

On all Morgan Sindall projects, the safety and welfare of everyone is of paramount importance. This document concentrates on how we interface with the existing site operations and how we manage those interfaces to safeguard the pupils, staff, general public, construction work force and the project as a whole. The following key topics have been identified which will be developed in more detail and agreed prior to the works commencing on site:

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Indicative Programme

Start on Site	Summer 2023
Completion of Construction Works	Summer 2024

Order of Construction Operations

The order of construction operations is highlighted within the construction programme and summarised as follows:

- Piling mat, piling & groundbeams
- PCC lift shafts & stairs
- Structural steel frame
- PCC terrace units & vomitory walls
- Cladding rails
- Concrete upper floors and roof
- Roof works
- Façade works – cladding, external doors
- Ground floor slab and blockwork
- Internal fit out
- Incoming stat's
- Lift installation
- Terrace seating

- External landscape

Site Access and Traffic Management

To assist in the preparation of this section, a meeting was held on site in March 2023 with Wrexham County Borough Council Highways and Morgan Sindall. The outcomes from the meeting have been incorporated in to the plan.

The Pedestrian and vehicle access gates on to site will be off Mold Rd. Highway signage will be erected on the surrounding road network warning all site users of the construction site entrance and exits. (Refer to 'Site Layout Images' appended). The vehicle exit gate will be located on Crispin Lane. On arrival at the site boundary there will be a Morgan Sindall representative to meet all visitors, operatives and delivery vehicles. Personnel access onto the construction site will be controlled by a biometric turnstile with facial recognition and also a gate person. This will ensure no unauthorized personnel enter onto site and that everyone can be accounted for at the end of each working shift. Vehicle entrance and exit gates will remain locked at all times and manned at all times when opened for vehicle access/egress.

All vehicle deliveries will be scheduled on the MSite vehicle delivery app. Each supply chain partner will book in their deliveries via the app/software, this will include date/time of the delivery, sub-contractor information, material being delivered, how it is being off-loaded and expected time on site. Delivery slots will be made available and scheduled in order to prevent multiple deliveries arriving to site at the same time which may lead to congestion on the local highway. Further information is also obtained from the booking in process to measure carbon, such as type of vehicle, fuel type, miles travelled to site etc. If there are restricted delivery hours, this can also be factored in when setting up the app/software. There will be no deliveries permitted outside of the working hours set out in the Planning Conditions.

The vehicle entrance gates on Mold Rd will be recessed off the highway to prevent the delivery vehicles from obstructing the highway. To prevent deliveries from trafficking through the town centre and residential areas, route cards will be issued to all supply chain partners and will provide a clear route from the A483 (from Chester and Oswestry direction) and the A534. Route cards will direct traffic on main roads only and will avoid the town centre and residential areas.

The site will close at 2:00pm on matchdays during the week and there will be no working on Saturday matchdays. There will be no deliveries when the site is closed.

Site Compound & Hoarding

The existing 2.4m high timber hoarding that currently surrounds the site will remain in place for the duration of the construction works. From its current condition, the hoarding will be upgraded with measures to ensure that it meets the requirements of a temporary works design. Damaged boards will be replaced, the external face of the boards will be re-painted and graphics will be installed to a portion of the hoarding, along Mold Rd. A biometric turnstile and two sets of vehicle gates will control pedestrian and vehicle access in and out of the site. The proposed site boundary will not impact on any fire tender routes servicing Wrexham AFC or Glyndwr University. We will also communicate the construction proposals to the local Fire & Rescue station so that they can familiarise themselves with the site and operations.

