

Demolition and Construction Management Plan

FS1013 Star Radcliffe Academy

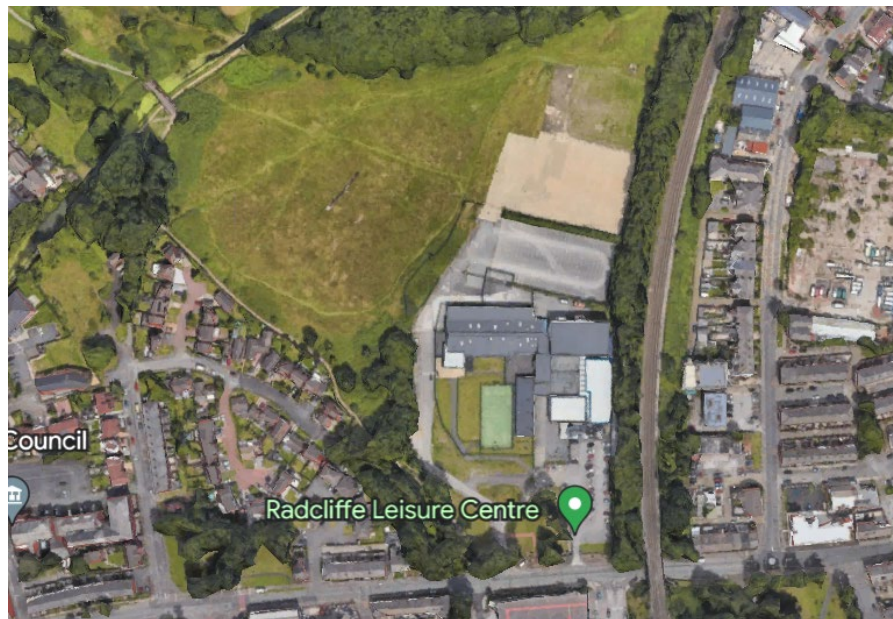
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Project Description

The project is located on the site of Spring Lane School and the Radcliffe Leisure Centre. Morgan Sindall will deliver the new Star Academy for the Department for Education.

It is proposed to undertake the construction of the new school in three separate phases including an initial Enabling works phase which will incorporate the removal/trimming of trees & removal of Himalayan Balsam to facilitate the main works to progress. Phase 1 will include demolition of the existing Spring Lane School and Leisure Centre then provision of temporary modular classrooms which will operate until the new academy is complete. The Phase 2 works will include the new Star Academy school building, sports block, landscaping and access road. In Phase 3 the school will decant into the new Star Academy, the temporary classrooms will be removed, and new all-weather Pitch and soft landscaping will be complete. Once complete the Project Aftercare will progress through Defects Liability Period.



Existing Site



Proposed Site

Location

Spring Lane School,
Spring Lane,
Radcliffe,
Bury,
M26 2SZ

Timescale for Project Completion

Proposed Commencement: Main Scheme – February 2024

Proposed Commencement: Demolition and Install Temporary Classrooms – March 2024

Proposed Completion: Temporary Classrooms – August 2024

Proposed Completion: Main Scheme – May 2025

Proposed Completion: Soft Landscaping and Sports Pitches – September 2025

Aftercare & Soft Landscaping Maintenance: 12-months after Completion

Phased Works Overview including Cranage and Construction and Demolition Methods Used

The works have been split into three phases:

- Phase 1 – Demolition existing Spring Lane School and Leisure Centre and installation of modular building for temporary school.
- Phase 2 – Establish site, protect flora and fauna, install temporary site accommodation, commence construction of main block, landscaping and construct new access road.
- Phases 3 – Complete external works and remove temporary site accommodation.



Phase 1 – Demolition and Temporary Modular School

Phase 1 will commence in March when Spring Lane School and Radcliffe Leisure Centre are vacated. The buildings will be secured, surveyed, and decommissioned before having the services isolated. Additional security fencing will be installed to segregate the demolition area from the construction site and the public. A separate Construction Traffic Management Plan phased throughout the scheme has been created to review traffic movements.

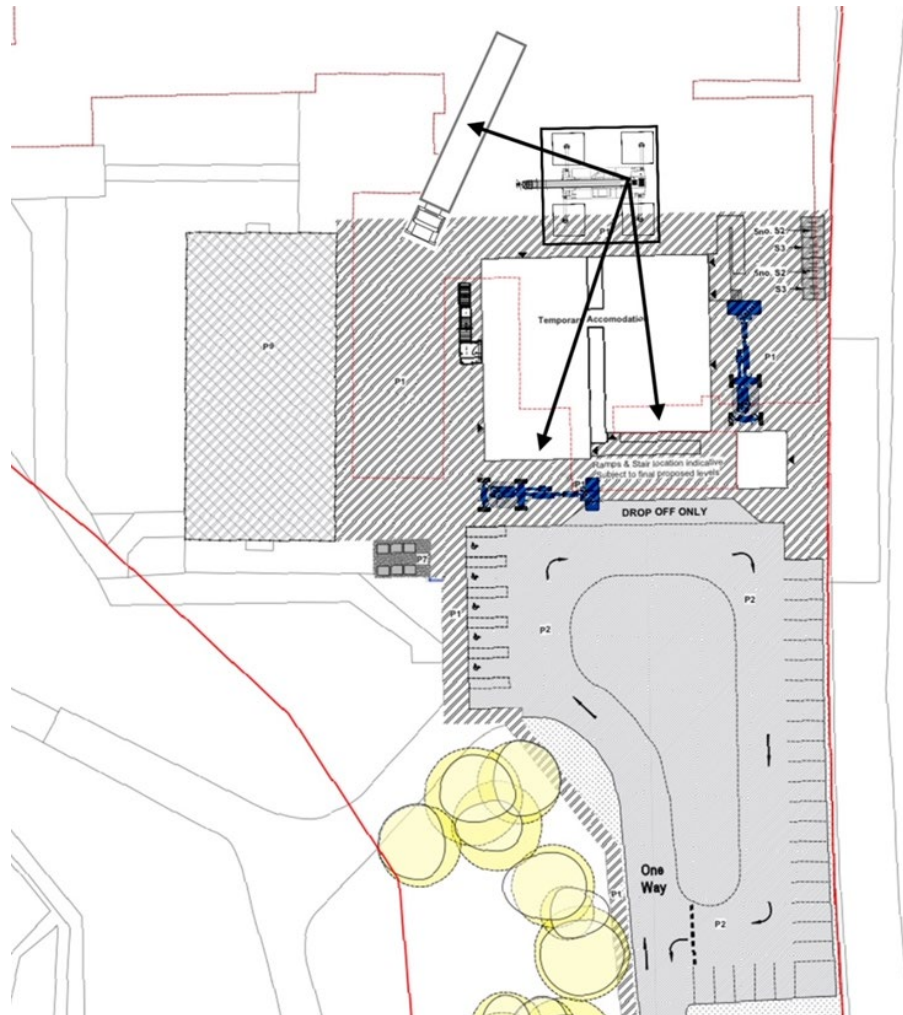
Morgan Sindall have robust procedures to identify asbestos and live services when preparing for the demolition of a building. We will ensure a thorough “Refurbishment and Demolition Asbestos Survey” is complete, all services are identified and tested before being isolated 3rd party authority is received, and statutory notices issued before the demolition commences. The existing substation will be protected and retained for the temporary school building. The existing utilities will be adapted for re-use with the temporary modular school.

The demolition works will be overseen by a qualified CCDO Trained Supervisor who will ensure that the works are managed/coordinated throughout. Internal demolition will be by a combination of manual strip out and remote-controlled demolition plant. Stripped materials will be sorted and removed to segregated skips for metal, timber and other waste, located in the designated waste area. Once soft strip is complete the pedestrian exclusion zones will be set up and demolition will be carried out by mechanical excavators fitted with hydraulic breakers and grabs. Waste will be sorted by mechanical excavator. Masonry and slab arisings will be crushed for re-use on site. Timber, metal and other waste will be sorted into skips for removal from site. Dust suppression equipment will be deployed during demolition and loading of arisings.



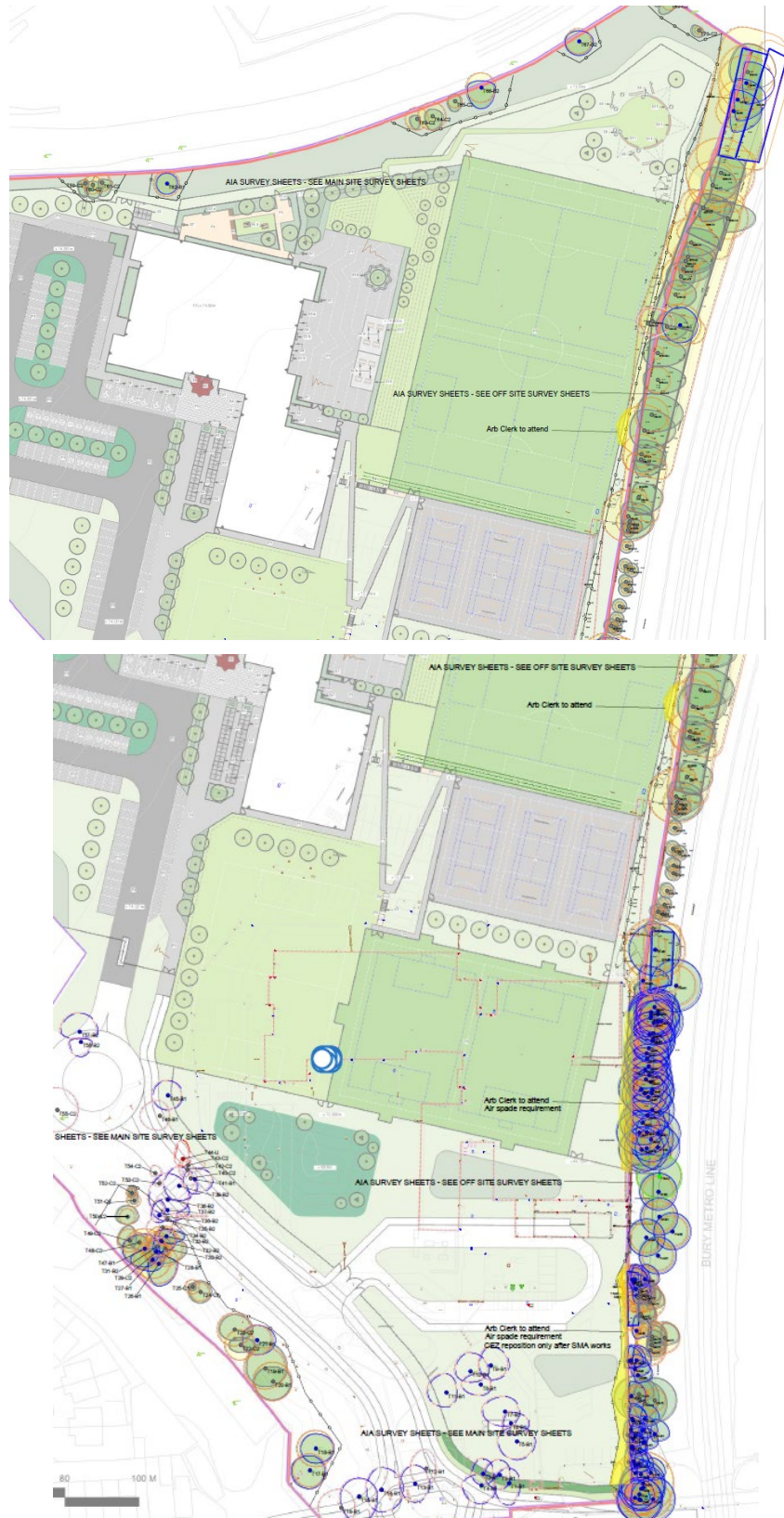
The foundations, groundworks and hard landscaping for the temporary school will progress once the demolition is complete. It is Morgan Sindall's intention to provide a modular building on the site of the existing Spring Lane School which will provide accommodation for up to 150 pupils. The temporary school will use the existing multi use games area (MUGA) and Radcliffe Leisure Centre car park for the school. The area will be secured and segregated from the construction site.

The new modular school building will be delivered on flat bed lorries and lifted into position using mobile cranes before being fitted, tested and commissioned. The crane will be positioned to ensure there will be no oversailing of the TFGM Metrolink Tramway as per below crane plan.



An element of the demolition work will take place next to the TFGM Metrolink line and our Demolition subcontractor will ensure that no demolition material exits our fence lines by the use of 'picking' demolition techniques.

Our Arboricultural Impact Assessment has identified areas that require root protection including the Eastern boundary tree line. Shown as a black polyline on the below drawings. A heras fence will be installed as the tree protection as set out in the recommendations. Drawing in **Appendix A.**



Phase 2 – New Main Academy Building/Sports Block/Landscaping/Section 278 Road

It is proposed to commence site works on the site with enabling works in February 2024. Upon commencement we intend to erect fencing to segregate and enable the existing PRU/Leisure Centre buildings to continue to function until they vacate in March 2024. Initial works will include the safeguarding of the site flora and fauna and site preparation works.

Initial site accommodation will be in the form of self-contained welfare units to enable efficient start on site. This will be replaced with an initial site office and welfare sited on the existing Leisure Centre car park until the Temporary classroom are completed. The main site set up welfare/offices will be positioned next to the proposed roundabout and will remain for the rest of the project. We will provide and maintain a compound area for the duration of the works with suitable facilities for use by the contractors. All facilities shall be sited within secure fencing segregating them from the public. Access to the TFGM owned building adjacent to the current Leisure Centre will be maintained at all times and within the proposed new scheme fencing running in front of the building will have double gates to maintain access. 24hr Access will be maintained to any TFGM trackside equipment cabinets & chambers. Communication lines between Morgan Sindall & TFGM will be ensured throughout the works. Designated routes to/from the site accommodation will be installed to ensure the safe movement of vehicles and personnel between highway, site accommodation and the works. The initial site access will be shared with the school, with all deliveries being coordinated in order that they do not clash with the regular operations of the school. During this mobilisation period, no deliveries will be permitted at school opening and closing times, as described below.

