

# Red Kite Academy – 6<sup>th</sup> Form Block Development

Corby  
NN18 0BY

## Construction Logistics Management Plan



### Document History

Revision	Date	Status	Prepared By	Approved
P1	30/06/2020	For Planning	CJR	
P2	17/07/2020	Revised as Bin Store remaining in situ + other client comments	CJR	

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## Introduction / Overview of Works

This document has been prepared by Darwin Group Ltd. (DGL) to establish a Code of Practice to help DGL and its contractors ensure that they undertake their works in the most considerate manner and reduce the impact of the work on the local community.

This document should be read in conjunction with the following drawings:

- 180235-DGL-01-ZZ-DR-A-1170(P4)-Site Logistics Plan
- 180235-DGL-01-ZZ-DR-A-1172(P2)-Install Site Logistics Option 2

The measures specified in this document, once approved, shall be implemented prior to commencement of development and shall be adhered to during the period of construction. Adherence to this code will demonstrate a positive attitude and commitment towards minimising any potential impact of the development on the wider community, residents and the school.

DGL offer site awareness training (available to both staff and pupils) on all site risks including construction traffic and vehicular risks. As an example, when any new operative arrives at the site for the first time, they will receive a site induction with the Site Manager, who will outline key Health and Safety (H&S) rules across the site, introduce and explain the project drawings relevant to the operative and also to make them aware of any site specific considerations that must be adhered to (i.e. management of main school gates to be organised between site management team and school). The site manager is required to regularly liaise with the school to make the school aware of large deliveries and the like.

Throughout the progression of the project, these messages will be reinforced by way of 'tool-box talks' hosted by the Site Manager, and these will be carried out on a regular basis. If an operative is falling short of the standards required by DGL in regards to their site safety then toolbox talks may be employed more regularly, prior to issuing yellow and red cards and dismissing the operative from site.

To further ensure the safety of all site operatives and school building users, DGL's appointed H&S inspector will be visiting the site on a fortnightly basis, producing audits outlining the site's relative scores on overall H&S, record keeping, general welfare / tidiness, use of plant, use of access equipment etc. These reports are communicated to the wider project team and included in progress meeting packs for discussion with the school at the monthly progress meetings.

The Construction Manager for the wider project team will also be on site, for a minimum of one day a week, they will provide feedback to the Site Manager on the overall progress of the build and ensure anything highlighted in the H&S reports are being actioned on site, again, to maintain the safety of both site operatives and school building users.

The works at Red Kite School comprise the construction of a modular single storey block located to the east of the main building, along with associated landscaping, hard standing, finishing and all other external works.

Initial site set up will include the establishing of the site boundary with the erection of anti-climb Heras fencing clad with debris netting, sat within water ballast vehicular bollards and rubberised self-ballast feet where practicable.

Welfare facilities will be established and include a two-storey site office consisting of canteen space, meeting room and Site Manager's office; male and female toilets; drying room and storage containers. All traffic and pedestrian routes will be established using statutory site signage as required (incl. key information such as the Site Manager's contact details etc.). All management systems will be in place including inductions for personnel on arrival to work, orchestrating and escorting larger and small deliveries, site visitor's booklet etc.

Works to be undertaken by specialist contractors providing separate method statements, under the site management of DGL:

- Reduced level dig works, excavations and pouring of concrete foundations.
- Construction of surface water and foul water drainage infrastructure.
- Service trenching works for any new services into the building.
- Exterior cladding works incl. laying of brickwork, applying textured render etc. Installation of all windows and doors.
- Completion of roofing membranes.
- Full electrical, mechanical and plumbing installation to new building(s). Completion of internal fit-out works incl. decoration.
- Associated landscaping and hard-standing works.

All sub-contracting teams are known and familiar in working within a school environment, with foremen/operative team leaders generally enhanced DBS checked, as are all DGL staff (from Site Management Team to Quantity Surveyors etc).

## Vehicular Movements, Site Parking and Deliveries

There will be a limited number of designated car parking spaces available to site personnel and operatives within the site compound constraints bordered by the Heras fencing and debris netting. As pre-agreed with the school all contractor car parking will be sought within the confinements of the established site compound. The site compound and Heras boundary are shown in figure 1.

