



# METHOD STATEMENT: TEMPORARY CLASSROOM BUS DELIVERY & SITING

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**Project:** Change of Use & Subordinate Development at Anders Hall, Jubilee Park, Waterloo

**Applicant:** Growing Places

**Date:** 1st July 2026

## 1. Introduction & Objective

This statement has been prepared at the request of the Planning Case Officer to provide public, consultee, and administrative clarity regarding the logistics, routing, and ground protection methodologies for delivering the temporary bus classroom to the rear of the Anders Hall site.

The primary objective is to safely transport a decommissioned double-decker bus from the public highway to its temporary position (Phase 1) with zero permanent impact on the fabric, turf, or footpaths of Jubilee Park.

**Important Regulatory Note:** The execution of the strategy detailed in this document is strictly subject to obtaining the necessary formal landlord permissions and land access licenses from the Council's Estates and Land Teams. This statement defines the technical methodology to satisfy planning requirements and does not substitute for those separate legal consents.

## 2. Vehicle Technical Specifications

- Model: Volvo B7TL with Plaxton President bodywork (decommissioned, engine/running gear neutralized).
- Dimensions: Length: 10.7m | Width: 2.55m | Height: 4.4m.
- Unladen Weight: Approximately 11,500 kg (11.5 tonnes).
- Aesthetic Finish: Matte grey (neutral finish to blend into the parkland setting).

### **3. Proposed Delivery Route & Scheduling**

The delivery route utilizes the specific elongated planning redline protrusion designed to accommodate transit across the park infrastructure:

- Access Point: Entry via the public freeway at the Winifred Road access gate / Milton Road entrance.
- Transit Route: As illustrated on Drawing 25 / 421 / 103 (Site Plan), the proposed route follows the designated redline pathway. The bus will be towed from the tarmac public car park, across a section of the reasonably flat lawned parkland, intersecting existing tarmac pedestrian footpaths to reach the site boundary.
- Total Distance: Approximately 200m from the highway to the secure compound at the rear of Anders Hall.

#### **Scheduling Controls:**

- Weather Window: To eliminate the risk of ground churning, track slippage, or deep soil compaction, the operation will only be conducted during a period of sustained good weather when the ground is thoroughly dry and firm.
- Council Agreement: The precise day and time of delivery will be agreed in advance with the Council, ensuring zero conflict with park events, maintenance schedules, or peak public usage hours.

### **4. Delivery Methodology & Ground Protection Measures**

To guarantee absolute protection of the park's landscaping and civilian infrastructure, an industry-standard heavy-logistics framework will be deployed:

- Towing Mechanism: The bus will not operate under its own power. It will be securely coupled via a heavy-duty rigid tow-bar to a specialist delivery vehicle (either a professional heavy recovery unit or a high-torque agricultural tractor equipped with low-pressure, high-flotation turf tyres to prevent direct ground tracking).
- Ground Protection Matting: Prior to vehicle movement, a continuous temporary haul road will be laid over all non-tarmac surfaces (the lawned park) and vulnerable pedestrian footpaths along the route shown on Drawing 25 / 421 / 103. This will consist of heavy-duty, interlocking High-Density Polyethylene (HDPE) ground protection panels (e.g., Trakmats or equivalent, rated for axle loads up to 120 tonnes). These panels distribute the bus's 11.5-tonne weight evenly, entirely eliminating turf rutting, subsoil compaction, or tarmac footpath cracking.
- Operational Speed: The entire 200m maneuver will be conducted at a strictly controlled, heavily monitored walking pace (under 5 mph).
- Overhead Clearance Check: A pre-transit spatial survey will be conducted along the exact line of the redline protrusion to ensure the 4.4m vertical clearance is completely clear of overhanging tree canopies or low-slung utilities. No tree pruning is required or permitted for this operation.

## **5. Public Safety & Risk Management**

- **Timing:** Delivery will be scheduled during off-peak hours (e.g., early morning or mid-week school term time) when public foot traffic within Jubilee Park is at its absolute lowest.
- **Banksmen & Marshals:** A minimum of two dedicated, high-visibility banksmen will accompany the transit team. Their role will be to marshal public movement, temporarily secure footpaths as the vehicle crosses, and guide the towing operator safely into the rear compound.
- **Securing the Site:** Once positioned, the bus will be securely integrated behind the enhanced perimeter fencing (existing green mesh fencing made opaque with green netting) and stabilized using heavy-duty structural outrigger pads.

## **6. Reinstatement Warranty**

Immediately following the successful positioning of the bus, the HDPE ground protection mats will be systematically lifted and removed from the park. A post-delivery site inspection of the 200m route will be conducted alongside council representatives. In the highly unlikely event of minor cosmetic scuffing to the turf, the applicant guarantees immediate remediation, including professional topsoiling and reseedling with an approved amenity grass mix to return the park to its original condition.

## **7. Conclusion**

The delivery strategy detailed above presents a highly controlled, risk-mitigated solution to siting the temporary classroom bus. By utilizing heavy-duty HDPE load-distribution matting, enforcing strict speed limits, restricting operations to dry weather windows, and working in direct coordination with Council departments, the transit will be entirely invisible to the park infrastructure once completed.

This approach ensuring public safety and protecting the environmental value of Jubilee Park throughout the phase.