



Construction Method Statement

for Rugby Free Schools

Project No. **HMD.301**

Rev No: **01** Dated: **18/1/2018**

Prepared by James Turner Date 18/1/2018
Project Manager

Approved by David Barr Date 18/1/2018
Construction Manager

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The complete method statement shall be distributed to the following: Project Team, Regional Safety Advisor, Regional Environmental Advisor.	
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Issued to:	Date:
WCC in support of planning application condition discharge No. 12, 15, 22, 24, 25, 32, 33 & 36	TBC

Subsequent revisions of this Method Statement will be distributed to all the above recipients.

Revision Record			
Rev	Date	Revision Details	Revised by
01	18/1/2018	1 st draft – for comment	JT



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1.0 Project Information

1.1 Project Brief

Project Title:

Rugby Free School

Project No:

HMD.301 & HMD.302

Site Office Address:

BAM Construction Project Office
Land adjacent to Rokeby Primary School,
Anderson Avenue,
Rugby CV22 5PE
[Grid ref: 450341 .273393]

Site Office Telephone:

TBC – regional office Tel No. 0121 746 4000

Email:

TBC

Project Description:

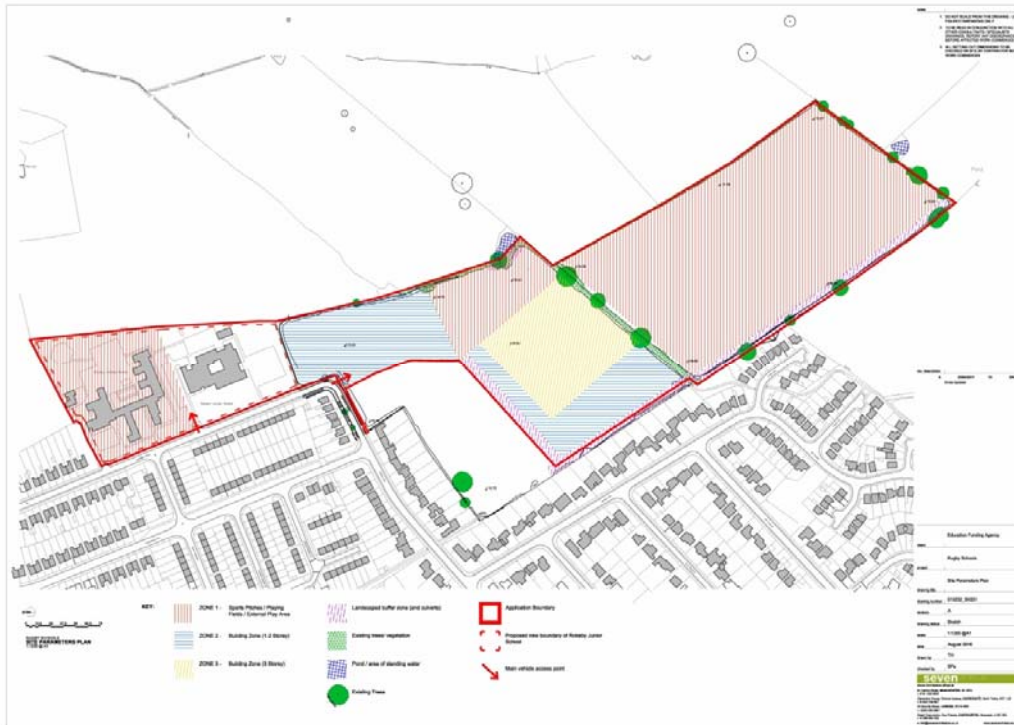
The project is the development of a new secondary school, associated sports provision, a new SEN school, demolition of the existing Rokeby Infant School and replacement playing fields on land adjacent to Rokeby Primary School, Anderson Avenue, Rugby CV22 5PE [Grid ref: 450341 .273393].

The proposed development will provide the following:

- Special Educational Needs (SEN) school known as Quest Academy for MacIntyre Academies Trust (Phase 1)
- Secondary and Sixth Form School known as Rugby Free Secondary School for Knowledge Schools Trust (Phase 1)
- Associated sports hall, sports provision and playing fields (Phase 1)
- Demolition of the former Rokeby Infant School to provide new playing fields for Rokeby Primary School (Phase 2)

The development can be accessed by residential roads from both Long Furlong and Anderson Avenue where a new entrance will formed for Phase 1 works and existing entrances for Phase 2.

Overleaf is mark- up of the masterplan of the development indicating Phase 1 and 2 which is also included in the appendices.



1.2 Emergency Contacts

Emergency Contacts	Name	Location	Contact Number(s)
Project Safety Manager	James Turner	Site Office	0121 746 4000
Project Sustainability Manager	James Turner	Site Office	0121 746 4000
Regional Health and Safety Advisor	Ben Dickens	Fore 2, Solihull	0121 746 4000
Regional Environmental Advisor	Jessica Duffel	Fore 2, Solihull	0121 746 4000
Health and Safety Executive		Quinton Business Park, 9 Ridgeway, Quinton, Birmingham B32 1AL	0121 607 6200
Hospital A and E	University Hospital Coventry	Clifford Bridge Road, Coventry Warwickshire CV2 2DX	024 76964000
Fire Service	Warwickshire Fire and Rescue Service	Corporation Street, Rugby Warwickshire CV21 2DN	01788 572727 / 561586
Police	Warwickshire Police	Rugby Police Station, Newbold Road, Rugby, Warwickshire	101 (in an emergency call 999)



		CV21 2DH	
Environmental Management	Kris Karslake	Breakspear Park	01442 238 322 07795114687
LA Environmental Health Officer	Environment Agency	Olton Court, 10 Warwick Road Solihull B92 7HX	0121 708 4600
Environment Agency (Local Office)	Environment Agency	Olton Court, 10 Warwick Road Solihull B92 7HX	0121 708 4600
Environment Agency Emergency Hotline			0800 80 70 60
Local Water Company (Sewerage Undertaker)	Severn Trent	Coventry	0800 783 4444
Insurance Department	Gary Holbrook	Breakspear Park	01442 238 368 07796 442643
Public Relations	Barbara Cahalane	Breakspear Park	01442 238 403 07770 996902
Site Security	TBC		

1.3 Relevant Planning Conditions

This Construction Method Statement (CMS) has been specifically prepared to respond to decision notice RBC/16CC016 Pre-commencement condition 12 below and overleaf. In addition there are other conditions which are relevant to the construction process and should be captured in the CMS, which are Condition 15, 21, 23, 24, 31, 32 & 35 listed overleaf:

Pre-commencement condition 12

Before the commencement of development a Construction Method Statement (CMS) shall be submitted to and approved in writing by the County Planning Authority. For the purpose of this condition construction shall include demolition works and the CMS shall include details relating to:

- *The control of noise, dust and vibration from construction activities, including groundworks and the formation of infrastructure, including arrangements to monitor noise and dust emissions from the development site during the construction phase taking into account nearby sensitive receptors;*
- *The control of vehicle parking so far as it relates to vehicles brought to the locality by construction workers, visitors to the construction site(s), and delivery vehicles attending the construction site(s), with the intention that all these vehicles shall be accommodated within the construction site(s);*
- *A heavy goods vehicle construction routeing plan which shall, inter alia, seek to avoid damaging existing roadside trees of amenity value;*
- *Details of the unloading and storage of materials within the site and the times within which unloading and loading may occur;*

- *Hours during which construction and excavation may take place within the site or in nearby streets;*
- *Measures to protect Bridleway RB30 during construction*

It is also noted later in the decision notice that

Bridleway RB30 must remain open and available for public use at all times unless closed by legal order. If it is necessary to close RB30 for any length of time during construction then a Traffic Regulation Order will be required.

Pre-commencement condition 15

Before the commencement of development the trees and hedgerows identified to be retained on the landscaping plan submitted in compliance with condition 1 of this permission shall have been protected by fencing or other enclosures, full design details of which shall have been submitted to and approved in writing by the County Planning Authority prior to their installation on site. The approved tree protection scheme shall then be retained in situ and in the approved form for the duration of construction work.

Pre-commencement condition 21

Notwithstanding the provisions of Part 4 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any modification or re-enactment thereof) full siting details of the temporary site construction compound necessary to construct the development shall be submitted to and agreed in writing by the County Planning Authority before the commencement of development. The compound shall be sited in accordance with the details (or any variation) so approved.

Pre-commencement condition 23

The former infant's school shall be demolished within 6 months of the building becoming vacant. The demolition works shall be undertaken in accordance with a scheme which shall first have been submitted to and approved in writing by the County Planning Authority and which shall ensure:

- a) the protection of existing trees on the site which are protected by a Tree Preservation Order.*
- b) suitable provision for asbestos disposal;*
- c) the protection of local amenity from dust and working at anti-social hours; and the minimisation of potential conflict between demolition and school traffic*

Pre-commencement condition 24

If during development contamination not previously identified is found to be present at the site then (unless otherwise agreed in writing by the County Planning Authority) no further development shall be carried out until a remediation scheme has been submitted to and approved in writing by the County Planning Authority, detailing how the contamination will be dealt with. The approved remediation scheme shall then be implemented in full.

Pre-commencement condition 31

Should any excavation be necessary under the canopy or within the root plates of the retained trees referred to in condition 15 of this permission then tree protection measures must be submitted to and approved in writing by the County Planning Authority prior to the carrying out of any such excavations and all excavation works must be carried out in accordance with the agreed measures.

Pre-commencement condition 32

During construction works no storage of materials, chemicals, fuel, machinery or lighting of fires or movement of vehicles shall take place under the canopies or within the root plates of the retained trees referred to in condition 15 of this permission.

Pre-commencement condition 35

The movement of construction plant and equipment, including construction deliveries to and from the site shall, during the term times of Rokeby Primary School and Rugby Free Secondary School, be prohibited between the following hours:

Monday to Friday- 08:15 to 09:00 hours and 15:00 to 16:15 hours.

Below is a summary table of the contents and relevance to the planning conditions.

Planning Condition	CMS Section
12	2.1-2.13 & Appendices
15	2.4
21	2.1, 2.2, 2.3 & Appendix 3
23	2.1, 2.2, 2.3, 2.9, 2.12 & Appendix 2
24	2.1, 2.13
31	2.1, 2.4
32	2.1, 2.4, 2.10
35	2.1, 2.9 & Appendices

2.0 Construction Method Statement

2.1 Project specific arrangements

The location of the site raises some logistical challenges as it is adjacent to residential dwellings, public foot paths and a Bridleway. The immediate public highway access roads are shared with local residents and two existing schools. Because this is a new site i.e. not an existing / operational facility and of an elongated plot size there are limited incoming services and vehicle access options available. Some of the factors we've taken into account whilst preparing this document are as follows;

- Proximity of immediate residential neighbours backing onto or opposite the development along Long Furlong, Anderson Avenue and Fawsley Lees.
- Proximity of immediate Rokeby Infant School and working restrictions around drop off and pick up times on Anderson Avenue.
- Proximity of Rugby Free Secondary School (Former Rokeby Junior School).
- Construction vehicle access from the A426, width of existing highways and observed on street parking.
- Proximity of commercial properties, shops and public house on Kingsway.
- Proximity of Bus and Rail Networks.
- The project will be in two construction Phases. Phase 1 being the building the new schools and then Phase 2 to demolish the current buildings that Rugby Free Secondary School are occupying
- Protecting existing tree and hedgerows.
- Consideration of new incoming services connections e.g. electric, gas water, broadband.
- Connections to existing foul drainage services in Long Furlong.
- Site Security.
- Location of welfare and site entrances for both Phase 1 and Phase 2.

We've included construction traffic routing plan, a logistics plan and green travel plan in the appendices which gives a better understanding of how we have approached some of these challenges and what we have also assumed in preparing our outline construction programme and methodology.

The client will advise the (Health and Safety Executive) HSE of the project and submit a completed F10 notification.

We will register the scheme for the Considerate Constructor scheme and adhere to its standards. This is a voluntary scheme which Construction sites and companies that register with the Scheme are monitored against a Code of Considerate Practice, designed to encourage best practice beyond statutory requirements.

We'll appoint a project sustainability manager who has the authority to influence site activities and ensure that detrimental impacts to on site biodiversity and nuisance to neighbours are minimised. After contract award and before we start on site we will continue liaison meetings with the local neighbours / stakeholders and issue a newsletter to update all parties about our plans, and on what to expect in the coming weeks and months when construction has started.

During the planning approval period and in advance of any works commencing BAM will engage with the local highways, environmental health and tree protection officers to notify them of works commencing and ensure relevant traffic regulation orders, notices, control measures and check processes are in place. After the works planning & co-ordination stage meetings will continue to be held as required throughout the project with key stakeholders to ensure pre-commencement conditions are discharged and being adhered to. We may use Social media and Site notice boards to communicate with the public at short notice. For example, during concrete pours when a steady flow of vehicles are expected over the course of the day or when works in the highway will take place to connect to utilities such as electric, gas, water, drainage and broadband.

