

Holywell Learning Campus Traffic / Deliveries Management Plan

Our Approach to Construction for the Holywell Learning Campus

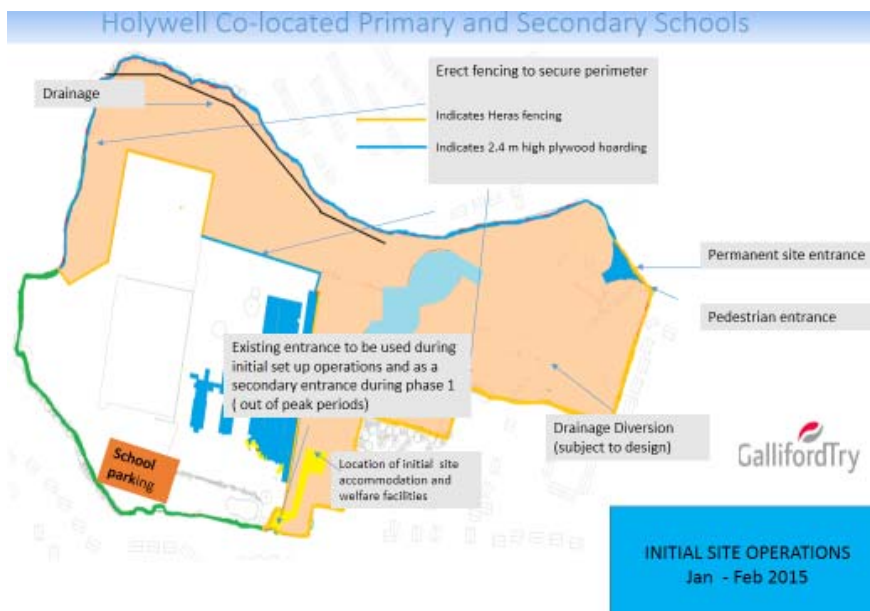
Our proposed construction strategy is based on Galliford Try's Optimum Schools concept which utilises the benefits of off-site manufacture were possible with an education and end user led design solution to minimise the physical site construction period. Through the use of Optimum Schools at Holywell Learning Campus we have reduced our time on site to 81 weeks for the main build element, with a further residual period of 27 weeks for the demolition of the existing school and formation of the sports pitches.

The programme has been carefully developed with phase 1 starting on site 19th January 2015 to ensure that the school is complete by 5th August 2016, allowing the school to become operational at the start of the academic year on 5th September 2016. To allow a smooth handover into operation the ICT implementation programme will begin 27th June 2016 followed by the FF&E decant process beginning on 25th July 2016 which will be undertaken throughout the school summer recess. Phase 2 completion will be 10th February 2017 with the ATP becoming operational on 10th February 2017. The grass sports pitches will require a full 12 months to establish and will be available for use March 2018.

Phasing - In order to minimise disruption to the existing school, works will be carried out in two phases:

Phase 1

Phase 1: Initial Site Operations - 19th January 2015 to February 2015



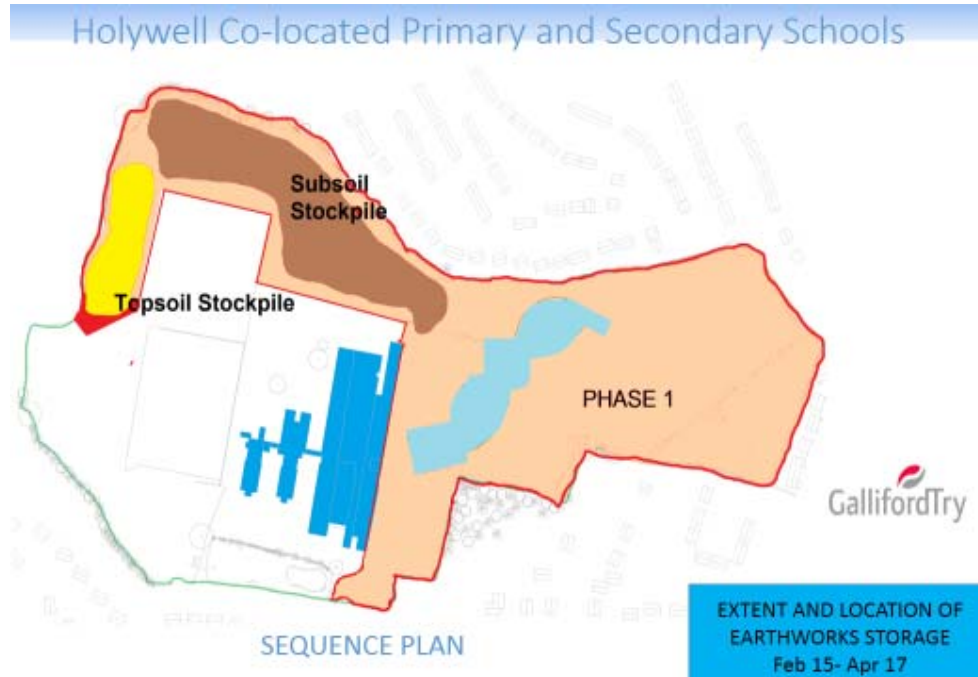
Initial Operations

The initial tasks to be carried out will be to secure the site from both unauthorised persons entering site during the working day and also to secure the boundaries as part of the security strategy out of normal working hours. Early contract works will also be carried out during this period which will allow the main construction works to begin.

A temporary compound will be set up in the existing school car park until the permanent site compound is formed.

The site hoardings will be established, along with forming the permanent site entrance off Pen-y-Maes Road and associated service diversions within the pavements and highways. The surface water drainage connection will be undertaken to the north west of the site to allow the cut and fill exercise to begin.

Phase 1: Earthworks Cut and Fill including retaining the material on site - February 2015 to April 2015



Earthworks

The large tracked excavators and dumper trucks will access the site via the permanent site entrance, the strategy that Galliford Try has implemented uses the earth that is on the site to re-use and reshape the topography of both phase 1 and phase 2 works.

This approach will benefit the environment and also relieve the traffic impact on the surrounding highways as the materials will be kept on site.

Surplus materials will be stockpiled toward the north west of the site to allow them to be readily available for use during phase 2 works.

