



The Hinckley School

Construction and Environmental Management Plan

DOCUMENT CONTROL LOG

Rev No.	Date	Authorised by	Comments
Rev 01	27.02.2023	Louis Mottley	Planning submission
Rev 02	10.07.2023	Louis Mottley	Planning Determination
Rev 03	13/07/2023	Nassim Esfahani	Drainage Protection

This Construction Environmental Management Plan should be read in conjunction with the Reds10 (UK) LTD COVID-19 Policy, found within the Appendices.

Reds10 (UK) LTD COVID-19 Policy will continue to be updated to reflect the guidance from Government, Public Health England (PHE) and Construction Leadership Council (CLC).

The following document has been developed with reference to the following documents:

- IAQM Guidance on the assessment of dust from demolition and construction
- S61 OF CONTROL OF POLLUTION ACT 1974;
- BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites'
- BS 7385-2:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground-borne vibration
- BS 6472-1:2008 'Guide to evaluation of human exposure to vibration in buildings - vibration sources other than blasting
- Relevant EURO emission standards to comply with Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999 as amended,
- The Party Wall Act 1996
- Relevant CIRIA practice notes, and
- BRE practice notes.

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1.0 INTRODUCTION

Reds10 (UK) Limited are the Principal Contractor for the demolition of six existing buildings. A new 3 storey STEM teaching block to the rear of the school campus on the site of the existing technology block D. To enable construction of the new block, Block D will be demolished, and temporary accommodation will be provided on the playing fields adjacent to the site entrance. The development encompasses of a new 3 storey STEM teaching block, with external spaces, inclusive of this are PV canopy structures. Following completion of the new STEM block teaching blocks demolition of B,C,E, V and T will be undertaken, and the ground then prepared and constructed into hard play, external landscaped areas and additional PV canopy structures. The proposed works will occur at the existing The Hinckley School, Butt Ln, Hinckley, LE10 1LE.

In accordance with the Construction (Design and Management) Regulations 2015, a detailed Construction Phase Plan shall be prepared in advance of the works commencing. This will be a live document and regularly reviewed during the works, in accordance with HSE guidance. This plan will be progressively refined and developed as trade package contractors and specialists are appointed, and more specific and detailed methods, techniques and requirements are established.

The building will be constructed using off-site Modern Methods of Construction. MMC involves constructing 85% of the building off-site in our dedicated factories. The benefit of MMC is that works are undertaken in a controlled environment, which improves safety, minimises the number of trades, plant, and deliveries to the construction site which therefore minimises disruption to the existing school operations. For The Hinckley School, Butt Ln, Hinckley, LE10 1LE a circa 36-weeks' worth of work will be undertaken in the factory.

2.0 THE SCHEME

2.1 Site Set up

This project consists of three main phases, Phase 1 will be erecting the temporary building on the existing playing fields this has been shown on the Temporary building site set up. Additional, consequential works will also be further conducted ensuring that welfare facilities, temporary building accommodation and existing site services are fully functional to ensure school operations can continue. Further, to this further works such as widening the ingress and egress into the site, and demolition of the connection bridges will also be conducted during Phase 1.

Phase 2 will consist of building the new permanent STEM building over the Block D building footprint. These works will only commence on completion of Phase 1 activities and the school has fully decanted and are operating out of the temporary accommodation, once this has been completed then phase 2 will begin. To enable the Phase 2 demolition works will be conducted on the existing Block D.

On completion of Phase 2 the school can then decant from the temporary accommodation, Block B, Block E, and Blocks T and V into the new 3 storey STEM building and will operate out of this building from that point onwards.

On handover and decant of the existing buildings this then enables Reds10 to conduct Phase 3. Phase 3 consists of demolition of Block B, E, T and V. demobilisation of the temporary accommodation and further works in regards to landscaping, and reinstatement of the external areas.

For both phases site accommodation will be located within the site compound as indicated within Appendix 1, consisting of an office, meeting room and welfare facilities, H&S containers and material

storage. The site will be fully secured by using two-metre-high hoarding throughout the duration of the development. Due to site constraints of access, levels and a lack of space in the NW of the site, the location of the site accommodation is deemed to be the most optimal position. Due to the location of the site accommodation a temporary car park to enable school operations to continue is required to be built. The location of the temporary car park is deemed to be optimal for the operations of the school and cannot be located in another location.

The final works to be conducted during Phase 3 prior to practical completion will incorporate a site accommodation demobilisation, demobilisation of temporary car parking and reinstatement of the grass playing fields.

A notice board is to be erected on the site boundary giving contact details of the site contractor, including phone numbers and postal addresses. Access to the site will be via the existing vehicular access to the north of the school from Butt Lane.

