Collis Primary School

FAIRFAX RD, TEDDINGTON TW11 9BS, UK

SPATIAL INITIATIVE LTD.

CONSTRUCTION AND DEMOLITION MANAGEMENT PLAN

COLLIS Primary School

DOCUMENT CONTROL

DATE	REVISION DETAIL	REVISION BY
07-08-18	• ORIGINAL VERSION.	MWT
12-09-18	• PROPOSED SITE PLAN UPDATED • ARBORICULTURAL DETAILS ADDED TO SECT 8	MWT
01-11-18	• KEY DATES CHANGED. PROPOSED SITE PLAN AND ELEVATIONS UPDATED. CHANGES TO CCS.	MWT
08 -07-19	• SCHEME UPDATED TO REFLECT CLIENT REQUIREMENTS	MWT
25-07-19	• ADDITIONAL REPORTS AND LATEST PHASING PLANS INCLUDED.	MWT
15-08-19	• INCLUSION OF TREE INFO AND COMMENT UPDATE	BK
04-10-19	• UPDATE TO ADDRESS LPA COMMENTS	BK
28-10-19	• UPDATE TO ADDRESS LPA COMMENTS	BK

CONTENTS

1.	**Summary of Works**

The Project comprises of the construction of a new school building and the demolition and removal of existing buildings in a phased process as outlined below.

Phase 1

Construct the new school block and then decant pupils into it.

Phase 2

Demolish existing buildings EFAA, EFAF and EFAD (Infant and Nursery Blocks). Complete external surfaces (including netball courts) and landscaping, construct the stand-alone Administration Building (which is on the footprint of the buildings being demolished) and de-mobilise from site.

The site works described above are currently scheduled for the period January to December 2020.

Refer to Phasing Drawings PL-CPS-AHR-ZZ-ZZ-DR-A-90-008-Site Phase 1 and PL-CPS-AHR-ZZ-ZZ-DR-A-90-009-Site Phase 2 in Appendix B

PROPOSED SITE PLAN

2	**Working Hours**
	Normal working hours will be from 08:00 to 18:00 from Monday to Friday, and 08:00 to 13:00 on Saturdays. Any working outside these hours must be approved, in advance, by relevant parties. Deliveries and collections by HGVs will be kept to the hours of 09.30-15.00 Monday – Friday to prevent any impact on school pick-up/drop-off times.

3	**Traffic Management**

Reference should be made to Collis Primary School Transport Assessment (dated August 2019). In particular, Section 6 – Paragraph 6.2, 6.8.1 and 6.9.1 and Appendix 1 (Construction Management Plan). Refer to Appendix D below for Swept Path Analyses relating to the Fairfax Road / Harlequin Road / Site Access bends that have to be negotiated.

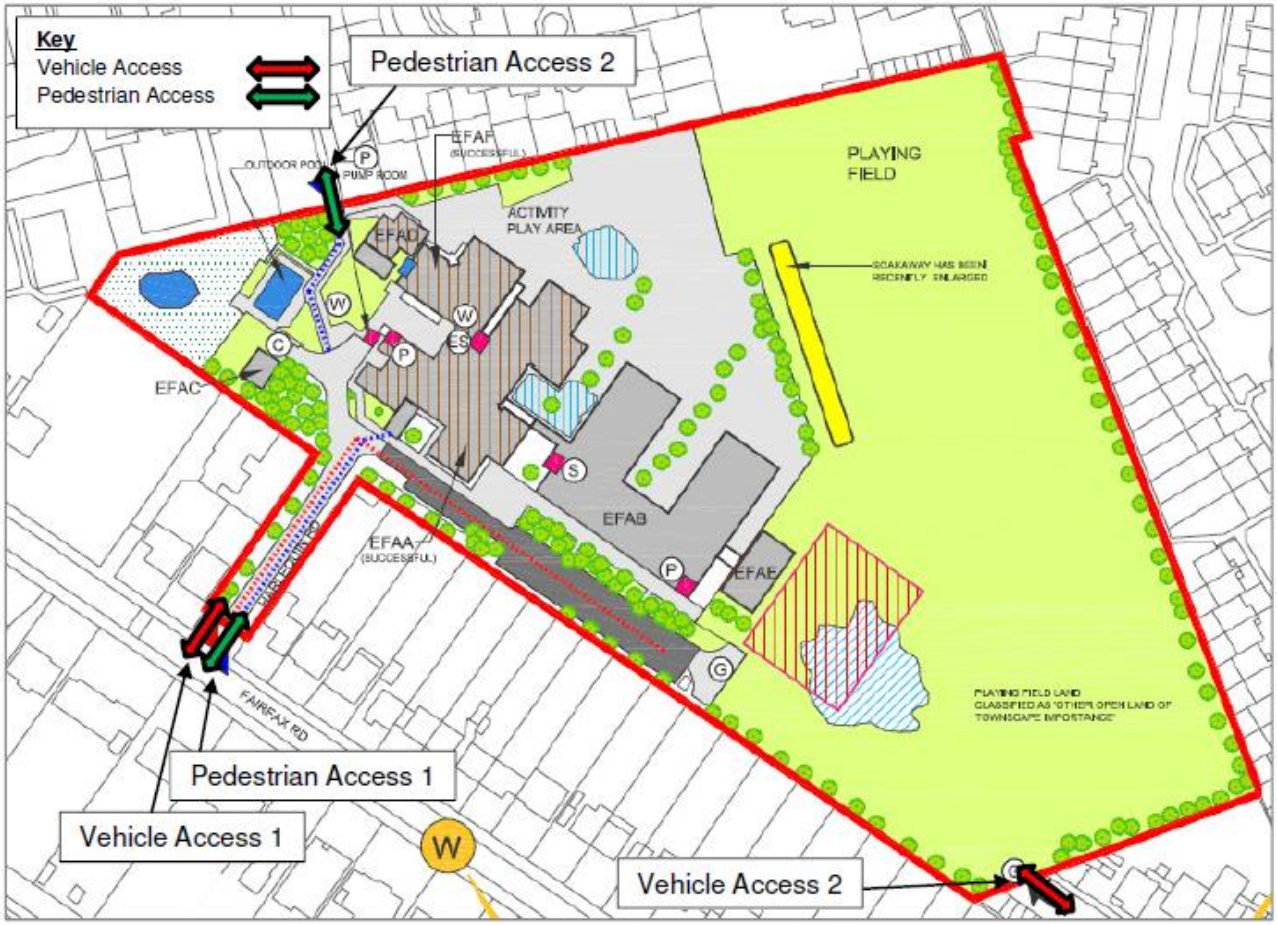
Management of construction traffic shall be undertaken to ensure the safety of members of public for the duration of these works and avoidance of traffic congestion in the area. The site is located adjacent to a live school environment, within a residential area, and all roads and footpaths in the vicinity of the site are in use 24 hours a day, 7 days a week. Strict controls shall be in place to control vehicle and pedestrian movements and construction deliveries will avoid school drop off and pick up times.

