

Date:24/01/22

REV No: r03

Contract No.	NE8659
Contract Title & Address	Greenhead College Greenhead Road Huddersfield HD1 4ES
Duration of Project	Start Date: 14/02/22 End Date: 24/02/25 Duration 158 weeks
Client Name & Address	Department for Education (DfE) Capital Directorate Operations Group Sanctuary Buildings, Level 5, Great Smith Street, Westminster, London, SW1P 3BT Based West Yorkshire
Principal Designer Name & Address	GallifordTry Building – North East and Yorkshire GallifordTry House, Pontefract Road, Normanton, West Yorkshire WF6 1RN
Principal Contractor	GallifordTry Building – North East and Yorkshire Galliford Try House, Pontefract Road, Normanton, West Yorkshire WF6 1RN
Prepared By (Site Team)	Matt Naylor Date 24/01/22

Location and description

The address for the project is:

Greenhead College

Greenhead Road

Huddersfield

HD1 4ES

The site is an existing college and is located off the Greenhead Road in Huddersfield. The existing site comprises of existing college buildings of ranging age, existing AWP and carpark along with extensive greenery to the boundaries. Stone walls also bound the site to the north east and south of the site. The site is located on top of existing unidentified mine workings at a depth of approx. 20m below ground level.

The grid reference at the centre of the site is 53.64707044675551, -1.7932026387150173.

Scope of the works

The scheme is a 4-storey building to the South East of the site and will provide new teaching facilities for the college. This will include the demolition of the existing Main Hall, Student Social Area and Science Building which will be replaced with an infill building in the location of the main hall to re provide a social space and dinning/changing facilities. Both building are steel framed with pre cast concrete planks for upper floors, the new teaching building including a 1100mm high parapet.

Foundations are currently intended to be a piled solution but may end up being a grouted Coal seam and pad foundations, there is a cut and fill exercise to take place to deal with the level change on site and we will use retaining walls to achieve this.

The external envelop is a brick structure which ties back to the Structural Frame (SFS), the windows are fitted within the SFS and prior to the brickwork.

A programme has been developed which reflects the requirement to minimise disruption and risk to residents, staff and students, and members of the public.

Timing of the works

Contract Award Date	11th Feb 2022
Contract Commencement Date	14th Feb 2022
Contract Period	158 weeks
Site Start Date	14th Feb 2022
Occupation of new building	25th Sept 2023
Planned Contract Completion	24th Feb 2025

Please refer to the Construction Phasing Plans in Appendix A for further details.

The dates set out in the table above are current at the time of writing but may be subject to change. A construction programme specific to the project will be maintained by the project team this will be updated / reviewed throughout the works and copies provided to the client or others requesting this information.

All noisy construction activities will take place during the following times unless the activities fall within the 'exceptional working arrangements' detailed below:

Monday to Friday: 07.30am to 18.30pm

Saturday: 8.00am – 13.00 pm

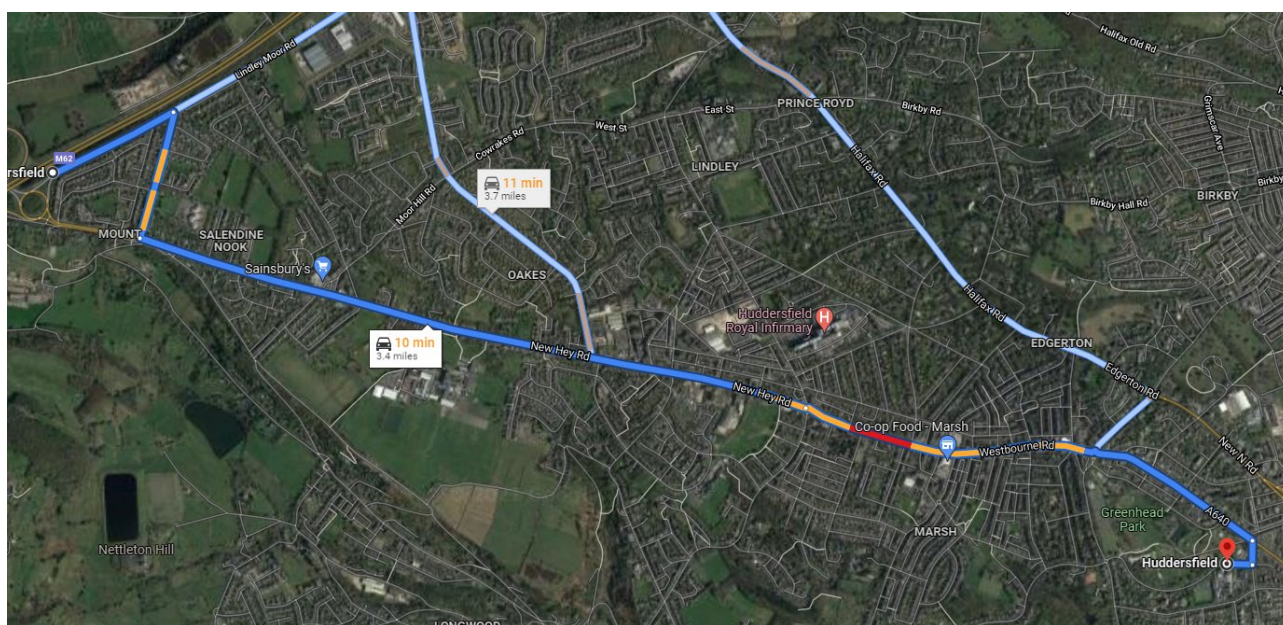
Sunday and Bank Holidays: No noisy activities

Construction delivery hours will align with the site working hours indicated above, unless falling within the 'exceptional working arrangements' detailed below. There will be no deliveries during peak college arrival and departure times.

Traffic and materials management

Please refer to the Construction Phasing Plans and vehicle tracking plans in Appendix A.

The main vehicle route to site will be via the A640 and Park Drive South as shown on the map below.



The main construction site entrance will be temporarily formed on Park Drive South, and steel galvanised gates will be installed, at the beginning of the works. A small area of trees and vegetation will be removed to enable this access to be created.

The pedestrian entrance to site will be located on Park Drive South in the location of the new proposed main construction site entrance, and access will be controlled via a fingerprint turnstile.

Any construction delivery vehicle or plant reversing into the site, or onto the road, shall be aided by a vehicle banksman. Any vehicle reversing on site which does not have 360degrees vision shall be aided by a vehicle

banksman. Only authorised competent persons shall act as a vehicle banksman. Banksmen will stop traffic and pedestrians when required to ensure all vehicles are banked into site safely.

Road brushes will be used to clean the construction site entrance and along Park Drive South, Park Avenue and Greenhead Road. A jet-wash can be utilised at the site entrance as a designated wheel wash location.

We will ensure that traffic is routed away from work areas wherever possible with pedestrian and vehicle segregation in areas where this is not possible. This plan will include for the re-fuelling of plant on site, deliveries to site and access for emergency vehicles.

Construction vehicle frequencies are anticipated to be as follows:

- Steelwork - Artic Lorry - 1 per week x 12 Weeks
- Precast Planks - Artic Lorry - 2 per week x 12 Weeks
- General materials - Rigid lorry – 2 Per Day

Parking for contractors will be on site and will be located on the former AWP to the West, with a second entrance formed temporarily on Park Drive South for access to this area. This will be supplemented by car parking provisions within the city centre. Parking in local residential areas by site operatives will be actively discouraged and will be part of the site induction to ensure that this is communicated to all those involved with the project.

Within the duration of the works we envisage that a number of short term, managed road and footpath closures will be required.

It has been noted that footfall on Greenhead Road, and Park Avenue will be a key consideration in planning and minimising these possible closures. The project strategy is to limit footway closures to relatively short durations and a phased approach to any street works to further minimise impacts. Alternative footway routes will be signposted during the periods that footways are closed.

Wherever possible road closures will be restricted to weekends. In liaison with RASWA.forms@kirklees.gov.uk we will agree in advance all temporary traffic management measures. At this stage of the contract the envisaged periods / activities that may require more detailed discussions once subcontract procurement is complete are:

- Crane erection / dismantling – Envisaged as weekend / 1-day operations
- Highway works to form construction and permanent accesses and footpath alignment – Envisaged as 4weeks
- Safety closures for Site and Public safety during specific construction activities
- Services connections – these are within the control of the Statutory providers; however we envisage localised controls for a short period of days which will maintain the footpath.

The storage of materials is very restricted due to the location of the access road and the orientation of the building. Therefore, deliveries will be based on a just in time delivery and booked in via an online booking system. The location for laydown will mainly be used for drop off as most materials will be relocated into the building and any dust producing materials will be delivered bagged as opposed to tipped on site. Mortar will be supplied via silos.