Subject to WCC approval and after contract award our first operations on site will be to:

- Carry out dilapidation record surveys of the site approach roads, site boundaries and drainage services prior to any work taking place.
- Survey, mark with spray paint on the ground routes of all underground services within the site and it's immediate boundaries.
- Erect site specific construction and way-finding signage on approach roads and route clearly defining the agreed route to site and we will also send out notification and directions to delivery / supplies indicating all requirements.
- Temporarily suspend use of footpath on corner of Anderson Avenue and Long Furlong, this will be for the duration of the Phase 1 construction process. This temporary foot path closure is to aid segregation of the general public from the construction site activities. Parking in this zone will also be suspended (see logistics plan in Appendix 3.
- As part of Traffic Regulation Order double yellow lines will be introduced to prevent unauthorised parking on the corner of Anderson Avenue and Long Furlong, resident access to their driveways will be maintained at all times.
- Erect tree and hedgerow protection fencing and signage
- Form temporary construction access from Anderson Avenue as indicated on plan to access the site
- Initially secure the site using a combination of solid hoardings and Heras type temporary fencing, this will be progressively replaced with permanent boundary fences and gates from the outset. We'll prioritise the installation of the permanent acoustic screen fencing facing Fawsley Lees garden boundaries,
- Carry out bulk excavations and earth moving activities.
- Prepare the main site office compound where the site welfare will be located for both school building programmes (Phase 1).
- Prepare The Quest car park area footprint ready for a tarmac covering as this will be the holding area for delivery vehicles and operative car parking.
- Prepare the main access roads and temporary access points to building footprints and playing fields
- Connect temporary utility services to supply welfare and site offices (Water, Communications, electric, drainage)
- Place site offices and operative welfare units
- Start constructing new permanent entrance onto Anderson Avenue /Long Furlong.
- Start constructing the Rugby Free Secondary School & Quest Academy substructure.

Following completion of Phase 1 and when Rugby Free Secondary School & Quest Academy has decanted into the new buildings Phase 2 will commence with asbestos strip and demolition of the old Rokeby infants school. More details of these activities are included in a later section.



All transport leaving site will be monitored and controlled as not to leave site unless in a clean state, we may require a wheel control wash installed at periods of the project to assist with the control. This could be a wheel wash or local jet washing, all water and discharge will also be controlled as not to discharge on the public highway or sewer.

“Just in time” management will be adopted using a web-based delivery system such as M-Site with a “hold point” for deliveries within the development. Written into orders with our supply chain and material suppliers any company wanting to make a delivery to site will have to register and book an allocated date and time slot. Adopting this approach will let us pre-plan deliveries needing unloading by mobile cranes or forklifts, check deliveries off as they arrive and know who to contact when plans suddenly change i.e. call the driver if our crane breaks down. Knowing what is coming and when should enable us to minimise any backlog at our compound gates, our gateman and site managers will be notified of deliveries so pre-checks can be carried out to avoid traffic disruption and un-necessary manoeuvres.

There is not space to introduce a one way vehicle system with separate entry and exit gates, there is however space to set up holding areas for incoming vehicles on site, on site turning circles and on site holding points just prior to vehicle exit from site. The secure vehicle gates will be set back from the public highway to avoid backlog.

When delivered to site materials and work equipment will be off loaded by crane or forklift and dependent on size, stored in containers and the compound adjacent to the school building footprint it is needed for. As the building progresses materials will moved and stored onto the building floor plates close the work areas as appropriate.

Construction workers vehicles will be instructed not to park on surrounding streets and park within the construction site areas so we have prioritised building the Quest School car park as an early activity for Phase one. During Phase two existing car parks will be utilised as the amount of operatives will be far less than Phase one. We’ve produced a Site Green Travel Plan, identifying the location of public transport and on site car park. We will police compliance and use best endeavours to deal with non- compliance should it occur. Contractors will be encouraged to use bus and rail services that are very frequent to the centre of Rugby. We have prepared a green travel plan which will be included in all subcontractor orders.

During Phase 1 our site accommodation and welfare facilities position will be on a temporary tarmac compound adjacent to the Rokeby Infant School Boundary. To maintain safe vehicle access and facilitate an on-site turning circle and maximise storage on site, double-stacked cabins will be used but with privacy measures so not overlooking nearby playground. Please see logistics plan. During Phase 2 a smaller satellite welfare facility will be located adjacent to the demolition work area within the site boundary.

2.2 Vehicular access to site

Deliveries vehicles to the Phase One and Two work site will approach from the A426.

Phase One primary construction vehicle access from the A426 will be via Orson Leys and Long Furlong where BAM site compound will be accessed either via a temporary construction access or via the new bell mouth junction when formed. Long Furlong is the wider carriageway and means construction vehicles will not pass in front of the existing school entrances on Anderson Avenue. During periods of new entrance highway works on long Furlong, incoming utility and drainage connections this primary route may have to temporarily switch to Anderson Avenue and Kingsway. This will be agreed with WCC Highways department and any relevant licenses sought prior to it being used.



Delivery vehicles leaving site to all directions must follow the reverse and exit via Long Furlong and Orson Leys onto the A426.

Phase Two demolition and construction vehicle access from the A426 will be Kingsway and Anderson Avenue where BAM site compound will be accessed via the existing school entrance.

Subcontractors and suppliers will have these directions written into their purchase orders.

A gateman will be present at all times.

Annotated images of the approach roads are provided in this document and will also be included in all subcontract orders to ensure that drivers are familiar with the approach to site.

Directional signs will be located on all approach roads to ensure that vehicles find their way to site the first time thus reducing congestion on the surrounding roads. Routes that should not be used will be marked with "No Construction Traffic". Long Furlong, Anderson Avenue immediate roads will be marked with "No Construction / Contractor vehicle parking"

"Just in time" management will be adopted using a web-based delivery system such as M-Site with a "hold point" for deliveries within the development.

2.3 The parking of vehicles of site operatives and visitors

There is strictly no parking for vehicles on surrounding roads and streets. All parking will be within the construction site compound as indicated on the site layout. The Quest Car Park and drop off area adjacent to the welfare facilities will be used as the contractor car park.

This restriction will be written into subcontractor orders, clarified again during pre-start checks and reinforced during site safety and environmental inductions before contractors start their works on site.

2.4 Tree and hedgerow protection

We'll appoint a project sustainability manager who has the authority to influence site activities and ensure that detrimental impacts to on site biodiversity, trees and hedgerows are minimised.