A gatesman and further banksman will be in full time attendance during all site operations, further banksman will be required during the loading and unloading of the modules during the install. This will be incorporated within as the traffic management scheme. Everyone attending site will be required to sign in and out. The roads are to be kept clear of any mud and debris.

Wheel wash facilities will be placed at the exit of site, with part of the banksman's responsibility to wash the wheels (using a jet wash system), sweep away any muck overspill from the roads/pavements and deal with any other effluent. This will avoid refuse and dirt being carried onto the road and causing a nuisance to the neighbouring area. In addition, plant and boot washing will also be carried out in a designated area, with a sump being used to collect, recycle, and reuse the water where possible.

The surrounding roads will be swept daily to ensure the roads remain clean and when required, a road sweep will be used to deep clean the streets.

External lighting will be used onsite, when necessary, during winter months, and will be limited to use during normal site operational hours. Lighting will be task-specific, turned into site and facing downwards to ensure it does not impact neighbouring properties.

2.2 Site Establishment

See Appendix 1 and 1.2 site set-up for the welfare accommodation location. The site boundary will first be erected and a safe barrier inside the school as shown on the site set up plan. The project information will be on display to the public throughout the development, including key contact details and health and safety notices. Reds10 (UK) Ltd will hold monthly progress meetings directly with the Department for Education and will also host monthly morning drop-in sessions for local neighbours. Reds10 (UK) Ltd will also post updates via social media and newsletters for the wider community.

All of the work will be in accordance with the Environmental Requirements seen below. Any occasional working times outside these periods will be agreed in advance with the Council:

08.00 to 18.00 Monday to Friday.

No weekend work is forecasted.

No work to be undertaken on bank holidays.

Construction delivery schedules will be established in advance that seeks to minimise any construction vehicle movements in the peak rush-hour periods. Deliveries will be made either:

- Term time between 10:00 – 15:00 – any deliveries that will cause any noise will be arranged within this period.

- School holidays between 7:00 – 17:00- any deliveries that will cause any noise will be arranged within this period.
- After 19.00 by arrangement – deliveries will not be noisy and will cause no disruption to local residents. Deliveries outside of normal hours will drive directly to site and will not wait on highways before/after arrival. Modular lorries will only park up ready for the installation of the units the night before delivery; these lorries will be advised to wait at the Markham Moor services on the A1.
- Construction vehicles shall avoid accessing/leaving this site during the periods of 08:00 to 09:00 (peak traffic hour/school arrival time) and 15:00 to 16:00 (peak school leaving time).
- Construction vehicles shall not arrive at the site before 07:30 or leave after 18:00, this is due to noise impact on the local community.

2.3 Environmental considerations during ground works

Environmental considerations to be in line with the following guidance:

- IAQM Guidance on the assessment of dust from demolition and construction
- BS 5228-1:2009+A1:2014
- GLA Guidance on the Control of Dust and Emissions
- WBC guidance for demolition and construction

Other key environmental considerations during the groundwork period include:

- All deliveries will be courtesy of FORS registered and CLOCS compliant fleet operators with delivery vehicles having Euro VI engines. The booking system will provide for FORS checks.
- Non-road site traffic will similarly be in accordance with the standards as required by NRMM. Segregating material on site (considering safety and time/space constraints) will ensure demolition waste can be safely stored or removed from site to a predetermined specialised waste facility, as applicable. This prevents further need for segregation and vehicle movements.
- Ensure careful use of water in dust suppression.
- Use of 'best practicable' means on all operations. Selection of demolition methods designed to keep the environmental impacts of the works to a minimum.
- Construction plant can be a significant source of emissions although control measures can be implemented to minimise any adverse impacts i.e.
 - Site plant and equipment will be kept in good repair and maintained.
 - Plant will not be left running when not in use.
 - Plant dust arrestment equipment will be used where practical.
- Vehicle movements may result in dust emissions (by spreading dust from the road or spilling from dusty loads) and exhaust emissions, however a number of control measures can be adopted to minimise such emissions:
 - Wheel washing facilities will be located on site to minimise mud from demolition operations being transported on to adjacent roads.
 - Damping down of site haul roads by water bowser during prolonged dry periods.
 - Regular cleaning of hard surfaced site entrance roads.
 - Restricting vehicle speeds on haul roads and other unsurfaced areas on site.

2.4 Tree Protection

A Tree Survey has determined that there is 79 trees and 13 tree groups identified within the development area. See Table below. As the breakdown of these tree categories.

Category	Individual Trees	Tree Group/Hedge	Total
A	6	1	7
B	34	3	37
C	36	9	45
U	3	0	3
Total	79	13	92

Any trees that will need to be removed as part of the development will be detailed in the final landscape plan. An Arboriculture Impact Assessment has been undertaken which will further outline additional landscape and tree planting throughout the site.