Site set up and security

The site stone wall will be utilised to form the GT site boundary along the Park Drive South, Greenhead Road and Park Avenue. Site boundaries within the site will be supplemented with a timber 2.4m hoarding. All boundaries for the duration of the construction activities will be in accordance with our Temporary works requirements.

All temporary fencing will be used to prominently display GallifordTry signage and safety signage to ensure all

members of public are aware of what is happening and the dangers of construction sites.

A CCTV system will be employed which links to a central control centre. Where necessary a guard or visiting night watchman, may be employed. The site is situated within the existing college campus.

During normal working hours, a gateman will control access and egress onto site for all construction traffic and visitors.

The site manager will make all operatives aware of the relevant fire evacuation procedures, site rules etc. Statutory health and safety notices shall also be clearly displayed on site. Safety issues will be reviewed as deemed necessary, and on a regular basis with sub-contractors

Coal seam grouting and excavations

The ground conditions beneath the proposed new building include worked long wall coal seams at a depth of 16m below ground level (bgl). The seams will have to be grouted and filled prior to the main construction activities commencing and foundations being excavated. This will consist of a small boring rig that will drill down into the seam to pump grout into until it meets a certain pressure and generates suitable ground bearing pressure for the excavations to commence.

Excavations will commence on site once all relevant paperwork is satisfactory and permits are completed correctly. All excavations will be completed by a machine with a banksman in attendance, no machine will excavate without banksman. Edge protection will be in place once an excavation has commenced and exclusion zones created.

Any poor ground discovered will be removed from site and stoned up accordingly, formwork will be used in excavation of poor ground also.

Dust

Please refer to the separate Dust Management Plan document.

The mitigation that will be used to minimise dust is water suppression during excavation and groundworks in dry weather conditions. 8ft solid timber hoarding will be erected preventing dust being blown across the live college campus. Relevant guidance such as the Institute of Air Quality Management Guidance on the assessment of dust from demolition and construction February 2014 will be followed. The site is currently tarmac construction and we intend to leave as much as possible down throughout the works to mitigate the production of dust.

Noise

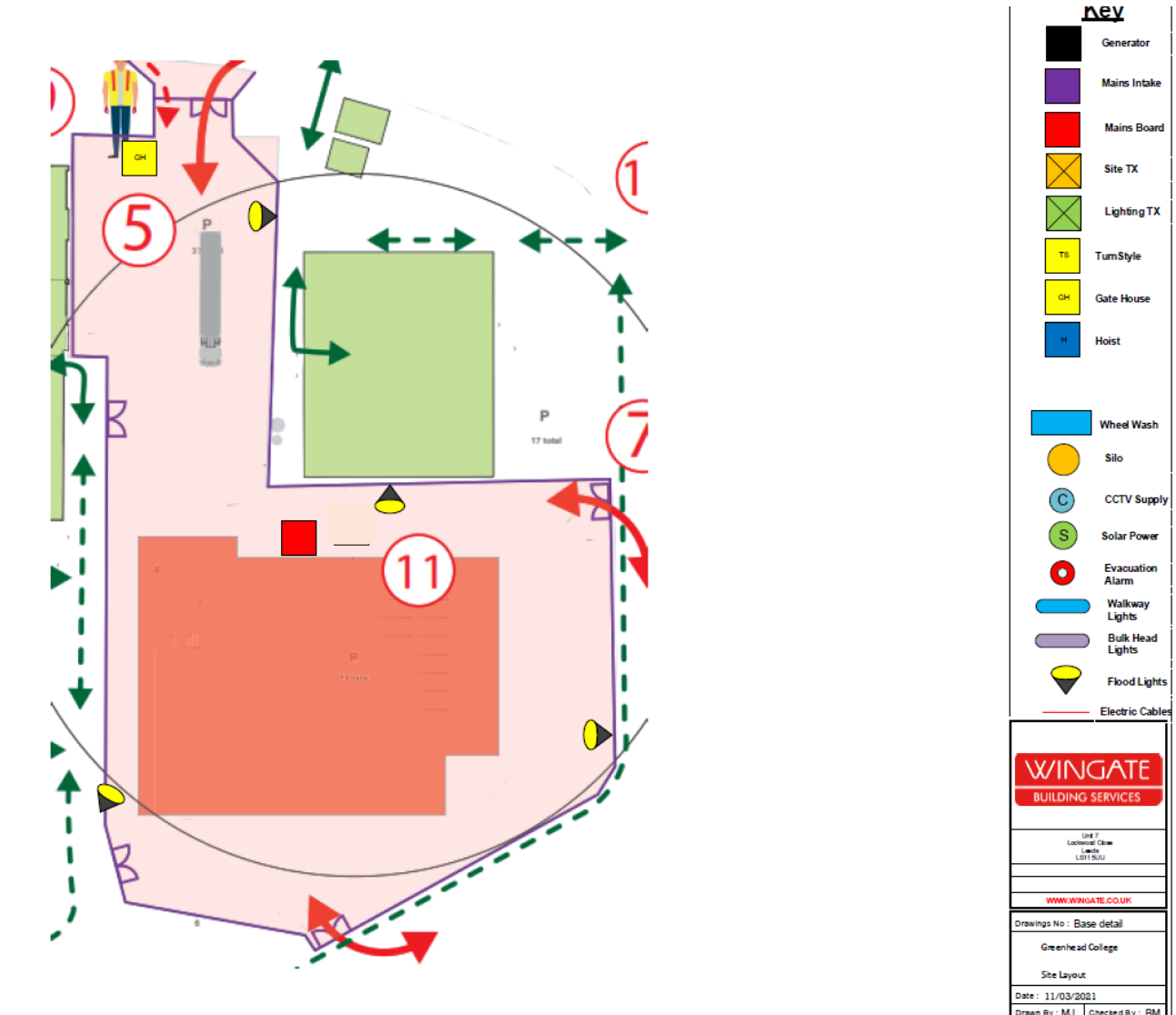
An assessment of the likely noise (including vibration) emissions from the site will be conducted by GallifordTry and mitigation measures will be taken to minimise noise disturbance. Relevant guidance such as BS5228 Code of practice for noise and vibration control on construction sites 2014 will be utilised.

To minimise noise emanating from the works we will use the most modern equipment available for the task, ensuring that any plant is suitably sized to avoid over-working and as such generating additional noise. The use of radios will not be tolerated on site and the need to respect our neighbours as well as the operational college use that will continue on site during construction works will be reinforced at site inductions, within the site rules and at daily task briefings. This will be enforced by the site team.

The approach to noise mitigation during 'exceptional working arrangements' is detailed below.

Construction lighting

The proposed approach to construction lighting is shown in the diagram below.



The control of site lighting will be via photocell timing switches and timers to ensure the lighting can only operate during the site working hours. The photocell prevents the lights from coming on when there is sufficient light to work and the timers ensure the lights do not remain on outside of working hours in an evening or on weekends. Lights located adjacent to site entrances will typically be provided as part of the security package and will activate if they are triggered to capture intruders on site and act as a deterrent, these will be time restricted to 30 seconds unless there is need for security intervention.

Temporary drainage

The approach to temporary site drainage is as indicated on the diagrams in Appendix B.

Site Waste Management Plan

Please refer to the separate Site Waste Management Plan Excel template document for the project. This will be completed as the project progresses.

Exceptional working arrangements

Mitigation measures have been included in the detailed planning and programming for the construction works. These being targeted to mitigate the anticipated activities that may generate noise such as piling, power floating etc. The principal strategy and mitigation hierarchy is to:

- Ensure that these works are planned for and permitted only within normal site working hours, removing the risk of out of hours noise disturbance by good planning and first level control.
- There will be no overnight working permitted as a general provision and all sub contractors will be procured on the basis that no overnight working will be permitted.
- All deliveries and offloading will only be permitted only within normal site hours. No overnight working will be permitted for the purpose of deliveries or loading out.
- Where limited works are required outside working hours that these are minimised, controlled and subject to back stop curfews avoiding extension into unsociable hours. All will be pre-agreed with the Local Planning Authority in good time prior to the works being required.

Where the noisy works are unavoidable outside of normal site working hours, these exceptional working arrangements shall be agreed in writing with the Local Planning Authority. Prior to any exceptional working arrangement activities being undertaken the Local Planning Authority must have confirmed in writing that those activities are acceptable. The Local Planning Authority shall be provided full details of the exceptional working arrangement activities at least 14 days prior to the intended start date of those activities.

A letter drop or other means of advanced community consultation on the exceptional working arrangements must take place.

On receipt of a complaint, noisy works will be ceased, until the source can be investigated, and relevant mitigation action taken to prevent it arising again. Details of any complaints will be provided to the Local Planning Authority.

