

Construction Management Plan

FS0998 Dixons Manchester

Contents

- **Project Description**
- **Location**
- **Timescale for Project Completion**
- **Phased Works Overview including Cranage and Construction and Demolition Methods Used**
- **Hours of Site Opening / Operation**
- **Waste Management Plan, Recycle, Reuse, Disposal**
- **Air Quality Assessment**
- **Measures to Control Dust, Noise and Vibration**
- **Operative and Visitor Parking**
- **Loading and Unloading of Plant and Materials**
- **Storage of Plant and Materials**
- **Site Accommodation**
- **Boundaries, Segregation and Access Control, including Access to Adjacent Premises**
- **Temporary Traffic Management Measures**
- **Location of Directional Signage within the Site**
- **Temporary Roads/Areas of Hard Standing**
- **Scaffolding**
- **Programme of Works and Risk Assessments**

Project Description

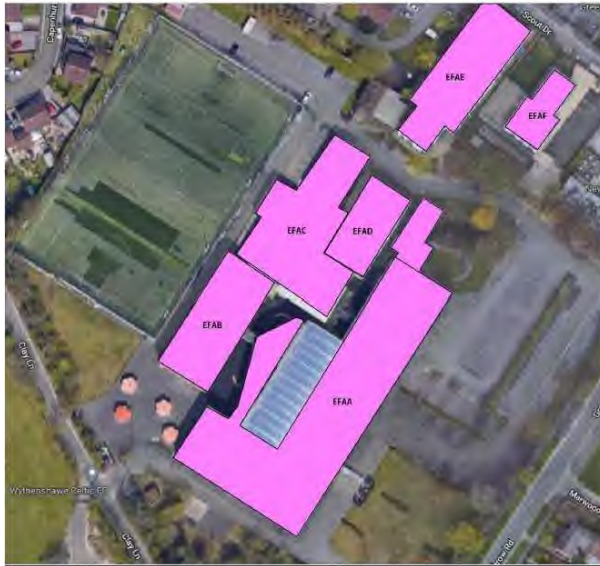
The project will deliver the new Dixons Newall Green Academy for Dixons Academies Trust, located on the former Newall Green High School site. Three blocks (EFAB, EFAC and EFAD) on the site are to be demolished as part of the works.

The retained block (EFAA), is proposed to be remodelled / refurbished extensively internally to form the internal areas required by the Trust. This will be supplemented with 2Nr new build extensions.

The first extension to the rear of the building is a two-storey classroom block.

The second extension is a single storey sports hall with associated rooms along the Clay Lane elevation.

Temporary classroom accommodation will be established to the front of the site to house the first sets of students during the construction works. A second set of temporary classroom accommodation is also proposed, the details of which are still to be confirmed.



Existing Site



Proposed Site

Location

Newell Green High School
Greenbrow Road
Wythenshawe
Manchester
M23 2SX

Timescale for Project Completion

Proposed Commencement: Temporary Classrooms – End May 2023
Proposed Completion: Temporary Classrooms – August 2023
Proposed Commencement: Main Scheme – February 2024 (TBC)
Proposed Completion: Main Scheme – October 2025 (TBC)

Phased Works Overview including Cranage and Construction and Demolition Methods Used

The works are split into three phases:

- Phase 1 – Establish temporary accommodation and associated works
- Phase 2 – Demolition of part of the existing school, construction of two new extensions and remodelling and refurbishment of the retained parts of the existing school
- Phases 3 – Remove temporary accommodation and complete external works

There is no work planned to areas of the public highway during the construction works apart from entrance alteration works proposed to Clay Lane that will be subject to Section 50 approval.

Phase 1 – Establish Temporary Accommodation and Associated Works

To the south of the site, we have installed modular classrooms on the existing carpark to provide temporary accommodation for year 7 students for the 2023/24 school year.

The area was fenced off/segregated to prevent unauthorised access with 2m high heras fencing. Running concurrently with Phase 1 works the new 2.4m high permanent metal perimeter fencing to the frontage of the school and returning at the Greenbrow Road entrance has been installed. This now provides a secure line to the site/new school area.

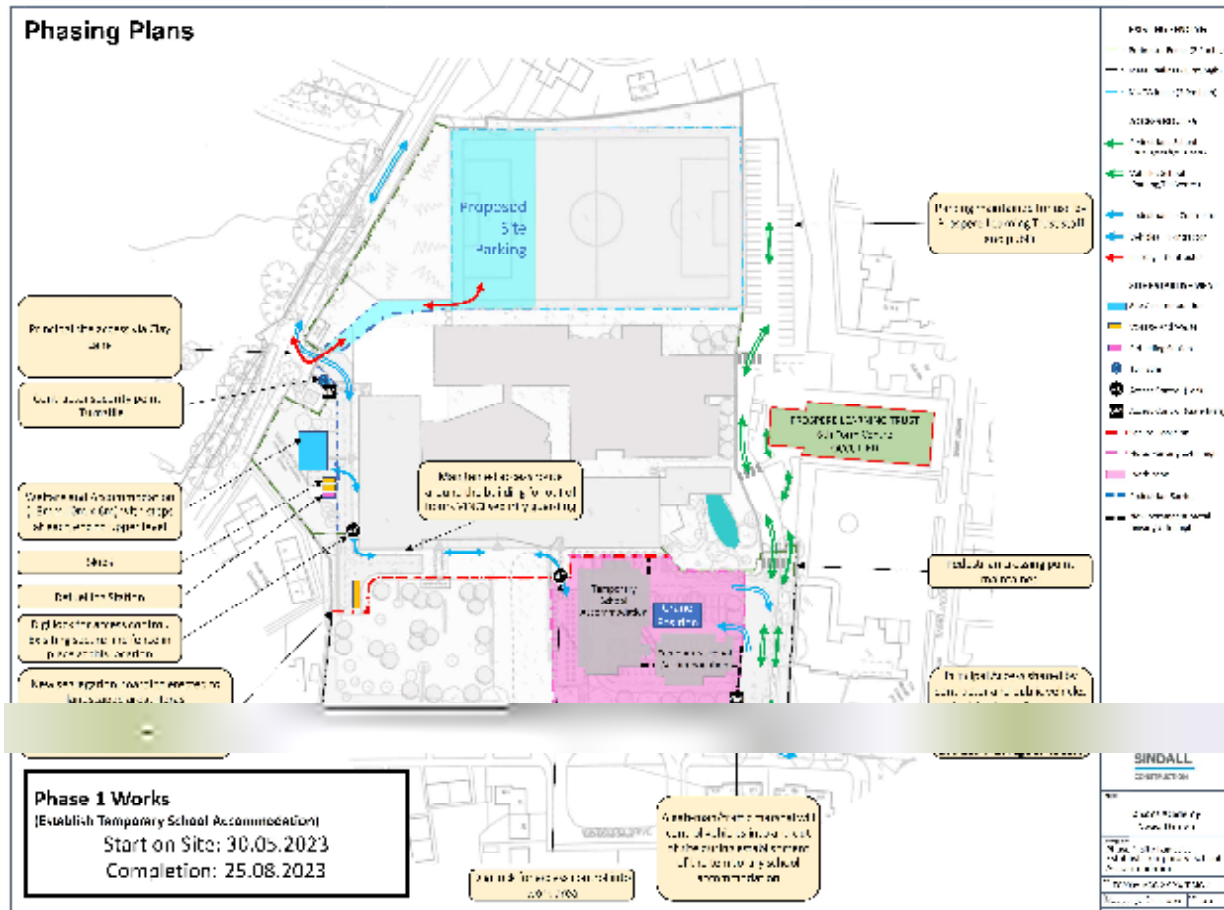
A crane lift was necessary to lift the temporary accommodation units into position, utilising suitably checked spreader plates to protect the car park surface, the crane was located adjacent to the final location of the units. Units were delivered to site on lorries which entered the site off the existing access/egress on Greenbrow Road. A gateman received all deliveries into the site.

