

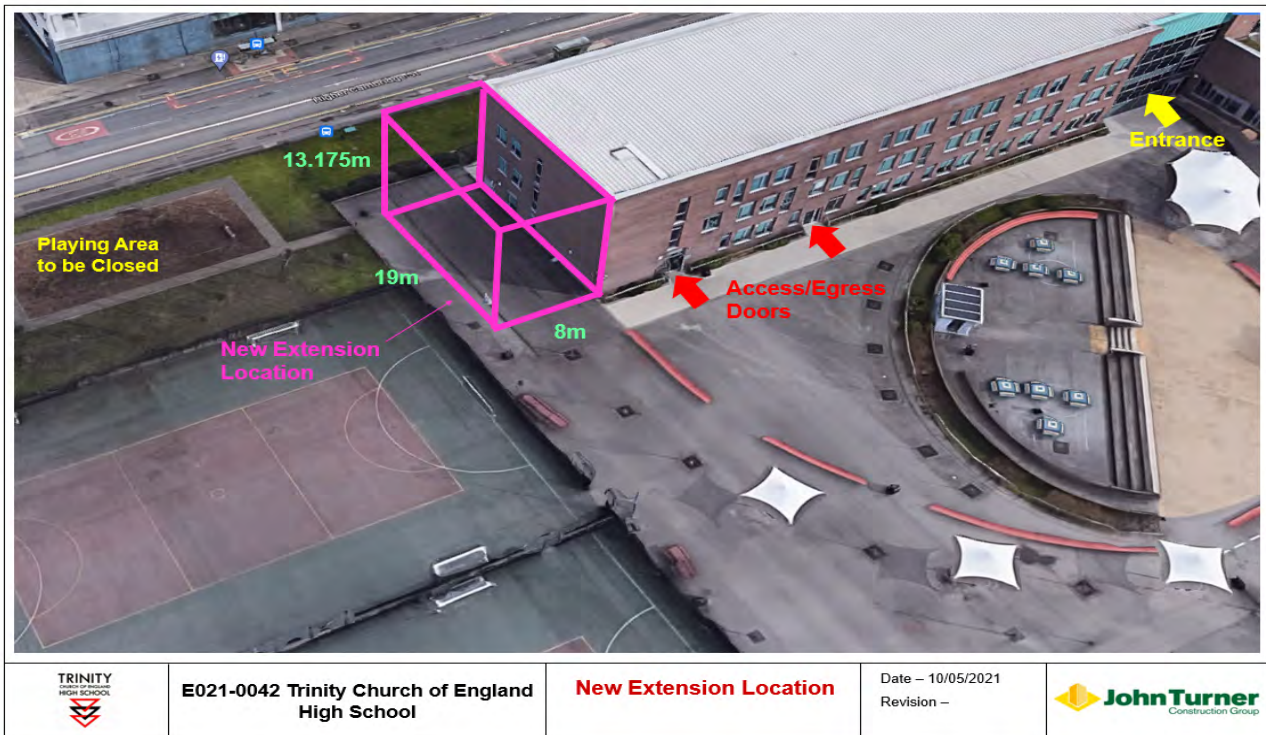


Please include a detailed Site Logistics Plan demonstrating how you intend to construct and deliver the works with minimum disruption to the school.

Site Logistics Plan should be sufficiently detailed with commentary to give confidence that the contractor understands the challenges of the school grounds.

The works

The works comprise of the construction of a new three storey classroom extension at Trinity Church of England High School, Manchester, M15 6HP.



The works include minor alterations, piling, foundations, steelwork, concrete upper floors, masonry, cladding, partitions, joinery, internal finishes, mechanical and electrical services installations, below ground drainage, external works and diversion of existing services.

Introduction

We intend to set up, co-ordinate, manage and undertake the operations related to the construction works, taking into account the constraints of the site location along with minimising dust, noise, vibration and avoiding disruption to the 'live' school environment.

In order to detail the main considerations and explain our philosophy, we have compiled a plan of action under the following headings:

- risks and mitigation measures
- site set up, working hours and Traffic Management Plan
- existing service diversions and replacement of the existing attenuation tank
- refurbishment works within the existing school building
- management of the delivery of the project, approach and methodology with particular reference to working in a school environment and adjacent to live play facilities/environments whilst minimising dust/noise/vibration.



Risks and mitigation measures

Prior to the commencement of the contract, we will produce a project risk register to show the risks we, the school, the Principal Designer, the design team and key subcontractors can foresee, then mitigation measures will be put in place to eliminate or reduce the risk.

Site set up, working hours and Traffic Management Plan

Due to the restrictions around the existing access and the limited construction space around the new extension, we consider it appropriate to employ a full time Project Manager, who would act as our Liaison Manager, and a full time banksman who will also act as our gateman throughout the project. There will be an intercom system set up on the school gates to allow delivery drivers to contact our banksman directly.

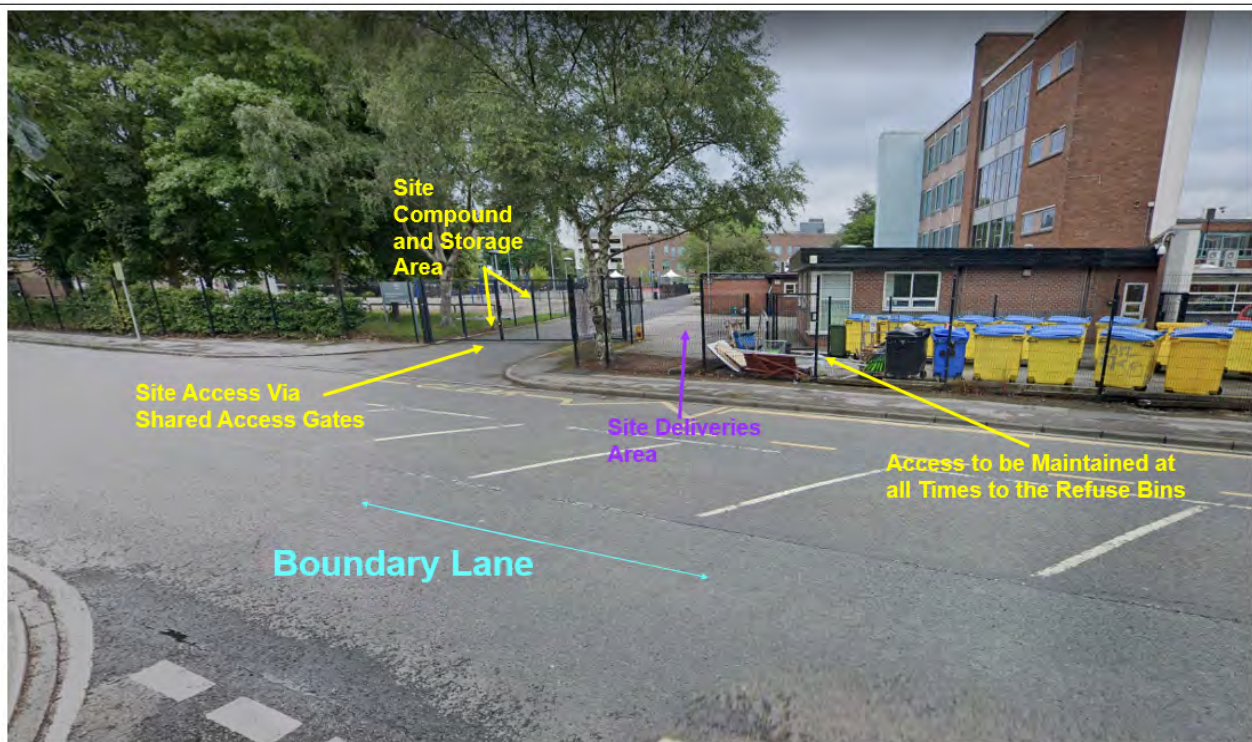
We have shown our site logistic proposals on our Site Logistic Plans at Appendix A after this response. These plans show how we will maintain safe, clearly segregated areas for the school deliveries, pupils, staff and construction personnel throughout the construction works.

The site logistic plans will be developed from the tender stage plans and finalised in the Construction Phase Health and Safety Plan.

Our site logistic plans will be reviewed and updated on a weekly basis in conjunction with the school's Facilities Manager.

Access and egress to the site area and site compound will be via the existing school entrance, off Boundary Lane. We will ensure that this entrance is not used between 8.00am to 9.00am and 3.00pm to 4.00pm, whilst also taking into account any after school activities.

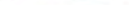
We will ensure that our construction activities do not impact on any school deliveries or refuse collections.



	E021-0042 Trinity Church of England High School	Site Access Gates, Compound and Deliveries Area	Date – 10/05/2021 Revision –	
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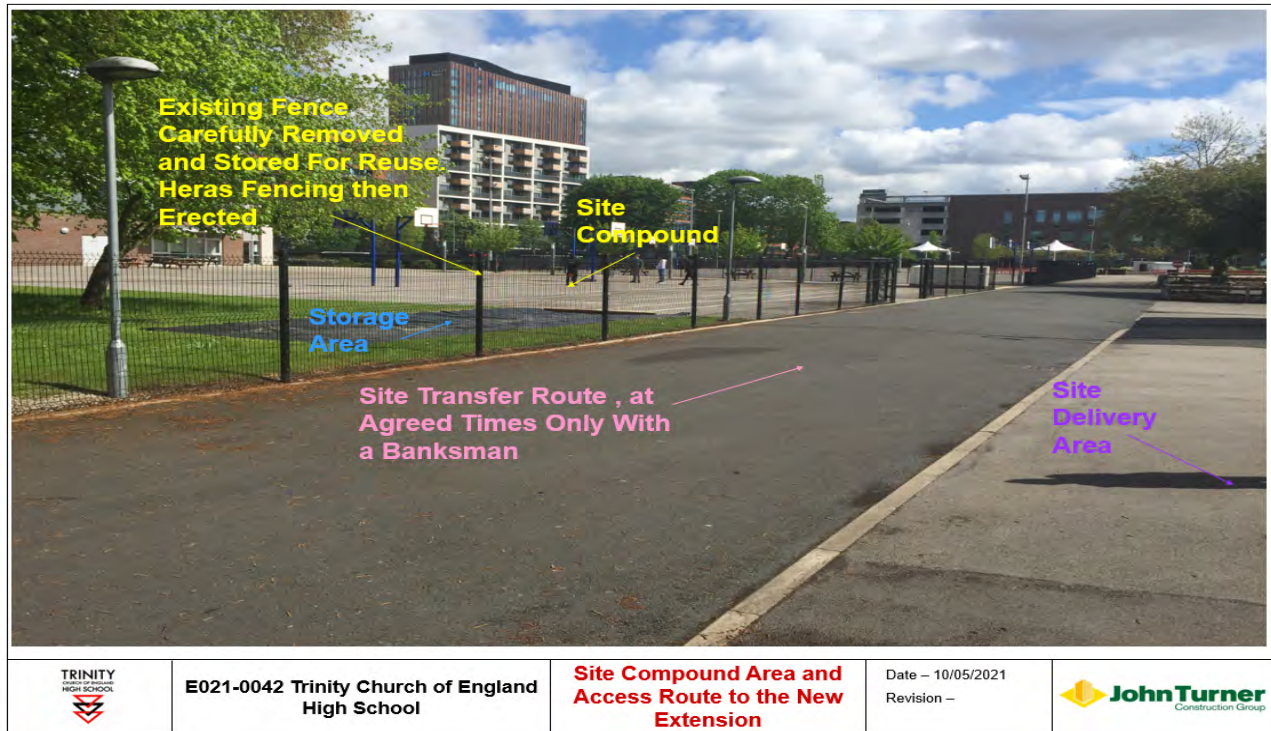
This aerial site plan illustrates the proposed construction and access for Trinity Church of England High School. Key features include:

- Existing Sixth Form School Building:** Located in the top left, outlined in yellow.
- Site Compound:** A large rectangular area in the center-left, outlined in green.
- Site Store:** A small blue-outlined building within the site compound.
- Site Access Via Shared Access Gates:** Indicated by a yellow arrow pointing to a gate on Boundary Ln.
- Site Deliveries:** A purple-outlined area near the bottom left, adjacent to Caspella Manchester Monitor Micaela.
- Protected Staff and Pupil Route Past the Off Loading Area:** A green-outlined path leading from the site access towards the main building.
- Site Transfer Route, at Agreed Times Only With a Banksman:** A pink line connecting the site compound to the new extension.
- New Three Storey Extension:** A pink-outlined rectangular area at the top center.
- Access/Egress Doors:** Two red arrows pointing to the new extension.
- Existing School Building:** A large building on the right, outlined in blue.
- Entrance:** Two yellow arrows pointing to the main entrance and a side entrance of the existing school building.
- Staff and Visitor's Parking Only – No Contractor Parking:** A yellow-outlined area at the bottom right.
- Higher Chatham Car Park to be Used by All Contractors:** A yellow-outlined area at the top right.
- Trinity Church of England High School:** The main building complex, including the existing school building and the new extension.
- Trinity Sports Centre:** A green dot located near the bottom center.
- Boundary Ln:** A road running vertically along the left side.
- Higher Cambridge St:** A road running diagonally from the top right to the bottom right.
- Charging Station:** A blue 'P' icon with a plug symbol, located near the top right.
- Trinity Church of England High School:** A red dot with a cross symbol, located near the top right.

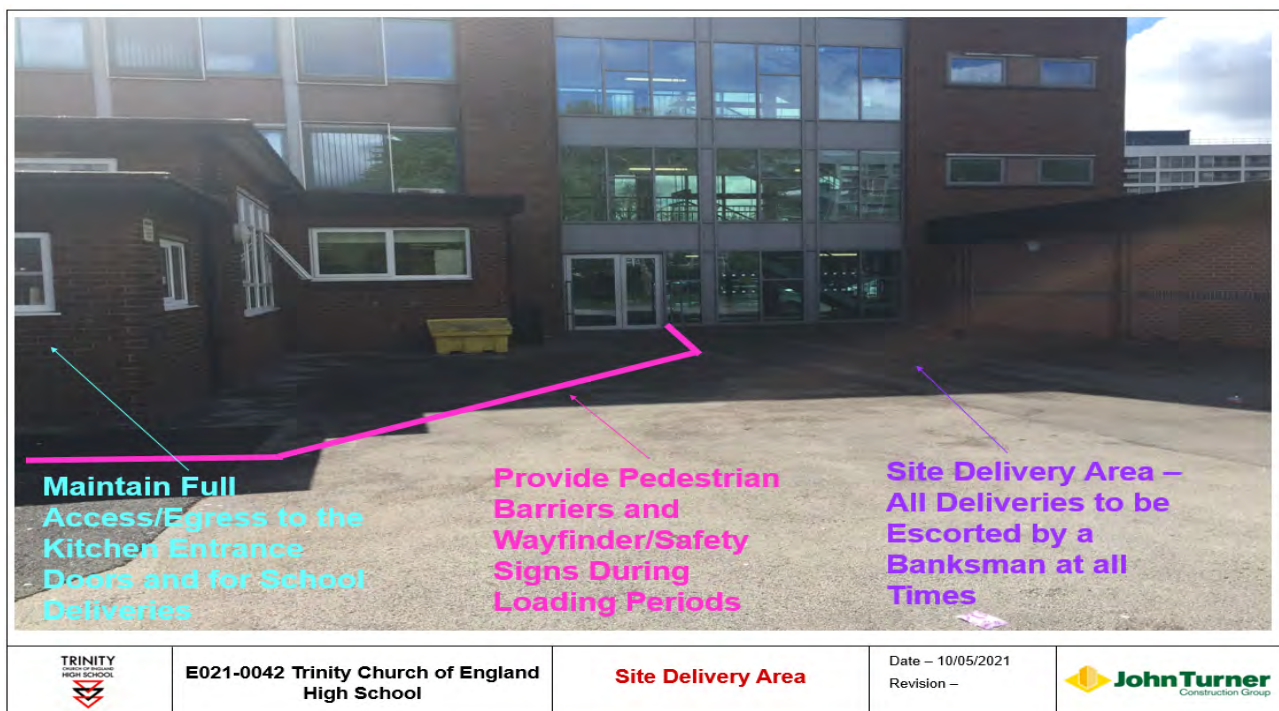
	E021-0042 Trinity Church of England High School	Site Compound, Store, Deliveries Area and New Classroom Extension Location	Date – 10/05/2021 Revision –	
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The existing access road/hardstanding areas will be maintained and used to gain access to and from the site compound area for all vehicles and construction personnel throughout the construction works. As shown below some of the existing fencing will be removed and replaced with temporary site gates. At the end of the contract the fencing will be reinstated.