To access the site, construction traffic will arrive via Vehicle Access 2 (see plan below) located off Harlequin Road. A temporary access track will be constructed across the school playing fields from the access to the site compound for the duration of the works for the exclusive use of construction related vehicles (and construction pedestrians: see section 4 below. The track will generally follow the line of the northern site boundary in order to avoid cutting off the school users from the playing fields. Refer to phasing drawings 1 and 2 in Appendix B below. The track will allow for effective segregation between pedestrians and vehicles and will be cordoned off from school users using Heras fencing, or similar.

The movement of major construction loads will be managed via formal procedures in terms of routing and hold-points away from the site with the primary objective of avoiding causing traffic congestion.

The existing Vehicle Access 1 off Fairfax Road, currently used to access the school, will be retained for the duration of the works for the exclusive use of school-users. Similarly, the existing car parking spaces for the school staff and school-users will be unaffected by the construction work.

Pedestrian and Vehicular Access to Site



The primary route to and from the site for heavy construction vehicles will be via "A" class roads as per the map below:

Transport Route

The new building is being constructed as a system-build facility which means a large element of the structure will be constructed off-site, in factory-controlled conditions, thereby reducing the number of operations and associated traffic on site significantly compared to a traditional construction approach.

All contractors and suppliers that require vehicle access to site shall be forwarded a copy of 'Spatial Initiative Site Delivery Instructions' which details the site address, delivery time restrictions, vehicle routes and restrictions, safety rules, etc.

Spatial Initiative shall post signage to notify construction traffic of the site location and traffic routes. Any directional signage posted on the highway will be done following agreement with the Council Highways Department.

Due to the nature of the site location, all deliveries shall be booked in with Spatial Initiative's site management team at least 24 hours in advance to allow sufficient time to plan deliveries and avoid congestion in the area. A full and detailed traffic management plan will be included within the site Construction Phase Plan. This will be approved by the appointed CDM Co-ordinator for the project and forwarded to the Client for their information.

To prevent mud from contaminating the surrounding roadways, particular attention will be paid to providing clean internal roadways and vehicle off-loading points. The Site Manager will review the internal road and pathways affected by project works for cleanliness on a daily walkabout and the cleanliness of the wheels of traffic exiting the site. Where remedial action is necessary, the Site Manager shall implement an appropriate cleaning action to ensure that the construction activity does not introduce mud or other contamination onto public road surfaces. A wheel washing facility by the site will be established at the construction site entrance, as shown on the phasing drawings.

Other traffic management control measures to be implemented:

- A letter drop shall be completed to all residents adjacent to site to notify them of upcoming construction activities, e.g. scope of works, Spatial Initiative contact details, key dates (e.g. delivery of modules).
- The Site Manager shall liaise with the Client's representative to make them aware of the forthcoming construction works and any activities that may affect regular activities. This may include notification of any large delivery vehicles such as concrete deliveries.
- Turning areas will be provided on the construction site (refer to phasing drawings) so that all vehicles using the construction access track (and entering and leaving the site at the construction entrance, shown as Vehicle Access 2 on the plan) will always be in a forward gear. In the event that reversing on site is required to react to a one-off type situation, it shall be done under the control of a banksman at all times.
- Banksmen working on site shall all possess a Site Access Traffic Marshall Qualification as a minimum.
- Pedestrians and vehicles shall be physically segregated on site. Pedestrians accessing site must report to the Site Office in the welfare area to sign-in before accessing site.
- Spatial Initiative shall provide the necessary signage to ensure that all construction traffic is directed to the works area. Sign boards will be installed at the site entrance complete with the Spatial Initiative out of hours contact number and Project Information.

4	**Pedestrian Access**
	Reference should be made to the "Pedestrian and Vehicular Access to Site" plan included in section 3 of this document. Pedestrian Accesses 1 & 2 for school-users will be retained throughout the construction process. Pedestrians associated with the construction process will enter the site via the construction entrance (shown as Vehicle Access 2 on the plan) and walk along a temporary track to the site compound. Such pedestrians will be physically segregated from construction vehicles following the same general route. Personnel not related to the construction process will be prohibited from using this access which will be closed when not in use. Appropriate signage will also be displayed. All visitors to the site will be escorted by an appropriate member of the construction team at all times when they are on the site.

5	**Delivery of Modular Units**

The modular units for the new school are currently scheduled for delivery in April 2020 over a period of approximately six days. The delivery operations have already been assessed in the Collis Primary School Transport Assessment undertaken by Wynns.

As these are large loads, a holding area for HGVs and modules shall be established at an appropriate distance away from the school to avoid causing traffic congestion. During installation, loads shall be called in by the Site Manager one at a time to ensure there is never more than one delivery vehicle / trailer on site at any time. A detailed lifting plan shall be in place prior to delivery to site.

The appointed transport and craneage company shall survey the work area in advance to assess routes to site, pinch points, potential overhead obstructions, etc. Spatial Initiative has already undertaken a preliminary survey and are satisfied that the vehicles can safely access the site and access routes that lead to it. Note that it will be necessary for parking suspensions to be in place on the section of Fairfax Road between Kingston Road and Harlequin Road, and on Harlequin Rd. Additionally, ground protection pads will be temporarily installed on the footpaths on the corners of the Fairfax Rd / Harlequin Rd junction.

Spatial Initiative shall ensure that sufficient traffic marshals are provided during this period of works and two. banksman shall be in place. Banksmen working on site shall all possess a Site Access Traffic Marshall Qualification as a minimum. A letter drop shall take place to the properties along the delivery vehicle access road before the installation is due to occur. This will notify residents of the proposed delivery times, the route to be taken, and contact details for the Site Manager.

6	**Site Set-Up**
	Refer to Phasing Drawings in Appendix B. These drawings include locations for offices and welfare facilities, material storage area, temporary site fencing and hoardings, the location of wheel wash facilities, turning areas, and the limited on-site-parking.

7.0	**Summary of Demolition Works**
	Demolition of existing school buildings EFAA, AFAD, EFAF are currently programmed to take commence in the period August – October 2020 Reference should be made to Section One and Phasing Drawings (Appendix B) The demolition work shall be undertaken in a manner to ensure the safety and welfare of all site personnel, the general public and neighboring occupants, so far is reasonably practicable. All demolition work will be carried out in accordance with relevant Codes of Practice and H.S.E. guidelines.
7.1	**Programme for the Demolition Works.**
	Works associated with demolition of the relevant existing buildings (erection of protective hoarding, services isolation, R&D asbestos surveys etc) are currently scheduled to take place as soon as they have been vacated by school users once the new school has opened in August 2020. It is anticipated that the physical demolition will be completed in October 2020.
7.2	**Prior to the Start of Physical Demolition Work.**
	Prior to commencement of the physical demolition of buildings EFAA, EFAD and EFAF: • A full risk assessment and method statement for the demolition works will be developed taking account of the site environment that exists immediately prior to the start of the work. The document will include full details of the methodology that will be used to ensure the health and safety of both construction workers and non-construction personnel including dust, vibration and noise issues. • Notification shall be made to the Local Authority (Section 80 of The Building Act 1984) regarding demolition works. • Existing services that may be affected by the demolition works shall be diverted or terminated, as necessary. • The position of all services on the site shall be clearly marked and noted as live or dead. • The residents of neighboring properties shall be informed that the demolition works will take place. • The local Fire Brigade shall be notified of the demolition work • A check shall be made that all site perimeter fencing and/or hoarding is in position and in good order together will all warning signs.