Phase 1: Substructure and Foundations - April 2015 to August 2015

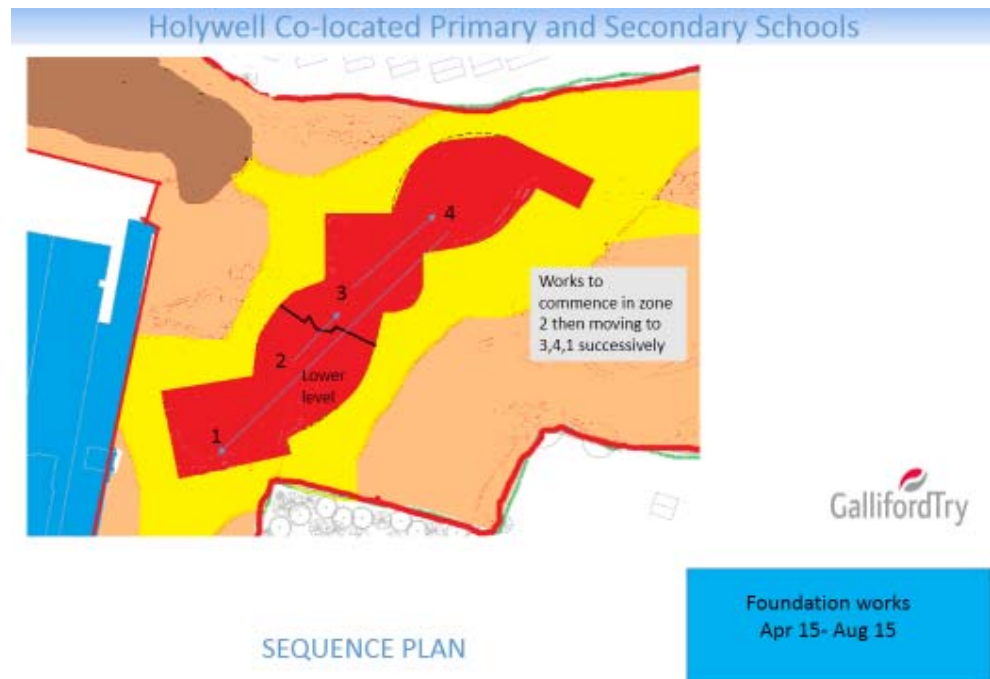
Foundations

The foundations consist of a CFA friction pile approximately 600nr with pile caps and stanchion bases.

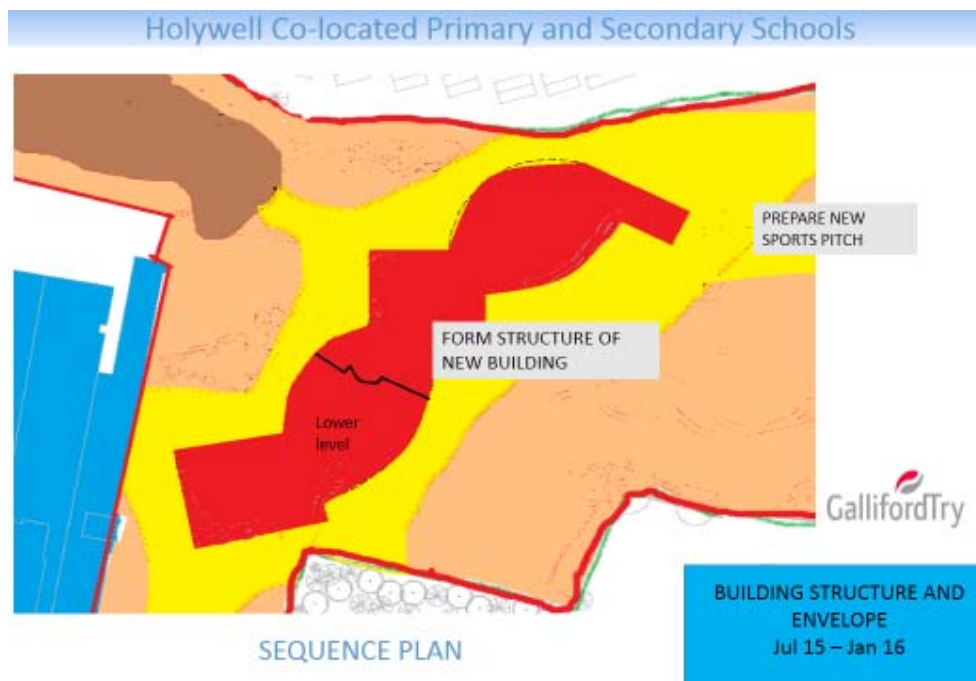
Surplus materials from excavations will remain on site and stockpiled to the NW of the site. The foundations will start at the step to the Ground Floor which will allow the retaining wall to be constructed whilst the remaining foundations are formed.

The stanchion bases will be concreted with the anchor bolts cast into the bases ready to take the structural steelwork frame.

The preparation of the formation to the underside of the Ground Floor slab will be carried out.



Phase 1: Building Structure and Envelope – July 2015 to January 2016



Structure and Envelope

The structural steelwork will be installed which forms the main frame to allow the various elements of the envelope to be fixed to it.

Roof coverings will be applied while the facades are constructed. The metsec internal element of the external walls will be formed with the rendered panels, low level slate and brickwork constructed, the curtain walling and windows will follow to make the building water tight.

Whilst the facades to the building are installed the external works will progress with the external drainage, formation of the sports pitches and general landscape taking shape.

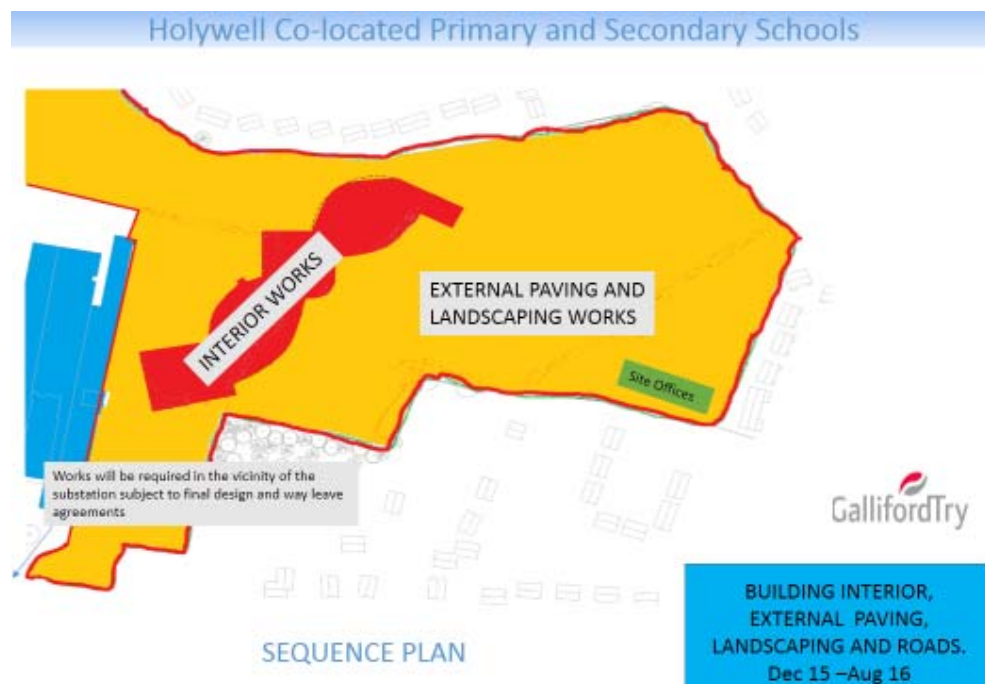
Phase 1: Internal Fit Out Works - December 2015 to August 2016

Fit Out Works

The internal fit out works will step up once the building becomes watertight and head toward completion.