We will ensure the access to the existing kitchen entrance, Sports Hall and Greer Building is maintained at all times. When a construction delivery is due to arrive on site, our banksman will erect pedestrian safety barriers around the allocated delivery area to allow the vehicle to be unloaded safely.



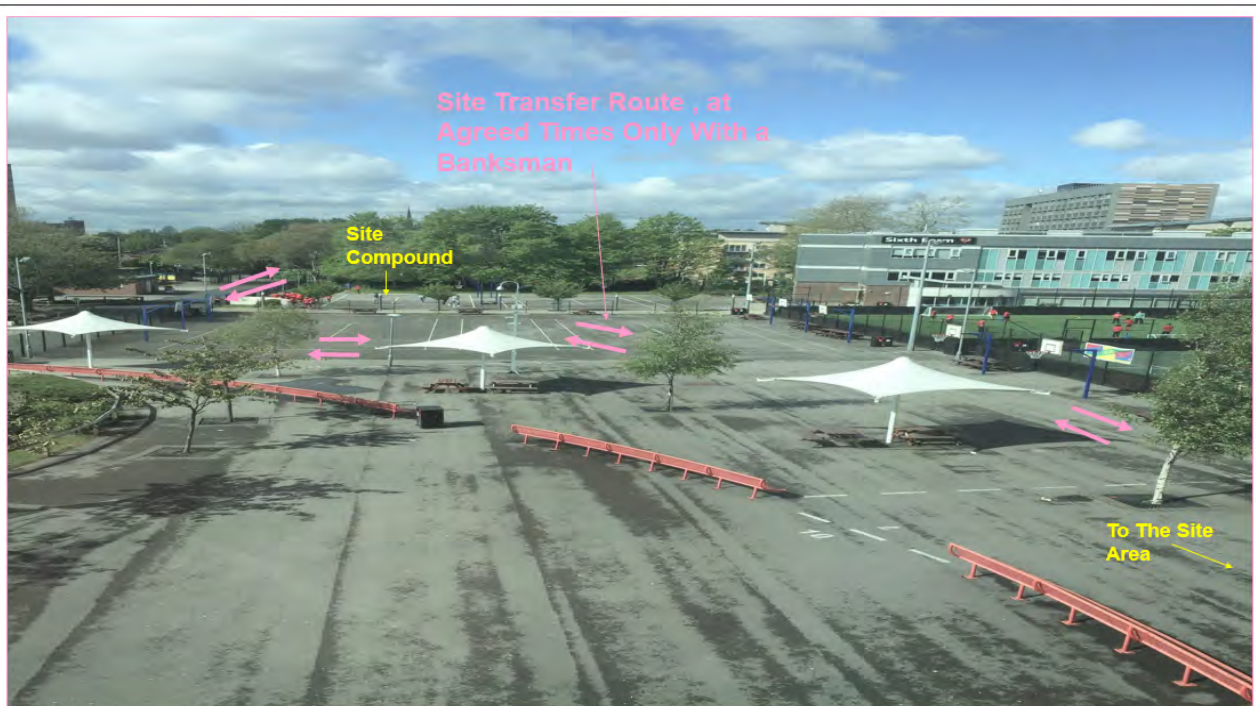
When the vehicle arrives at the site entrance, our gateman will open the gates and allow the vehicle to park in the site delivery area. The plant/materials/equipment will be off loaded by our forklift and taken to the storage area. The vehicle will then leave the site and the barriers removed.

We will produce a risk assessment of the site delivery area and cover the following items:

- check there is adequate manoeuvring space for the vehicles
- confirm what interaction there is with pedestrians, school deliveries and refuse collections
- confirm there is adequate unloading space and confirm vehicles can transverse the route from the site delivery area to the site area
- ensure there is sufficient visibility for the banksman to see all potential hazards
- confirm the agreed delivery times.

Any special deliveries to the site will need to be pre-arranged with our site management. Special deliveries are large items which arrive on an infrequent basis, ie steelwork and hollowcore pc units. The delivery time and unloading duration will be agreed with the school to minimise the impact upon the daily routine of the school. Out of peak time deliveries will be encouraged for such instances, where possible.

Plant/materials and equipment movement from the site storage area, can only be moved to the site area once the pupils and staff have vacated and cleared the external hardstanding areas. No vehicle or construction personnel movement between the site compound and site area will be permitted during the pupil/staff transition periods. This period happens each hour of the school day and at lunch time. We will agree our allocated movement times with the school.



	E021-0042 Trinity Church of England High School	Access Route To/From the Site Compound to the Site Area	Date – 10/05/2021 Revision –	 John Turner Construction Group
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In order to protect the existing tarmaced areas along the access route, we will install Safe Trak heavy duty mats. The mats are clipped together without the need to bolt them down through the finished tarmac surface. The mats will take a loading of 80T, which is more than adequate to protect the existing playground surfaces.



Non-intrusive connector brackets are shown to the right.

We will ensure that staff and pupils can safely access school areas during their transition periods including movements from building to building or to sports areas, by stopping any vehicle movements during these times. All vehicle movements will be escorted by our full time banksman.

Once the plant/materials or equipment reach the site area, they will be stored within the secure heras fenced site area. The delivery vehicle will then be escorted back to the compound area.

We will set a speed limit of 5mph within the school boundary.

We acknowledge there will be sensitive times within the programme when we will look to mitigate vibration, noisy and dusty works by performing them outside of term times, where possible.

The site area and compound will be fully surrounded with a heras fence, wayfinder signs and safety signs. A temporary works design will be produced for the heras fencing to ensure it is stable and not susceptible to wind loadings.

Anti-trip feet will be used on all fencing and crossing points will be marked with red barrier fencing.

The site set up will comprise of one office and a meeting room combined, canteen/drying rooms, toilet facilities and a storage container.



We will always maintain clear means of escape in the case of an emergency whilst the works are progressing.

Dedicated lockable skips will be provided for all our waste. The skips will be located within the site compound area.

All waste will be managed in line with John Turner Construction's Site Waste Management Plan.



A cleaning regime for the site will be put in place and co-ordinated with the school's requirements. Cleaning will take place at the end of each shift and inspected by our Project Manager, John Baggagley.

Proposed hours of working

Working hours - Monday to Friday, 7.30am to 6.00pm

Weekends - only by agreement

Out of hours work - only by agreement.

No deliveries are permitted during morning and afternoon peak times - 8.00am to 9.00am and 3.00pm to 4.00pm. Times to be agreed with the school.

Traffic Management Plan

A Traffic Management Plan for the project will be produced and developed throughout the construction phase. All personnel and delivery drivers will be advised of the access routes to the school site entrance and deliveries will be timed to ensure multiple vehicles are not on site at the same time; due to the limitations of space within the school delivery area. Our banksman/gateman will ensure construction traffic does not park on the access road or in the school's car parks.

Careful management of the access and egress is essential. We will adopt a 'just in time' system. Vehicular movements on and off site will be carefully controlled.

The site entrance will be used to access and egress the construction site area; the entrance will be used for both inbound and outbound vehicles, visitors, construction personnel, plant and delivery vehicles of various sizes.

Contractor's vehicles will be parked in the Higher Chatham pay and display car park on Higher Cambridge Street. No contractor parking is allowed on the school premises. Construction vehicles will be allowed to drop off personnel, plant and equipment within the site delivery area, but then they must leave the site. If contractors, construction staff and visitors park on the public highway, we will ensure due consideration is given to local residents and their parking requirements, driveway access points and refuse collection points.

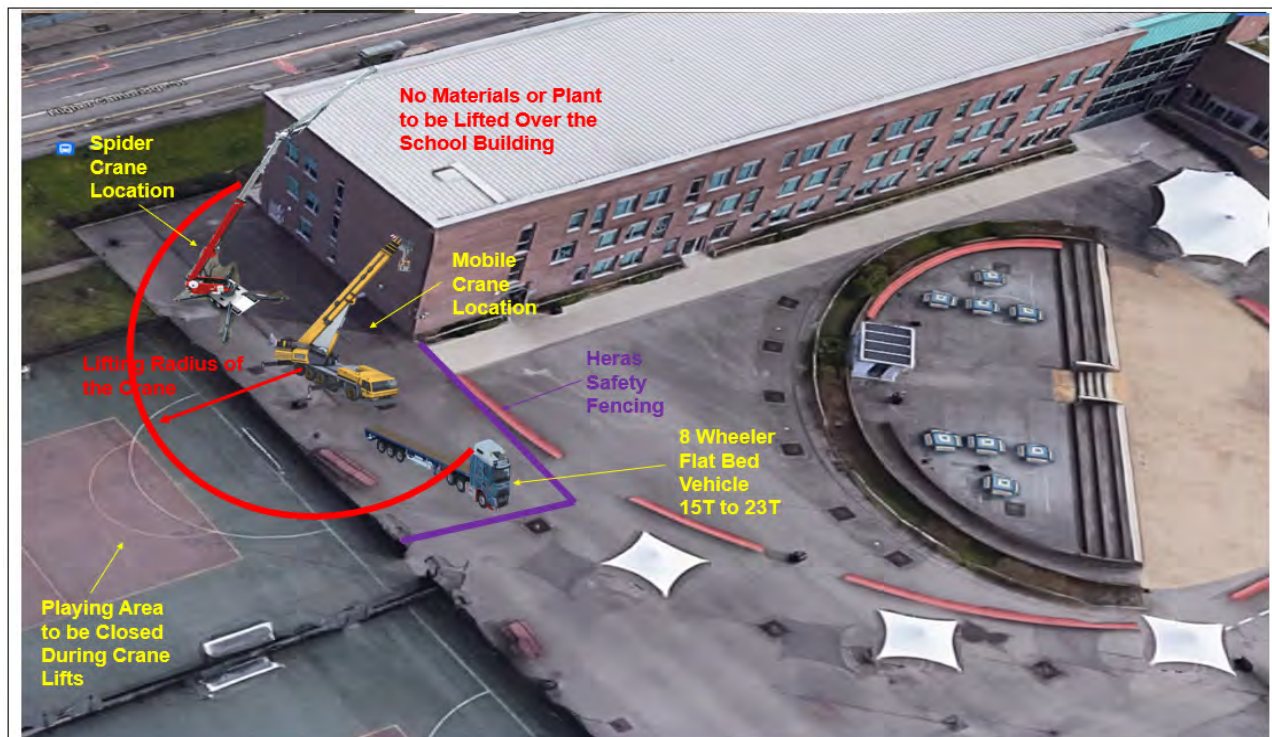
All material and subcontractor orders will contain a directional map to the site. The orders will clearly indicate the site landline number, Project Manager, John Baggagley's name, his mobile phone number, and confirmation where the off-site car parking is located.

A weekly schedule of deliveries will be produced two weeks in advance of the works; the schedule will have delivery times clearly stated on it and it will be issued to all parties. All deliveries will be planned and co-ordinated in advance to ensure there is access and safe transportation to the construction site. Deliveries will take place to miss peak times. The day before a delivery is due, the Project Manager will contact the delivery companies to confirm they will be arriving at their allocated time.

Cranage arrangements

In order to install the new steel work, hollowcore floor planks, roof cladding and the like, we envisage using a mobile crane or spider crane. We will assess the suitability of the existing tarmac construction, around the new extension, to take construction traffic. From our site visit, we understand that the school already allows transit vans to run on this surface.

The crane company will visit the site and provide a lifting plan, for approval, prior to any works commencing. Once the lifting plan has been approved the steelwork subcontractor will produce their RAMS for approval.



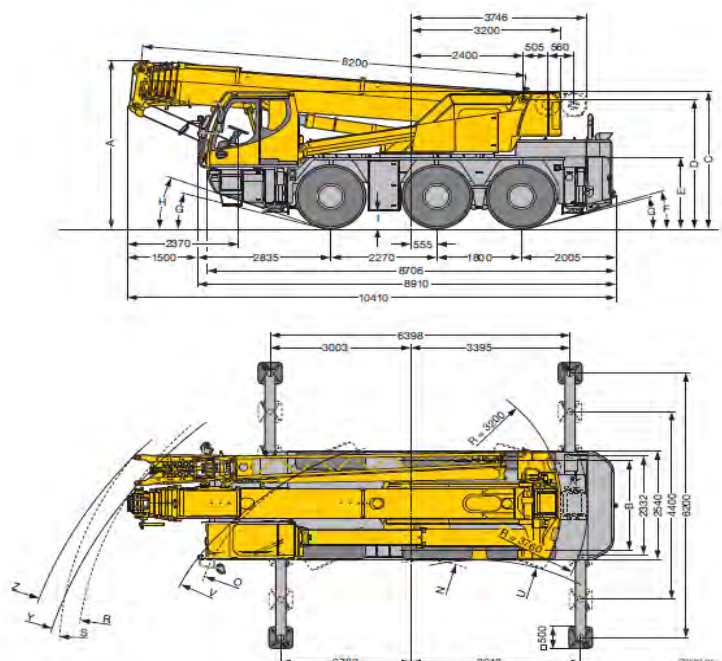
	E021-0042 Trinity Church of England High School	Proposed Crane and Steelwork/Hollowcore Vehicle Location	Date – 10/05/2021 Revision –	
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Our appointed person along with our competent subcontractors will supervise the lifting operations. A qualified banksman and slinger will be used to undertake the works.

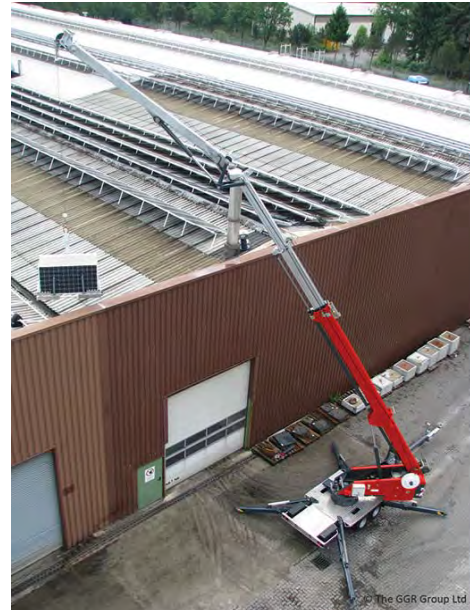
We will carry out plate bearing tests on the substrata under the tarmac hardstanding to assess the suitability of the construction to withstand construction traffic. Crane spreader mats will be used under each of the cranes outriggers to provide sufficient support to the crane.

We will set up a mobile crane or spider crane adjacent the new extension area and we will ensure that no materials or plant are lifted over the live building or pedestrianised areas. The cranes lifts will be programmed to avoid any unnecessary disruption to the normal working activities of the school.

Typical 50T mobile crane:



Typical Spider Crane:



Minimising noise, dust and disruption during ongoing operations on site

We understand the sensitivity of the surrounding areas to noise, vibration, dust and visual sensitivity, such as yellow flashing lights on construction vehicles. The visual distraction of the construction site can be reduced by installing opaque film to the existing windows that overlook the construction site.

We will ensure that noise and vibration control complies with the recommendations of BS 5228-1, Code of Practice for noise and vibration control on construction sites. Additional controls such as acoustic screens will be used and audio equipment will be prohibited on site.

All vehicles and mechanical plant will be fitted with noise control devices (silencers, SMART reversing alarms). All compressors and generators will be 'sound reduced' models fitted with acoustic covers. All ancillary pneumatic percussions tools will be fitted with mufflers or silencers. Machines in intermittent use will be shut down in the intervening periods between works or throttled down to a minimum with plant and vehicles started up sequentially rather than all together.