	• All relevant documents shall be either held on site or prominently displayed, as relevant, including: The Construction Phase Plan, HSE F10, Drawings, Liability Insurance, Risk Assessments, COSHH Assessments, Site Waste Management Plan and emergency telephone numbers.
7.3	**Sequence of Demolition Work**
	The demolition work will generally follow the sequence shown below: • An R&D Asbestos Survey shall be undertaken to identify all asbestos that must be removed before physical demolition commences. • Removal of Asbestos – carried out by a licensed removal company where required. A specific method statement shall address this element of the work (14-day notice to the HSE via form ASB5) • Carry out soft strip to the internal areas to reduce the volume of material sent to land-fill. • Set up dust suppression units and waste storage areas. • Demolition of the redundant structures, generally starting at height. Typically, a demolition-specification excavator would be used at this stage. • Sort resulting demolition material and place into correct skips for recycling. • Remove concrete foundations, and tarmac hardstanding, as required, to a pre-described depth. • Crush all concrete/hardcore on site. • Clean site of all waste material and complete hand over information
7.4	**Demolition Noise, Dust and Vibration**
	These issues will be considered in detail in the site-specific risk assessment and method statement relating to the demolition works (see section 7.2 above) which is to be approved prior to work commencement. A Construction Noise and Vibration Assessment has been carried out by Syntegra. It confirms that vibration concerns are unlikely. Acoustic recommendations have been made, which the contractor is happy to implement. Working hours limitations stated by the Local Authority shall be adhered to. If vibration levels exceed pre-determined values, variations in work practices will be adopted. It unlikely that removing the above-ground structure will result in the release of significant levels of dust. However, a water spray will be used to control the situation. The amount of water used will be controlled to ensure that site flooding does not take place and all gullies will be protected to ensure that drains are

not adversely affected by dust / silt build up. The site manager will review the process on an on-going basis.

Breaking out foundations and crushing the resultant concrete has the potential for significant dust release. It will be necessary for operatives to direct water flow onto the area of operation. Again, the site manager shall ensure that appropriate resource is allocated. The concrete crushing machine has its own dust suppression system but where the crushed concrete is moved and stockpiled, external water suppression shall be used.

All machinery used in the demolition operations shall be appropriately certified and suitable for the task for which it is being used. Additionally, all such machinery will be in good condition and well maintained.

Waste and recycling skips will be covered (to prevent dust emissions) as will transport lorries removing any loose material.

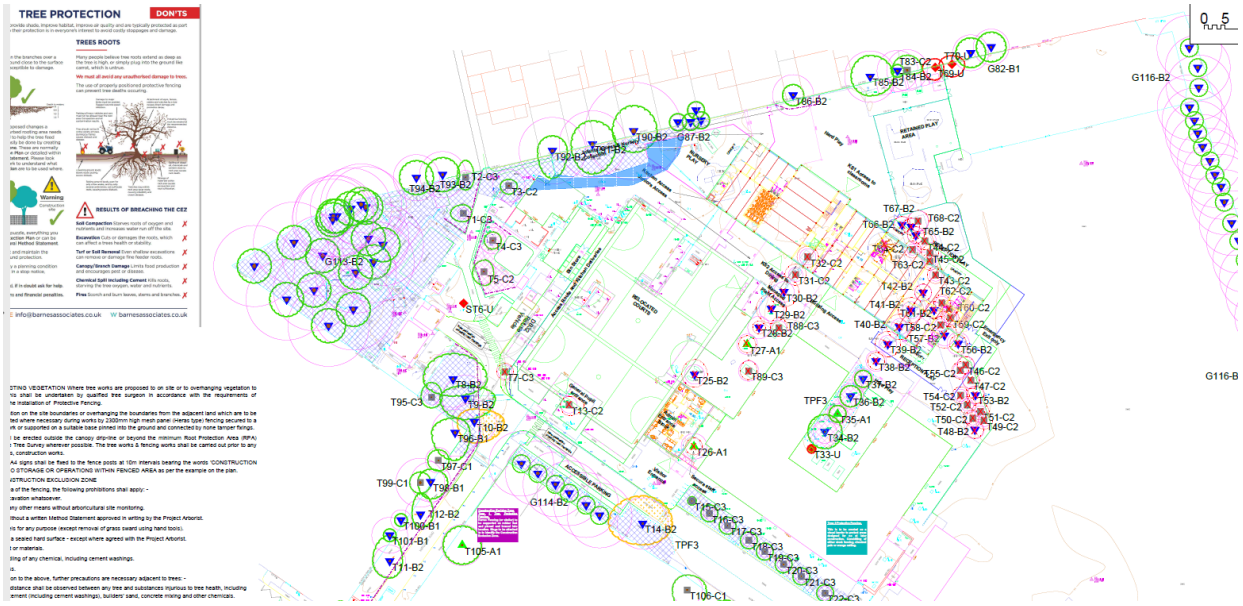
At the conclusion of the demolition phase, the construction site will be free of any redundant structures and associated foundations, and all material (apart from that which can be re-used on site) will have been disposed of in accordance with relevant legislation.

8	**Construction of the Netball Courts and Administration building and demobilisation from site.**
	Following completion of the demolition phase (refer to section 7 above), construction of the netball courts and construction of the stand-alone administration building in the footprint of demolition area will take place. The work is currently programmed to take place in the period October -December 2020. The position of the site offices and welfare facilities will remain unchanged from the demolition phase. Additionally, the location of the site hoarding will be the same as for the demolition phase apart from some localised and temporary changes around the eastern boundary of the new administration building: these will require close co-ordination with school management in the immediate lead-in to the operations. The administration building will be of modular construction (in the same manner as the new school, albeit on a much smaller scale). Micro-sequencing of this work will be required in close collaboration with school management to ensure that the administration function of the school is able to function effectively at all times. Following hand-over of the administration building, the site will be de-mobilised: all hoarding and fencing, access tracks, site offices and welfare facilities will be removed from site. Additionally, the repair or reinstatement of any areas of grass which have been damaged by the presence of the temporary access tracks will be undertaken.

