

Construction Environmental Management Plan

New Barwell Medical Centre

High St ,Barwell,LE98DS

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Introduction

This Construction Environmental Management Plan (CEMP) is prepared by GF Tomlinson in relation to the Construction of the new Barwell Medical Centre on the High St in Barwell Leicestershire.

It has been developed by GF Tomlinson who are the Main Contractor to set out any potential issues avoid, minimise or mitigate any construction effects on the environment and the surrounding community during the planned construction works.

The purpose of the adopted CEMP is to:

- Identify the site compound
- Identify the types of vehicles to be used on site
- Forecast the anticipated number of vehicles on site per week/month
- Identify parking provision for site operatives and visitors
- Identify access arrangements and parking provision for the loading and unloading of plant
- Identify areas for use for the storage of both plant and materials for the project duration

Description and Location of Project

It is proposed in response to a significant increase in demand for medical provision in the locality along with providing a modern facility to replace the current outgrown facility on Jersey Way, Barwell at a vacant site on High St, Barwell.

The new site is situated between an existing cottage and the Raihan Indian Takeaway. (directly opposite no 62 and 64 High St).

The new facility will comprise of a steel framed building clad in masonry, cladding and aluminium windows over 2 floors.

The building will primarily consist of Consultation, Examination, Treatment, Minor Procedures and Office areas.

There will be car parking on site for visitors/staff.

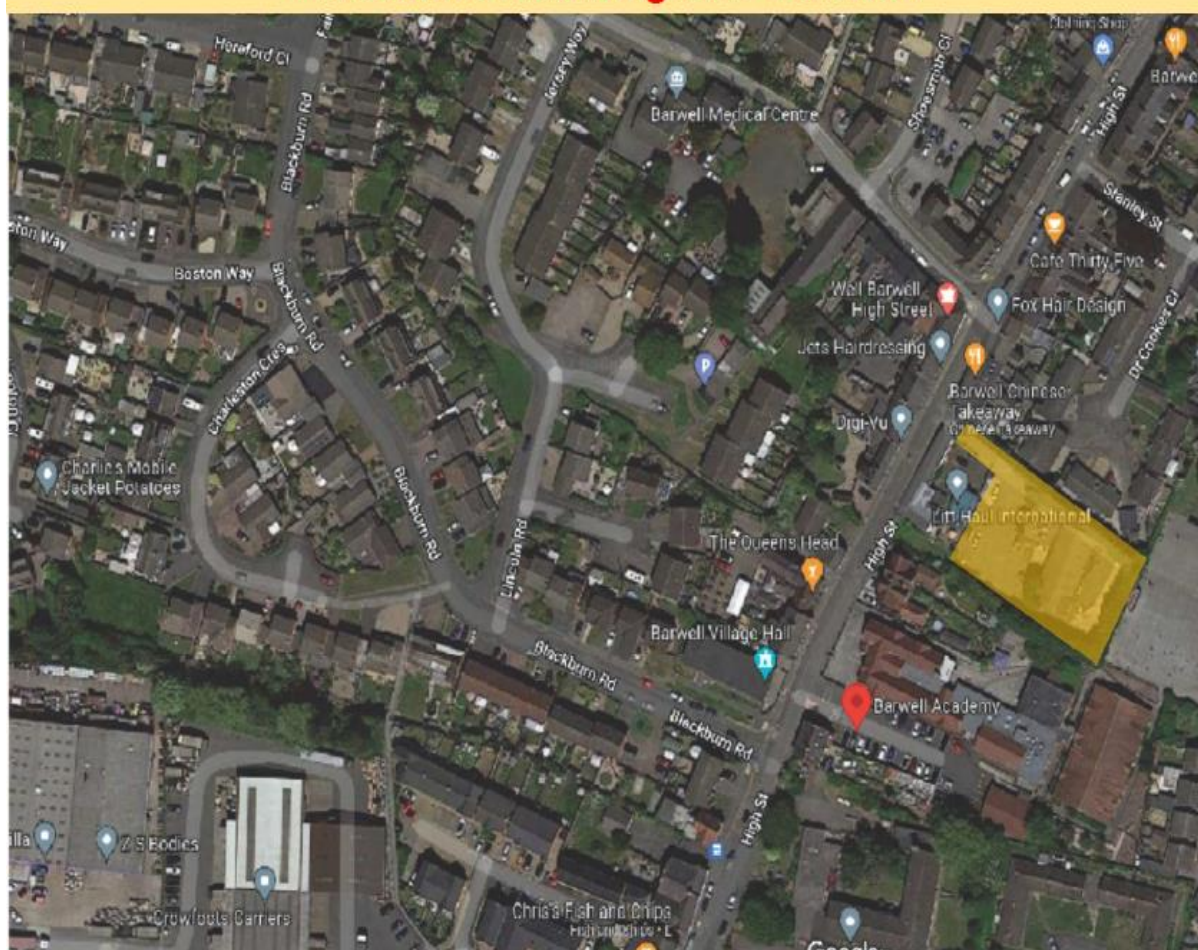
The perimeter of the site will have new fencing installed.



