Silsden Primary School
Pre-commencement Planning Conditions

Condition 18 – Control of mud and contaminated surface water

Before any development commences on site, full details of arrangements for wheel cleaning of construction vehicles and equipment, including the location of such a facility in relation to the highway and arrangements for disposal of contaminated surface water shall be submitted to and approved in writing by the Local Planning Authority. The details and measures so approved shall be installed, maintained in good operational condition and used for wheel cleaning whilst ever construction or delivery vehicles are leaving the site

Galliford Try are committed to minimising the impact of construction activities on the local environment, therefore, a range of measures are to be provided during the construction phase, including:

- Wheelwashers at vehicle egress points
- Early formation of internal site roads (Haul roads) and parking
- On-Call Road Sweeper facility

Wheelwashers – These are to positioned adjacent to the newly formed junctions with Hawber Cote Lane and Middleway.
See **Appendix A** (Extract from Construction Phase Plan Section 2.12 Traffic Management), Site Arrangement Diagrams 'SITE ARRANGEMENTS - NORTH SECTION' and 'SITE ARRANGEMENTS - SOUTH SECTION', for location of Rumble Wheelwashers.

These are to be the 'Rumble Deck' style, six metres in length, and will provide an effective solution for removing mud and dirt from vehicle wheels prior to exiting site.
See **Appendix B** for Manufacturers brochure.

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Haul Roads - Early programme activities include the construction of the permanent internal roads from the site entrance and car parking, with these being brought up to tarmacadam base course level, to minimise the creation of mud and dirt from vehicle movements within the site and reduce the risk of transporting such debris from the site to the public highway.

The haul road surfaces will be swept and damped down with water at regular intervals as necessary (EG misting type hose or via driven water bowser).

Road Sweeper - In the unlikely event of debris being transferred from delivery vehicles on to the public highway due to the control measures the site team have in place, then an on-call truck mounted road sweeper will be deployed to clean the public highway.
The Road Sweepers cleaning operation is undertaken by applying water to the surface via high power spray jets to loosen surface debris (reducing the amount of dust released into the air from the cleaning operation), scrubbing of the surface using circular rotating brushes and the collection of the swept debris via vacuum suction boxes up into the body of the sweeper.

Contaminated surface water – Water used and collected by the Road Sweeper. The Road Sweeper company shall transport the contaminated water (under a Waste Carriers licence) and be taken to a licensed Transfer facility, for waste treatment to take place, before being taken to Landfill.

Galliford Try will undertake appropriate checks with regards to Waste Carriers (Registration No / Expiry date etc); Waste Broker (Registration No / Expiry date etc); and Waste Management Facility (EG Environmental Permit / Waste Management Licence), together with retention of appropriate Waste Transfer Note (HS&S-FRM-W01-03).

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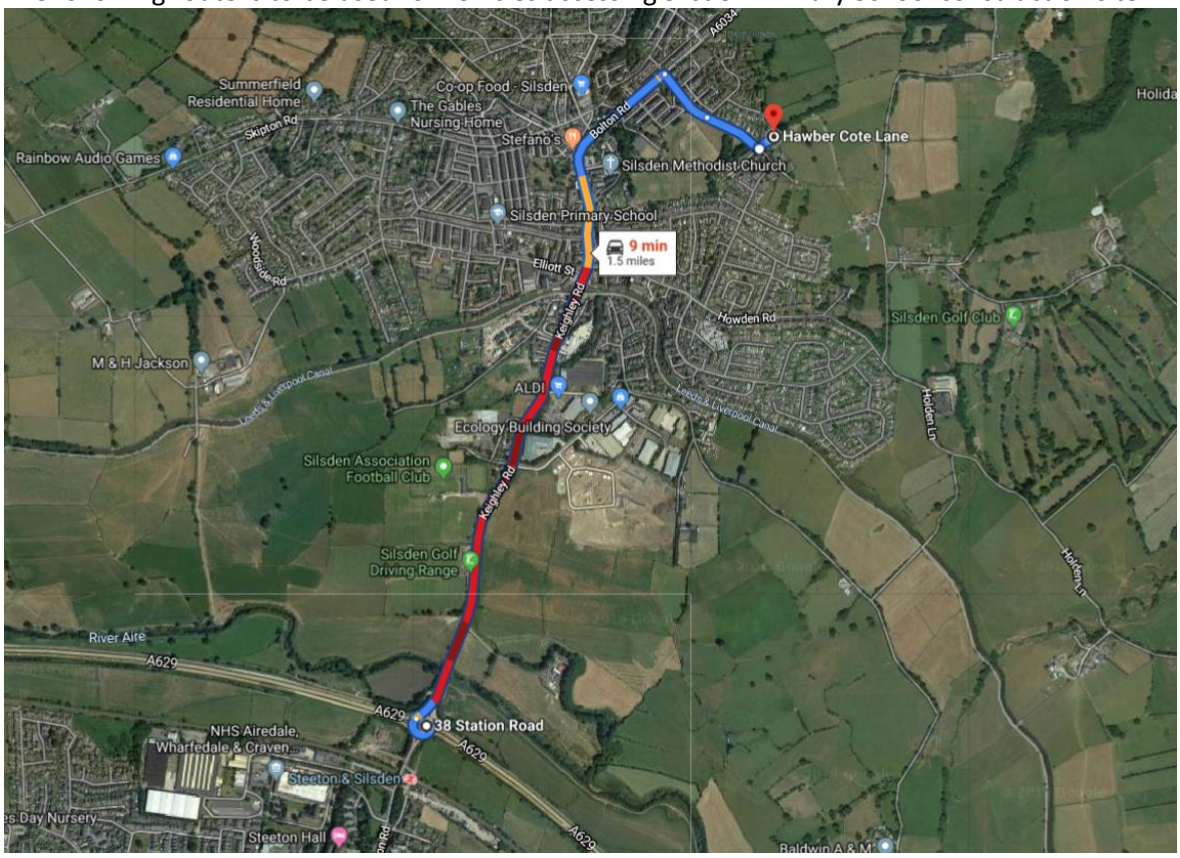
Condition 19 – Construction traffic signing arrangements