9	**Arboricultural**

Reference should be made to:

- Tree Protection Plan and Method Statement prepared by Barnes Associates



10	**Site Traffic Rules**
	A 5mph speed limit shall be strictly enforced on site. The site layout shall be designed so that vehicles can both enter and egress in forward gear. Reversing on site shall be avoided as far as possible. If reversing is unavoidable, this shall only be done under the control of a banksman (in possession of a Site Access Traffic Marshall Qualification as a minimum). Pedestrians and vehicles shall be physically segregated on site.

11	**Mobile Plant**
	The use of mobile plant presents a significant hazard on all construction sites. In order to control the situation the following rules will be enforced: • All drivers of mobile plant shall hold appropriate, current certification. • Exclusion zones shall be created, where necessary, to segregate plant from other plant and pedestrians. • Keys shall be removed from mobile plant when not in use to prevent unauthorised access. • Mobile plant shall be fitted with appropriate vision aids (mirrors / cameras) and warning signals (reversing bleeper) • The use of mobile phones when operating plant shall be prohibited. • Passengers will not be carried on mobile plant unless that plant is specifically designed for the purpose. • All pedestrians on site to wear high-visibility vests (or similar).

12	**The Parking of Vehicles of Construction Personnel and Visitors**

On-site parking will be very limited within the construction compound (refer to Phasing Drawings in Appendix B). Construction personnel will have to park off site and to then enter the site on foot. The Site Manager shall monitor the parking arrangements on a daily basis to ensure all construction-related vehicles are parked legally and that access is maintained on the residential streets adjacent to the site.

Spatial Initiative shall promote sustainable means of transport to be utilised whenever possible. All contractors coming to site will leave tools and equipment on site in a secure storage boxes to allow operatives to come to site via public transport or bicycles. The 'off-site' modular approach to the construction of the new structures will greatly reduce the amount of traffic and the number of operatives that would be expected for a traditionally-built project.

All contractors shall be forwarded a copy of the Spatial Initiative's 'Getting to Site' guidance sheet that will highlight how operatives can get to site without using car travel, eg.:

Buses The nearest bus stop is located on Kingston Road, 0.5 miles away from the main entrance. The bus stop is served by the 281 and 285 bus routes. The 281 goes from Hounslow Bus Station to Tolworth Tower. The 285 goes from Heathrow Central Bus Station to Cromwell Road Bus Station,

Trains The nearest rail station to the school is Teddington Railway Station, an 8-10 minute walk from the site.

Cycling – details on the facilities provided for storing bicycles shall be provided.

Car Pooling – Spatial Initiative shall facilitate a car-pooling scheme between site operatives to promote the sharing of vehicles. It is hoped that this will reduce the amount of car travel to the area from construction operatives.

13	**The Loading and Unloading of Plant and Materials**
	All loading or unloading will be conducted within the Spatial Initiative construction site in an area as agreed with the Site Manager. There will be no loading or off-loading of materials permitted on any of the roads surrounding the site. Material deliveries will be closely monitored and a permanent traffic marshal/banksman will be present for the duration of the contract. For large deliveries to site, 2No. banksman shall be in place. Banksmen working on site shall all possess a Site Access Traffic Marshall Qualification as a minimum. It should be noted that, as this is a modular-build project, a great deal of work that would normally be done on site will already have been completed in an off-site factory environment. As a result, quantities of delivered materials will be significantly less than with a traditional-build approach.

14	**Storage of Plant and Materials**

Materials will be stored in a manner that will not pose a risk to workers on site, visitors or anyone on the adjacent land. All materials shall be stored within the confines of the construction site. The following arrangements shall be applied:

- As the nature of this project involves off-site construction, the number of deliveries shall be minimised as a large portion of the work will be completed in an off-site production factory.
- Materials should only be brought to site when needed in the next 48 hours or as agreed with Spatial Initiative Management and the material should be stored safely in an area designated by Spatial Initiative.
- Where materials cannot not be delivered directly or adjacent to the work-face, they will be stored in the designated area within the site compound.
- Materials shall not be stored at a height. All materials should be secured to prevent being knocked or blown from a height.
- Plant shall be isolated and immobilised when not in use to prevent unauthorised use.
- Hazardous Substances to be locked away when not in use.
- Outdoor footpaths shall be level and firm and should not be used for storing materials. Designated storage areas for plant, materials and waste shall be established and agreed with each contractor.
- Walkways and stairs must be kept free of tripping hazards such as trailing cables, building materials and waste. This is especially important for emergency routes.
- All flammable waste materials (such as packaging and timber off-cuts) must be cleared away regularly to reduce fire risks. Flammable materials will be stored away from other materials and protected from accidental ignition.

15	**The Erection and Maintenance of Security Hoarding**

The security of this site will be a critical factor to ensure the safety of members of the general public and school users for the duration of this project.

At all times, the site will have a secure boundary to ensure separation between the construction activities and the public. Reference should be made to Phasing Drawings in Appendix B.

Suitable fencing (eg timber hoarding or Heras fencing, as appropriate) shall be used to segregate the existing school from the construction site to isolate construction works from school users.

The site shall be locked outside normal work hours.

Lockable gates will be provided for the vehicular access. These gates shall be kept closed, and only opened to allow construction or otherwise permitted vehicles access site. No storage of materials will be allowed outside of the secure construction areas.

The site manager will inspect the condition of all hoardings / fencing / gates on the site, and the security of the site boundary every day and take immediate action if repair or maintenance is required.

Operatives / visitors will not be allowed unescorted access to the site or to commence work until they have relevant site rules explained to them and undertake the site induction. All operatives and visitors to site will be required to wear a security ID pass issued by Site Management to identify individuals as being inducted and approved for access to the construction site. No access to site shall be permitted to anyone without this ID pass being held.

Visitors to site must be accompanied by a Spatial Initiative employee at all times. Under no circumstances will unauthorised persons be allowed in the securely fenced compound works area, beyond offices and welfare, unless escorted. Anyone entering site must sign in/out every time they enter or leave site.

PPE will be maintained for visitors in the site office.