The crane lifted the units from the backs of the delivery lorries to their final position on site. Once installed the units were weather sealed and fitted out ready for use.

Additional works included the provision of temporary power, water, drainage and internal / linking comms connections, taking down some existing fencing, replacing with new, trimming back of hedges / shrubs and potential crown-lift the trees required to install new fencing, some reinstatement/ resurfacing works to the car park and the establishment of full segregation

fencing to maintain separation between the students and working areas.

All works were carried out within the fenced off area except for the feed taken from the existing school electricity supply. The majority of these works were carried out during the summer holidays, however there was a 5 week period where Prospere Learning Trust sixth form college was open. During this period, we accommodated Prospere pickups/drop off times, avoiding deliveries between 08.30-09.15 and 15.00-15.45 peak times during weekdays.



Further temporary accommodation is anticipated to be installed for year 8 pupils also at the front of the site for the start of the 2024 year. The details of which have not yet been finalised but will be subject to a separate planning application.

Phase 2 – Demolition, Remodelling, Refurbishment and Extensions

Upon commencement of Phase 2, we will install scaffolding to the retained EFAA block, with Monarflex sheeting and a debris fan will be installed over the fire exit access/egress ramp to the main Temporary Accommodation block due to the close proximity of roof and elevation works to this accommodation. This will be developed and subject to temporary works design. Removal of the EFAA block facade will then commence.

Demolition will commence simultaneously to the redundant sections of Block EFAA and Block EFAB. Completion of EFAA demolition will enable a start to the classroom extension whilst works are still ongoing to the demolition of EFAB, EFAC and EFAD. Demolition will be carried out by mechanical excavators fitted with hydraulic breakers and grabs. Waste will be sorted by mechanical excavator. However, we are currently exploring opportunities for recycling of steelwork and following liaison with the demolition contractor, methods may have to change to



Scaffold access adjacent and over the existing pond will act as a temporary platform for elevation works in this area. No great crested newts have been identified in the pond.

[illegible]

[illegible]

Phasing Plans

Phase 2 Works
(During New Build)

Start on Site: Feb 2024 (TBC)
Completion: July 2025 (TBC)

Legend:

- Proposed New Building
- Existing Building
- Demolition
- New Construction
- Landscaping
- Other Works

Key Features:

- Sports Hall Extension
- Storage area
- Classroom Extension
- Proposed New Building
- Existing Building
- Demolition
- New Construction
- Landscaping
- Other Works

Notes:

- Proposed New Building
- Existing Building
- Demolition
- New Construction
- Landscaping
- Other Works

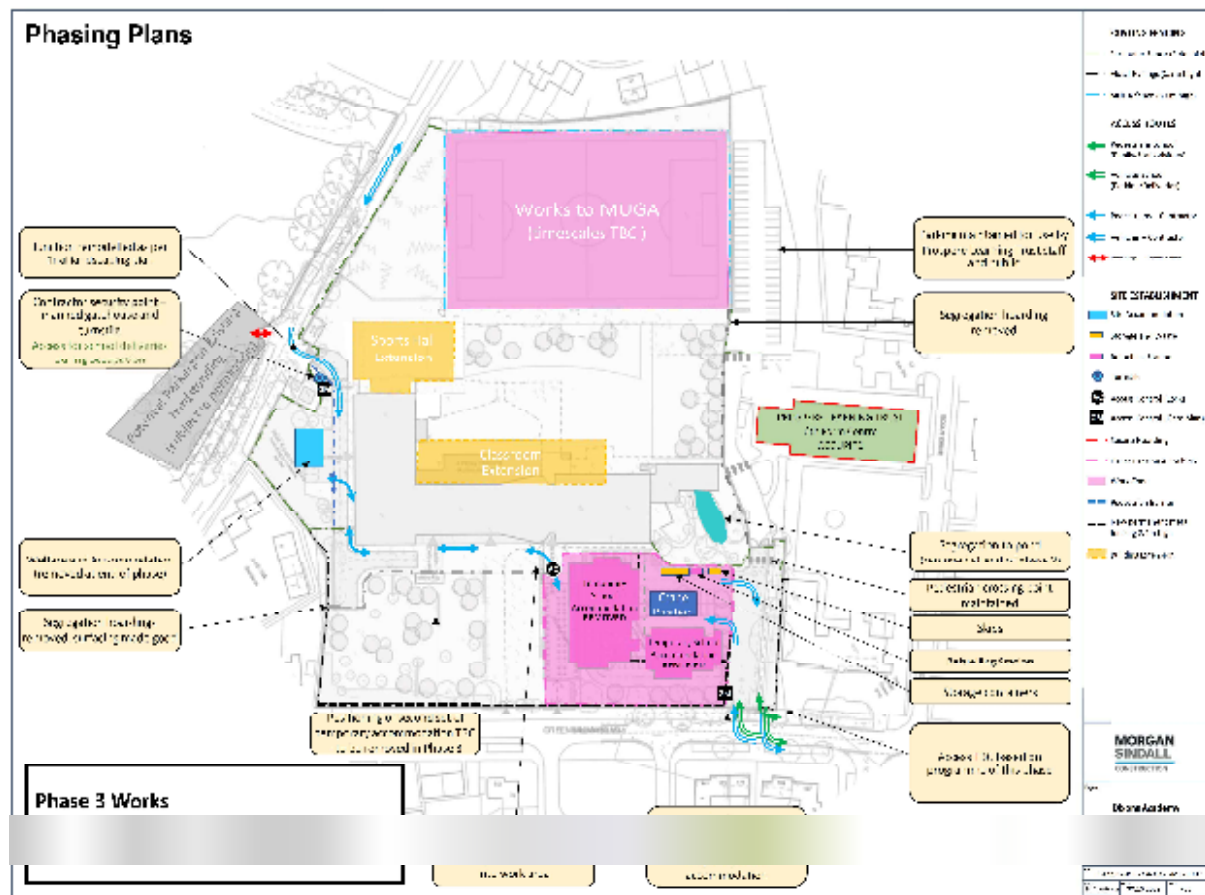
Site Plan:

The site plan shows the layout of the building, including the Sports Hall Extension, Storage area, and various outdoor spaces. It includes a legend for different types of work, such as new construction, demolition, and landscaping. Key features include the proposed new building, the existing building, and the surrounding area. The plan is color-coded to show different phases of work and the location of various facilities.

Phases 3 – Remove Temporary Accommodation and Complete External Works

As Phase 2 completes, removal of temporary classrooms will be carried out (Phase 3) during 2025, running concurrently with occupation of the new school. Primary construction site access will then return to Greenbrow Road. Accommodation removal will be carried out using a mobile crane to lift the modular units from their installed position onto the back of a flatbed lorry for removal from site.

We will also be making good the external works and demobilising the site. The exact programme for these works is yet to be finalised but will be coordinated with Dixons Academies Trust as the new school will be operational.



Hours of Site Opening / Operation

Working hours will be typically:

Monday to Friday 07:30 to 18.00

Saturday by arrangement with the Client and Technical Advisor

Sunday and Bank Holidays by arrangement with the Client and Technical Advisor and subject to conforming to the local authority's noisy work restrictions, including any planning condition stipulations.

Delivery restrictions apply during Prospere Learning Trust drop offs/pick ups mainly between 08.30-09.15 mornings and 15.00-15.45 afternoons, weekdays during term time.

Site Waste Management Plan, Recycle, Reuse, Disposal

An outline Site Waste Management Plan (SWMP) has been produced for the project. This will be regularly reviewed and updated to ensure that we manage waste in a proactive manner with our aim being resource efficiency. We will ensure we accurately record actual against forecasted. Where construction, demolition or excavation waste is generated it will be managed in accordance with our Environmental Management System and it will be recorded within our SWMP. As far as practical we will segregate waste at source and find reuse options in the first instance either on-site or off-site and record this in the SWMP.

Working with our Waste Broker, Reconomy, we will utilise a local waste management contractor for the removal of construction waste that can further segregate waste and maximise its recovery. The selected waste contractor will be audited to ensure duty of care compliance and will provide monthly information to enable the SWMP to be updated. In addition, we will ensure that our supply chain provide waste carrier and waste disposal site duty of care information prior to the removal of non-construction waste e.g. excavated material.

We monitor, manage and report site waste through the BRE SmartWaste platform. Our outline SWMP has been generated from SmartWaste. This will be developed further leading into construction.

Within the SWMP we are exploring opportunities to recycle and reuse waste resulting from demolition and construction works to promote a circular economy.

Air Quality Assessment and Measures to Control Dust

An Air Quality Assessment has been undertaken for the project by Hoare Lea (FS0998-HLEA-ZZ-ZZ-T-O-0007). The potential for air quality impacts during the construction of the proposed development (dust emissions from demolition, earthworks, construction and trackout) are assessed in this document.

The outcomes of the assessments of potential magnitude of dust emissions and the sensitivity of the area were combined to determine the risk of impact. This risk was then used to inform the selection of appropriate mitigation.

To mitigate the potential impacts during the construction phases (i.e., Phase 1 and Phase 2) it is intended for mitigation measures as detailed in the IAQM guidance to be implemented. These mitigation measures have been carefully selected for the proposed development and are based upon the dust risk categories outlined in the guidance²⁵.

A Dust Management Plan (DMP) has been developed but will be a live document updated as various phases/trades commence, this consists of the following measures.

Issue	Mitigation measure
Communications	- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site - Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager - Display the head or regional office contact information
Site Management	- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken - Make the complaints log available to the Local Authority when asked - Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in the log book

Monitoring	• Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the Local Authority when asked. This should include regular dust soiling check of surfaces such as street furniture, cars, window sills within 100 m of the site boundary, with cleaning to be provided if necessary • Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the Local Authority when asked • Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions • Agree dust deposition, dust flux, or real-time PM10 continuous monitoring locations with the Local Authority. Where possible, commence baseline monitoring at least three months before work commences on site or, if it is a large site, before work on a phase commences • Procedures for the regular inspection of storage and handling facilities for fine, dry materials shall be established, including procedures for the prompt clearance of any spillage
Preparing and maintaining the site	• Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible • Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site • Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period • Avoid site runoff of water or mud • Keep site fencing, barriers and scaffolding clean using wet methods. • Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used cover as described below • Cover, seed or fence stockpiles to prevent wind whipping
Operating vehicles/machinery and sustainable travel	• Ensure all vehicles switch off engines when stationary – no idling vehicles • All plant and vehicles used on site will be regularly serviced and have a pre-planned maintenance schedule • Avoid the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where practicable • Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the Local Authority, where applicable) • Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials • Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking and car-sharing)
Operations	• Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or

