Shepton Campus – Schedule of Works

Pre-construction procedures;
Complete Mendip Council's Permit to Work Requirements – including Method Statement, Risk Assessment, Public Liability and Certificates for specific works all as set on the attached flow chart.
Complete Permit to Work ready for signing off on first day.
Obtain car parking permits for the expected number of staff arriving by car Mendip Campus by contacting manager Zoe Elliott 07872 171747

On the way to the Campus site:
Excavate four exploratory trenches at Ridge Lane, two either side. JG will be present on site to direct the work, log the findings and to discuss the outcome.

Preliminary public safety works on site:
Sign off Permit to Work with Mendip on-site manager Wags Elliott 07881 615140
Place signs to divert pedestrians to east side of access road. Place advisory work signs. Cone off area of car park required for the days work. Greenways to prepare explanatory signs for public information, including a recommendation that vehicles come in by Park Road entrance which will be opened by the Council for the duration of the works.

Preliminary works:
Preparation of working space and loading bay, 10 metres long and 6 metres wide. Note depending upon levels this area may need to be constructed with "tree cell" – 100mm deep laid on polypropylene. **60sq meters of 'tree cell' or similar.**

Main works:
Clearance of felled trees. Most of these will need to be loaded and taken away to Rock Farm. Some may be stacked on site. Remove all scrub and the odd additional tree missed out by earlier contractor.

Provide protection for remaining trees as agreed with the Engineer. Allow for Heras fencing or similar tie back to trees where necessary. **20m Heras Fencing**

Run in suitable fill material to provide the foundation for the path at a gradient of 1:25. Arrange for the supply of suitable material, take delivery, handle the material and carefully compact in layers – **700-800 cub meters.** Note Council officers have suggested spreading sand on tarmac turning area to limit danger to surface of car park.
Note: Contractor to have 2 banksme
n in attendance at all times when deliveries are coming to ensure public safety and to keep the car park access road swept clean at all times.
Note: Gavin Mayall has had discussions over free delivery with Roger Penny of Penny Demolition 01761441832 and the contractor should aim to use this material if its supply is useful and timely.

Installation of new Vee beam weld mesh fence along gap in council wall. Greenways materials available for collection from West Shepton **15m weldmesh with posts and fittings**.
Lay stone base all through, 250mm deep, 4.0 metres wide on Netlon mesh reinforcement or similar. Shape to central camber and thoroughly compact. **Stone – 250 tonnes Netlon – 400 sq. metres.**

Machine lay wearing surface, DBM, 20mm aggregate, 60mm thick and 3.0m wide with central camber **300 sq. metres.**
Note limited clearance under Cannard's Grave Bridge.

Make up verges, 500mm wide and level with path, from available materials.

Raised pavement crossing to be marked out in agreement with et Engineer:

Cut away existing tarmac;
Surface across each existing footway 3.0m wide;
Cut key into existing road surface at start and finish of pavement crossing;
Raise central manhole;
Lay raised crossing on DBM, 150mm thick, 4 metres wide at crown with 1:6 approved slopes 900mm long.

Footpath work

Install dimple blocks full width of each footpath, each side of crossing, 3 blocks wide – 6m overall
Lay new kerb on carpark side and trim in footway to cross carpark approach – sum

Mark out defined path through eastern carpark, 1.5m wide red slurry seal with 100mm wide dash white lines either side and a total of 4 No. pedestrians /cycling logos positioned as required by Engineer. Agree small works at the western end of the railway path to join into existing footpath.

Remove fence at eastern end (dispose off-site) and replace with 6 No. smooth rocks (approximately 1 tonne each) placed to give gaps no wider than 1.5m

Make good small patch of ground on approach to park and construct short link as instructed all with compacted stone and tarmac wearing surface – **20 sq. metres**