In line with Middlemarch plans and assessments any trees or groups that are to be retained within the construction area will be adequately protected by Heras fencing, in line with BS5837:2012, extending at least to the Root Protection Radius, to prevent accidental damage by vehicles or construction activities. Signage will be erected on the fencing too.

If there are any tree works to be carried out it will be by a competent and qualified arborist to BS3998:2010 standards. If works take place during the bird breeding season, usually from March to September inclusive, trees and hedgerows will be checked for nesting birds. If any trees are to be removed this should be done outside the breeding season if possible or in the presence of a suitably qualified ecologist if it is to be done during the breeding season.

Tree protection and tree root protection zones will be included in the induction and/or briefing sessions by the contractors to site personnel.

Heavy machinery and the storage of materials will be excluded from the crown and Root Protection Radius of all trees.

Where any new development / construction work is proposed within the RPA or canopy spread of a retained tree it must be constructed in such a way that damage of the trees root system or crown can be avoided.

Should new development require works within the RPA of any retained tree an Arboricultural Method Statement will be prepared to set out what steps are to be taken to protect the trees during the course of development.

2.5 Loading and unloading of plant and materials.

Plant and Materials will be unloaded either on site by hand, forklift or mobile crane as appropriate.

Suitable fall arrest systems will be employed on site whenever a driver or operator must access their load.

A forklift will be present on site to unload small materials and small plant as appropriate.

All sub-contract and material orders will have the logistics information attached and also a strict route to site which must be followed.

2.6 Storage of plant and materials used in construction the development

Areas for the storage of materials and plant will be available on site. This has been aided by prioritising the construction of some car park areas.

An area has been allocated adjacent to the site offices to hold vehicles on the site plan. Containers and skips will be located nearby the work areas to limit movements

Plant will be parked in a safe manner and de-mobilised during non-working hours and break times. Plant will be parked away from sensitive boundaries

2.7 Wheel washing facilities

A "wheel wash" arrangement will be provided when required, however, a gateman and/or labourer will wash the wheels of all vehicles using a pressure washer or other means before leaving site

Water control measures will be carried out at the site entrance to take away the waste water and dirt that will be created during wheel washing.

As much tarmac as possible will be placed on the site compound to minimise the amount of dirt created and make it easier to clean site should any excess dirt be created during the construction process.

Road sweepers will be used for the site compound making sure these are kept clean. The frequency of the wheel wash road sweeper will suit the weather conditions and the activities taking place on site.

2.8 Measures to control the emission of dust and dirt during construction

We'll appoint a project sustainability manager who has the authority to influence site activities and ensure that detrimental impacts to neighbours are minimised.

We'll engage with the Local Authority's Environmental Health Officer before we start our works and keep them informed of all upcoming activities that may impact on the local residents.

Upon review with the Local Authority's Environmental Health Officer of the sensitive receptor location, our site activities and programme we'll agree an appropriate dust monitoring regime for the construction period.

A contact and complaints register will be set up, reviewed and improvements made where necessary to working practises. The Project Sustainability Manager will take action on receiving a complaint.

We'll display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary.

We'll display the head or regional office contact information.

We'll carry out site inspections Increase the frequency of 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 weather conditions.

When reasonable practicable in dry windy conditions areas will be damped down regularly to prevent dust forming on site.

Any sawing or drilling works will only take place if water suppression systems or dust extracts are in place.

Flexible plastic sheeting will be used to surround work activities where appropriate.

Any skips located on site will be in a position limiting dust and rubbish. Also have covers / sheeting to prevent dust and also any other materials escaping.

Storage of plant, material and machinery will be located away from sensitive receptors e.g. residential neighbours and Rokeby Infants School.

2.9 Nuisance Prevention

We'll appoint a project sustainability manager who has the authority to influence site activities and ensure that detrimental impacts to neighbours are minimised.

The following measures are to be implemented to reduce the nuisance to neighbours, and to ensure they have an appropriate amount of involvement with the project:

- Phase One primary construction vehicle access from the A426 will be via Orson Leys and Long Furlong where BAM site compound will be accessed either via a temporary construction access or via the new bell mouth junction when formed. Long Furlong is the wider carriageway and means construction vehicles will not pass in front of the existing school entrances on Anderson Avenue. During periods of new entrance highway works on long Furlong, incoming utility and drainage connections this primary route may have to temporarily switch to Anderson Avenue and Kingsway. This will be agreed with WCC Highways department and any relevant licenses sought prior to it being used.
- Phase Two demolition and construction vehicle access from the A426 will be Kingsway and Anderson Avenue where BAM site compound will be accessed via the existing school entrance.
- Prior to commencing works on site we'll liaise with WCC Highways and nearby schools to review and agree our school term time delivery strategy. We'll review together our overall site logistics plan and agree appropriate delivery restrictions to and from the site for both Phase 1 and Phase 2 works.

- Upon discussion and agreement with local Environmental Health Officer site working hours, vehicle and plant movements within the construction site boundaries are proposed to be 07:00 to 18:00hrs Monday to Friday, and 08:00hrs to 13:00hrs on Saturday. Due to the nature of construction some work is envisaged to be carried outside these hours, when additional time or working days may be required or extra shifts on Sundays or Bank Holidays when the building becomes enclosed. All arrangements will be agreed with the relevant authority in advance of works taking place on site to ensure compliance with their requirements.
- A newsletter will be sent out before the start of the project, introducing the project team and giving a brief outline of the project, and thereafter at regular intervals. The newsletter will include the name and telephone number of the Project Environmental Manager.
- The Local Authority's Environmental Health Officer will be kept informed of all upcoming activities that may impact on the local residents.
- A contact and complaints register will be set up, reviewed and improvements made where necessary to working practises. The Project Environmental Manager will take immediate action on receiving a complaint, and respond to any complainant by the end of the next working day.
- All plant and machinery will be switched off when not in use.
- There will be no bonfires on site.

2.10 Materials management further information

2.10.1 Materials Management

The following materials management measures will be employed:

- All hazardous materials will be kept within a locked storage area and access to these materials will be restricted to those who have viewed the COSHH assessment for the particular material.
- Other materials are to be stored in designated storage areas as agreed with the Site Management.
- Materials are to be stored correctly so as to prevent damage and subsequent waste.
- All timber products are to be from a Chain of Custody source, certified by the Forest Stewardship Council (FSC) or Programme for the Endorsement of Forest Certification Schemes (PEFC), to ensure legality and sustainability.
- Plastic reusable pallets will be used on site if practicable and affordable for the job.
- Materials will be managed to ensure offcuts are used within the building process if practicable.
- Materials take back schemes will be utilised should there be over ordering of any products to avoid waste.
- Materials to be pre-cut where possible to decrease the margin for error on site.
- Pre-fabricated components to be procured where practical.

