



Site Operational Hours and contacts

The working hours will generally be Monday to Friday 07:30 hrs. – 17:00hrs, with any works outside of these agreed hours will only be undertaken upon confirmation by the Contract Administrator.

Site contact:

Wadim Wierzbicki: 07377525874

Head Office Contact:

Dean Fuller 01732872600

Traffic Management

During normal working hours of the site, contact will be made directly with our Site Manager. Outside of normal hours, there will be a contact number that will have access to local labor, should it be needed for any tasks.

Deliveries shall be via the front of the site directly from Cheltenham close.

Deliveries will be scheduled to avoid peak traffic hours. This will alleviate traffic issues with the neighboring peak traffic periods.

All delivery drivers will report to the site management team on arrival and where necessary be escorted by a bank man.

The large vehicle will be required to call ahead of arrival so they can be met on the roadside before entering the site.

Special care will be taken regarding the management of deliveries to avoid any potential risk to the public/Staff and visitors.

Deliveries will be via articulated or rigid lorries and within the boundary of the site there is to be a set down area away from traffic and pedestrians.

Most deliveries will be unloaded by use of a lorry-mounted forklift (Moffit), a hi-ab crane arm or by hand. A bandsman will be used to manage the unloading, with appropriate signage and control of the workforce in the compound area. Signage will be installed to the external boundaries to clearly indicate pedestrian routes, diversions & priority over any site traffic.

No storage of plant or materials will be undertaken on the public highway with all materials being loaded into the building or compound area.

Roads and footpaths within and adjacent to the site will be always kept clear and clean.

Once into position, all vehicles will be asked to switch off their engines to reduce noise and air pollution.



The site access arrangements will be strictly enforced at the supplier and subcontractor inductions and when orders are placed.

Before undertaking the works, a full schedule of conditions will have complied for record-keeping purposes.

Site access off Cheltenham close



Proposed Site Setup Arrangements

Secure site

The works are within the boundary of the existing care home grounds. Harris fencing will be utilized between the site and residents, staff and visitors. A signboard will be erected to communicate progress to the surrounding residents.

All perimeter fencing will be well maintained throughout the project with a weekly visual inspection carried out to ensure the site hoardings are kept to the highest standards.

Parking

Parking will be made available on-site and excess will be directed to nearby public parking.

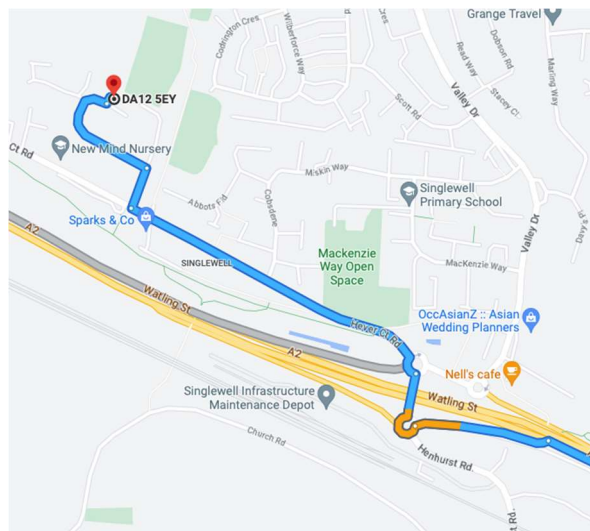
Wheel Washing

It is not envisaged Wheel wash facilities will be needed given the nature of the works but if these changes facilities will be installed to ensure surrounding roads are kept clean. In addition to this during activities such as demolitions, there will be road sweeps on call when the need arises.

Material and Plant Storage

All materials and plant will be stored within the site boundary without fail. Material deliveries will be coordinated to make sure there is always room to store within the boundaries of the site and the site plan has been done to allow plenty of storage space.

Preferred vehicular route to and from the site



Traffic movement prediction

The number of vehicle trips anticipated to achieve the programmed works will consist of:

- Articulated loads – We would anticipate that articulated-type vehicles will be used for the delivery of equipment along with larger material deliveries. We anticipate no more than 1 vehicle movement per week over the duration
- Rigid loads – We would anticipate that rigid-type vehicles will be used for the delivery of smaller plant, equipment, materials, and the removal of spoil as a result of excavation works. We anticipate between 1 - 5 vehicle movements a day over the duration of the works, with the busiest period being the first 20 weeks of the contract.
- The anticipated labour levels for a typical shift are 20 per shift. The least number of vehicles that could reasonably be expected to be used = 5-8 (this does not include visitors to the site).

Labour will be encouraged to use public transport and car share to minimise traffic movement. They will also be encouraged to bring food with them to the site to again reduce traffic movement along during break times.

Environmental Protection during the Construction Works

Noise

All plant that operates on the site will be fitted with noise suppression equipment such that noise levels do not develop over 125db 1 m beyond the perimeter of the works.

The type of plant, equipment and construction techniques are to be selected to reduce noise production.

If any operation is likely to generate noise levels above the accepted thresholds at the site perimeter and it is not possible to reduce the level, then the client and local residents will be consulted to ensure that the works are programmed to minimise disruption.

As part of the planning process for the works and to ensure that noise is kept to a minimum, the following points will be utilised to reduce the effects of noise on site:

- Ensure all mechanical equipment has silencers always fitted.
- Ensure sound insulation is maintained where provided to equipment.
- Locate noisy equipment behind baffles and/or away from work areas.
- Liaise with the client when noisy activities are to take place
- Reduce noise levels at the source wherever possible.
- Form enclosures for noisy equipment
- Regular inspection and maintenance of plant
- Use of alternative methods where appropriate and practicable
- Provision of ear protection to operators and designate ear protection

Dust

All operations that are likely to generate dust will be assessed and suitable method of dust suppression be introduced to control contamination of the local environment such as: -

- Site layout will be planned – machinery and dust-causing activities should be located away from sensitive receptors.
- All site personnel will be fully trained.
- Trained and responsible manager on-site during working times to maintain a logbook and carry out site inspections.
- Hard surface site haul routes are in place.
- Real-time dust monitors will be put in place across site.
- Effective vehicle cleaning and specific fixed wheel washing on leaving site and damping down/cleaning of haul routes, when required.
- All loads entering and leaving site will be covered.
- Prevention of site run-off of mud or water.
- Minimise movement of construction traffic around the site.
- Appropriate speed limit used around the site.
- Use water as a dust suppressant.
- Use enclosed chutes and covered skips.
- The impact of construction vehicle emissions has been assessed as being negligible. Emissions from construction traffic will be minimised through:
- The regular maintenance of vehicle engines.

Spillage

All fuel will be stored in double bunded tanks and all refueling will be carried out in a designated area on an impervious base with bunded sides. Spill kits to be available at all times to all works areas.

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