Exceptional working arrangement activities:

- A. Activities may include special deliveries and loads which need to be escorted onto to site prior to 7am to remove large articulated wagons from the A640 highway in advance of rush hour. They will be escorted into the site and left with engines off until 8am before unloading.
- Anticipated Activities that may generate this requirement:
 - Piling Rig Mobilisation and Demobilisation – 1-day activity per event (2days total)
 - Crane Erection / Removal – 1-day activity per event (2 days total)
 - Mitigation:
 - Vehicle movements will be restricted to arrive between the hours of 6am – 7am and depart between 6pm – 7pm
- B. Weekend working towards the end of the of the scheme Sept/Dec 2023 – this is to assist with the handover procedures.
- Mitigation:
 - Working hours will be limited and all works will cease at 10pm

- Noise monitoring via handheld equipment will in place managed by GT staff. To ensure pre agreed noise limits are not exceeded.
- C. Placing of steel structure – this activity is typically affected by high winds which can cause delay and utilising some weekends or later working allows us to make up the programme.
 - Mitigation
 - Works will be targeted to weekend permitted hours as a first priority, and any works outside that time will be by exception and as measure of absolute last resort pre agreed in advance.
 - Working hours in the exceptional conditions will be limited and all works will cease at 10pm and noise monitoring via handheld equipment will be in place managed by GT staff to ensure pre agreed noise limits are not exceeded.
- D. Pouring of concrete to upper slabs – concrete needs to be polished throughout its curing process to ensure a smooth and level finish, this is done by power floating the concrete however the time it takes for concrete to go off is dependent on temperatures so it often needs a nightshift of a small workforce of 5-6 operatives to complete this.
 - Mitigation
 - Works will be programmed to ensure that pour sizes are limited to control the curing periods that require periods of extended working to power float.
 - Where weekend working to extended hours beyond the first level of control are required, these will be permitted as an exception and as a measure of absolute last resort, agreed in advance.
 - Working hours in the exceptional conditions will be limited and all works will cease at 10pm and noise monitoring via handheld equipment will be in place managed by GT staff to ensure pre agreed noise limits are not exceeded.
- E. Commissioning pipework, lighting and fire alarms – to test pipe work they need to be pressured to over 6 bar which is too dangerous to take place during normal working hours, this would normally happen between 5-8pm with 2 operatives on site. Lighting needs to be tested when dark so to carry out the lux tests operatives will need to stay back until 11-12pm to accurately test.
 - Mitigation
 - These are not noise generating and limited to personnel movements to and from site.
- F. Statutory pipework connections will need to be carried out on a nightshift – This would be via a road closure for the gas and water connections.
 - Mitigation
 - These activities are generally outside of our direct control, however GT will work actively with the Stat providers to limit the need for out of hours working by careful consideration of programme to create opportunities for these activities to be with normal site working hours.

During exceptional working arrangement activities, GT site managers will undertake noise monitoring during works at the boundary of the site to ensure that the noise, arising from the works, is not at such a level so as to affect the nearest receptor. Working with our appointed acoustic consultant we will establish in advance of the works predicted noise levels and the limits that will be applied to the project. These will inform the mitigation plans outlined in the sections above and will form part of any advanced dialogue with regards to any section 61 applications that may be required. Should any noise arising from our works be demonstrated as being clearly audible in excess of agreed levels, works will be stopped until mitigation measures such as acoustic screening over doorways/windows can be employed. The results of the noise monitoring/noise assessment shall be made available to the Local Planning Authority upon request. All noise monitoring must be undertaken by a competent person and in line with BS 5228.

Complaints

In the event that any complaints are received, details of the complaint will be logged in the on site log-book and potential sources or occurrences on site will be investigated. Records of all complaints and remedial action will be held on site within the dedicated log book and displayed on the site hoarding for the site team and members of the public. This Construction Management Plan will be reviewed and adequately updated to deal with the source behind the complaint and the review frequency increased to ensure no more failures occur, this will be done with support from our HS&E inspector.

As an associate member of the Considerate Constructors Scheme we will adopt their complaints procedure and use their format to record the complaints/complements.

Community liaison

We will ensure a letter drop is carried out within 200m of the site prior to the start of construction activities and at regular intervals through the scheme to keep the local community up to date with our site progress.

A community notice board will be displayed on our site hoarding so the public and local community can see and comment on our site actions.

At GallifordTry we have the option of using 2 days a year for volunteering within the local community. We will consult with the LPA on local community activities and offer 2 days per GT staff member to volunteer in the community.

Site Manager contact details

The Site Manager will be confirmed by GT in due course.

The Site Manager will work under Operations Manager, Matthew Naylor - Matthew.Naylor@gallifordtry.co.uk

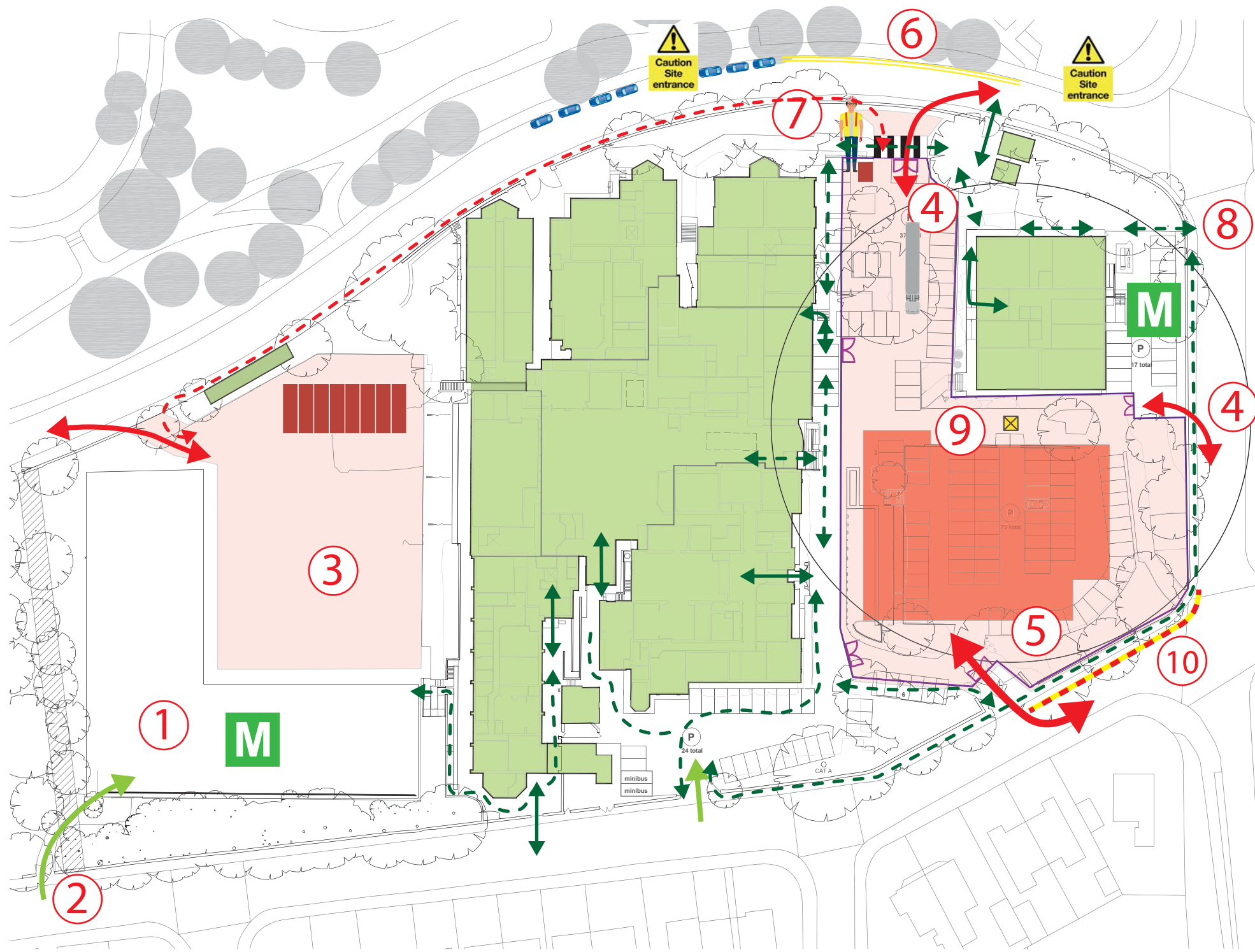
Appendix A – Construction Phasing Plans and Vehicle Tracking Plans

-
- The site map illustrates the layout of the new building and its integration with the existing campus. The new building is shown in green, while existing buildings are in red. The map includes numbered red circles (1-9) indicating specific locations, green arrows showing movement paths, and red arrows showing access routes. Key features include the 'Caution Site entrance' signs, the 'M' building, and the 'P' parking areas.

