

HIGHGATE SCHOOL

Temporary Accommodation on Synthetic Sports Pitch

**INITIAL CONSTRUCTION REVIEW AND
DRAFT CONSTRUCTION MANAGEMENT PLAN**



- September 2022 -

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1.0 EXECUTIVE SUMMARY

This “Initial Construction Review and Draft Construction Management Plan” has been prepared by Highgate School to set standards for the management of the installation of a temporary modular decanting building with associated external works and to guide contractors on the development of Construction Management Plans and Construction Logistics Plans that may be required to discharge conditions set under Haringey Council planning approvals. Furthermore, the document provides details of standards that may be required in order to protect Children, Staff and Visitors on School property and the general public affected by the installation and external works. It considers the programme and logistics impact of the project. These proposals can be considered as a Construction Management Plan for inclusion in the Planning Application Submission and subsequently to form the basis of detailed Plans by Contractors when appointed.

The project involves the installation of a single storey temporary modular teaching block at the south end of the existing all-weather pitch off Bishopswood Road.

The temporary building will be used as a decanting facility during the Science Block, Dyne House and Richards Music Centre redevelopments for Highgate School.

There will be no demolition works of existing buildings. Besides the initial installation of the modular building there will be minor internal reconfiguration works after approximately a year and finally the complete removal of the temporary modular building at the end of the decanting programme.

Programme Summary

The indicative programme allows for a construction period of 18 weeks or c. 4 months, preceded by 4 weeks of services enabling works and site establishment. At the end of the decanting programme the removal of the modular buildings will take approximately 10 weeks or c. 2.5 months including site setup.

General Deliveries

The site is relatively level and accessible. Access for HGV's is limited by the one-way restriction to Bishopswood Road. A TTO (temporary traffic order) to change priority to a partial two-way system for the duration of the works has been suggested by modular building construction and logistics experts as the preferred solution. If granted that would improve access from the main roads in the area and help considerably in reducing disruption to neighbours.

Cranage & Logistics

A mobile crane will be required to offload the modules from the lorry to their final position on supporting bases placed directly on the synthetic all-weather pitch.

2.0 SCHOOL SPECIFIC REQUIREMENTS

Highgate School

Highgate School is a co-educational day school comprising a Pre-Preparatory School, a Junior School and a Senior School providing education for circa 1940 pupils from age 4 to 18. The facilities are located on two main campuses, the Senior School campus in Highgate Village and the Junior and Pre-Prep Schools on the Bishopswood Road campus. Specialised teaching facilities for the Senior School such as Art, Design Technology & Engineering and PE are located also on the Bishopswood Road campus along with the playing fields and the Dining Hall resulting in considerable movement between the two campuses by Senior School pupils and staff.

Site Plan

A site plan showing all of the key buildings that make up the overall school facilities is included in Appendix A.

School Term and Holiday Dates (typical calendar)

- | | |
|------------------------|-----------------------------------|
| • Summer Holiday | Sat 8 Jul to Sun 3 Sep 2023 |
| • Michaelmas Term | Mon 4 Sep to Fri 15 Dec 2023 |
| • Michaelmas Half Term | Mon 23 Oct to Fri 3 Nov 2023 |
| • Christmas Holiday | Sat 16 Dec 2023 to Mon 8 Jan 2024 |
| • Lent Term | Tue 9 Jan to Fri 22 Mar 2024 |
| • Lent Half Term | Mon 12 Feb to Fri 16 Feb 2024 |
| • Easter Holiday | Sat 23 Mar to Sun 14 Apr 2024 |
| • Summer Term | Mon 15 Apr to Wed 10 Jul 2024 |
| • Summer Half Term | Mon 27 May to Fri 31 May 2024 |

School Term and Holiday dates of future academic years will follow a similar pattern according to statutory holidays. The Contractor is to request dates during Summer Terms when next academic year timetables are issued. Term dates are also visible on the School's website

School Day

In term time School Day runs from registration at 08:15 to 16:00 with after School activities taking place between 16:00 and 17:30. Lunch is between 12:15 and 14:15. The all-weather pitch is used at all times either for sports activities in particular hockey, netball and tennis as well as during break and lunch periods. The Junior Field is also used throughout the day for circulation between campuses and during break periods.

School Holiday Programmes

Over the holiday periods including half terms the Mallinson Sports Centre organises holiday activity programmes which include regular use of sports fields and buildings and the Dining Hall. There will be approximately 350 children and staff daily taking part in these holiday programmes.

School Facilities adjacent to Construction Sites

There are restrictions and operational requirements in order to avoid disruption to education and the operation of the School. The restrictions on site access and behaviour as described in the following paragraphs are regarded as highly important by the School and are to be strictly adhered to by all site operatives including subcontractors and suppliers.

Code of Conduct

As the site sits within School grounds which will be used by staff and pupils at all times all Contractors are to abide by the following requirements, unless agreed in advance by the Capital Projects Manager.

- No contractor is allowed to access School premises without authorization and issue of an appropriate security pass. For child safeguarding and security measures all contractors and visitors must be escorted by a designated member of School staff when on School property and grounds.
- The Contractor is to ensure that as part of the formal Site Induction process for all persons coming onto the site that they are fully aware of the standard of behaviour required from them whilst they are on site or near the School which will be detailed in the School's code of conduct forming part of the contract.
- The Contractor is also to ensure that as part of the Site Induction process for all persons coming onto the site that they are fully aware of the standard of dress required from them in addition to the normal PPE as the site is within a School environment.
- Operatives congregating outside the site early in the morning before it is open and at the end of day shall ensure that no nuisance and disturbance is caused to residents of nearby domestic properties by talking quietly whilst waiting and using mobile phones.