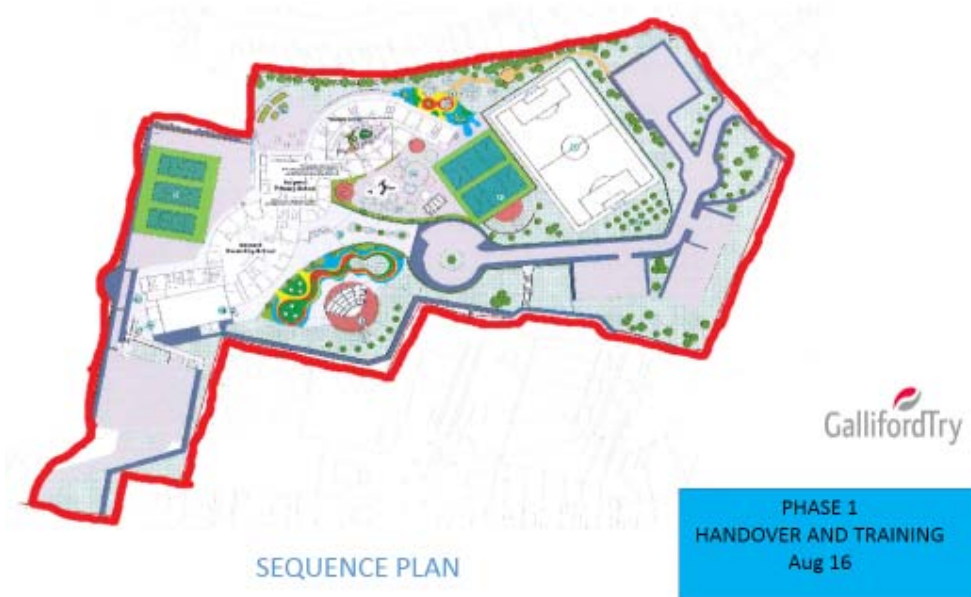
A decant and handover programme will be implemented, this will be reviewed regularly leading up to operation of the new school.

The final soft and hard landscaping will be installed during this period, with the roads, footpaths and play spaces being completed.



Phase 1: Completion, New School Operational – August 2016

Holywell Co-located Primary and Secondary Schools



SEQUENCE PLAN

PHASE 1
HANDOVER AND TRAINING
Aug 16

Completion

Building systems will be fully commissioned with early access allowing the ICT implementation and the FF&E installation and training towards handover during the school summer recess of 2016.

The school will be complete on 5th August 2016 ready for operation on 5th September 2016.

Phase 2

Phase 2: Possession - July 2016

Possession

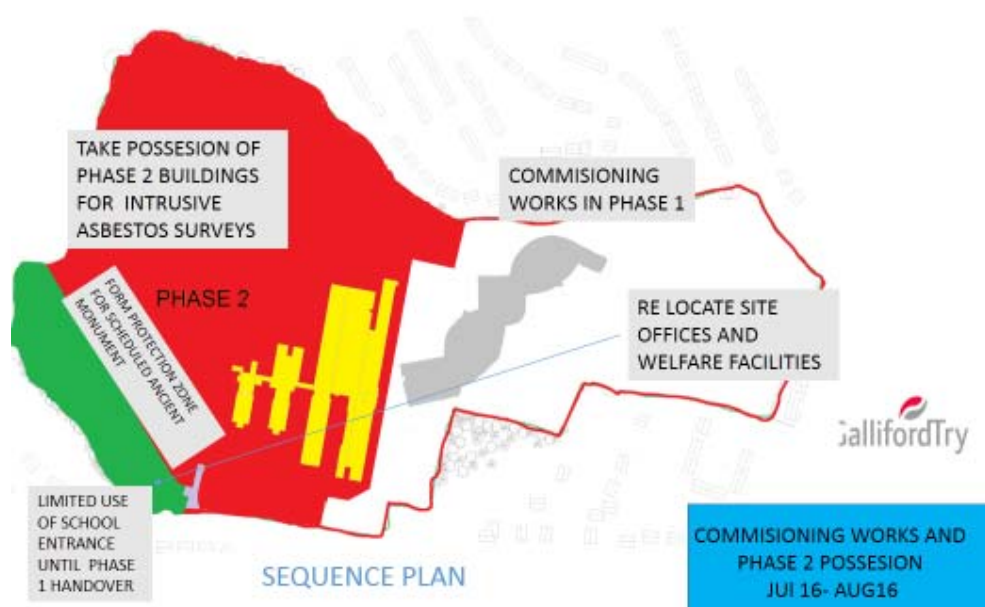
Possession of the Phase 2 works will take place when the school has vacated for the summer 2016 recess.

The site offices will be relocated and the secure fence lines will be adjusted.

Asbestos surveys will be carried out in the main school with the notice to the relevant authority issued.

Asbestos will also be removed towards the later end of the school summer recess, this will be phased around the Legacy FF&E decant.