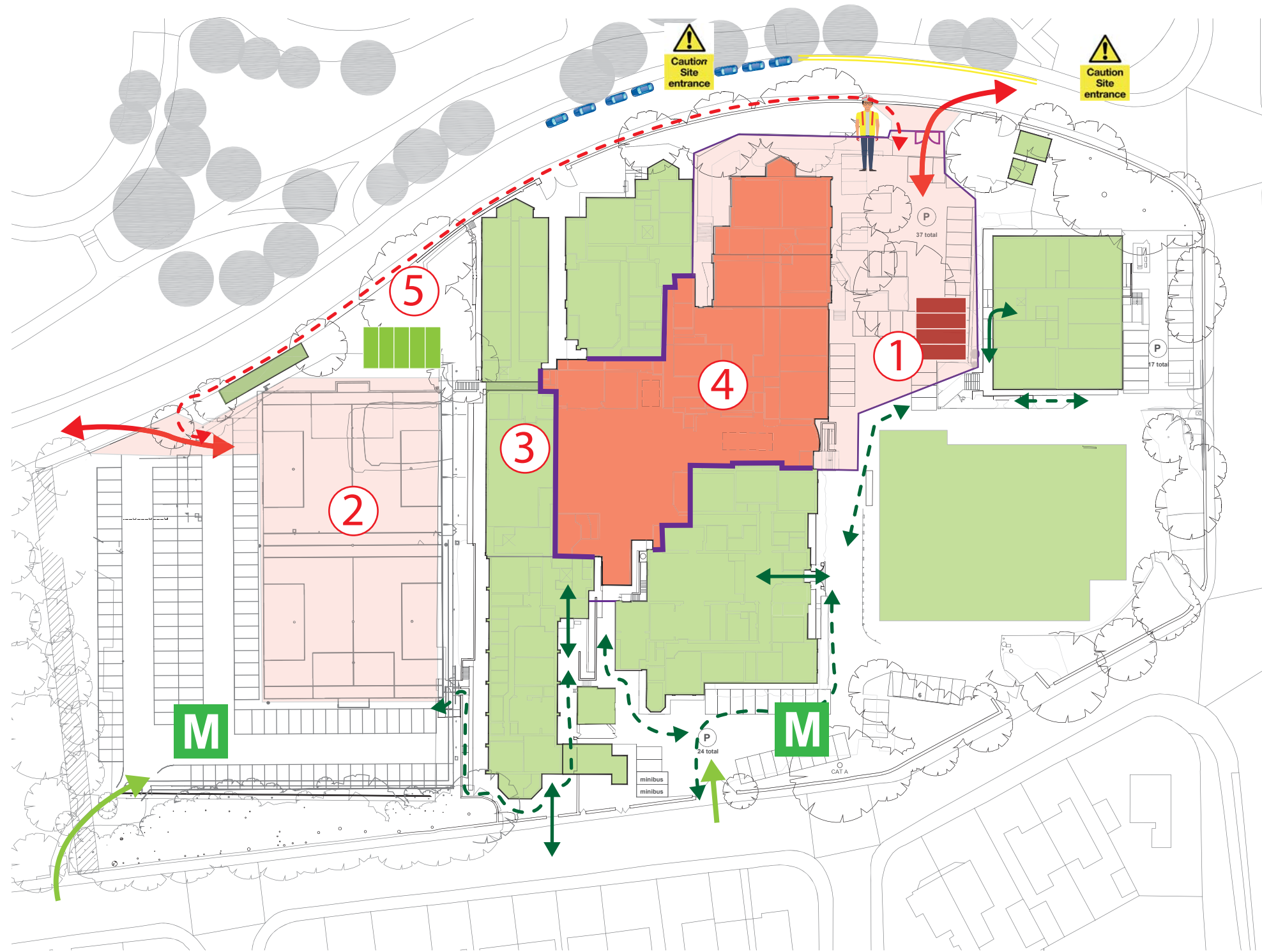
-
- A horizontal timeline spanning from February 2022 to February 2025. The timeline is represented by a series of circles, each containing a letter indicating the month (F for February, M for March, A for April, M for May, J for June, J for July, A for August, S for September, O for October, N for November, D for December). The years 2022, 2023, 2024, and 2025 are labeled below the timeline at regular intervals.

- ① College parking
- ② College parking access
- ③ GT Compound
- ④ Contractor delivery access.
- ⑤ Secondary site access
- ⑥ Parking suspended opposite site entrance
- ⑦ Banksman
- ⑧ Temporary pedestrian access to Rostrom Building
- ⑨ Tower crane
- ⑩ Concrete road barriers to widen footpath - tbc with highways

- College
- GT Site
- GT Accommodation
- Site Hoardings
- GT vehicle routes
- GT pedestrian routes
- College vehicle route
- College pedestrian routes
- Muster points