The rest of the trees are outside of hording boundary

2.5 Foundations

Based on the ground and groundwater conditions encountered and loads from the modular structure, CFA piles will be used for the works.

2.6 Site Drainage

Rainwater from the proposed building shall be collected in an underground gravity surface water drainage network. Runoff from the hardstanding play area will be collected in a rain garden and enter the surface water network via a perforated pipe. Suitable areas of external hardstanding surrounding the proposed building shall discharge through porous pavements and filter drains and routed to the below ground attenuation storage and therefore will not put any pressure on proposed drainage networks.

Surface water falling on impermeable hardstanding areas will route to linear drains and / or gullies, which will then discharge in the standard below ground gravity drainage network. Overland flow from outside of the development boundary is not anticipated to route towards the proposed school or associated drainage infrastructure.

The surface water system will route in all cases to an adequately sized geocellular attenuation structure (Polystorm R Modular Cells) which shall be wrapped in an impermeable geomembrane. The attenuation structure is upstream of a hydrobrake valve which will restrict the flow leaving the site to 4.35 l/s, which in turn allows the attenuation structure to store all surface water flows generated by impermeable surfaces. Flows downstream of the hydrobrake chamber route to an existing manhole via proposed 300mm diameter pipework and shall discharge into the drainage ditch that bounds the site to the east, alongside the existing flows.

Rainwater from the proposed temporary building shall be collected in an underground gravity surface water drainage network. Runoff from the temporary car park will enter the surface water network via a perforated pipe. All surface water will be routed to a bioretention pond. The pond is upstream of a hydrobreak chamber which will restrict the flow leaving the site to 2.00 l/s, which in turn allows the attenuation structure to store all surface water flows generated by impermeable surfaces. Flows downstream of the hydrobrake chamber route existing manhole 133 via proposed 300mm diameter pipework.

The proposed surface water drainage network for the development can be found in Appendix L of the Flood Risk Assessment. The total and effective volumes of each of the SuDS features can be observed from this drainage layout, resulting in a total effective attenuation.

Protection of Existing Drainage and Adjoining Sites During Construction

This section will set out management of surface water on site during the construction phases. This will include demolition and the new build. The following measures have been considered and will be implemented during the construction.

- Silt fencing to be installed along northern and eastern boundaries to prevent debris and silt from demolition and earthworks activities leaving the site.
- Existing gullies to be inspected on a weekly basis to ensure they are clear of silt and debris. Gully sumps to be cleared as required. Gullies near demolition and earthworks activities to have silt fences installed around them to prevent blockage of gully grates. During activities likely to produce the most debris, a permeable geotextile should be used to protect the gully grates.
- Catchpits upstream and downstream of the existing cellular storage south of Block D to be inspected on a weekly basis and clear as required.
- Outlet surface water manhole on eastern boundary to be inspected on a weekly basis and cleared as required.
- Existing sewers downstream of foul and surface water sewers to be abandoned should be capped prior to works to prevent blockage.
- Additional maintenance recommendations added to drawing SPL0001-DID-XX-XX-G-C-1001.

Appendix 6 is referring to:

-Drainage Protection Mark up

- Drainage Layout

- Drainage Clearance- show what drainage is being removed prior to installation of new showing.

2.7 Modular Building

85% of the building will be constructed off-site in our dedicated factory; therefore, the onsite noise pollution and construction activity will be minimised so to avoid causing noise disturbance to nearby residents. This approach will also minimise the requirement for multiple deliveries of materials to site.

The modular building will arrive to site in 103 individual units which will be delivered and installed to a maximum of nine-units per day. The installation will take place in three phases over a period of two-weeks respectively.

Delivery contractors for the units will all have white noise alarms and are FORS Silver registered. A module delivery survey has been commissioned, which imposes no issues with the modules being delivered to the site. We have undertaken a survey of the local area and confirm that no road closures are necessary.

A crane lifting plan and modular phasing plan will also be developed in advance of the works.

The following should be noted during the installation:

- Traffic Marshals will be on hand at all times during the delivery of the units to site.
- A Safe System of Work will be adhered for the installation of the units. This comprises of:
 - Step 1 - The crane will be set up and all safety checks carried out as per the lifting plan and an inertia reel will be attached to the crane.
 - Step 2 - The Slingers signaller (wearing a full body harness) will gain access onto the container by a cherry picker driven by a qualified driver.
 - Step 3 - Once the Slingers signaller can safely attach the inertia reel to his harness, he will access the roof of the Unit.
 - Step 4 - Once on the container roof the Slingers signaller will attach the 4 chains to the 4 lifting points as stated in the lifting plan.
 - Step 5 - Once all the chains are attached the Slingers signaller will get back into the cherry picker, he will un-hook from the inertia reel and safely get back down to the ground.
 - Step 6 - We would attach a tag line on two of the corners to control the unit during the lift.
 - Step 7 - Once everyone is in a safe position and the two tag lines are being held under control the lift will commence. This is controlled by the slinger signaller and crane driver through radio contact and hand signals.
 - Step 8 - The lift will, as stated in the lifting plan, be done within the lifting limits of the crane.
 - Step 9 - Once the unit is in the required position the crane driver and slinger signaller will indicate it has been safely landed and the two tag lines will be removed.
 - Step 10 - The Slingers signaller (wearing a fully body harness) will gain access onto the container by a cherry picker driven by a qualified driver.
 - Step 11 - Once the Slingers signaller can safely attach the inertia reel to his harness, he will access the roof of the container.
 - Step 12- Once on the container roof, the Slingers signaller will unattached the four chains to the four lifting points as stated in the lifting plan.
 - Step 13 - Once all the chains are unattached, the Slingers signaller will get back into the cherry picker, he will unhook from the inertia reel and safely get back down to the ground and the next lift will commence.
- Barriers will be placed around the crane and the lift area. Also swing radius protection will be set up on the crane to ensure the party walls cannot be struck by the lifting load.

2.8 Construction Equipment & Travel

A Construction Traffic Management drawing has been developed for this project alongside the swept path analysis, please refer to Appendix 3. Figure 1, below, highlights the proposed routing of construction vehicles to and from the site. Construction traffic will access the site from Butt Lane. Vehicles will enter and exit the site from the northern western access points via the Butt lane. The proposed route is shown below.

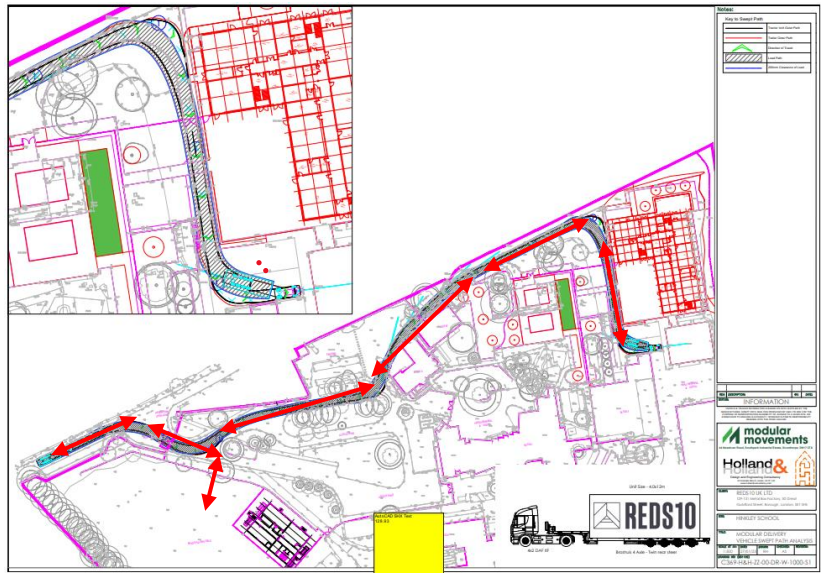


Figure 1: Proposed Construction Vehicle Routing

We confirm that deliveries will take place onsite. Deliveries will be timed and managed to a 'just-in-time' basis to ensure that no vehicles are waiting on Butt Lane and to maintain efficient onsite operations. We will utilise local supply chain and reduce delivery distances throughout the duration of the project.

Construction staff will be encouraged to travel to the site via sustainable transport modes where their role does not require the transportation of equipment or tools. Where sustainable travel is not viable, for construction staff driving to site, it is recommended that the routing for larger construction vehicles is utilised. All construction staff will be informed of the preferred route to / from the site prior to coming to site. Parking for construction personnel will be accommodated within the site confines to ensure no overspill onto the surrounding highway network. All contractors, subcontractors and visitors will be instructed not to park in any residential roads or in the nearby parking areas.

The delivery team for the Hinckley project will be local to the site. Therefore, operatives and workers on site will:

- Walk or cycle to site as much as possible.
- Utilise local transport – tube, buses, and national rail
- Carpool to minimise the onsite noise pollution and construction activity to avoid causing noise disturbance to the neighbouring school and local community.

Minimal onsite parking will be available for personnel and/or visitors during the construction phase. Use of public transport will consequently be encouraged along with car/van sharing to eliminate any additional requirements for street parking in the local area. To demonstrate our commitment, the site set up plan in Appendix 1 shows only a small area dedicated to site vehicle parking which will be abided throughout the development.

In all cases where there is a perceived risk to the public from construction traffic, measures will be put in place in the form of pedestrian diversions to maintain safe routes.