16	**Measures to Control the Emission of Dust and Dirt**
	Construction of the new school building will be undertaken using modular construction techniques: modules will be constructed and part fitted-out in an off-site factory environment and then craned into position. Foundations for the modules will be simple pads (ie there will be no piling involved). As a result, the potential for creating dust in Phase One of the project will be very limited. In Phase Two, however, demolition work will take place and the potential for dust generation will be significant. The demolition contractor will work with SIL site management and the SIL H&S team to integrate full consideration of dust generation and associated mitigation and control measures into the Demolition Risk Assessment and Method Statement. Refer to Sections 7.1 and 7.4 above Irrespective of the low potential for dust generation in Phase One, SIL will adopt best practice to mitigate and control dust generation as follows: • As much work as possible to be completed off-site to limit the amount of operations to be carried out on site that could produce dust and dirt. If necessary, works shall be undertaken outside the School's normal working hours or, by agreement, at weekends, e.g. demolition that may produce higher levels of dust. • Any construction dust will be managed by wetting down the immediate area, so that members of the public will be un-affected by the works. The housekeeping on site will be monitored daily to avoid any contamination onto the adjacent grounds. • Cutting or grinding of materials on site shall be strictly controlled with dust suppression or local exhaust ventilation used where possible. • Material will be stored away from the site boundary whenever possible. • Unpaved roads and verges to receive regular damping down and cleaning where located close to sensitive locations. • The provision of easily-cleaned hard standings for vehicles. • The hard surfacing of heavily used areas to be kept clean by brushing and water spraying regularly. • The complete sheeting of the sides of all vehicles carrying spoil and other dusty materials. • A strict housekeeping regime shall be in place on site. A sufficient number of bins and skips shall be provided to allow waste materials to be easily cleared from site. Spatial Initiative site management may issue a clean-up notice to any sub-contractor on site. The Clean-up notice will specify the area of the housekeeping issue and the timescale in which the area must be cleaned. The effectiveness of these measures will be monitored frequently by the Site Manager.
16.1	**The Control of Vibration**
	Construction of the new school building will be undertaken using modular construction techniques: modules will be constructed and part fitted-out in an off-site factory environment and then craned into position. Foundations for the modules will be simple pads (ie there will be no piling involved): Refer to Drawing 2025 ESS XX FN DR S 101 P1 Foundation Plan in Appendix C. As a result, the potential for creating significant vibration in Phase One of the project will be very limited. However, the potential for vibration is significant during Phase Two when demolition activities will take place. Vibration monitoring will take place and local authority limits adhered to. Refer to Section 7 above. Refer to Report “17-3872 Collis Primary School Construction Noise and Vibration Assessment”

17	**The Control of Noise**

Note that:

1. Site times of 08:00 – 18:00 (Mon-Fri) and 08:00 – 13:00 (Sat) will be rigidly adhered to.
2. Construction of both the new school and the administration building will be undertaken using off-site modular construction techniques. As such the number of people and the amount of plant and construction material on the site will be significantly less than if traditional construction techniques were used.

Refer to report: "17-3872 Collis Primary School Construction Noise and Vibration Assessment". All recommendations will be complied with.

18	**Scheme for Recycling and Disposing of Waste Resulting from Demolition and Construction Work**

Spatial Initiative hold an Environmental Management System certified to ISO14001. As part of this EMS, Spatial Initiative will carry out the following:

- Identification of environmental legislation and other requirements relevant to the contracted work, taking particular note of relevant consents, permits and authorisations or planning obligations.
- Identify and assess environmental aspects associated with our operations.
- Establish environmental management arrangements relevant to the control of significant environmental aspects.

Spatial Initiative will minimise the waste generated on site. This is attained by pre-planning the work and only taking essential items into works areas. The off-site construction nature of the project will reduce the amount of waste generated on site.

Spatial Initiative shall seek to reduce the amount of waste generated and responsibly dispose of waste by implementing site waste management through a registered waste management company. A waste minimization, re-use, recycling agenda shall be set and administered via the assistance of the Site Manager monitoring activities on-site and a contracted waste management organisation. The contracted waste management organisation shall undertake the segregation and recycling activities required.

With regard to on-site waste, material reduction and re-use, the Site Manager shall monitor material storage and use. Where there is possibility to re-use materials, this shall be implemented on-site under the instruction of the Site Manager and contractor supervisors, bearing in mind quality of the build.

The Site Manager shall monitor the skips, to prevent fire and dust build up/escape, and the skipping of potential hazardous paint and container waste. Several waste skips shall be provided on site to segregate waste into different streams, e.g. general waste, steel, etc.

19	**Considerate Constructor's Scheme**

This site will be registered for the Considerate Constructor's Scheme and SIL will engage positively with all aspects of the process including the audits. Particular emphasis will be placed on:

- **Improving the Appearance** – the site will be well-managed, clean, tidy and organised.
- **Respecting the Community –** We will give utmost respect and consideration to the impact on neighbours and the public, informing them of construction activities on an on-going basis and engaging with the community to ensure any concerns they have are responded to.
- **Protecting the Environment –** We will protect the ecology and any local water courses and minimise use of natural resources.
- **Securing Everyone's Safety** – By setting high standards in safety performance and behaviour, and minimising risks to site operatives and members of the public.
- **Caring for the Workforce –** Spatial Initiative shall provide a supportive and caring working environment where everyone is respected, treated fairly and supported.

Additional measures that shall be in place include:

- Consultation will take place with residents about proposed working procedures prior to commencement of the development to inform/shape construction methodology and working practices.
- Letters delivered to residents adjacent to site to notify of upcoming construction activities – scope of works, contact details, important dates.
- Feedback box provided at entrance to allow public inform of suggestions / problems. Feedback log maintained by Site Manager – recording communications with locals and what actions were taken.
- Dress code enforced for on-site operatives.
- Signage installed in public area – Spatial Initiative's out of hours contact number, CCS poster/banner and Site Information posted at entrance.
- Hazard board to be established in prominent area – updated daily with activities, today's risks, etc.
- Hazard Reporting System in place. Site operatives submit cards to management to notify of unsafe conditions. Best card shall win a reward.
- Smoking by operatives shall be controlled. There shall be no smoking on site and operatives will not be permitted to congregate at the site entrance. Operatives shall be asked to remove all PPE and walk away from site when smoking.
- Notice Boards provided in office with company policies, emergency contact information, Site Rules, etc.
- Plant and machinery turned off when not in use. Noisy activity occurs away from site boundary, at times agreed with client.
- All operatives shall be inducted before starting work on site and made aware of the Site Rules and consideration required to avoid disturbance to the local residents.

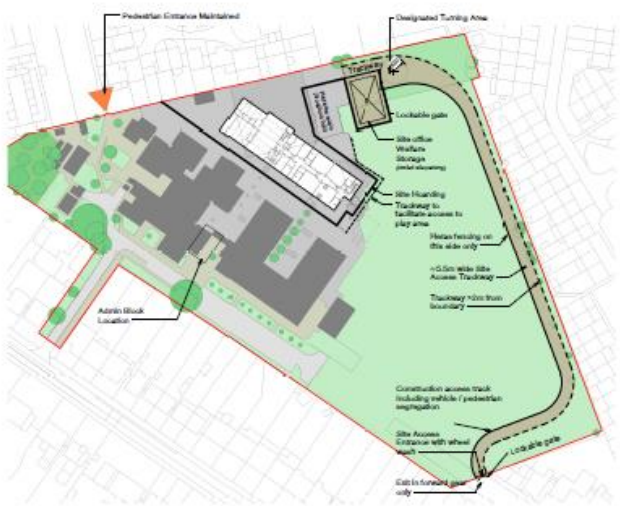
20	**Site management (Construction Phase)**
	Should anybody wish to discuss the project during the construction phase, the Site Manager can be contacted, as below. • Title: Chris Fraser (Site Manager) • Phone: 07552661078 • Email. Chris.fraser@extraspacesolutions.com Alternatively, staff at our Wandsworth office Tel: 0207 228 5282 will be pleased to assist. Please note: these details are subject to change, depending on workload or availability, and the CLP will be updated accordingly, if necessary.