Noisy Work Time Limitations

During term time noisy work which includes demolition, constant drilling or hammering and similar work must be kept to a minimum as practically possible. Noisy work is not permitted during the following periods:

- Open Days all day. This takes place usually during one Saturday in October.
- Open Mornings from 08:45 to 09:30. These take place in certain periods on two mornings every other week.
- On Saturday mornings, noisy work is not permitted between 08:00 and 09:00. The School may be agreeable to some quiet work in this period following the contractor's request in writing providing the details of what work they intend to do.

The School reserves the right to stop immediately work if it interferes with provision of education within the School and in particular during exam periods.

Haringey Council place restrictions on all noisy activities that may be heard outside the site boundary, particularly during demolition activities, and the contractor must work in accordance with both the School and Local Authority requirements.

Haringey's noisy building work is restricted to the following hours:

- Monday to Friday 08:00 - 18.00
- Saturday 08.00 - 13.00
- No building works on Sundays and public holidays

3.0 CONSTRAINTS

Location

The all-weather pitch site sits in the middle of the Junior Field located on the east side of Bishopswood Road. The site and its access route are relatively flat with a direct frontage to Bishopswood Road. There are existing gates and a crossover to Bishopswood Road.

Beyond the Richard's Music Centre at the south end of the proposed site are private residential houses and to the east of the Junior Field is St Michael's CofE Primary School. The proposed site is relatively distant from the boundary which is fenced and partly tree lined. Other buildings to the west and north are Highgate School teaching spaces and related facilities.

Bishopswood Road is designated as one-way southbound towards its T junction with Hampstead Lane, with only a cycle lane in the opposite direction. Parking is unrestricted and therefore congested.

There is space within school grounds, between the all-weather pitch and pavement, for vehicle turning and site accommodation to be accommodated.

Roads and Access Points

Bishopswood Road serves the south end of the site where vehicles can get off road onto a hardstanding. It is one way only from its junction with Broadlands Road and to access that point vehicles must use narrow parts of either Broadlands or Bishopswood Roads, congested with residential parking on both sides. A more direct route for HGVs to and from the TLRN would be through a Temporary Traffic Order (TTO) allowing site traffic to enter from Hampstead Lane which would reduce the disruption to local residents.

The lack of parking restrictions on Bishopswood Road (except for school entrance clear zones in front of the Junior School, opposite the site, and the Pre-Preparatory School) makes the road a popular parking zone for people working and visiting the area. Parked cars narrow the road to a single lane and causes restriction to turning vehicles. The single cycle lane in the opposite direction can easily be obstructed as a result.

Neighbouring Properties

The site is bordered to the south by residential properties, to the east by St Michal's CofE Primary School, to the north by the Mallinson Sports Centre and to the west across the road the Highgate School Mills Centre and Junior School. Noise and dust control during the works will be key, including management of hours for noisy operations during recognised quiet times. Traffic nuisance to neighbours in the further reaches of Bishopswood Road and Broadlands Road is to be avoided through a TTO as described above.

Pedestrians

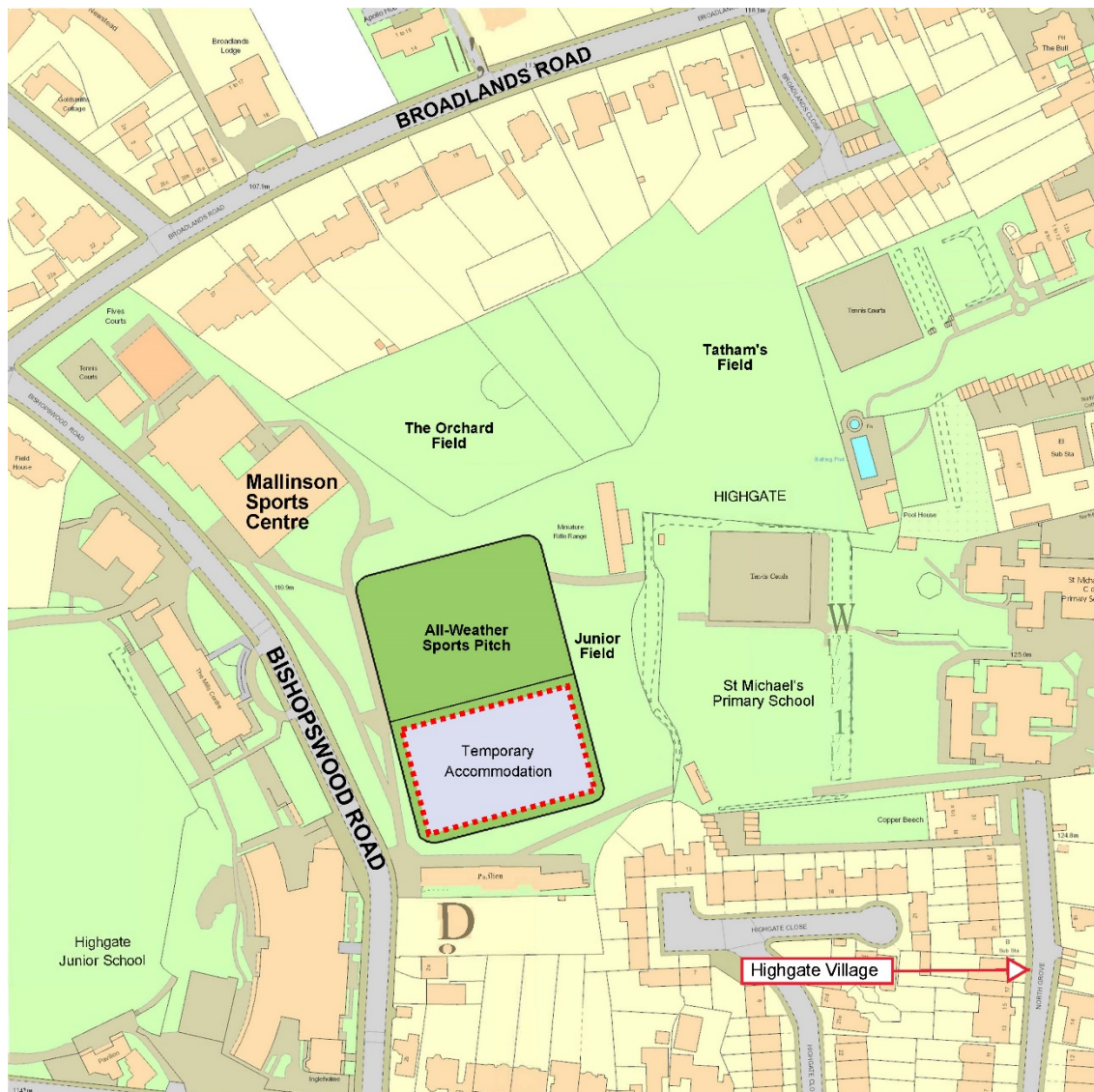
Bishopswood Road is not heavily trafficked by pedestrians, except for school use, the extent of which should not be adversely affected by the proposed works. Pavements both sides of the road should be kept open throughout the works with traffic marshalling and temporary barriers employed during vehicle movements.