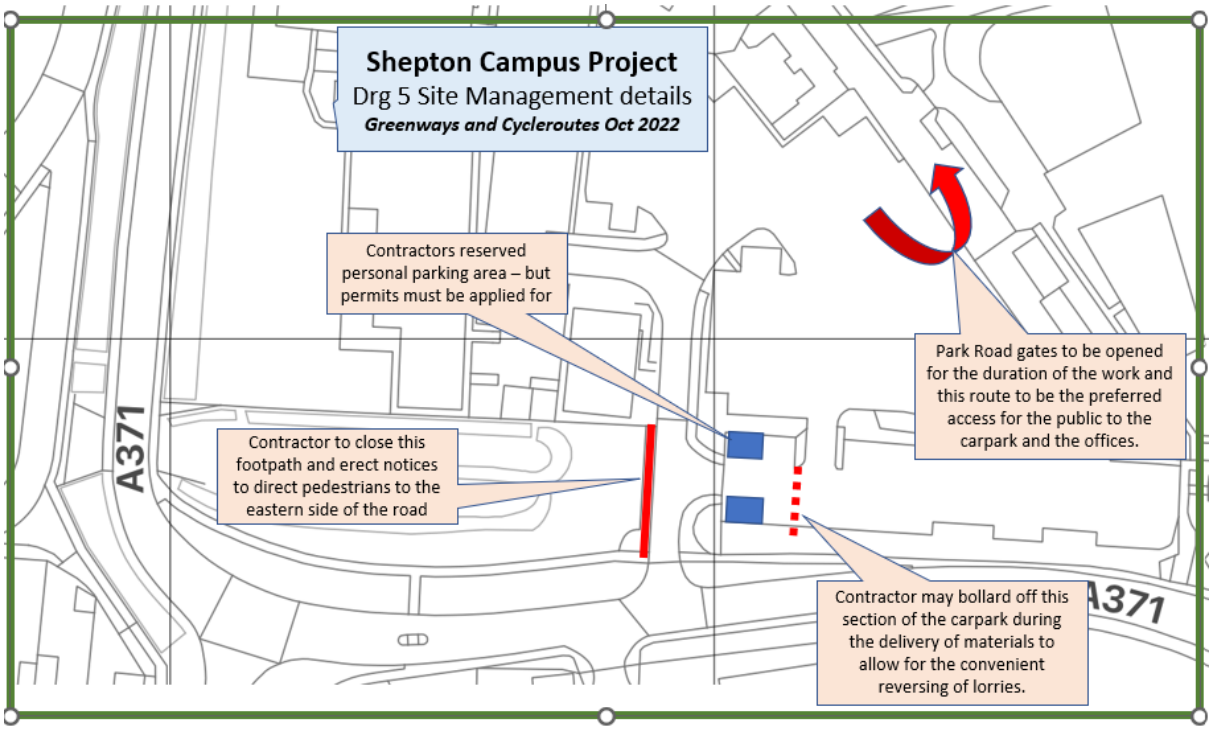
Tidy up all through and clear off site – sum