Before any development commences on site, details of the signing arrangements for access and egress of construction traffic (eg. IN, OUT, NO ENTRY, NO EXIT signs) showing the size, type, colour and location of such signs shall be submitted to and approved in writing by the Local Planning Authority and those approved arrangements shall be installed before the development is brought into use.

It is intended to operate a one-way traffic management system through site, with vehicles accessing off Hawber Cote Lane and egressing onto Middleway.
However, initially both will operate as access and egress routes, until the internal haul road and associated retaining walls can be constructed to allow the required through route.

The following route is to be used for vehicles accessing Silsden Primary School construction site:



Silsden Primary School
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Exit the roundabout onto Keighley Rd/A6034

Turn right onto Dale View

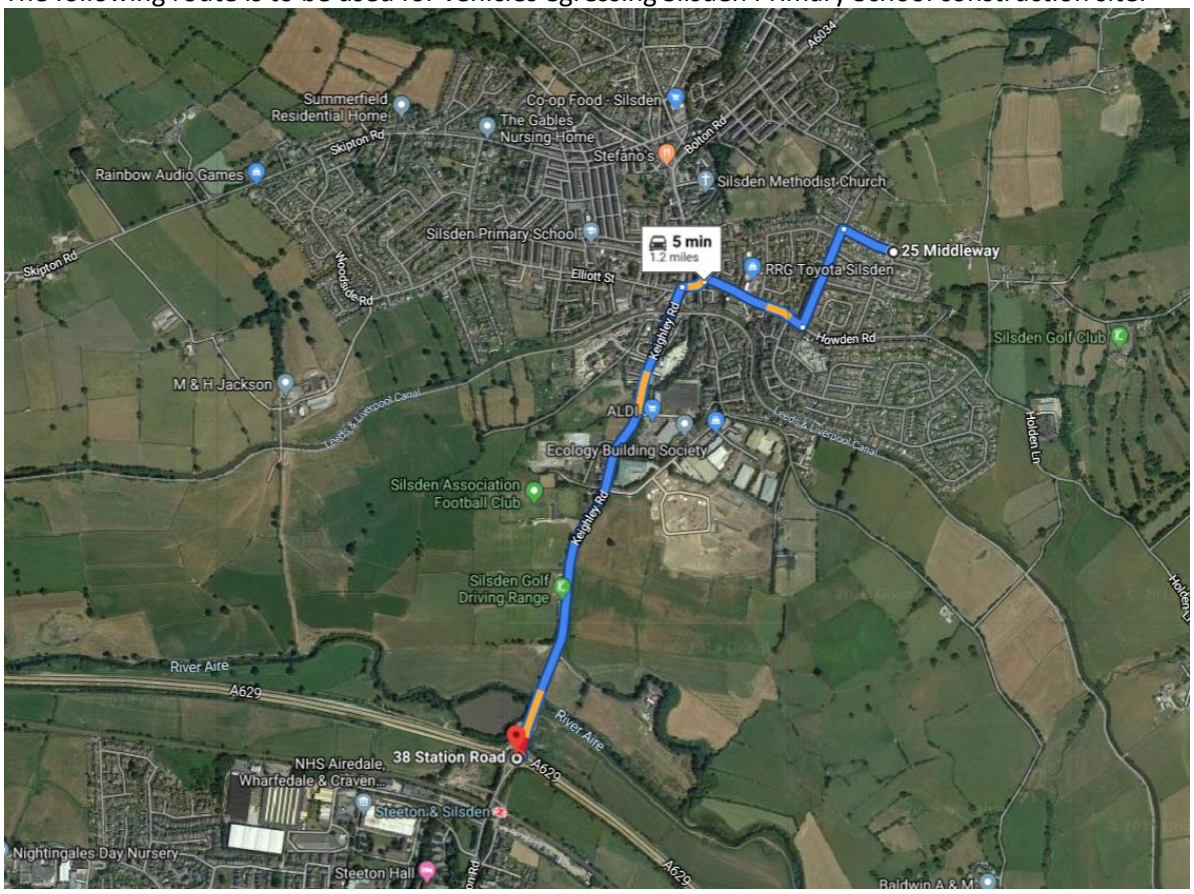
Continue onto Banklands Lane

Turn left onto Hawber Cote Lane

Continue to end of Hawber Cote Lane

Silsden Primary School
Pre-commencement Planning Conditions

The following route is to be used for vehicles egressing Silsden Primary School construction site:



Head west on Middleway towards Daisy Hill

Silsden Primary School
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Turn left at the 1st cross street onto Daisy Hill

Turn right onto Howden Rd

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Continue onto Clog Bridge

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Turn left onto Keighley Rd/A6034

Exit onto A629

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Site Entrances
It is vital to maintain an excellent external appearance of the site, to ensure a positive image is provided to local residents.