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Location of existing site - Barwell

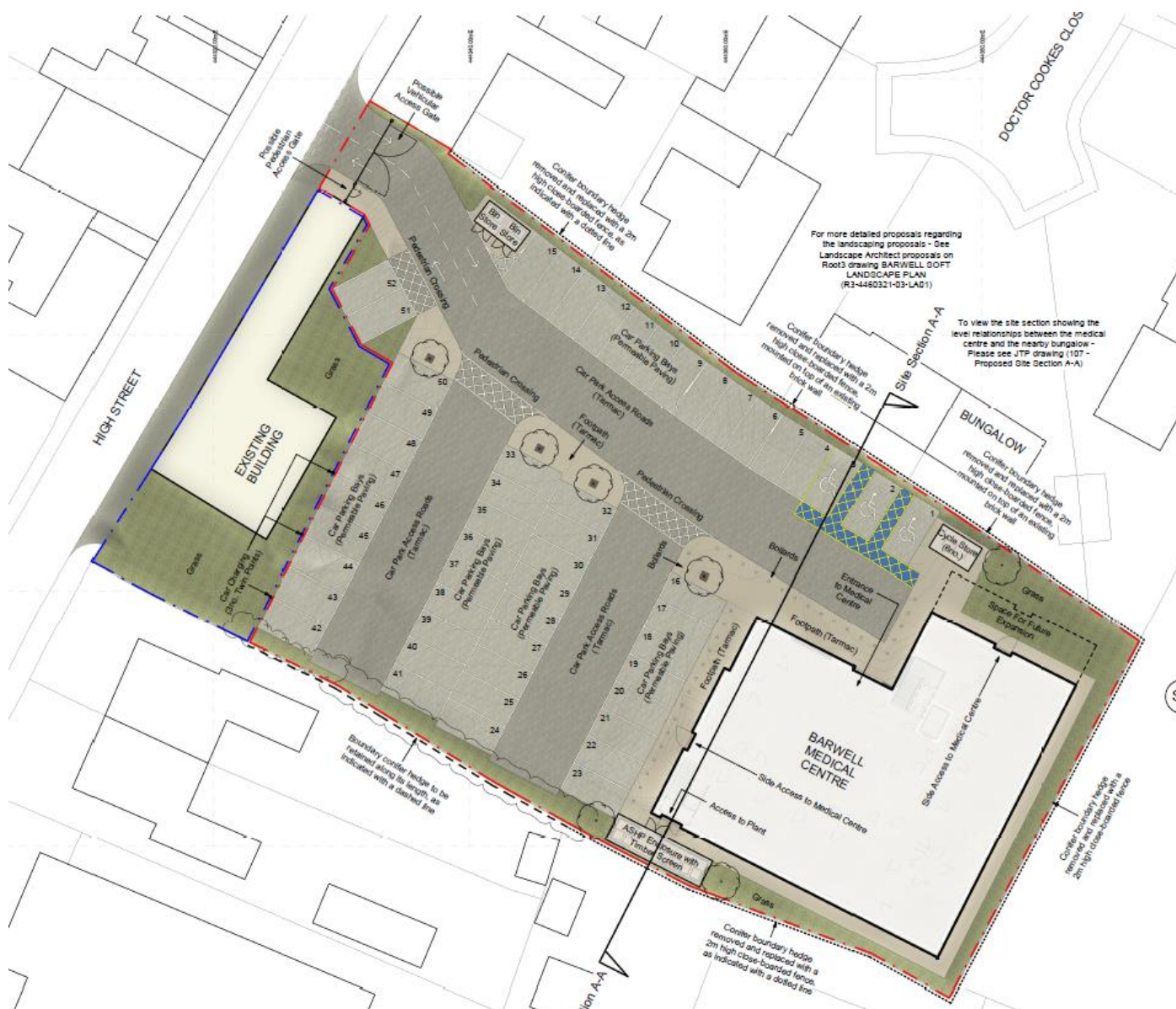




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