2.10.2 Oil, Fuel and Liquid Chemical Storage

The storage of all BAM and Subcontractor oil containers with a capacity of 200ltrs or more will comply with the requirements of the Control of Pollution (Oil Storage) regulations as follows:

- Oil drums are to be stored on proprietary secondary containment systems that will contain 110% of the contents of the largest container, or 25% of the total, whichever is greater. These are to be protected so as to minimise the ingress of rainwater, and secured against unauthorised discharge.
- All bulk storage tanks are to be integrally banded proprietary tanks. The tanks are to be located within the compound area of the site, away from general traffic movements and surface water drains, and secured against unauthorised discharge.

- The filling of BAM bulk storage tanks will be supervised by a member of the BAM Senior site staff. Only authorised personnel will be issued with a key to the bulk storage tanks for refuelling plant. When refuelling, the operator is to remain in attendance at all times.
- All personnel are to make themselves aware of the Site Incidence Response Plan (SIRP) which will be attached to all storage containers. The Site Manager is to be notified of all spillages, however minor.
- A spill kit will be available on site, at the location detailed on the SIRP.
- Oils and other chemicals, in containers with a capacity of less than 200ltrs, will be stored within a locked store on drip trays. Again, only authorised personnel will be issued with a key to this store.

The location of Subcontractors' oil storage areas and procedures must be agreed with BAM Site Management prior to any deliveries. No storage will be permitted within 10m of the surface water drains on site or retained trees and hedgerows. An Oil Storage Checklist is to be completed for all oil storage locations.

2.10.3 Water Pollution Prevention Measures

The following measures are to be put in place to ensure there are no pollution incidents:

- Oil and liquid chemicals are to be stored and handled as described in 3.4.5.
- A Site Incident Response Plan will be produced where quantities exceed 200ltrs.
- All static plant must have drip trays or BAM plant nappies. Drip trays are to be placed under mobile plant when parked up at the end of the shift. All leaks are to be reported for immediate action.
- An impervious concrete wash out area is to be constructed at the exit to the site. This is the only area where concrete wagons are permitted to wash out. The resulting waste water will be allowed to evaporate.
- Ground stabilisation and early installation of tarmac surfaces will be utilised to limit run off.

2.10.4 Emergency Procedures

A Site Incident Response Plan is to be displayed at all storage locations where 200 litres or more of a possibly polluting substance is to be stored.

2.11 Street works and measures to protect the Bridleway

There will be some works outside the site boundary associated with the development such as the temporary construction entrance, the new roadway entrance and works to Long Furlong and utility services e.g. Electricity, gas, water, foul drainage, broadband and telecoms. If these are within the public highway and rights of way they will be planned and agreed with WCC prior to the works commencing and carried out by suitably qualified contractors. Traffic management notices, signs, barriers will be required.

Any road closures or right of ways needing to be temporarily re-routed or closed to facilitate the construction process will be carried out under supervision of WCC via a traffic regulation order (TRO).

2.12 Demolition of the former Rokeby Infants School

The Local Authority's Environmental Health Officer will be kept informed of all upcoming activities that may impact on the local residents.

We'll appoint a project sustainability manager who has the authority to influence demolition activities and ensure that detrimental impacts to neighbours are minimised.

A contact and complaints register will be set up, reviewed and improvements made where necessary to working practises. The Project Environmental Manager will take immediate action on receiving a complaint, and respond to any complainant by the end of the next working day.

Our first operations on site will be to:

- Secure the site
- Place tree and hedgerow protection in line with Middlemarch tree protection plan.
- Establish welfare and offices
- Disconnect Existing services
- Carry out demolition asbestos survey following Health and Safety Guidance (HSG) 264 Asbestos: The Survey Guide.
- Carry out soft strip of existing buildings.
- Following discussion with EHO install boundary air quality confidence monitoring stations.
- Carry out asbestos strip (if found to present). If found to be present it will be removed by a contractor who is either a full member of the Asbestos Removal Contractors Association (ARCA) or Asbestos Control and Abatement Division (ACAD). If asbestos is found to be present and requires removal the HSE will be notified 14 days prior to works starting on an ASB5 form.
- Prepare demolition method statement and agree sequence and control measures.
- Demolish buildings using a National Federation of Demolition Contractors (NFDC) contractor
- Process waste streams and remove from site.
- Prepare ground and form new playing field

2.12 Remediation of contaminated land if discovered

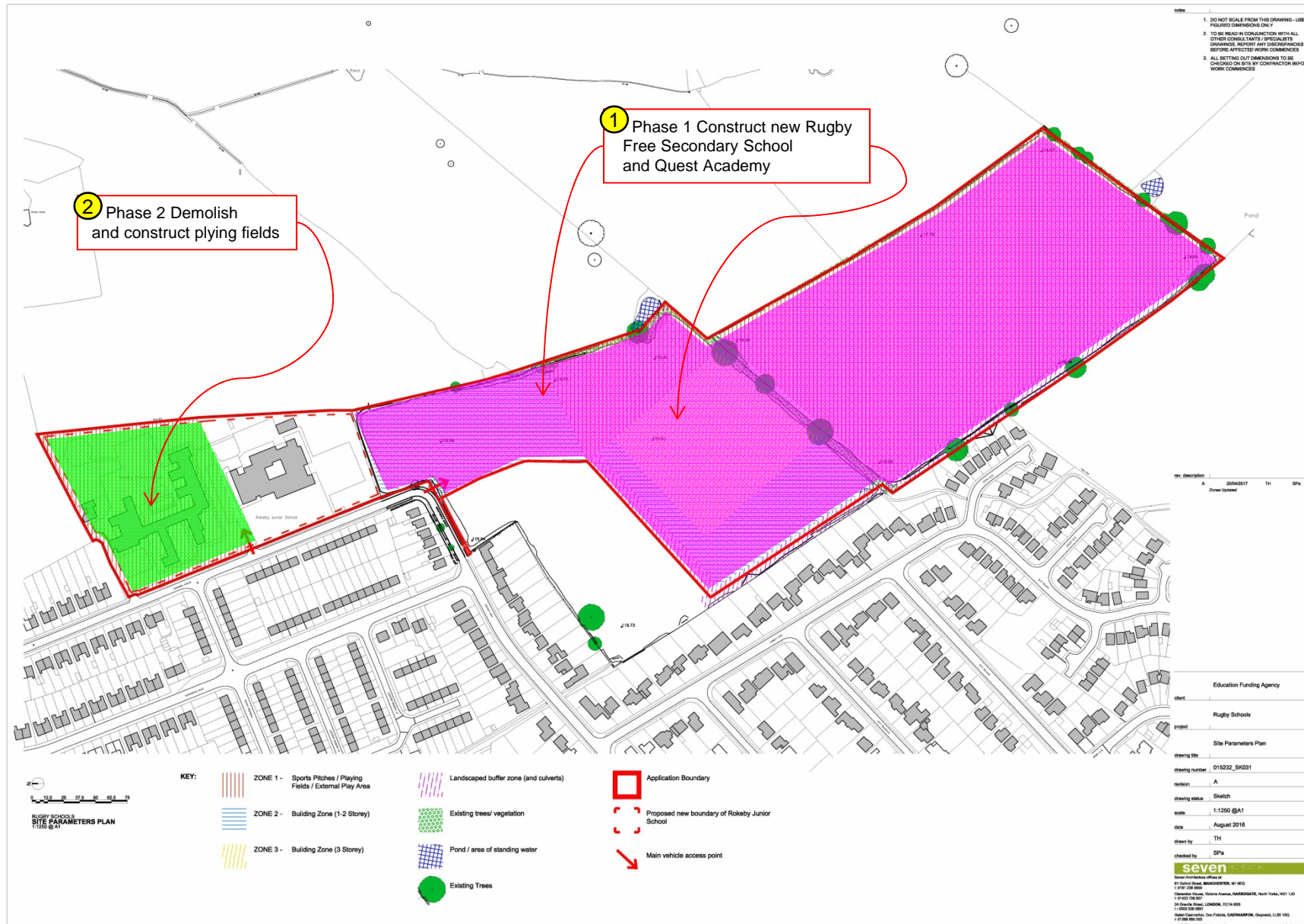
The Geotechnical and Contaminated Land Assessment Version 2.0 dated June 2017 established that the site does not have a history of contaminative usage.