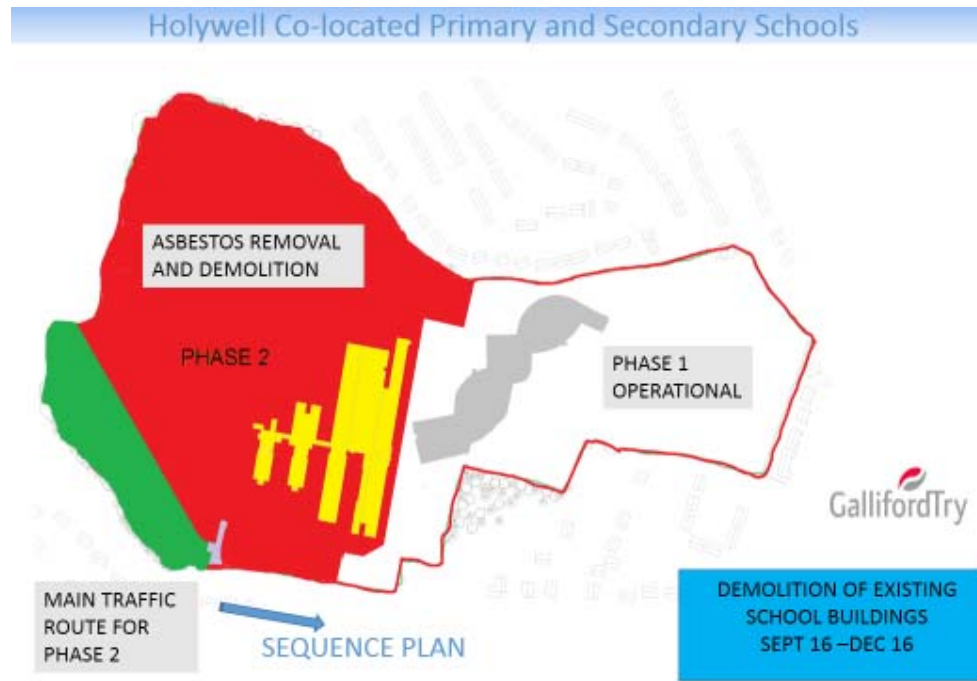
Holywell Co-located Primary and Secondary Schools



SEQUENCE PLAN

COMMISSIONING WORKS AND
PHASE 2 POSSESSION
JUL 16- AUG 16

Phase 2: Demolition of the Existing School Buildings – September 2016 to December 2016



Demolition

Once the Asbestos has been removed the Demolition will begin, the building will be demolished generally using large demolition machines (tracked excavators with grabs), dust will be suppressed using barriers and dampening down.

The intention is to reuse and retain the materials on site as sub formation to the sports pitches.

The purpose of this is to minimise vehicles moving off site and thus reducing the traffic impact on the surrounding highways.

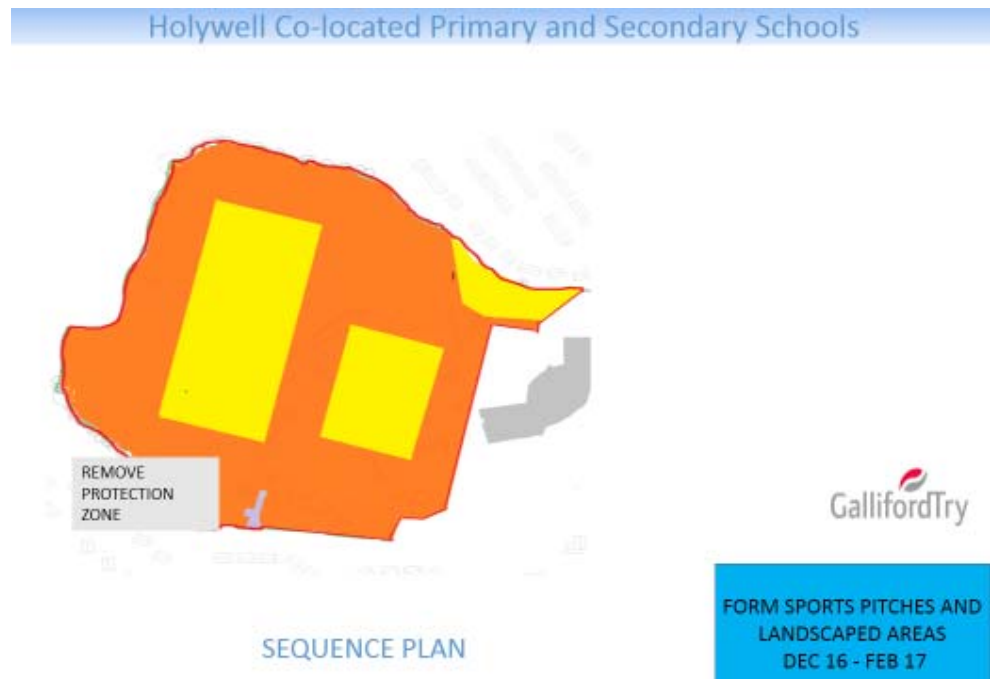
Phase 2: Sports Pitches and Landscape Areas – December 2016 to February 2018

Sports Pitches

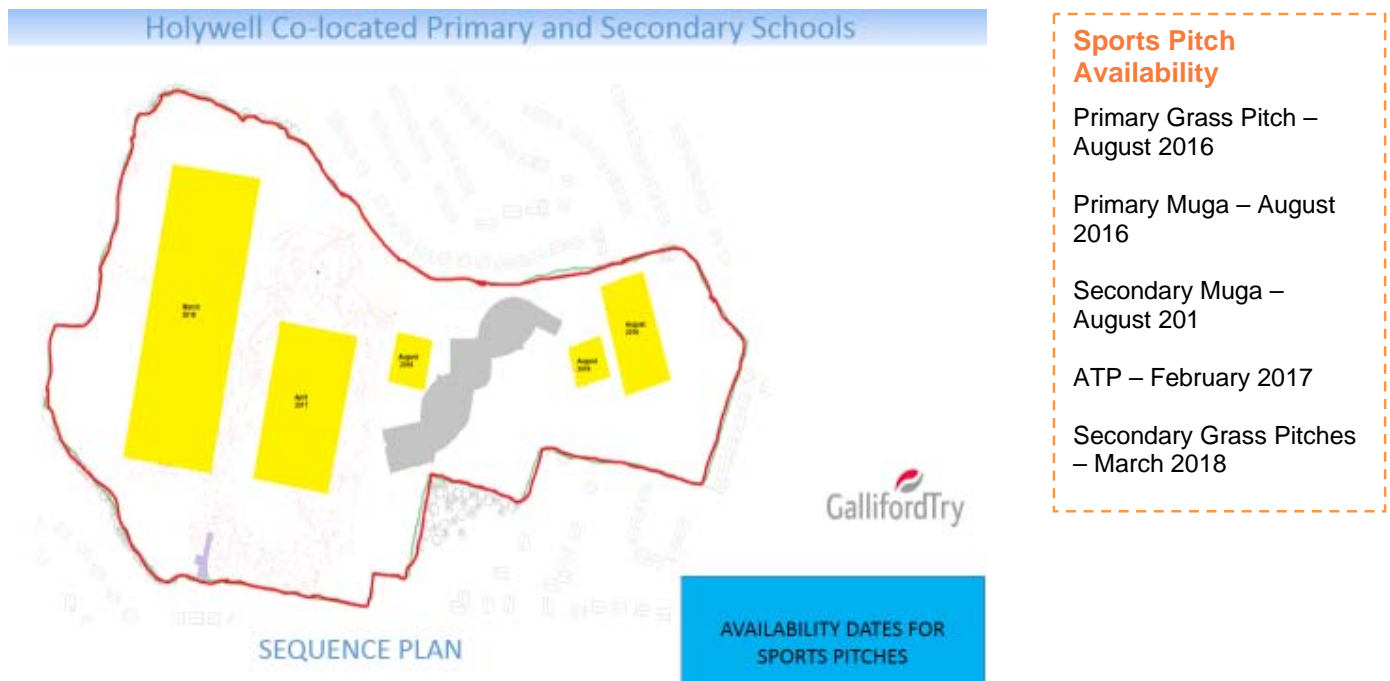
The completion of the demolition will allow the sports pitches to be constructed, the ATP will be formed, the ATP will be fully fenced off with new compliant fencing to suit the sports type complete with a synthetic playing surface and will also be surrounded with a grass running track.