During the groundworks there will be six site staff and two managers on site overseeing the works. Their equipment will be delivered to site during 10.00 to 15.00 and will consist of the following:

- 20, 14, 3 1T excavators
- 9, 6T dumpers
- 10T Hydreama Dumper
- 6T Bulldozer
- Puddle Pumps
- Super silent pump
- 40kVA Super Silenced Diesel Generator

For the installation of the volumetric modular units there will be ten operatives and three managers on site. 85% of the building will be completed offsite which will require minimal construction works and waste removal. The modular units will be installed over one phase and will require a mobile crane situated on site to install all modular units that will be delivered on extending semi-low vehicles. Delivery of the modular units will be via Butt Lane. Arriving off the Bradgate Road, then taking the 2nd right turn onto Butt Lane and into Hinckley School. The modules will then be offloaded and leave the site entrance. Our delivery partner has undertaken a survey of the access route to site. We have selected the safest road, where no road closures are required.

2.9 Public Safety, Emergencies & Accidents

In all cases where there is a perceived risk to the public from construction traffic, measures will be put in place in the form of pedestrian diversions to maintain safe routes as well as traffic management plans and banks men for all construction traffic to maintain safety.

All deliveries are to be booked in 24 hours in advance ensuring the correct times are adhered to and traffic marshals are ready to receive the deliveries.

2.10 Waste Management & Minimisation

Waste will be generated during all stages of the construction works. Please refer to Appendix 5 Site Waste Management Plan. Major sources of waste within the construction process are:

- Packaging - plastics, pallets, expanded foams etc.
- Waste materials generated from inaccurate ordering, poor usage, badly stored materials, poor handling, spillage etc.

A Site Waste Management Plan has been developed and will be reviewed by each relevant sub-contractor detailing how it is proposed to dispose of and manage waste created during the construction phase. All relevant contractors will be required to investigate opportunities to minimise waste arising at source and, where such waste generation is unavoidable, to maximise the recycling and reuse potential construction materials.

Factory waste has also been accounted for in this plan and will be reused as required.

The destination of all waste or other materials removed from site will be notified to the relevant authority by the Contractor for approval. Loads will only be deposited at authorised waste treatment and disposal sites.

Waste compaction will be utilised as much as possible throughout the project to minimise unnecessary disposal trip generation.

No burning of construction waste will be undertaken on the Site.

Onsite waste is to be well maintained and all waste should be deposited into designated skips, bins, and areas for disposal to prevent attraction of vermin.

2.11 Materials Storage & Handling

As we are using Modern Methods of Construction, most of the waste associated with the building is generated in our factory, where it will be recycled or incorporated into other projects.

Storage of materials onsite will be limited due to 85% of the building being constructed off site in our dedicated factory. Please see site set up within Appendix 1 site layout.

Contractors and their subcontractors will be expected to maintain a tidy site, and to operate a 'just-in-time' policy for the delivery and supply of materials for the works, and to use offsite buffer stores to support this policy, if necessary. The movement, loading and unloading of plant and materials is only to be undertaken by professionals with appropriate, valid qualifications, and vehicles onsite will operate in line with onsite traffic procedures.

2.12 Temporary Services

Temporary services provisions for the works will be coordinated with the diversion of existing water, electrical services, and drainage.

2.13 Security Interfaces

The site will be fully protected and enclosed using hoarding and heras fencing. Towards the end of the project, elements of the hoarding will be replaced by the permanent school fencing. Security will be maintained around the site during site preparation and construction works (as noted earlier).

Principal security interfaces to be managed in respect of the site are:

- Local people — Maintain secure site boundaries to discourage trespassing
- Theft — Maintain secure site fencing and boundaries.

2.14 Temporary Accommodation

The location of the temporary accommodation has been picked due to various factors and as such the location is deemed to be in the optimal location. Extensive analysis of the location of the temporary accommodation has been conducted during the feasibility study and during the concept design phase. Other locations have been discounted due to the following reasons. The schools operational requirements of access for pupils in close proximity to the main teaching buildings with careful considerations for safeguarding and secure lines. Existing hardstanding car parking areas have been discounted as the existing parking needs to be retained on site, as any displacement or reduction of car parking would result in unacceptable offsite impacts. Additional, site specific constraints of access and levels, limits the temporary accommodation being over to the south or eastern part close to the existing teach blocks close to Block E. A 2.5m drop in levels on the chosen playing fields limits the temporary accommodation, and as such can't be placed tight up against the existing MUGA pitch. As such the location proposed is the most optimal.

Below is anticipated durations for both Temporary Accommodation and Temporary Car Park, dates are subject to any delays in programme and are currently only high level.

Temporary Accommodation

Start date: August 23

Finish Demobilisation: May 25

Area back online after reinstatement and 3 months of establishment: Sept 25

Duration: Best case: 2 years 1 month or Worst Case: 2 years 4 months

Temporary Car Park

Start date: August 2023

Demobilise: October 2025. If this is to be pushed back, the back online date wouldn't move.