	local extraction, e.g. suitable local exhaust ventilation systems • Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate • Use enclosed chutes and conveyors and covered skips • Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate • Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods • Protect surfaces and exposed material from winds until disturbed areas are sealed and stable • Dampen down exposed stored materials, which are to be stored as far from sensitive receptors as possible • Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place • Avoid activities that generate large amounts of dust during windy conditions • Fine, dry materials shall be stored within buildings or with adequate protection from the wind
Waste management	• Avoid bonfires and burning of waste materials
Demolition	• Soft strip inside building before demolition • Ensure effective water suppression is used during demolition activities • Avoid explosive blasting, using appropriate manual or mechanical alternatives • Bag and remove any biological debris before demolition
Earthworks	• Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable • Protect surfaces and exposed material from winds until disturbed areas are sealed and stable • Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable • Only remove the cover in small areas during work and not all at once
Construction	• Avoid scabbling (roughening of concrete surfaces) if possible • Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place • Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery • For smaller supplies of fine powder materials, ensure bags are sealed after use and stored appropriately to prevent dust • Where dust is, or is likely to be generated, static sprinklers, bowsers, and other watering methods employed • Surfaces of stockpiles of dry, friable materials damped by controlled application of water sprays, shrouded, or

	screened as appropriate and necessary
Trackout	• Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being in continuous use • Avoid dry sweeping of large areas • Minimise vehicle movements and limit vehicle speeds/speed limits • Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport • Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable • Record all inspections of haul routes and any subsequent action in a site log book • Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned • Agreed routes of haulage and movements of site vehicles will be adhered to • Implement a manual wheel cleaning system (with jetwashing/brushing) prior to vehicles exiting site onto public roads. • Ensure there is an adequate area of hard surfaced road between the wheel cleaning facility and the site exit • Access gates to be located at least 10m from receptors where possible

Measures to Control Noise and Vibration

Control of dust, noise and vibration will form part of the site induction for all site operative, with specialist training provided where required regarding activities with high potential for generating nuisance.

Activities will be reviewed and monitored daily to ensure emissions are being controlled and reduction measures are being correctly employed. Activities will be stopped if control measures are not in place or are not sufficiently effective. In addition, regular audits will be carried out to ensure activities are being carried out in line with the Air Quality Assessment and DMP.

Control of Noise and Vibration

Noise and vibration can disturb residents and give rise to complaints and delays. Typical noisy activities proposed for the project include excavation, concrete cutting, concrete pours, power-floating concrete slabs and use of un-silenced generators.

As part of being a considerate constructor Morgan Sindall will issue a regular newsletter to neighbours advising them of potentially noisy activities. Typical controls include:

- **Identification of sensitive receptors**
All noisy plant and equipment will be located as far away as is practicable from any noise sensitive locations using intervening barriers, screens, and other structures (e.g., site huts) where appropriate.
- **Selection of working methods**
The selection of the method of working for a particular activity will consider potential noise emissions and where practicable will be selected to ensure disturbance is kept to a minimum.
- **Noise and vibration abatement measures**
Site operations will not extend outside of the working hours agreed with the Local Authority.

Neighbours should be kept well informed of the times and dates of any potential noise or vibration nuisances.

All vehicles, plant and other equipment will be fitted where necessary with appropriate silencers, mufflers, or acoustic covers (see BS 5228 1997 Part 1).

Noise barriers, e.g., mounds of earth, fences, etc. will be put in place where necessary.

Plant and machinery in intermittent use shall be shut down completely or operated in a minimum idling condition whenever not actually required for work.

Drop heights into hoppers, lorries and other equipment shall be minimised.

- **Plant Maintenance**

A maintenance regime will be in place to ensure that all extraneous noises from mechanical vibration, creaking and squeaking are reduced to a minimum.

All noise control equipment as fitted to plant and machinery shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emission wherever possible.

Plant and machinery with defective silencers other than defective noise control equipment shall not be operated until repaired.

- **Concrete Crushing (if required)**

An appropriate licence to operate a crusher will be obtained from the Local Authority.

Wherever possible, crushing activities will be shielded behind a large stockpile of material to protect nearby receptors.

- **Monitoring**

Compliance monitoring will be undertaken as required at sensitive receptors to ensure that noise levels are within acceptable limits.

Site inspections shall include checks to ensure that the necessary controls are in place to minimise nuisance from noise generated from the site. This will include checks to ensure that plant has not been left idling, that acoustic covers are in use where necessary, and that plant is in a good condition.

Vibration monitoring will be undertaken in accordance with BS 6472 during construction activities that are likely to generate significant levels of vibration.

To minimise disruption to neighbouring properties monitors for noise, dust and vibration will be set up for agreed periods and maximum thresholds agreed. If these thresholds are reached, work will cease, and the work activity and work method will be reviewed prior to work recommencing.

Operative and Visitor Parking

Contractor and visitor parking initially has been identified on the existing MUGA although permission is being sought through the DfE for contractor and visitor parking to be provided on existing hardstanding (used for parking) adjacent to the playing fields off Clay Lane. Once permitted, then contractor vehicles will be prohibited from parking within the construction site. No works are proposed or planned on the playing fields themselves.

A green travel plan will be produced and circulated encouraging and promoting staff and site personnel to utilise public transport, car sharing and cycling.

Loading and Unloading of Plant and Materials

A mobile crane will be utilised to install and remove modular classroom units from the existing carpark accessed off Greenbrow Road.

Following demolition and commencement of new build and refurbishment works, scaffold towers will be erected to facilitate access and loading to the roof level by all terrain forklift (Loadall).

Erection of steel frames will be assisted by a mobile crane and cherry picker style MEWPs. Loading of the steel will be by all terrain forklift (Loadall).

Access for envelope works to the refurbished building (removal of windows and facade and facade reinstatement) will be via the fixed scaffold and render carried out from MEWPS.

Storage of Plant and Materials

Designated material storage areas will be positioned around the site, these will be provided to each subcontractor and identified on the site layout plan white board.

Materials will be stored in a safe manner so as to avoid contamination or deterioration by weather or site dirt, where required materials will be stored off the ground and covered. To avoid materials being stored on site for too long which may lead to damage and congestion on site, we operate a 'just in time' delivery policy where materials arrive within a few days of them being used.

Fuel will be kept within a designated fuel storage area, fenced off with signage displayed. These will be locked-off in a double bunded container, drip trays and plant nappies will be used for refuelling plant and equipment.

Work equipment will be kept in locked storage containers at the end of each shift. All items of plant will be disabled at the end of each shift and brought into a central location within the site. This area will be well-lit area and near one of the security cameras.