Whilst the ATP pitch is under construction the grass pitches will be formed using the retained stockpiled fill stored from phase 1.

The ATP will become operational in February 2017 with the grass pitches taking time to establish and will be available the following year in 2018.



Sports Pitch Availability



To ensure that the surrounding roads are kept clean all vehicles leaving the site will be cleaned with vehicle washing facilities located within the site. All deliveries and vehicle movements on and off the site will be managed by a Galliford Try logistics co-ordinator.

Persons Responsible for Managing this Traffic Management Plan

The Traffic Management Plan will be used to monitor the traffic accessing and egressing the project, this will be continually monitored throughout the life of the project. Our Project Manager Mr Richard Sumner will be responsible for the continual monitor and also any updates required to the plan.

Site Contact Details

The site Contacts details during working hours and out of normal working hours will be clearly displayed to the perimeter hoarding on the Considerate Contractor Posters. The following Persons will be responsible for the control of the Traffic Management and can be contacted on the telephone numbers below:

Project Manager - Richard Sumner – 07815740417

Managing Engineer – Sean Haigh - 07952644737

Construction

Groundworks & Foundations: The school foundation will be constructed using a CFA friction pile, pile caps and stanchion bases with a ground bearing floor slab.

Structure: The Main school building structure consist of a structural steel frame manufactured off site which will be delivered and erected. The structural steel frame will be erected using mobile cranes which will be located within the footprint of the new building and will remain within the construction area at all times. The floors will be metal deck and concrete with concrete staircases. The roof construction is a mixture of metal deck and concrete with a hot melt roofing system in areas with a metal deck built up roofing system in other locations.

Envelope: The external metsec walls, masonry, cladding, windows and curtain walling will be installed on site using mobile access equipment and access scaffolds.

Internal Areas: Following completion of the initial sections of the structure the internal fitting out works will then progress in a dry, controlled environment through to project completion.

Completion and Handover: The programme includes 12 weeks testing and commissioning of all building systems prior to completion, a 7 week IT install and decant period and a 6 week inspection period, as an integral part of our Handover and Soft Landings strategy.

External Areas: Will be completed within the phases with return visits for seasonal planting where required.

Demolition: The demolition will be undertaken in phase 2 in line with the construction programme. The demolition will take place from September 2016 to November 2016. The asbestos removal will be undertaken toward the later end of the summer recess of 2016 and into September 2016. During the demolition works, our project manager Shaun Thomas will continue to be the single point of contact for the School and will liaise with the senior leadership team on a daily basis to ensure activities do not impact on the teaching and learning environment.

Minimising disruption whilst on site; The design and construction proposals have been developed to minimise the impact of the works on the school staff and pupils, local community and other stakeholders. Our Project Manager Shaun will be the single point of contact for the school, and local residents and will ensure that the project is delivered with no disruption to the existing school and local neighbours. Shaun will hold weekly liaison meetings with the school leadership team to ensure site activities are planned in conjunction with school activities. During the new construction works noisy activities will be kept to a minimum. Dust suppression measures will be implemented during the demolition works to ensure that no dust is caused during the works. Timing of work will be agreed with the school on a weekly basis to ensure that any disruptive activities are undertaken either during break times or outside of the normal teaching hours. All site deliveries will be planned to avoid school start and finish times, access routes will be clearly signed and site plans provided to staff and pupils to ensure that access routes are clearly identified and understood at all times.

Minimising waste on Site; The site team will produce a site specific Site Waste Management Plan during the mobilisation phase which will set out how the project will comply with Galliford Try's commitment to diverting waste from landfill, which currently stands at 93% diversion. By utilising off site manufacture the amount of site generated waste is dramatically reduced and any waste materials that are generated will be segregated and recycled in accordance with our commitment to reduce waste to landfill. Our site accommodation will incorporate energy saving features such as presence detectors to minimise water and electricity use. During the demolition works we will soft strip the building to ensure that all salvageable materials are separated and recycled including, hardcore, aluminium, steel, and timber.

Parking and Deliveries

School Parking; The construction of the new school is to be located in the area which is currently used as sports pitches and playing fields, there will be a site compound identified in an area which will also cater for site staff and visitors parking.

The schools current parking arrangements will be relocated prior to GallifordTry being appointed to the north of the school in the area of the coach parking adjacent to the All Weather Pitch.

The remaining sports pitches will also be fenced off from the construction site throughout the construction period, trees will be protected in line with our proposals in the "Arboriculture report".

Construction Parking; To reduce the traffic impacts on Pen-Y-Maes Road and the surrounding area during the construction period, site staff and operatives will park either on the site at the temporary car park adjacent to the welfare facilities or further down Pen-Y-Maes Road at one of the local business whereby we have an agreement in place. This will encourage the users of the overflow parking to either walk the ¼ of a mile to the site or to catch the local transport two bus stops rides door to door.

As part of the site rules anyone associated with the project will not be allowed to park in and around any of the adjacent roads and highways, offenders found to be breaking this rule will be removed from the project immediately.

We have identified the location of the construction parking and the route to the site on the map attached to pages 15 and 16.