The layout of the site compound area has been carefully planned to provide safe segregation of vehicles and pedestrians along with designated unloading/loading and material storage areas – refer to Site Layout Images appended. Vehicles will enter the site through manned gates off Mold Rd, the site compound will provide a one way system for vehicles to travel through and exit out of another set of manned vehicle gates on to Crispin La. Materials will be unloaded from vehicles with the use of a crane, telehandler or pallet truck, where required, they will be slung and banked by a trained person. They will then be distributed to the designated laydown/storage area. Where possible, structural steelwork and PCC will be lifted directly from the vehicle and into the erected position. The safe unloading of wagons will be carried out with the aid of air bags, nets or lanyard system. There will be no materials or plant unloaded outside of the site boundary. On-site material storage will be limited and as such we will be working to a 'just in time delivery' schedule on all major items. Plant will be secured each night within the site boundary. Materials will be stored in a manner to ensure they are not contaminated by weather or site dirt, where required materials will be stored off the ground and covered.

The two storey site accommodation will be segregated from the works area and unloading zone by pedestrian barrier fence to ensure site staff and operatives safety is maintained. Temporary site services will be initially provided with a generator and water tank before connecting to utility services within the neighbouring footpath following the application process.

A tarmac haul road will be provided through the site to mitigate dirt from vehicles being dragged on to the highway. Road sweeping will also take place along the haul road on a regular basis.

For a limited period, the site will extend to include The Turf Pub carpark. Plant will be sited in this area to complete cladding works to the gable end of the stand. A secure fence line with gates will be erected to secure this area. There will also be a responsible person put in place to control the gates.

Welfare and Accommodation

Refer to the Site Layout Images appended.

The Morgan Sindall site accommodation will be double stacked (4 cabins on 4 cabins) and consist of:

- Canteen Facility
- Changing Room/Drying Room
- Toilet Facilities
- Meeting Room
- Offices
- Kitchen

Supply chain partners will have the full use of Morgan Sindall's welfare facilities during the main construction phase.

Logistics & Parking Strategy

The Gate Person will be trained to control traffic on highways and will be responsible for managing construction traffic entering and exiting the site and to ensure that there is no congestion on the highway, as a result of the site operations.

The Gate Person will also be responsible for controlling the road sweeping operations, ensuring all the approaching roads and footpaths are kept clean.

There will be limited parking on site for staff & visitors, including a disabled bay, the location of this will vary depending on work activities. The following local carparks will be used for general parking:

- NCP Arrival Wales Carpark, Mold Rd
- Wrexham General Carpark, Regent St
- Your Parking Space, Jacques Way

In addition to the above, we are also in discussion with Glyndwr University with regards to the possible use of a section of their large carpark adjacent to Wrexham AFC. We will encourage shared transport, crew buses and public transport to limit vehicles arriving to site.

Hours of Work

The site working hours will be as follows:

08:00 to 18:00 Monday to Friday (excluding public holidays)

08:00 to 13:00 Saturday

If there is a need to work outside of these hours, Morgan Sindall will seek advance agreement from the Local Planning Authority/Environment Officer and the client's Project Manager.

Heavy and abnormal sized deliveries will be planned to ensure that vehicles do not cause congestion on the roads around the perimeter of site.

Site Housekeeping

A 'good housekeeping' strategy will be developed from the outset and will be monitored by Morgan Sindall and supply chain supervisors on a daily basis. The strategy will also be included in supply chain orders and discussed in pre-start interviews. In further detail, material and waste management will also be discussed in the site induction and daily supervisor breakfast meetings. This will ensure that all operatives are aware of their duties and responsibilities.

Supply chain method statements will detail how material is loaded, where it is stored and include the method for transporting waste from the work area to the skips.

Major Plant and Equipment

The start of the project will see a large number of tipping wagons bringing crushed material to site for the piling mat. The piling rig to install the CFA piles will be brought to site on a low-loader and transported under the control of a movement order. The vehicle will drive directly on to site where the rig will be unloaded on to the piling mat designed for the imposed loads of that specific rig.

Foundations will be dug with mechanical excavators and various attachments will be used for cropping the piles, window shutters will be installed to the cab of the machines at the end of each working shift.

The erection of the structural steelwork, PCC and the external cladding will be undertaken using mobile cranes and MEWP's which will operate on a designed crane mat.

A meeting was held on site in February 2023 with Network Rail to discuss the construction operations taking place adjacent to the Network Rail lines. Wrexham AFC and Network Rail are currently in the process of entering in to a BAPA agreement. The process for submitting lifting plans/method statement and obtaining approval was also agreed at the meeting.