A CCTV system will provide full coverage of the site, monitored remotely from a control centre out of site working hours. Voice systems and guard response can be activated from the control centre and deployed on site in the event there is an intruder.

Site Accommodation

Site accommodation, comprising Canteen Facility, Changing Room, Drying Room, Toilet Facilities, Shower Room, Meeting Room, Offices and Kitchen facilities will be located in the existing layby area opposite the southwest elevation of the academy. This accommodation will be established during the mobilisation period of Phase 1 and retained through the duration of the main works.

Segregation and Access Control, including Access to Adjacent Premises

Site segregation will comprise a combination of existing site fencing and newly erected site hoardings to fully enclose the working area. A controlled access point will be provided within the hoarding to access the work area from the site accommodation. Segregation lines are shown on the accompanying phasing plans.

Ground barriers/segregation will be installed around the existing pond to prevent personnel access.

Some resurface works are proposed to allow half the MUGA to be available for student use from the September 2024 school term. Full completion works are proposed at the end of the project running concurrently with Phase 3 works.

For Phase 1, gates to the works area were established at the access point from the school off Greenbrow Road. This gate was attended by a gateman during site operations.

The gateman/traffic marshal-controlled vehicles into and out of site during establishment of the temporary academy accommodation.

A manned gatehouse with biometric turnstile and vehicle gate has also been established at the entrance to the site off Clay Lane. All personnel and (all vehicles during the main works phase) will be required to use this gate/ turnstile to access the site.

After completion of the mobilisation period, the segregation measures will remain in place to separate the school and work site operations.

As part of Morgan Sandall's 'Creating a Safe and Sustainable Site' policy, coloured barriers are used to segregate various site activities:

- Blue barriers are used to enclose a 'safe area', This is an area where PPE is not required to be worn such as around welfare facilities and offices.
- Yellow barriers are used to identify and segregate pedestrian access routes to and from a workplace. In these locations, PPE must be worn and on-site rules apply.
- Orange barriers are used to segregate areas where there is plant movement, persons working in this area (such as a banksman) must be identified by wearing an orange hi-vis vest instead of the standard yellow vest.

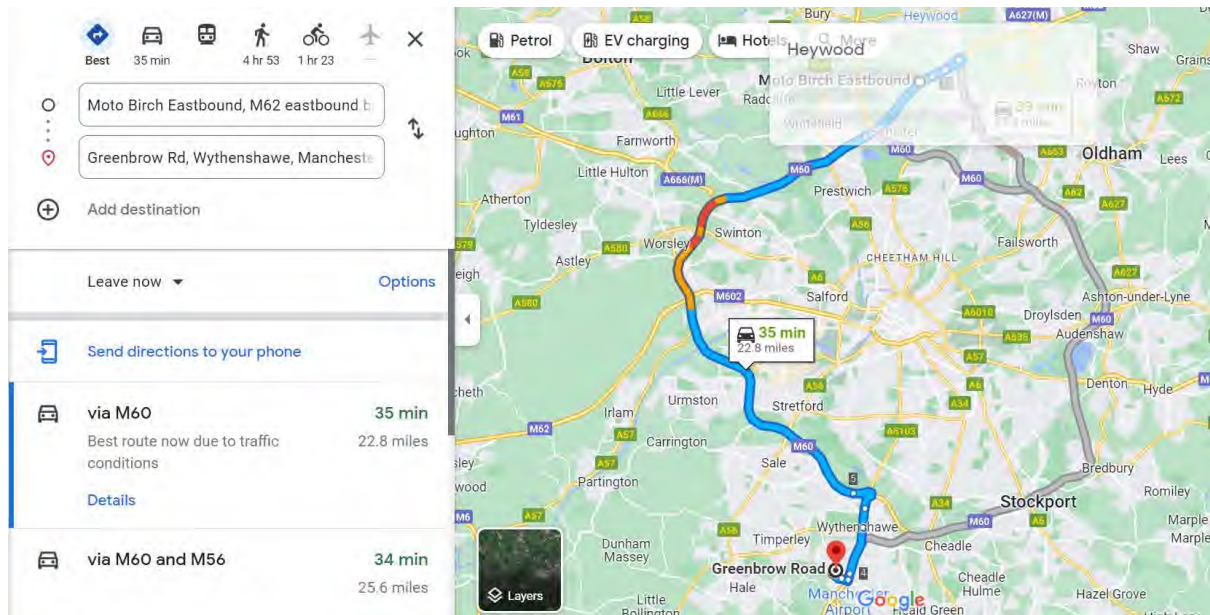
All fencing and segregation requirements will be reviewed during the daily co-ordinated breakfast meetings held with the sub-contractors and amendments noted on the site layout plan white board.

There will be ongoing liaison with Prospere Learning Trust sixth form college to ensure their access is maintained throughout the project. This includes appropriate sequencing of demolition works and deliveries.

Temporary Traffic Management Measures

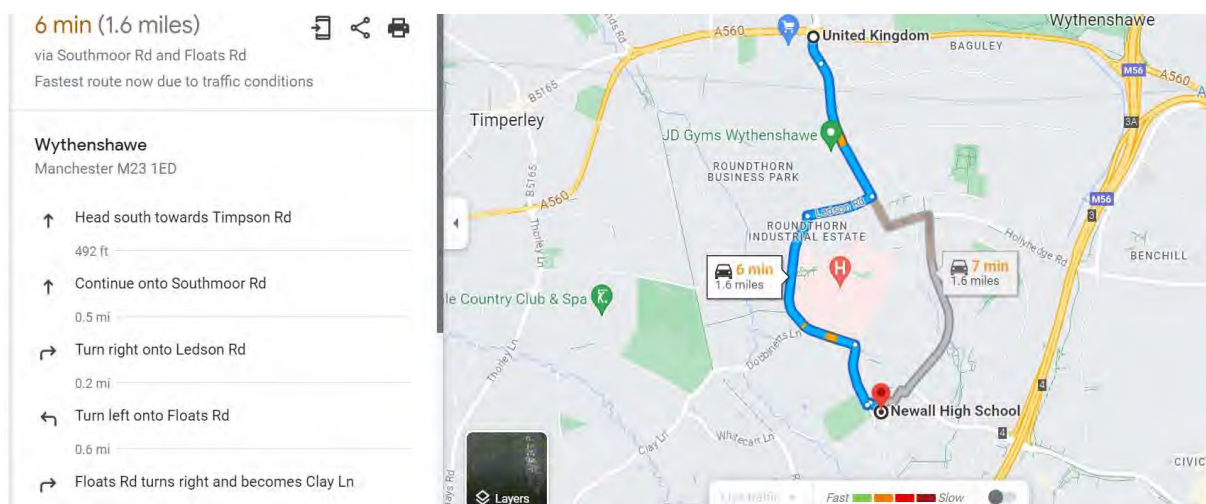
During Phase 1 and 3 works, the main access / removal for the temporary accommodation works site will be off Greenbrow Road. This route will be shared with The Prospere Learning Trust sixth form college. Regular engagement meetings will be carried out with the Trust to coordinate deliveries and to avoid peak drop off and pick up times. A designated point of contact and contact details will be provided to the Trust.