Concurrent Construction Projects

There are no large construction projects known to be proceeding in the area currently. The contractor will be required to keep local planning applications under review and to liaise with other contractors regarding logistics planning and delivery routes where appropriate.

Proposed Temporary Building

The temporary accommodation will be a single-story modular building located at a distance from boundaries, nested within the southern half of the all-weather pitch. The temporary teaching accommodation will be required over the period of up to ten years as decanting facility during the refurbishment and redevelopment works of the Science Block, Dyne House and Richards' Music Centre. The building will be completely removed at the end of this period, the site made good and the all-weather pitch refurbished to a 3G synthetic surface.



Location plan of the All-Weather Pitch - refer to planning drawings for full details

4.0 LOGISTICS

Materials Deliveries and Cart Away

The efficient management of the site logistics will be vital to the success of the project. A key strategy of logistics for a construction project is to ensure that the products and materials arrive on site at the required time, in the quantities that are required, and that delivery and distribution can be managed efficiently. The same can be said for removal of the modular building including any eventual waste material.

The site is relatively straightforward logistically. It is flat and has access from Bishopswood Road which will be improved by securing a TTO for a two-way access.

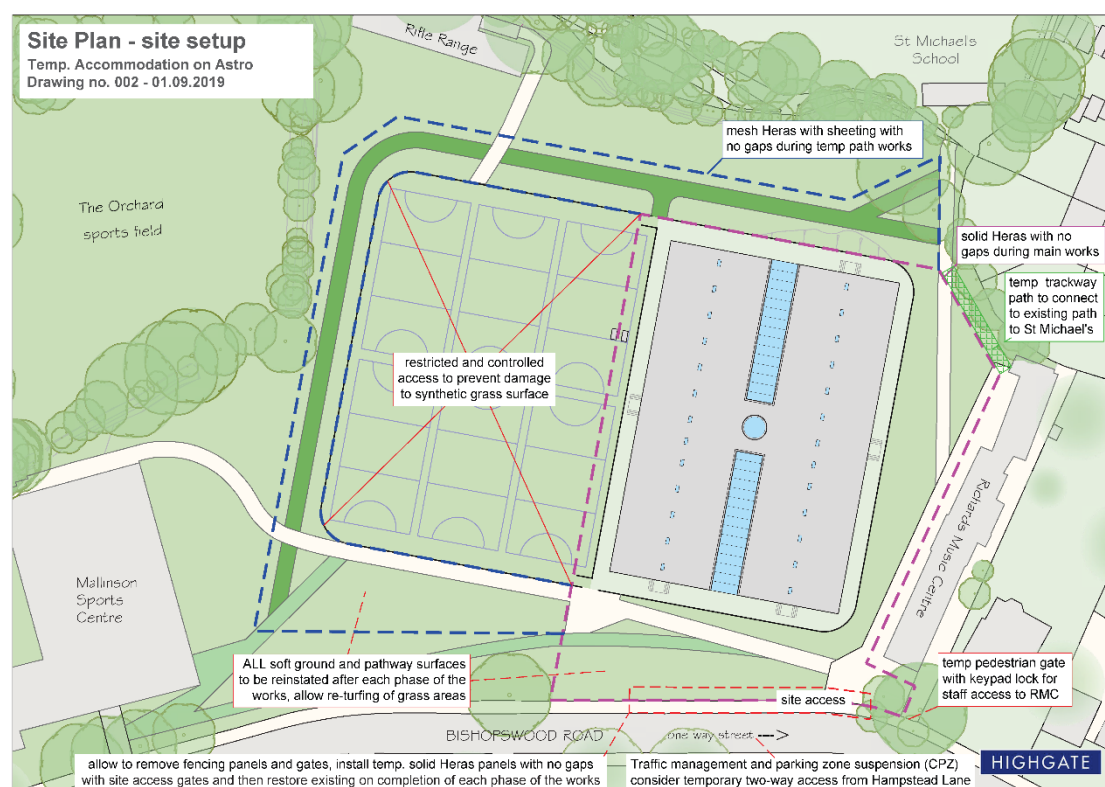
Mobile Crane Strategy

A single mobile crane is envisaged to provide coverage to lift and place the temporary building modules. It will be needed for site coverage to support assembly of the modular construction and to assist in the movement of materials from front to back of the site. The contractor should make further assessment of the likely heaviest lifts to ensure a suitable capacity mobile crane.