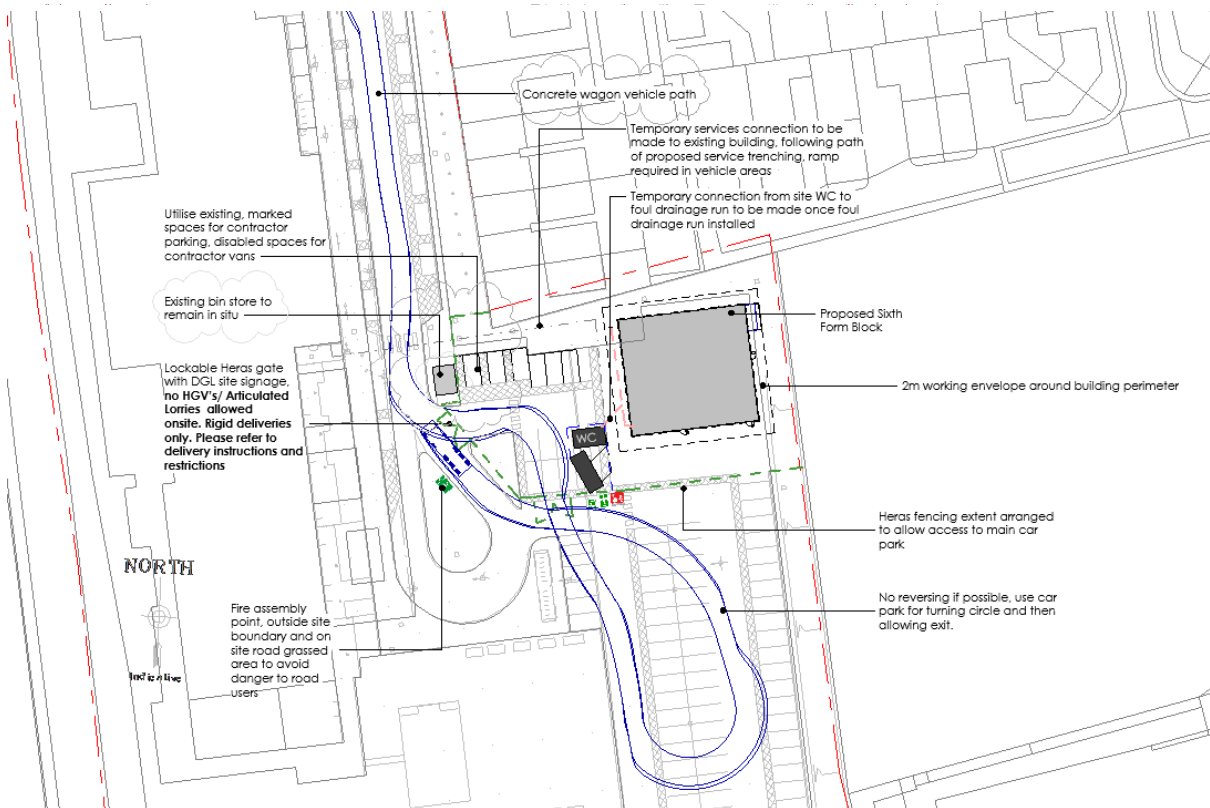


Figure 1: Site Compound, showing Heras fencing boundary in green, overall site boundary in red, site welfare in dark grey, muster points and contractor parking

During the busiest construction period of the works, it is estimated that there will be between 15 and 25 persons working at the site (contractors are encouraged to share transport to site where practicable, car parking spaces are designated for contractor parking for the duration of the works resulting in minimal impact to surrounding residential and parking facilities).

The Heras boundary will remain the same throughout DGLs programmed works. As the bin store is remaining in-situ, the Heras boundary will be sited to suit this, and allow access for the school during construction works, without entering the DGL construction site. During the install period (proposed to be over 2 days), the permanent boundary fencing is to be removed to allow ease of access & minimise the enabling works, this is shown in figure 2, and then replaced post install. Any areas disturbed will be made good, and a full dilapidation survey will be undertaken prior to the works taking place.