Attention to detail is important to not only present a good first impression, but also to ensure neither the workforce or local residents are negatively impacted by the construction work taking place.

We have considered the seven primary issues that affect traffic and road movements, these being:

- Maintaining site security
- Vehicle - Pedestrian Segregation
- Manoeuvring of vehicles
- Delivery Co-ordination, Loading and Storage including just in time deliveries
- On Site Parking including encouraging car sharing / using mini buses to avoid parking on the neighbouring roads
- Access for Emergency Vehicles

The following measures will be introduced to make both pedestrians and vehicles aware of each other around the site:

- Signage to warn pedestrians on the public areas of site entrances
- Signage to warn vehicles approaching the public areas of site entrances
- Signage to warn site vehicle operatives of pedestrians crossing doubled up with the Traffic Marshal / Gateman at the entrance point

Hawber Cote Lane Entrance

View of existing layout for proposed entrance off Hawber Cote Lane

Therefore, it is intended to provide a combination of measures at the Hawber Cote Lane site entrance to provide this:

- A well-designed entrance, providing good sightlines, formed to create a recessed area allowing vehicles to pull off the main highway whilst awaiting required checks / delivery induction etc before being allowed entry to the site through the perimeter gates
- Speed bumps on the exit, placed so that vehicles exit at low speed out of the site entrance

Middleway Entrance

View of existing layout for proposed entrance off Middleway

The proposed public right of way diversions may potentially increase pedestrian use of footpaths adjacent to Middleway.

Therefore, it is intended to provide a combination of measures at the Middleway site entrance to provide this:

- A well-designed entrance, providing good sightlines, formed to create a recessed area allowing vehicles to pull off the main highway whilst awaiting required checks / delivery induction etc before being allowed entry to the site through the perimeter gates
- Mirrors will provided to supplement the hoarding sightlines (which would benefit pedestrians and other vulnerable transport modes)
- Consideration will be given to provision of a PIR operated audible warning system when vehicles leave the site and flashing lights on either side of the entrance hoardings
- Speed bumps on the exit, placed so that vehicles exit at low speed out of the site entrance

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Example – Site entrance with Mirrors, Warning lights and speed bumps

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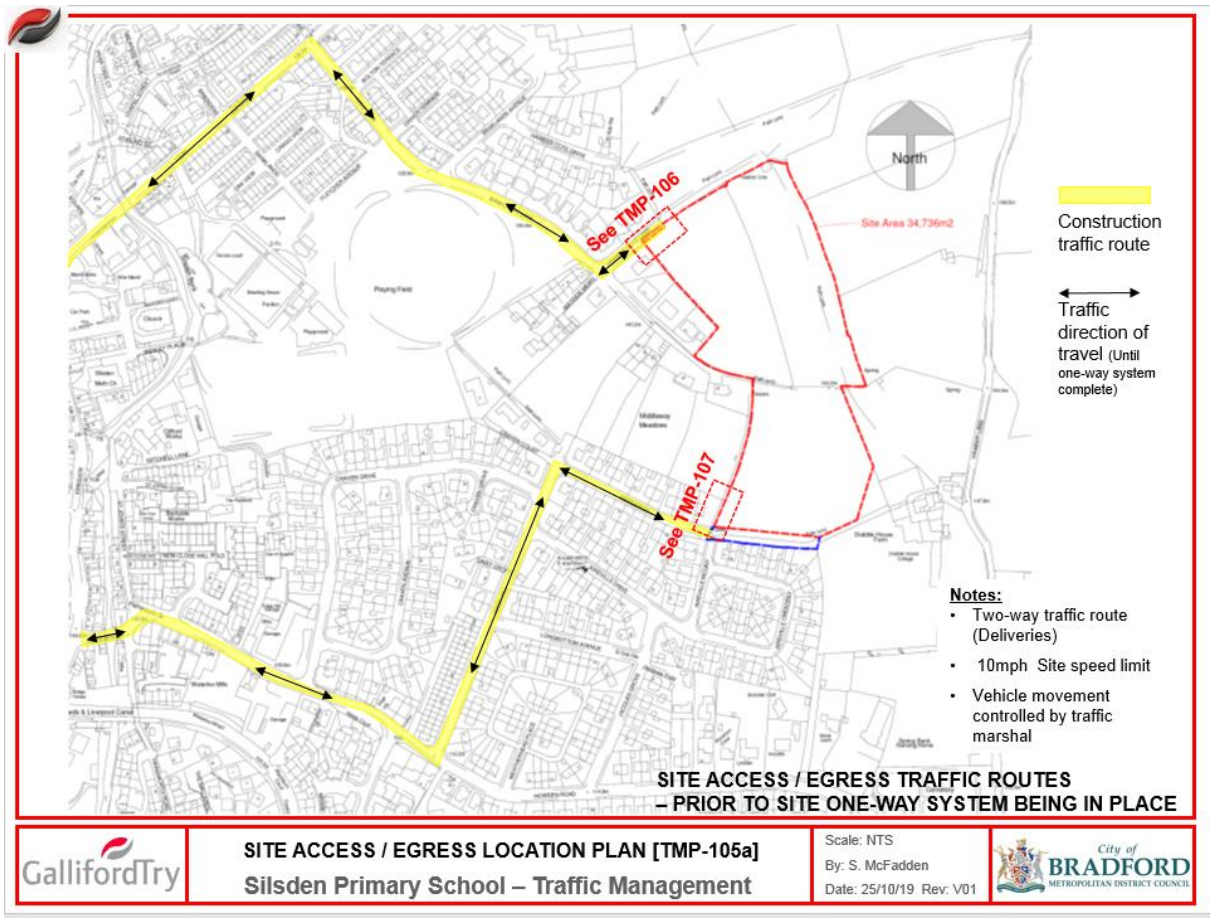
Site specific signing arrangements for access and egress of construction traffic (IN, OUT, NO ENTRY, NO EXIT signs):