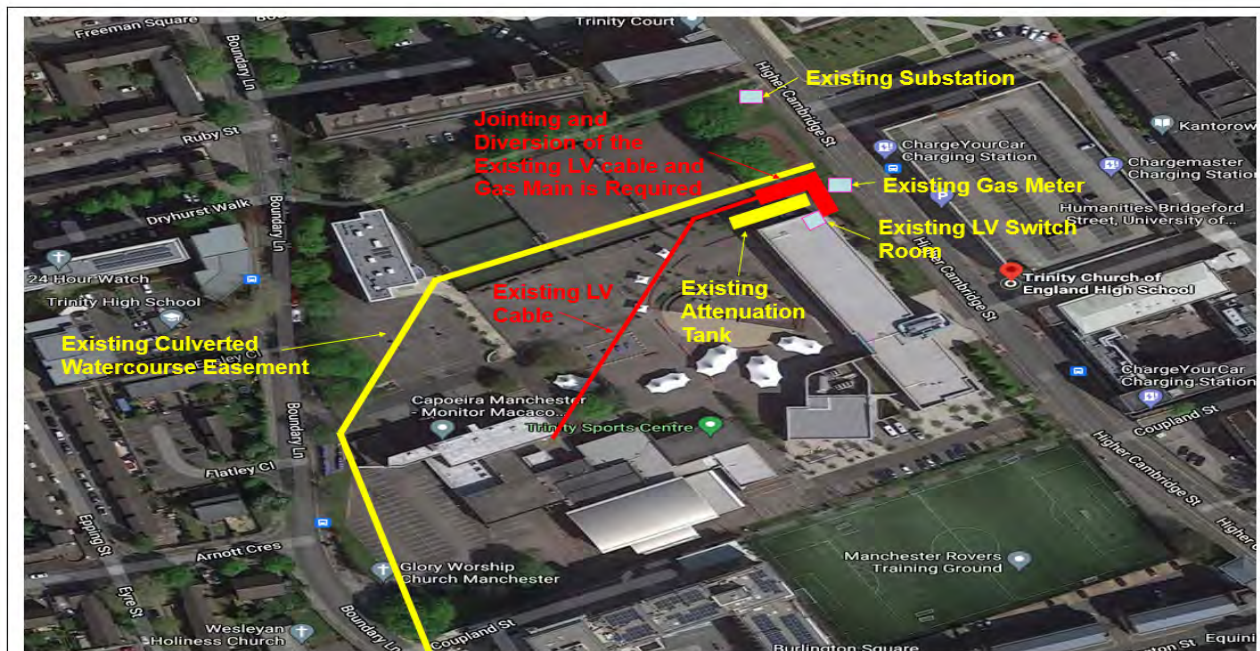
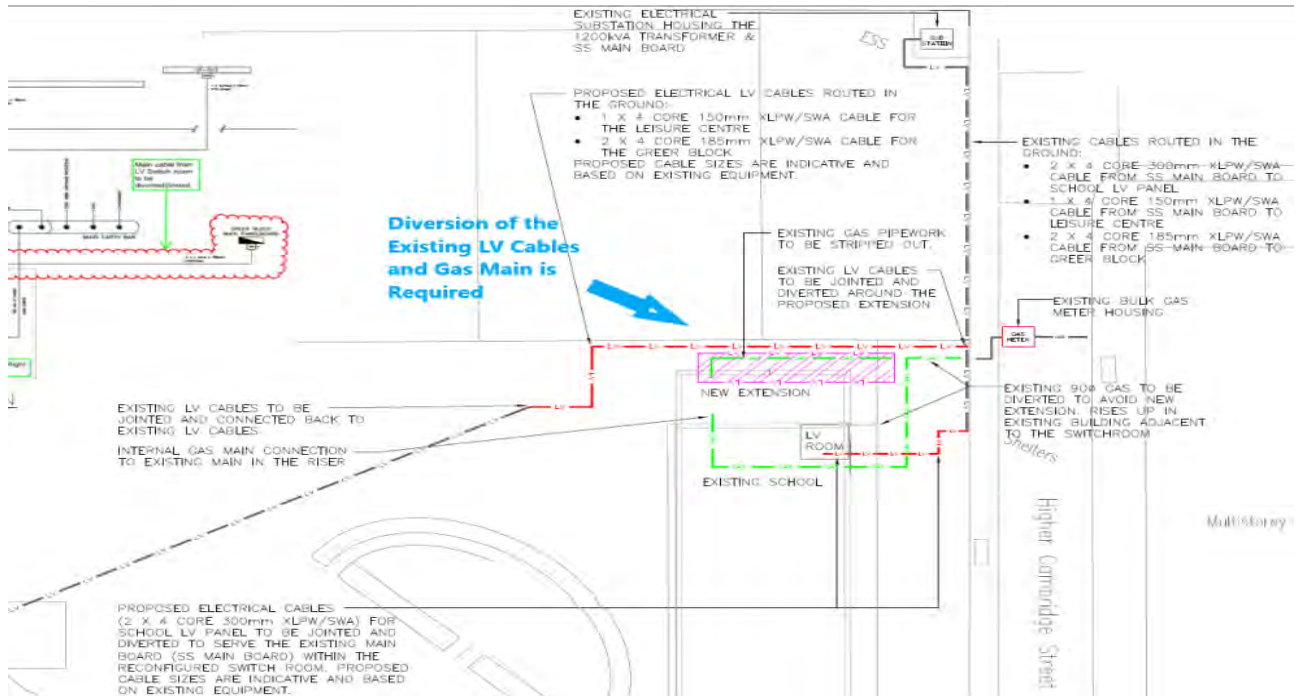
RAMS will be developed, reviewed and approved for all activities taking into account noise, dust and vibration. All personnel will be reminded of good practice and standards through a series of "tool box talks" and Safety Inductions.

Given the close proximity of the existing school areas, the control of dust will be a key factor. The following measures will be introduced to control dust generation:

- vehicle movements will be kept to a minimum and speed limits restricted to 5mph
- plant and equipment will be located as far away as possible from the school building
- any complaints about dust will be investigated at the earliest opportunity so that action can be taken to remedy the situation as soon as possible
- we will use a noise meter and record the sound levels at the perimeter of the site before and during the works
- we will agree acceptable noise levels with the project management team and comply with BS 5228 Code of Practice for Noise Control on Construction and Demolition Sites
- by recording noise levels and analysing the results, we can establish any offending activities and review any possible alternative equipment or methods of work.

Existing service diversions and replacement of the existing attenuation tank

As detailed on drawing P6945-96-00-DR-XX-01 T1, there is a requirement to divert the existing LV cables and gas main prior to any excavation works taking place.



	E021-0042 Trinity Church of England High School	Existing Services Location Plan	Date – 10/05/2021 Revision –	
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The site will be CAT scanned by our qualified, competent site engineer using a cable avoidance tool and generator. We will also use the existing utility services drawings to locate the existing services.



Trial holes will be excavated by hand to positively locate known services and the existing attenuation tank. Hard surfaces will be removed by means of hand-held mechanical plant, using water dust suppression diamond cutters and acoustically baffled hydraulic breakers. All works will be carried out under a Permit to Work.

The invert levels of all the existing drains will be confirmed.

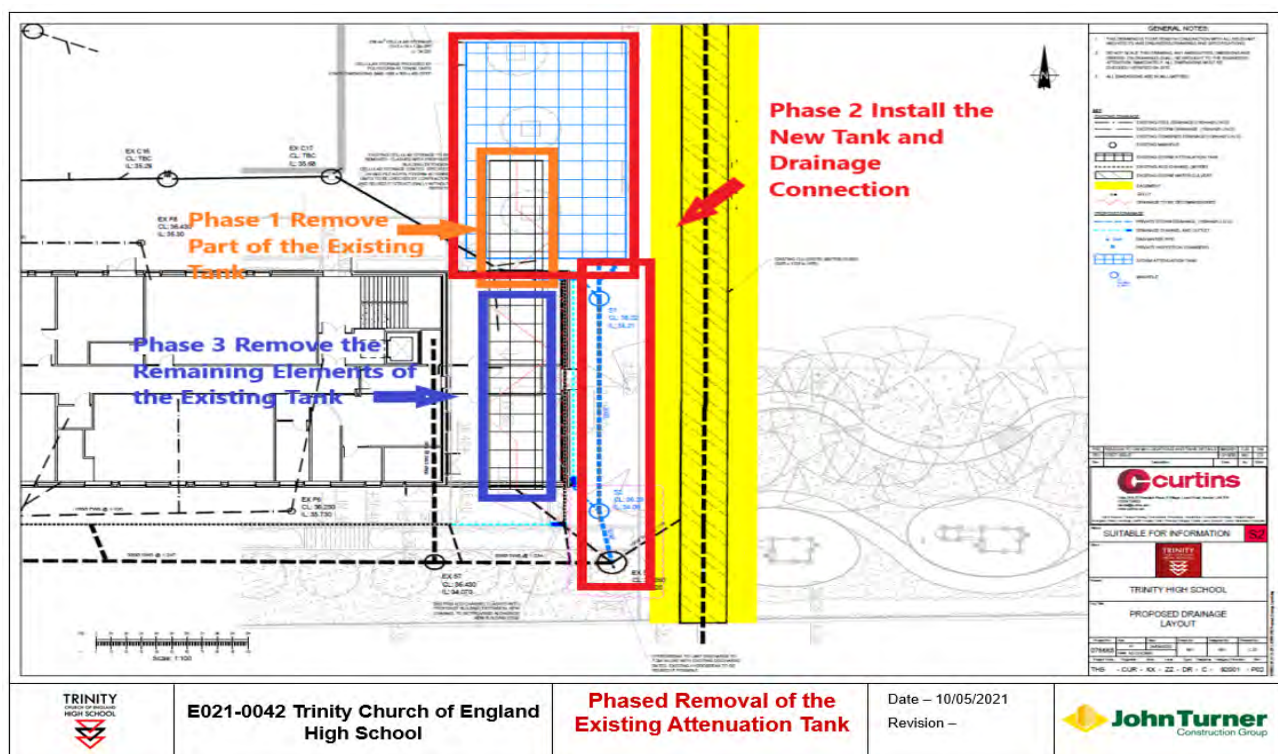
The new building extension will be set out and the location of the new attenuation tank marked out on site.

Our mechanical and electrical subcontractors will produce detailed risk assessments and method statements (RAMS) for the diversion works to the existing LV cables and gas main. The RAMS will be submitted for approval to John Turner Construction, the school and M&E Consultant, Futureserv; for approval.

The diversion works and the replacement of the existing attenuation tank are programmed to take place during the summer holiday period. These works will require close co-ordination and a clear understanding of what access is required within the existing school buildings. This will be critical to ensure all essential and non-essential services, plant and equipment are restored and recommissioned after the diversions have taken place.

All works will be undertaken with a Permit to Work and carried out and supervised by competent, qualified personnel.

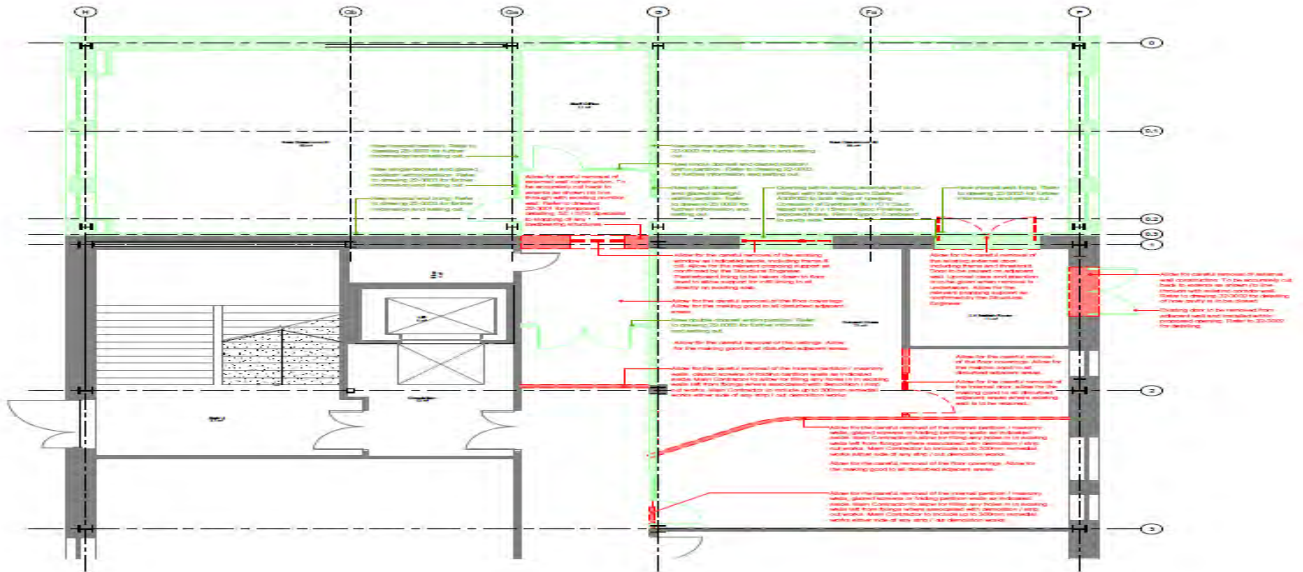
Our groundwork subcontractor will produce a detailed RAMS for the removal of the existing attenuation tank and the installation of the new tank. These works will need to be phased, as shown below, to ensure we maintain some surface water storage capacity during these works.



The refurbishment work entails the relocation of the existing LV switch room external door, the removal of the existing gable end windows to form new doorways, the internal reconfiguration of the ground, first and second floor classroom areas along with alterations and new M&E services.

We will request copies of any existing O&M manuals the school may have for the existing building. We will hold a meeting with the school's Facilities Manager to understand the existing service routes, service risers and plant room locations.

The ground floor scope of works drawing is shown below:



All refurbishment works will be carried out by our competent and experienced staff and subcontractors.

Prior to any refurbishment works proceeding, our subcontractors will issue detailed RAMS to cover the work sequence and incorporate the following:

- details of training and competency, all operatives will have completed UKATA asbestos awareness training
- all health and safety risks and mitigation requirements
- an understanding of the essential and non-essential services and routes
- routes for waste removal, exclusion and drop zones, emergency routes
- access and egress requirements, security measures and attendance from the school
- arrangements for communication on site
- temporary works designs, details of work sequencing and installation of the temporary works
- soft strip, demolition and M&E methodology
- structural works sequence for the removal of the windows and forming the new access doorways.

When works are to be carried out within the existing school, we will agree a procedure with the school for the signing in and out of access passes/keys/fobs, from reception, each day.

We will assess the scope of the internal works and ensure we put in place the appropriate control measures for the works. These will include a dedicated Liaison Manager, banksmen, wayfinder and safety signs, safety barriers, fencing and other items described in this document. These measures will cover the construction works in close proximity to active, highly trafficked/pedestrianised areas, on the existing ground floor, first floor and second floor areas and will include working on live M&E services.

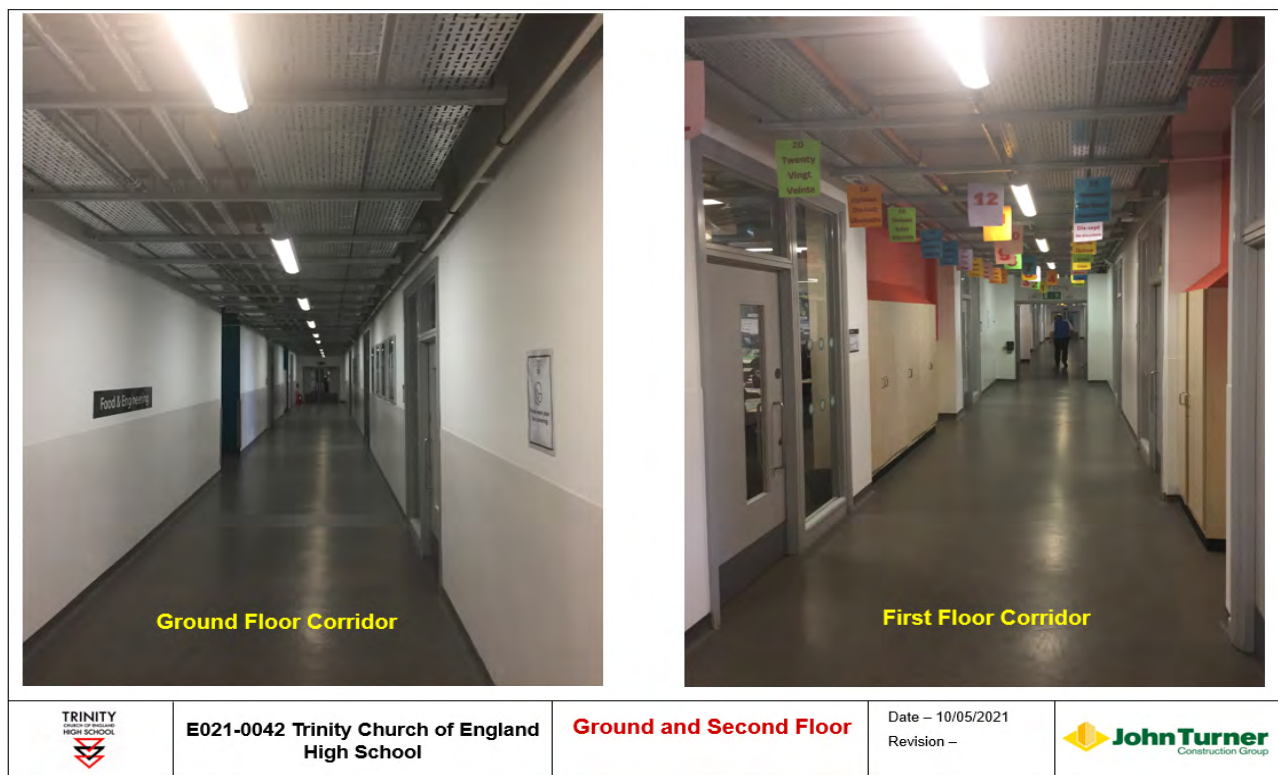
Existing services information will be sought from the Facilities Manager.