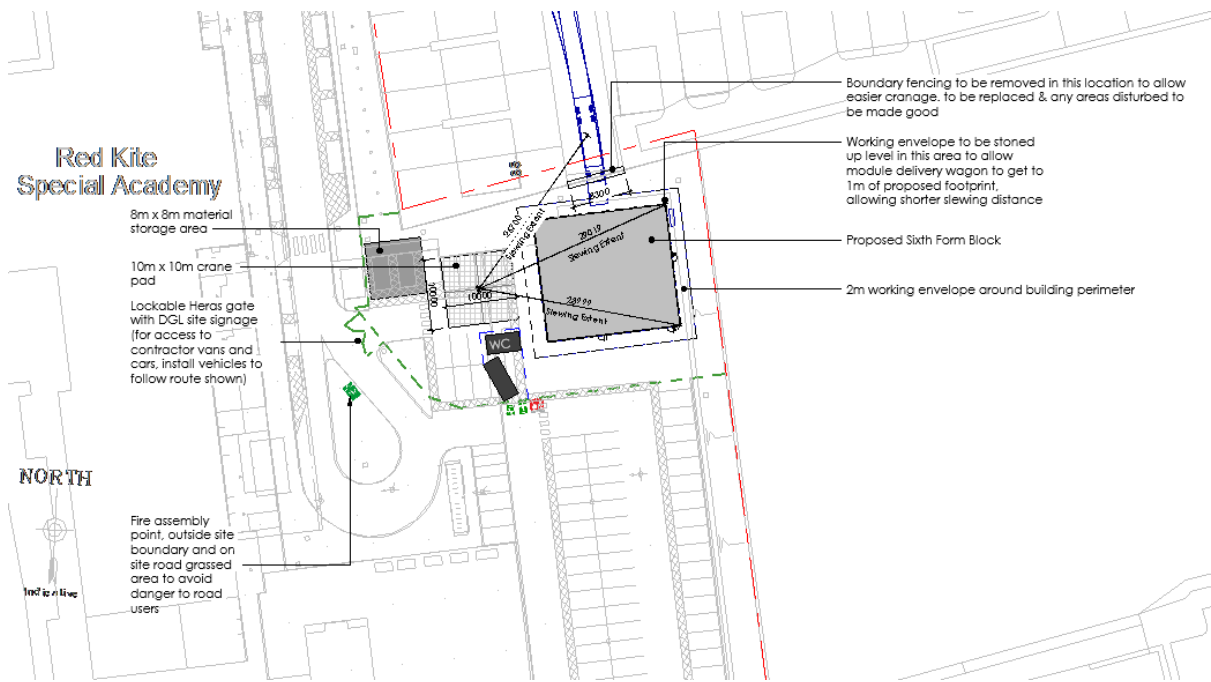


Figure 2: Install Site Logistics (proposed to be over 2 days), showing route through cul-de-sac off Purbeck Drive, as agreed with the planners to minimise enabling works.

The site entrance to Red Kite Academy is accessed directly from Purbeck Drive. Outside of the install period, the proposed instruction for delivery drivers will be to enter the site via Taunton Avenue, turning onto Glastonbury Road, then Purbeck Drive, and entering the site through the main school access gates. The route described is shown in figure 3.

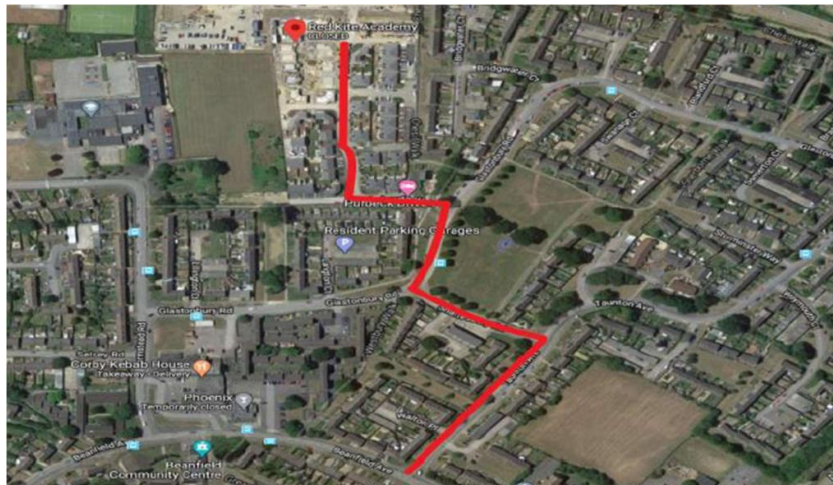


Figure 3: Route into site from Taunton Avenue

Site signage will be erected at the vehicular access point (at the school site entrance) displaying the DGL logo and aid 'wayfinding' of the construction site, including basic health and safety information along with the Site Manager's contact details and any out of hours contact details.