Community Relations & Considerate Constructors Scheme

Morgan Sindall is aware of the need to promote and maintain relations with the local residents, businesses and university. Neighbours will be made aware of site telephone numbers, key contacts, construction activities taking place and working hours. This information will be updated and communicated to the neighbours along with regular newsletter drops to ensure all those in close vicinity of the project are made aware of the site progress and any factors which effect them.

Morgan Sindall registers all of its sites with the Considerate Constructors Scheme. We will abide by the Code of Considerate Practice, designed to encourage best practice beyond statutory requirements. By abiding to the considerate code of construction we hope to become a positive advertisement, not just for Morgan Sindall but for the industry as a whole.

Environmental Considerations (including dust and waste)

A project specific Environmental Plan will be produced which will include a risk assessment to identify the environmental risks and mitigating measures. This will include the main risks specific to this project - noise, dust, vibration, light. The plan is a live document that is regularly reviewed and updated.

Waste

A Site Waste Management Plan (SWMP) will be developed prior to work starting on site. This will include a strategy for managing waste prior to materials arriving on site as well as recording actual waste off site on a monthly basis. Morgan Sindall's waste target is 1.6 tonnes/£100k of spend. We strive to avoid single use packaging and work with a number of our supply chain partners to use re-usable boxes, pallets & stillages that can be returned to the supplier.

We use Smartwaste (online BRE tool) for the SWMP. Over leaf is an example from one of our live sites Northway Primary School in Wavertree

Project Details			
Project reference	13P005	Project use class	Primary Schools / Nurseries (Education)
Project name	Northway Primary School	Project type	Demolition and new build
Actual start date	2/6/2014	Project value	£ 5,500,000.00
End date	23/10/2015	Gross internal floor area	3197.0 m²

The SWMP will consist of a series of targets to ensure that the project team and supply chain stay focused throughout the project to keep waste levels to a minimum. Weekly updates and monthly reports are produced to monitor performance against targets, these reports are reviewed by the SHEQ team within Morgan.

Re-use and Recycling Waste

In 2022, Morgan Sindall recycled 44% of construction waste from projects in the North West sending less than 1% to landfill. Diverting waste from going to landfill works towards our carbon target of 557KG CO2/£100k.

We have pre-arranged agreements with our supply chain partners to take back and either re-use or recycle left over and waste material from each of our construction projects. We do not accept single use pallets on site and ensure that all pallets are either returned to the supplier or recycled through Pallet Loop.

Reduce Waste Through Re-use of Products and Materials

We have dedicated substantial resources to gather and compile the most effective recycling and waste material reuse practices from hundreds of manufacturers, which we will draw upon to meet our new recycled waste target of 60%.

Among the practices that will benefit The Kop Development, Wrexham AFC project are manufacturers' take-back initiatives for various products like PVC pipes, vinyl floor offcuts, wooden pallets, and cable drums. In our procurement of site materials, we will prioritise items that can be re-used again by our business such as reusable hoarding. Additionally, we will partner with social enterprises that specialise in recycling and reusing donated materials such as metal and timber for good causes.

This information will be used to develop our Site Waste Management Plan (SWMP) which will be monitored throughout the duration of the project to ensure that we are always achieving our targets.

Reducing Plastics

On average, plastic represents around 8% of our overall construction waste typically produced on a project. On The Kop Development, Wrexham AFC project we have set a target to reduce this to around 4.5%.

We are making great strides in this area by speaking directly to manufacturers and identifying best practice and innovation in plastics reduction. We have compiled a catalog of circular economy best practice, containing over 300+ UK leading initiatives from manufacturers and supply chain partners on how we can 'reduce', 'reuse' and 'recycle' waste materials onsite, backed up with real evidence from our materials / waste bank.

Prior to beginning onsite, we will hold discussions with our supply chain partners to explore their projected plastic waste and any mitigation measures already in place or that could be adopted. We issue Supply Chain Suitability forms as part of our procurement process in which our partners make measurable commitments to reducing plastic.