A secure fence line will set up around the perimeter of the site and tree protection fencing will be installed around trees, flora and fauna. When site is secure a protection fencing is erected the soft landscaping removal will commence. Himalayan Balsam is present within the site boundary and this invasive species will have to be treated and removed by the specialist. Once, suitable preparations are complete the earthworks will commence. Hoarding Plans & Logistic Plans can be found in [Appendix B](#)

The new academy building, sports block and surrounding landscape will be set on a plateau of levels set to minimise the import and export of material. The levels will be formed in Phase 1 with the area being accessed using a temporary access road from Spring Lane. Once Spring Lane School and Radcliffe Leisure Centre are vacated the Leisure Centre entrance will become the site entrance and the new access road entrance will commence on Spring Lane. Works have been planned such that the new access road will be operational for the duration of Phase 2, as describe below. Phasing plans for the construction of the highway have been produced.

A working platform will be installed on the plateau for the building which will be the area where the piles will be installed and subsequent concrete foundations. The piling and groundworks will be undertaken by specialist contractors who will follow the Morgan Sindall procedures and site specific protocols, such as the those conditions listed with the Planning Permission, constraints identified in the coal permit, working restrictions for working adjacent to the Metrolink line and easements for services, such as existing gas main, electricity main and drainage culvert.



The superstructure of the Main Block and Sports Block will be constructed with a steel frame and concrete floors using mobile cranes, cherry pickers and mobile concrete pumps. These key items of plant will be supported with telescopic forks and other lifting equipment. Exclusion zones will be established around the steel erection area.



The new services will be brought to the Main Block and Sports Block with the drainage outfall also being connected. Excavators, dumpers and specialist equipment will be used to install services. Relevant statutory bodies will make connections for services at the connection points. The envelope and fit-out of the Main Block and Sports Block will follow the superstructure along with the external pitches, car parking, hard landscaping and all-weather pitch. Works will be segregated from the temporary school and any interfaces arranged through co-ordination.



The partitions, joinery, fixtures, fittings, services, finishes and furnishing will be complete in the new school. When services are live the testing and commissioning will be undertaken along with validation checks. The site establishment, equipment and materials will be removed from the Phase 1 area and the area will be secured accordingly. This will lead into the Phase 1 handover which will in turn permit the decant from the temporary school in the summer term of 2025. Morgan Sindall understand obligation to work with stakeholders such as the Local Authority, Highways Department, Utilities, TfGM and Coal Board. We will enter into agreements and work through the programme to complete works in agreement with these stakeholders.

Phases 3 – Remove Temporary Accommodation and Complete External Works

When Phase 2 completes, the new academy will be occupied and temporary school will be removed. Removal of the temporary school will be carried out using a mobile crane to lift the modular units flatbed lorries for removal from site.

Once the temporary school is removed the site will be cleared and earthworks undertaken to deliver the final hard and soft landscaping. The completion of the Cyclops North East corner will progress from this point now that the Leisure centre access is no longer required. At this time the site will be fully demobilised.

Hours of Site Opening / Operation

Working hours will be typically:

Monday to Friday 07:30 to 18.00

Saturday by arrangement with the Local Authority and other stakeholders.

Sunday and Bank Holidays by arrangement with the Local Authority and other stakeholders.

Additional hours are permitted subject to conforming to the local authority's noisy work restrictions, including any planning condition stipulations, and with prior arrangement.

Delivery restrictions would apply during term times. The 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. 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, 2 & 3) 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) will be developed prior to works commencing on site, this will consist 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
Dust Management Plan	• Develop and implement a DMP, which may include measures to control emissions, approved by the Local Authority. The DMP may include monitoring of dust deposition, dust flux, real-time PM10 continuous monitoring and/or visual inspections
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 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 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	• Waste will be minimised at source by specifying most suitable products and suppliers. • Avoid bonfires and burning of waste materials • Where possible waste will be suitably segregated and sorted before leaving site for recycling.
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 scrabbling (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 wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable) • Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits • 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.

Operative and Visitor Parking

Contractor and visitor parking will be designated within the construction site compound.

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 Spring Lane. A crane plan as shown earlier within this document will ensure that no oversailing of the metrolink will take place. Suitably sized crane mats will be designed by our temporary works consultants based on maximum outrigger loadings.

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). The position of this crane will not affect any works to the Metrolink.

Access for envelope works will be via MEWPs and alloy scaffold towers.

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 for the enabling phase 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.

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

A manned gatehouse with biometric turnstile and vehicle gate will be established at the entrance to the academy off Spring 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 enabling phase the segregation measures will remain in place to separate academy 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 Star Academies to ensure their access is maintained throughout the project. This includes appropriate sequencing of demolition works and deliveries.

Temporary Traffic Management Measures

The main access to the temporary accommodation works site will be off Spring Lane. This route will be shared with Spring Lane School until they vacate; however, the temporary accommodation works will take place during the summer holiday.

The principal access for the main demolition, remodelling and refurbishment works will be via

the existing gate to Spring Lane. Star Academy will move into the temporary school in September 2024 and they will have a dedicated entrance which will was previously the entrance to the Leisure Centre. There will be a manned gatehouse to control access to the site at this point.

All delivery vehicles to and from the site will be scheduled using the 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, 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.

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 and if necessary, wheel-cleaning will be adopted.

Scaffolding

Limited scaffolding will be required on the project. Scaffolding will only be required to facilitate stair core construction, provide appropriate edge protection and safety platform where works to the existing building elevation or roof are within proximity to the temporary classroom accommodation.

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.

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

provided overleaf.

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				Y	N	N/A	Y	N	N/A
1	Site establishment	x			x			x		
2	Temporary hoarding / fencing	x	x	x	x			x		
3	Demolition (general)	x	x	x	x			x		
4	Demolition (asbestos removal)									
5	Existing buildings adjacent to works									
6	Overhead services / obstructions									
7	Underground services	x	x	x	x			x		
8	Piling									
9	Excavations	x	x	x	x			x		
10	Haul road crossings on site	x	x	x	x			x		
11	Bulk earthwork									
12	Reduced level dig / imported fill									
13	Contaminated ground									
14	Environmental issues	x	x	x	x			x		
15	Working on public roads	x	x	x	x			x		
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	x			x			x		
22	Erection of structures									
23	Steel erection	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)	x	x	x	x			x		
30	External cladding (including glazing)	x			x			x		
31	Rain water goods									
32	Lifting operations	x	x	x	x			x		
33	Manual handling	x	x		x			x		
34	Site plant movements	x	x	x	x			x		
35	Tools (electric / pneumatic / cartridge)	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)	x	x	x	x			x	
42	Lift installation								
43	Electrical / mechanical services	x	x	x	x			x	
44	Plumbing works								
45	Carpentry / joinery	x	x	x	x			x	
46	Plastering/ rendering	x	x	x	x			x	
47	Ceiling fixing								
48	Floor and wall tiling	x	x	x	x			x	
49	Painting and decorating	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	x			x			x	
55	Paving slabs, block paving, kerbs, edgings	x		x	x			x	
56	Roads / paths surfacing	x		x	x			x	
57	Fencing (permanent)	x			x			x	
58	Landscaping	x			x			x	
59	Tree surgery / use of chainsaws	x	x	x	x			x	
60	Fire prevention on site	x	x	x	x			x	
61	Fire prevention in offices	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	x	x	x	x			x	
67	Cleaning / builders clean								
68	Use of ladders								
69	Lead burning / plumbing								
70	Use of mobile elevating working platforms	x	x	x	x			x	
71	Unloading of vehicles								
72	Use of stepladders								
73	Traffic management	x	x	x	x			x	

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.

Appendix A

Refer to ARES drawing No FS1013-ALA-EX-ZZ-D-L-0031 Tree retention and removal plan including Tree Root Protection Area (RPA)



Trees Removal Schedule				
ID	Location	Species (Common Name)	Category	Removed for construction of original planning application
T1	School Site	Norway Maple	B1	Removed for Construction
T2	School Site	Norway Maple	B1	Removed for Construction
T3	School Site	Norway Maple	B1	Removed for Construction
T4	School Site	Norway Maple	B1	Removed for Construction
T5	School Site	Norway Maple	B1	Removed for Construction
T6	School Site	Norway Maple	B1	Removed for Construction
T7	School Site	Norway Maple	B1	Removed for Construction
T8	School Site	Norway Maple	B1	Removed for Construction
T9	School Site	Norway Maple	B1	Removed for Construction
T10	School Site	Norway Maple	B1	Removed for Construction
T11	School Site	Norway Maple	B1	Removed for Construction
T12	School Site	Ash	B1	Removed for Construction.
T13	School Site	Norway Maple	B1	Removed for Construction
T14	School Site	Norway Maple	B1	Removed for Construction
T15	School Site	Norway Maple	B1	Removed for Construction
T16	School Site	Ash	C1	Removed for Construction
T34	School Site	Norway Maple	B2	Removed for Construction
T35	School Site	Sycamore	B2	Removed for Construction
T36	School Site	Ash	C2	Removed for Construction
T37	School Site	Norway Maple	B2	Removed for Construction
T38	School Site	Ash	C2	Removed for Construction
T39	School Site	Norway Maple	B2	Removed for Construction
T40	School Site	Hazel	C2	Removed for Construction
T41	School Site	Hawthorn	B1	Removed for Construction
T42	School Site	Hawthorn	C2	Removed for Construction
T43	School Site	Hawthorn	C2	Removed for Construction
T44	School Site	Hawthorn	U	Removed following Arboriculturist Recommendation
T45	School Site	Hawthorn	B1	Removed for Construction
T46	School Site	Ash	C2	Removed for Construction
T53	School Site	Hazel	C2	Removed for Construction
T54	School Site	Ash	C2	Removed for Construction
T54	West of Banana Path	Acer Platanoides	U	Removed following Arboriculturist Recommendation
T55	School Site	Goat Willow	C2	Removed for Construction
T56	School Site	Silver Birch	B2	Removed for Construction
T57	School Site	Common Oak	B2	Removed for Construction
T64	West of Banana Path	Prunus avium	B2	Removed for Construction
T65	West of Banana Path	Fraxinus excelsior	B2	Removed for Construction
T66	West of Banana Path	Betula pendula	B2	Removed for Construction
T67	West of Banana Path	Betula pendula	B2	Removed for Construction
T68	West of Banana Path	Fraxinus excelsior	B2	Removed for Construction
T69	West of Banana Path	Fraxinus excelsior	B2	Removed for Construction
T71	West of Banana Path	Betula pendula	B2	Removed for Construction
T72	West of Banana Path	Betula pendula	B2	Removed for Construction
G7	West of Banana Path	Prunus avium	B2	Partially Removed for Construction
G11	Metro Link	Silver Birch	C2	Removed for Construction
G18	Metro Link	Goat Willow	C2	Removed for Construction
G19	Metro Link	Goat Willow	C2	Removed for Construction

- Note**
1. Do not scale from this drawing.
 2. To be read in conjunction with Project Risk Register REF: FS1013-ALA-EX-XX-RR-L-00001
 3. To be read in conjunction with all other Landscape Architect's drawings
 4. To be read in conjunction with Outline Landscape Specification REF: FS1013-ALA-EX-XX-SPL-0001

ID	RISK	MITIGATION	DATE MITIGATED
1	Obstruction to sky viewlines from	2.4m fencing. End user access restricted. Signs to be 800mm deep. Signs to be removed during a maintenance event. Fencing sign.	31.07.23
2	Falling on stairs while accessing sport pitches.	Stairways to be well lit. Hand rails provided at regular intervals.	31.07.23
3	Collision between pedestrians and vehicles accessing sports pitches.	School to manage vehicle speed. Barriers added where necessary.	31.07.23
4	Collision between pedestrians and vehicles in car park.	Landscape features to be installed to prevent vehicles from parking and driving onto sports pitches.	31.07.23
5	Collision between pedestrians and cyclists accessing sports pitches.	For safety consideration, cycle approach. School to manage speed on site. Clear signage.	31.07.23
6	Obstruction to contact with underground utilities and services.	Tree pits to be located outside of service areas. Underground services to be marked and protected.	31.07.23
7	Falling from height - 1.5m guard rails to be installed at all heights.	Guard rails to be installed at all heights. Guard rails to be installed at all heights.	31.07.23
8	Collision between pedestrians and open windows.	Clear glass to be installed in windows.	31.07.23

RESIDUAL PROJECT RISKS

KEY

As shown in Preliminary Arboricultural Impact Assessment. (Please refer to BS 5837: 2012 Preliminary Tree Survey Report prepared by Amenity Trees Arboricultural Consultants REF FS1013-ATC-XX-XX-T-F-0001)

Vegetation removal is recommended outside of the main breeding season (October – February) It is recommended that supervised checks are carried out prior to tree removal by a suitably qualified ecologist.