A Lift Plan should be issued to cover the works specifying that a temporary trackway road will be provided for the mobile crane and that the slew of the crane must be within the site compound and must not overhand the public footpath.

Welfare

Welfare accommodation would be established in the car park area at the south end of the site by the Richards Music Centre and site facilities in the grass area between the all-weather pitch and Bishopswood Road. The site facilities will be minimal and sized to minimise disruption in their transportation and installation.



Plan showing site setup, access and restrictions

Visuals of Existing and Proposed



Existing - aerial view of the Junior Field and Synthetic Sports Pitch from north-east



*Proposed - aerial view of the Junior Field and Synthetic Sports Pitch from north-east
(artist's impression)*

5.0 PROGRAMME

Pre-Start Activity

Prior to starting on site, the contractor would have a mobilisation period during which permissions and arrangements should be put in place with Haringey and TfL, and neighbourhood liaison should take place to provide details to neighbours on how the works will be executed. This would include making timely arrangements for the TTO for two-way traffic on Bishopswood Road, unless a prior application can be made before the contractor is appointed.

Early Works

Early enabling works will include making the site safe and secure with Heras type fencing as required and temporary site access gates onto Bishopswood Road. The grass area between Bishopswood Road and the all-weather pitch will be adapted to create a turning space for vehicles and a site welfare area. The installation of Heras type fencing and gates will involve temporary removal of railings to widen the site access and create a secondary pedestrian access. The existing crossover will be protected and a temporary trackway haul road will be formed inside the boundary.

Heras fencing will be included where required for tree protection. Tree protection measures for roots and canopies would be identified before commencement and put in place, including any pruning or maintenance.

Site accommodation will be established in cabins alongside Bishopswood Road making use of the existing drainage connections. Site services for the works should involve the use of power and water supplies from existing services avoiding the need for generators and bowsers where possible.

A temporary utilities intake shed will be installed just outside the all-weather pitch fencing. This will be the main connection point for the modular building. New connections will be made to existing foul drains running directly across the Synthetic Sports Pitch.

Modular Buildings Installation

Modular off-site construction, by nature, reduces substantially the need for lengthy and disruptive construction works on site. The speed of erection means that the disruption to this site and to neighbours is minimised in terms of vehicle movement, contractor activity and time spent on site.

A large part of the installation is achieved by dry-construction factory-made connections, minimising dust and disturbance on site. Simple rubber bases or jackpads can be quickly positioned on site to support the modular building units without the need for extensive excavations and onsite construction of concrete or steel foundations.

Fitting Out

Plant installations should be planned to make good use of the mobile cranes whilst in position though generally there will be no large mechanical ventilation systems apart from few individual split units to serve IT comms rooms and key technical rooms.

After removal of the mobile crane any materials for fit-out works will be moved from the external storage area straight into the new temporary building via a gently graded access ramp.

External Works

Hard and soft landscaping will take place around the temporary building including the reinstatement of the trackway haul road and welfare areas.

A temporary path will be constructed around the eastern and northern edges of the all-weather pitch to divert pupils and staff pedestrian traffic between the Bishopswood Road and the Senior School campuses.

6.0 RISKS AND MITIGATION

KEY RISKS / ISSUES	MITIGATION
Substructure, Ground Works and Services	
Ground works and service connections.	Works to be undertaken by competent contractors, using suitable equipment and wearing appropriate PPE. Precautions: Risk Assessment, Roof Safety Procedures, Method Statements
Placing pad foundations.	Works to be undertaken by competent contractors, using suitable equipment and wearing appropriate PPE. Precautions: Risk Assessment, Method Statements
Below ground services delay superstructure construction	Early identification of works required with intrusive surveys undertaken as necessary and TW approvals.
Installation and connection of mains services.	Works to be undertaken by competent contractors, using suitable equipment and wearing appropriate PPE. Precautions: Risk Assessment, Method Statements, Utility Companies
Superstructure	
Delivery of modules	Works to be undertaken by competent contractors using suitable equipment and wearing appropriate PPE adopting appropriate Traffic Management schemes. Precautions: Risk Assessment, Method Statements, Traffic Management
Cranage of modular building / Traffic Management.	Works to be undertaken by competent contractors and to be completed whilst building is unoccupied Precautions: Risk Assessment, Roof Safety Procedures, Method Statements, Documentation checks
External building works, internal joinery & fit-out works, M&E installations.	Works to be undertaken by competent contractors, using suitable equipment and wearing appropriate PPE. Precautions: Risk Assessment, Roof Safety Procedures, Method Statements
Use of MEWPS	Works to be undertaken by competent contractors, using suitable equipment and wearing appropriate PPE. Precautions: Risk Assessment, Method Statements, working at heights