21 Appendix A: Vehicle Movements

Main Activity	Preliminary Programme	Typical Primary Construction Vehicles	Typical On/Off Site PCV Movements
Site Set Up	January 2020	Excavator, dumper for localised site clearance. Delivery lorries for fencing / hoarding / surfacing and miscellaneous materials and supplies including Trakway for temporary access road. Articulated lorries for delivery of site accommodation (offices plus welfare)	2-5 / day
Ground works and Enabling Works	January – April 2020	Excavators, dumpers and ready-mix concrete wagons for enabling works and sub-structure (pads).	3 / day.
Phase One New Build	April – August 2020	Articulated lorries to deliver modular units. Crane to handle, locate units (on delivery) MEWPS to access units. Telehandler for materials. Fit-out works via multi-trades: variety of delivery vehicles (eg for screeds, scaffold, cladding, finishes, surfacing, internal equipment etc) Excavator, dumper, roller for landscaping.	10 - 14 / day for 6 days (module delivery) and then 15 / week
Phase Two Demolition work, construction of netball courts and admin building and reinstatement	August – December 2020	Demolition grade excavator(s). Dumpers and lorries to move and remove material including demolished material and new material for reinstatement and netball courts Crushing plant. Excavator, dumper and roller for landscaping. Crane and articulated lorries to install modular units for the Admin Building (one day only) Lorries to remove site accommodation, fencing etc.	20 / week.

21. Appendix B. Phasing Plans One and Two.

Refer to drawing CPS AHR ZZ ZZ DR A 90 005 (below, and part of the planning application package)



1. Phase 1 - Construction of Main School Building.
1 : 750

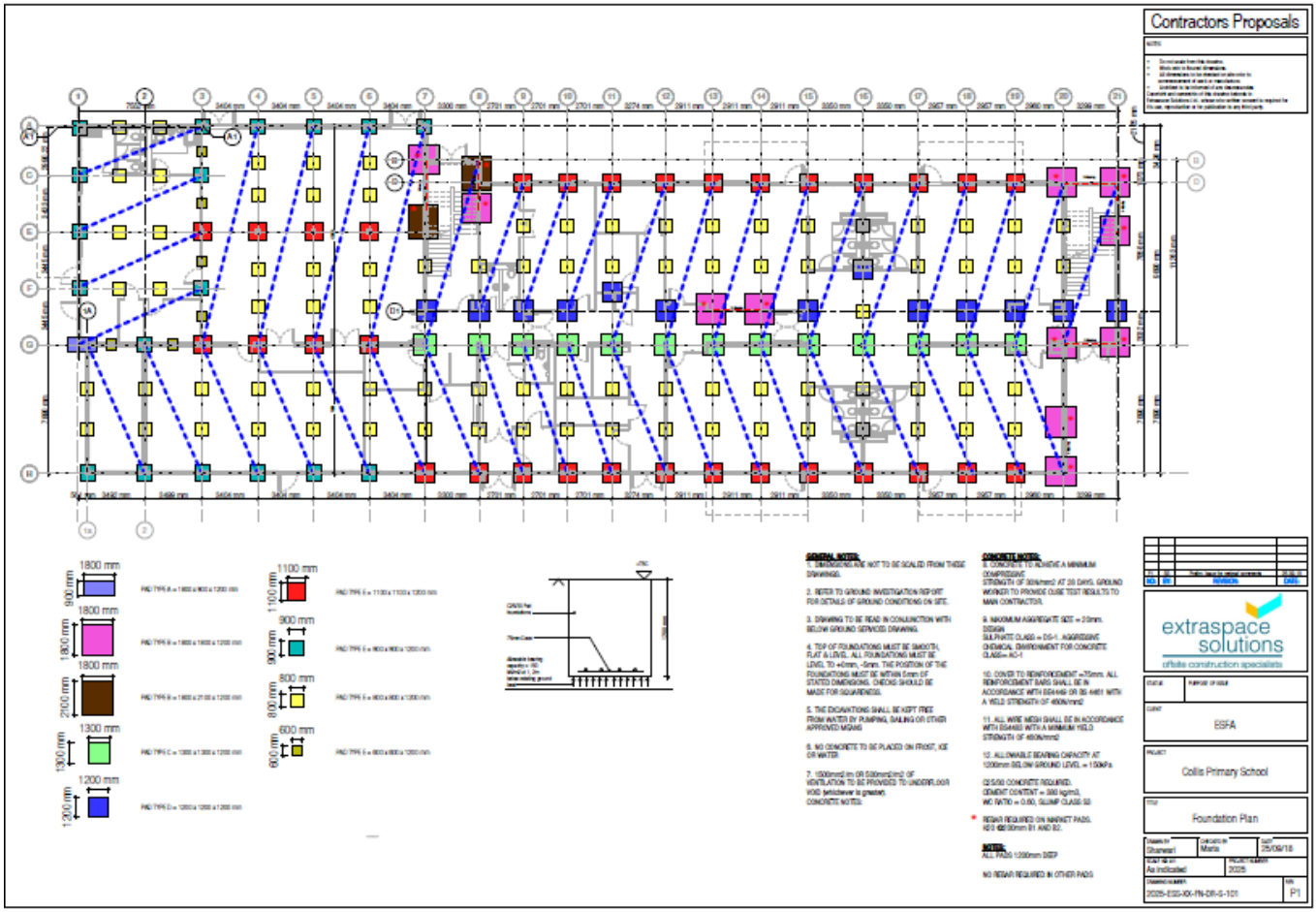
2. Phase 2 - Demolition of Existing School
1 : 750