Access will be controlled via a banksman, wagons coming to site to uplift units will muster at Birch services and be called to site as required to suit progress of dismantling the temporary units. The proposed route will be controlled by a traffic movement order due to the wide nature of the loads and all restrictions will be followed the proposed route shown below. During this phase we would expect around 8 uplifts per day with the removal complete in around 7-9 working days.

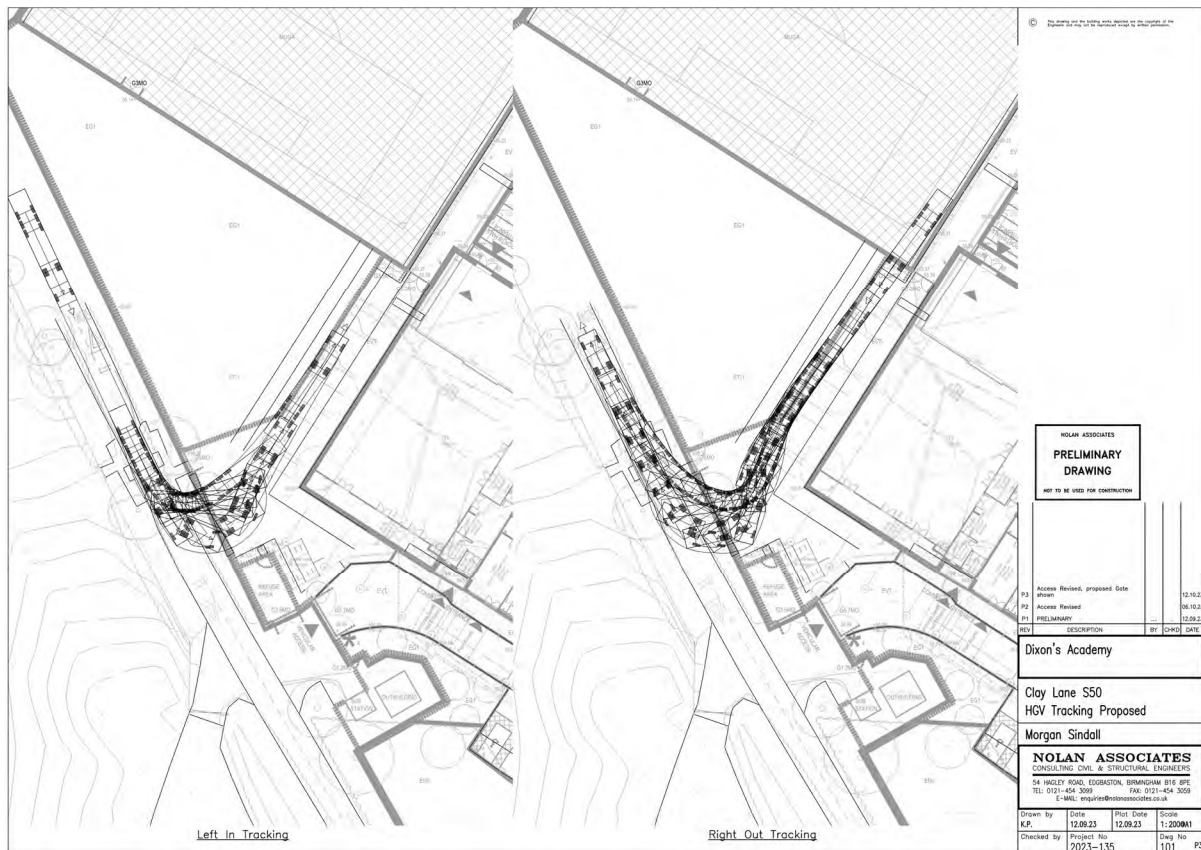


The planned access for the main demolition, remodelling and refurbishment works will be via the existing gate to the rear of the academy off Clay Lane traveling from North to South. There will be a manned gatehouse to control access to the site at this point with the gatehouse set back off the road to allow all deliveries to fully exit the public road before being checked. 30 minute slots will be allocated in advance and therefore a maximum of 20 deliveries would be available during a 10hrs working day. All operatives will be allowed to park on the existing multi games pitch and we do not envisage any car parking burdens out with the site boundaries during the main works, adding no pressure on neighbouring street parking.

The proposed route as shown below will be issued with all orders to subcontractors and suppliers with instructions that this is the route they must follow to site to minimise the impact of site traffic to other road users.