- Planning Application Boundary
- Extent of Works
- T1 Tree to be retained
- T1 Tree to be removed as a result of original planning application
- T1 Tree to be removed as a result of amendment planning application
- Tree Root Protection Area (RPA)

D/E DESIGN DELIVERABLE REF :
757

DATE	REV	DESCRIPTION OF REVISION	DRAWN BY	APPROVED BY
11/01/2024	P06	Amended to illustrate trees removed due to amendment planning application.	AT	BS
22/12/2023	P05	Issued for Planning.	MDS	BS
07/12/2023	P04	Issued for Contractor's Proposals	BS	-
26/11/2023	P03	Issued for Draft CPs - Arboricultural survey to metro link added to plan - Existing substation removed from drawing and note regarding substation location added	BS	-

REVISIONS

STATUS :
S2 - FOR PLANNING

ares
LANDSCAPE ARCHITECTS

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w: ares.eu.com

CLIENT :
Morgan Sindall

PROJECT TITLE :
Star Radcliffe Academy, Bury

DRAWING TITLE :
Tree retention and removal plan

DRAWING SCALE : 1:500
PAPER SIZE : A1

DRAWN BY : PH
APPROVED BY : BS

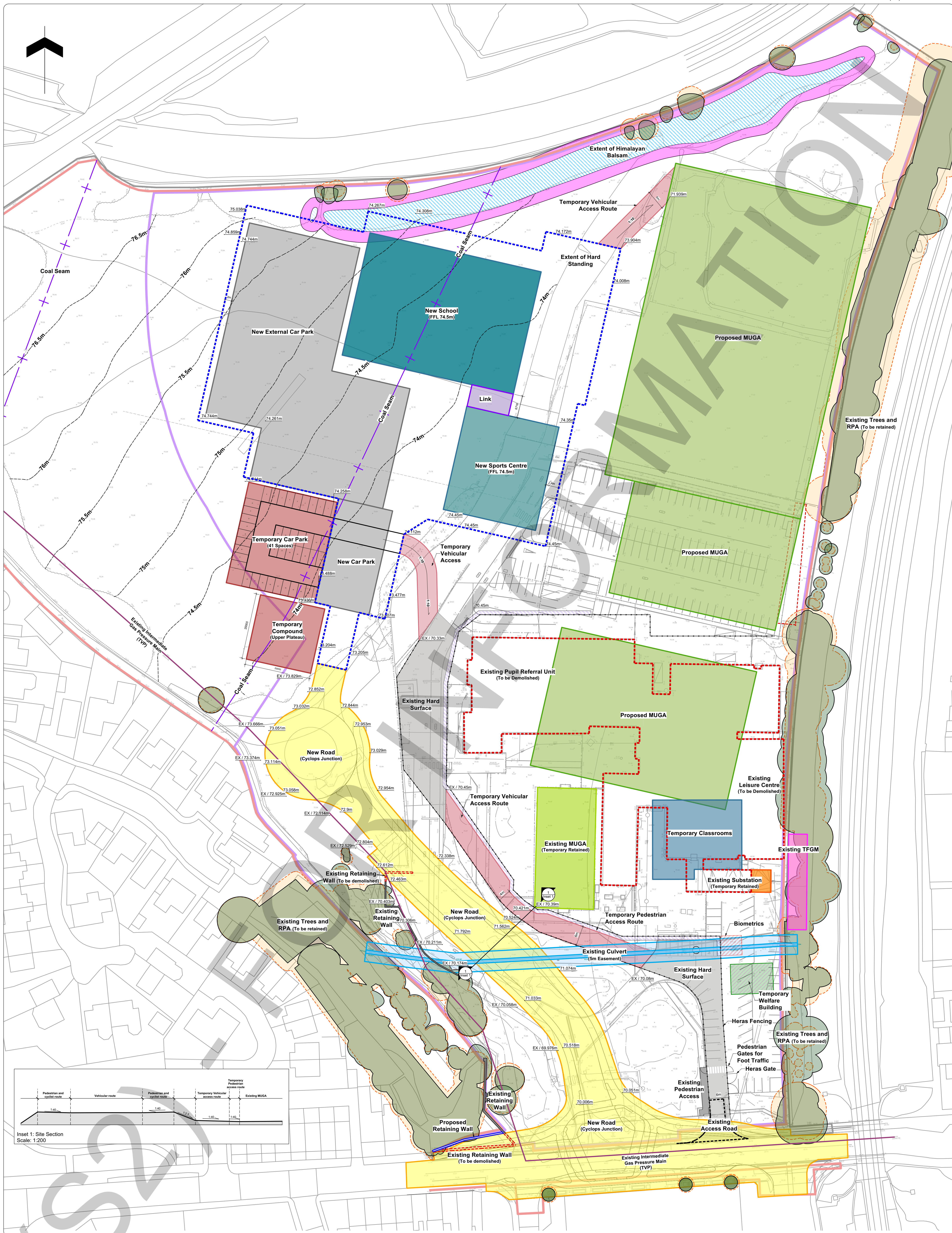
DRAWN DATE : 06/07/2023
ALA PROJECT CODE : ALA805

DRAWING NUMBER : FS1013-ALA-EX-ZZ-D-L-0031
STATUS : S2
REVISION : P06

Appendix B – Site Logistics Plans

Refer to ARES drawing No FS1013-ALA-EX-ZZ-D-L-9003 Logistics Plan

Refer to MSC drawing No FS1013-MS-XX-XX-L-MC-9100 Site Logistics Plans



KEY

Inset 1: Site Section
Scale: 1:200

17/01/2024	P03	Additional information added to plan Reissued for information	MDS	BS	
DATE	REV	DESCRIPTION OF REVISION	DRAWN BY	APPROVED BY	
REVISIONS					

STATUS :
S2 - PRELIMINARY

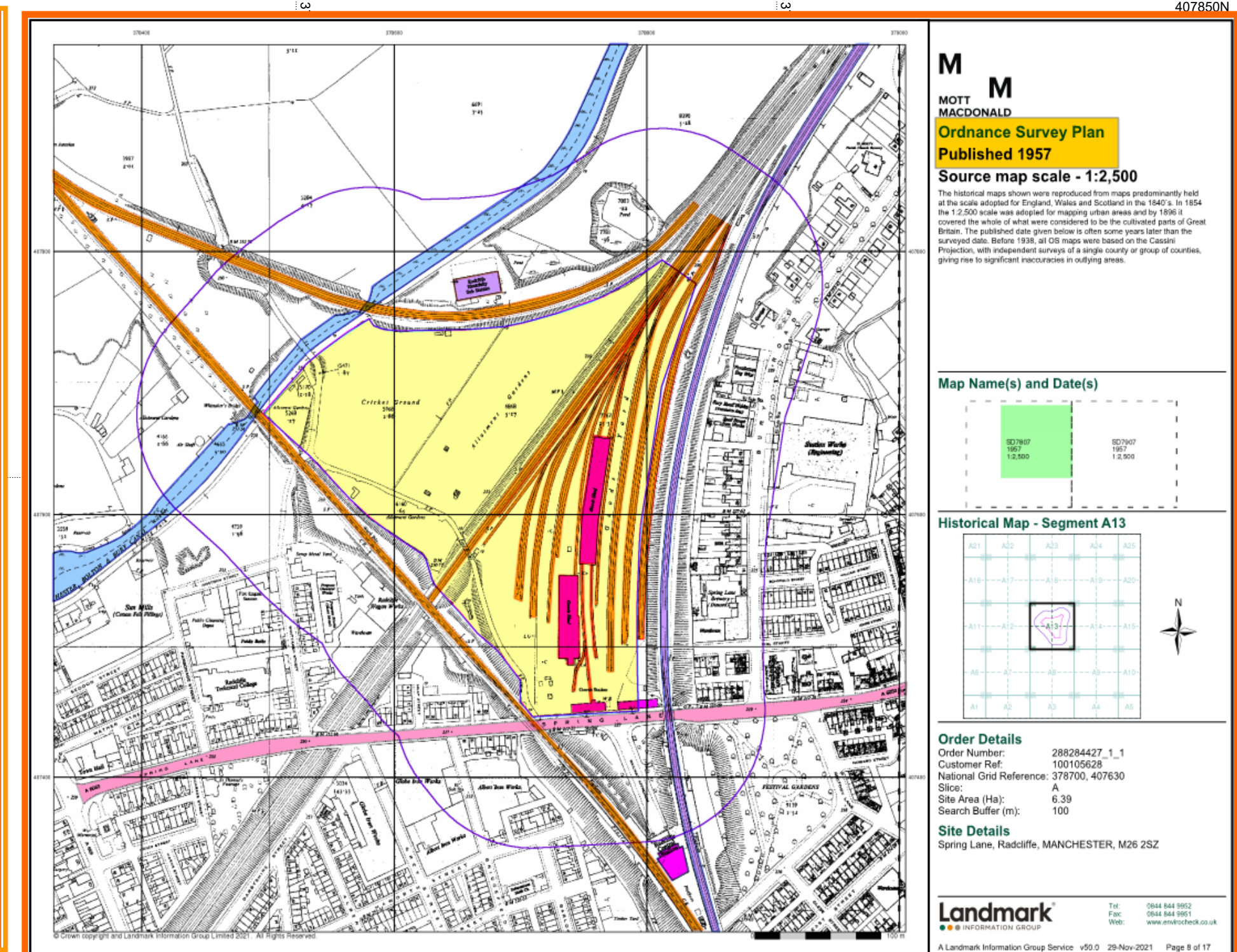
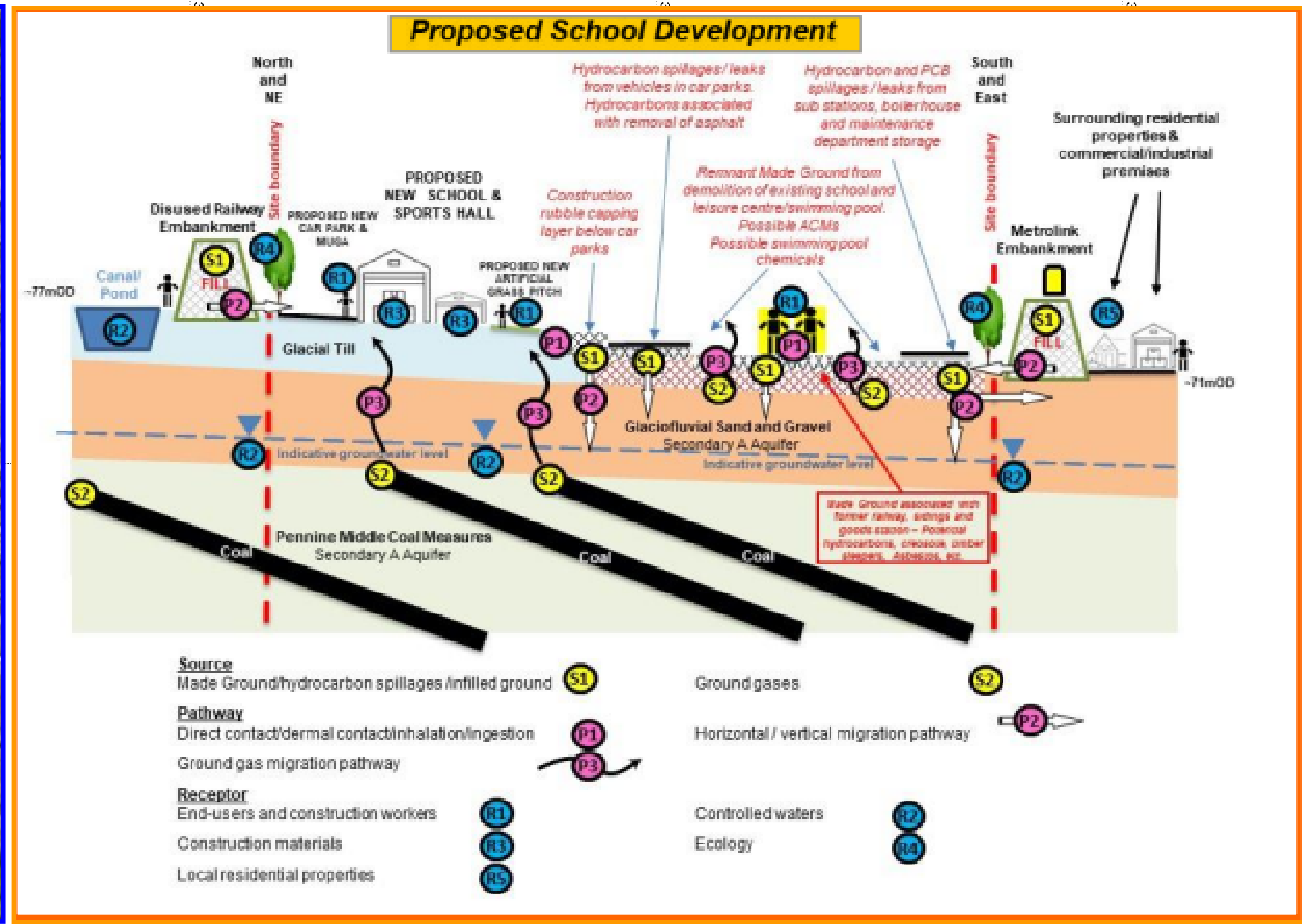
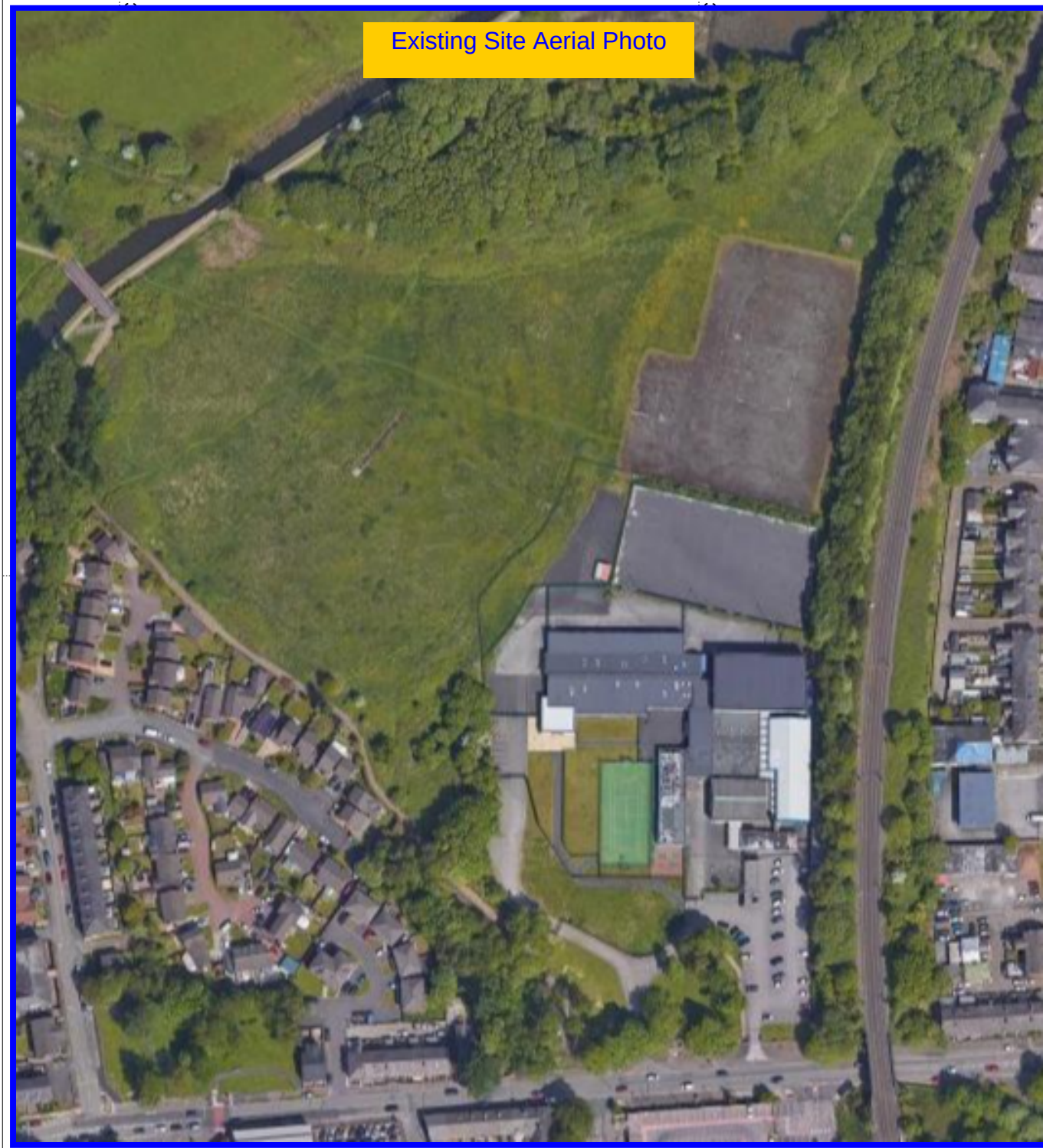