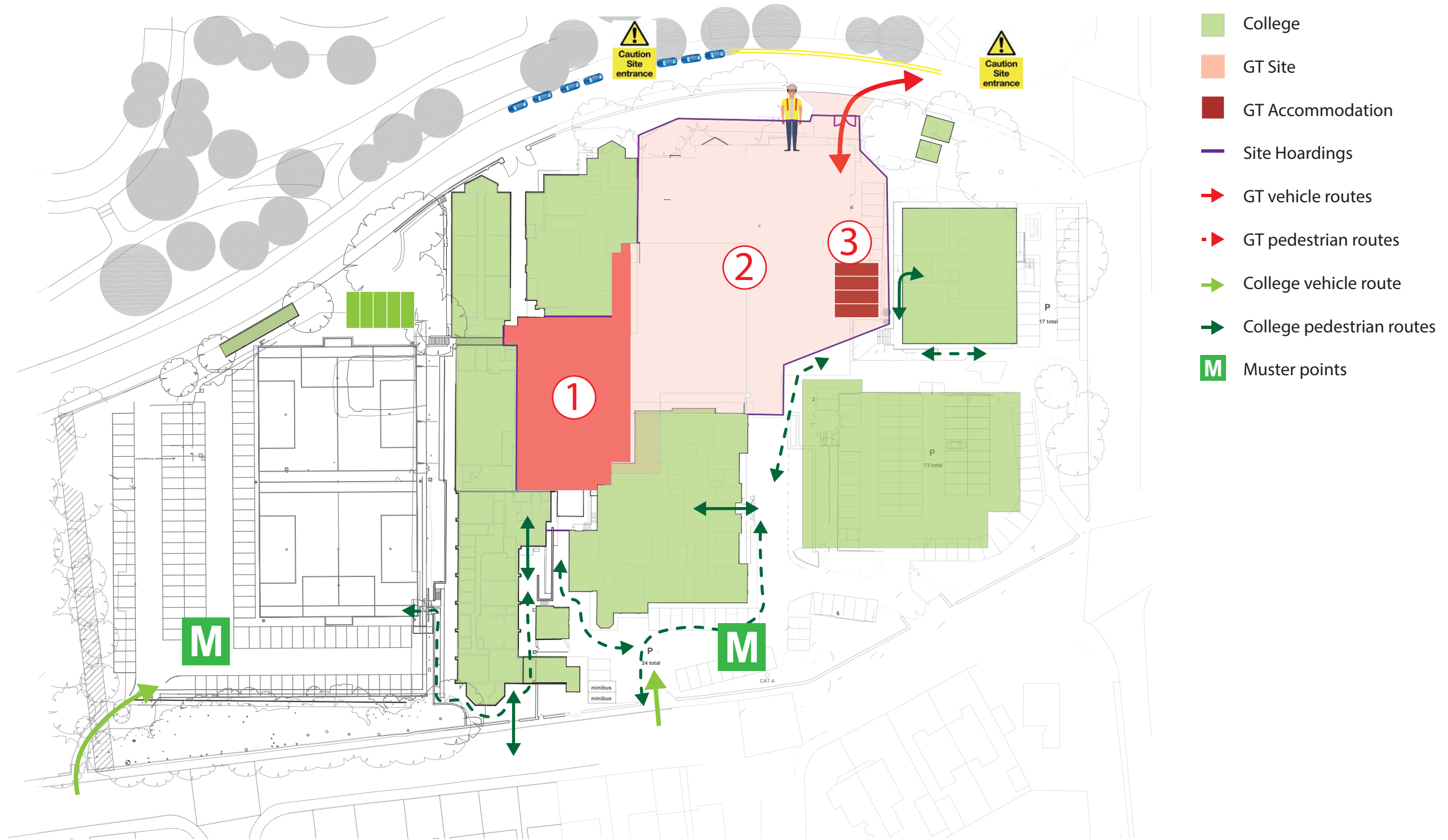


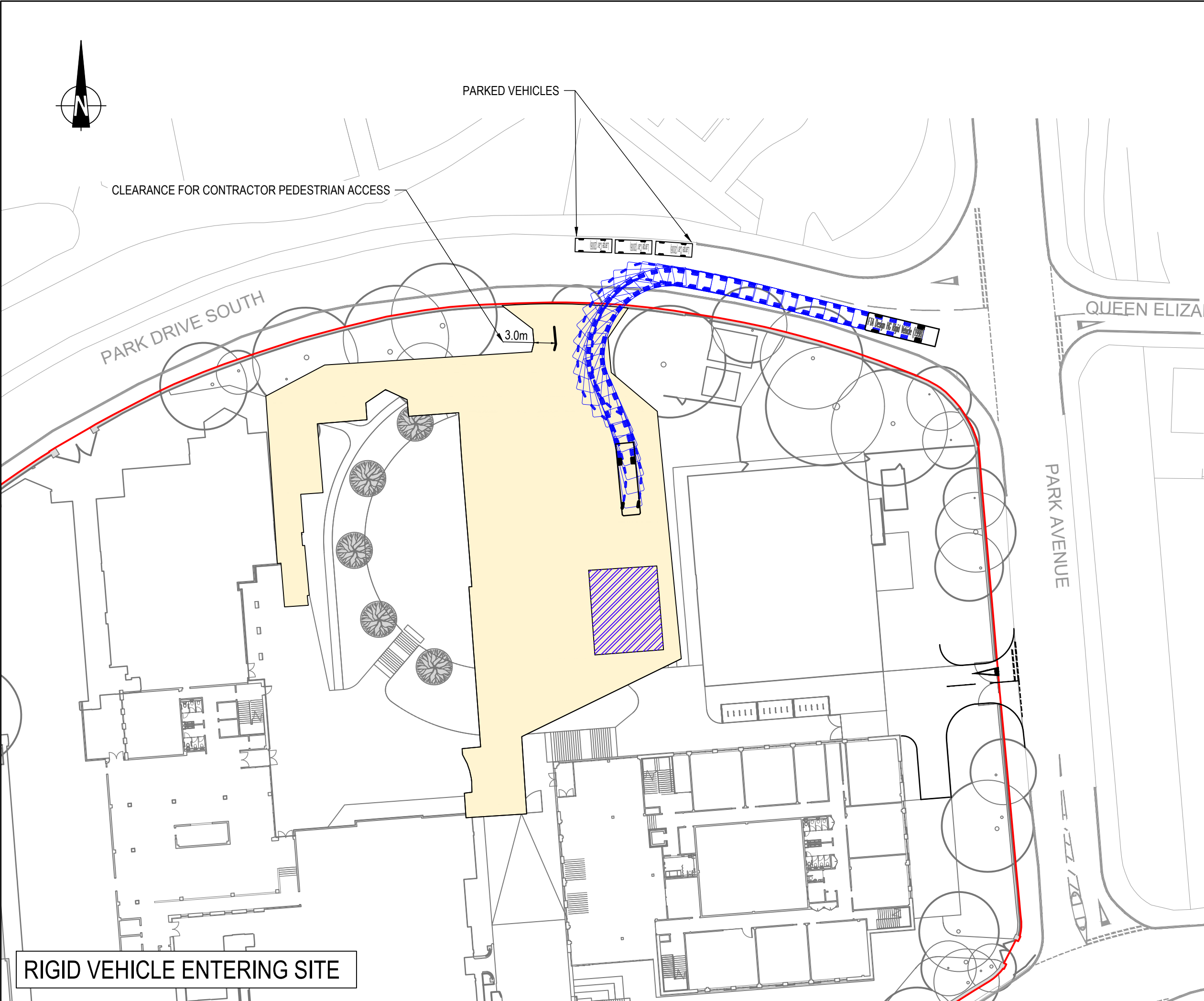
- ① Relocate GT accommodation
- ② New muga
- ③ Internal hoardings
- ④ Demolition of existing buildings
- ⑤ Temporary changing facilities



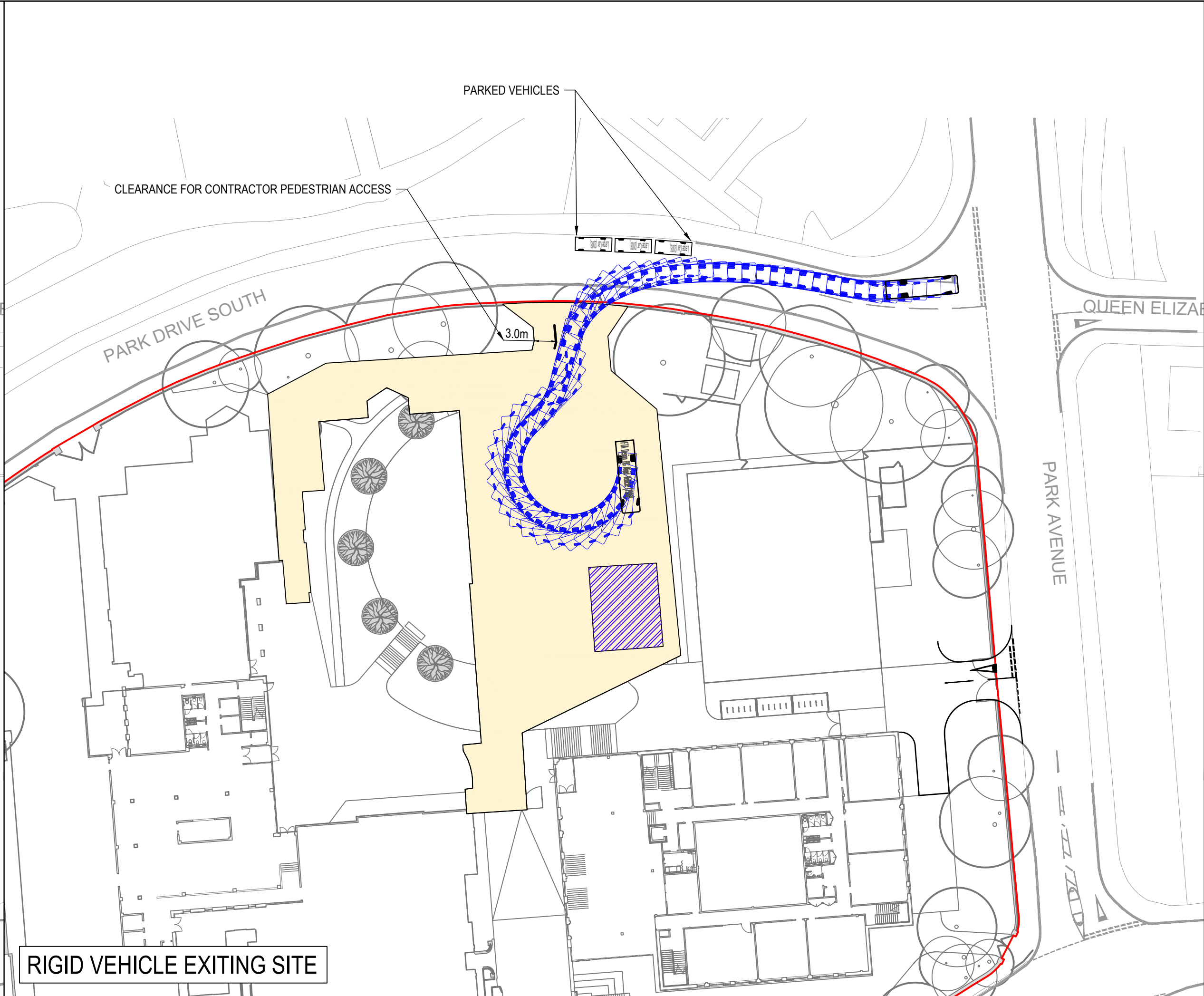
- College
- GT Site
- GT Accommodation
- Site Hoardings
- GT vehicle routes
- GT pedestrian routes
- College vehicle route
- College pedestrian routes
- Muster points

- ① Courtyard infill block
- ② Complete external works
- ③ Remove site accommodation