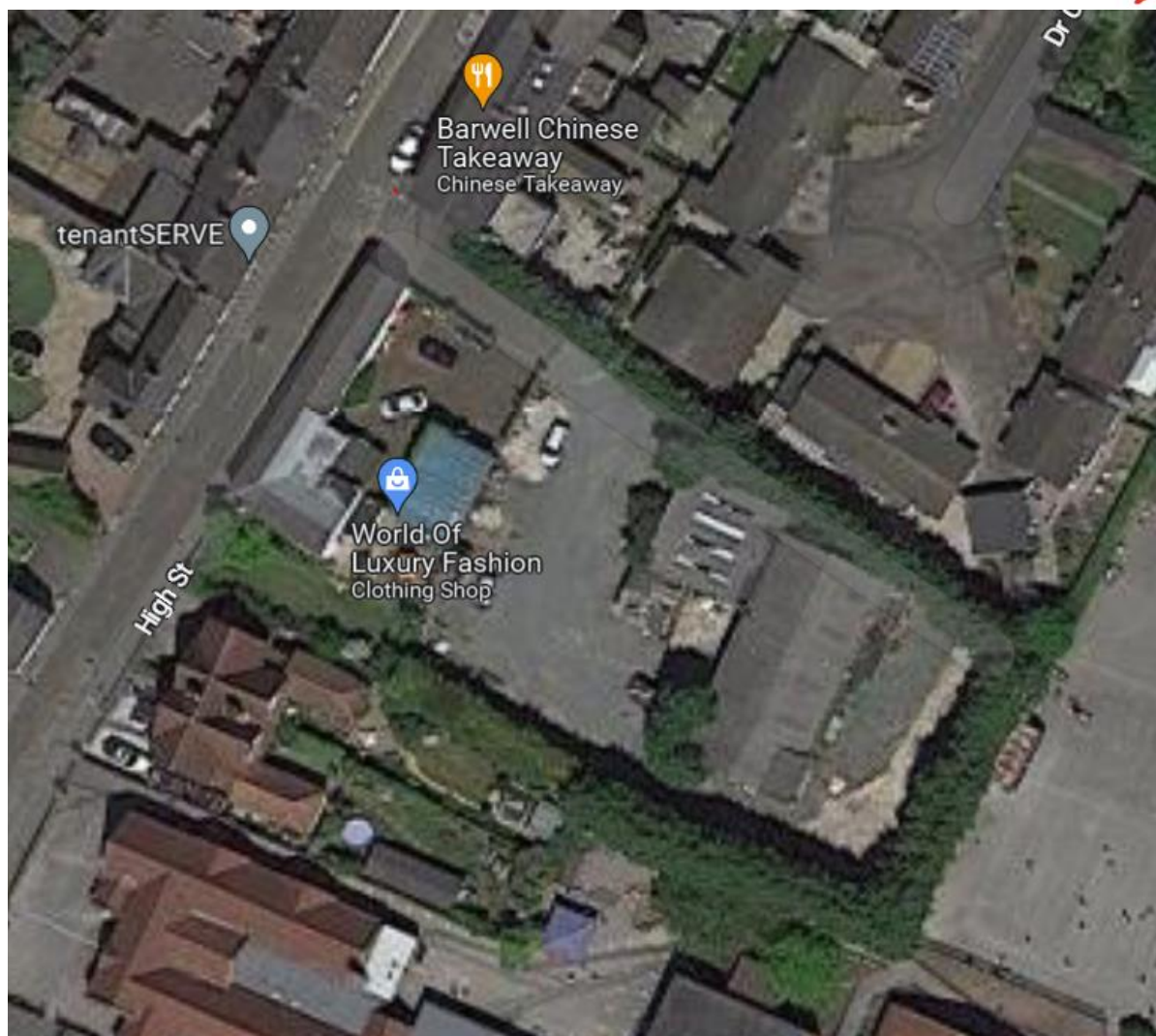
Confines of the site

The extremities of the site are shown within the red line on the drawing below.