Diagrams below note the proposed arrangement for signing to the Northern and Southern site entrances.

As it is initially intended to operate 'In' and 'Out' for both entrances (Hawber Cote Lane and Middleway) then restriction signage EG 'No Entry' will not be used.

Once the one-way traffic management system through site has been established, with vehicles accessing off Hawber Cote Lane and egressing onto Middleway, then restriction signage will be installed.

The general traffic route to each entrance is shown on the below Traffic Management layout [TMP-105a].



Northern site access signage arrangement are indicated on the below Traffic Management layout [TMP-106].

The following signs will be installed for the Initial works:

- Construction Traffic Sign (Right arrow)

The following signs will be installed for the Main works (once One-Way traffic management system established):

- Construction Traffic Sign (Right arrow)
- No Exit

Silsden Primary School
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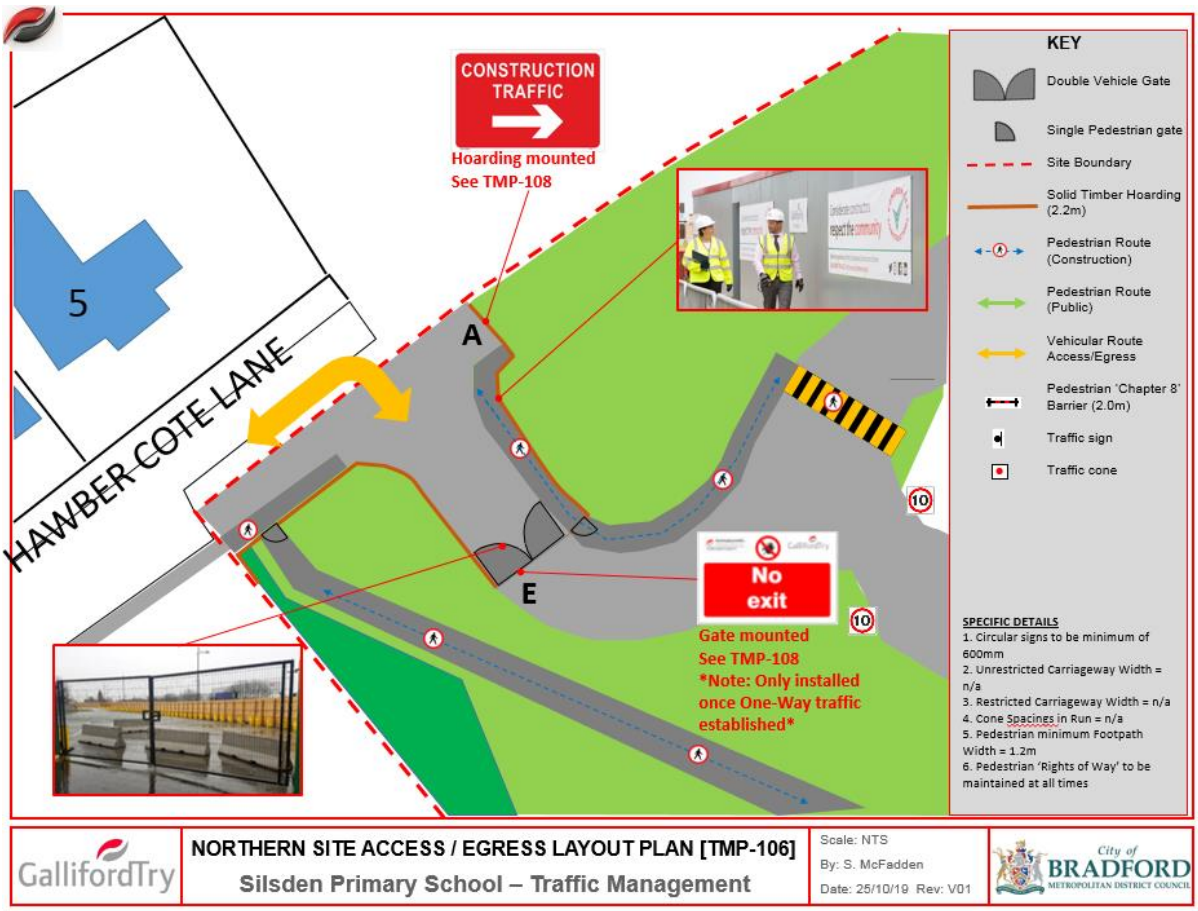
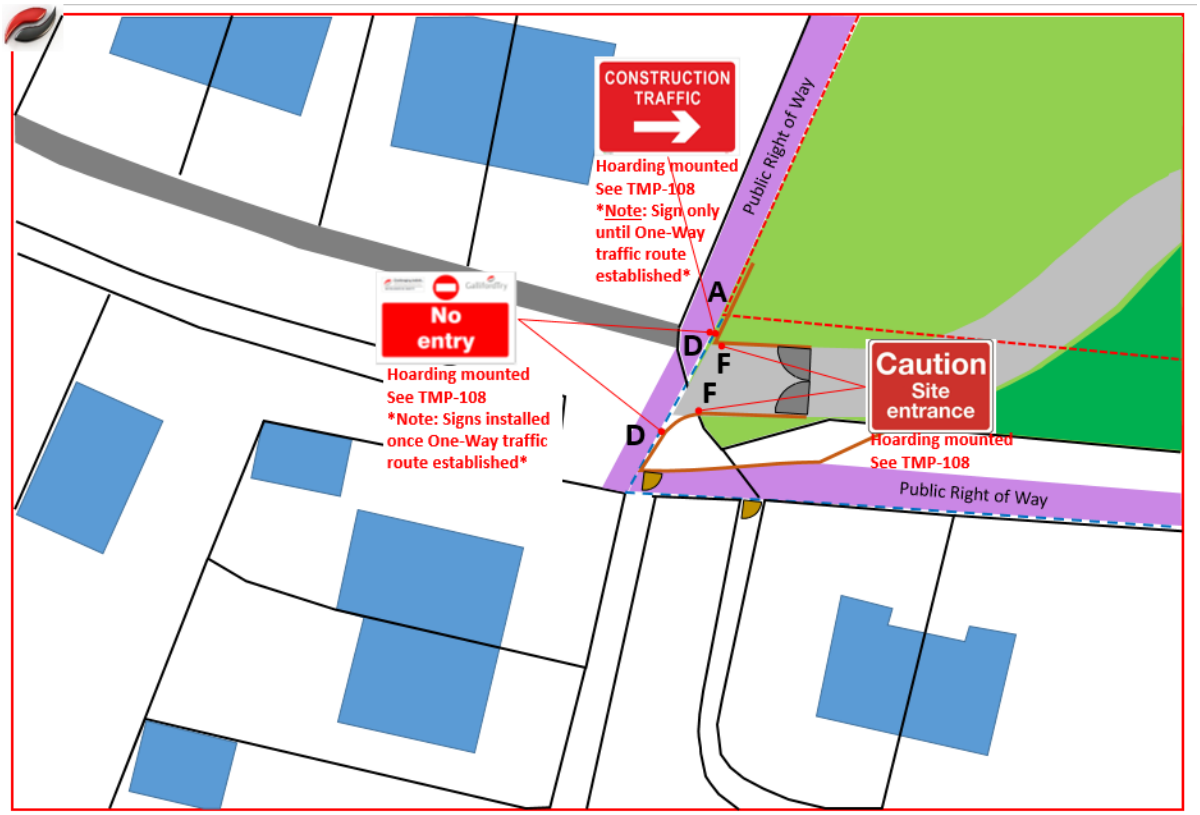