Area back online after reinstatement and 3 months of establishment: June 2026

Duration: 2 years 10 months.

3. POTENTIAL ENVIRONMENTAL IMPACTS

3.1 Site Controls

The table below provides a summary of examples some of the potential environmental impacts to be considered and mitigation measures proposed.

Issue	Potential Impacts	Mitigation
Noise	Increased adverse road noise levels from vehicles. Increased adverse noise levels from plant during piling and general construction works.	Vehicle engines switched off when not in use. Adhere to operational hours. Majority of construction undertaken offsite. On site noise levels will be monitored regularly, particularly when changes in process are required or in response to complaints. The monitoring will be assessed in accordance to BS 5228-1-2009 + A1: 2014. Generators – this type of plant may be used outside of working hours to run welfare and office facilities. This will be done on the occasion where other preferred methods are temporarily not available. It will be the intent not to have these running outside of working hours. Any compressors brought onsite would be silenced or sound reduced models fitted with acoustic enclosures. All pneumatic tools would be fitted with silencers or mufflers. Deliveries would be programmed to arrive during daytime hours only. Care would be taken when unloading vehicles to minimise noise. Delivery vehicles would be routed so as to minimise disturbance to local residents. Delivery vehicles would be prohibited from waiting within the site with their engines running. All plant items would be properly maintained and operated according to manufacturer's recommendations in such a manner as to avoid causing excessive noise. All noisy equipment would be sited so that the noise impact at nearby noise sensitive properties is minimised. Noisy equipment shall be sited away from residential boundaries. Local hoarding, screens or barriers would be erected as necessary to shield particularly noisy activities. Avoiding the use of generators for the temporary builder's supplies, where possible. Plant and machinery will be modern and well maintained as well as operated efficiently with no excessive revving or idling. The works will be planned and sequenced where possible in order to take into consideration either imposed or preferred 'quiet times'.

Vibration	Increased adverse vibration levels from vehicles increased adverse vibration levels from plant during general construction works.	Any vibration works will be undertaken via low impact techniques. Majority of construction undertaken offsite. Regular monitoring will be conducted across all site operatives utilising or working regularly on plant or equipment which causes vibrations. Regular monitoring will enable operatives to limit themselves to recommended vibrational dose values (VDV) in accordance with BS6478.
Dust / Air Quality	Generation of windblown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. Generation of exhaust emissions from lorries and plant delivering and removing materials including dust and particulates which may impact upon local air quality.	Regular monitoring against existing air quality assessment. Damping down surfaces during dry windy weather. Erection of appropriate hoarding and/or fencing to reduce dust dispersion and restrict public access, and sheeting of buildings, chutes, skips and vehicles removing demolition wastes, appropriate handling and storage of materials. Restriction of drop heights onto Lorries etc. Limiting of vehicle speeds to 5 mph, avoidance of unnecessary idling of engines and routing of site traffic as far from residential and commercial properties as possible. Fitting all equipment (e.g. for cutting, grinding, crushing) with dust control measures such as water sprays wherever possible. Prevention of dust-contaminated run-off water from the site.
Waste Sustainability	Excessive waste generation and its appropriate disposal.	Majority of construction undertaken offsite in controlled environment. Waste is significantly reduced. Off-cuts stored to be used in other areas of the Wombourne project or save for other future projects.
Traffic	Adverse traffic congestion caused by site traffic and an increase in heavy goods vehicle (HGV) movement. Adverse traffic disruption from abnormal or hazardous loads. Transfer of mud and material from vehicles onto the public highway.	Deliveries to be made outside of peak rush-hour traffic. Units to travel in accordance with police permits overnight. Wheel wash facilities provided. Regular monitoring. High visibility vests to be worn at all times. Warning signals from heavy duty vehicles.

Storage of fuels and construction materials	Adverse accidental spills and discharges to drains which may create pollution hazards.	Dedicated area for site storage. No fuels or chemicals to be kept on site without permits. All fuel tanks to be double banded to prevent risk of spill.
Pedestrian access to site and surroundings	Adverse disruptions to pedestrian access and routes within the locality of the site and reduction in pedestrian amenity	Separate pedestrian route. Safety barriers installed.
Hazardous materials and contaminated land	Exposure of the workforce to deleterious / hazardous materials and ground. Asbestos has been identified on the site, following the recent site investigation.	PPE Site including gloves and eye protection. COSHH assessments to be available to operatives. Water supply available. Operatives to keep work area clean. Regular supervision.