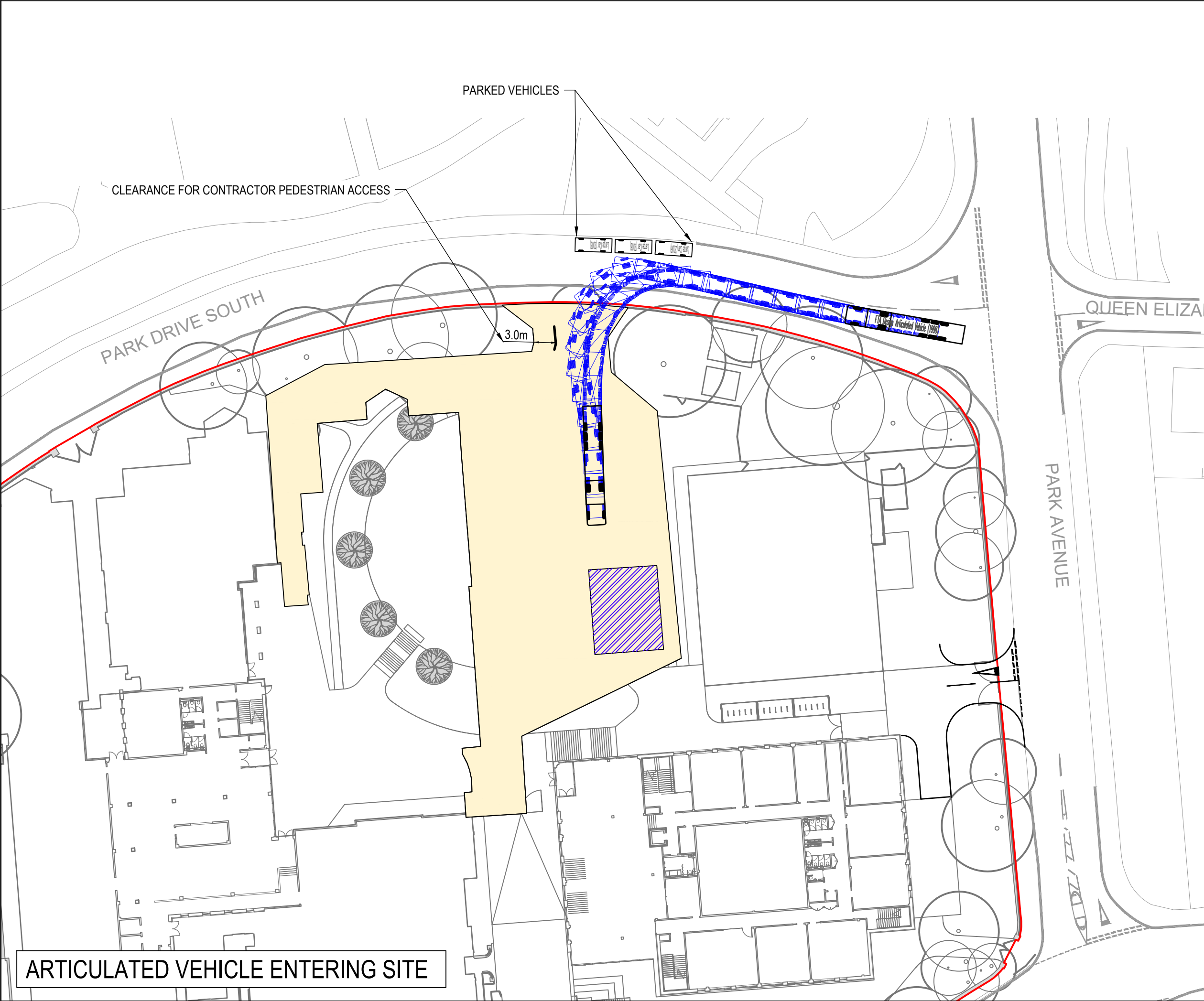




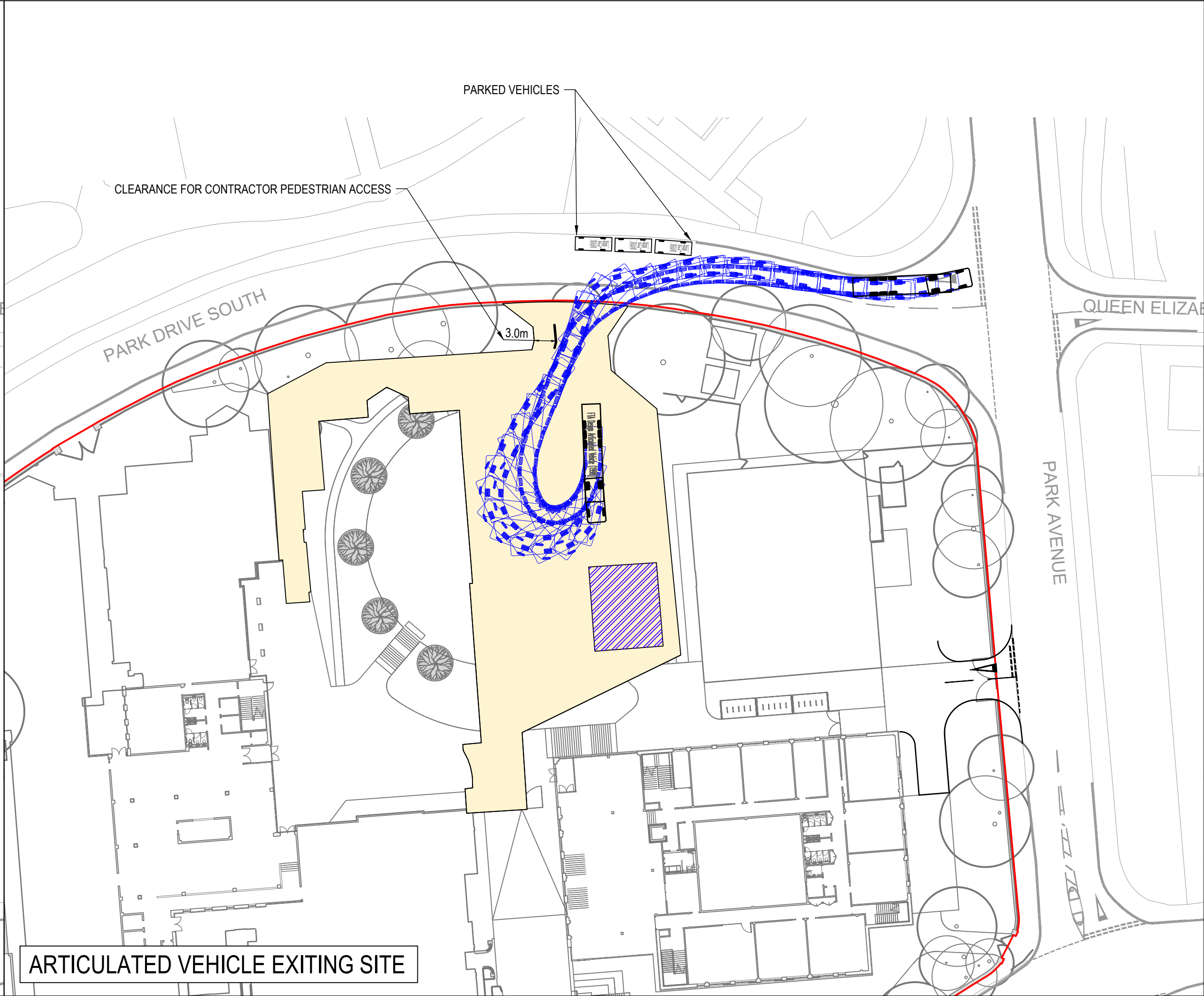
RIGID VEHICLE ENTERING SITE



RIGID VEHICLE EXITING SITE



ARTICULATED VEHICLE ENTERING SITE



ARTICULATED VEHICLE EXITING SITE

- NOTES:**
- DRAWING BASED ON:
 - TOPOGRAPHICAL SURVEY (REFERENCE: 45774-013T-01-1 REV. A), PRODUCED BY PLOWMAN CRAVEN OCTOBER 2020;
 - PROPOSED SITE LAYOUT (DWG No. 5379-OOB-ZZ-00-DR-L-0001_P06-Site Plan), PRODUCED BY OOB MARCH 2021; AND
 - TRAFFIC MANAGEMENT PLAN - PHASE 3, PRODUCED BY GALLIFORD TRY.