KEY RISKS / ISSUES	MITIGATION
General	
Full consideration of on-site, school and public health and safety at all stages of planning and execution.	Detailed risk analysis of site operations.
A strategy to minimise disruption to the school, local environment and adjoining properties/ owners.	Positive approach to neighbours - newsletters/site talks.
A methodology to secure the highest quality.	Samples/mock-ups prepared in advance and signed off.
Full consideration of both site and public health and safety at all stages of planning and execution	Detailed risk analysis of site operations
A realistic preconstruction period which provides the best input to the Client and Design Team	Ensure strategic programme and procurement route allows sufficient time to coordinate all aspects of the project
Provide above industry average facilities for the workforce	Make the site attractive to the workforce. Attract best tradesmen
Safe segregation of M&E services between site and occupied school areas	Early surveys and identification of services. Safe system of work throughout demolition and construction phases.
Multiple phases could be procured singly, for economy of scale but subsequent delays between phases could then be expensive	Consider procurement routes and include cost options or escape routes from contracts
Logistics / LBH & Neighbours	
Works to other school projects overruns or clashes leading to delays or pressure on temporary classrooms	Early alignment of programmes. Contingency plan for late works.
Hours of Work conflict between LBH, neighbours and school.	Beware conflicting desires for noisy work times. Contractor to ensure pre-agreement before finalising programme.
TTO for two-way traffic not agreed	Make application in good time before commencement and consider alternative vehicle routing as a contingency plan.
Oversailing agreements restrict crane operations	Review crane positions and make early approaches to neighbours if required
School Access impacted by construction	Early agreement of delivery strategy with school and regular review with contractors
Continuity of Building Services to school and neighbouring property.	Ensure before services are terminated that all systems are truly separated and will continue to function.
Construction deliveries too disruptive or dangerous to ongoing school activities and movements	Agree separate vehicle slots to avoid clashes with school use and activities

7.0 TRAFFIC MANAGEMENT

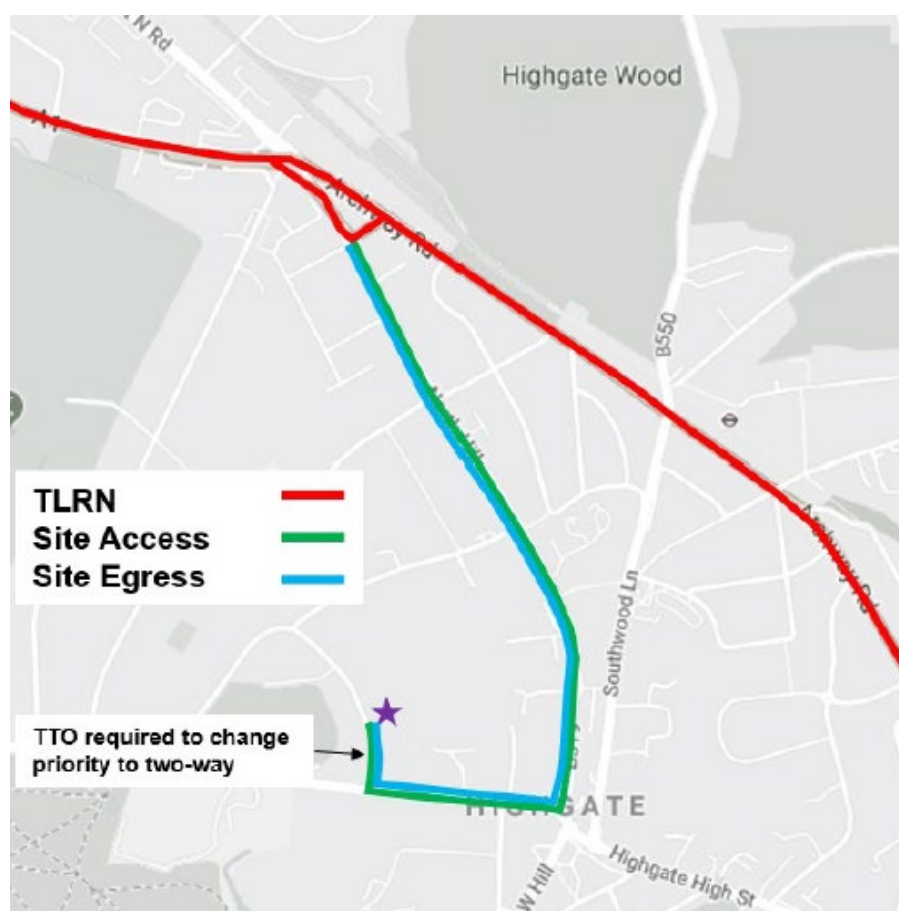
Access routes

TfL prefer that construction traffic uses the TLRN (Red Routes) as far as possible to get to construction sites. Normal access to the one-way section of Bishopswood Road would require vehicles to traverse Bishopswood Road. To avoid this a TTO would allow two-way traffic as far as the site access point.

Site traffic would leave the TLRN at the A1 Archway Road although approach via North Hill (B519) into Hampstead Lane (B519) as shown on the right. Vehicles leaving site will re-join the TLRN by the reverse route.

Access routes to and from the site to be used by heavy goods vehicles (HGVs) will be agreed with TfL and Haringey Borough Council prior to starting the construction programme, to minimise disruption to the road and pedestrian network.

The logistics approach in this document uses as little kerbside loading as possible. Vehicles arriving at site would turn directly into site for loading and unloading. All movements would be under the control of marshals throughout.



Vehicle Management

The Building Modules will be routed by the Metropolitan Police and will follow the authorised route submitted. All suppliers will be notified in advance of the route to site and allowable delivery times. Furthermore the number of lorry movements, hours of operation and any lorry holding areas will need to be agreed in advance with TfL and Haringey Council.

Where possible all delivery and waste removal vehicles should be planned to be between the hours of 09:30 and 15:30 hours to avoid school runs and peak periods.

No vehicle waiting will be permitted in neighbouring streets. Vehicles will only deliver in accordance with their allocated slot, booked through a Delivery Management System.