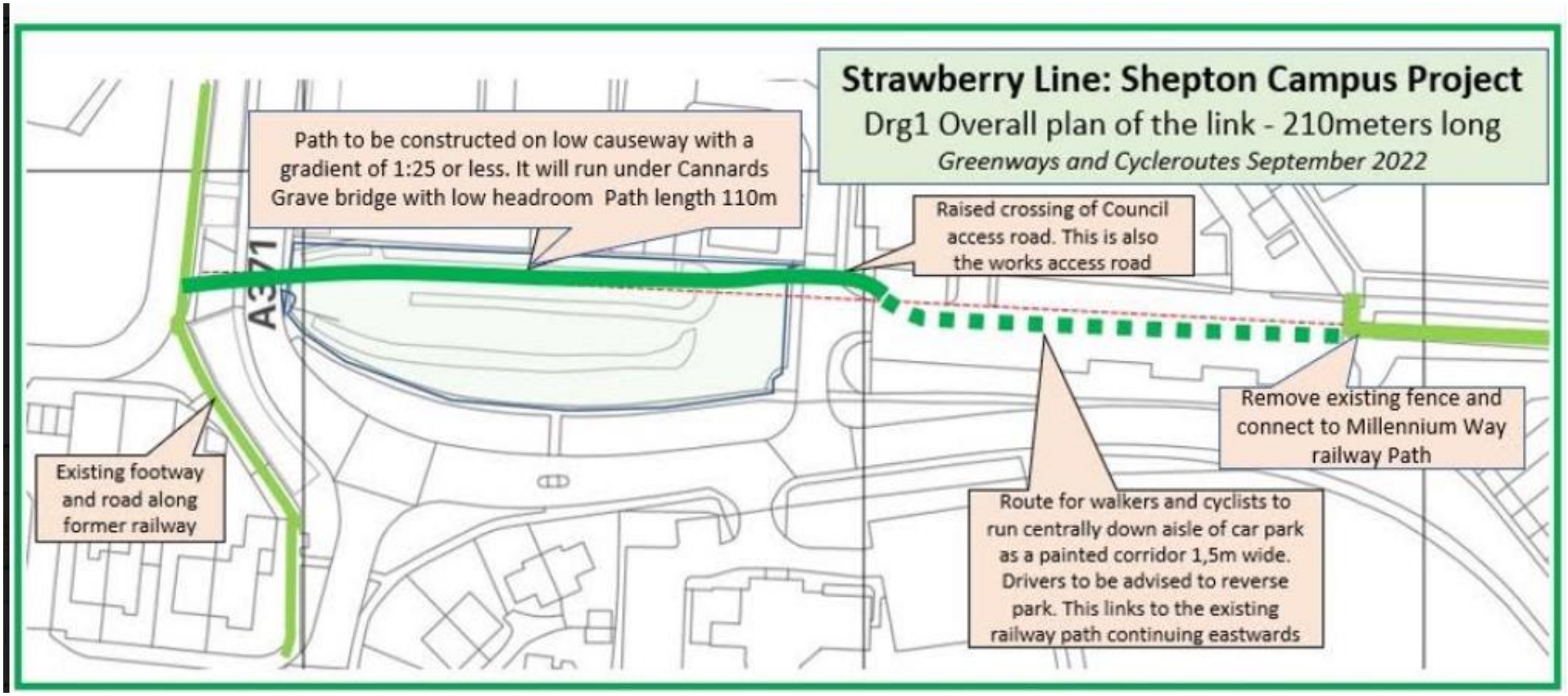
Items to be dealt with at a later date during construction