- KEY:**
- SITE BOUNDARY
 - EXTENT OF SITE COMPOUND
 - CONTRACTOR SITE ACCOMMODATION (PHASE 3)
 - FORWARD GEAR

VEHICLE DETAILS:

FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

P01	First issue	16.03.21	IE	BL	BL
Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

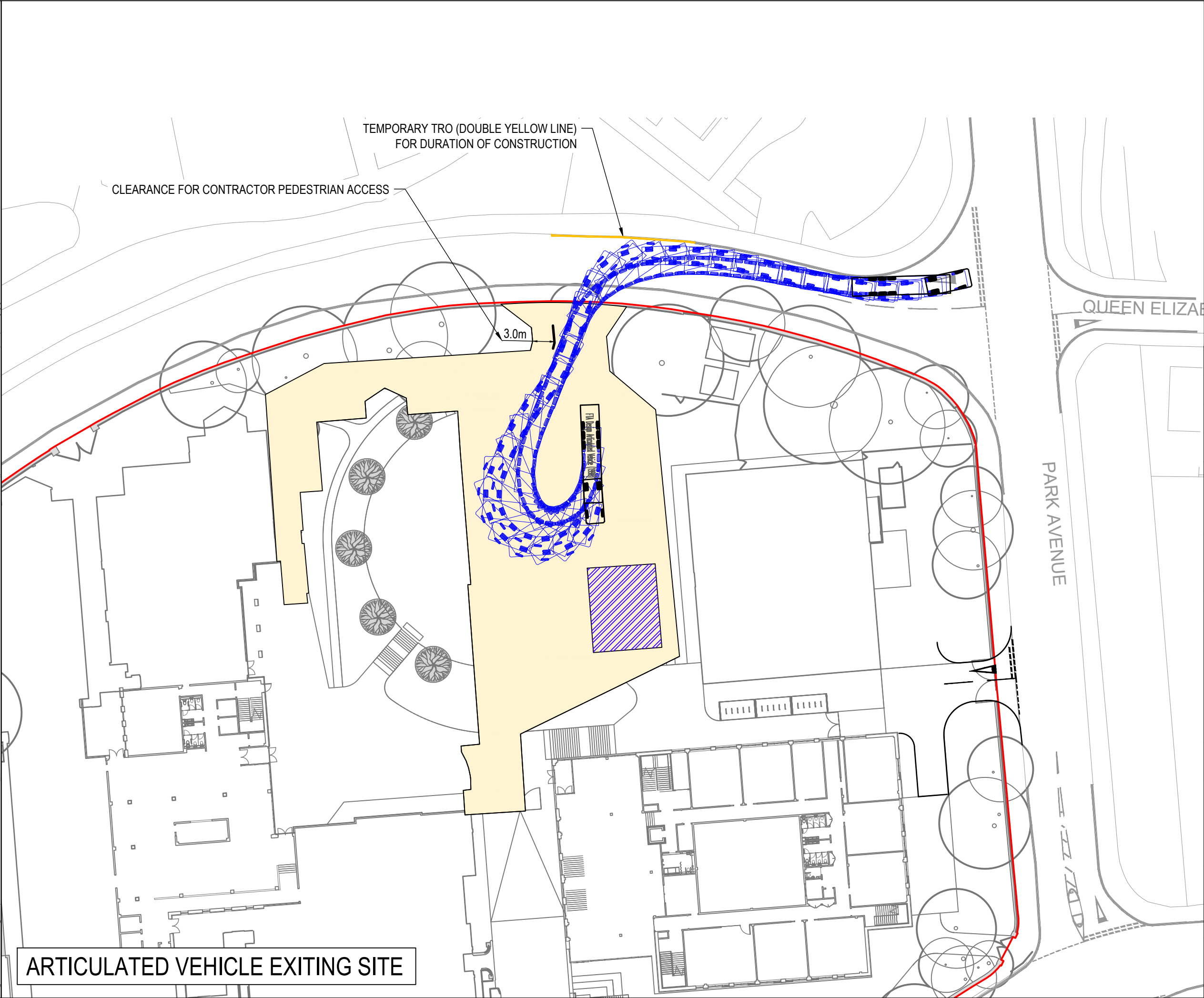
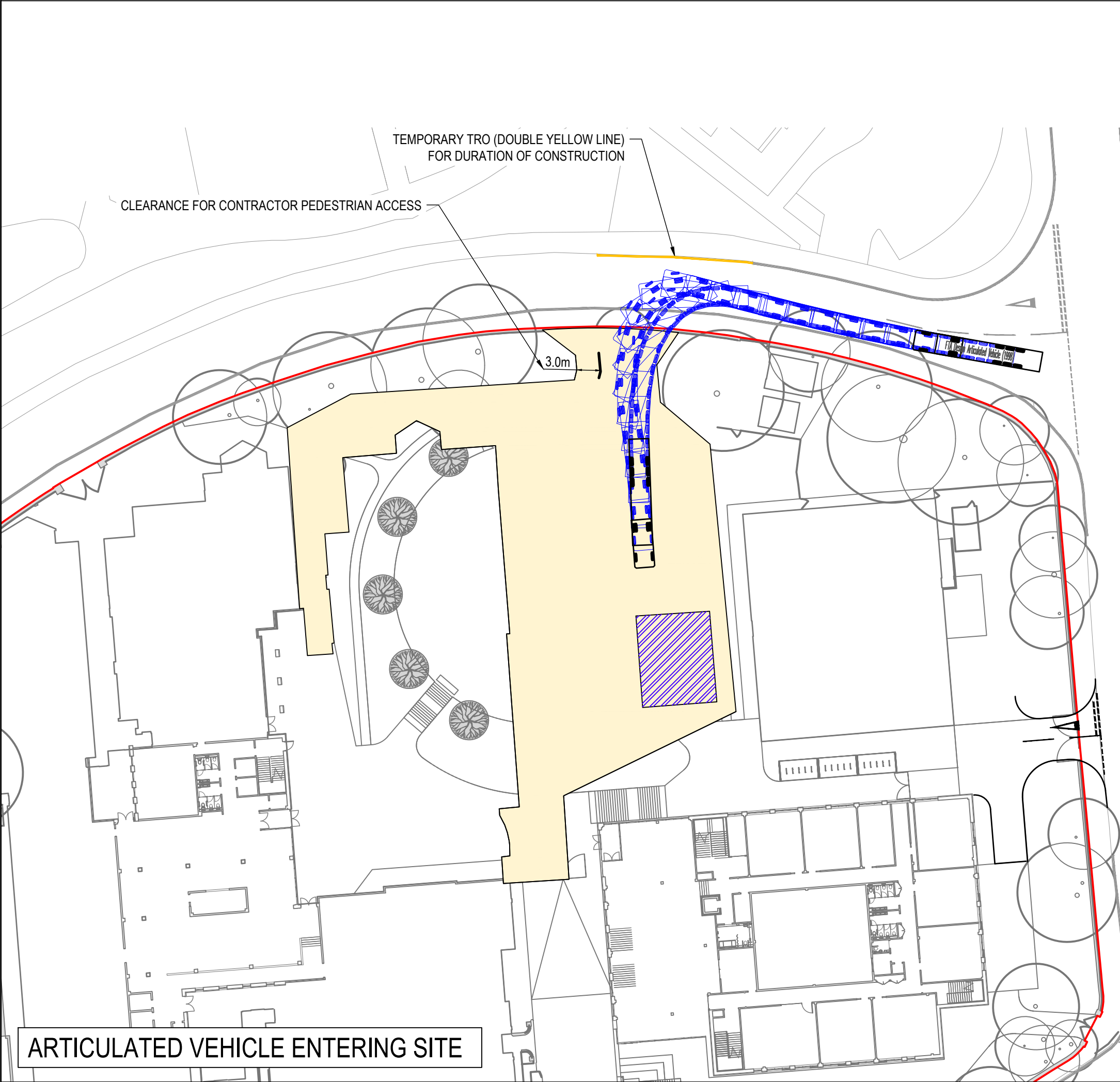
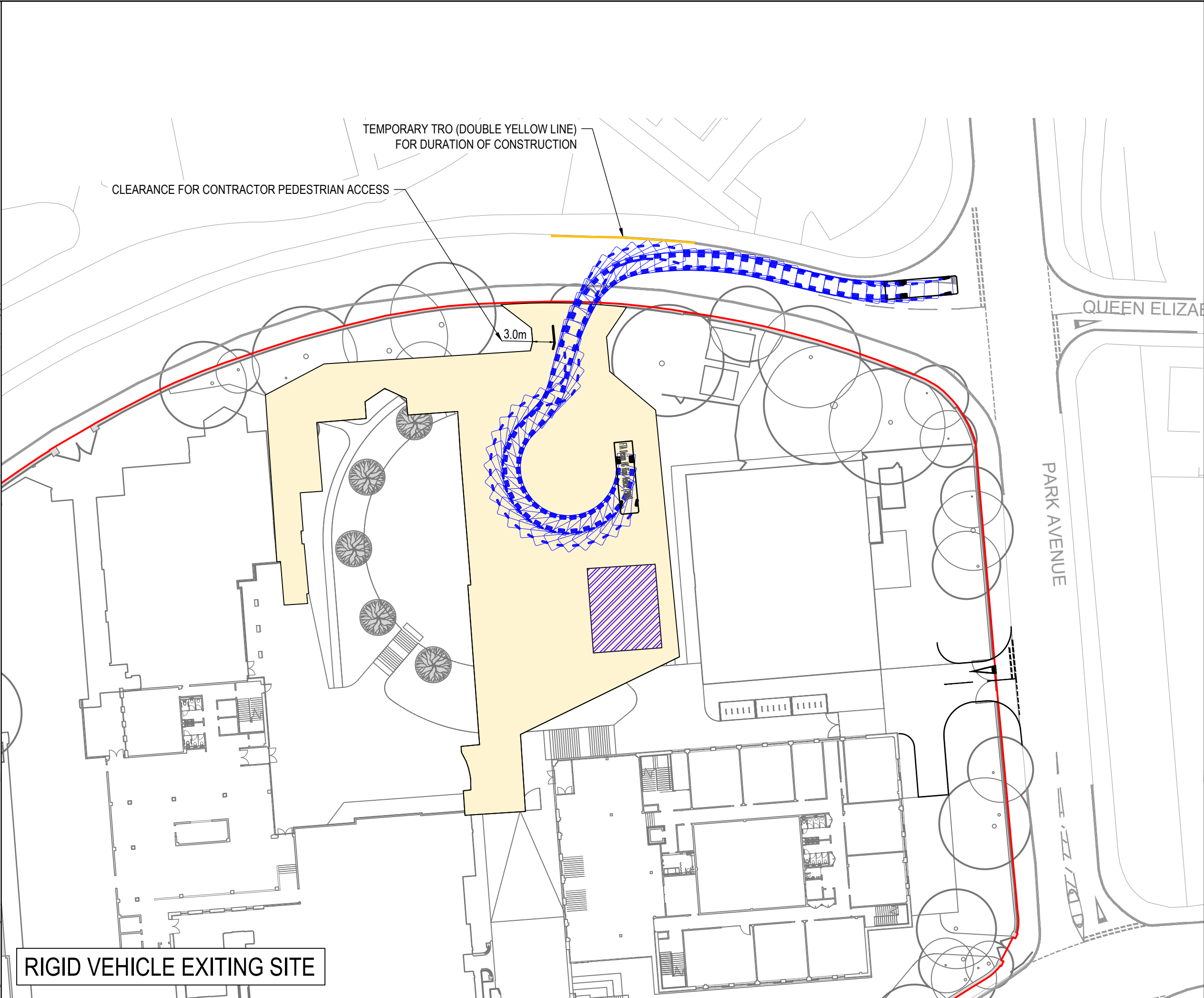
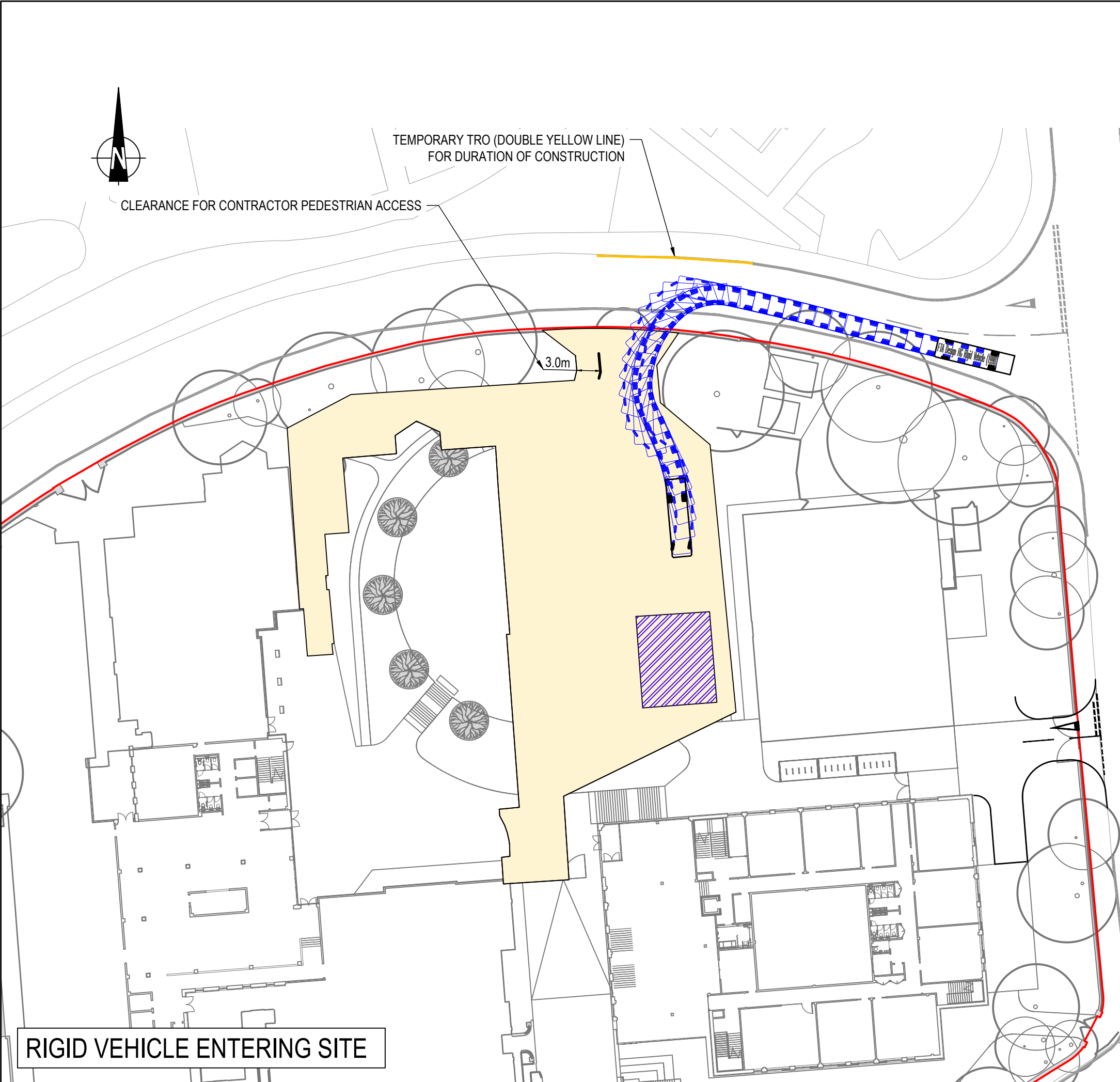
Drawing Issue Status
S0: WORK IN PROGRESS