All suppliers should be notified of the requirement in supply orders and a log of vehicles held on site. Non-compliant vehicles should not be permitted entry.

The gateman will keep a log of all delivery/collection vehicles and operatives vehicles coming to site. This information will be monitored on a regular basis to identify any improvements required to the plan or make amendments to the plan. All copies of registration documents for regular/repeat vehicles will be held on site and will be available for inspection.

Operatives Journeys to Work

Operatives should be encouraged to come to work by public transport or cycle. No parking will be permitted on site for operatives or staff.

Bicycle parking and showers should be provided on site.

8.0 WASTE MANAGEMENT

Site Waste Management

The Contractor will use working methods that minimise waste. Any waste arising from the site will be properly categorised and dealt with in accordance with appropriate legislation.

Opportunities for re-using or recycling construction or demolition waste should be explored and implemented.

The Contractor will carry out the works in such a way that, as far as is reasonably practicable, the amount of spoil and waste (including groundwater, production water and run-off) to be disposed of is minimised.

The disposal of all waste or other materials removed from the Site will be in accordance with the requirements of the Environment Agency, Control of Pollution Act (COPA), 1974, Environment Act 1995, Special Waste Regulations 1996, Duty of Care Regulations 1991 and the Waste Management Regulations 2011.

In general, and in accordance with the principles of the UK Government's 'Waste Strategy 2010', a principal aim during demolition and construction will be to reduce the amount of waste generated and exported from the Development site.

This approach complies with the waste hierarchy whereby the intention is first to minimise, then to treat at source or compact and, finally, to dispose of off-site as necessary. All relevant Contractors will be required to investigate opportunities to minimise and reduce waste generation, such as:

- Agreements with material suppliers to reduce the amount of packaging or to participate in a packaging take-back scheme.
- Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste.
- Attention to material quantity requirements to avoid over-ordering and generation of waste materials.
- Re-use of materials wherever feasible (e.g. re-use of crushed concrete from demolition for the piling platform; re-use of excavated soil for landscaping).
- The Government has set broad targets of the use of reclaimed aggregate, and in keeping with best practice, Contractors will be required to maximise the proportion of materials recycled.
- Segregation of waste at source.

- Re-use and recycling of materials off-site where re-use on-site is not practical (e.g. through use of an off-site waste segregation facility and re-sale for direct re-use or re-processing). Our expectations in this regard are shown in the table opposite.

The Contractor's CEMP is to include the full environmental management requirements and Site Waste Management Plan.

9.0 NOISE & DUST MITIGATION

The Contractor will monitor and control levels of noise and vibration from the site. Measures for reducing such levels are set out in this section. A prior approval via Section 61 of the Control of Pollution Act 1974 is proposed.

Noise Control

The Contractor's environmental team will undertake a noise assessment using noise-predicting software that projects noise levels at adjoining properties based on the emissions made by specific equipment. This noise assessment will be carried out in accordance with BS5228-1: 2009+A1: 2014 'Code of Practice for noise and vibration on construction and open sites'.

This assessment allows the Contractor to select the most appropriate plant, methodology and controls to minimise disruptions of buildings at close proximity of the adjacent structures (sensitive receptors) and in particular the neighbouring residents, during the demolition and structural work phases.

Noise levels will be monitored by the Contractor during the course of the works. Haringey Borough Council shall be given access to all noise readings if required as soon as they become available.

Although the noise levels to be included in a formal agreement between the Contractor and Haringey Borough Council are the maximum to be allowed, at sensitive locations the Contractor will be requested to achieve, where practicable, noise levels lower than the specified limits.

Noise, Vibrations and Air Quality

The installation of the modular building on supporting pads is not expected to be as disruptive as traditional on site construction works.

As no foundation excavation works are required there will be no vibrations associated with the installation of the modular building. There may be however some noise and vibration limited to the breaking-out of hard surfaces to form trenches and connections to existing services.

The Contractors will, as far as reasonably practical, seek to control and limit emissions to the atmosphere in terms of gaseous and particulate pollutants from tools and equipment used on site and dust from construction activities albeit limited in modular construction.

The site activities will be assessed for the control of dust & emissions during construction & demolition. The contractors must submit a statement to Haringey Borough Council for approval identifying proposed dust control measures before work starts.

Throughout the project, the Contractor will ensure the following:

- Where potential dust producing activities are taking place, apposite screens will be kept in position.
- There is no burning of waste materials on site.
- There is an adequate water supply on site.
- Disposal of run-off water from dust suppression activities and cleaning is in accordance with the appropriate legal requirements.
- All dust control equipment is maintained in good condition and record maintenance activities.
- Any temporary site protection (site hoarding, barriers, scaffolding etc) is kept clean.
- Loading of material into lorries within designated loading area.
- When necessary, clean public road and pavement outside the site using wet sweeping methods.
- Any vehicles carrying loose or potentially dusty material to or from the site are fully sheeted.
- Minimise the amount of demolished or excavated material held on site.
- Sheet, seal or damp down unavoidable stockpiles and skips of material held at site, where required.
- Sheet or otherwise enclose loaded bins and skips moved off site
- Avoid double handling of material wherever reasonably practicable.