## Loading & Unloading of Plant + Materials

All deliveries must be called in to notify the Site Manager at least 20 minutes prior to arrival on site to ensure safe access is available. All deliveries will be met at the site boundary by a member of the site management team. The delivery restrictions are as below, these have been confirmed by the school, and have been scheduled to avoid peak times on the school site;

- No deliveries between 8:00am and 9:30am
- No deliveries between 2:30pm and 3:30pm

A forklift or telehandler operated by competent operative will be used to transport materials from the delivery vehicles either into the building or to a designated point for materials storage within the site the unloading and loading of vehicles will always strictly take place within the site curtilage within the confinements of the site compound. Prior to the commencement of the module install works, a copy of the contract lifting plan will be made available to all parties of the project team.

Unloading and loading of vehicles will take place within the site compound at all times and not on the public highway. Under no circumstances will restrictions on site access be undertaken in a way that leads to displaced parking or vehicles waiting on the street.

## Storage of plant and materials

There will be a clearly defined storage area within the site for the storage of materials, please refer to the site logistics plan '180235-DGL-01-ZZ-DR-A-1170(P4).'

No storage of plant and materials will take place outside the site. All plant will be secured within the boundary of the site at all times. All plant will be properly demobilized when not in use. For example; keys removed, locked and isolation keys removed to prevent unauthorized use.



## Public Considerations

### Hours of Work

The hours of works shall normally be restricted to (as per current government guidance, subject to change):

- Monday – Saturday: 6:00am – 9:00pm
- Sunday and Bank Holidays: No Noisy Activities

### Publicity

Prior to any works starting, DGL will erect a notice on the school gates on Purbeck Drive, informing residents of the agreed hours of work. The notice will also show the name and telephone number of a main contact within the site, typically a member of the site management team. Figure 4 indicates the type of signage to be displayed on the gates.



Figure 4: Example signage, to be displayed on the main entrance to the site

The site manager will be available to give further information and deal with any complaints or emergencies that may arise at any time.

### Preventing deposition of mud on the highway

A jet wash will be available to all vehicles on site, to prevent the deposition of mud on the highway, as and when required.

## Provision of Boundary Hoarding

Heras fencing, with debris netting and toe guards, will enclose the site compound and development area, keeping staff and children at a safe distance from construction on site. Please refer to the site logistics plan '180235-DGL-01-ZZ-DR-A-1170(P4)' for the position of the Heras fencing.

## Construction Traffic Routing

Given the limited space within the construction area, access into and out of the site will be carefully controlled and organised by on site personnel so that vehicles can move into the site in a forward gear, and reverse out. When accessing and egressing the site it is DGL's policy to always have a suitably qualified banksman on hand to oversee.

Construction access will be via the gate off Purbeck Drive, following the school's existing vehicle access route and into the site compound. Prior to any delivery to site, the driver must call ahead and inform the Site Manager of his presence. The Site Manager or a Banksman will then meet the delivery vehicle at the main school gate and supervise his progress to and from site. At all times, school activities will remain unaffected and pupil & staff safety will be of paramount importance. Deliveries and construction traffic will be timetabled to avoid vehicles waiting on the surrounding roads. Drivers will be given strict instruction that they will not be able to access the site if they deviate from the approved time. However, under no circumstances will restrictions on site access be undertaken in a way that leads to displaced parking or vehicles waiting on the street. These vehicles will be turned away from site and the delivery will need to be re-arranged. For details of highway network routing to the site, please refer to 'Figure 3'.

Once a construction vehicle enters the A14 at Junction 19, or continues from the M6 onto the A14, the most practicable route would be as follows;

- Continue onto A14
- At Junction 7, use the left lane to take the A43 exit to Stamford / Corby / Kettering
- Use the left 2 lanes to turn left towards A43
- Use any lane to turn slightly left towards A43
- At the roundabout, take the 1<sup>st</sup> exit and stay on the A43
- At the roundabout, take the 1<sup>st</sup> exit onto Rockingham Road / A6003
- At the roundabout, take the 2<sup>nd</sup> exit onto Uppingham Road / A6003
- At the roundabout, take the 3<sup>rd</sup> exit onto Cottingham Road / A427
- Turn right onto Beanfield Avenue
- Turn right onto Taunton Avenue
- Turn left onto Shaftesbury Road
- Turn right onto Glastonbury Road
- Turn left onto Lulworth Walk
- Turn right onto Purbeck Drive and follow the road to the school gates

