



LAWRENCE BAKER

**CONSTRUCTION LOGISTICS & ENVIRONMENTAL
MANAGEMENT PLAN**

FOR

DEVELOPMENT OF 80 BED CARE HOME

**LAND AT LONGLEAZE LANE
MELKSHAM
WILTSHIRE
SN12 6QJ**

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1 Introduction

The works included in this plan will be undertaken by Lawrence Baker Limited who will assume the role of Principal Contractor. We will project manage and construct the works in accordance with current best practices and methods of construction.

Lawrence Baker takes seriously our corporate social and environmental responsibilities, and our aim is to minimise the impact of the works on local residents and the surrounding community.

This Construction Logistics and Environmental Management Plan (CLEMP) is written to ensure that all construction work does not cause materially harmful effects on nearby land, properties, and businesses. The CLEMP shall be adhered to throughout the duration of construction period.

The CLEMP shall include the following details:

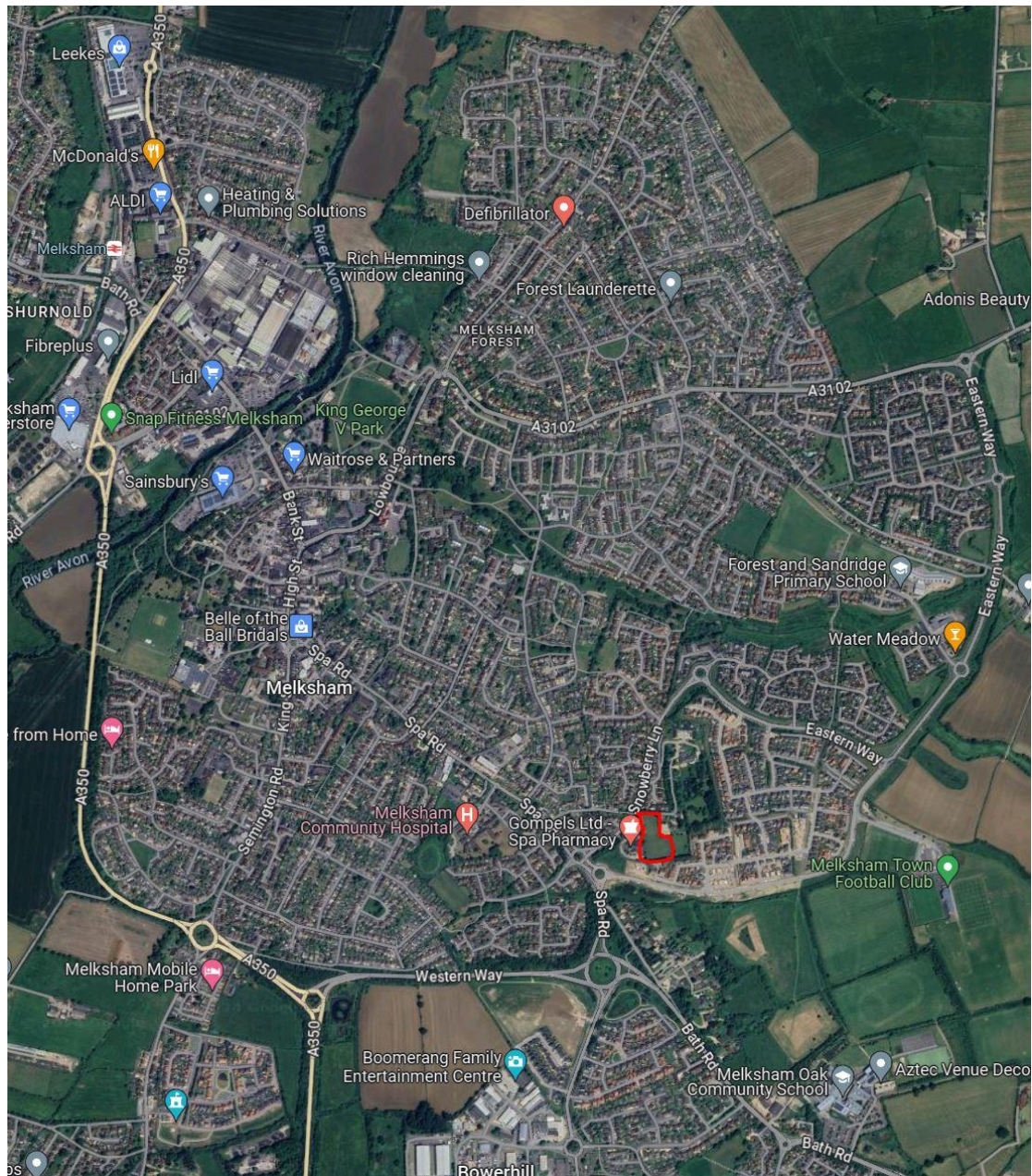
- Measures to be undertaken to minimise impacts on surrounding land.
- Timetable and dates for stages of the development.
- Measures to be taken to prevent mud leaving the site during construction works and being deposited on the public highway.
- Provisions to be made for the parking and turning of operative and construction vehicles during the period of development.
- Dust suppression, mitigation, and avoidance measures.
- Measures for minimising construction waste and provision for the re-use and recycling of materials.
- Noise reduction measures, including use of acoustic screens and enclosures, the type of equipment to be used and their hours of operation.
- A Traffic Management Plan for construction vehicles entering and leaving the site, including times of movement so as to avoid peak period traffic, neighbour notification, use of banksmen etc.
- Floodlighting and security lighting (note, this must be directed in such a way as not to cause nuisance to adjoining properties or the adjacent highway).
- Code of Construction Practice for all works and operations on the site.
- Measures to be taken to prevent contaminants from entering watercourses or the water environment and to protect drainage infrastructure.
- Use of fences and barriers to protect adjacent land, footpaths, and highways.