No potential sources of contaminated soils, soil gas or groundwater contamination were identified on or near the sites or found as result of fifty one samples and screening.

During ground works, drainage and landscaping activities site management and contractors will be instructed to remain vigilant and if contamination is found works will cease in the area discovered. No further works in the work area will be carried out until a remediation scheme is put in place and agreed with County Planning Authority.

Appendix 1 – Rugby Schools Construction Phases

MARK UP OF WORK PHASES ON MASTER PLAN



BAM Construction- Rugby Schools

Site Address:

BAM Construction Project Office

Land adjacent to Rokeby Primary School,

Anderson Avenue,

Rugby CV22 5PE

[Grid ref: 450341 .273393]



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Rugby Schools— delivery instructions

Deliveries vehicles to the Phase One and Two work site will approach from the A426.

Phase One primary construction vehicle access from the A426 will be via Orson Leys and Long Furlong where BAM site compound will be accessed either via a temporary construction access or via the new bell mouth junction when formed. Long Furlong is the wider carriageway and means construction vehicles will not pass in front of the existing school entrances on Anderson Avenue.

During periods of new entrance works on long Furlong, incoming utility and drainage connections this primary route may have to temporarily switch to Anderson Avenue and Kingsway. This will be agreed with WCC Highways department and any relevant licenses sought prior to it being used.

Delivery vehicles leaving site to all directions must follow the reverse and exit via Long Furlong and Orson Leys onto the A426.

Phase Two demolition and construction vehicle access from the A426 will be Kingsway and Anderson Avenue where BAM site compound will be accessed via the existing school entrance.

Subcontractors and suppliers must follow these instructions

A gateman will be present at all times.

Rugby Schools– delivery instructions

Directional signs will be located on all approach roads to ensure that vehicles find their way to site the first time thus reducing congestion on the surrounding roads. Routes that should not be used will be marked with “No Construction Traffic”. Long Furlong, Anderson Avenue immediate roads will be marked with “No Construction / Contractor vehicle parking”

“Just in time” management will be adopted using a web-based delivery system such as M-Site with a “hold point” for deliveries within the development.

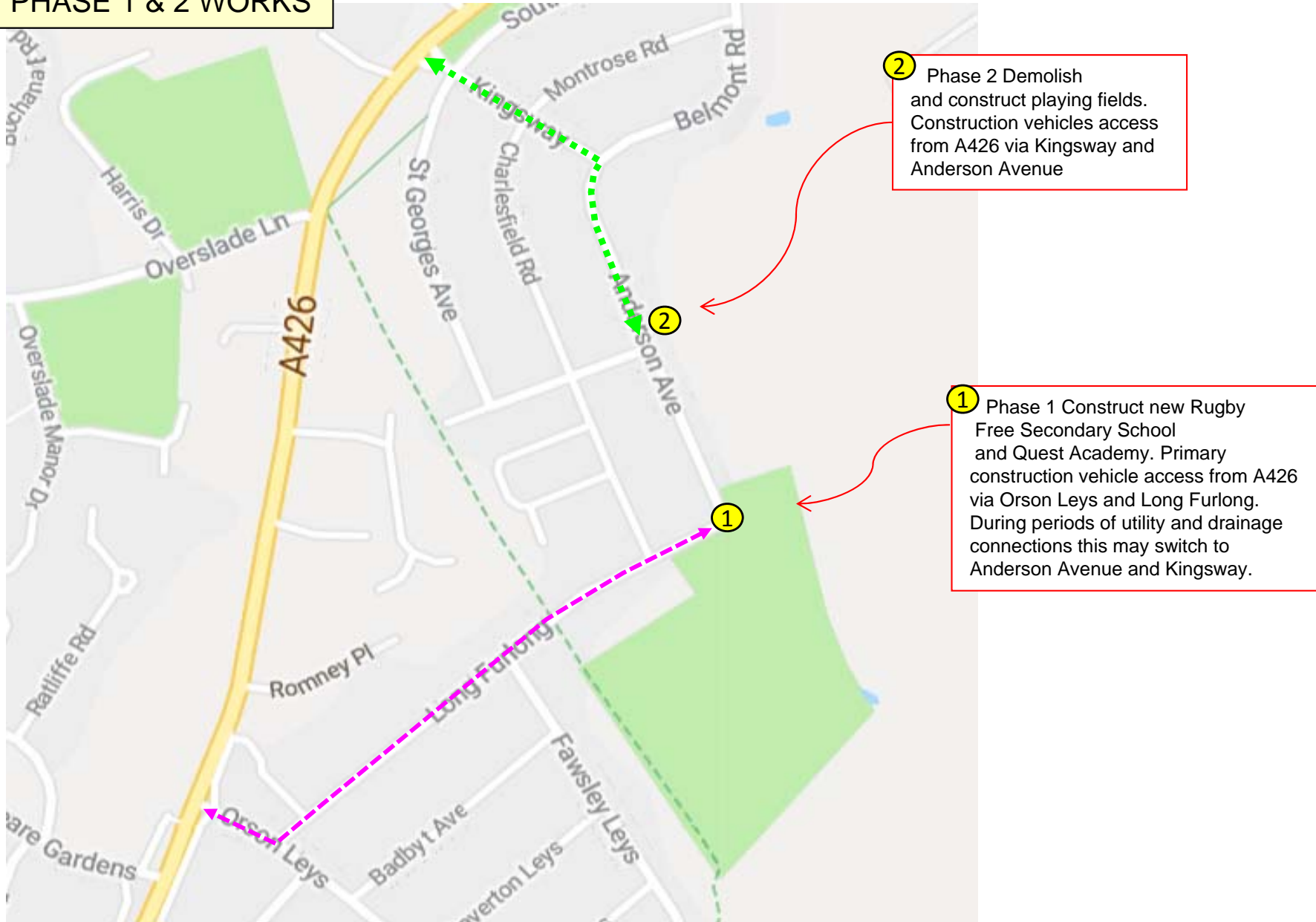
A gateman will be present at all times.