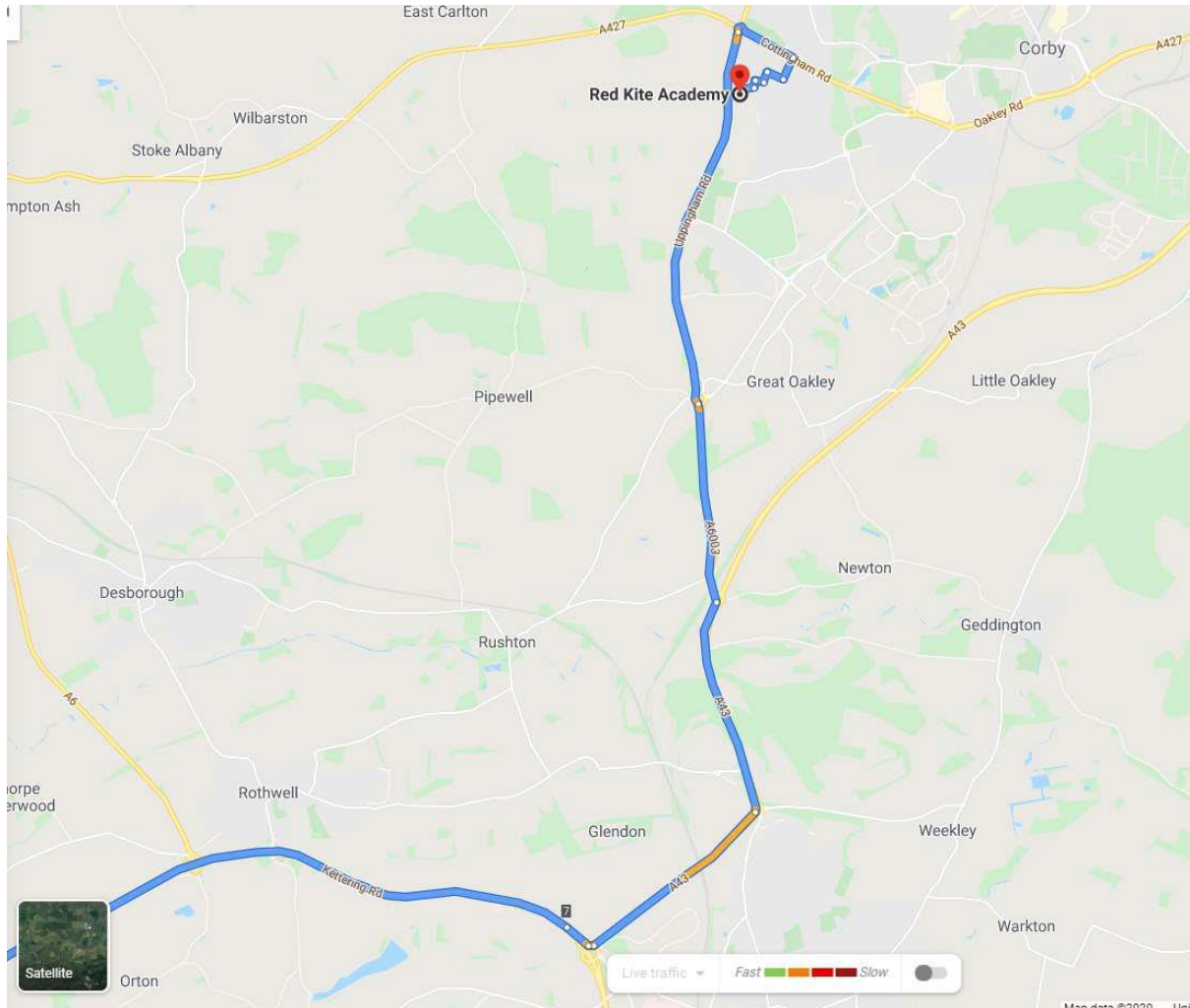


Figure 5: Construction Traffic Routing

## On Site Welfare

During construction, a number of provisions will be made available to the site workers and measures of protection will be put in place to maximise safety. We will be utilising a two-story site welfare unit, incorporating an office, canteen & drying room.

