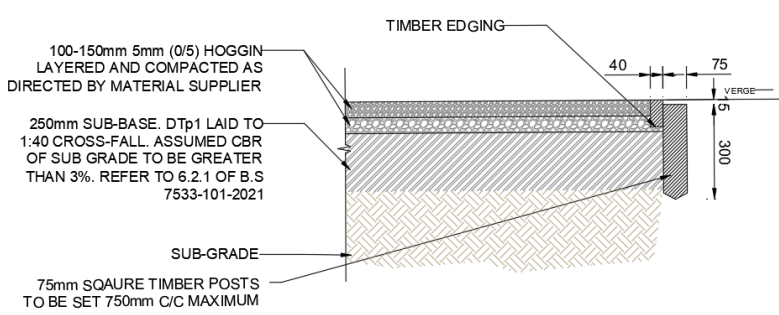
E-Mail – info@Willmottdixon.co.uk

APPENDIX 3 Proposed Public Right of Way (PRoW).

Proposed Public Right of Way		 Willmott Dixon Construction Limited Wales & the West Global Reach (Wing A) 3 rd Floor, Celtic Gateway, Dunleavy Drive, CARDIFF CF11 0SN Tel: 029 2022 1002
Contract: Caerleon Comp School	Job No. TO1672	

Proposal:

The project has been asked to develop a footpath improvement solution. By virtue of a 2.0m at circa. 150m long, that would require this PRow improvement to be a SAB scheme (greater than 100m²). Proposed intend for this footpath to be an unbound, free draining hoggin path with timber edging, which would mimic the existing hydraulic regime. Positive connections to existing drainage systems and apply permeable asphalt/block paving products here could be costly to scheme:



FOOTPATH WITH TIMBER EDGING

SCALE 1:20

Location of the PRow: in White



Detail Refer: Appendix 3	Date: Jan 2026	Signed: Darren Hancock
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REFERENCES

The contractor shall comply with all relevant legislation, standards, codes of practice, and guidance for the works being carried out including (but not exclusive to) those listed in this section.

Legislation

- The Explosives Regulations 2014
- Clean Air Act 1993
- Public Health Act 1961
- Health and Safety at Work, etc. Act 1974
- Control of Pollution Act 1974
- Control of Pollution (Amendment) Act 1989
- Environmental Protection Act 1990
- New Roads and Street Works Act 1991
- Lifting Operations and Lifting Equipment Regulations 1998
- Special Waste Regulations 1996
- Control of Lead at Work Regulations 2002
- Control of Asbestos Regulations 2012
- Ionising Radiations Regulations 2017
- Electricity at Work Regulations 1989
- Control of Noise at Work Regulations 2005
- Controlled Waste (Registration of Carriers & Seizure of Vehicles) Regulations 1991
- Environmental Protection (Duty of Care) Regulations 1991
- Management of Health & Safety at Work Regulations 1999
- Provision & Use of Work Equipment Regulations 1998
- Personal Protective Equipment at Work Regulations 1992
- Construction (Design & Management) Regulations 2015
- Control of Substances Hazardous to Health Regulations 2002
- Work at Height Regulations 2005
- Dangerous Substances and Explosive Atmosphere Regulations 2002
- Manufacture and Storage of Explosives Regulations 2005

British Standards

- BS 5228 Code of Practice for noise control on construction and open sites
- BS 5607 Code of Practice for safe use of explosives in the construction industry
- BS 6187 Code of Practice for demolition
- BS 7121 Safe use of cranes

Guidance

- HSE Guidance booklets:
- HSG 47 Avoiding danger from underground services
- L21 Management of health and safety at work
- L101 Safe work in confined spaces

HSE Guidance Notes

- GS 6 Avoidance of danger from overhead electric lines
- CS 15 The cleaning and gas freeing of tanks containing flammable residues
- EH 40 Occupational exposure limits (revised annually)

HSE Construction Information Sheet

- No.45 Establishing exclusion zones when using explosives in demolition.

Asbestos Removal

Legislation

- The Health and Safety at Work etc. Act 1974
- The Control of Pollution Act 1974
- The Special Waste Regulations 1996
- The Personal Protective Equipment at Work Regulations 1992 (as amended)
- The Control of Asbestos Regulations 2012
- Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009
- The Construction (Design and Management) Regulations 2015