There is parking on site. There is strictly no parking for vehicles on surrounding roads and streets. All parking will be within the construction site compound. The Quest Car Park and drop off area adjacent to the welfare facilities will be used as the contractor car park.

There are no restrictions on the type, size and height of vehicles that can access the site.

Rugby Schools- route to site

PHASE 1 & 2 WORKS



Two Chamberlain Square – CLOCS & FORS

Both BAM and our client are a supporter of CLOCS



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clocs

Construction
Logistics and
Community Safety



FORS

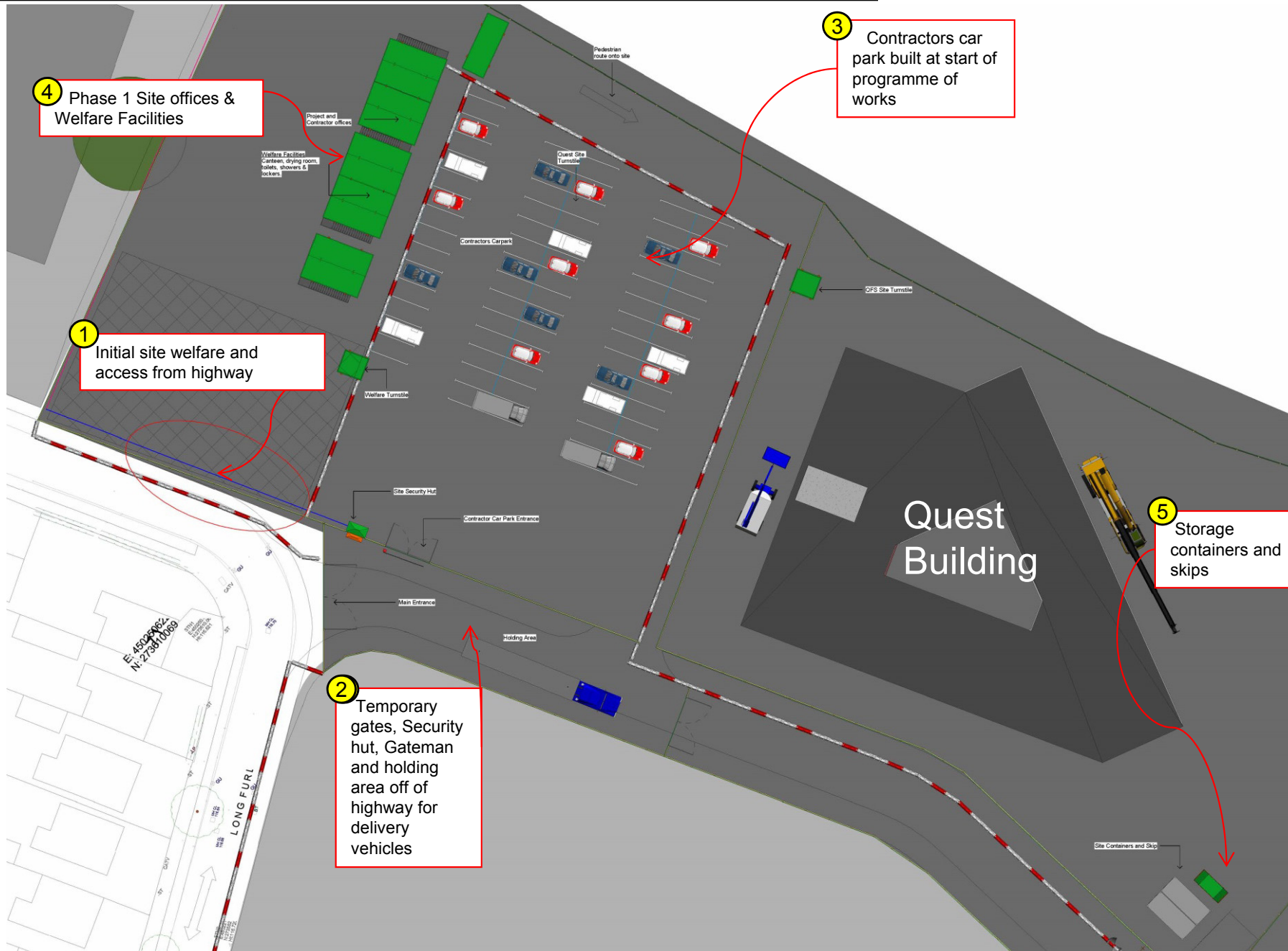
FLEET OPERATOR
RECOGNITION SCHEME



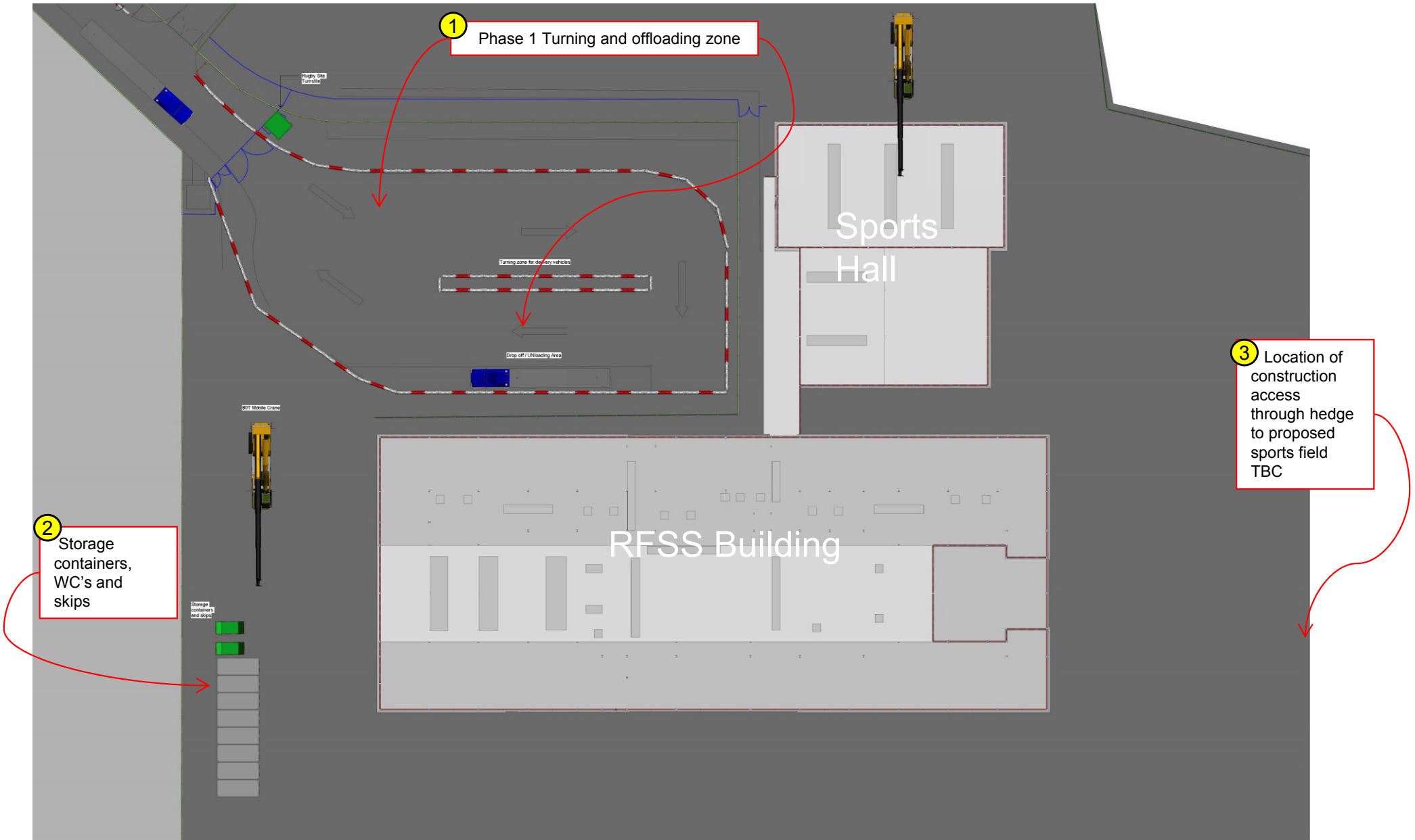
PHASE 1 LOGISITICS PLAN



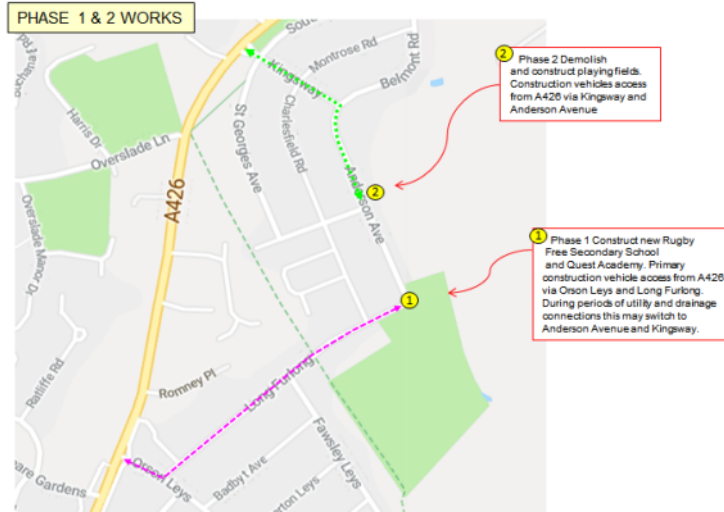
PHASE 1 – SITE ENTRANCE, SITE WELFARE, CONTRACTOR PARKING



PHASE 1 ACCESS ROAD AND CONSTRUCTION VEHICLE TURNING AREA



Green travel plan for the Rugby Free Secondary School and Quest Academy construction site - Anderson Avenue, Rugby CV22 5QU



Introduction

The construction site is located in Rugby, approximately 0.9 miles from Rugby centre.

- Phase One primary construction vehicle access from the A426 will be via Orson Leys and Long Furlong where BAM site compound will be accessed.
- Delivery vehicles leaving site to all directions must follow the reverse and exit via Long Furlong and Orson Leys onto the A426.
- Phase Two demolition and construction vehicle access from the A426 will be Kingsway and Anderson Avenue where BAM site compound will be accessed via the existing school entrance.