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CLIENT :
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PROJECT TITLE :		
Star Radcliffe Academy, Bury		
DRAWING TITLE :		
SKETCH Logistics Plan		
DRAWING SCALE :	DRAWN BY :	DRAWN DATE :
1:500	ECJ	30/11/2023
PAPER SIZE :	APPROVED BY :	ALA-PROJECT CODE :
A1	BS	ALA805
DRAWING NUMBER :		STATUS :
FS1013-ALA-EX-ZZ-D-L-9003		S2
		REVISION :
		P03



Station Information:

Station	Easting (m)	Northing (m)	Level (m)
GH1	378768.7125	407439.5951	69.4040
GH2	378723.9184	407434.7625	70.2157
GH3	378686.4828	407493.0440	72.1509
GH4	378652.4071	407522.5137	74.1746
GH5	378621.4679	407572.9205	73.7960
GH6	378571.6364	407607.3930	75.2537
GH7	378516.4417	407662.0965	77.2056
GH20	378718.3002	407481.7274	70.0546
GH21	378678.6761	407524.0673	70.3399
GH22	378679.3056	407588.8192	70.3052
GH23	378688.9806	407612.1280	70.4496
GH24	378725.6336	407651.6431	71.1628
GH100	378762.6144	407486.4439	70.2300
GH101	378790.9402	407525.9993	70.2479
GH102	378792.9497	407593.3598	70.5357

OS Note:

Some services may have been omitted due to parked vehicles. The Ordnance Survey file is to be used as a guide only.

OS Buildings

Surveyed Buildings

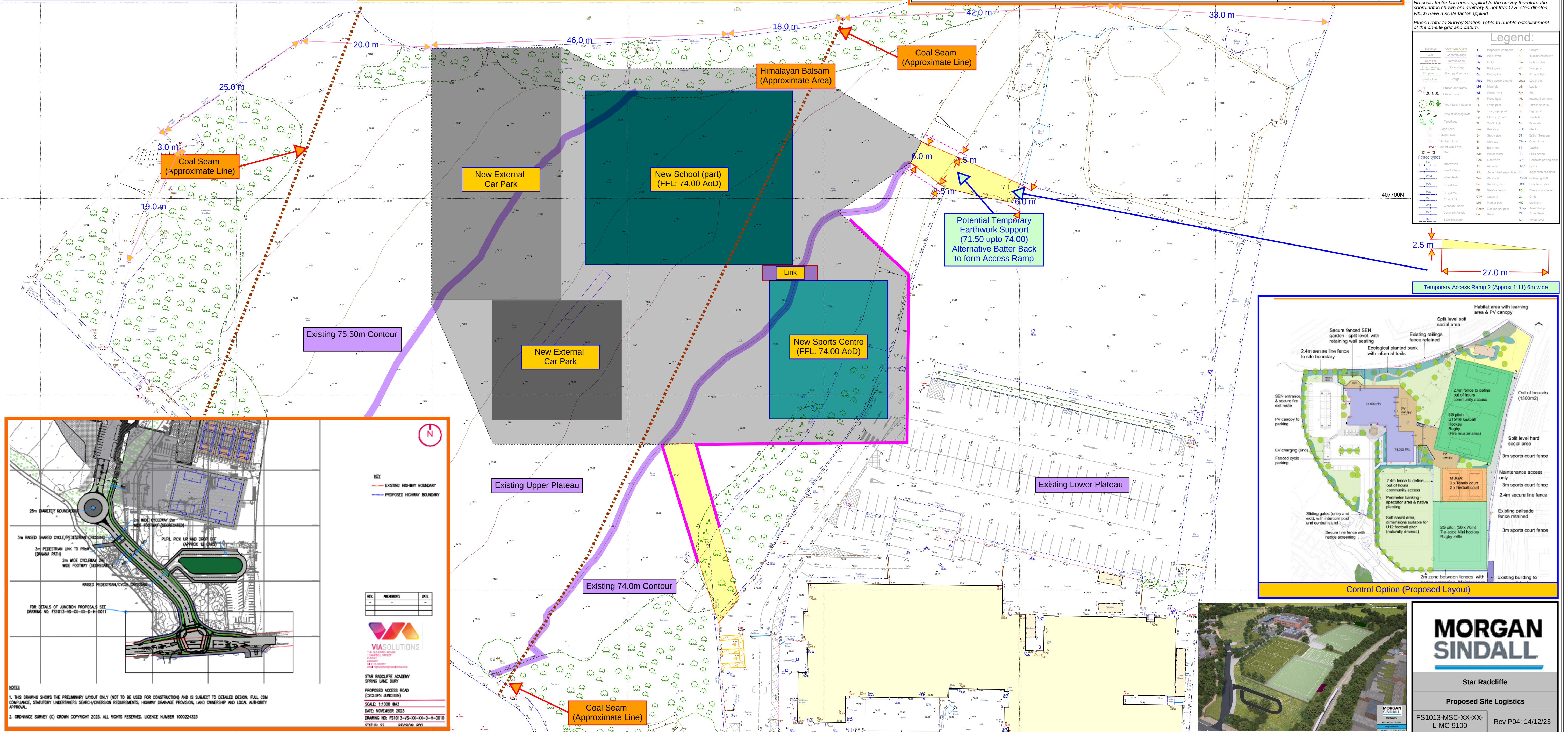
This survey has been orientated to the Ordnance Survey (O.S.) National Grid (OSGB36/15) via Global Navigational Satellite Systems (GNSS) and the O.S. Active Network (OS-AN).

A true OSGB36 coordinate has been established near to the site centre via a transformation using the OSTN15GB & OSGM15GB transformation models.

The survey has been correlated to this point and a further one or more OSGB36 (15) points established to create a true O.S. bearing for angle orientation.

No scale factor has been applied to the survey therefore the coordinates shown are arbitrary & not true O.S. Coordinates which have a scale factor applied.

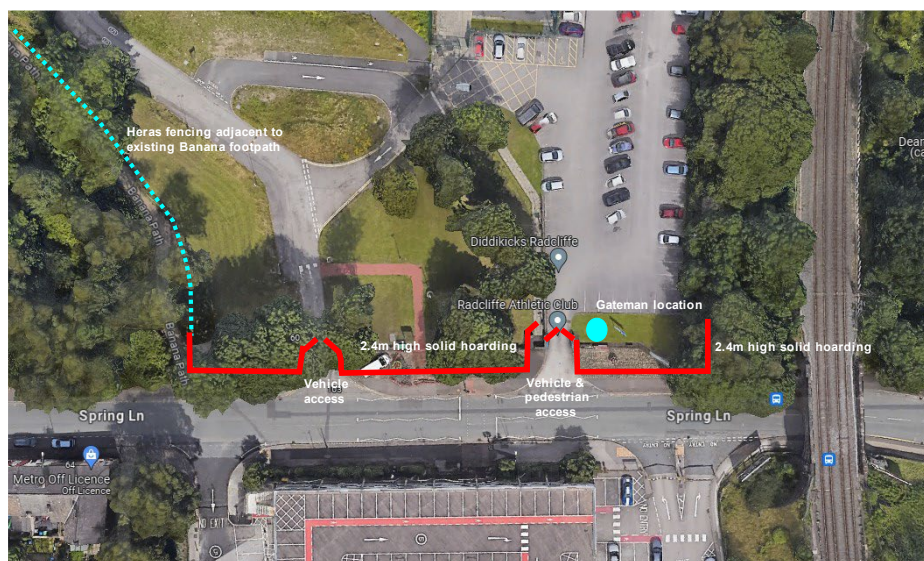
Please refer to Survey Station Table to enable establishment of the on-site grid and datum.



Appendix C – Site Hoardings Plans



**Construction Traffic Management Plan
Site Hoarding Plans**
From June 2024– December 2025



- Proposed solid hoarding to front elevation with access gates
- Heras fencing line adjacent to existing Banana Path fencing
- Gateman location

Cityheart MORGAN SINDALL CONSTRUCTION

Project: Star Academy Radcliffe

Drawing Title:

Scale:

Appendix D – Construction Traffic Management Plans



Construction Traffic Management Plan

Commences March 2024 Phase 1

Initial demolition phase access, ahead of demolition and formation of new access route being formed.

Existing school building demolished west to east commencing with existing PRU & working our way towards the Leisure Centre

All Wagon movements on site and exiting site will be controlled by Banksmen to ensure they enter & exit the construction site safely.

Primary access route in / out of site



Secondary access route around site



Direction of demolition of PRU



**MORGAN
SINDALL**
CONSTRUCTION

Project:

**Star Academy
Radcliffe**

Drawing Title:

Ref:

By:

PG

Date:

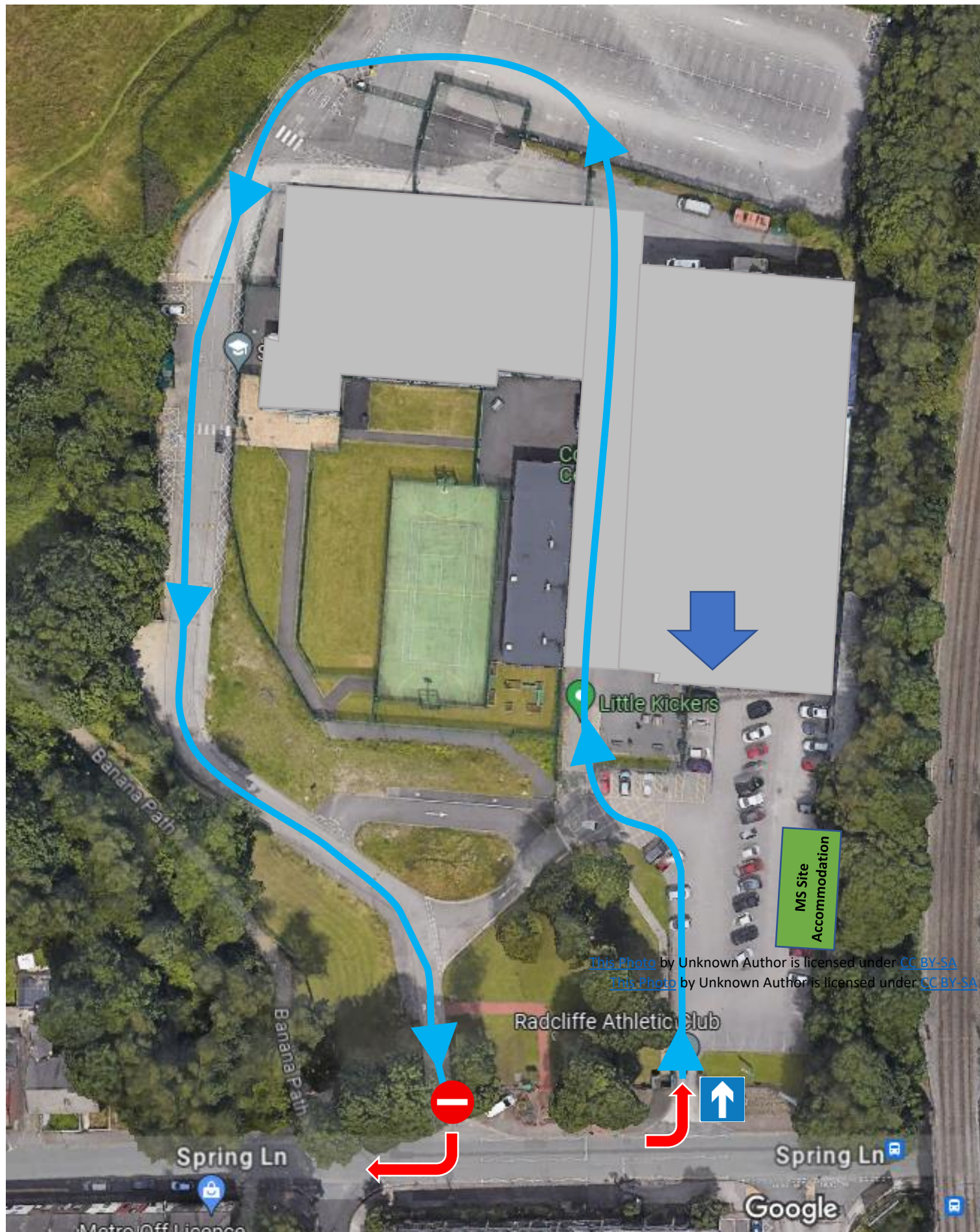
Rev:

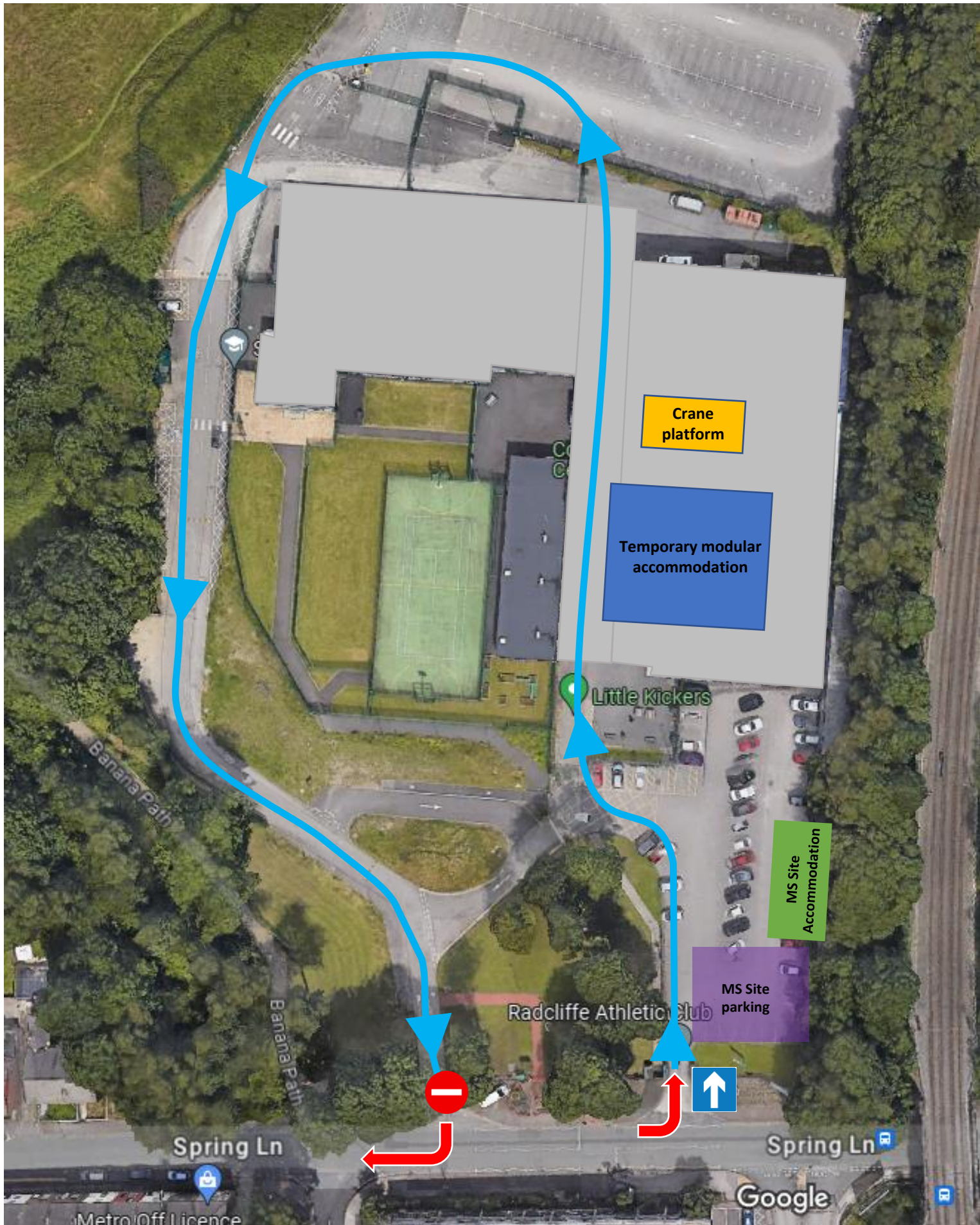
March to June 2024 Phase 1

Access route available for temporary classroom deliveries

Primary access route in / out of site

Direction of demolition of PRU





Construction Traffic Management Plan

June 2024 Phase 1

Access route available for temporary classroom deliveries and installation utilising the Leisure Centre Access and driving round the site and out the PRU access. All managed by suitably trained banksmen.

Primary access route in / out of site



Secondary access route around site



**MORGAN
SINDALL**
CONSTRUCTION

Project:

**Star Academy
Radcliffe**

Drawing Title:

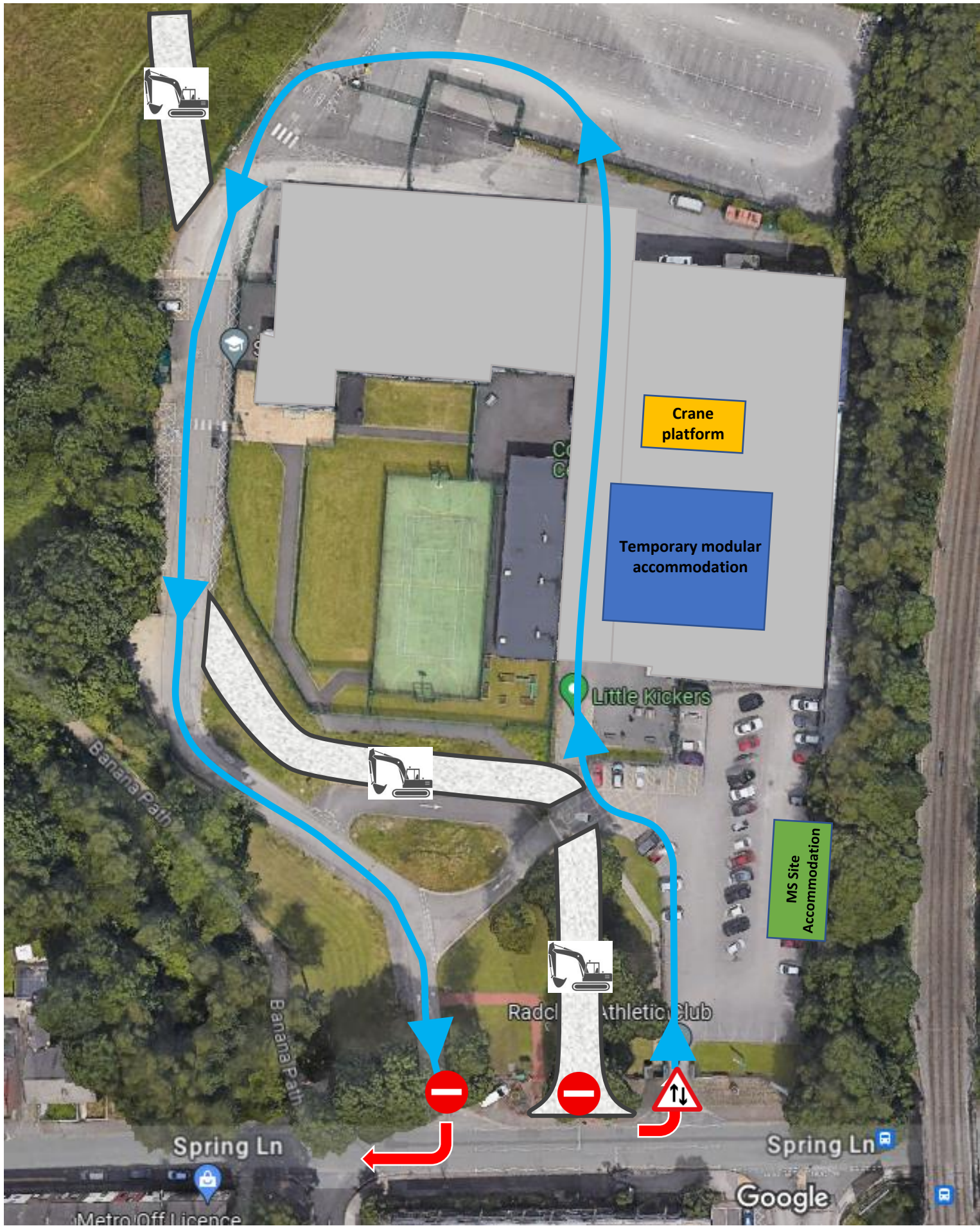
Ref:

By:

PG

Date:

Rev:



Construction Traffic Management Plan

June – July 2024 Phase 2

Phase 2 - New haul road installed following completion of the temporary school accommodation to form access to progress with the Main school Build situated at the rear of the site.

This additional access is required as the new highway works will progress from July 24.

Phase 1 - Access still being gained through the Leisure centre entrance.

Primary access route in / out of site



Secondary access route around site



Form new haul / access road



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CONSTRUCTION

Project:

**Star Academy
Radcliffe**

Drawing Title:

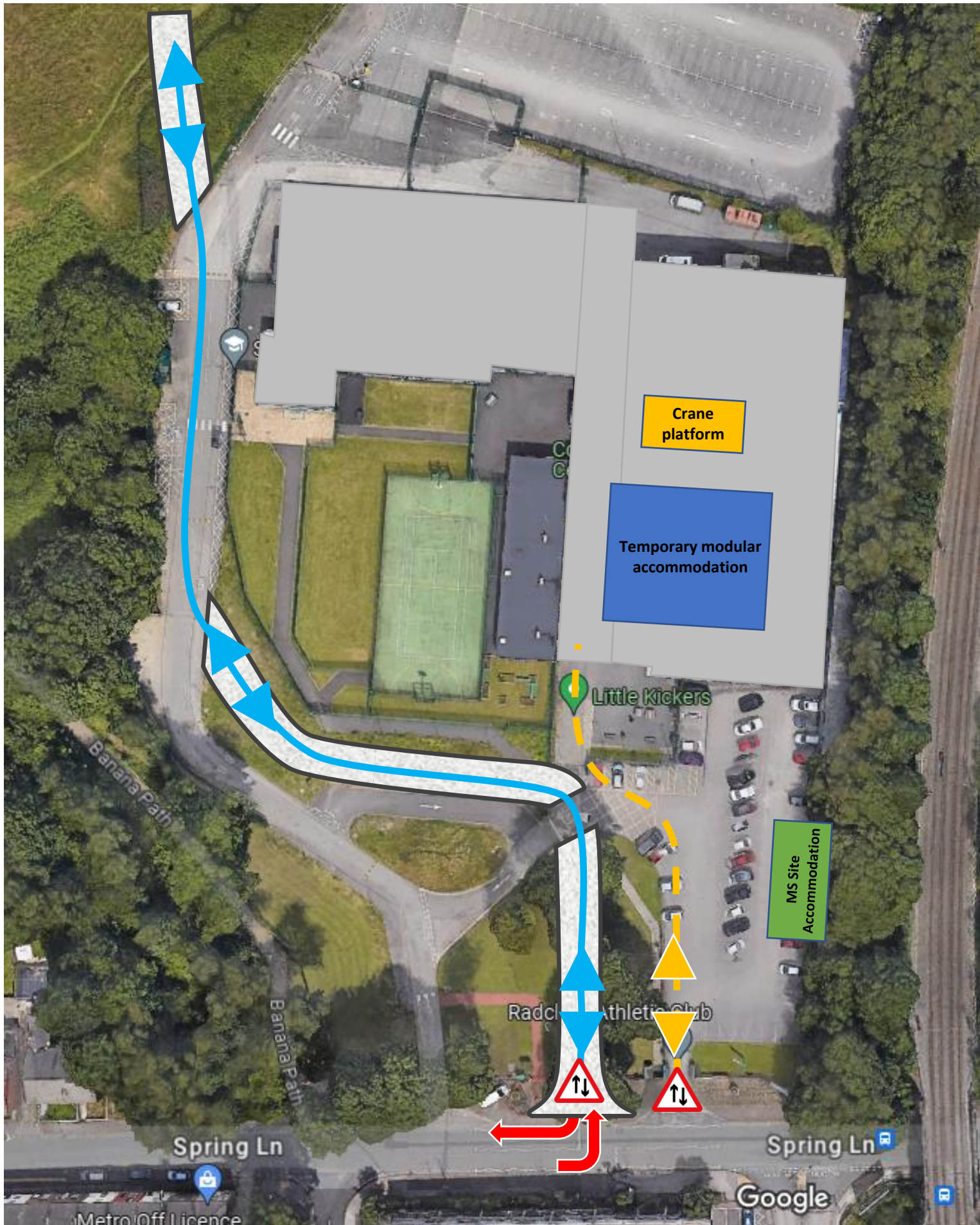
Ref:

By:

PG

Date:

Rev:



Construction Traffic Management Plan

June – July 2024 Phase 1 & 2

Phase 2 - New haul road installed following completion of the temporary school accommodation.

Phase 1 - Leisure Centre access utilised to complete the fit out and external works to the Temporary accommodation Contract.

Primary access route in / out of site

Main site access route

New haul / access road

Access route for temporary accommodation contract



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CONSTRUCTION

Project:

**Star Academy
Radcliffe**

Drawing Title:

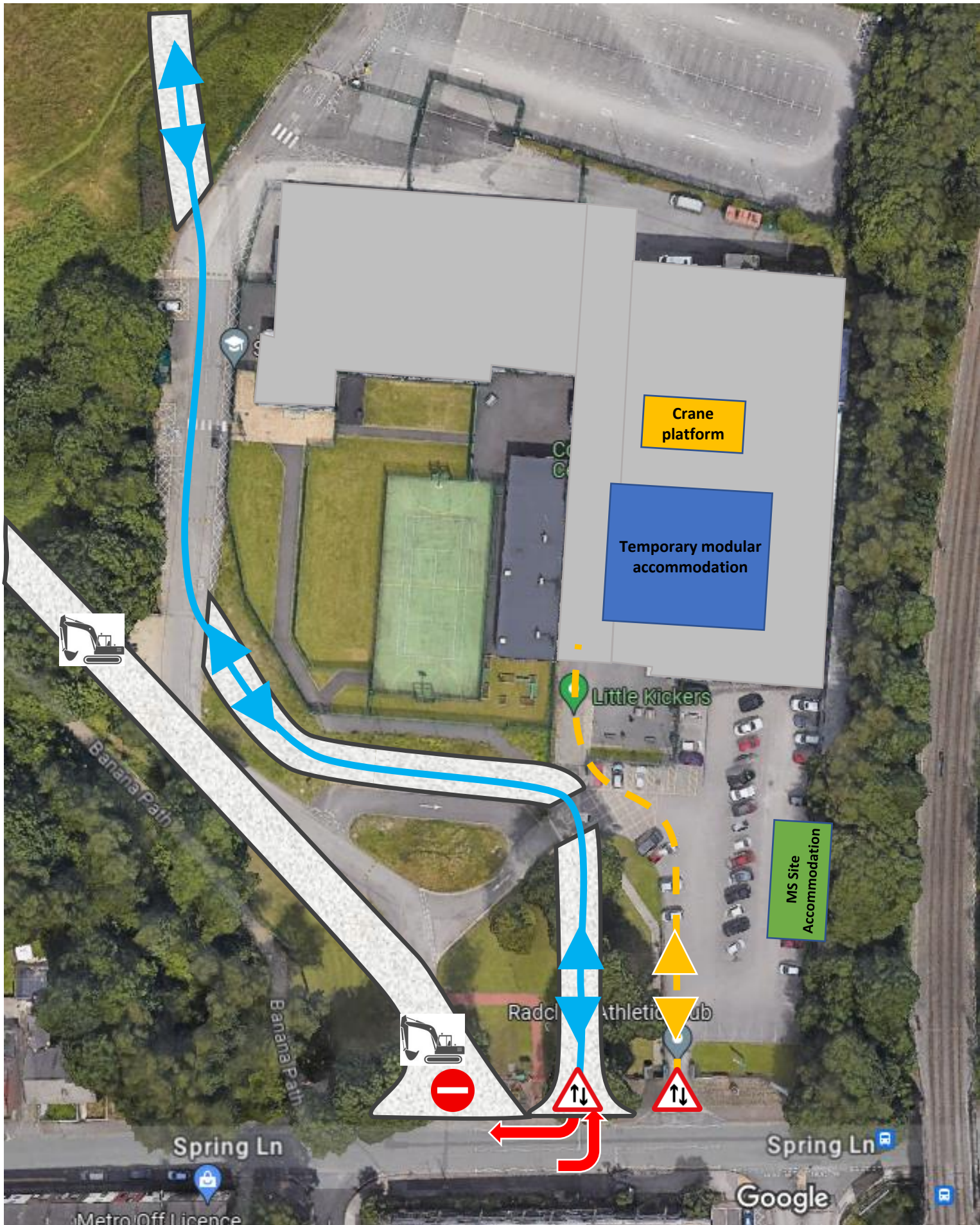
Ref:

By:

PG

Date:

Rev:



Construction Traffic Management Plan

July - Dec 2024

New haul road installed following completion of the temporary school accommodation

Traffic management (as per slide 09) remains in place until completion of the new access roadway.