The site abuts the Raihan Takeaway to the initial left-hand side with the rear left hand side abutting the rear of properties on Dr Cooke's Close.
The rear of the site abuts Barwell Academy. The initial right-hand side abuts No 61 High St and the rear Right Hand side also abuts Barwell Academy.

An aerial view of the current site and proximity to adjacent stakeholders is shown below:



Management Structure & Communication of the CEMP

Overall Responsibility for the development and management of the CEMP and its communication lies with the Contracts Manager, Operations Director with support from the H&S Manager at GF Tomlinson.

The CEMP is communicated at the project outset with the project's site managers and project leads from the nominated contractors.

The CEMP forms a part of the initial site induction for all employees and subcontractors, is covered by site managers as part of this formally documented induction process.

Communication with stakeholders

Regular, ongoing communication and consultation will be maintained with all key stakeholders, and road users/local residents directly affected by the works. This will be agreed and carried out in consultation with the client, the contract administrator, and maintained for the project duration.

GF Tomlinson has also been in discussion with Leicestershire County Council Highways regarding service works in the Highway to ensure that the least possible amount of impact will be created on the highway and local users.

A signboard with full company contact details will be erected at the site perimeter, enabling further contact to be made by relevant parties as required, should further details or additional information be requested.

The site will be registered with the Considerate Constructors who also promote sharing information with the general public and other stakeholders.

Regular updates in the form of a Project Update will be communicated with the immediate neighbours.

Programme

The contract period is set at 46 weeks. The on-site construction is programmed between the beginning of July 2023 and the end of May 2024.

The initial applications have been submitted for the works in the Highway to commence as the first key activity. A road closure will be required for these works. This will allow new sewers to be installed with connections to the existing main sewers in the High St. Suitable dates have been discussed with Leicestershire Highways regarding dates that avoid impact on the adjacent schools. These works are currently being applied for the summer holidays 2023.

A diversion route will be agreed with Highways that minimizes disruption wherever possible.

Key Programme dates are as follows:

July 2023 -Start on site.

Mid July- carry out sewer connections in High St . (Foul and Surface Water)

August- Carry out demolition of existing workshops and garage.

Mid-August- Carry out Site Clearance and Cut and fill.

End August- Install drainage/attenuation on the site.

End August- Install Foundations/underslab services.

Beginning of October-erect steel frame.

Beginning November install ground and first floor

Beginning December commence envelope works/roof.

January- Install windows.

January commence internal partitions/services.

February commence Joinery.

March-Final M and E

April-Flooring/Decoration

End of April-Fitted Furniture/External works

May- Live Commissioning.

End of May- Completion

Construction Vehicle Management Plan

Heavy vehicle access will be required in the initial project stages, namely the demolition works followed by the reduced level digging. This will be followed by groundworks & substructure construction works. The movement of these vehicles will be managed by a Vehicle Marshall who will also ensure that no vehicles reverse onto the highway.

- No site works will be permitted to commence before 7:30am
- No site works will be permitted after 6:00pm
- Site works will only be permitted on a Saturday between 8am and 1pm.
- All haulage will access the site avoiding the centre of Barwell.
- Wherever reasonably practical, deliveries or removal of spoil from site will be avoided at peak traffic times to minimise any disruption to local traffic.

Access Routes



For the purposes of this contract, vehicle access to the site for the duration of the works is off the High St. Vehicles will turn right on arrival into the site and left on departure avoiding the town centre.

This route also facilitates access for visitor parking, and access for emergency services, and as such must remain unobstructed at all times.

A photographic condition surveys of the public highway will be carried out prior to the commencement of the site preparation and construction works. Further photos will be taken during and at the end of the project to monitor the condition of adjoining highway and footpaths. Any direct damage created by GF Tomlinson to surrounding highways will be made good and rectified.