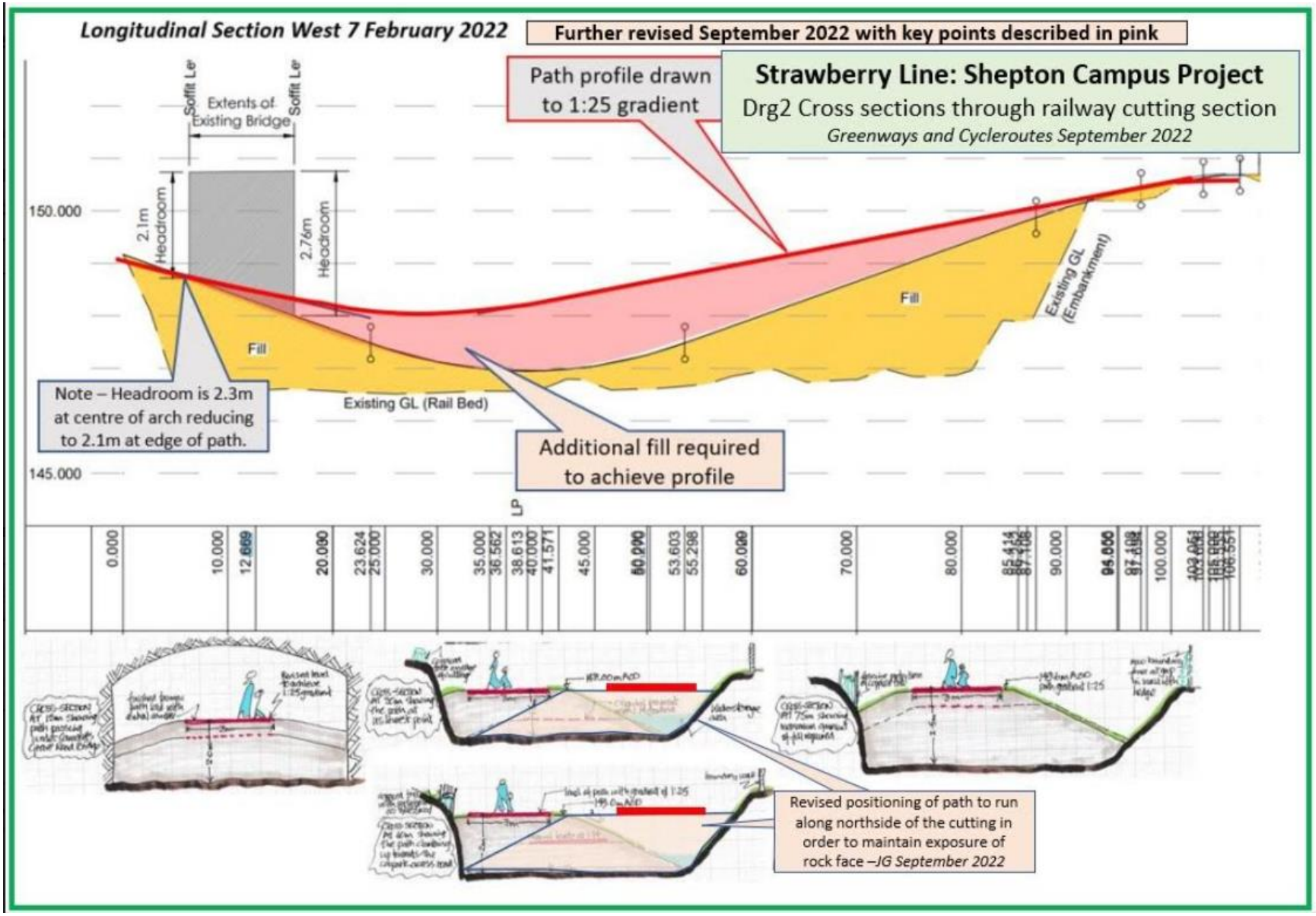
Lighting provision
Signing posts
Details at western end