Prior to the internal works starting, we will carry out a Dilapidation Survey. A Demolition and Refurbishment Survey will be required prior to the works commencing. Any previous asbestos surveys for the work areas will be reviewed and checked to ensure all existing asbestos has been removed. We will be vigilant during the works and all our operatives will be asbestos awareness trained. Due to the age of the building, we do not envisage any asbestos being present.

Our M&E subcontractors will carry out internal and external essential and non-essential service investigations in conjunction with the school's Facilities Manager and clearly mark up all essential services. A Permit to Work will be obtained to carry out disconnections; no disconnections will be undertaken without a Permit to Work and agreement with the Facilities Manager. Extreme care will be taken to avoid accidental contact with concealed live, unrecorded, unknown infrastructure services. If unknown services are found, the works will be stopped and the Facilities Manager informed.

Essential services supplies to the adjacent areas and operational areas will be maintained at all times.

The internal corridor views are shown below:



All demolition and soft strip works will be carried out by our competent and experienced subcontractor in accordance with BS6187:2000 “Code of Practice for Demolition” and FIP 1982 “Guide to Good Practice, Demolition of Reinforced & Pre-stressed Concrete Structures”.

Prior to any demolition works proceeding, our demolition subcontractor will issue a detailed RAMS to cover the demolition sequence and incorporate:

- details of training and competency, confirmation all operatives have completed UKATA asbestos awareness training
- M&E tracing of essential and non-essential services and the control measures for isolations
- all health and safety risks and mitigation details
- temporary works designs and drawings
- site logistics plans including the route for waste removal and safe systems of works
- site layout plan showing the working areas, exclusion and drop zones
- security measures for the site including suitable fencing
- dust, noise and vibration controls
- site access arrangements (vehicular and pedestrian)
- welfare and first aid arrangements
- arrangement for communication on site
- arrangements for monitoring H&S on site
- details of the work sequencing
- soft strip methodology
- structural demolition works sequence

During the refurbishment of the internal areas, dustproof, fire rated 'Hoardfast' temporary screens will be erected from the floor to the ceiling, as per the photograph to the right. The screens will isolate the existing live school areas from our construction works.

Access doors will be fitted, in the screens, with digital code locks in order to ensure that authorised personnel can access the construction area at any time.

Warning and hazard signs will be fitted on to the screens, as required.

Prime considerations on this project will be safety, security and minimising disruption to the existing school.



All necessary segregation, separation and control measures will be incorporated within the work zone to ensure a safe, slip/trip free, and hygienic environment is maintained. Exclusion zones will be maintained in a good condition throughout the works to prevent unauthorised access.

We are aware of the importance of keeping access to and from the live school areas open at all times.

Visual assessments of work areas, access routes and scaffolding will be made at the beginning of and end of daily operations. The time, location and result of these assessments will be recorded. The records will be available for inspection on site.

We will seek to minimise any impact by the following means:

- our planner will take into account any forthcoming activities when preparing the construction programme. He will ensure that disruptive or noisy activities are clearly shown on the programme so the school is aware of these activities
- the safety of all the users of the school will not be compromised in any way by the construction activities
- having planned the work, we will ensure that construction activities are segregated securely with solid dust and fire rated hoardings
- the existing corridor floors will be protected using flame retardant and impact resistant heavy duty cushioned floor covering sheets with an anti-slip finish. These sheets will be taped down to the existing corridor floors to ensure that the floors are protected without any trip hazards
- the school departments affected by the project will be kept informed about the site activities and programme by our Liaison Manager
- in order to keep dust down to a minimum and in addition to the dustproof, fire rated hoardfast screens being installed, the work areas will be fitted with 'Tak mats' and a dust extraction system. (As can be seen in the graphic opposite).

The 'Tak mats' have tacky peel off disposable layers. Each layer has an adhesive coating that captures small particles from wheels and foot traffic, protecting the area from dust and bacterial pollution.

A numbered pull tab on each layer ensures that only one layer at a time is removed from the Tak mat, and also to make our Project Manager aware when only a few sheets are remaining. These will be changed on a regular basis

- the dust extraction system will be a specialist dust extraction vacuum with source extraction. This will create a safe, clean and more productive working environment and be an effective way of removing any dust and collecting it safely for disposal
- euro bins will be used to remove debris from the work area to the external site area.



Project Manager, John Baggagley will be contactable by telephone to discuss any issues, which may arise. His number will be clearly visible and located on the site compound signage. He will also ensure the school's Facilities Manager has his number.

Management of site activities

Staff

John Baggagley, our Project Manager and the delivery team will be based on site to oversee the whole of the works and provide a daily point of contact.



Construction Phase Health and Safety Plan

The Construction Phase Health and Safety Plan will be developed prior to commencement of the works and will include but not limited to risk assessments, method statements, drawings, programme, emergency procedures, fire assessment with plans, Traffic Management Plan, Delivery and Servicing Plan, supply chain details and welfare arrangements. It will be submitted for approval two weeks prior to the works commencing.

Safety inductions

We will work in accordance with the school's rules and policies. All personnel and visitors will have a site specific safety induction and Covid-19 briefing, before being allowed on site.

All personnel will be reminded of good practices, dealing with the public and safety standards through tool box talks, safety inductions and RAMS.

All our operatives and subcontract labour will receive a bespoke site induction and awareness training. This will be reinforced with relevant on-site tool box talks.

All operatives will be required to wear suitable PPE for the works being undertaken, whether they are in the site cabins, compound area or in the working areas inside the existing building.

The induction will cover the following topics:

- health and safety procedures
- all safeguarding procedures and DBS checks
- Covid-19 awareness and procedures
- risk assessments and method statements
- fire precautions and evacuation plans
- site waste management policy
- arson prevention policy
- mechanical and electrical safety policy
- asbestos policy.

All operatives will be issued with individual numbered hi-vis vests, as shown to the right, which are to be worn at all times whilst on site.

A register is maintained of all allocated hi-vis vests and these are retained by the individual for the duration of the project. Should an incident occur, the individual can be quickly identified and our zero tolerance procedure will be implemented. This initiative has had a positive effect with site behaviour and the conduct of operatives and subcontractors.



All site personnel are required to sign in on arrival at the site compound and sign out when leaving. This procedure is managed and monitored by our Project Manager, John Baggagley.

Our operatives and subcontractors will be courteous and co-operative at all times with no radios, smoking or bad language. Our Discipline at Work Policy and company Code of Conduct detailing particular attention to behavioural attitudes together with project specific restrictions will be implemented.

A dedicated area will be clearly identified as the fire assembly point for all site based personnel. This will be located away from the school's allocated fire assembly locations.



A first aid point will be established within the site accommodation by one of our first aid qualified site staff. They will produce site specific procedures and details for the actions to be taken in an emergency. A qualified first aider will be present on site, at all times, during the construction works.

Safe working procedures will be discussed and used to control significant risks by the implementation of a Permit to Work system. The permits will be used to control but not limited to the following categories of works:

- mechanical and electrical isolations and works
- fire alarm isolations and works
- confined space working
- gas, heating and water mains
- demolition works
- hot works.

Daily 'hot work permits' will be used where cutting, grinding and the use of naked flames is required. Plant, equipment or flammable materials will be covered with flame retardant materials (or removed) in areas where 'hot work permits' are in operation. In this case, continuous flammable atmosphere monitoring may be required and a fire watch maintained both during and for a period after the hot works have ceased.

Meetings

We will ensure regular, clear and concise consultation meetings take place with all parties who are affected by the works; we will undertake daily briefings and updates whenever they are required. We will discuss key interfaces with our works and the works in the 'live' school areas.

Once we are on site, regular meetings will take place; with safety, health and environment as key items. Typical meetings are listed below:

- weekly update meetings
- monthly contractor progress meetings
- design team and designer risk meetings
- site safety meetings to cover any concerns, issues and forthcoming works that may affect the surrounding access or internal areas.

The programme and construction methodology for this contract has been developed from our understanding of the project, the discussions held during the site visit, along with the expansion of our ideas with our supply chain and our specialist subcontractors during the tender period.

Fire prevention

A fire risk assessment will be produced and aligned to the existing school and site's requirements.

The fire escape plan will be developed and maintained in liaison with the client's Fire Officer. It will be posted on safety noticeboards within the working area and become part of the site induction procedure.

Due to the close proximity of the existing school building, it is considered that a formal procedure in the case of a fire will need to be adopted. A Fire Marshall will therefore be nominated from our site based management team to co-ordinate this procedure. The Fire Marshall will liaise with the client's representative to ensure that, should a fire occur, then each party is immediately aware of it and can take appropriate action.



We will co-ordinate the works to ensure all access/egress routes and fire escape routes are maintained at all times, by means of pedestrian barriers and additional safety, fire and wayfinder signage, all being maintained throughout the project.

We will complete a fire risk assessment and ensure that this is reviewed as the construction works progress. No smoking will be permitted within the site confines and no burning of any materials will take place. Waste and storage will be kept to a minimum to ensure the fire loading is as low as possible. Hot works will only be carried out under a 'hot works' permit, which will be signed off daily, and we will have a qualified Fire Marshall on site at all times.

We will comply with Joint Code of Practice 'Fire Prevention on Construction Sites', published by the Construction Confederation and The Fire Protection Association (The 'Joint Fire Code').

The fire and emergency procedures will include the location of the assembly point, instructions on what to do in an emergency, the identification of fire points, alarms and firefighting equipment, and also any special arrangements for the evacuation of high risk areas. We will ensure that all emergency vehicle routes are maintained 24/7.

In the existing building, the integrity of the existing fire protection will be maintained at all times. If the modifications to the existing fire alarm installation results in periods of reduced cover the periods will be agreed in advance with the clients' Fire Officer.

Adequate protection to the existing smoke detectors will be required during the working day. Fire detector caps will be provided for all existing and new detectors during the building works. The protection will be removed one hour before the end of the working day to ensure the system is operable. This methodology for this will be agreed with the Client's Fire Officer.

We will ensure all holes and penetrations through new and existing fire compartment walls and ceilings, caused by the new installation and alteration of existing services are plugged and sealed with fire retardant materials.

In order to reduce the risks associated with fire, we will utilise a "Hot Works Permit to Work" system in line with our Site Management Procedures Manual ensuring the works are satisfactorily completed and the areas checked prior to the site being closed and vacated.

We will provide temporary fire escape directional signage (running man signs), along the fire escape routes, in order to direct persons to the nearest evacuation point.



The school should review and amend their existing Fire Plans, to take into account the new construction works, in conjunction with our site team.

Precautions to be undertaken to ensure the safety of the general public

HSG 151 Protecting the Public – Your Next Move: The Law says we must conduct our works without putting members of the public at risk. This includes the public and other workers who may be affected by our work.

We will secure the site at the end of each day, lock all gates, and barrier off the temporary access points. All hazardous substances will be stored in secured lockable containers. Our Project Manager, John Baggagley will check all site areas prior to leaving the site at the end of each day.

Considerate Constructors Scheme

This project will be registered with the Considerate Constructors Scheme and comply with their requirements.

The CCS notices and signs will be clearly displayed at the site entrance with our point of contact details displayed.





Materials, delivery and storage

Delivery routes to the site entrance will be suitably signposted to minimise local disruption.

We will ensure pedestrians cannot be struck by vehicles entering or leaving the site by installing pedestrian barriers. Safety signs and speed restriction signs will be placed at each of the site entrances to warn pedestrians and vehicle drivers of the possibility of pedestrians crossing the site entrances.

We will ensure that all vehicles are escorted by a banksman, at all times, and vehicles are only reversed under supervision. The safety of the pedestrians outweighs the need to move vehicles, so vehicle movements will be restricted to the allocated time slots agreed with the school.

The storage areas will be enclosed and secured with a suitable fence and adequately sized lockable gates to facilitate safe vehicular movements. Site management will regularly inspect the areas.

To prevent people being struck while erecting, dismantling and using scaffolding and other access equipment, each subcontractor will have a supervisor who is responsible for the safety of pedestrians and his operatives.

We can reduce the risks associated with the storage of materials by storing materials within the site perimeter, in secure compounds and away from the perimeter fencing.

All waste will be managed in line with John Turner Construction Site Waste Management Plan.

The site specific requirements for deliveries will be written into all subcontract and supplier orders thus ensuring compliance with the site specific conditions. This situation will also be regularly monitored on site and any necessary appropriate action will be taken.

Vehicles will be unloaded within the site delivery area and then they will vacate the area, as soon as possible, to maintain access to the Sports Centre, Greer Building, refuse area and kitchen entrance.

Dedicated lockable skips will be provided for all our waste. The skips will be located within the site compound area.

We will adopt WRAP's Code of Practice to reduce and eliminate, wherever possible the generation of waste to be disposed of at landfill sites. We will recycle and re-use materials and minimise CO2 emissions. We will ensure environmental controls are put in place and followed for the refuelling of the hoist, machines and plant. A spill kit will be available on site.

Managing waste has become increasingly important in a drive to reduce the amount of material sent to landfill and John Turner Construction is committed to minimising waste.

A Site Waste Management Plan (SWMP) will be developed for this project, prior to commencement of any works and is implemented during the construction phase.

We segregate waste on-site wherever possible, to maximise the re-use and recycling opportunities.

We operate an Integrated Management System, which is accredited to ISO 14001.

The site-specific waste management plan is prepared in accordance with our Company Procedures by the Safety, Health, Environmental and Quality Manager prior to commencement of construction.

The SWMP is completed to include:

- minimising design stage waste



- forecasting waste types and volume (inc hazardous)
- implementing waste management strategies.

Implementation of the plan during construction is monitored and recorded with a post-contract review completed within three months for evaluation of the success of the plan, and any cost savings generated by waste management.

Key lessons learnt and best practice are incorporated within future plans to attain continuous improvement.

If required, a road brush will be in attendance to ensure the compound and existing roads are regularly cleaned to avoid the build-up of debris on them.

Proposals to manage the impacts of Covid-19

Specific Covid-19 and social distancing measures have been incorporated into our project delivery.

To ensure our workforce are protected and the risk of spreading the infection is minimised, our site operating procedures and site set up have been amended to accommodate the current Covid-19 government guidelines including:

- CLC Site operating procedures protecting your workforce during Covid-19
- Working Safely during Covid-19 incorporating government guidance for Outside Workers.

Our staff and subcontractors will not be allowed to enter the site unless they have social distanced from anyone with or suspected of having the virus for a minimum of 10 days. Should anyone on site show any sign of the symptoms they will immediately return to their home and follow the government guidance and obtain a test. Anyone testing positive will report to the 'track and trace' system and follow the protocol. They will remain at home for a minimum of 10 days before returning to site, they will not return to site if they still have any symptoms.



Staying COVID-19 Secure

We confirm we have complied with the government's guidance on managing the risk of COVID-19

FIVE STEPS TO SAFER WORKING TOGETHER

- ✓ We have carried out a COVID-19 risk assessment and shared the results with the people who work here.
- ✓ We have cleaning, handwashing and hygiene procedures in line with guidance.
- ✓ We have taken all reasonable steps to help people work safely from a COVID-19 Secure workplace or work from home.
- ✓ We have taken all reasonable steps to maintain a 2m distance in the workplace.
- ✓ Where people cannot keep 2m apart we have ensured at least a 1m distance and taken all the mitigating actions possible to manage transmission risk.