Access Times

Traffic will be managed to minimise disruption from construction-related vehicles.

- Deliveries will be phased wherever possible to avoid peak traffic times within the area.
- No vehicles will be allowed to wait on the Highway

- Instructions for the route and approach for vehicles will be sent out with all material and sub-contract orders. These requirements will be re-iterated at the pre-let meeting and the site induction.

Equipment and Plant

For the groundworks, soft strip and minor demolition works & hard landscaping phases, and subsequent substructure works, the following vehicles will be on site

- 3t Digger
- 3t Dumper
- 6t Digger
- 7.5t lorries
- 3.5t vans
- Steelwork/Staircase delivery 7.5t Lorry
- Skip Lorries
- Hiab Lorries for delivery and collection of site accommodation cabins.
- Craneage – circa 40 tonne cranes for steel erection.

Deliveries of hardcore, aggregate, concrete, tarmac and general building materials to be via 32t 8-wheeler vehicles. Removal of excavations, sub soil and waste will be via 32t 8-wheeler vehicles.

The programme of work forecasts that the main activity with haulage vehicles will be during the demolition and groundworks stages. (first 3 months) This will then be followed by delivery vehicles which will be at a lesser frequency.

For the remainder of the refurbishment vehicles in the main will be vans not exceeding 3.5t, and vehicles not exceeding 7t delivering general building materials.

All vehicles at all stages of the project will be parked within the site compound. No parking to be allowed the public highways. Parking for cars and vans is also available at the Stanley St car park.

All plant will be loaded and unloaded within our secure site compound within the confines of the site, and not on the public highway.

All delivery vehicles will be escorted into the site compound by a Vehicle Marshall before being unloaded, and all deliveries will be stored within the secure site compound.

Site excavations will be loaded onto removal wagons from inside the confines of the site.

Transport

Road transport is a major source of local air and noise pollution.

Opportunities to minimise construction traffic will be considered by GF Tomlinson and its sub-contractors including grouped deliveries where possible.

Site Waste Management

All works are carried out in line with GF Tomlinsons Environmental Policy, and a commitment to reduce, recycle and reuse.

GFT encourages the design team to reuse or recycle wherever possible.

Any surplus materials are saved and **reused** on the next project to avoid waste.

Subsoil excavated during the initial groundworks phase will be **reused** within the project where possible and where not possible, **recycled** by nominated waste removers to minimise material sent to landfill.

GF Tomlinson also look at donating any surplus materials at the end of the project to avoid them going to landfill.

Deposition of Deleterious Materials on Public Highways

In the excavation & subsequent groundworks phases, work will be carried out off existing stone hardstanding which will provide a clean working area, thereby minimizing soil transfer onto the wheels of the vehicles.

All waste transporting vehicles will be checked on capacity before leaving site to ensure no overloading. Vehicles will either be covered or closed for transportation on the public highway to prevent falling material.

A roadsweeper will be contracted to clean the highway on a frequency as required, but this will be increased if local conditions dictate and if spoil is being left on the highway. Th Wheel washing facilities will be positioned adjacent to the site compound access point and used before vehicles exit the site.

Skip lorries will attach nets/enclosures when the skip has lightweight material content.

Significant Vehicle Operation Control Procedures

Specific vehicle management controls include the following:

➤ Site establishment

- The contractor's site office will be set up within the existing cottage on the site.
- Toilet facilities and secure storage will be set up and managed, to be located within the site compound area, and will not extend beyond the secure compound.
- Materials will not be stored more than a single pack in height and will not exceed 2m.

- No materials will be stored directly adjacent to the properties abutting the site.
- The site will be secured with the use of 2m high Heras fencing double clipped to all elevations and appropriate site signage displayed.
- Regular communications throughout the project will be maintained with access road users to update relevant stakeholders on the project progress.
- Where trees are to be removed at the start of the project GF Tomlinson will liaise with the adjoining property owners to ensure they are aware of the activity and a safe system of work can be implemented.

➤ **Site house keeping**

A good housekeeping policy will be in force on this site, to include the following:

- Considerate behavior of all staff and subcontractors at all times, including on the highways.
- Maintenance of road cleanliness surrounding the site including general presentation of the site throughout the project.