- The site offices are accessed from *Long Furlong and Anderson Avenue* for pedestrians.

Bus

The following nearby bus services provide good links to site:

- St Georges Avenue 0.1 Miles Walking Time 2 Minutes
- Rosewood Avenue 0.1 Miles Walking Time 2 Minutes
- Wentworth Road 0.2 Miles Walking Time 4 Minutes

For further information visit *traveline*

<http://www.traveline.info>

Walking

The footways leading to and from site are well maintained and well lit with plenty of space for pedestrians.

Virtual Conferencing

- The site has the ability to host conferencing via WebEx

Cycle

- There are specific cycle lanes around the surrounding roads of the site.
<https://apps.warwickshire.gov.uk/api/documents/WCC-C-930-120>
- Cycles can be secured by owners on site.

Car

BAM staff, operatives and visitors are always encouraged to **car share** wherever possible.

- There is parking on site.
Parking on surrounding streets and roads is strongly discouraged

Train

- The nearest train station is *Rugby Station* which is 1.4 miles from the site, approximately 28 minutes' walk. It is served by trains going to and from *Birmingham*.

Birmingham New Street Station is 35 minutes on the train is a major transport hub serving all areas of the UK.

See <http://www.nationalrail.co.uk> for details of service times, journey planning and costs.

Birmingham International Airport Railway Station is 26 minutes on train and a link to a major transport hub.

See <https://birminghamairport.co.uk> for details of service times, journey planning and costs.