For detailed drawings of site approach and site entrance, please refer to

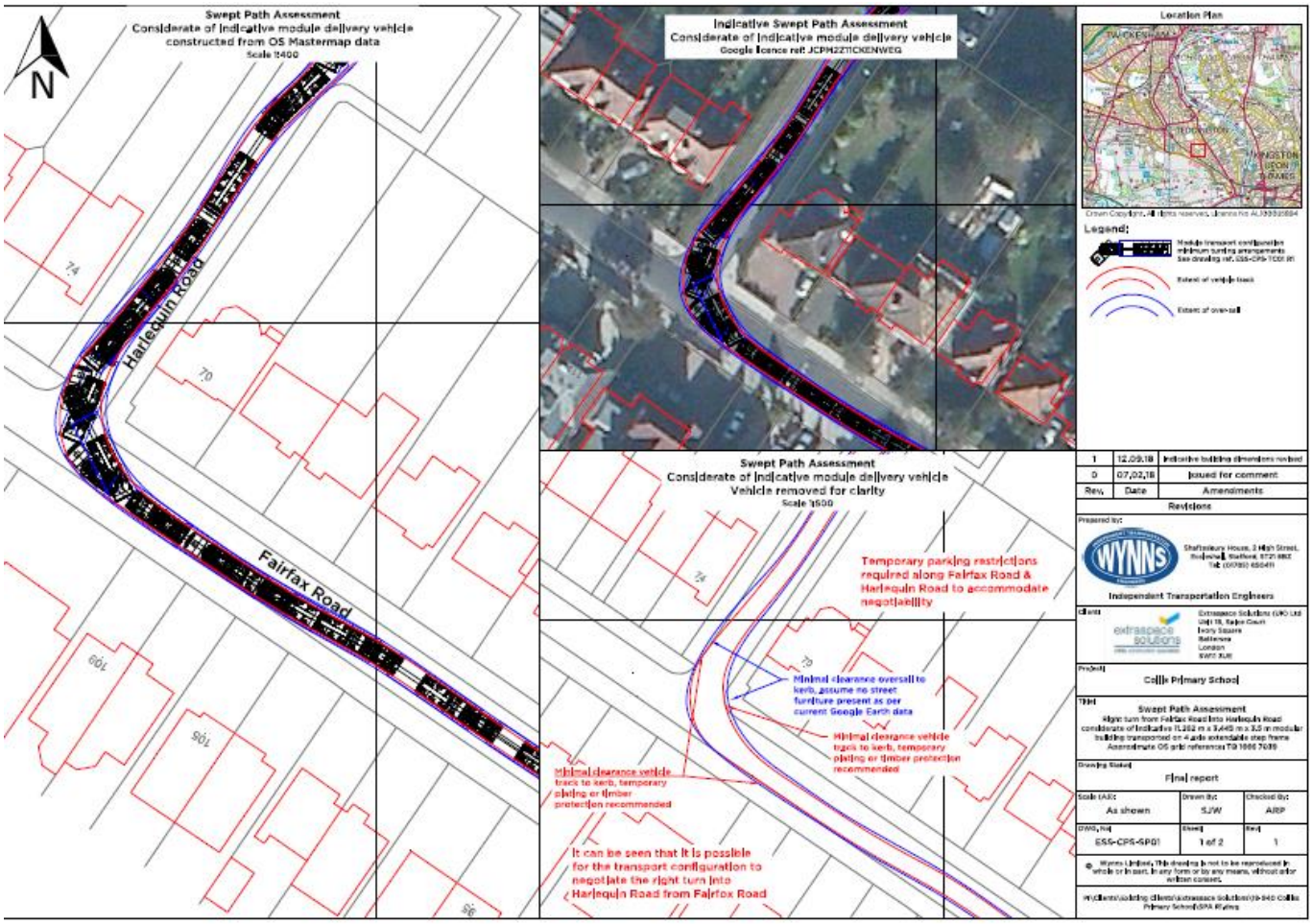
- 2025-ESS-00-ZZ-DR-W-7012-Site Access Gate
- 2025-ESS-00-ZZ-DR-W-7013-Swept Path Assessment

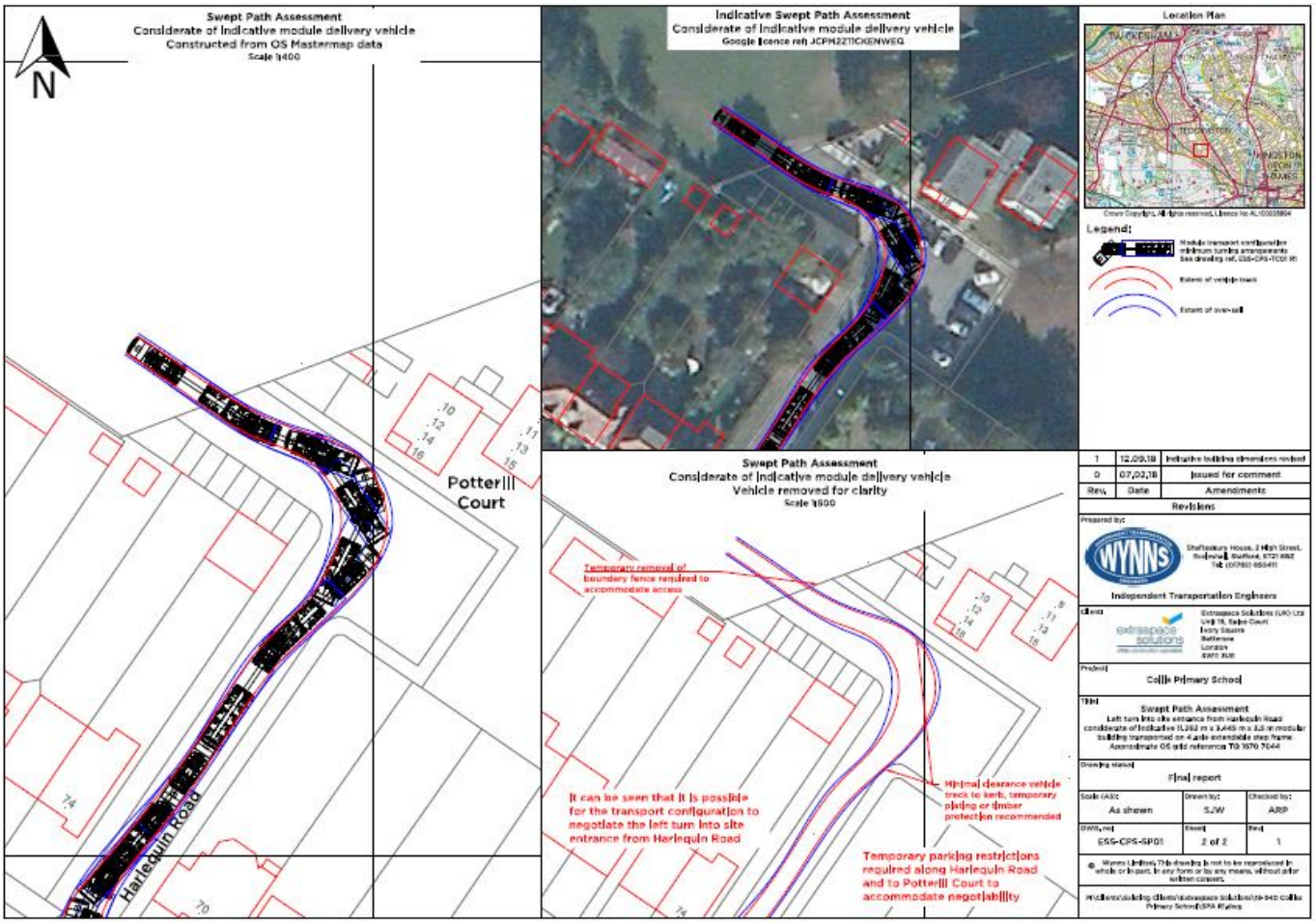
Both drawings are submitted individually as part of this submission.