The following pages indicate the projected potential vehicle trips to the site throughout the various phases of the construction process, the trips have been broken down into the following phases:

- Site Clearance Works
- Substructure1
- Superstructure 1
- Superstructure 2
- Fit Out Works
- Fit Out and Handover
- Phase 2 Works

21st Century Schools Programme
Holywell Learning Campus
Construction Traffic Movements

Date: 11-11-14
Version: 1



Average Daily Construction Traffic Count

Site Clearance Works - 19th January 2015 - 17th April 2015

Day	Car	Light Van	Heavy Van	Rigid Truck	Articulated Truck
7.00am - 8.00am	5	3	3	2	2
8.00am - 9.00am					
9.00am - 10.00am	1	4	1	0	0
10.00am - 11.00am	1	1	1	0	0
11.00am - 12.00am	1	1	1	0	0
12.00pm - 1.00pm	1	1	1	0	0
1.00pm - 2.00pm	1	1	1	0	0
2.00pm - 3.00pm					
3.00pm - 4.00pm					
4.00pm - 5.00pm	5	3	2	0	0
5.00pm - 6.00pm	1	1	1	0	0
TOTAL	16	15	11	2	2
Notes	Site Clearance, Cut and Fill,				

21st Century Schools Programme
Holywell Learning Campus
Construction Traffic Movements

Date: 11-11-14
Version: 1



Average Daily Construction Traffic Count

Substructure 1 Works - 20th April 2015 - 5th June 2015

Day	Car	Light Van	Heavy Van	Rigid Truck	Articulated Truck
7.00am - 8.00am	7	3	5	2	2
8.00am - 9.00am					
9.00am - 10.00am	1	4	1	3	0
10.00am - 11.00am	1	1	1	3	0
11.00am - 12.00am	1	1	1	3	0
12.00pm - 1.00pm	1	1	1	3	0
1.00pm - 2.00pm	1	1	1	3	0
2.00pm - 3.00pm					
3.00pm - 4.00pm					
4.00pm - 5.00pm	6	3	2	2	0
5.00pm - 6.00pm	1	1	1	0	0
TOTAL	19	15	13	19	2
Notes	Foundations,				

21st Century Schools Programme
Holywell Learning Campus
Construction Traffic Movements

Date: 11-11-14
Version: 1



Average Daily Construction Traffic Count

Superstructure 1 Works - 8th June 2015 - 2nd October 2015

Day	Car	Light Van	Heavy Van	Rigid Truck	Articulated Truck
7.00am - 8.00am	7	4	2	0	2
8.00am - 9.00am					
9.00am - 10.00am	1	4	1	0	0
10.00am - 11.00am	1	1	1	0	1
11.00am - 12.00am	1	1	1	1	0
12.00pm - 1.00pm	1	1	1	1	1
1.00pm - 2.00pm	1	1	1	1	0
2.00pm - 3.00pm					
3.00pm - 4.00pm					
4.00pm - 5.00pm	6	3	2	0	1
5.00pm - 6.00pm	1	1	1	0	0
TOTAL	19	16	10	3	5
Notes	Steel Frame, Conc Decks, Gr FI Slab				

21st Century Schools Programme
Holywell Learning Campus
Construction Traffic Movements

Date: 11-11-14
Version: 1



Average Daily Construction Traffic Count

Superstructure 2 Works - 5th October 2015 - 23rd December 2015

Day	Car	Light Van	Heavy Van	Rigid Truck	Articulated Truck
7.00am - 8.00am	8	5	3	2	2
8.00am - 9.00am					
9.00am - 10.00am	1	4	1	1	1
10.00am - 11.00am	1	1	1	1	2
11.00am - 12.00am	1	1	1	0	2
12.00pm - 1.00pm	1	1	1	1	2
1.00pm - 2.00pm	1	1	1	2	2
2.00pm - 3.00pm					
3.00pm - 4.00pm					
4.00pm - 5.00pm	7	6	2	1	1
5.00pm - 6.00pm	1	1	1	0	1
TOTAL	21	20	11	8	13
Notes	Envelope and facades				

21st Century Schools Programme
Holywell Learning Campus
Construction Traffic Movements

Date: 11-11-14
Version: 1



Average Daily Construction Traffic Count

Fit Out Works - 4th January 2016 - 6th June 2016

Day	Car	Light Van	Heavy Van	Rigid Truck	Articulated Truck
7.00am - 8.00am	15	10	10	5	1
8.00am - 9.00am					
9.00am - 10.00am	1	8	8	3	0
10.00am - 11.00am	1	1	6	2	0
11.00am - 12.00am	1	1	4	2	0
12.00pm - 1.00pm	1	1	4	2	0
1.00pm - 2.00pm	1	1	6	2	1
2.00pm - 3.00pm					
3.00pm - 4.00pm					
4.00pm - 5.00pm	14	10	8	3	0
5.00pm - 6.00pm	1	1	1	0	0
TOTAL	35	33	47	19	2
Notes	Brickwork, Windows, Roof Coverings, Fit Out				

21st Century Schools Programme
Holywell Learning Campus
Construction Traffic Movements

Date: 11-11-14
Version: 1



Average Daily Construction Traffic Count

Fit Out and Handover Works - 9th June 2016 - 26th August 2016

Day	Car	Light Van	Heavy Van	Rigid Truck	Articulated Truck
7.00am - 8.00am	15	15	10	1	1
8.00am - 9.00am					
9.00am - 10.00am	1	10	6	3	0
10.00am - 11.00am	1	6	4	2	0
11.00am - 12.00am	1	4	4	1	0
12.00pm - 1.00pm	1	4	4	2	0
1.00pm - 2.00pm	1	6	4	3	1
2.00pm - 3.00pm					
3.00pm - 4.00pm					
4.00pm - 5.00pm	10	12	4	3	0
5.00pm - 6.00pm	3	3	0	0	0
TOTAL	33	60	36	15	2
Notes	Fit Out and Handover				

21st Century Schools Programme
Holywell Learning Campus
Construction Traffic Movements

Date: 11-11-14
Version: 1



Average Daily Construction Traffic Count

Phase 2 Works - 30th August 2016 - 10th February 2017

Day	Car	Light Van	Heavy Van	Rigid Truck	Articulated Truck
7.00am - 8.00am	4	5	5	1	1
8.00am - 9.00am					
9.00am - 10.00am	1	2	2	1	0
10.00am - 11.00am	1	2	2	0	1
11.00am - 12.00am	1	1	1	1	0
12.00pm - 1.00pm	1	2	1	0	0
1.00pm - 2.00pm	1	2	1	1	0
2.00pm - 3.00pm					
3.00pm - 4.00pm					
4.00pm - 5.00pm	3	1	1	1	1
5.00pm - 6.00pm	1	0	0	0	0
TOTAL	13	15	13	5	3
Notes	Phase 2 Works (Sports Pitches)				

Construction Deliveries; The deliveries will be schedule during the course of the day and arranged so that there are no vehicle movements during the school peak times in the mornings and afternoon, this will assist in achieving two things. The first being a reduction on the impact on highways to the surrounding area with the second providing safety to both students and staff as they access and egress the school during the busiest part of the schools operational day.