Southern site access signage arrangement are indicated on the below Traffic Management layout [TMP-107].
The following signs will be installed for the Initial works:

- Construction Traffic Sign (Right arrow)
- Caution Site entrance x 2nr

The following signs will be installed for the Main works (once One-Way traffic management system established):

- Construction Traffic Sign (Right arrow)
- Caution Site entrance x 2nr
- No Entry x 2nr



GallifordTry	SOUTHERN SITE ACCESS / EGRESS LAYOUT PLAN [TMP-107] Silsden Primary School – Traffic Management	Scale: NTS By: S. McFadden Date: 25/10/19 Rev: V01	City of BRADFORD METROPOLITAN DISTRICT COUNCIL

Details for each of the proposed signs are noted on Traffic Management [TMP-108] below.

REFERENCE	SIGN IMAGE	DESCRIPTION	GT REFERENCE
A	CONSTRUCTION TRAFFIC	IN Red background, White text, with White boarder Rectangular - 1050 x 750mm	Construction Traffic RS0XX/1
B	WORKS EXIT	OUT Red background, White text, with White boarder Rectangular - 1050 x 750mm	Works Exit RS023/7
C		NO ENTRY Red background, White logo, with White boarder Circular - 600mm	No Entry RS010/6
D	No entry	NO ENTRY Rectangular – 600 x 400mm	No Entry GT/MC 80/6
E	No exit	NO EXIT Rectangular – 600 x 400mm	No Exit GT/MC 87/6
F	Caution Site entrance	CAUTION (Pedestrian) Red background, White text, with White boarder Rectangular - 1050 x 750mm	Caution Site Entrance RS0XX/2

GallifordTry	SCHEDULE OF TRAFFIC SIGNS [TMP-108] Silsden Primary School – Traffic Management	Scale: NTS By: S. McFadden Date: 25/10/19 Rev: V01	City of BRADFORD METROPOLITAN DISTRICT COUNCIL