Works will be carried out in strict accordance with this plan.

2 Scope of Work

The purpose of this document is to outline the management processes and procedures for the safe and efficient construction of the new 80 bed residential care home for Order of St John. The home is constructed over three floors and provides nursing care for elderly, frail and dementia residents. External works include access and egress, service access, staff and visitor car parking, foul and storm water drainage and hard / soft landscaping proposals.

Site location



Site plan



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3 Access and Egress

There is currently an existing access off Longleaze Lane. This will become the permanent point of access.

Wherever possible deliveries will be made on smaller rigid lorries and received safely within the confines of the site boundary. The site logistics have been designed to allow any vehicle to enter site, turn around, be unloaded, and leave site in a forward direction.

We will liaise directly with local neighbours regarding deliveries of large plant, mobile cranes, and low loaders transporting wide span plank floors and roof trusses. Local residents will also be informed in advance of the above events via regular newsletters, and a site notice board displaying contact details for Lawrence Baker site management.

It is our intention to form a hard standing to provide a clean surface area for vehicles. We will also use wheel washing facilities (jet washer and operative) to clean vehicles during the groundworks phase. We will supplement this with road sweepers as appropriate to clean the immediate vicinity of Longleaze Lane.

4 Deliveries

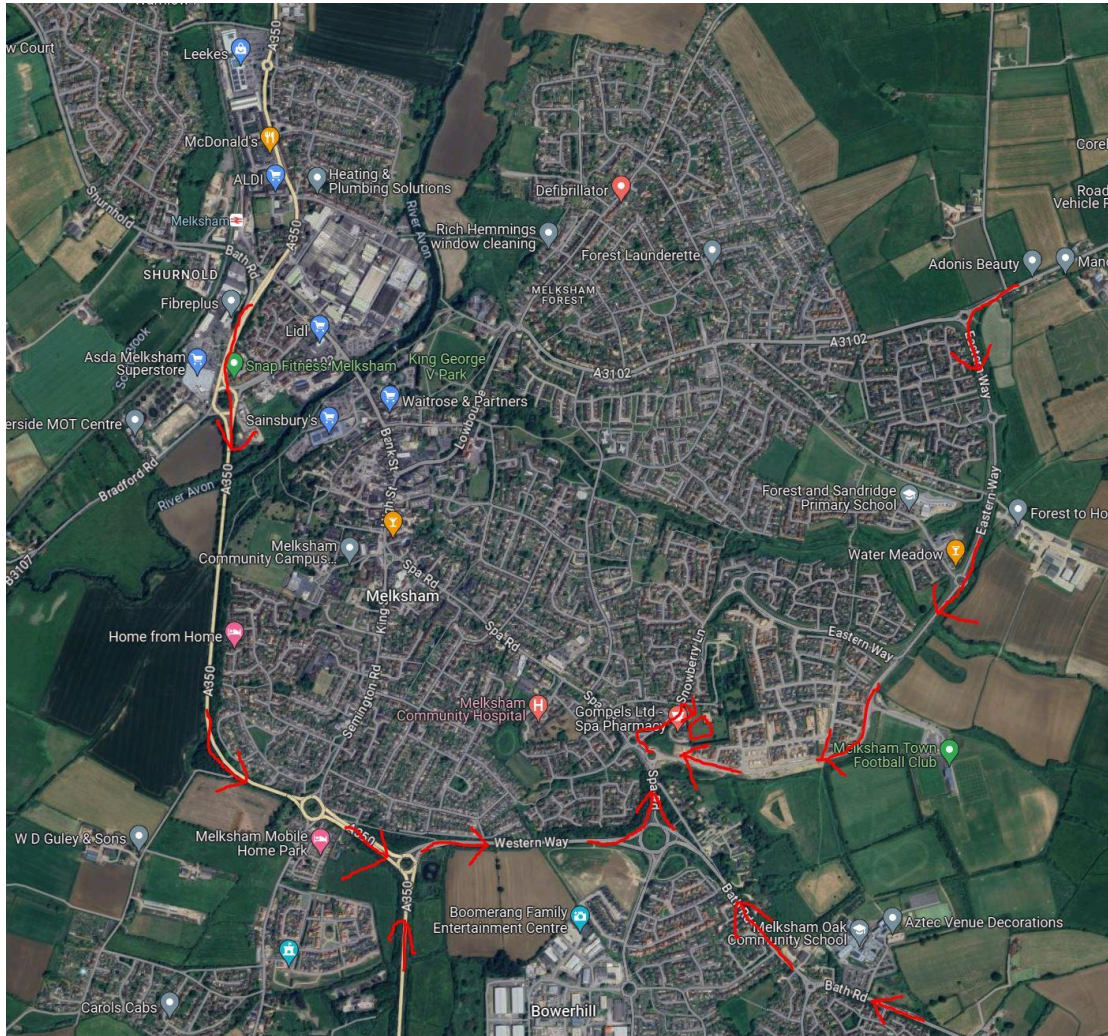
The majority of deliveries will be limited in both scope and time required on site, with typical turnaround times of 15 to 20 minutes. Concrete deliveries will take longer to unload with a waiting time of 30-40 minutes and muck away lorries between 20-30 minutes to load. On Saturdays limited deliveries will be expected.

During the foundation phase, over approximately 18 weeks, there will be between 4-20 movements (2-10 deliveries) to and from the site per day. Remainder of construction, there will be between 4-8 movements (2-4 deliveries) to and from the site per day. The total construction period will be approx. 91 weeks as shown in Table 1.

As site will only be able to accommodate two large deliveries at a time, all deliveries will be on a “just in time” basis. All deliveries will be booked in with the delivery coordinator. When deliveries reach site, they will be safely managed onto and off the highway by the site banksmen.