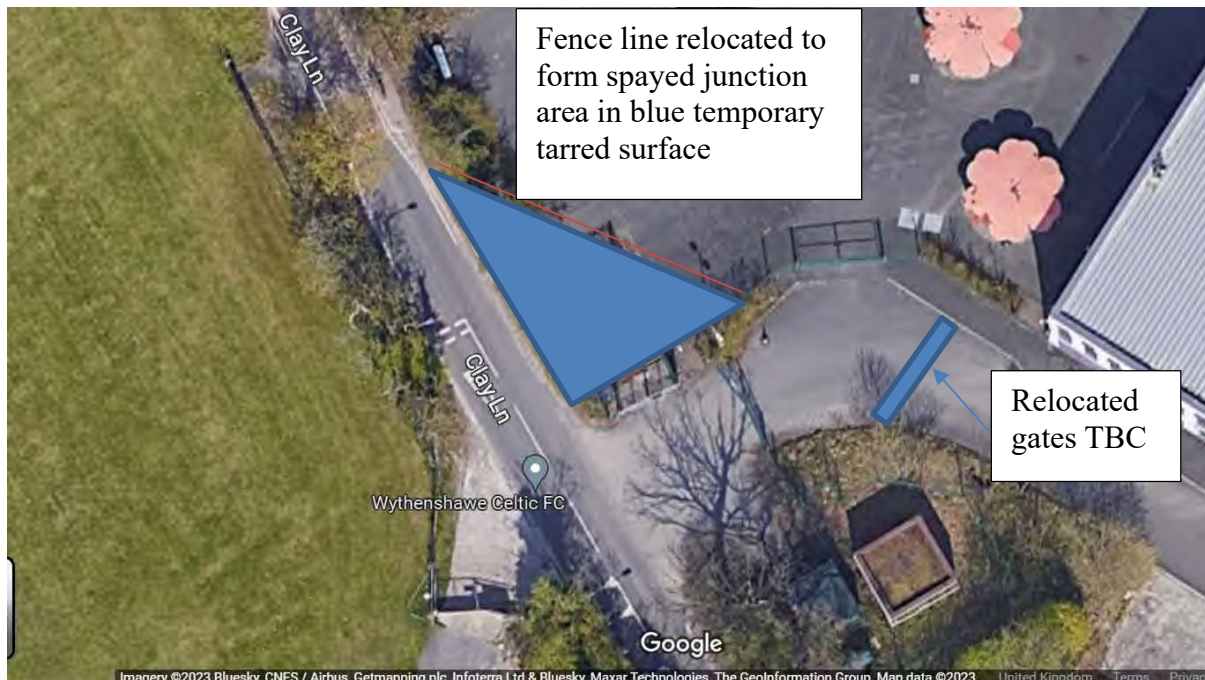


A swept path analysis has highlighted that the existing access from Clay Lane is very tight and unsuitable for larger vehicles. We propose to alter and splay this existing access point to allow vehicles to safely manoeuvre off the public road and to improve site lines when exiting the site. Details of the swept path analysis and proposed indicative alterations are shown below. The exact positioning of the new entrance and extent of the splay is to be finalised following further swept path analysis.



Proposed indicative access widening from Clay Lane





Vehicles will be turned within our site set up on existing solid hardstanding surfaces to enable them to exit the site and no reversing will be permitted onto main carriage ways.

There is currently no proposed contractor access to the site off Greenbrow Road during the main demolition, remodelling and refurbishment works outside of school and sixth form college opening hours subject to agreement of the timescales for completing Phase 3 works. All deliveries will be via Clay Lane and controlled within the rear section of the site to minimise any impact on the newly formed temporary classrooms formed adjacent to Piper Hill Sixth Form on Greenbrow Road. Parking is proposed on half of the MUGA (due to be resurfaced including new sub base) ensuring minimal interface with the newly formed temporary accommodation.

All delivery vehicles to and from the site will be scheduled using the online Msite delivery booking system. Contractors will be required to book a delivery slot on an online schedule. Slot requests will be subject to approval by Morgan Sindall site management enabling them to plan and control the number of wagons scheduled to arrive at site within a given period maximum of 20 per day, giving consideration for unloading and overall turn-around times. Deliveries will be scheduled to arrive during normal site working hours but will avoid academy drop off and pick up during term times when accessing via Greenbrow Road for phase 1 and 3.

Summary of vehicular activity associated with key known remaining phases

Phase	Anticipated vehicle type/frequency	Access point
Phase 2 – Demolition	35 yard Waste Skip vehicle, 4 per day Low loader and flat beds delivering plant, 2 per day initially at the start and reverse at the end	Clay Lane
Phase 2 – Erection of Steel	Articulated vehicle, 2no deliveries per day for steel and plant Mobile Crane	Clay Lane
Phase 2 – Fit out	Articulated and box vehicles various sizes, 8-10 per day	Clay Lane
Phase 3 – Removal of Temporary Accommodation	8 wagons per day for 7-9 working days	Greenbrow Road

Dilapidation surveys were undertaken, include photographs of the condition of carriageway / footways surrounding the site prior to Phase 1 works.

Our site traffic management plan has been developed to prevent any site vehicle from reversing on to the highway. Abnormal loads will be transported under escort with a 'traffic movement order'. See below site rules to be observed by all drivers of vehicles on site:



Management System

Plan

Construction Phase Health and Safety Plan (CPHSP) – (PEP Part 2)

Driver / operator rules

12 essential rules to safe use of vehicles

Zero tolerance – your licence to work

1. Used designated turning areas
2. Do not reverse unless absolutely necessary and then only with the assistance of a competent signaller
3. Use visibility devices when manoeuvring e.g. CCTV, mirrors
4. Ensure safe systems of work are followed
 - Use designated reversing areas
 - Fit and use radar proximity devices
 - Maintain communication and visibility with signallers during reversing operations
5. Use warning lights and alarms when reversing
6. Ensure site speed limit is maintained
7. Load and unload vehicles on level ground in areas away from passing traffic, pedestrians and overhead hazards
8. Only operate vehicles if you are competent and authorised to drive them
9. Carry out all daily checks on your vehicle and report defects immediately to your supervisor
10. Follow site procedures and comply with site rules
11. Do not allow passengers to ride on vehicles unless safe seating is provided
12. Ensure loads are safe and secure to transport.

Location of Directional Signage within the Site

A site personnel briefing area will be established adjacent to the site welfare. An information white board will show information such as planned vehicle movements, excavations, demolition, work areas etc which will be marked on to the board daily at contractor breakfast meetings to clearly identify hazards and safe access routes to and from the work areas.

From entering the site through the turnstile, pedestrians will be met with signage directing them to the site accommodation and various other building zones. Each work area will have directional signage displayed to clearly identify safe access routes and fire exit signage. Additionally, signage will be displayed to the inside of the hoarding reminding site personnel of the presence of public beyond.

Temporary Roads/Areas of Hard Standing

To keep the highway clean from mud/dirt caused by wagons leaving the site a hierarchy of controls will be put in to place to firstly prevent vehicles from becoming in to contact with mud/dirt on site then secondly arranging for the highway to be cleaned.

For the demolition and external works phase, temporary hardcore/base course roads to/from the place of delivery/collection will be installed and maintained. In addition to this, a vehicle turning area will be formed. The effectiveness of these control measures will be continually reviewed, wheel-cleaning will be adopted to prevent spread of mud onto public roads.