Signed on behalf of employer: _____

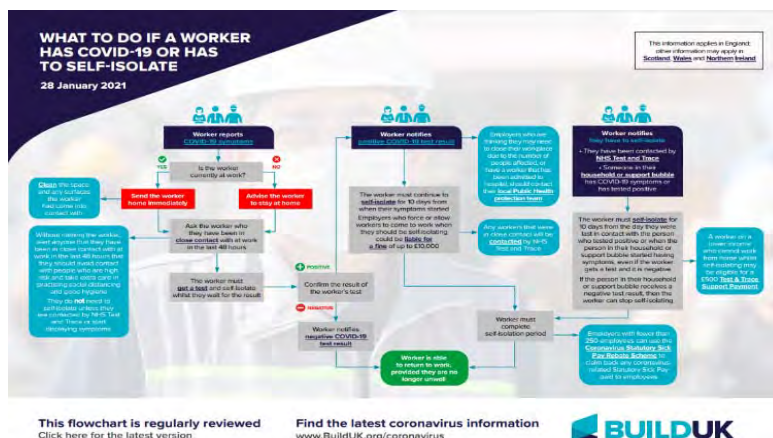
Employer: _____ Date: _____

Witness to document: _____

For help, guidance and further information please visit: www.gov.uk/coronavirus

Working safely during COVID-19 in construction and other outdoor work

COVID-19 secure guidance for employers, employees and the self-employed





We are following social distancing guidance and increasing the number of welfare units on site, breaks are staggered as our standard 30ft canteen units can only accommodate five people at any one time.

Our site set up provides a separate project office/meeting room and our own welfare facilities meet legal standards, which are regularly maintained by our plant department.

Posters are clearly displayed and the government guidelines are actively visible across the site compound and accommodation cabins.

Our Area/Contracts Manager, Brian Kelly and SHEQ Manager, Matt Glenn ensure Covid-19 measures are being adhered to and they carry out site inspections and audits in line with company procedures.

John Baggagley, Project Manager will include Covid-19 procedures in the site-specific induction, tool box talks and daily briefings along with the updated company procedures.

We will provide information noticeboards including what work we are doing and this will be displayed at site entrances to remind the public, visitors and workers to maintain social distancing.

We will establish responsibilities relating to Covid-19 and provide any necessary training for people who act as hosts for visitors.

Where possible, we will reduce the movement of people by discouraging non-essential trips. For example, restricting access to some areas, encouraging use of telephones where permitted and cleaning them between use, implementing one-way systems where possible on walkways around the workplace. Using signage, such as ground markings to mark out 2m distances, to allow the controlled flow of people moving throughout the site.

We will reduce the occupancy of vehicles used for travel to and from the site and when needed, social distancing measures should be followed within the vehicles.

We will look to separate the site into working zones to keep different groups of workers physically separated as much as practical. We will also reduce the number of people in attendance at site inductions and consider holding them outdoors, wherever possible with social distancing.

We plan to regulate the use of high traffic areas including corridors, lifts, and walkways to maintain social distancing and to reconfigure seating and tables to maintain spacing and reduce face-to-face interactions.

Signs and notices will be visible to help inform visitors, subcontractors and pedestrians to maintain social distancing whilst near the workplace.

Additional handwashing facilities, anti-bac stations, particularly on a large site or where there are significant numbers of personnel on site, will help increase the awareness of good handwashing techniques and increase handwashing frequency.

Safety audits

Our full time Safety, Health, Environment and Quality (SHEQ) Manager, Matt Glenn, is a professionally qualified member of the Institute of Occupational Safety and Health, which gives him access to the Institute help-line and support from a full range of specialist consultants.

Matt Glenn and his full time SHEQ Advisor share the fortnightly inspections and reports are produced for the circa 20 projects that the company has on site at any one time. The issues highlighted in the pre-construction Information are discussed at contract award and a copy of the HSE F10 notification obtained from the client, which will be included in the Construction Phase Health and Safety Plan and be displayed on site noticeboards together with all other statutory requirements.



All construction works will be carried out with the utmost care and attention with respect to pupils, staff and visitors. Careful planning will be key and segregation of the works will be implemented to mitigate noise, vibration and visual distraction.

John Turner Construction has a proactive approach to health and safety management and makes every effort to ensure the working environment is safe for its employees and all other personnel who may have reason to be on or in the vicinity of the construction site.



We measure and record our health and safety performance to ensure compliance with HSE statutory requirements, company procedures and Covid-19 guidance to maintain our internal system. Our SHEQ department carry out fortnightly audits on all our projects and have recorded 432 during the last 12 months with observations, recommendations and actions noted. An internal site risk rating of 90% is set as a minimum benchmark score. Contract management also carry out additional inspections and audits to ensure continuity of health and safety compliance along with Covid-19 guidance resulting in all projects being audited every week.

Quality inspections and handover

We use a Quality Management System and we enrol all of our subcontractors and suppliers into achieving a high standard of quality.

We hold quality meetings with all our subcontractors before they start on site and we hold quality meetings throughout the contract.

As indicated on the programme, time has been allocated during and at the end of build sequences to enable the Client/Designers to inspect the works and, if necessary, any remedial works will be undertaken immediately.

The quality inspections will be progressive to give us all time to inspect and snag out the works prior to handover.

Health and safety file

We will prepare copies and electronic copies of the health and safety file in accordance with ACOP guidelines. This will contain all relevant information and a draft copy submitted to the Principal Designer for their comments prior to practical completion and a completed version will be issued at practical completion.

Please also provide a drafted Delivery and Servicing Plan which minimises traffic through school ground, vehicle movements, pedestrian movements and disruption to the site, wherever possible.

A drafted Delivery and Servicing Plan is included to demonstrate how vehicle and pedestrian movements and journeys will be minimised.

Draft Delivery and Servicing Plan (DSP)

The object of our draft Delivery and Servicing Plan (DSP) is for it to be used as a management tool during the construction of the new school extension works to reduce the impact of delivery and servicing activities within the school's grounds and on the surrounding highways, taking into account the pupils movements every hour.

By implementing a DSP, we improve safety, reduce the risk of accidents on-site, we reduce the impact on the environment, and create fewer journeys.

It is important to get the support and help of our supply chain and subcontractors. We will inform all our staff, suppliers and subcontractors about the benefits of the DSP. We will explain what the DSP is, its importance, how it affects delivery and servicing movements and what they can do to help encourage reducing delivery and servicing vehicle movements to the site, and the potential



benefits of using and implementing the DSP. An effective method of raising awareness of the DSP is through on site discussions in joint mixed groups.

Our draft DSP will be developed into a construction DSP, prior to the works commencing on site, and will incorporate a mixture of measures including those targeted at tender stage, during the procurement period, and will also include a delivery and servicing register.

The delivery and servicing register will be completed throughout the project period. It will record all vehicles, the delivery company, the times of vehicles coming in and out of site, what was delivered, and the number of items. This allows our targets to be monitored and reviewed throughout the project.

Our Project Manager, John Baggagley will be our appointed DSP Manager with our banksman being named as our DSP Co-ordinator/Champion.

Within the construction DSP, there will be a site specific assessment which will set out the specific site requirements, the local highway conditions, a site plan showing the vehicle tracking swept path analysis, the site delivery off-loading location along with the transport route across the school area, it will show all restrictions such as heights, weights, widths, speed limits, agreed movement times and the like.

Our DSP will ensure delivery and servicing activities are as effective and efficient as possible whilst reducing the number of vehicles accessing/egressing the site.

Below is a list of measures the site team, supply chain and subcontractors will adopt to ensure the effectiveness of our Delivery and Servicing Plan:

- we will engage with our supply chain and subcontractors in order to get them on board with reducing their deliveries, servicing and collection frequencies. The subcontractor orders will include the DSP requirements
- consideration will be given to the school's current delivery/supply behaviour, and our delivery management to reduce the overall number of trips for the site
- we will inform our central buying department, who are based in our head office, of the construction DSP and explain to them the reasons why we are introducing a DSP to help reduce the impact of deliveries and disruption to the school
- by using our central buying department, we will reduce the likelihood of different suppliers being used for the same products, or numerous orders being made to the same suppliers
- our central buying department will reduce and consolidate the number of suppliers
- we will limit the frequency of orders and introduce a minimum value per order
- we will select delivery companies who can demonstrate their commitment to follow the best practices of the Freight Operator Recognition Scheme (FORS)
- we will undertake a survey of all the delivery and servicing activities taking place at the school site entrance prior to the construction works commencing
- we will avoid panic buying by reviewing the forthcoming programme activities and producing a procurement schedule for materials and subcontractors
- we will evaluate what mode of transport can be used for each type of delivery and the most economical vehicle sizes, taking into account the site restrictions and limited space
- by managing our deliveries, we create more capacity to allow for unscheduled deliveries to occur; although this will be avoided wherever possible
- we will operate a delivery and booking system to manage the times and dates of all deliveries



- where possible, we will store an amount of stock materials on site, to avoid having to re-order products on a frequent basis. This will help to reduce the number of site deliveries
- in conjunction with our buying department, the site team will identify deliveries that could be reduced, re-timed or even consolidated, particularly during busy periods
- our Project Manager and supply chain team will proactively manage deliveries to reduce the number of delivery and servicing trips
- construction pedestrian movements will be reduced by agreeing times they can move from the site area to the compound. These set times will avoid the school change over times and lunchtime periods. Site operatives will be permitted to move between the different site areas in cases of emergency or for toilet breaks
- there will be no contractor parking on site. We will use Higher Chatham car park
- where practical, staff and subcontractors will be encouraged to use public transport
- our site toilets will be connected to the existing foul drainage system, adjacent to the sixth form building, negating the need to empty a temporary septic tank
- site refuse collection will be kept to a minimum. We will use segregated covered skips. Waste materials from the site area will stored on site, in Eurobins, during the day and then transported to the site compound after the pupils have left for the day
- refuse collection will be undertaken outside of the peak hours, where possible, with specific collection times being arranged with our private waste contractor to minimise impacts upon the operation of the site.

Examples of experience working within school environments

We have successfully delivered numerous relevant projects with similar restraints and challenges of working alongside a live school environment as detailed below. We have also included some previous projects at Appendix B after this response.

Working in a live educational environment, which remains operational throughout the construction works brings different challenges to the contractor. It is paramount we consider safety, security and minimising disruption to Trinity High School and from our experience in achieving these goals, we will address the following on the site:

- the safety of the staff, pupils and general public using the existing facilities and school premises cannot be compromised in any way by construction activities and the construction methods employed will reflect this. We will ensure that escape routes are available at all times in the event of an emergency, with clear temporary signage demarking the routes. Our site team will regularly inspect the routes to ensure they have not been inadvertently blocked with stored materials
- Trinity High School will have a calendar of forthcoming activities, some of which cannot be affected by construction work or moved within the timetable, for example examination dates and open days
- we are currently on site at Barrow Primary School for Lancashire County Council where we are constructing a new extension. Our only access route is down the side of the existing school building which is not wide enough to accommodate delivery wagons. We were required to temporarily remove the roofing, fascia and rainwater goods to provide sufficient width, which we will reinstate on completion. To ensure safety, all deliveries are supervised by our banksman as shown to the right



- to carry out a refurbishment, we need to have a clear understanding of how the M&E services function. We need to consider how areas can be isolated without affecting the operations of the power, lighting, ventilation and heating of the remaining areas
- service shutdowns will be avoided if possible but if they are essential they will be planned in advance and agreed with the school to minimise disruption and maximise notice to those affected. For example on our University of Manchester framework projects, a 14 day notice period is required prior to any works being carried out to ensure minimal disruption
- to deliver this project, our experienced planner will recognise that we need to minimise disruption when preparing the construction programme and ensure that disruptive or noisy activities will not be carried out at these times. We will consider carrying out work early in the morning, late in the evening, during holiday times, or at weekends to maintain progress, whilst avoiding disruption. We need to be flexible with our working hours
- segregating day to day activities, where possible, minimises any risks and the school usually has a preferred access route through the site, with deliveries made avoiding the busy times. All suppliers will be made aware of this restriction as part of the order conditions
- having planned the work, we will ensure how the construction activities are segregated securely from the day to day activities. Any work areas in existing buildings will be segregated with appropriate solid hoardings or partitions and taped at junctions to reduce dust migration from work areas

At Blackpool and the Fylde College's Fleetwood Nautical Campus, we carried out major remodelling and structural alterations to the whole college building. The segregation of works was maintained by installing internal solid secure screens with taped joints to prevent the spread of dust and noise, for multiple phased schemes we will try to reuse these as many times as possible



- we will establish a clear communication method with a single point of contact at Trinity High School. This is key to a successful project with weekly meetings to plan and review the forthcoming week's activities by both parties and rearranging where necessary to avoid disruption
- car parking will be carefully controlled with no spaces allowed in our compound areas and all parking off site. All of our other vehicles or subcontractors will park nearby without causing disruption to the public
- the site compound and cabins will be of secure construction and locked securely at night with security shutters on doors and windows. Site fencing and hoarding will be solid to ensure separation of construction and school activities

On a recent Lancaster University Library Phase 3 project, site and compound setup was carried out between terms and the weekend to enable the staff and students to return with the segregation providing directional signage and clear access routes



- material storage is often severely limited on projects of this nature on live school sites. Thorough planning and co-ordination of deliveries to the point of use and distribution through the works will be required from the site team
- demarcation and temporary signage will be clear to avoid confusion. Daily inspections of signage and access routes will be undertaken by the Project Manager to ensure these are



maintained in a clear and clean condition. Maintaining a neat and litter free site helps to minimise the difficulties created by construction activities

- end of day checks will be made for tool storage and construction equipment. All access to scaffold and high level works will be removed at the end of each day and the site area and equipment will be secure
- the conduct of John Turner's operatives and subcontractors is expected to be of a high standard at all times with no radios, smoking or bad language. Full site induction will be undertaken
- PPE in the form of hi-vis vests are issued to all operatives and subcontractors showing the John Turner Construction logo and a unique number which is allocated to one person and a register is maintained with the relevant details of that person.



Methods of managing disruption from construction activities to be put forward

We have covered the aforementioned question in detail in our submission above so we have summarised the key points below:

- we will provide a full time Project Manager who will be our Liaison Manager
- we will appoint a Delivery and Servicing Champion
- all staff will be DBS checked
- we will hold an initial meeting with the Client and their Facilities Manager to understand their daily operations and requirements then continually work closely with them throughout the project
- we will ensure regular, clear and concise consultation meetings take place with all parties who are affected by the works
- we will produce, issue for approval, review and constantly update our Construction Environmental Management Plan (CEMP) including a fire risk assessment
- we will work in accordance with the school's rules and policies
- all personnel and visitors will have a site specific safety induction and Covid-19 briefing, before being allowed on site
- all personnel will be reminded of good practices, how to deal with the pupils, school staff members and maintain high safety standards through tool box talks, safety inductions and RAMS
- we will produce, review, monitor and update our Delivery and Servicing Plan
- we will produce, review, monitor and update our Traffic Management Plan
- our tender site logistic plans will be updated to construction site logistic plans and amended and monitor as the project progresses
- the site will be registered with the Considerate Constructors Scheme
- in conjunction with the Principal Designer, the design team, the Client and our supply chain, we will produce a risk register to show how we intend to reduce and mitigate foreseen risks
- a weekly schedule of deliveries will be produced two weeks in advance of the works; the schedule will have delivery times clearly stated on it and it will be issued to all parties
- all works activities, service diversions, switchovers and the like, will be fully co-ordinated and agreed with the Client. We will request copies of the school's O&M manuals



- all internal refurbishment programme periods and working methods will be agreed with the Client
- deliveries will be scheduled to avoid the morning and afternoon peak hours. Times to be agreed with the Client
- we will ensure the access to the existing kitchen entrance, Sports Hall and Greer Building is maintained at all times
- vehicles will be unloaded in the allocated site deliveries area
- secure site fencing, segregated vehicle/pedestrian access gates, safety/wayfinder signage will be used on the site
- we will set a 5 mph speed limit for site vehicles
- we will control and monitor noise levels, vibration and dust levels throughout the contract
- construction vehicles will only move between the compound and site area, at agreed times, with a banksman
- agree with our supply chain just in time deliveries
- there will be a full time banksman/gateman
- all contractors, construction staff and visitors will park in the Higher Chatham car park.