John Grimshaw;
Project Engineer,

Greenways and Cycleroutes October 4th 2022




Strawberry Line: Shepton Campus Project
Drg1 Overall plan of the link - 210meters long
Greenways and Cycleroutes September 2022
Path to be constructed on low causeway with a gradient of 1:25 or less. It will run under Cannards Grave bridge with low headroom Path length 110m
Raised crossing of Council access road. This is also the works access road
A371
Existing footway and road along former railway
Route for walkers and cyclists to run centrally down aisle of car park as a painted corridor 1,5m wide. Drivers to be advised to reverse park. This links to the existing railway path continuing eastwards
Remove existing fence and connect to Millennium Way railway Path

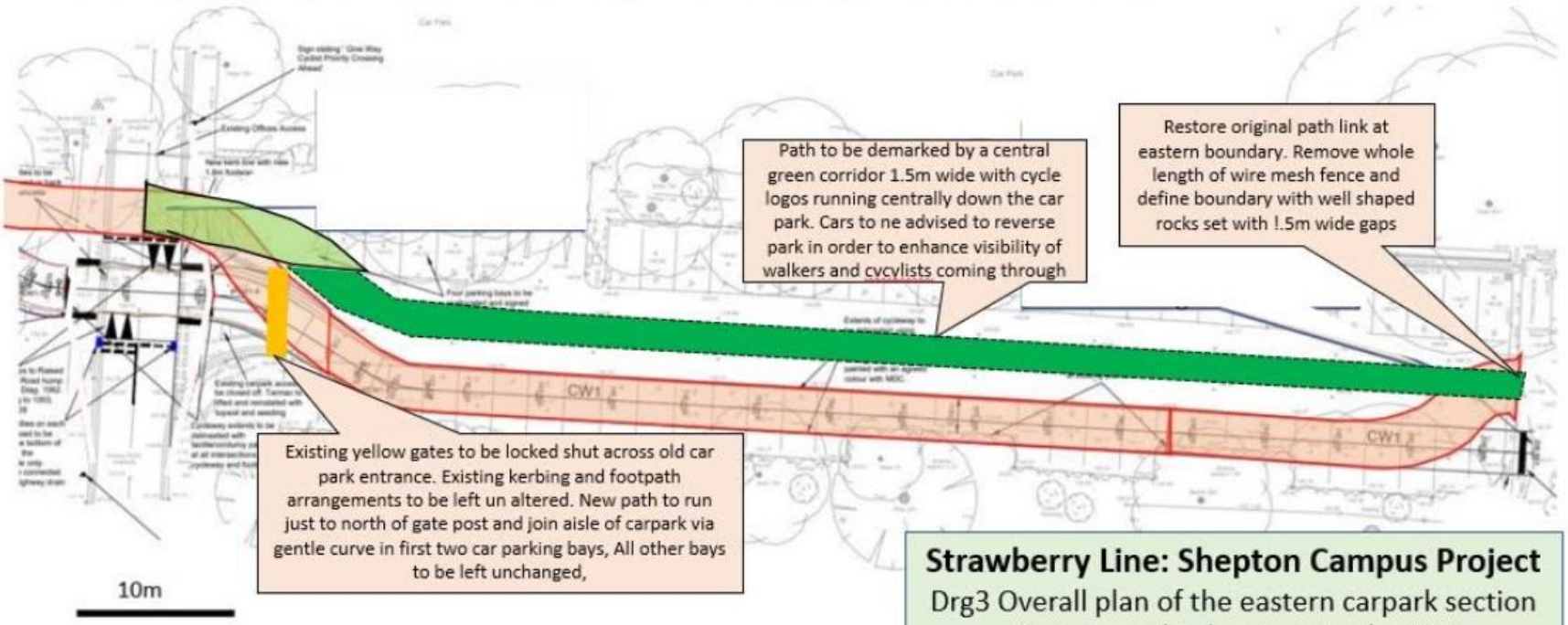

Longitudinal Section West 7 February 2022
Further revised September 2022 with key points described in pink
Strawberry Line: Shepton Campus Project
Drg2 Cross sections through railway cutting section
Greenways and Cycleroutes September 2022
Path profile drawn to 1:25 gradient
Soffit Le
Extents of Existing Bridge
Soffit Le
150.000
2.1m Headroom
2.76m Headroom
Fill
Fill
Existing GL (Embankment)
Existing GL (Rail Bed)
Note – Headroom is 2.3m at centre of arch reducing to 2.1m at edge of path.
Additional fill required to achieve profile
145.000
LP
0.000
10.000
12.669
20.000
23.624
25.000
30.000
35.000
36.562
38.613
40.000
41.571
45.000
53.603
55.298
60.000
70.000
80.000
90.000
100.000
Revised positioning of path to run along northside of the cutting in order to maintain exposure of rock face –JG September 2022

Ground Plan East 7 February 2022

supersedes Eastern sections of AEQ-206-C-001 Revision P4 - Cycleway/Footway Layouts - 05.11.21 and AEQ-206-C-001 P1 CYCLE-FOOTWAY LAYOUTS - PART 1 - SEP21

Ground Plan East 7 February 2022 **Further revised September 2022 with key points described in pink**

Revised position of path through eastern carpark area showing deviations at either end

