



**Deliveries, Loading and unloading of plant and materials;**

The construction site is embedded well within the school boundary. All deliveries will arrive on site from Springfield Road via Eden Vale Road and will be directed into the vehicle off load area of the construction site before being off loaded.

Construction methodologies have been chosen to limit the number and size of vehicles delivering to the site. Examples of this include:

- Retention of topsoil on site for reuse,
- Retention of demolition arisings on site, used to fill the hole generated by the demolition.
- Use of metal deck shuttering for the upper floors to reduce the number of large vehicle deliveries that would have been needed to deliver precast concrete floor planks.
- Use of piling or ground improvement to reduce the deliveries of foundation materials and reduce the number of muck waggons leaving site.

There will, however, be the need for a small number of large vehicles delivering specialist plant such as piling rig, excavator, demolition rig and cranes. When large vehicle deliveries are due, a letter drop will be made to inform the local residents and request their assistance in keeping Springfield Road clear at its pinch points, yellow no parking cones will be placed along the road to identify where the pinch points exist, primarily the 5 no parking bays at the pinch point by the bend and the area around the school main entrance, as shown in yellow below:



To further facilitate this it has been agreed with the school that the left hand gate post can be removed for the duration of construction and replaced at the end.

The entrance gate of the school provides the sole common access for construction traffic and school staff and deliveries. There will be a gateman located within this area to manage the movement of vehicles and pedestrians.

This delivery management strategy has been discussed with the Local Highways Engineer who will be kept informed throughout the construction phase.

**Storage of plant and materials used in constructing the development;**

The compact nature of the site dictates that a just in time delivery system will be required. Materials will be stored within the construction site boundary or within locked containers within the contractors compound. Space will also be allocated for non combustible materials on the ground floor of the building during the early stages of fit out.

To reduce the traffic load on Springfield Road, top won during the formation of the temporary car par and contractors compound will be stored in the location shown and reused during the temporary car park reinstatement and the landscaping of the demolition area.



**The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;**

The construction area will be secured by a solid hoarding and locking gates. Viewing windows will be installed in agreement with the school. The construction site is completely embedded within the school secure boundary and members of the public will not have access to the viewing screens. An area of the hoarding will be prepared and made available to the school for decoration if they choose to enter the CCS Ivor Good Hoarding competition.

The contractors compound will be secured using Heras type fencing.

**Wheel washing facilities;**

The existing hard standing will be retained as long as possible to reduce the amount of dirt generated. The construction site is very compact and will have only 1 vehicle entrance gate. There will be a wheel washing station at the gate where dirty wheels will be jet washed before vehicles leave site.

**Measures to control the emission of dust and dirt during construction;**

The construction area is currently covered in macadam. This macadam will be retained for as long as possible to limit the emission of dust and dirt. Where dust is generated, damping

down measures such as a dust buster will be employed on site to keep the dust under control.

The top soil storage will be seeded to prevent dust arising.

**A scheme for recycling/disposing of waste resulting from demolition and construction works; and**

There will be a small segregation station for construction waste within the construction site area.

The intention is to crush the suitable demolition arisings on site and use them to grade out the hole left by the demolition of B Block. These arisings will be covered in a layer of sub soil and topped with a layer of top soil before being seeded with grass.

To limit the amount of construction spoil sent to land fill the top soil generated from the car park construction and sub soil generated from arisings during construction will be stored on site in the location shown on the attached for reuse following demolition.

**Measures for the protection of the natural environment.**

**Trees**

Site hoardings and compound fencing will be located to prevent access below the canopies of trees

**Pond/Culverted Stormwater Drain**

A silt fence will be installed to prevent run off from the site making direct access into the pond.

The road gulleys within the existing car park area will be lined with gully liners and filled with pea gravel to prevent storm water run off carrying silt into the drainage system. The gulleys will be regularly inspected and cleaned when required and at the end of construction.

**Hours of construction, including deliveries;**

The site hours will generally be:

Monday to Fridays

07:00 site opens for traffic and deliveries

07:30 quiet works commence

07:45 Construction deliveries restricted until 09:15

08:00 Other works commence

14:45 Construction Deliveries restricted until 16:15

18:00 construction works stop

19:00 site closed

Saturday

07:30 Site open for traffic

08:00 Construction works commence

13:00 Construction works Complete

14:00 Site Closed

There may be occasions when works may need to continue beyond 18:00 such as during the finishing of concrete slab pours. On these occasions the local residents will be notified in advance.

During School Holidays the delivery time restrictions will be reduced to the normal rush hour period.

### **School Specific Issues**

A do not cross line has been added to the Phasing Plans beyond which the project personnel should not pass without specific agreement with the school. The exception to this will be the main contractors directly employed staff who will be known to the school and will have a suitable level of DBS clearance permitting them to move freely around the campus. This restriction will be included in the site rules and will be briefed to the workforce during construction. The school are aware that anyone out of place should be challenged.

Regular planning meeting will be held with the school to ensure that project and school operations do not clash. Any operations that are likely to impact upon the surrounding neighbour will be published via a letter drop or newsletter.

Consideration will be given to minimise noisy works throughout the project and especially during exam periods. Consideration has already been given to limiting noisy works by:

- The use of non percussive piling/ground improvement methods
- The use of steel frame rather than concrete to limiting the amount of concrete vibration
- The use of a structural framed cladding system allowing the building facades to be closed earlier containing fit out noise within the building.
- The use of a light weight simple roof construction to speed up the roof installation.

### **Pre-Commencement Condition Survey**

A Pre-Commencement Condition Survey of Springfield Road will be undertaken. This will include multiple photos and highlight any existing failures in the highway surface, such as potholes, cracks etc.