Phase/Period	Number of Daily Loads	Number of Daily Movements	Days/Times of Operation	Period
Foundations	2 – 10	4 – 20	(0800 – 1800)	18 weeks
Remainder of Construction	2 - 4	4 - 8	Monday – Friday (0800 – 1800)	73 weeks

All vehicles will be directed to the roundabout where Spa Road meets Rocket Road. This will bring them in from all directions, avoiding going through the centre of town and the main residential areas. They will be directed to the next roundabout where they will take the third exit onto Snowberry Lane. They will continue approx a further 250m up Snowberry Lane until they reach the site entrance on the right-hand side.



These instructions and directions will be added to all sub-contract and material orders and will be re-emphasised when materials are called off from site. When deliveries reach site, they will be safely managed onto and off the highway by the site banksmen.

5 Site Context and Key Constraints

The site is located off Longleaze Lane, Melksham. The site is an 'L' shape and is mostly flat with a slight slope from front to back. The site is currently existing lawn.



The current site entrance is shown above.

6 Impacts on Surrounding Land

Consideration shall be given to the impact of the construction activities on the surrounding land. Initial pre-construction surveys have been carried out to establish relevant data such as ecological impact, trees, and neighbours. Plans to mitigate any impacts shall be prepared and implemented and the situation monitored throughout the construction period.

Ecology Solutions Ltd was commissioned in February 2023 by Aspire LPP, to conduct a detailed Ecological Assessment of the land at Longleaze Lane, Melksham.

A habitat survey was carried out in February 2023 in order to ascertain the general ecological value of the site and to identify the main habitats and associated plant species. There are not considered to be any significant adverse effects on any statutory or non-statutory sites of nature conservation interest from any development proposals.

No trees within the site were recorded as having the potential to support roosting bats, and no evidence of roosting bats was recorded within the shed during the survey. It has been recommended that new landscape planting comprise native species which will provide new and enhanced foraging opportunities for bats, while the provision of new bat boxes will provide new roosting opportunities for this group.