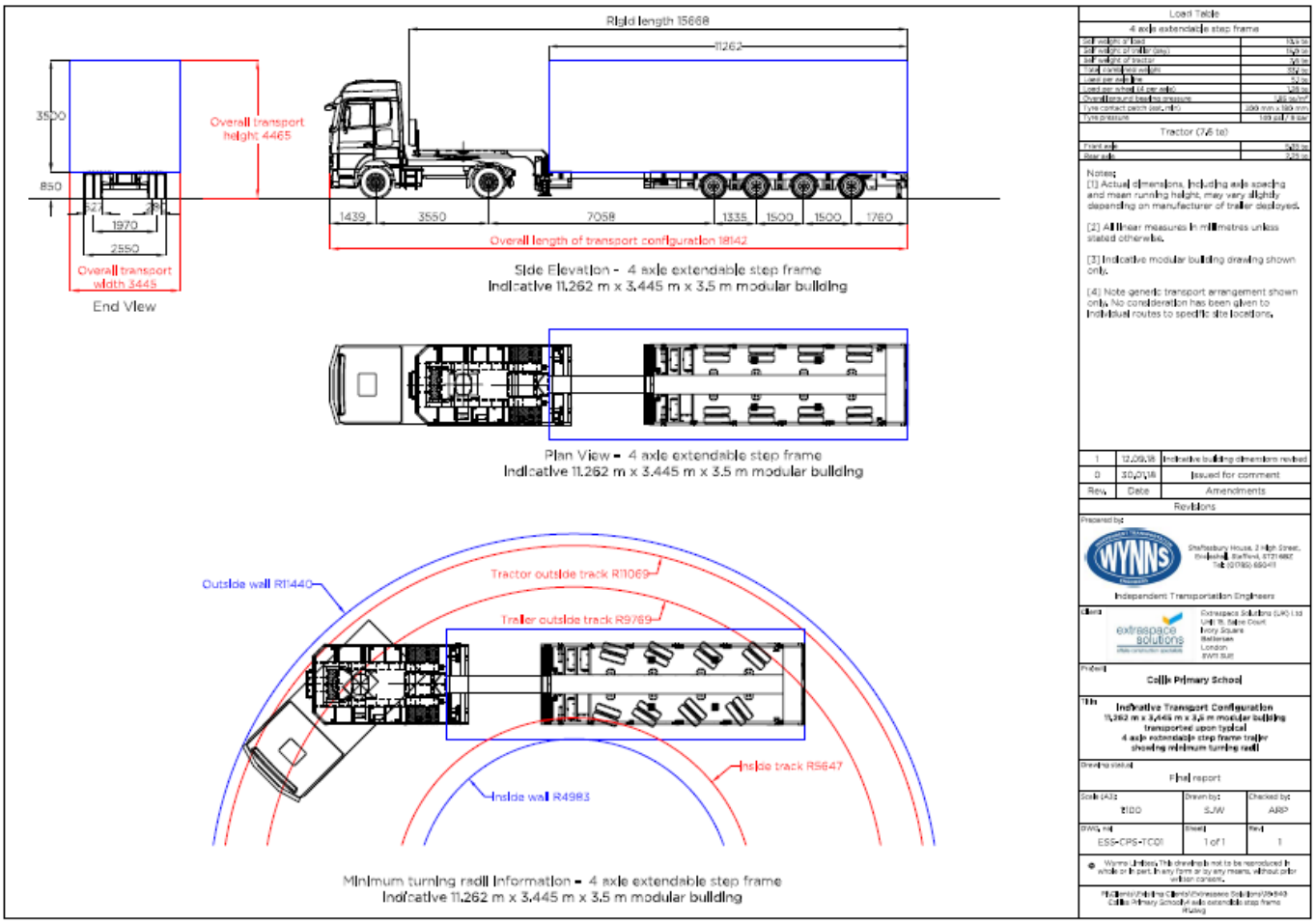
21	Appendix C. Preliminary Foundation Plan for New School Building



21	Appendix D: Swept Path Analyses for Site Approach.




Swept Path Assessment
Considerate of indicative module delivery vehicle
Constructed from OS Mastermap data
Scale 1:400
N
Potterill Court
Harlequin Road
Indicative Swept Path Assessment
Considerate of indicative module delivery vehicle
Google licence ref: JCPM227TCKENWEQ
Location Plan
Legend:
Swept Path Assessment
Considerate of indicative module delivery vehicle
Vehicle removed for clarity
Scale 1:500
Temporary removal of boundary fence required to accommodate access
It can be seen that it is possible for the transport configuration to negotiate the left turn into site entrance from Harlequin Road
Minimal clearance vehicle track to kerb, temporary parking or timber protection recommended
Temporary parking restrictions required along Harlequin Road and to Potterill Court to accommodate negotiability
1 12.09.19 Indicative building dimensions revised
0 07.02.19 Issued for comment
Rev. Date Amendments
Revisions
WYNNS
Independent Transportation Engineers
extraspace solutions
Collis Primary School
Swept Path Assessment
Left turn into site entrance from Harlequin Road considerate of indicative 11.262 m x 3.449 m x 3.8 m modular building transported on 4 axle extendable step frame
Approximate OS grid reference TQ 1670 7044
Final report
Scale (A3): As shown
Drawn by: SJW
Checked by: ARP
ESS-CPS-SP01
Sheet: 2 of 2
Rev: 1


Rigid length 15668
11262
3500
Overall transport height 4465
850
1970
2550
Overall transport width 3445
End View
1439
3550
7058
1335
1500
1500
1760
Overall length of transport configuration 18142
Side Elevation - 4 axle extendable step frame
Indicative 11.262 m x 3.445 m x 3.5 m modular building
Plan View - 4 axle extendable step frame
Indicative 11.262 m x 3.445 m x 3.5 m modular building
Outside wall R11440
Tractor outside track R11069
Trailer outside track R9769
Inside track R5647
Inside wall R4983
Minimum turning radii information - 4 axle extendable step frame
Indicative 11.262 m x 3.445 m x 3.5 m modular building
Load Table
4 axle extendable step frame
Tractor (7.6 te)
Notes:
[1] Actual dimensions, including axle spacing and mean running height, may vary slightly depending on manufacturer of trailer deployed.
[2] All linear measures in millimetres unless stated otherwise.
[3] Indicative modular building drawing shown only.
[4] Note generic transport arrangement shown only. No consideration has been given to individual routes to specific site locations.
1 12.09.18 Indicative building dimensions revised
0 30.01.18 Issued for comment
Rev. Date Amendments
Revisions
Prepared by:
Independent Transportation Engineers
Client:
Extraspace Solutions (UK) Ltd
Project:
Collis Primary School
Title:
Indicative Transport Configuration
11.262 m x 3.445 m x 3.5 m modular building
transported upon typical
4 axle extendable step frame trailer
showing minimum turning radii
Drawing status:
Final report
Scale (A3): 1:100
Drawn by: SJW
Checked by: ARP
DWG. no: ESS-CPS-TC01
Sheet: 1 of 1
Rev: 1