Scaffolding

The scaffolding scope is still to be determined following full engagement with the supply chain to finalise the scope and methods of working. Scaffolding will be required to provide appropriate edge protection and safety platforms.

A fixed scaffold will be installed to the retained block (EFAA) parameter. This will be subject to temporary works design.

Programme of Works and Risk Assessments

No activity will be permitted without an approved Risk assessments and method statement (RAMS). Each subcontractor will complete a daily Point of Work Risk Assessment and hand a copy to the Morgan Sindall team no later than 10.30am.

The project management team shall produce risk assessments where significant risks are identified. Site specific RAMS will be carried out by appointed and competent personnel on site. A register of method statements and associated risk assessments will be kept on site and reviewed.

Method statements shall be task specific, identify tasks, responsible personnel, control measures and monitoring arrangements in line with Morgan Sindall method statement tracking and content sheet.

Method statements will be assessed, tracked and accepted by Morgan Sindall prior to commencement of work. The contents of the method statement will be communicated to all those undertaking and associated with the work activity. Subcontractors shall hold a signed copy at the work face while the works are taking place ensuring all operatives have read, understood and signed stating they will comply with the method statement.

Project Risk Assessment Summary

Prepared in conjunction with the pre-construction information pack, risk register and other relevant information. The RAMS identified below may be prepared during the contract period.		Hazards			Risk assessment required			Method statement required		
		Safety	Health	Environment						
Ref	Trade / activity and RAM required by				Y	N	N/A	Y	N	N/A
1	Site establishment - End May 2023	x			x			x		
2	Temporary hoarding / fencing - June 2023	x	x	x	x			x		
3	Demolition (general) - Nov 2023	x	x	x	x			x		
4	Demolition (asbestos removal)									
5	Existing buildings adjacent to works									
6	Overhead services / obstructions									
7	Underground services - June 2023	x	x	x	x			x		
8	Piling									
9	Excavations - Feb 2024	x	x	x	x			x		
10	Haul road crossings on site									
11	Bulk earthwork									
12	Reduced level dig / imported fill									
13	Contaminated ground									
14	Environmental issues									
15	Working on public roads									
16	Working over / adjacent to water									
17	Working over / adjacent to railways									
18	Concrete works and reinforcement									
19	Concrete repairs and finishings									
20	Pre-cast concrete construction									
21	Scaffolding - Feb 2024	x			x			x		
22	Erection of structures									
23	Steel erection - Apr 2024	x			x			x		
24	Welding and burning of steelwork									
25	Roofwork and working near openings in floors									
26	Infilling floor openings									
27	Roofwork (flat roofs)									
28	Roof structures (plates, trusses, timber)									
29	Roof coverings (felt / baten / tile) - April 2024	x	x	x	x			x		
30	External cladding (including glazing) - June 2024	x			x			x		
31	Rain water goods									
32	Lifting operations (relevant to each trade) – June 2023	x	x	x	x			x		
33	Manual handling (relevant to each trade) – June 2023	x	x		x			x		

34	Site plant movements (relevant to each trade) – June 2023	x	x	x	x			x		
35	Tools (electric / pneumatic / cartridge) (relevant to each trade) – June 2023	x	x	x	x			x		
36	Confined spaces									
37	Night working									
38	Bitumen waterproofing									
39	Highly flammable materials									
40	Installation of fire protection coatings (board)									
41	Installation of fire protection coatings (spray) - Apr 2024	x	x	x	x			x		
42	Lift installation									
43	Electrical / mechanical services – Mar 2024	x	x	x	x			x		
44	Plumbing works									
45	Carpentry / joinery - Oct 2024	x	x	x	x			x		
46	Plastering / rendering - Oct 2024	x	x	x	x			x		
47	Ceiling fixing									
48	Floor and wall tiling - Sep 2024	x	x	x	x			x		
49	Painting and decorating - Dec 2024	x	x	x	x			x		
50	Nuclear densometers, thermal welders and lancers, high pressure (HP) water jetting									
51	Use of lasers									
52	Arc welding									
53	Radiography									
54	Commissioning plant - June 2025	x			x			x		
55	Paving slabs, block paving, kerbs, edgings - April 2025	x		x	x			x		
56	Roads / paths surfacing - July 2025	x		x	x			x		
57	Fencing (permanent) - June 2023	x			x			x		
58	Landscaping – Aug 2025	x			x			x		
59	Tree surgery / use of chainsaws – Oct 2023	x	x	x	x			x		
60	Fire prevention on site – Sep 2023	x	x	x	x			x		
61	Fire prevention in offices/Temps – June 2023	x	x	x	x			x		
62	Work in offices									
63	Young persons									
64	Cable pulling									
65	Working in chemical / radioactive situations									
66	Brickwork and blockwork – June 2024	x	x	x	x			x		
67	Cleaning / builders clean									
68	Use of ladders									
69	Lead burning / plumbing									
70	Use of mobile elevating working platforms – / scissor lifts (relevant to each trade) - Sept	x	x		x			x		

	2023									
71	Unloading of vehicles (relevant to each trade) – June 2023	x	x		x			x		
72	Use of stepladders									
73	Traffic management (relevant to each trade) – End May 2023	x	x	x	x			x		

A schedule of work activities and their current status (template below) will be maintained via the RAMS schedule which will be updated and retained within the project / site management filing system.

SHE RAMS Schedule / Evaluation Template

SHE RAMS schedule / evaluation									
The initial risk assessment is compiled in accordance with the programme of works. In the left hand column list those activities that will take place in the order that they appear on the programme.									
Activity programme items to be listed below	Safety / health / environment		Assessment by*			Date required	Date prepared / received on site	Accepted by (name and date)	Remarks / revision no.
	Risk assessment	Method statement	MS	S/C	N/A				
Any activity that has a significant risk shall have a risk assessment accepted prior to work starting.									

Change Control for Systems of Work

A change control will have significant repercussions with respect to the prevention or control of accidents and may require changes in the measures taken to ensure that those risks remain as low as reasonably practicable.

Whether a change has significant repercussions will depend on the degree to which it:

- Introduces a new hazard
- Changes the risk from an existing hazard
- Affects control or mitigation measures (including off-site emergency plans).

Changes that have a positive impact on the risk profile are also important. Morgan Sindall has in place systems for the communication of changes and any changes to approved systems of work shall be agreed in writing.