We monitor waste streams each month, to keep abreast of plastic packaging being delivered to-site and managing this against the agreed target.

Our Supply Chain Sustainability Manager oversees the reporting process, which is reviewed monthly. The results of which are fed back to site to allow the site teams to make active improvement and keep ahead of their benchmark target.

The Pallet Loop

On each of our projects, we setup an order with Pallet Loop who supply green reusable FSC Loop pallets into the construction supply chain via manufactures, and collect them once materials have been delivered to site. Pallets are returned to Loop's manufacturing partner for inspection, repair where necessary, and reuse and maybe electronically tagged for tracing. Fees apply for collection but are minimal compared to skip disposal, and could be offset by deposit repayments per pallet.

There is no minimum pallet collection number, but the more pallets collected, the more cost effective this service is. Carbon and waste savings are also achieved.

Noise

We will make every effort to minimise noise by utilising best practice measures to control, minimise and suppress construction noise as outlined in BS5228, some of which are detailed below.

- Construction methods/techniques to be adopted that will minimise noise.
- Careful selection of equipment, construction methods and programming will be carried out with the objective of reducing noise wherever possible.
- Plant will be located as far as reasonably practicable away from the receptors or as close to noise barriers such as hoardings earth mounds etc where these are located between the source and the receptor.
- All plant is to be regularly maintained to comply with regulations.
- Plant will be less than 5 years old, as noted in our 'Plant Standard'
- Plant will be operated in the mode of operation that minimises noise emissions.
- Plant will be shut down when not in use.
- Control working hours
- Enforce a 5mph speed limit on site
- Process / plant utilisation method statements to take account of noise control
- Personal radios banned from site
- Sirens/ bell for emergency use only

Dust

Dust will be eliminated at source where ever possible, off site manufacture and cutting of products will be the preferred method of control, all power tools will incorporate a dust extraction device and we will use every effort and best practice to minimise dust, some measures are outlined below.

- The management of dust-generating activities to be stated in appropriate method statements together with control measures.
- Dust monitoring will be carried out when required
- Damping down will take place on haul roads or other affected areas such as stock piles by use of hose pipes and / or water bowsers.
- Speed limits will be **enforced** on site to minimise dust.
- Stock piles will be located well away from any potential receptors and these piles will be kept to the minimum practicable height with gentle slopes.
- Covered waste skips will be used when possible and will be located well away from any potential receptors.

- Existing roads will be kept clean and maintained,.
- All dust generating power tools will be fitted with a suitable hoover/extract system

Vibration

- Construction methods to be adopted to minimise vibration
- Vibration monitoring to be carried out when required
- Piles to be cropped instead of being reduced in height using a breaker
- 5 mph speed limit.
- Control of vibration generating activities (general) via method statements.
- Audit plant in use.

Light Pollution

- Site lighting will only be utilised when necessary, and of sufficient intensity to safely progress the works and maintain security.
- Lamp-heads will be directed so as not to shine onto/ into adjacent properties/ highway and therefore not be a nuisance.

Ground and Watercourse Contamination

- Method statements for the Works will be devised to take account of contamination risk and the effective management of that risk.
- All materials/ processes will be handled/ undertaken strictly in accordance with the suppliers/ manufacturers recommendations.
- All bulk solid, granular, liquid materials will only be stored on site in (limited) quantities necessary to meet the requirements of the construction process.
- All liquid materials will be stored in suitable containers, adequately banded to comply with Health, Safety and Environmental legislation/ recommendations.
- Sensitive areas will be subjected to specific protection regimes.
- Spillage reaction/ clean-up plans will be in place to be undertaken by a trained squad of personnel.
- Specialist cleaning equipment will be placed in key locations around site to minimise any spillage should it occur.
- All waste materials will be controlled/ sorted into the appropriate waste containers on site prior to removal by an authorised/ licensed waste carrier.

Site Contacts

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Appendix A

Kop Development – Site Layout Images