Silsden Primary School
Pre-commencement Planning Conditions

Condition 28 – Specific arrangements for the management of the construction site

Notwithstanding the provision of Class A, Part 4 of Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015, or any subsequent legislation, the development hereby permitted shall not be begun until a plan specifying arrangements for the management of the construction site has been submitted to and approved in writing by the Local Planning Authority. The construction plan shall include the following details:

- *i) full details of the contractor's means of access to the site including measures to deal with surface water drainage;*
- *ii) hours of construction work, including any works of demolition;*
- *iii) hours of delivery of materials;*
- *iv) location of site management offices and/or sales office;*
- *v) location of materials storage compounds, loading/unloading areas and areas for construction vehicles to turn within the site;*
- *vi) car parking areas for construction workers, sales staff and customers;*

The following details are provided to outline arrangements for the management of the construction site associated with items i) to vi):

i) full details of the contractor's means of access to the site including measures to deal with surface water drainage:
The mean of access to Hawber Cote Lane and Middleway entrances are outlined within **Condition 19 – Construction traffic signing arrangements**.

A traffic marshal will be located at the delivery vehicle entrance to control the movement of vehicles. The provision of competent traffic marshals will be in place for the safe management of sub-contractor's deliveries and to limit disruption to the public and surrounding properties. The Traffic Marshals will have appropriate training, and be identified with wear orange hi-visibility vests/ jackets.

Site entrance gates will be positioned in from the site boundary to create a recess for vehicle to pull-off the Highway.

Once on site we will form the haul road to the work areas as well as on-site parking and material storage, these routes will be brought up to tarmacadam base course level, to minimise the creation of mud and dirt from vehicle movements within the site and reduce the risk of transporting such debris from the site to the public highway.

Wheelwashers are to be provided at vehicle egress points (both Hawber Cote Lane and Middleway). These are to be designed to be used dry, minimising water usage and the creation of surface water run-off.

Following installation of the site drainage gullies, then 'Smart Sponge' Passive Skimmer's shall be utilised to absorb and encapsulate any hydrocarbons by floating directly on the water within each gulley.

Silsden Primary School
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'Smart Sponge' Passive Skimmer

ii) hours of construction work, including any works of demolition:
The normal hours of work are as follows:

Monday to Friday:	07:30 – 17:30
Saturday:	07:30 – 17:30 (if required)
Sunday:	07:30 – 17:30 (if required)

There are no planned demolition elements within the proposed construction scope of works.

iii) hours of delivery of materials:
All deliveries to the site will be pre-booked with our site management team to help control the deliveries to ensure we don't have site traffic queuing out the site entrance.
In addition to this and to help minimise disruption to the local community our deliveries will not arrive before 07:30 or after 17:30.
Weekend HGV deliveries will be avoided where ever possible. The route, directions and delivery times to site will be inserted into all supplier / sub-contractor's orders and will form part of their contractual obligations.

iv) location of site management offices and/or sales office:
Initial interim Welfare facilities shall be provided to the North of the site, accessed from Hawber Cote Lane.
These facilities shall be utilised for early works activities to allow the construction of the site entrance, car parking area, bulk earth works, internal roads and installation of the full welfare setup.

The main works site welfare setup shall be provided to the North-East of site, accessed from Hawber Cote Lane.

See **Appendix A** Site Arrangements - North Section Diagram for 'Initial oasis site set up' and 'Main site set up' locations.

v) location of materials storage compounds, loading/unloading areas and areas for construction vehicles to turn within the site:
Storage of plant and materials - Plant and materials will be delivered in a just in time basis, and will be stored in designated areas.
At no time, will plant and materials be permitted to be stored outside the confines of the site.
Lightweight materials will be weighted or tied down to prevent wind uplift and debris spreading across or outside of the site.

Material Delivery Management - Our construction logistic strategy will align with the CLOCS standards and all operator's delivery demonstrate their compliance through FORS (Fleet Operator Recognition Scheme). FORS is a national accreditation scheme designed to help road fleet operators in all sectors improve, measure and monitor operational performance and safety and demonstrate compliance with best practise.
Delivery vehicles arriving to site unannounced, failing to adequately book deliveries or 'booking in' of deliveries in an ad-hoc manner, will lead to traffic congestion and potential safety risk to the public, local businesses and the local authority in addition to the chaos and risk caused to the construction team. To prevent such problems, Galliford Try logistics employs Datascope electronic delivery management system which is in use at all our major UK construction projects.

Loading and unloading of plant and materials - All plant and materials will be stored on site and at no time will plant or materials be allowed to be stored on the public highways. Vehicles will be directed to the offloading area within the curtilage of the site by a suitably qualified vehicle marshal, where the goods will be unloaded, received and stored in the designated area.

Vehicles will turn around within the curtilage of the site with the assistance of the Traffic Marshal and will drive out using the rubble Washer to remove any debris from wheels.
A backup jet wash shall be available for any vehicles requiring more extensive cleaning prior to entering the highway.
At no time will vehicles be permitted to reverse out of the site onto the public highway.