There will be no deliveries / vehicle movements during the following times:

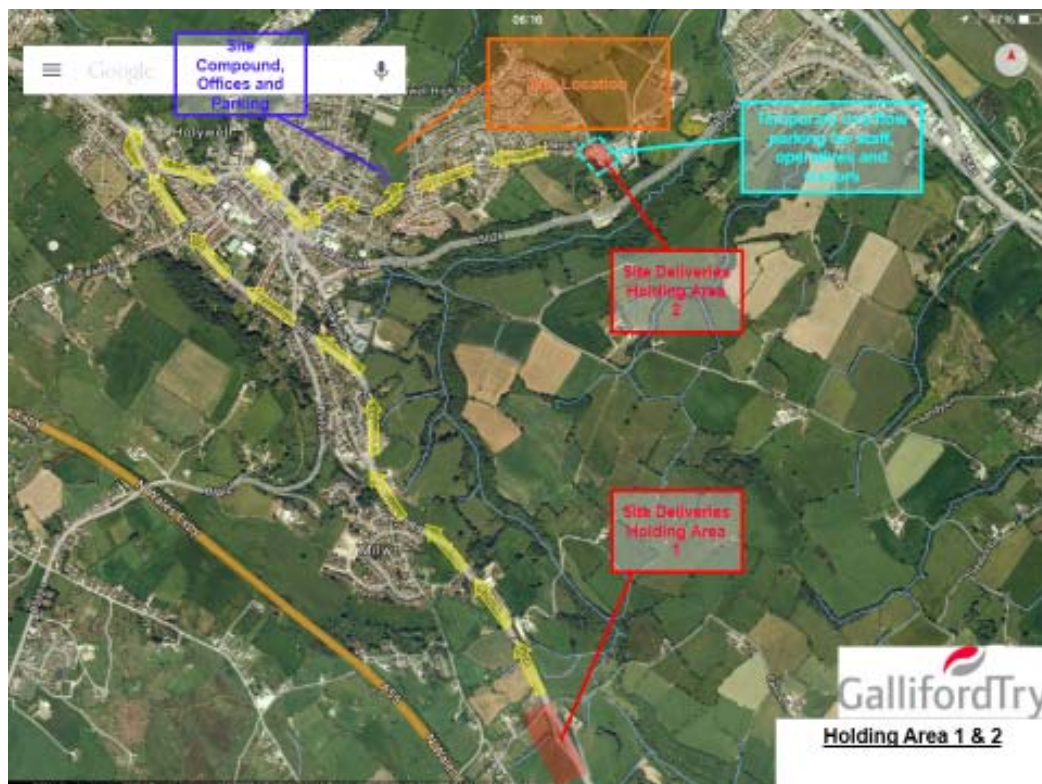
- 8.00am – 9.00am
- 2.00pm – 4.00pm

Galliford Try will set up a delivery vehicle holding area whereby if deliveries arrive outside of their allotted time and cannot be accommodated within the confines of the construction site, the deliveries will be sent direct to the holding area and called back to site at an appropriate time to suit the site conditions.

Two holding areas will be established:

Holding area 1 Will be in the layby just off junction 32 of the A55 (North Wales Express) on the A5026 approximately 2 miles from the site prior to entering the village of Holywell. This holding area will be used for deliveries that are aware of their allotted delivery time and are early. Deliveries will pull into the layby to call the site to let them know they are there. The gateman will either allow the delivery to carry on its journey and enter the site or will call the delivery driver at the most convenient time to allow the delivery straight onto site which will alleviate the pressure on the surrounding highways.

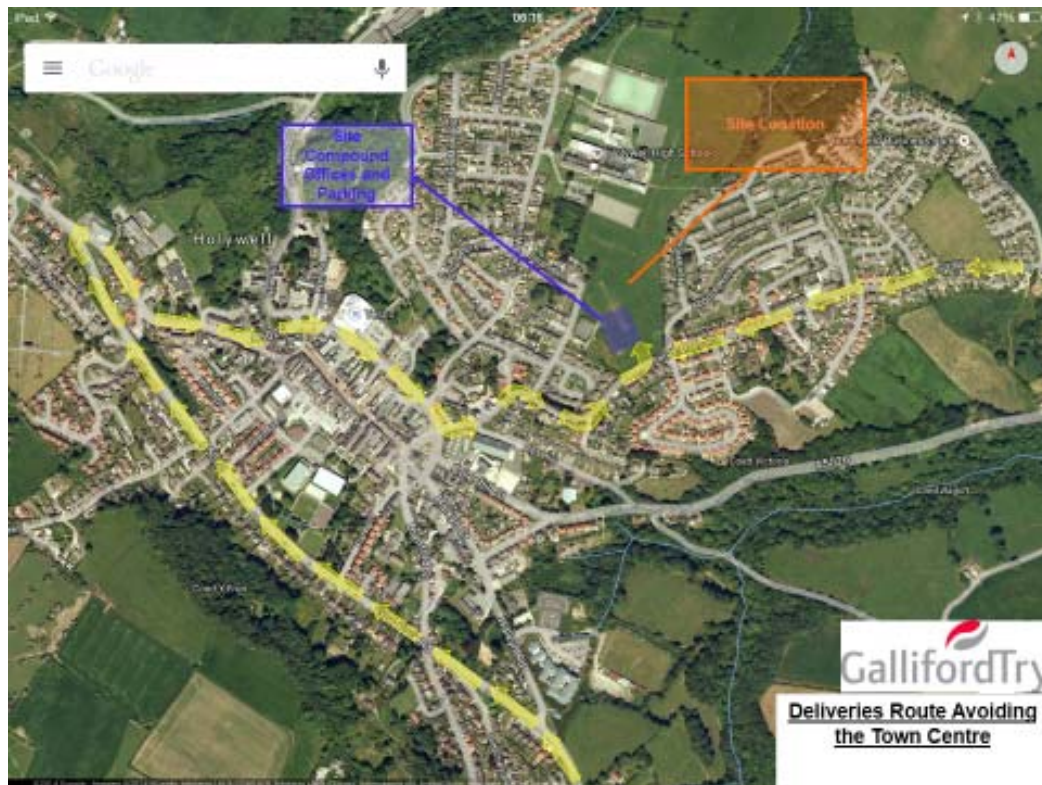
Holding area 2 This holding area is around ¼ of a mile beyond the site entrance down Pen-Y-Maes Road, and will be used for deliveries that arrive un expectedly (less frequent) as there may not be space on the site to pull them into. The deliveries will be guided to holding area 2 and called to site at the next available opportunity. Again Holding area 2 will alleviate the impacts on the highways and surrounding area.