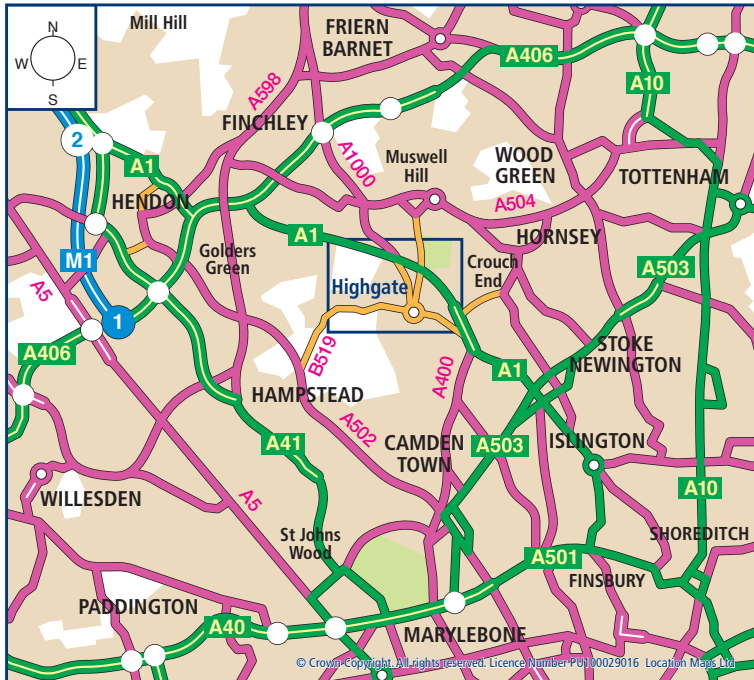
- If required use enclosed rubble chutes and conveyors where reasonably practicable or use water to suppress dust emissions from such equipment.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Use prefabrication of goods and materials to reduce the need for grinding, sawing, and cutting on site wherever reasonably practicable.
- Only use cutting, grinding, or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction.
- The engines of all vehicles delivering to site are not left running unnecessarily to reduce exhaust.
- If used, conveyor equipment to be well maintained, with regular servicing and maintenance carried out.
- The Contractors will ensure that dust monitoring will be carried out during potential dust producing activities. The assessment will look at the dust raising potential of construction activities proximity to potential receptors and the duration of construction activities at each location.