➤ **Noise & Vibration**

As principal contractor, GF Tomlinson will at all times comply with the guidance set out in BS5228-1:2009 “Code of Practice for noise and vibration control on construction and open sites” and will adopt site procedures to reduce noise generated by construction activities.

These mitigation measures will include, but are not limited to:

- Working hours to be designed to minimise impact on local residents/businesses.
- Noise and vibration will be controlled and limited so far as reasonably practical so that sensitive receptors are protected from excessive noise and vibration arising from construction.
- All Plant will be maintained in good working order and fitted with silencers where appropriate
- All plant will be shut down or throttled back between periods of use

➤ **Lighting**

- The vast majority of works will be undertaken during daylight hours, with no requirement for artificial lighting.

- Should works require artificial lighting, then these would be used in accordance with applicable guidance ILP 2011 “Guidance Notes for the Reduction of Obtrusive Light” GN 01:2011
- If required, artificial lighting will be arranged to limit glare and light pollution into the atmosphere and directed away from sensitive ecological receptors and any surrounding residential properties where relevant

➤ **Dust Control**

The location of the site and planned construction activities do not give rise to serious risk to air quality. However, the following measures will be taken to minimise the presence of airborne dust during construction.

- Location of dust generating activity/machinery away from site boundaries and local receptors where possible.
- The use of physical screens and/or enclosures to minimise the potential for dust to disperse.
- No burning of materials on site.
- Use of dust suppression equipment, dampening down practices for groundworks and brick works.
- The use of integral industrial class vacuum extraction technology linked to all site joinery equipment – chop saws, circular saws – to prevent airborne wood dust.

➤ **Tree Protection**

The majority of the trees on site are being removed, the remaining trees abutting no 61 High St will be protected to avoid plant and vehicular damage. Where trees are being removed (currently planned for August) work will be carried out at a time to avoid the bird nesting season.

Construction Traffic Routing

The construction traffic access point to site will be via the existing entrance along on High St. Contractor’s parking will be within the contractors compound on the site.

All material purchase orders for deliveries will clearly reference the site access point and instructions for delivery.

Where possible the contractor will ensure that scheduled deliveries are staggered in time to prevent congestion and all suppliers are aware of the routing requirements. If multiple deliveries arrive on site they will be brought onto the site and managed within the confines of the site.

Vehicles will access and exit the site avoiding Barwell Town Centre.

Public Access

No public access is will be available to the construction site, however pedestrian access will be available to the site office. There are no public rights of way through the development area.

Adequate construction safety warning and signage will be erected at suitable locations on the construction site boundary.

Site Establishment & Welfare Facilities

The construction site is to be securely contained with a boundary of 2m high heras fencing. Inside the construction site compound, there will be an area for construction vehicle parking.

Directly adjacent to the construction site access point will be a clearly indicated site office with welfare facilities. Also within the site compound boundary will be a lockable materials store, a waste management area and site toilet facilities.

Plant & Material Storage

A temporary lockable storage container will be provided within the site compound to provide secure storage. Material storage on site will be kept to a minimum and no materials will be stored outside the site boundary.

Loading & Unloading of Plant & Materials

The loading and unloading of materials and plant will be carried out within the secure site compound. Vehicles entering the site to load and unload will be accompanied by a Vehicle Marshall

Parking

Construction parking is within the secure site compound. Access gates to the construction site area will be managed and will be manually operated as vehicles enter and exit the car parking area to ensure a secure site.

Parking of construction vehicles on the surrounding roads is prohibited, good management of the site will accommodate all scheduled vehicles.

Swept Path Analysis

The swept path analysis is below in appendix A.
Suitable vehicles will be selected for deliveries to ensure they are able to manouvre onto and off the site.

Location and arrangement of the storage of fuels, oils and chemicals

Any fuels stored on the site will be stored in bunded lockable fuel bowsers. Spill kits will be available on site in case of an accidental spillage.



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Measures to reinstate the temporary compounds and storage areas

The temporary compound area at the rear of the cottage will be re-instated to its original condition at the end of the project.

Appendix A Vehicle Swept Path