Will the proposed site staff be DBS checked?

DBS Checks

We have carried out works within many schools and as a result all John Turner Construction staff will be DBS checked prior to working on the site. DBS checks are specified within our core operational requirements and our DBS vetting procedure is implemented in accordance with current guidelines and legislation.

We will ensure that our entire workforce is aware and mindful of all safeguarding procedures. These procedures will form part of our safety induction training. Subcontractors will be informed of the importance of safeguarding prior to their appointment and at the subcontract award meeting. This will be reinforced by our site delivery team at every opportunity including daily briefings, weekly meetings and tool box talks.

Information should also detail how site security will be maintained during and outside of normal working hours

Security

The school building has a series of existing CCTV cameras positioned around its perimeter. The CCTV cameras in the location of the new extension will be removed and repositioned to suit the school's requirements.

We will provide a banksman/gateman during the working day and security cameras with a response team monitoring the site 24/7. If this needs to be supplemented with a 24 hour manned guard to ensure the security of the site, plant and materials, then we will provide this.

A typical remote control camera that our security subcontractor uses is shown to the right.

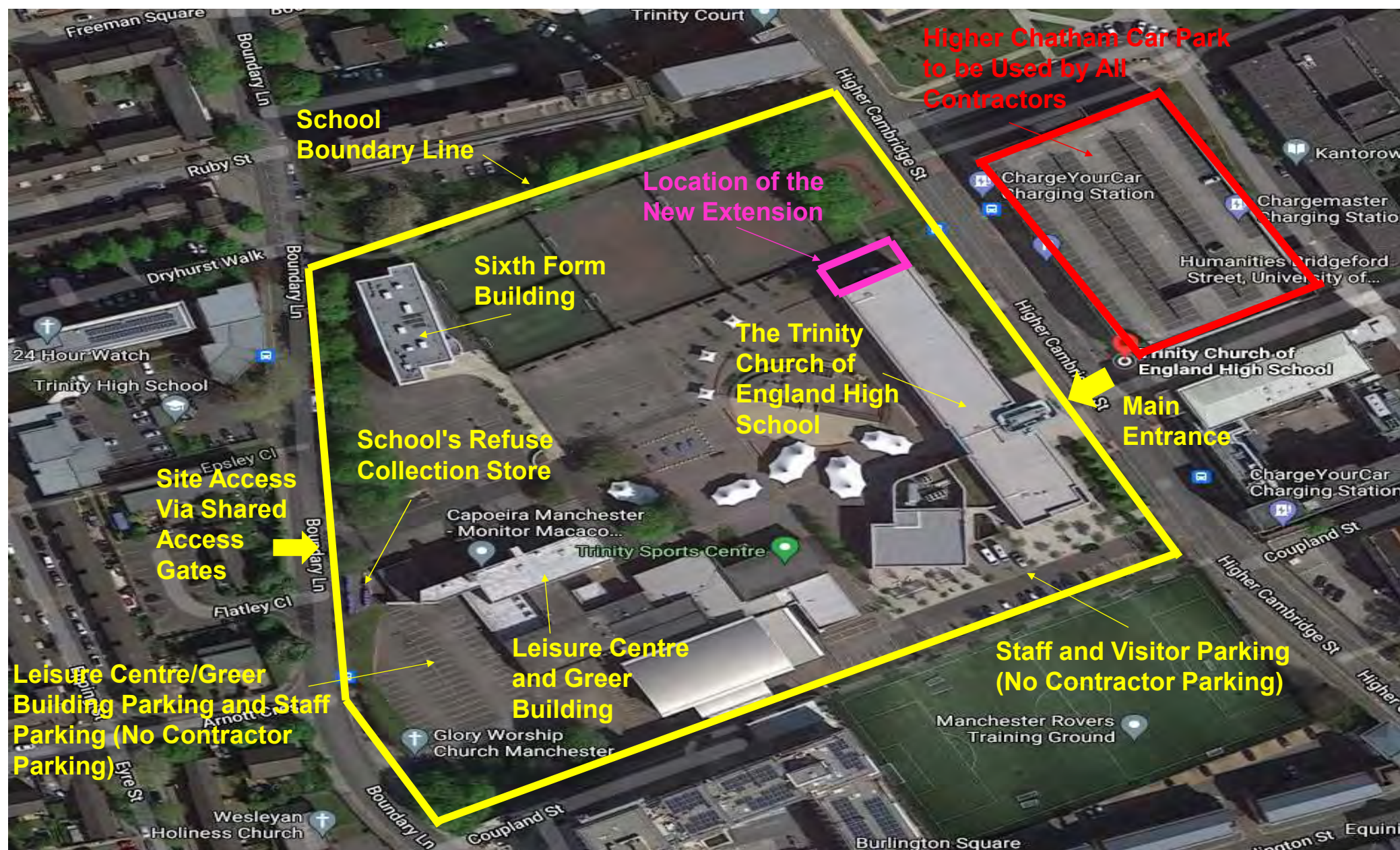




Security of the site will be by means of robust heras fencing installed around the construction site. Safety signage, emergency signage, wayfinder signage and Considerate Constructor's signage will be clearly displayed.

Out of hours, the camera system will be used to monitor the site boundary. This system is linked to a response security company. If the alarm/cameras indicate there is an incident on the site then guards will attend the site.

At the end of each day, all mechanical plant will be disabled to prevent unauthorised use and theft and operatives will not leave tools on site overnight.



E021-0042 Trinity Church of England High School

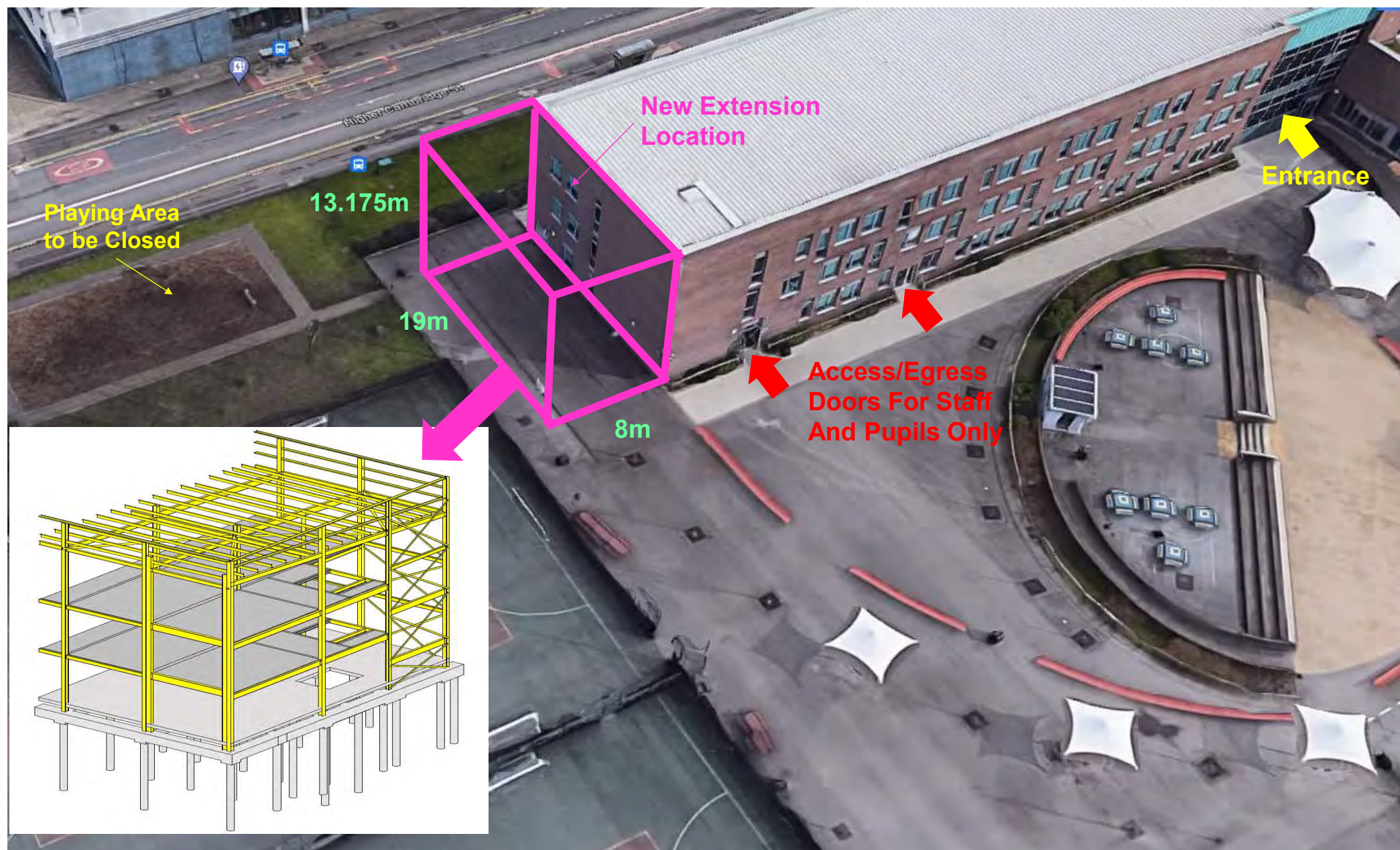
Trinity Church of England High School and Boundary Line

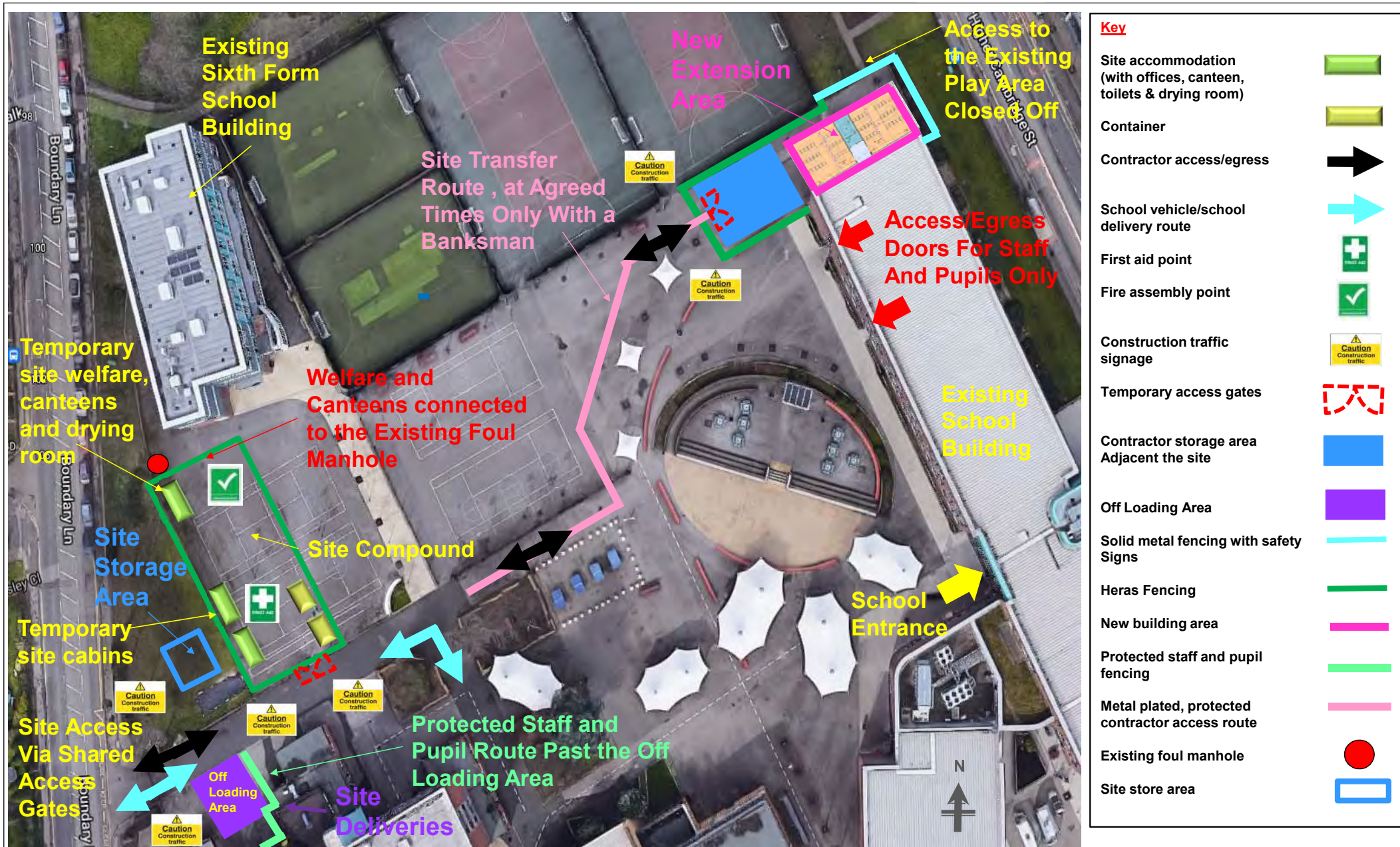
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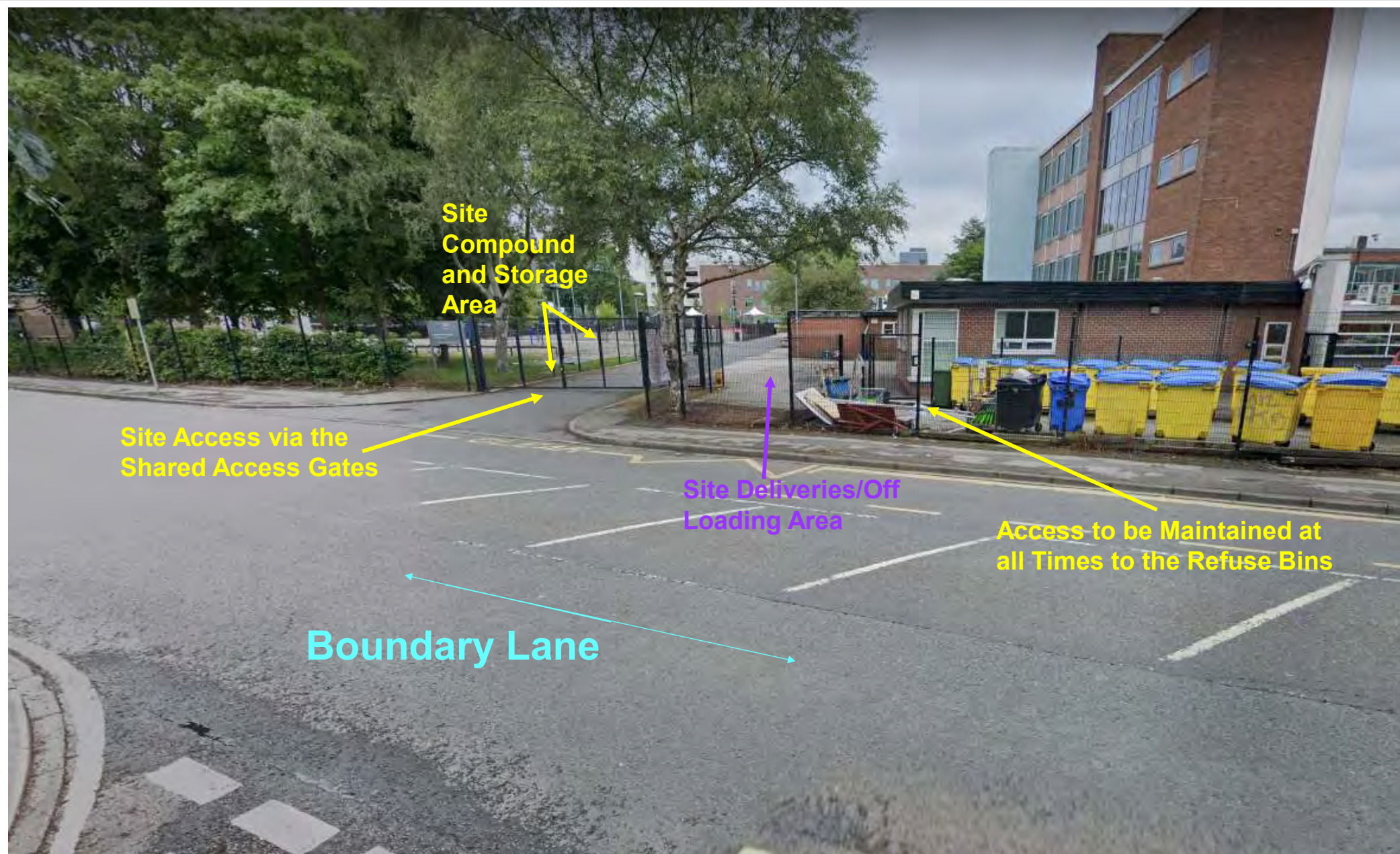
Revision –