See **Appendix A** Site Arrangements - North Section Diagram for 'Material storage' and 'Mortar Silo' locations.

vi) car parking areas for construction workers, sales staff and customers:
Parking arrangements – As part of the early programme work activities, the permanent car park shall be constructed up to tarmacadam base course level. This will provide suitable parking area for construction staff and visitors associated with the project.
Parking will not be allowed on the public highways adjacent to the site, and this will be monitored by a marshal at the site entrance, to ensure free flowing access and egress from/onto Hawber Cote Lane and Middleway, with this also being reinforced during site inductions by the Site Management team.

See **Appendix A** Site Arrangements - North Section Diagram for 'Main car park' location.

Traffic plans to promote car sharing, cycling and other modes of transport will be produced in a effort to reduce the number of onsite vehicles.

Silsden Primary School
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Appendix A – Site Arrangement Diagrams

- SITE ARRANGEMENTS - NORTH SECTION
- SITE ARRANGEMENTS - SOUTH SECTION

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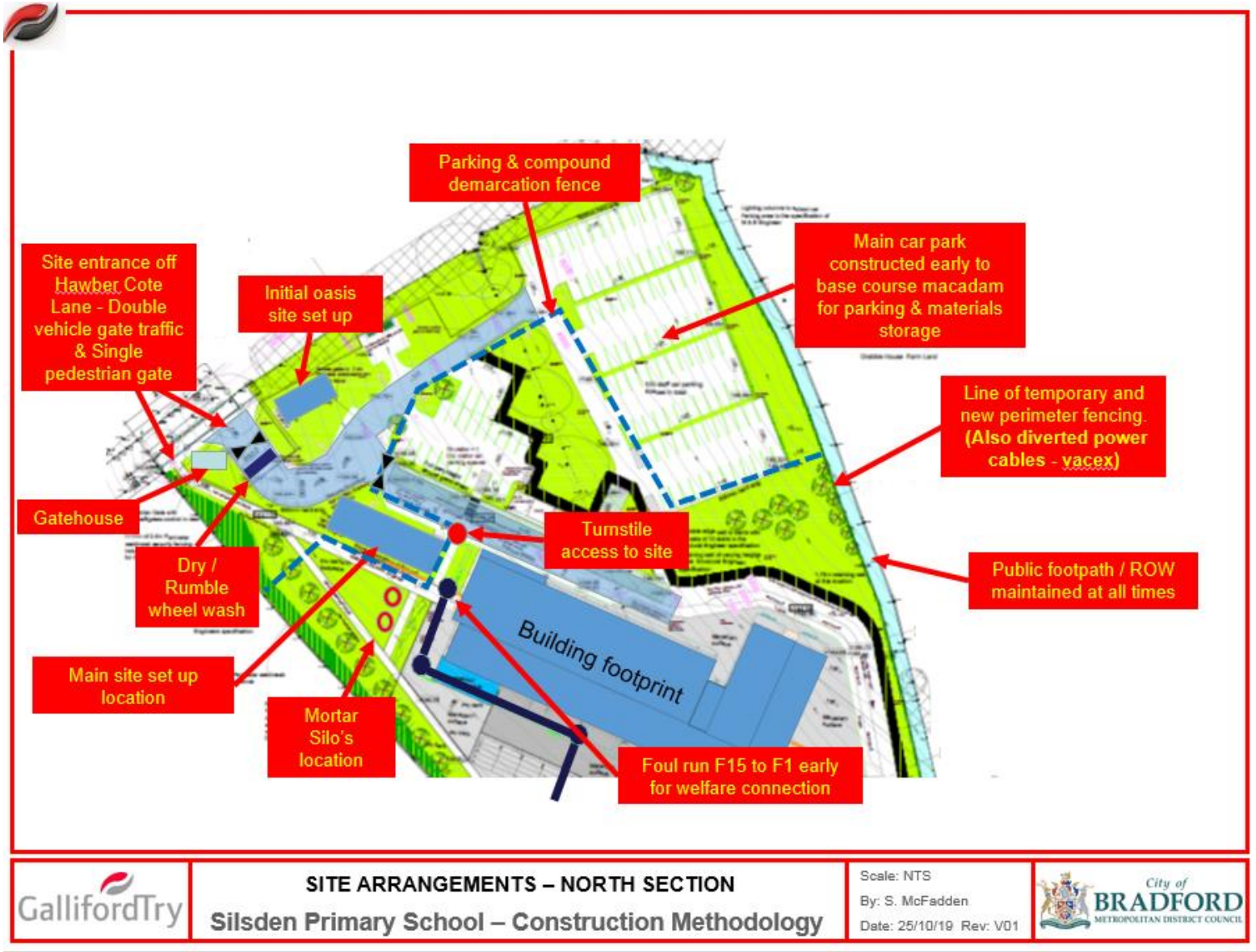