Within the site welfare facilities, site personnel will have access to hot and cold-water supply for drinking, the use of kettle, microwave and fridge within the canteen space, and a table and chairs for seating during breaktime. The male and female toilet facilities are all complete with hot and cold water for washing of hands, and moisturising hand creams / antibacterial / viricidal handwash will be replenished as necessary.

There will be no dedicated pedestrian entrance into site, so each individual will be required to wear PPE equipment, unless in the noted 'safe zone' which includes the site office, the associated welfare units, and a small area close to these units, which is clearly marked with pedestrian barriers. To further reinforce safe practice, individuals will be warned of the dangers of vehicle movement in the site, and this will be communicated prior to an individual starting on site.

To gain access to site, contact will need to be made with the Site Manager as these gates will be locked at all times to ensure security. Deliveries will only be accepted during the pre-agreed time periods which do not impact upon the day to day operations of Red Kite Academy. Public access to site will not be permitted at any time. Access to the school will be managed closely and pre-arranged to view progress over the duration of the works, during these pre-arranged walk rounds with school staff, the Site Manager or a member of the project team will be available to escort the school staff safely around the construction site.

Access to the remainder of the school grounds will remain available via the entrance located off Purbeck Drive.

A Fire Assembly Point will be located outside to main access gates to site, on the small verge area as not to impede vehicle movement. Please refer to the site logistics plan '180235-DGL-01-ZZ-DR-A-1170(P2)' for further information on the muster point.



## Dust Suppression

During works dust will be generated, in such conditions appropriate mitigating actions such as water suppression will be implemented. Wheel washing facilities will be provided on the site as required to prevent debris being spread amongst the school roadways and public highways.

Cutting works that may generate dust will be carried out as far as possible using wet cutting methods to restrict dust particles becoming airborne. All works will be carried out in accordance with the relevant aspects of this latest version of BS 5228:2009 Code of practice for noise and vibration control on construction and open sites - Part 1: Noise and Part 2: Vibration.

Good housekeeping policies will be adopted to prevent waste or loose materials, skips will be provided into which all sub-contractors are required to deposit waste material.

## Steelwork Installation / Programmed Dates

The superstructure of the proposed development will be constructed utilising prefabricated steel modular units, pre-assembled roofing cassettes and timber frame in-fill wall panels complete within a controlled factory environment, thus reducing the time on site and minimising disruption to the school. Modules will be slewed in place using a crane and a suitably qualified slinging team.

As previously illustrated, all deliveries will be escorted to the site compound regardless of this activity being undertaken over the holiday period.

Prior to the commencing of erection works, a crane survey will be undertaken by a recognised and familiar (to Darwin Group) suitably qualified crane contractor to determine the correct crane size for the required lifts. To minimise space taken at the site, measures are taken during the design stages of the project and sequencing of steelwork erections to ensure a smaller crane is used as best practicable. Prior to the arrival of the steelwork erection team (Darwin Group Production operatives), all steelwork sequencing drawings will be issued to the Site Manager.

The installation period is due to take place over a condensed period of around 2 working days to create a complete water-tight envelope, enabling internal works and external cladding works to follow on immediately.

## Site Waste Management

All waste will be stored on site in suitable containers and removed in accordance with best practice requirements.

Good management will require the waste disposal route to be validated with a phone call to the designated site. In normal circumstances this will only be necessary if the integrity of the haulage company becomes doubtful. Waste streams will be segregated whenever possible to reduce waste and increase re-use of material. Wherever possible waste disposal shall be minimised through good management and housekeeping and continual review of the design and recycling process.

Recycling and waste bins are to be kept in a separate area in order to avoid cross contamination of materials.

All waste will be removed from site in accordance with UK Legislation. The Client, Design Team and Principal Contractor shall abide by the Duty of Care Regulations 1991.

If surplus materials can be incorporated into the permanent works they are classified as materials, which may be re-used. If they are surplus to requirements and need to be removed from site, they may be exported and used in their unaltered form for re-use elsewhere.

If the surplus material cannot be re-used in its present form but could be used in a different form, it is sent for recycling.

If surplus materials cannot be re-used or re-cycled, then they will be sent to landfill. Landfill must only be considered once all other options have been proven unsuitable.

Monthly records will be kept of all materials that come on to site and the volumes of materials being removed from site. Monthly records will also be sought from disposal companies, highlighting the quantity of materials that went to landfill and how much went for recycling/recovery.