Appendix

HIGHGATE SCHOOL LOCATION AND MAP OF CAMPUSES

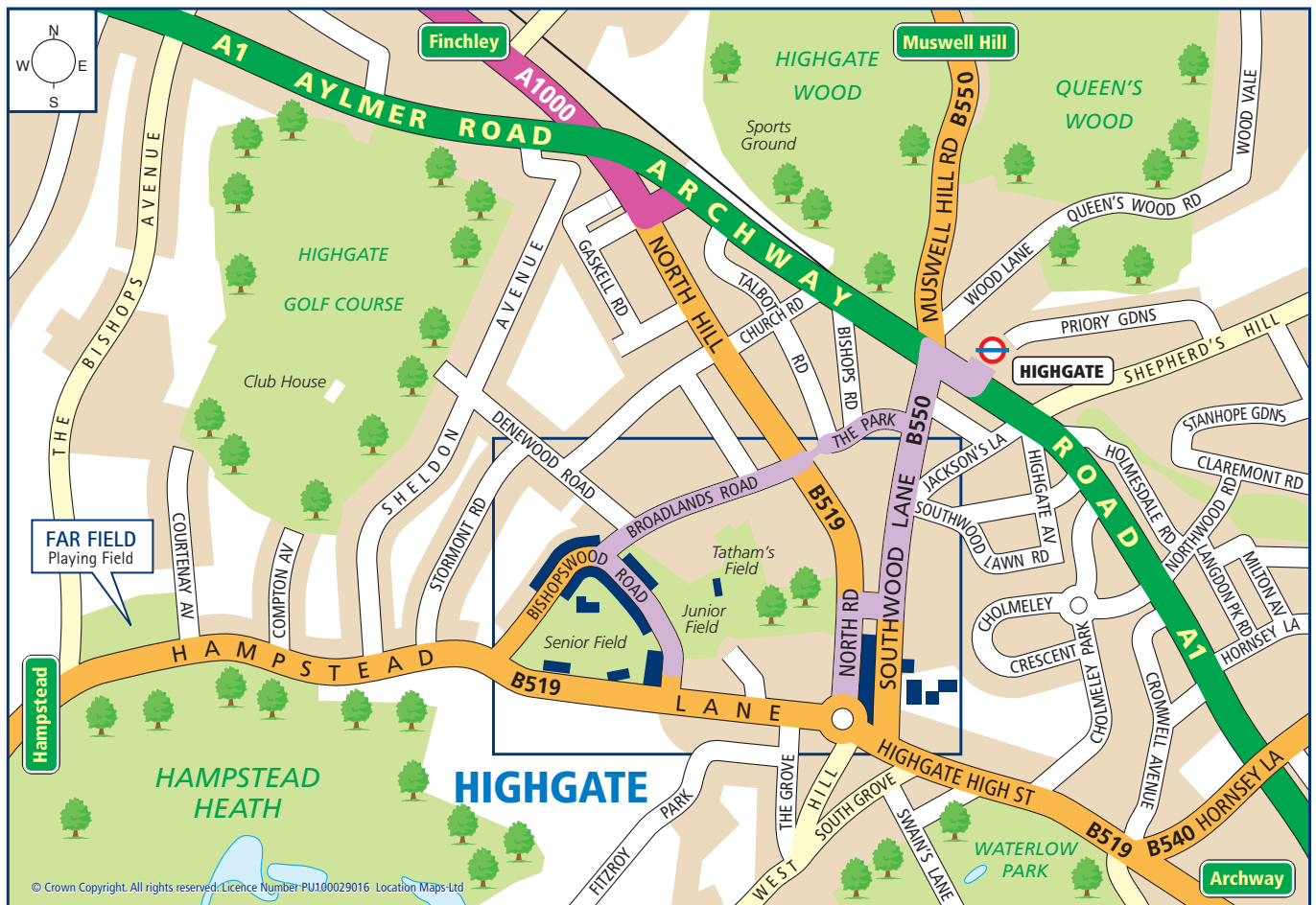
HIGHGATE

How to find our schools

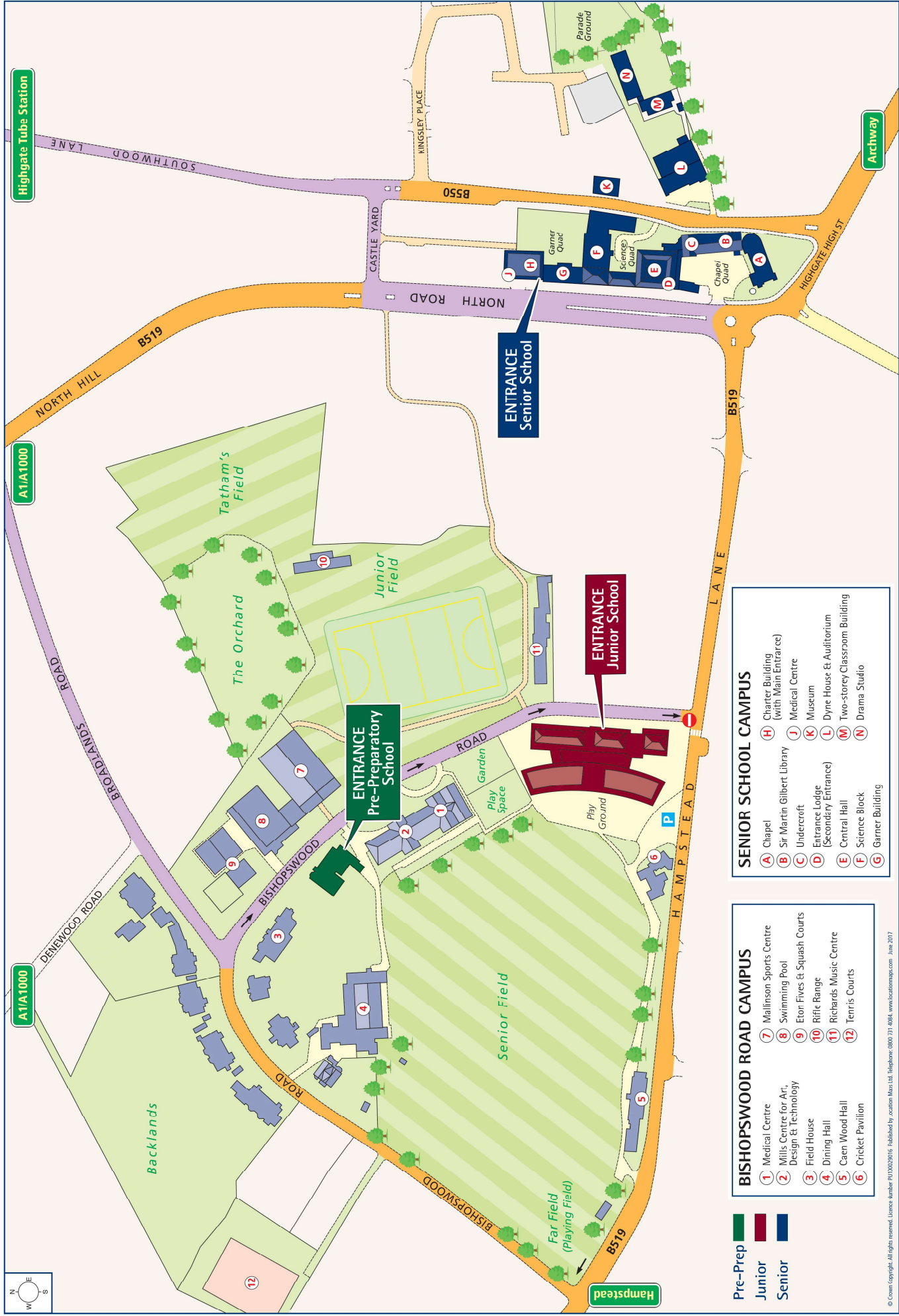


By Road

Highgate Village can be approached from the north via the A1 or A1000 and then Highgate North Hill. From Kentish Town use Highgate West Hill and from Holloway and the south use Highgate Hill. From Muswell Hill use Muswell Hill Road and then Southwood Lane. For Junior School or Pre-Prep park in Bishopswood Road. For Senior School appointments, a parking space can sometimes be reserved on request inside the school gates on North Road



HIGHGATE



- Pre-Prep** **Junior** **Senior**
- BISHOPSWOOD ROAD CAMPUS**
- 1 Medical Centre
 - 2 Mills Centre for Art, Design & Technology
 - 3 Field House
 - 4 Dining Hall
 - 5 Caen Wood Hall
 - 6 Cricket Pavilion
 - 7 Mallinson Sports Centre
 - 8 Swimming Pool
 - 9 Eton Fives & Squash Courts
 - 10 Rifle Range
 - 11 Richards Music Centre
 - 12 Tennis Courts
- SENIOR SCHOOL CAMPUS**
- A Chapel
 - B Sir Martin Gilbert Library
 - C Undercroft
 - D Entrance Lodge (Secondary Entrance)
 - E Central Hall
 - F Science Block
 - G Garner Building
 - H Charter Building (with Main Entrance)
 - J Medical Centre
 - K Museum
 - L Dyne House & Auditorium
 - M Two-storey Classroom Building
 - N Drama Studio