

STRATEGIC PARK SOLAR PV INSTALLATION

SYZYGY REF 31090

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VERSION 1

SYZYGY
THE FUTURE | REALIGNED

1. CONSTRUCTION & ACCESS

Proposed Lifting Method (Panels to Roof):

A proposed method of getting product to roof level would be via powered access at 3 points at the perimeter of the building. Two of these would be placed at corners of the building, with the third placed strategically along the length of the facade. This allows a reduction in foot traffic across the same sections of the roof to reduce the risk of repetitive roof damage. Any high traffic areas would be boarded to protect the roof. Due to the structure and point loading of a single pallet of panels, it has been deemed at this stage that a crane lift may not be viable to decant the modules to the roof.

Storage Area:

Solar PV panels and associated products (inverters, cabling etc) will be delivered to site and decanted to a single storage area which will be separated from the main site via Heras fencing or similar. Movement of products from the storage area to the roof will take place once per day and/or as according to the plan worked up in conjunction with the refurbishment contractors. This allows contractors to ensure there is minimal disruption to the refurbishment or other operations across the construction phase of the project.

Welfare:

A self sufficient welfare cabin with canteen and drying room located at the storage area will be provided. This will also house the site managers office and toilets. In addition, a 20 foot storage container will be procured to house high value product.

Access equipment and fall protection:

It is proposed to use the powered access with traversing dock to access the roof. There will be a perimeter temporary edge protection system installed to create a safe roof during construction (the existing mansafe is not deemed suitable for construction purposes). The roof array will be designed so that there is a new central cable route across each of the ridges of the main roof and up the sides of the mono pitch. The design also allows for the existing mansafe system to be utilised for its original intention with care taken to avoid impacting its future useability. The mansafe has been designed for the safety and protection of employees during the test and inspection and cleaning during the operation and maintenance of the site.

Noise Control:

The nearest residential buildings are located just south of the site. These houses are screened from the Site existing screening vegetation. Additionally, the installation and operation of solar PV arrays are not inherently noisy.

The installation will take place during the day, during normal working hours and noise will be limited to use of hand held pneumatic tools during the installation of the mounting rails (approximately 2 week duration). It is not considered that there will be a significant noise impact on the nearest residential dwellings due to the low level of noise expected and screening present.

Dust and Dirt:

Works are limited to installing Solar PV equipment on the roof and internal areas of the building. It is not expected that this work will generate any dust or dirt. Waste skips will be provided on site for the disposal, and where appropriate, recycling, of equipment packaging.

Traffic management:

During the construction period, heavy goods vehicles (HGV) movements will be required to deliver materials and equipment to the staging area. It is estimated that circa 15 HGV visits will be required over the estimated 6-week construction period, plus cars and vans belonging to construction personnel.

A delivery management plan will also be developed in close conjunction with the refurbishment contractors and the site management team to ensure deliveries are staggered to limit congestion at the site and disruption to other site operations during the period.

Delivery of the components shall be made directly to the site via Charles Watt Way and Comines Way, just off exit 7 of the M27. Given the site's existing use as an industrial estate, and that the buildings are currently unoccupied, it is not expected that these construction works will cause an increase in the normal level of traffic activity around the site.

Access for construction vehicles utilises the direct access from Charles Watt Way to Statagic Park, given the sites use as an industrial estate, it is considered that the road infrastructure will be suitable to support the vehicles using these access routes during the construction of the project.

The works are limited to the roof area and internal spaces of the existing buildings, no ground works are planned at the site. The site and all the access routes and turning spaces are existing asphalt construction, so it is not expected that there will be any mud transferred from the site to the local road network



Access route: M27 to site via Charles Watt Way and Comines Way