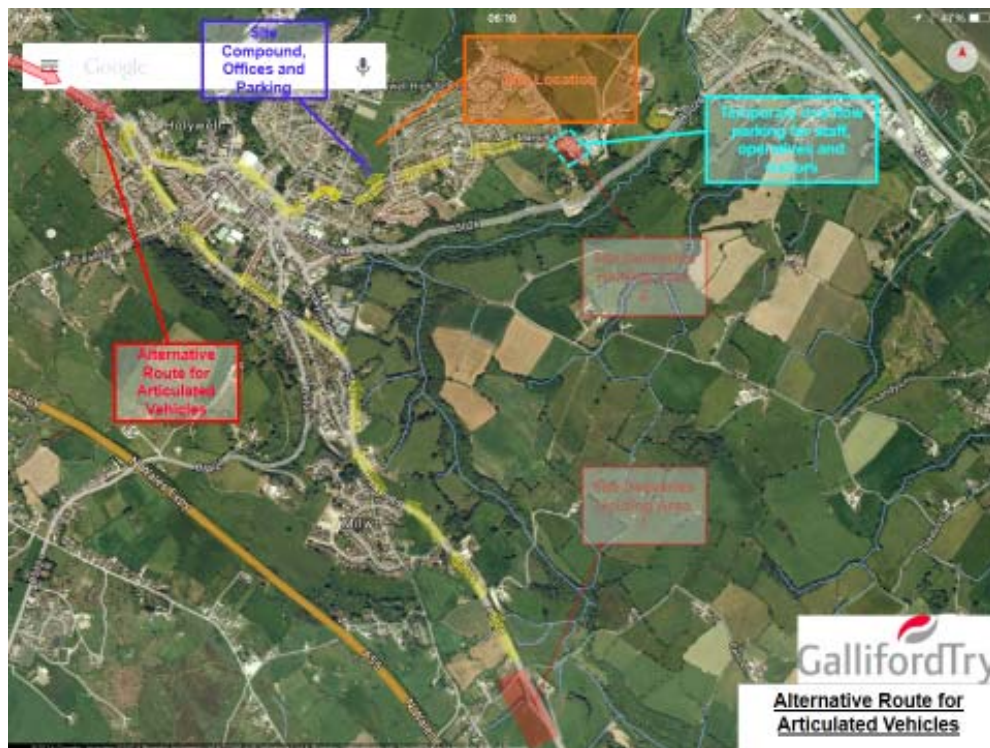
Traffic Routes Avoiding Holywell Town Centre It is important that the construction works deliveries do not impact on Holywell Town Centre, to do this we plan to issue the Traffic management Plan to all of our successful supply chain partners. The Traffic Management plan will consist of the following items:

- Location map for the project
- Contact details for the project – Site Managers and Gatehouse staff
- Traffic route to the project avoiding town centres
- Location of the individual holding areas – Holding area 1 & 2
- When arriving at the site procedures
- Off loading procedures
- Test certificates for any lifting appliances such as Hiabs and Fork Trucks
- Lifting Plans

In addition to issuing the traffic management plan to the supply chain, the site will be clearly signposted using fingerpost signage from all major routes (A55, A5026 & A548)



Alternative Route for Articulated Vehicles: Articulated vehicles have been kept to a minimum for the construction of Holywell Learning Campus, the Average Daily Construction Traffic Count highlights that between October 2015 and December 2015 is the highest volume of articulated vehicle deliveries. Due to the right turn off Fron Park Road (A5026) being very tight we have planned an alternative route for articulated vehicles.



Access will be via junction 31 on the A55 (North Wales Express) and will drive towards Holywell approximately 3 miles along the Fron Park Road (A5026) and negotiate the junction from the left making it much easier for the articulated vehicles to turn.



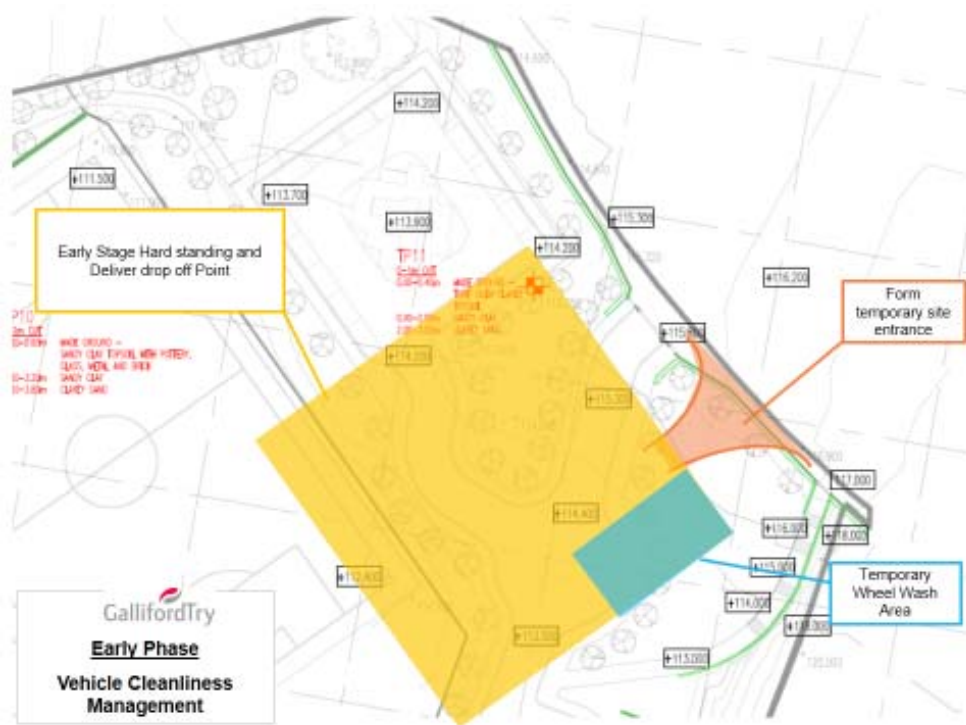
Maintaining the Cleanliness to Surrounding Roads and Highways

Galliford Try are committed to maintaining the cleanliness of the surrounding roads and highways, to achieve this the following measure will be implemented.

A temporary access will be formed off Pen-Y-Maes-Road, in the first couple of weeks temporary hard standings will be formed immediately inside the site, vehicle will pull into the site and will stay on the hard standing areas, at no point will vehicles be allowed to stray off the hardstanding.

There will be dedicated operatives who will be on standby to clean the wheels of any vehicles that become dirty prior to the vehicles leaving site.

We will also have a road sweep on standby to clean the highways if for any reason they become dirty



In the early stages of Construction the permanent site roads will be installed with the base course macadam installed, this will allow the site vehicles to be maintained on site roads equivalent to the adopted highways with plenty of run off within the site incase there are instances whereby vehicles wheels become dirty.

Again we will employ operatives to be on standby to clean the wheels off dirty vehicles prior to them leaving the site. We have found from previous experience that it is a more efficient process in having operatives who can clean the vehicles in a dedicated area rather than install a wheel wash.

The road sweeper will be on standby to clean the highways in case there are instances whereby the highways become dirty.

We will also employ a gateman who will be responsible for continually monitoring the condition of the surrounding highways.