New school intake commences from Sept 24 with four form entry (150 no.) year 7 students. Access to school for pupils & staff through Leisure centre entrance.

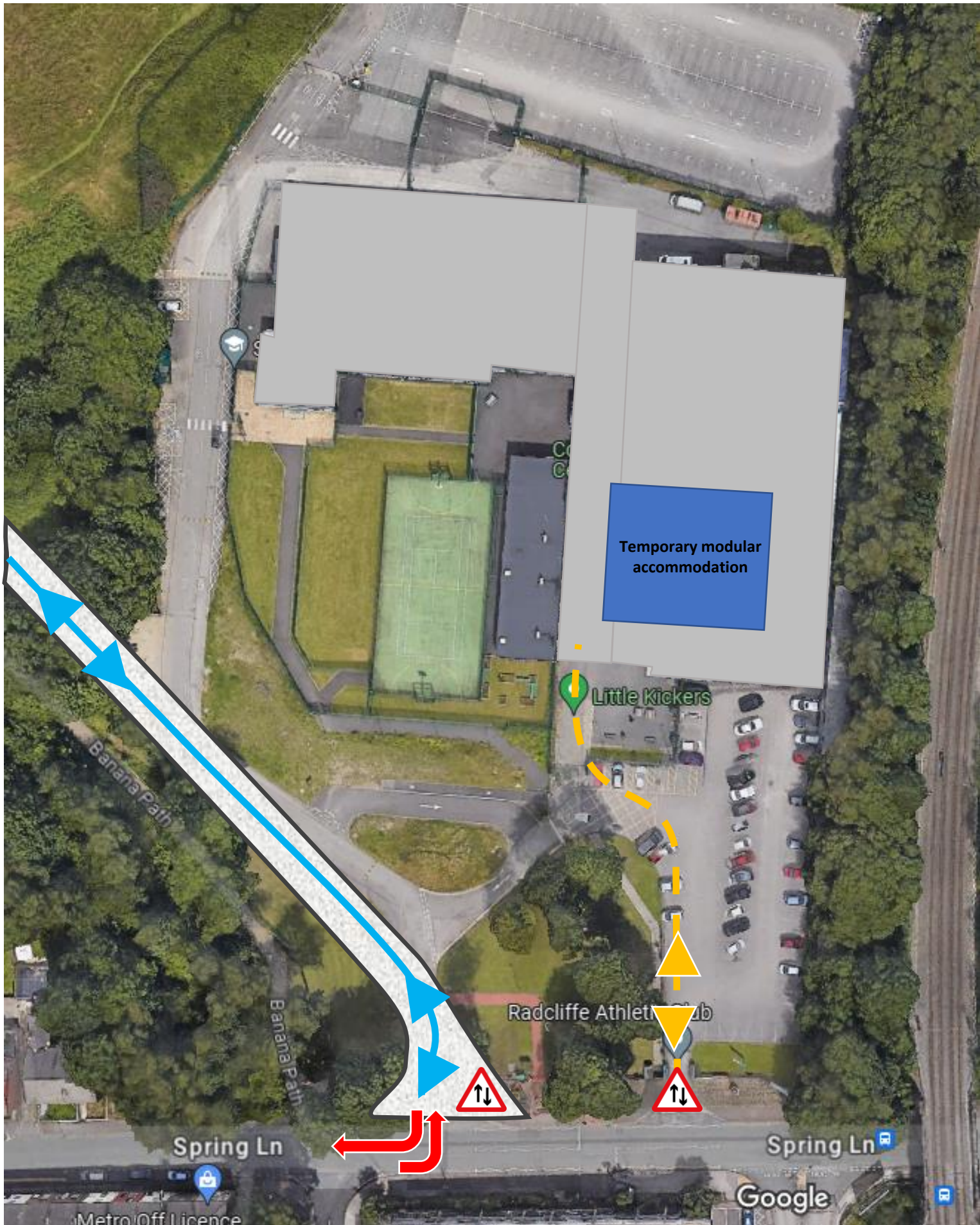
- Primary access route in / out of site 
- Main site access route 
- New haul / access road constructed 
- From Sept 2024 live school access route 

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CONSTRUCTION

Project:
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Drawing Title:

Ref:
By: PG Date: Rev:



Construction Traffic Management Plan

Jan – Sept 2025

New highway in operation to access the main build. Temporary haul road no longer in use.

New school intake commences from Sept 24 with four form entry (150 no.) year 7 students. Access to school for pupils & staff through Leisure centre entrance.

Primary access route in / out of site



Main site access route



Permanent access road in use



From Sept 2024 live school access route

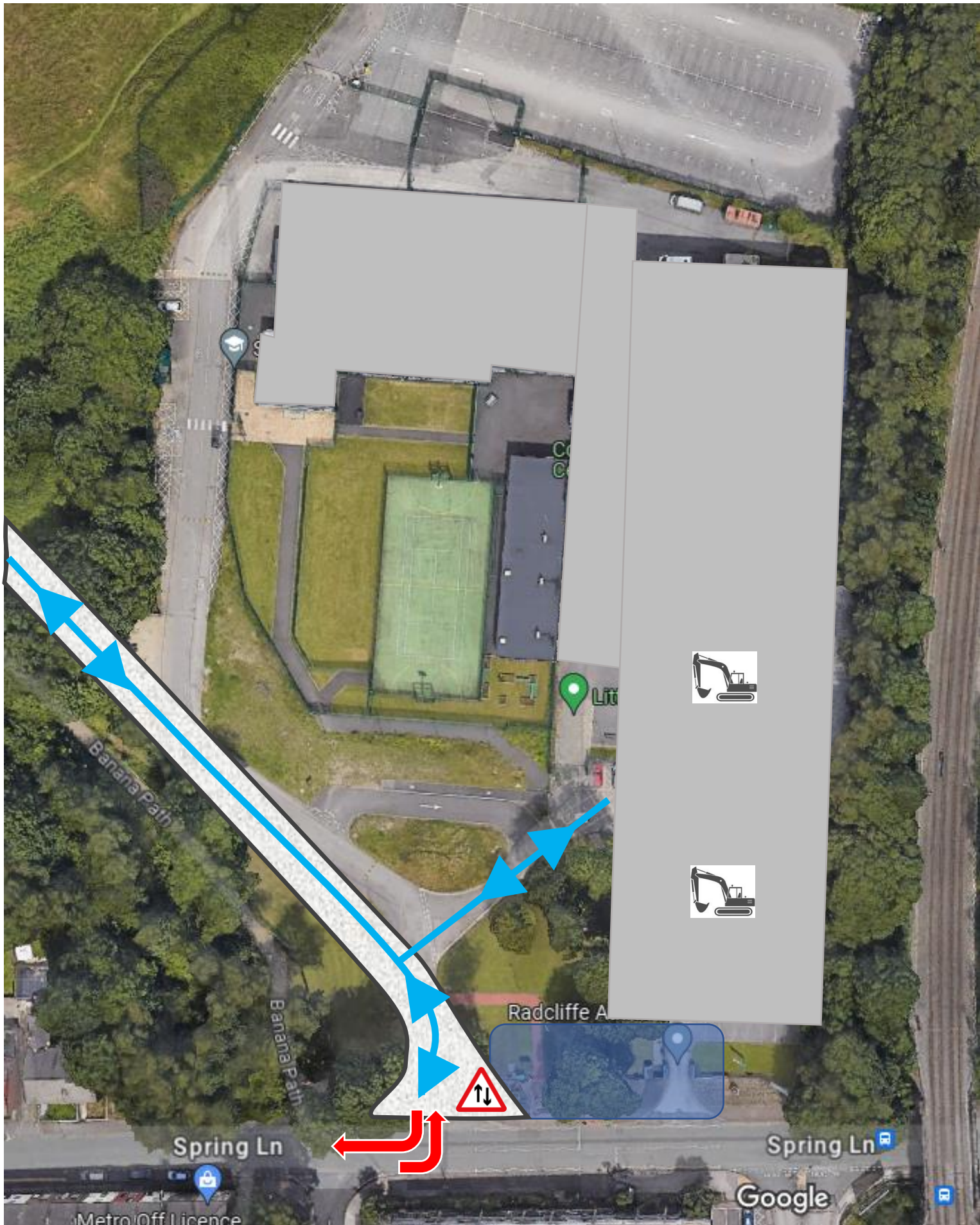


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Project:
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Drawing Title:

Ref:
By: PG Date: Rev:



Construction Traffic Management Plan

Sept - Dec 2025 Phase 3

New school building open, decant of modular classrooms completed.
Completion external play / hard standings to be undertaken.

North East corner of Cyclops junction completed in this phase as a result of the school previously utilising.

Access to these works will be utilised from new highway

Primary access route in / out of site



Main site access route



Permanent access road in use



North East Section of Cyclops junction to be completed



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Construction Traffic Hoarding Plan

Herras Fencing Line



Existing Palisade Fence Line



**MORGAN
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CONSTRUCTION

Project:
**Star Academy
Radcliffe**

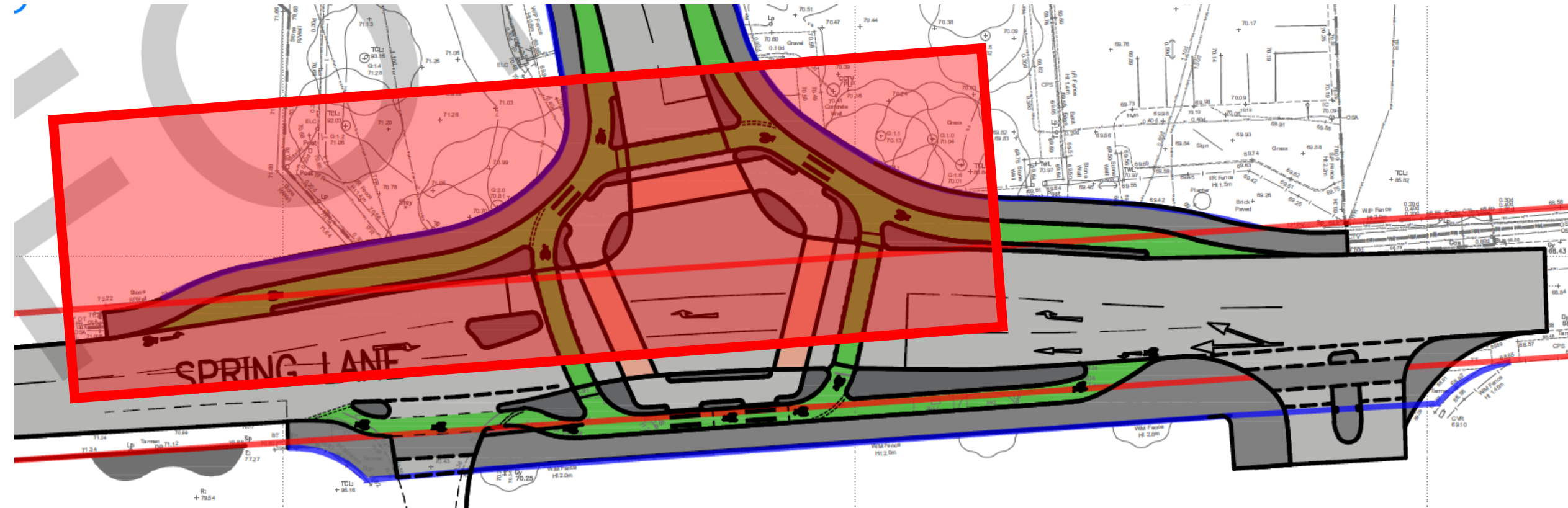
Drawing Title:

Ref:
By: PG Date: Rev:

Phase 1A – Cyclops

S278 Works – Part 1

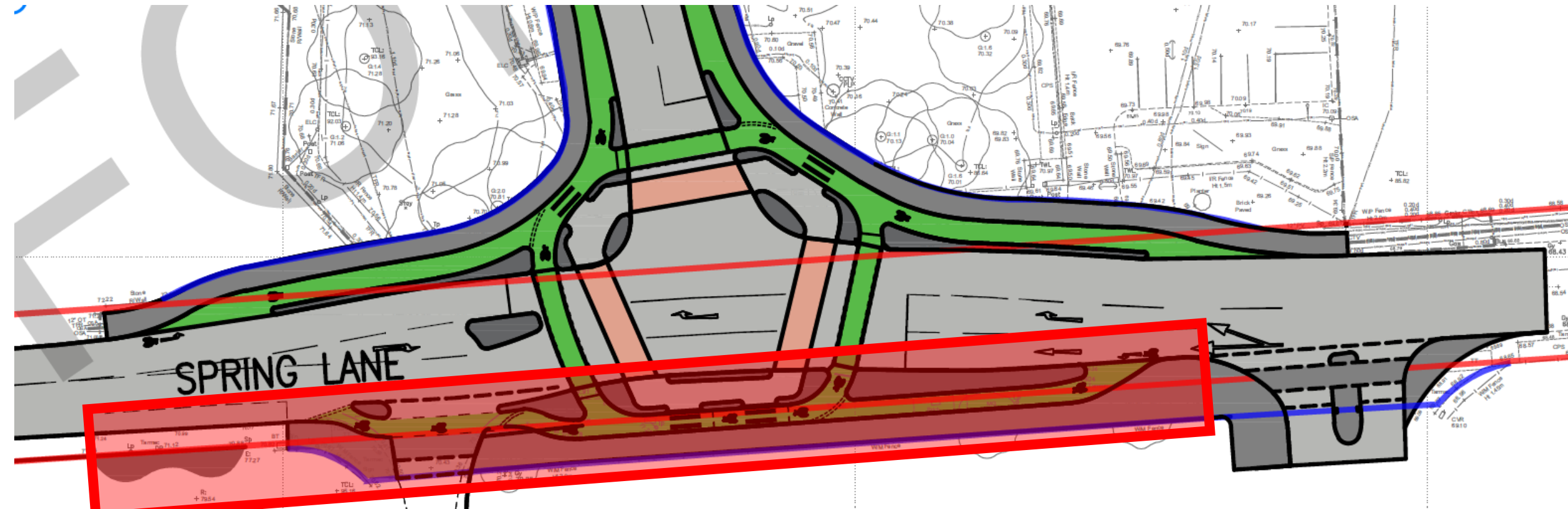
Traffic to run under 2-way lights on south lane.
Construction to install ducting, road formation,
footways/cycleway, kerbing, paving, surfacing.