GREENHEAD COLLEGE, HUDDERSFIELD

**SWEPT PATH ANALYSIS:
CONSTRUCTION VEHICLES (OPTION 1 OF 2)**

Client			 stantec.com/uk Copyright reserved The copyright to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorised by Stantec is forbidden. MANCHESTER Tel: 0161 245 8900
Date of 1st Issue	Designed	Drawn	
A1 Scale	Checked	Approved	
Drawing Number	Revision		

16.03.2021	-	IE
1:500	BL	BL
NE8659-STN-ZZ-00-DR-CR-0005	P01	



- NOTES:
- DRAWING BASED ON:
 - TOPOGRAPHICAL SURVEY (REFERENCE: 45774-013T-01-1 REV. A), PRODUCED BY PLOWMAN CRAVEN OCTOBER 2020;
 - PROPOSED SITE LAYOUT (DWG No. 5379-OOB-ZZ-00-DR-L-0001_P06-Site Plan), PRODUCED BY OOB MARCH 2021; AND
 - TRAFFIC MANAGEMENT PLAN - PHASE 3, PRODUCED BY GALLIFORD TRY.

- KEY:
- SITE BOUNDARY
 - EXTENT OF SITE COMPOUND
 - CONTRACTOR SITE ACCOMMODATION (PHASE 3)
 - FORWARD GEAR

VEHICLE DETAILS:

FTA Design HG Rigid Vehicle (1998)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

Mark	Revision	Date	Drawn	Chkd	Appd
P01	First issue				

SCALING NOTE: Do not scale this drawing - any errors or omissions shall be reported to Stantec without delay.
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status
S0: WORK IN PROGRESS

GREENHEAD COLLEGE, HUDDERSFIELD

**SWEPT PATH ANALYSIS:
CONSTRUCTION VEHICLES (OPTION 2 OF 2)**

Client			 stantec.com/uk Copyright reserved The copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorised by Stantec is forbidden. MANCHESTER Tel: 0161 245 8900
Date of 1st Issue	Designed	Drawn	
16.03.2021	-	IE	
A1 Scale	Checked	Approved	
1:500	BL	BL	
Drawing Number		Revision	
NE8659-STN-ZZ-00-DR-CR-0006		P01	

Appendix B – Temporary Drainage Plan

CONSTRUCTION SITE DRAINAGE PLAN



CONSTRUCTION SITE DRAINAGE PLAN

Overland topo to show bund are correctly located