Specific environmental procedures will need to be managed during construction:

- The control of noise, vibration and dust
- Site drainage
- Traffic and access management
- Waste management and minimisation
- Hazardous materials
- Management of Construction Works, and Local community liaison and complaints management
- Public safety, Emergencies and Accidents; Management of Sub-Contractors
- Material Storage and Handling
- Environmental monitoring
- The protection of archaeological remains; and the protection of ecological resources
- Requirement for engines to be switched off onsite when not in use, use of quieter plant, regular plant maintenance, screening of plant (if appropriate).
- With regard to potential dust emissions, environmental management controls will be implemented to prevent the release of dust entering the atmosphere and/or being deposited on nearby receptors. These measures will include:
 - Damping down surfaces during dry windy weather

- Erection of appropriate hoarding and/or fencing to reduce dust dispersion and restrict public access, and sheeting of buildings, chutes, skips and vehicles removing demolition wastes; appropriate handling and storage of materials
- Restriction of drop heights onto lorries etc.
- Limiting of vehicle speeds to 5 mph, avoidance of unnecessary idling of engines and routing of site traffic as far from residential and commercial properties as possible
- Fitting all equipment (e.g. for cutting, grinding, crushing) with dust control measures such as water sprays wherever possible
- Prevention of dust-contaminated run-off water from the site
- Ensuring that all plant and vehicles are well maintained so that exhaust emissions do not breach statutory emission limits
- Ensuring that a road sweeper is available to clean mud etc. from hard standing roads and footpaths when necessary.

The safety method statements will outline the control measures necessary to minimise the risks to an acceptable level, and all statutory notices will be placed with the Health and Safety Executive (HSE).

4 SITE MANAGER

4.1 Site Contact

The Reds10 (UK) Ltd senior site manager will be Ed Joyce who will be based on site for the duration of the construction period.

Ed Joyce

edjoyce@reds10.com

07931703007

4.2 Duties and Responsibilities

- Know the requirements of the appropriate safety standards or legislation, and ensure these standards are adequately applied the project. General health and safety awareness training is provided to all Site Managers as required.
- Read and understand the Reds10 (UK) Ltd Safety Policy and procedures and carry out work in accordance with its requirements.
- Ensure risk assessments are completed for all work activities and copies are returned to the head office weekly along with a weekly risk assessment reminder schedule. The reminder must be returned even if no activities have taken place that week.

- Ensure that all company procedures are brought to the attention of workers, during site induction training, prior to their works commencing.
- Organise site activities to ensure that work is carried out to the required standards and in accordance with the safety policy, health and safety plans, safety rules, procedures and permits to work.
- Implement arrangements with sub-contractors and others on site.
- Plan for and maintain a tidy site and ensure that all means of access and safe operation are free of obstruction. Ensure that all materials, plant and equipment are stored and secured in such ways as to minimise the risk to health and safety of persons, especially children.
- Undertake all necessary site inspections of workplaces, access equipment, plant, and other equipment and ensure that all the necessary report forms are completed.
- Ensure that all registers, records and reports are properly completed and maintained, up to date and kept in a safe place. Ensure copies of plans, procedures are available on site and those statutory notices are prominently displayed.
- Ensure that all plant and equipment to be used on site has been adequately maintained, tested and inspected, and that operators, drivers, slinger / signaller or banksman have been adequately trained and are competent.
- Notify the Contracts Manager of any accidents or occupational ill health involving employees, contractors, occupiers of premises or members of the public, resulting from contract works undertaken by Reds10 (UK) Ltd, or their contractors.
- Set a personal example by wearing appropriate clothing on site.
- The site manager will be on hand to liaise with nearby residents and inform everyone of site activities and works being carried out.

4.3 Informing Residents

The Site manager will keep the local residents up to date with the works that are being carried out. This applies to all building work; demolition works and road works. The notifications will include:

- A description of the work to be carried out and the amount of disturbance anticipated.
- All steps that we have taken to minimise disturbance.
- The time and duration of the work.

Any complaints will be recorded via a Complaints Register and dealt with at the earliest possible opportunity and to the satisfaction of the individual concerned. The complaints register will also be

reviewed on a regular basis to understand if there are any common complaints and/or trends to prevent further similar complaints.

Appendices

Appendix 1 – Site Construction Phase Plans



REDS10 U.K. Ltd
Metalbox Factory
Unit 129 - 131
90 Great Guildford Street
London
SE1 0HS
T 020 8545 8800
www.reds10.com

Do not scale from this drawings. All measurements must be checked on site before manufacture.