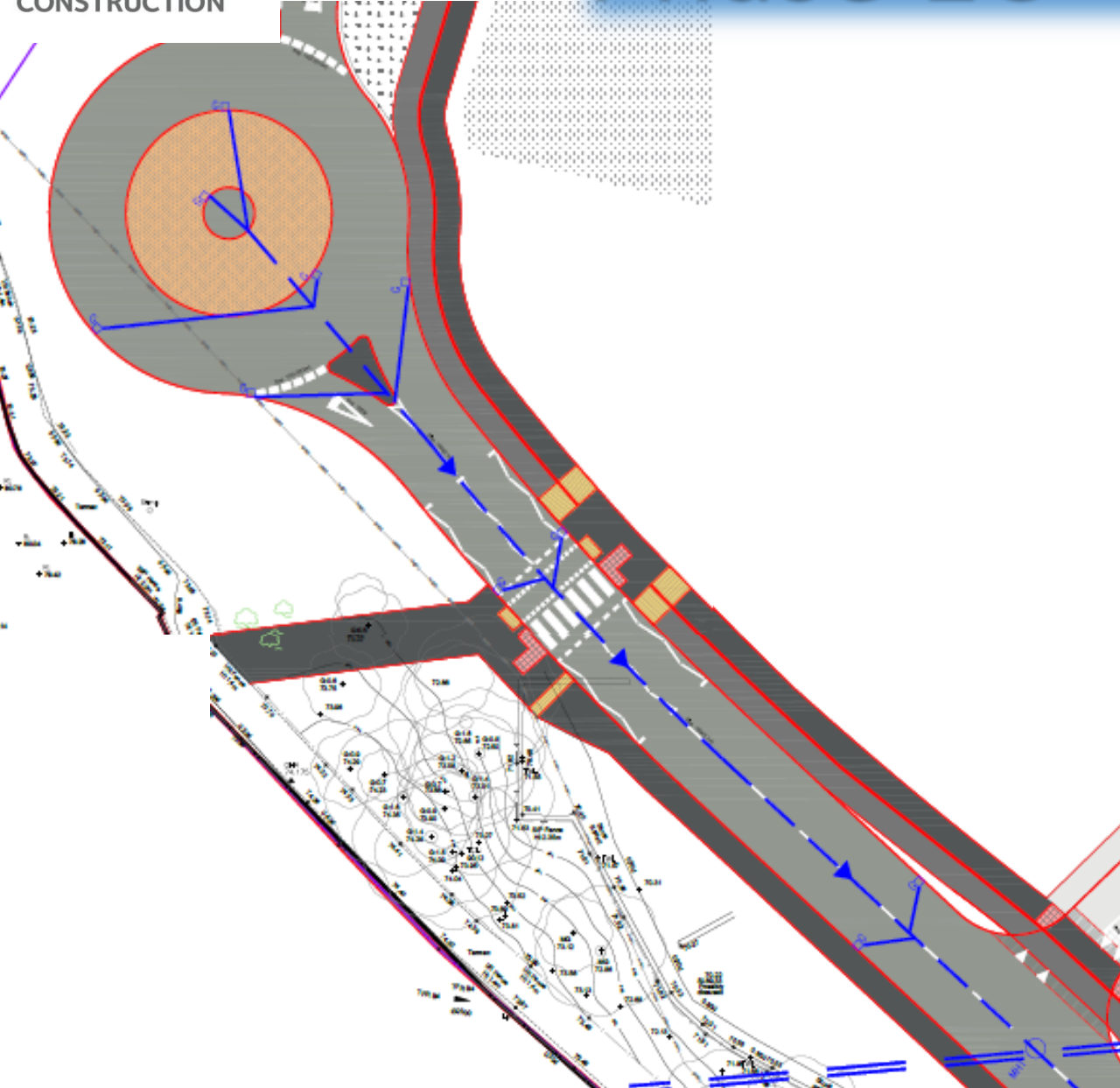
Phase 1B – Cyclops

S278 Works – Part 3

Traffic to run under 2-way lights on north lane.
Construction to install ducting, road formation,
footways/cycleway, kerbing, paving, surfacing.



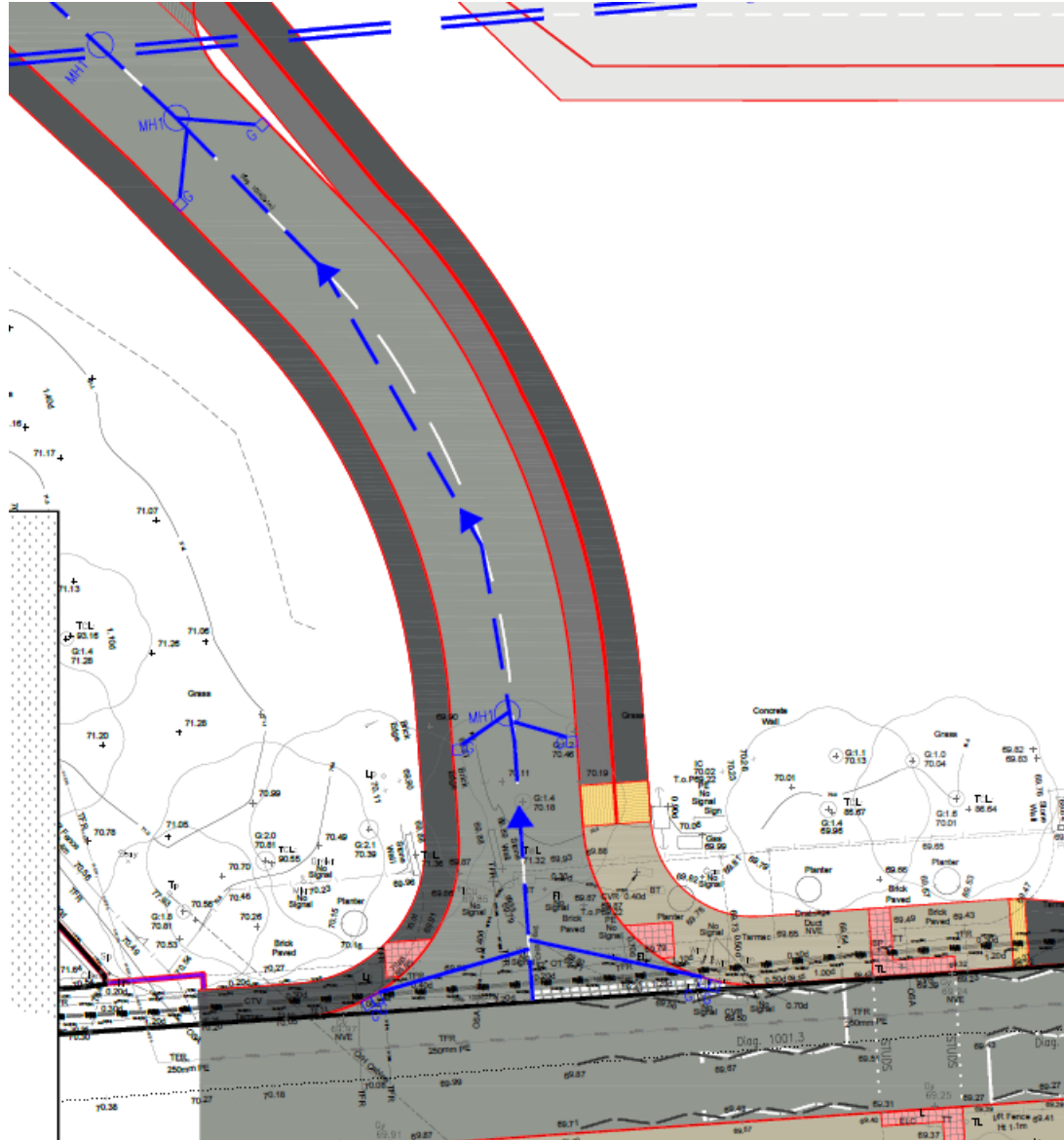
Phase 1C – Cyclops



Drainage

Phase 1 to install proposed 600mm surface water drainage & gullies.

Phase 1D – Cyclops

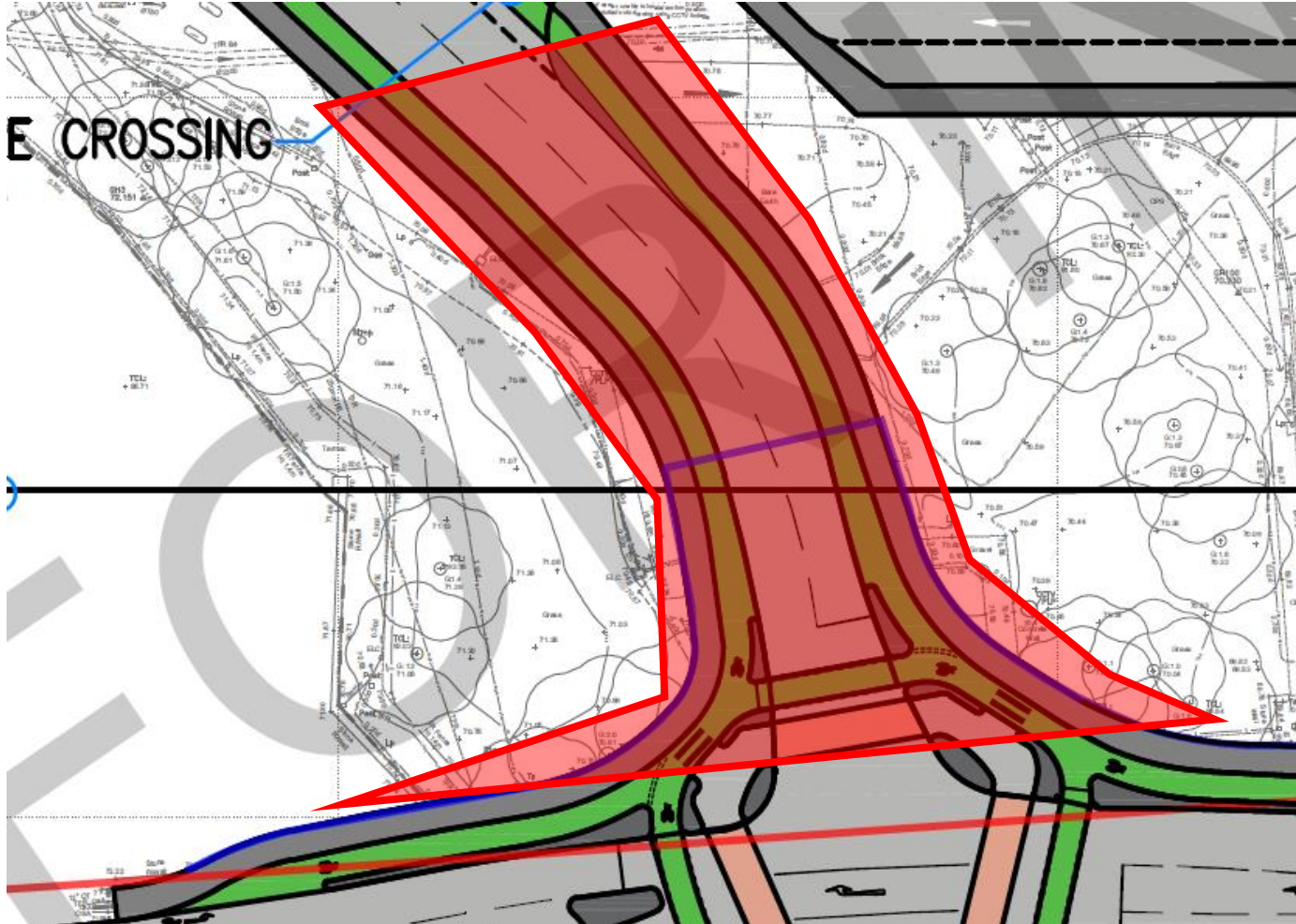


Drainage

Phase 2 to install proposed 600mm surface water drainage & gullies.

Phase 3 to install ducting, road formation, footways/cycleway, kerbing paving, base & binder.