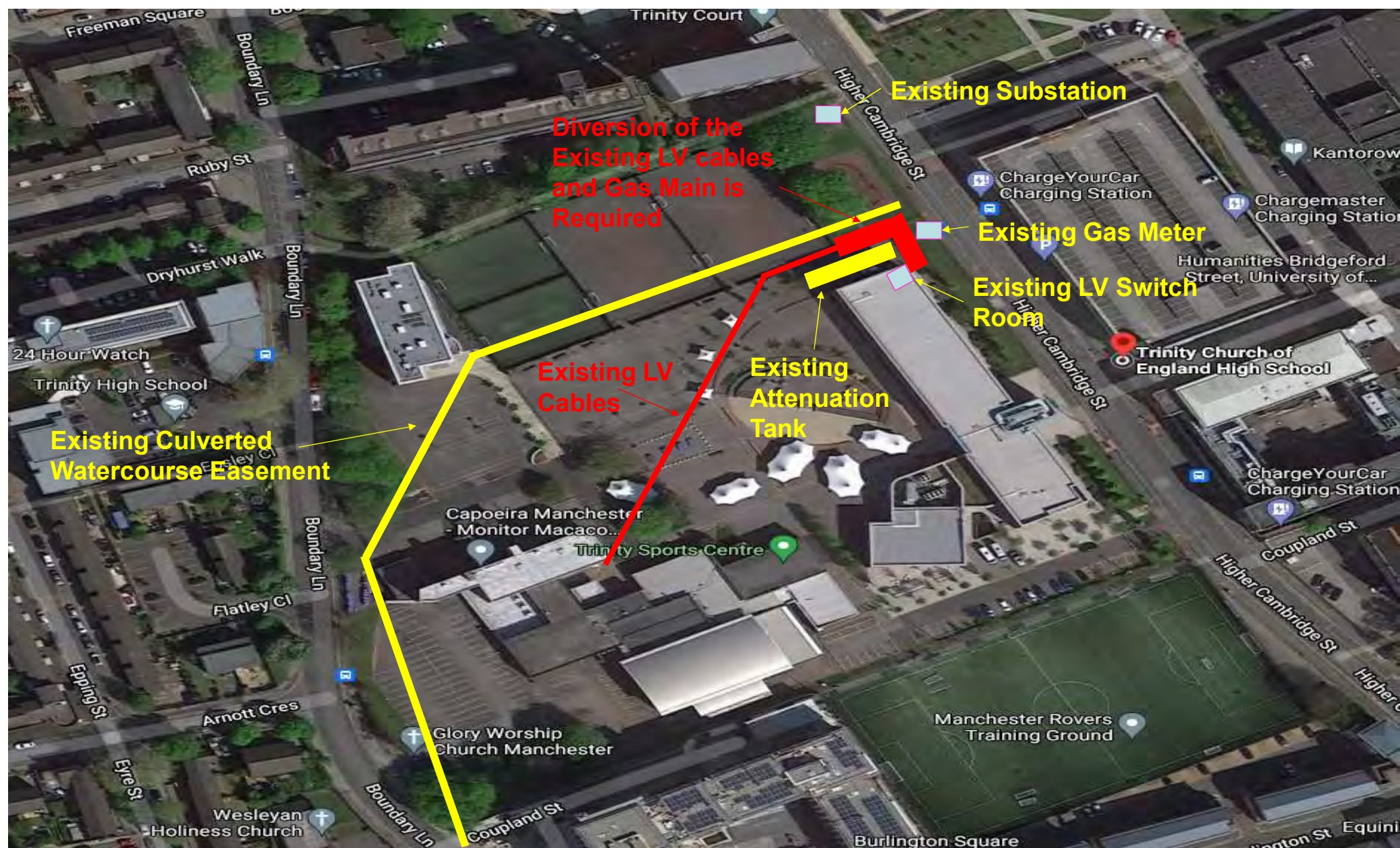












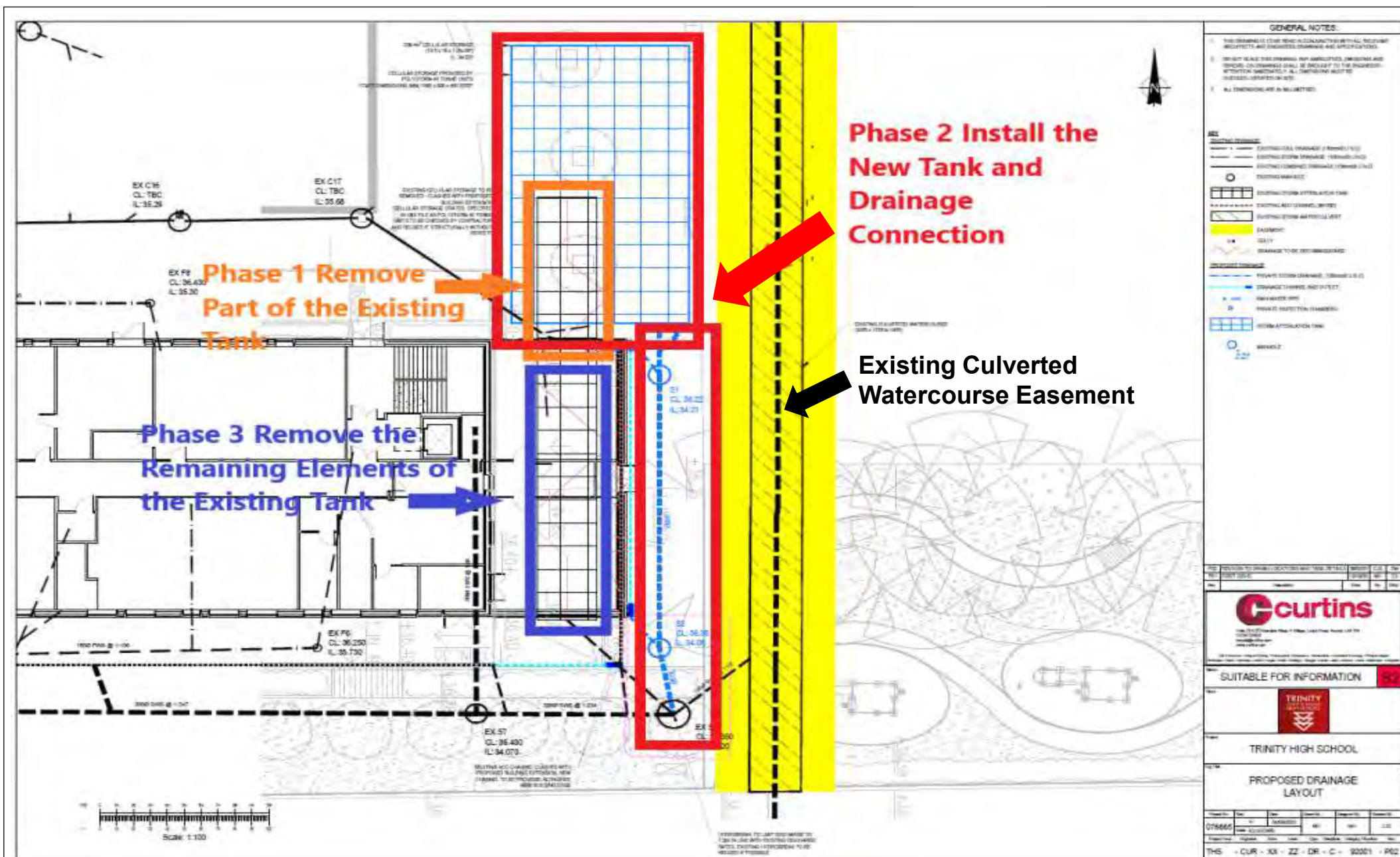
E021-0042 Trinity Church of England High School

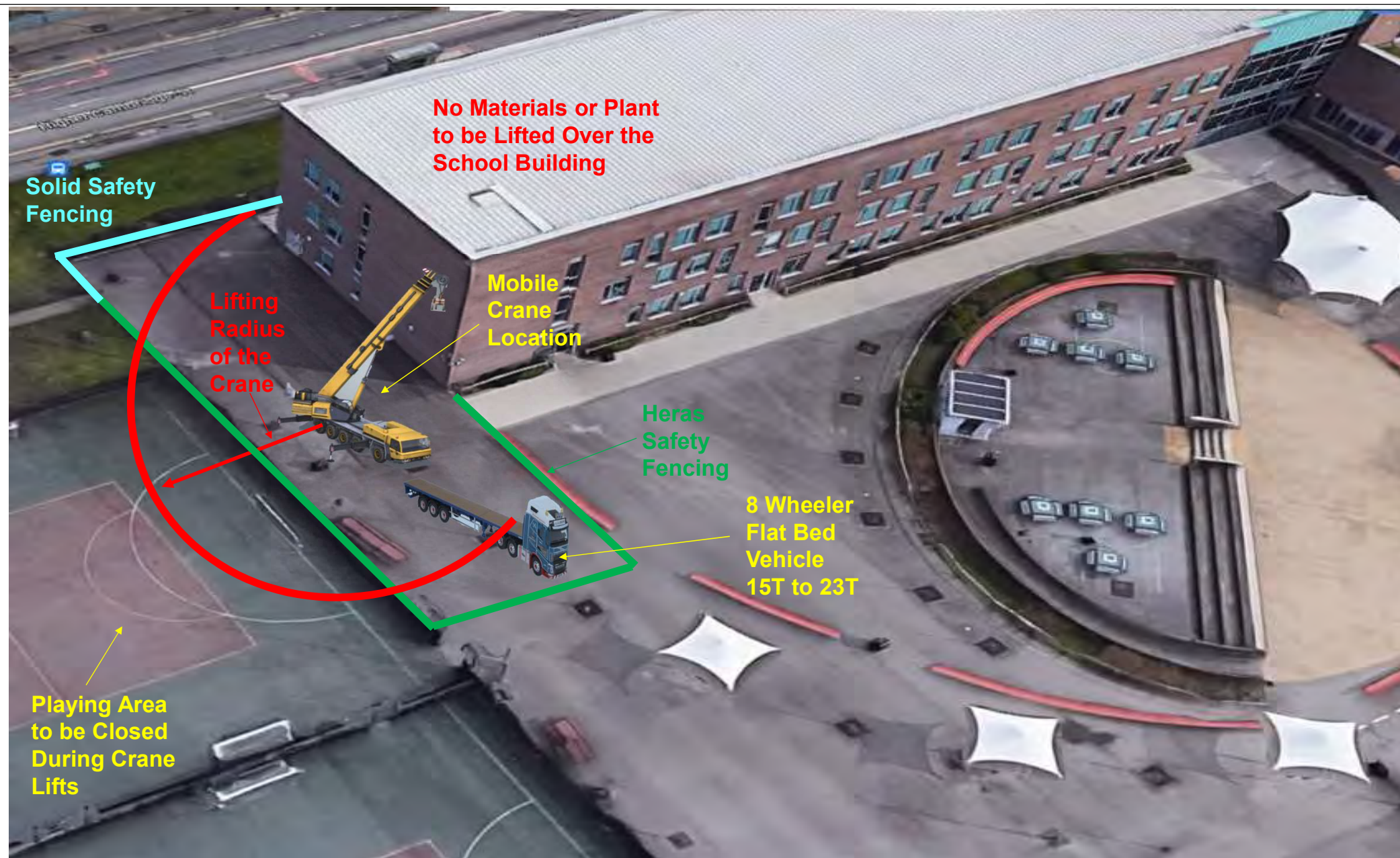
Existing Services Location Plan

Date – 04/06/2021

Revision –







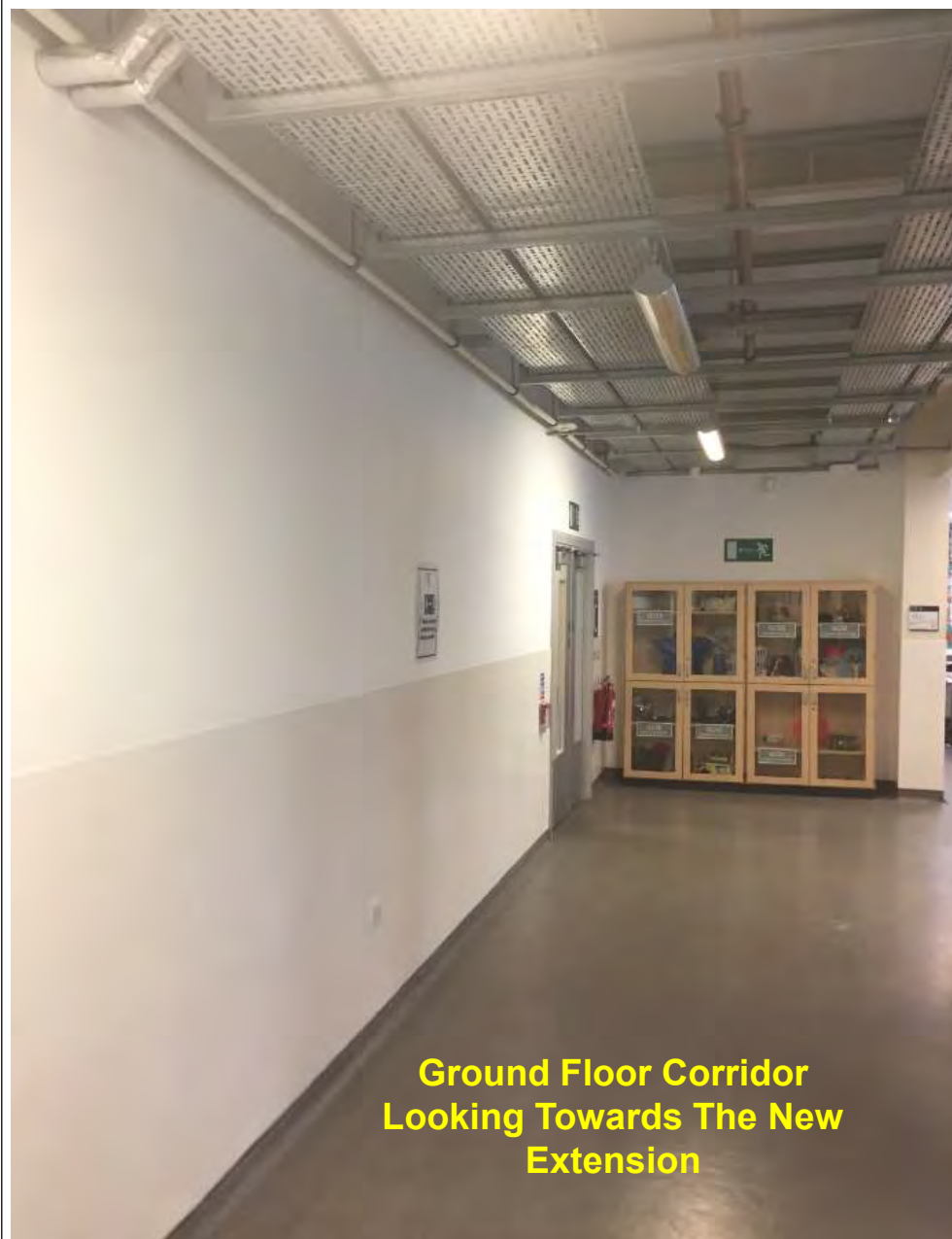
E021-0042 Trinity Church of England High School