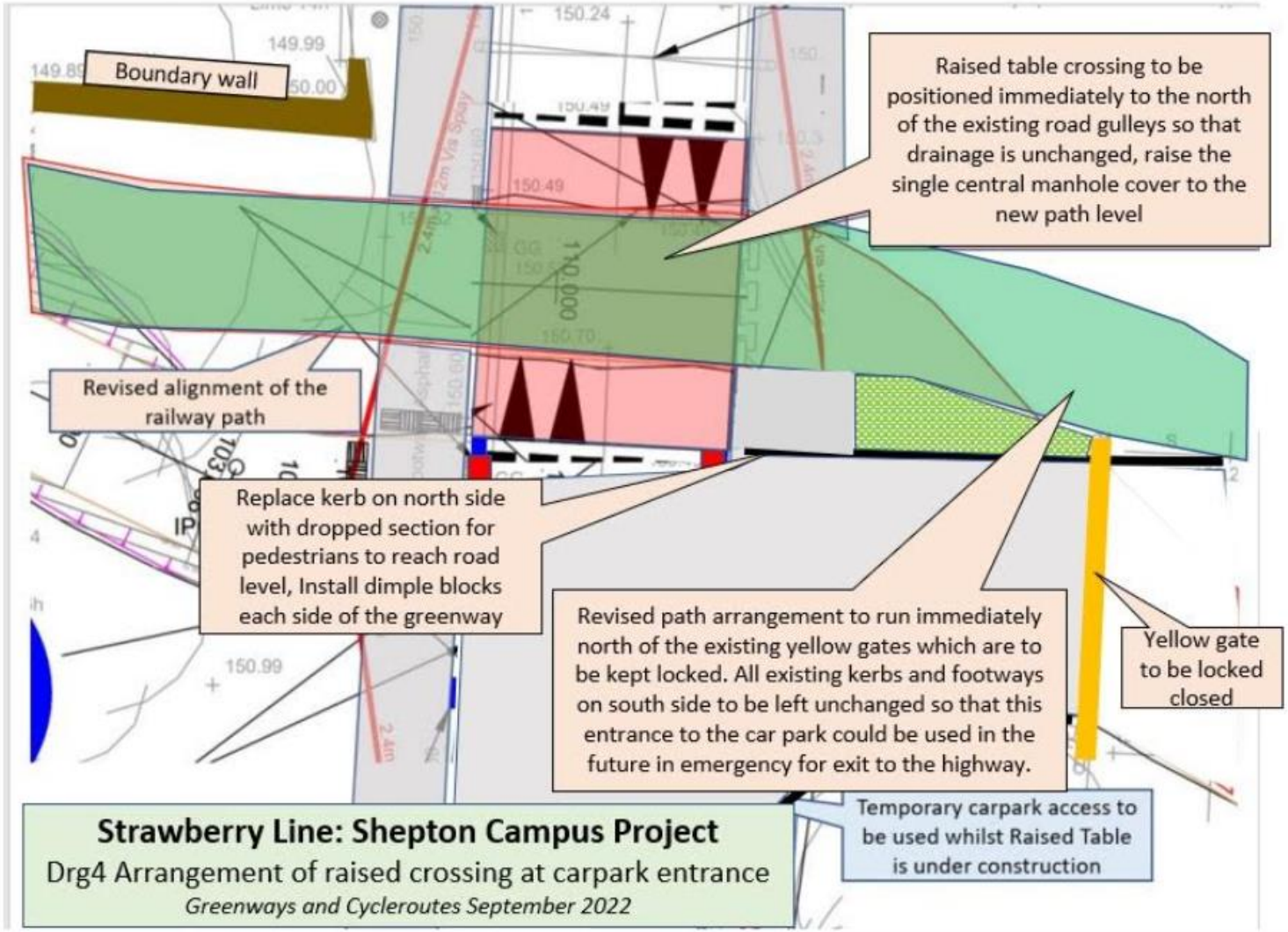


Strawberry Line: Shepton Campus Project

Drg3 Overall plan of the eastern carpark section

Greenways and Cycleroutes September 2022

Raised Table details 6 February 2022 supersedes Figure 7 of the Design and Access statement.



Strawberry Line: Shepton Campus Project

Drg4 Arrangement of raised crossing at carpark entrance

Greenways and Cycleroutes September 2022

Strawberry Line: Shepton Campus Project

Construction Management plan

Greenways & Cycleroutes September 2022

Construction methodologies

The path will be constructed from the carpark end as there is no construction access under Cannards Grave Road (2.1m clearance). The contractor will excavate the correct gradient through to the open cutting, then run in approximately 1000 cubic metres of fill to create the causeway, and then construct the path working from the east end back towards the carpark access road.

Detailed working methods

1. Figure 1 shows the route of all vehicles to and from site which is via the access road to the Council carpark. There will not be more than one delivery vehicle on site at any one time.

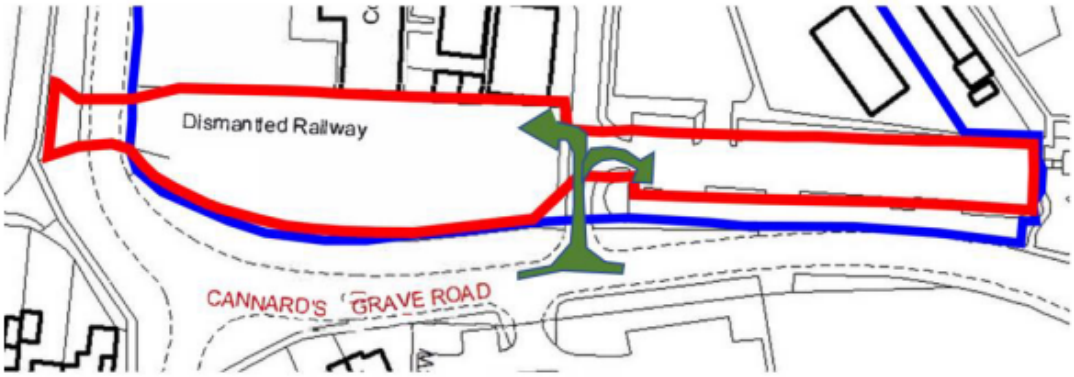


Figure 1: *Plan showing works access from Cannard's Grave Road via carpark access road.*

2. The total number of lorries delivering materials for the fill and path construction in the railway cutting will be approximately 100 - 120. The number per day will vary but it is possible that for one week when the fill is being run into the cutting, there will be up to 2 deliveries per hour or 10 a day.