Phase 1F – Cyclops

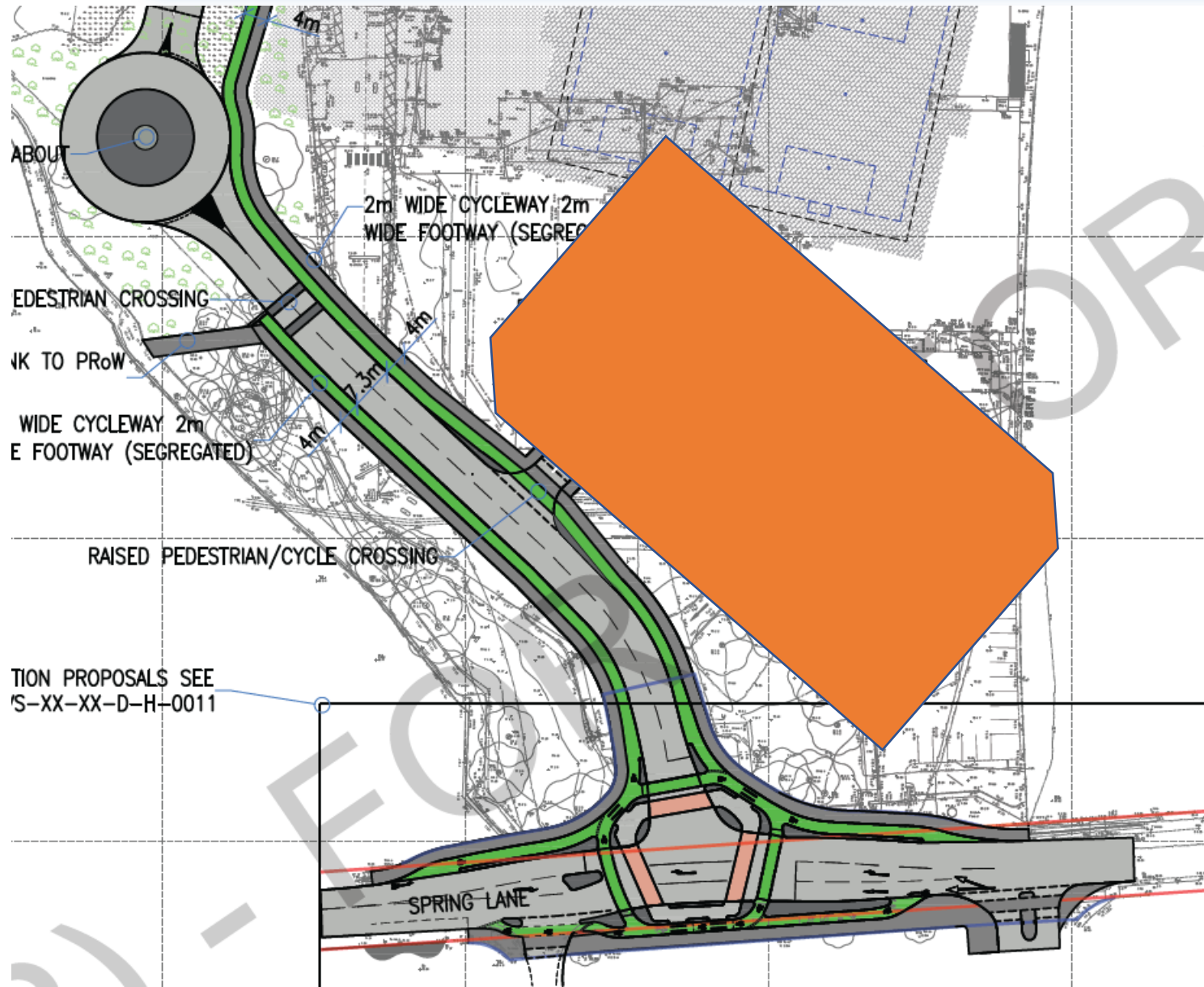


Construction

Phase 4 to install ducting, road formation, footways/cycleway, kerbing paving, base & binder to main trunk road.

Proposed full construction up to existing carriageway.

Phase 1H – For Academy H/O



Site Wide

Street lighting, final surfacing & line marking

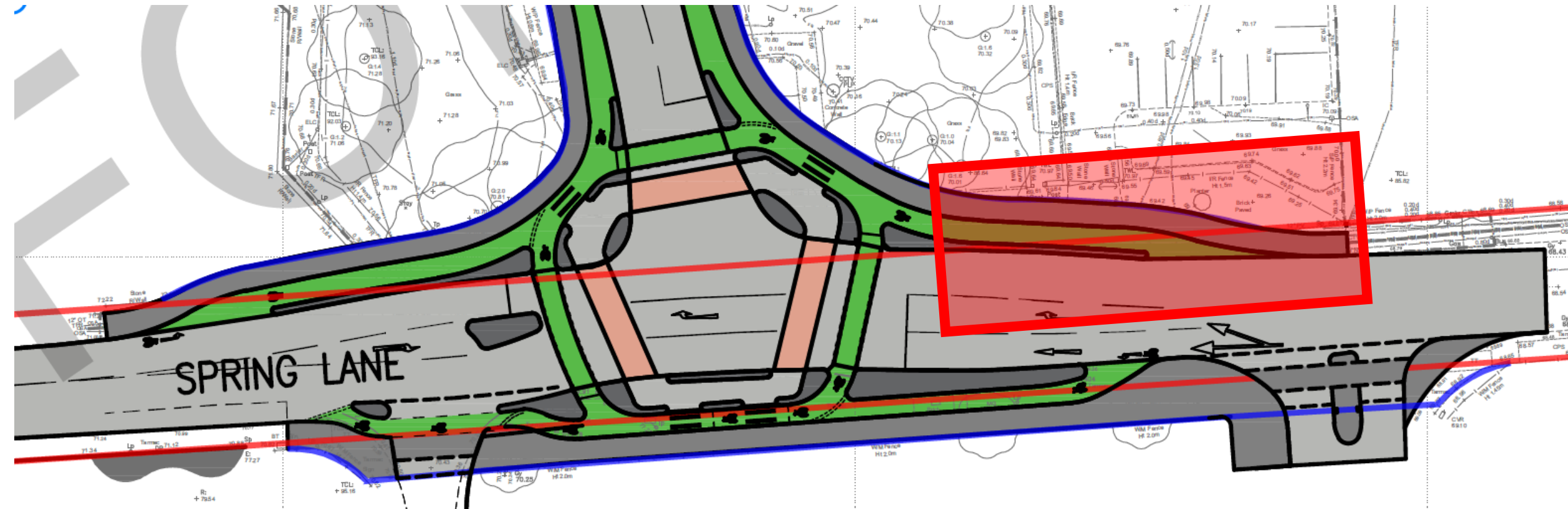
Phase 3A – Cyclops

S278 Works – Part 2

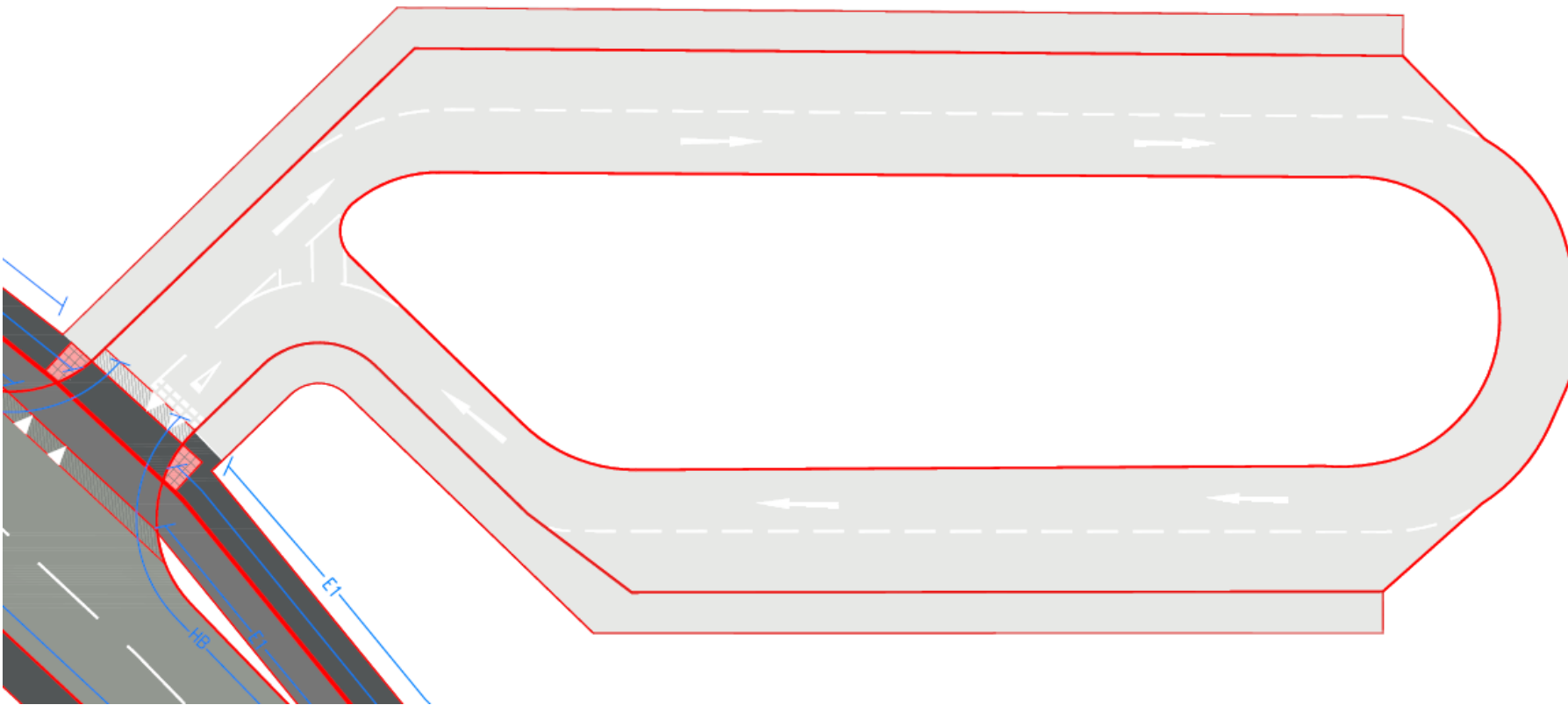
Traffic to run under 4-way lights on south lane.

Morgan Sindall access to run through new trunk road.

Construction to install ducting, road formation, footways/cycleway, kerbing, paving, surfacing.



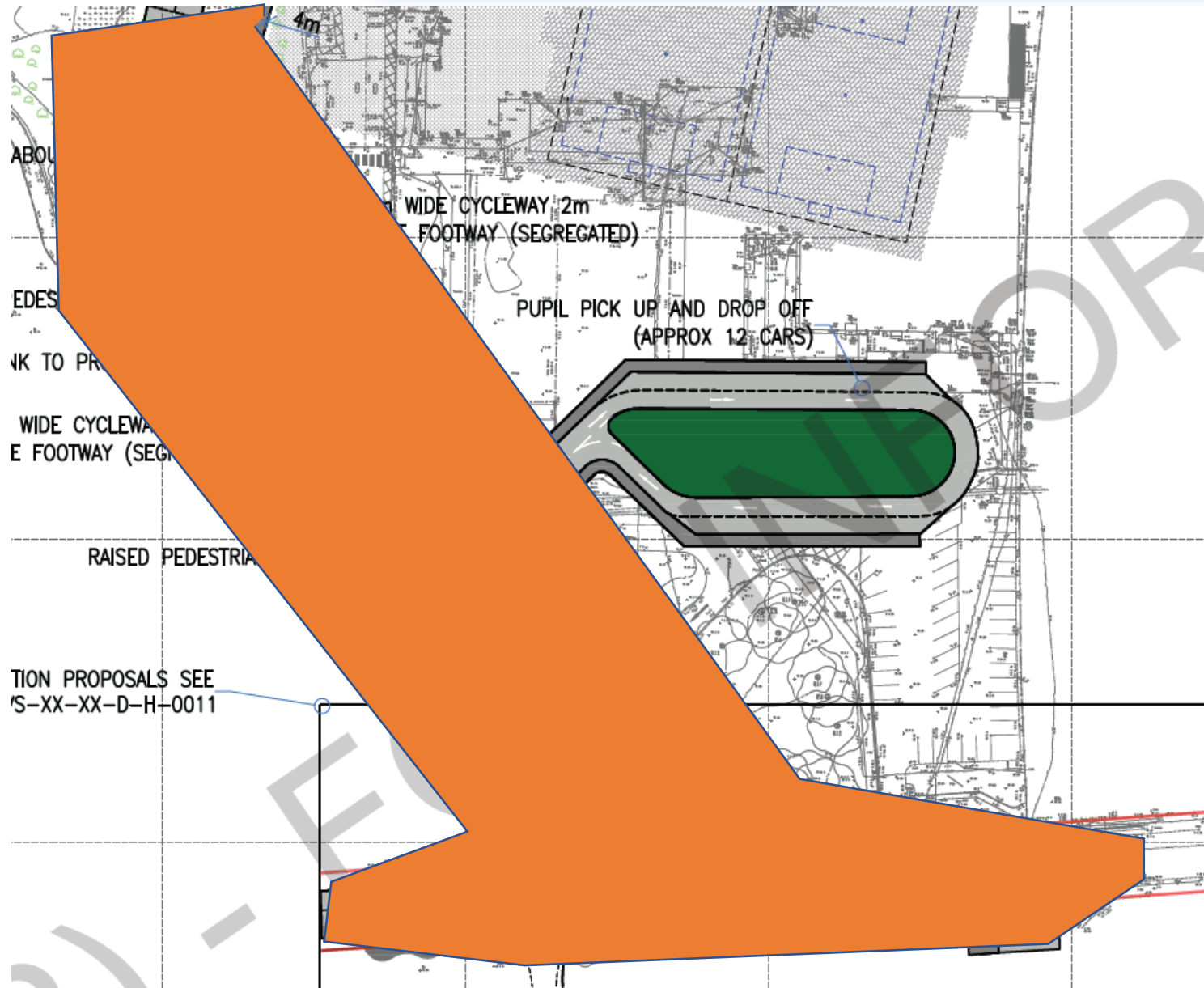
Phase 3B Works – Drop Off



Construction

Phase 8 to install ducting, road formation, footways, kerbing paving, base & binder.

Phase 3C – For H/O



Site Wide

Street lighting, final surfacing & line marking