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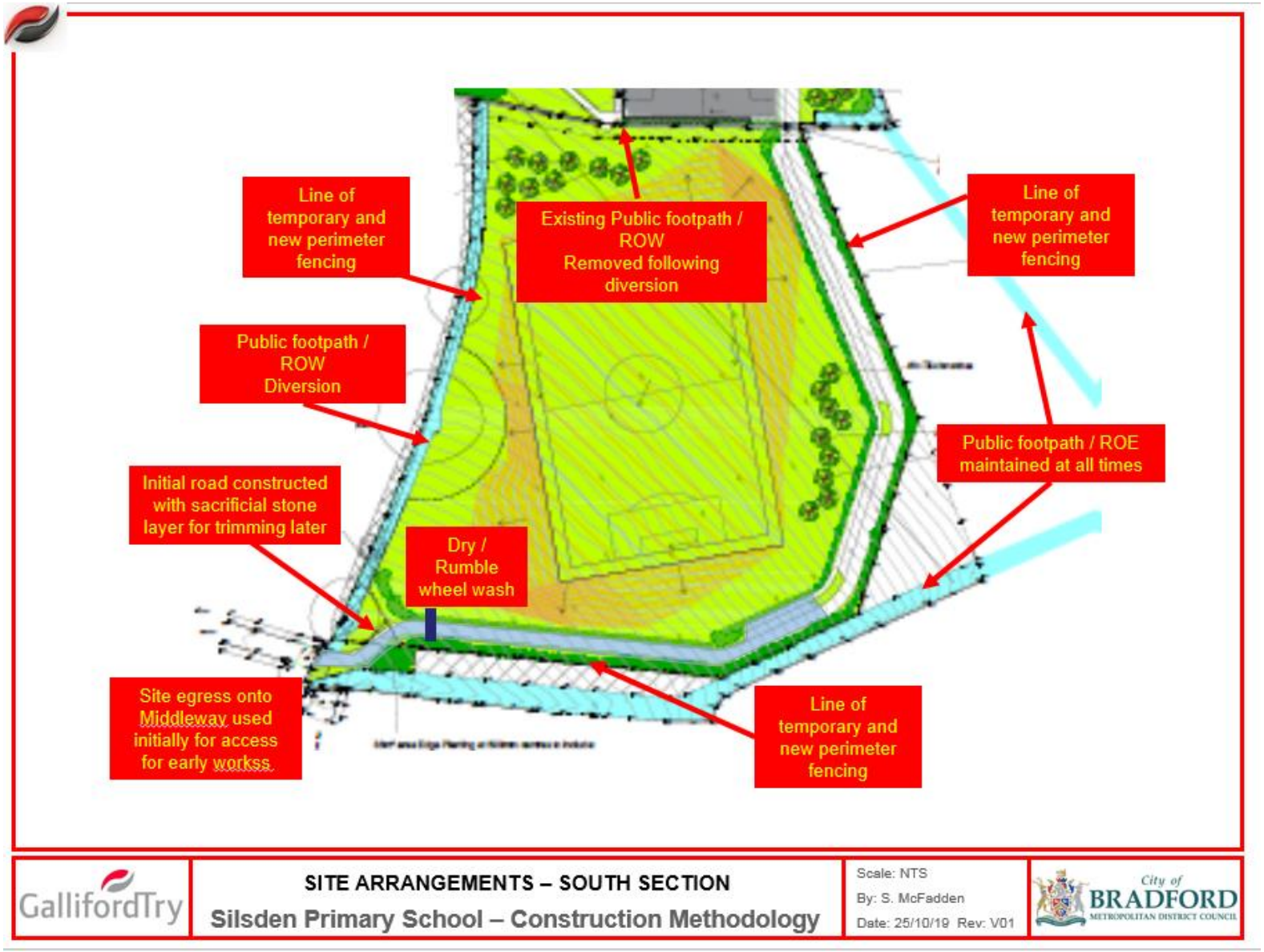

Silsden Primary School
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Appendix B – Wheel Wash Details

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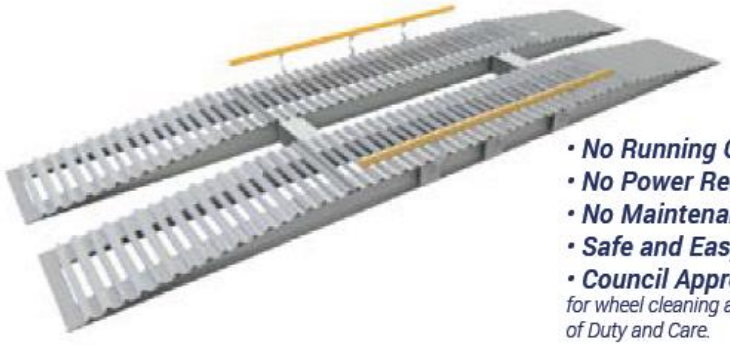
Rumble grids are an effective solution to removing mud and dirt from vehicle wheels. The special grid with variable settings, flexes open the tyre tread. This allows debris to fall out before the vehicle enters the public highway. The environmental footprint on the dry rumble grid, is extremely low, as there is no power required, no water, and no maintenance.

The low profile also allows most types of vehicles over, without grounding. Installation is simple and quick, the unit free stands on a level hard standing, hardcore, asphalt or concrete etc. Perfect to for remote sites, where there are no services or personal.

The Libra Rumble Grid is available in the standard or bespoke lengths, to suit any site condition. They are available for Hire and Sale. Plus easily re-locatable, with a Hiab vehicle.

6 m L x 3m W x 30cm H



- ***No Running Costs***
- ***No Power Required***
- ***No Maintenance***
- ***Safe and Easy to use***
- ***Council Approved***

for wheel cleaning and cover of Duty and Care.

Manufactured to the highest standards in Sheffield, UK.

Sheffield Chamber of Commerce and Industry

info@libraweighing.co.uk Tel: +44 (0)1246 433 400

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