3. The operations vehicles will not exceed 4 and will be parked on the designated carpark site shown in Figure 2. Site supervision vehicles will number no more than 1, and there will be no visitor vehicles.

4. Stage 1 of the construction will be to provide a stone based working area 5m wide and 15m long centred on the line of the eventual path and constructed with "tree cell" as necessary, see Figure 2. This area is shown in pink. An operative to act as a banksman will supervise each vehicle reversing to unload onto this area. Plant will be unloaded in this area initially, and further along the path as the work progresses.

5. Materials will be used as they are delivered, and the quantity of materials stored will be minimised. Plant will be stored on the path itself.

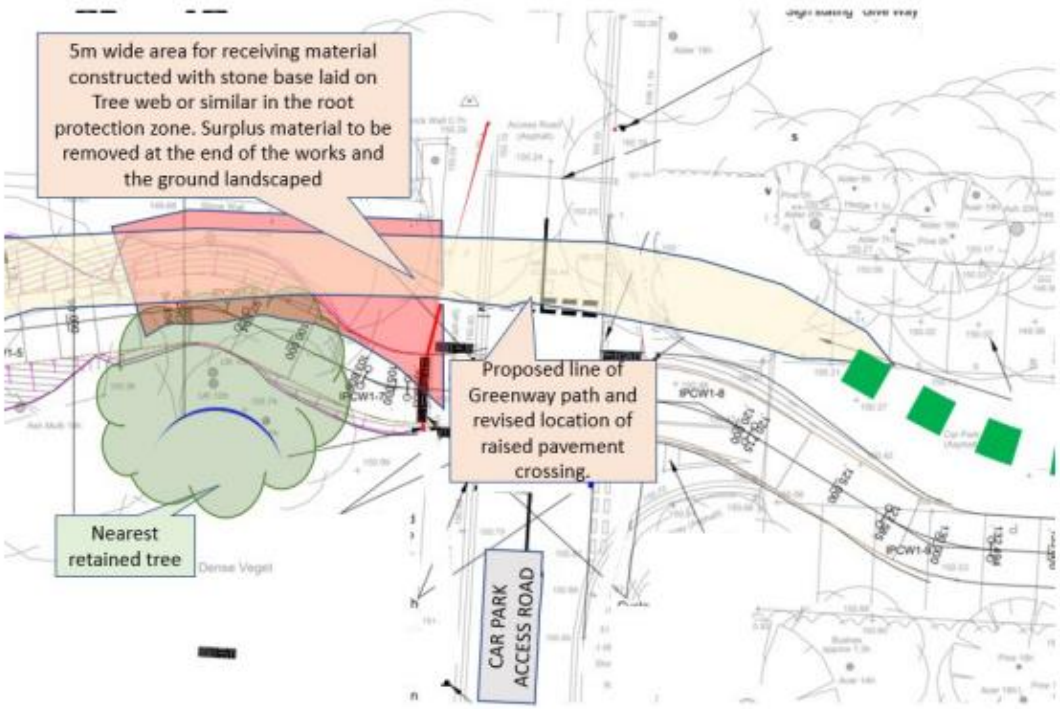


Figure 2: *Plan showing site compound area and area for the receipt of materials all in relation to the revised path alignment*

6. No vehicles will travel on any clay, soil, or other contaminating materials. Wheel washing will not be required but the operative supervising lorry arrivals will also check and sweep the carpark access road for any debris.

7. The contractor will provide a water bowser to dampen down materials if this is required. Any dirt will be swept and cleared away from the carpark access road after each vehicle movement.

8. Construction and delivery hours will normally be 08.00-17.00 Monday to Friday plus 08.00-13.00 Saturday if required.

9. No specific measures are envisaged or required to mitigate construction impacts in pursuance of the Environmental Code of Construction Practice

10. The tender process for the construction will give preference to locally based contractors who will be asked to encourage staff to use public transport – as Greenways volunteers do.

11. All carpark traffic will be diverted through the eastern carpark entrance whilst the Raised Table is constructed.

12. At the end of the works the whole site will be left clean and tidy.

13. Note that the required tree planting will be carried out winter 22/23.