Proposed Crane and Steelwork/Hollowcore Vehicle Location

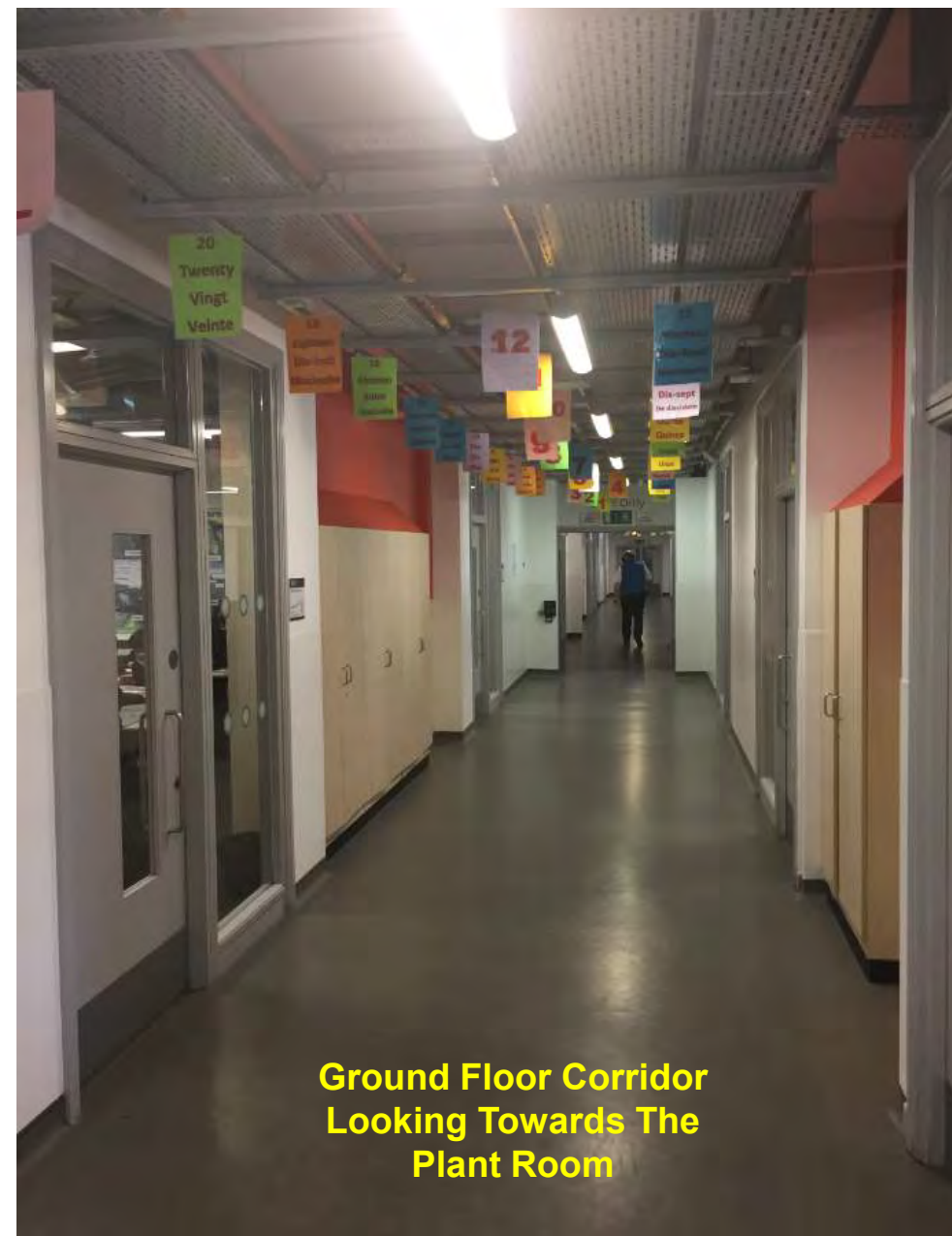
Date – 04/06/2021

Revision –

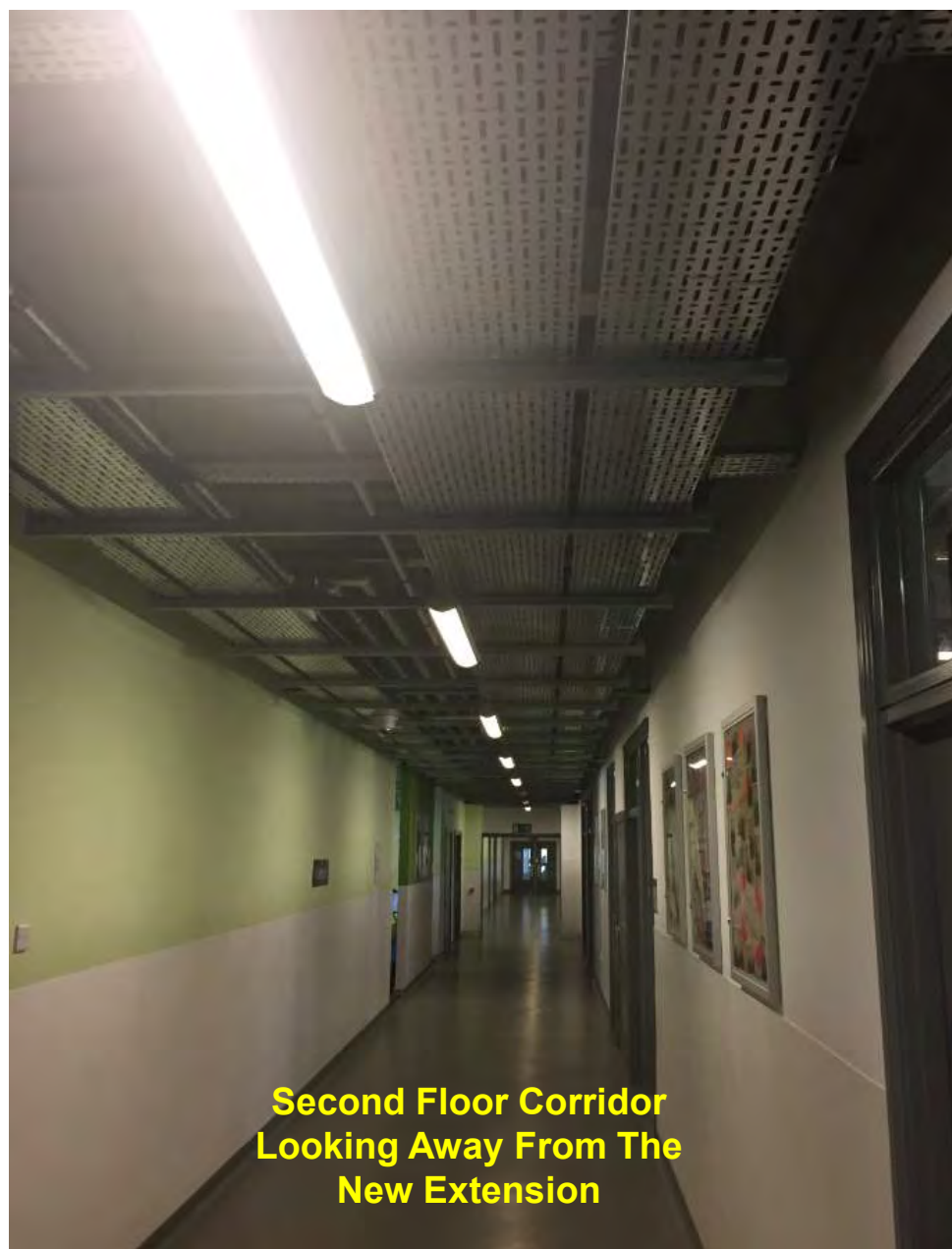




**Ground Floor Corridor
Looking Towards The New
Extension**



**Ground Floor Corridor
Looking Towards The
Plant Room**



The Whitby High School, Ellesmere Port

The Whitby High School is a co-educational secondary foundation school and specialist technology college with almost 1600 pupils.

This design and build project included phased construction and refurbishment works whilst the school remained fully open. The scheme comprised a new single storey music and technology block, with seven specialist classrooms, design technology, food technology and music room facilities, along with the refurbishment of six science and humanities classrooms. Situated to the rear of the site, the scheme also included two feature canopies and polycarbonate walkway structures, providing links to the existing, adjacent buildings.

Designed to blend in with the original school facade, the external envelope is of traditional buff brickwork with large aluminium windows and blue Trespa panels. A standing seam roof was constructed, along with sun-pipes, providing additional daylight, and wind catchers for natural ventilation.

All construction work related movements were planned and carried out efficiently to avoid disruption to the school and pupils. We liaised regularly with the School Business Manager and Headteacher, with weekly meetings to discuss progress, forthcoming school activities and schedule any noisy works. Traffic/pedestrian management was a key element to the successful delivery of this scheme, as the new building is at the centre of the original school playground, surrounded on three sides by existing, occupied and operational teaching facilities.

Located in a confined position with viewing panels, the construction works attracted interest from pupils and staff. We arranged for groups to tour the works giving them an insight into the construction process.

Construction value: £2m

Project duration: 30 weeks

Form of Contract: JCT DB

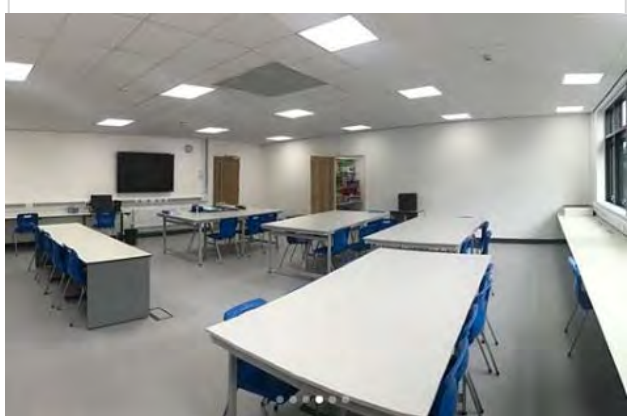
Completion date: 10 September 2018

Professional team:

Cheshire West and Chester Council

Tweed Nuttall Warburton

Thorton-Firkin LLP



St Gregory's Catholic High School, Warrington

John Turner Construction has successfully completed two projects at St Gregory's Catholic High School in Warrington for Tuneside Ltd.

The first project comprised the new build of a four court 9.5m sports hall and associated changing rooms, toilets, showers, stores, fitness suite, office space and plant facilities to Sports England standards. The hall also acted as an examination room with the equipment moved to the outer of the room.

The design solution was a full steel frame encased in blockwork. The building had a kingspan roof, wood grain timber effect cladding and powder coated aluminium doors and windows to match the buildings. The steel frame and cladding materials were delivered to site very early in the morning to avoid congestion of the school access road. The interface links between the old and new buildings were made and completed within the school holiday.

We achieved a £200k saving on the client's original budget and the scheme was completed on programme. On completion of the project, a client satisfaction score of 40/40 was given.

Following on from the first project, the client negotiated the conversion of the two storey old sports hall into classrooms. Remodelling and refurbishment works converted an old laboratory to form part of the extended dining room providing new science labs along with external works including resurfacing of existing playground. The project was successfully completed and the client gave a 40/40 score on completion of our client satisfaction questionnaire.

Out of hours working was necessary to deliver these projects with minimum disruption to the school. It was essential that the works were planned with an emphasis on ensuring that pupils, staff and visitors were kept segregated from the works and exposure to potential associated construction hazards, as the school site remained fully occupied and operational throughout the construction works. Weekly co-ordination meetings with school representatives were held, which enabled improvements in project delivery by planning works in advance.

Construction value: £1.3m / £2.1m

Project duration: 26 weeks / 54 weeks

Form of Contract: JCT Intermediate 2011

Completion date: October 2017 / December 2018

Professional team:

Cunliffes / Alan Johnston Partnership / KGA Partnership



Sports Hall, Withington Girls' School

This Withington Girls' School scheme comprised the upgrade and extension of sporting facilities at this prestigious independent girls' school in Fallowfield, Manchester.

The two storey facility comprised a dedicated ground floor sports reception area, new changing rooms, lockers and office.

The new extension was decorated with large aluminium sporting figures and stainless steel lettering on the external facade.

Club-style changing rooms on the ground floor allow direct access to the playing fields for outdoor sports, whilst the existing changing rooms were also upgraded and improved.

A mind and body studio for dance, yoga, martial arts and other wellbeing activities occupies the first floor, along with an extensive fitness suite which accommodates equipment for training and conditioning

The existing sports hall was refurbished and updated with improved acoustic finishing to walls and ceiling, and improved partition options now allow for more flexible use of the space. Viewing galleries were also created for spectators.

Initial set up and refurbishment of the existing changing rooms was carried out during the summer holiday, however the majority of the scheme was completed whilst the school was occupied with over 675 pupils, staff and visitors.

Our Site Manager conducted site tours throughout the duration of the project and communicated with the school representative and staff on a daily basis, creating excellent relationships - the school's catering team even provided our site personnel with lunches during the cold winter months.

Construction value: £1.3m

Project duration: 33 weeks

Form of Contract: JCT SBC Q

Completion date: 05 March 2018

Professional team:

Cassidy & Ashton

Thornber & Walker

Innov8 Development Solutions



Engineering and Construction Centre, Wigan

This Capital Skills Project at Wigan & Leigh College involved extension and refurbishment works to their Engineering and Construction Centre of Excellence providing specialist accommodation for degree apprentices and higher education students.

Located on the Pagefield campus, the three storey building underwent improvements and some of the works were completed on a fast track programme during the summer break to:

- extend and refurbish areas to create an additive manufacturing laboratory incorporating a collaborative sharing zone, CAD room, exhibition space and laboratory teaching facilities
- refurbish areas to create two laboratories for thermo-fluid and materials processing
- extend and refurbish the refectory and Social Learning Hub including new dining facilities, shop, kitchen, office and storage room
- create a new plumbing workshop; brick and plastering workshops along with a new painting and decorating workshop.

This refurbishment project created more space for the increased number of learners at the college and the replicated modern real working environments on the campus fully preparing students to be 'work ready'.

The college remained fully operational and occupied while some of the building works were carried out during term time. Segregation measures included a timber partition being installed to separate the staff and students from the construction works.

Construction value: £1.4m

Project duration: 24 weeks

Form of Contract: JCT ICD

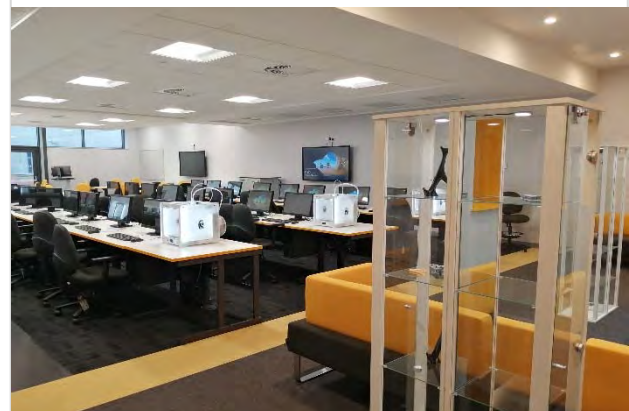
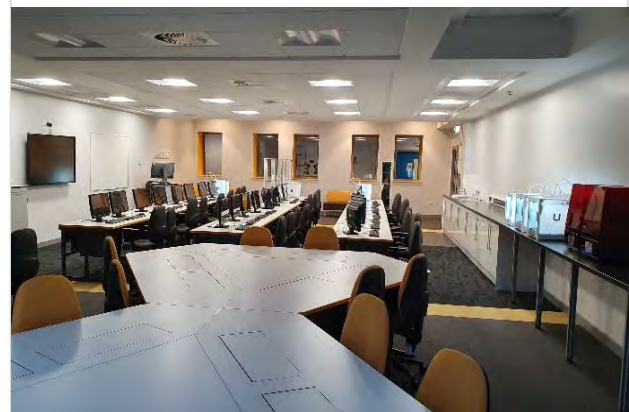
Completion date: 19 November 2019

Professional team:

Seven Architecture Ltd

Scott Hughes Design

SDA Consulting



Middleton and Rochdale campuses

Hopwood Hall College awarded John Turner Construction the contract to refurbish and reconfigure the Littleborough Building at the Middleton Campus and the Miles Ashworth Building at the Rochdale Campus in preparation for the new T Level qualifications.

Upgraded high-class teaching facilities across the two campuses in the north east of Manchester were created and now provide new improved teaching layouts and ancillary areas.

At the Middleton campus, classrooms were refurbished and hair and beauty salons were refurbished at the Rochdale campus.

Reconfiguration of the first and third floors of the Littleborough Building and fourth floor of the Miles Ashworth Building including mechanical and electrical adaptations and enhancements. Both buildings received new finishes to provide new teaching facilities.

The two projects ran concurrently during the college summer holiday period.

Construction value: £930k

Project duration: 12 weeks

Form of Contract: JCT SBC Q

Completion date: August 2019

Professional team:

Appleyard & Trew

Seven Architecture

Goodson Associates