SITE PLAN KEY

- TRUST OWNERSHIP BOUNDARY
- EXISTING BUILDING
- MAIN WORKS BOUNDARY
- PEDESTRIAN ROUTE
- DELIVERY ROUTE
- CONTRACTOR ROUTE
- CRANE
- SKIP
- BANKS MAN
- TRAFFIC MARSHALL
- GATEMAN
- WELFARE UNIT
- H&S CONTAINER

0 15 30 Metres

Rev by:	Description	REV	Date

Hinckley Academy

Phase 3

Project number

2133

Date

18/05/23

Drawn by

IS

Checked by

-

SPL0001-R10-XX-XX-D-X-0001

Scale

1:500 @ A1

Rev



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- TRAFFIC MARSHALL
- GATEMAN
- WELFARE UNIT
- H&S CONTAINER

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0 15 30 Metres

Rev by:	Description	REV	Date

Hinckley Academy

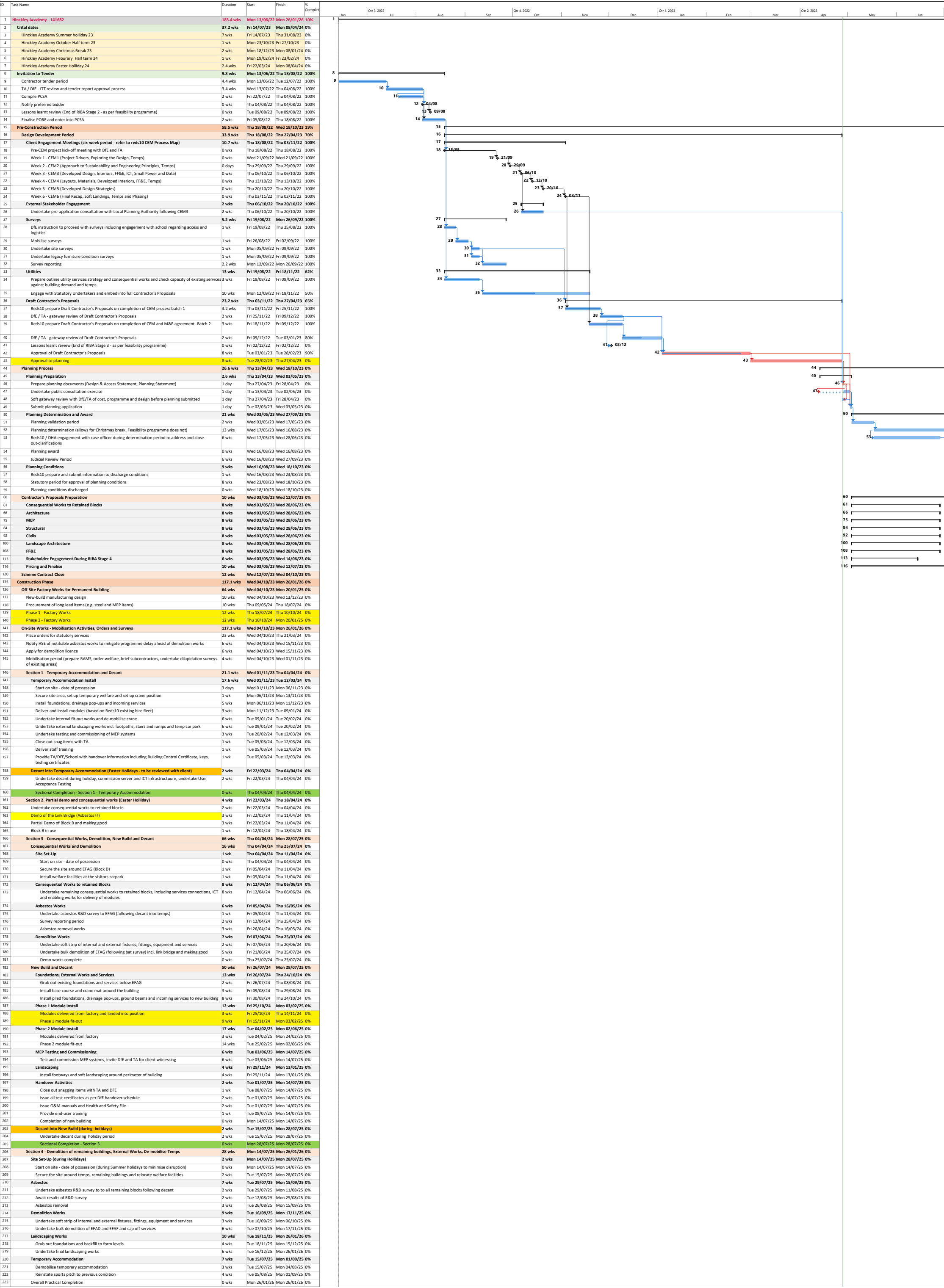
Phase 5

Project number	2133
Date	18/05/23
Drawn by	IS
Checked by	-

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Appendix 2 – Programme (indicative construction programme may change subject to client dates)



Appendix 3 – Modular Delivery Swept Path

Appendix 4 – Crane Lifting Plan