No evidence of Badgers was recorded within or adjacent to the site during any surveys undertaken. Due to the time between the initial survey and the proposed start on site a further badger survey will be carried out prior to any works commencing.

During the construction phase of development, it is often necessary to undertake a number of measures to safeguard any Badgers that may be present on a site, particularly in regard to disturbance, loss of foraging and other related issues.

All contractors working on site will be briefed regarding the presence of Badgers and of the types of activities that would not be permissible on site. Any licensing requirements would be particularly highlighted.

Any trenches or deep pits that are to be left open overnight will be provided with a means of escape should a Badger enter. This could simply be in the form of a roughened plank of wood placed in the trench as a ramp to the surface. This is particularly important if the trench fills with water.

Any trenches/pits will be inspected each morning to ensure no Badgers have become trapped overnight. Should a Badger get stuck in a trench it will likely attempt to dig itself into the side of the trench, by forming a temporary sett. Should a trapped Badger be encountered, the project ecologists should be contacted immediately for further advice.

The storage of topsoil or other 'soft' building materials within the assessment site will be given careful consideration. Badgers will readily adopt such mounds as setts, which would

then be afforded the same protection as established setts. So as to avoid the adoption of any mounds, they would be subject to appropriate inspections or consideration given to fencing them with Badger proof fencing.

During the development, the storage of any chemicals required for the building construction will be well away from any Badger activity and contained in such a way that they cannot be accessed or knocked over by any roaming Badgers.

A small number of common bird species were recorded during the surveys undertaken. New landscape planting (including the recommended fruit/berry-bearing species) and wildflower grassland would provide new foraging and nesting opportunities for birds, while the provision of new bird boxes within the site will provide new roosting and nesting opportunities for birds.

In order to safeguard any nesting bird species within the site, it is recommended that the clearance of any vegetation be undertaken outside of the bird breeding season (March-August inclusive). Should this not be possible it is recommended that potential nesting habitat be subject to a check survey immediately prior to its removal by an experienced ecologist. Should any nesting birds be identified then the nest will be fully safeguarded in situ and subject to a disturbance buffer of at least 5 metres and only removed once it has been confirmed any fledglings have left the nest.

A total of 6 new bird nest boxes will be provided on suitable retained trees / new buildings within the site in order to offset the loss of those existing. As an enhancement it is recommended that further nest boxes are installed to provide enhanced nesting opportunities over the existing scenario (see Appendix 4 for suitable examples). These will provide new nesting opportunities for a range of birds known from the local area. Using nest boxes of varying designs would maximise the species complement attracted to the site.

Habitat to be removed for the development will be carried out under a RAMs method statement to ensure Great Crested Newts are not impacted. As part of this method statement, the habitat to be cleared will be subject to a thorough fingertip search by a suitably qualified ecologist prior to removal, to ensure Great Crested Newts are not present. If a Great Crested Newt is recorded during the search, all works will stop within suitable habitat and a licence may be required from Natural England, before works can continue. If no Great Crested Newts are recorded during the fingertip search, the vegetation will be cut to the ground by hand, before excavators (under close ecological supervision) slowly strip the topsoil and any root systems. All spoil arising will be hand-searched by an ecologist for any remaining animals.

As a precaution, the removal of any root systems of hedgerows, trees or amenity planting will be undertaken between March and October (when night time temperatures $>5^{\circ}\text{C}$), to avoid any potential impacts to Great Crested Newts or reptiles during hibernation. Removal of any root systems will be overseen by a suitably qualified ecologist, whereby a hand search is conducted of the root systems prior to their removal. Following the initial hand search, a small excavator with a small, toothed bucket will slowly scrape off the top 150mm layer of

earth, with each bucket hand-searched for the presence of amphibians before its contents are removed. Any amphibians found during the hand searches will be translocated to a suitable area of retained habitat.

It is recommended that any new tree and shrub planting as well as areas of wildflower grassland be provided as part of the development proposals which will provide enhanced terrestrial opportunities for Great Crested Newts post-development. Also, it is recommended that hibernacula and log piles are created within the wooded area to provide enhanced hibernation/terrestrial habitat for Great Crested Newts.

Further recommendations have been made to safeguard other protected and notable species present within the site. Recommendations have also been made to achieve ecological enhancements for such protected/notable species wherever possible, e.g. inclusion of bat and bird boxes.

The new building will improve the ecological aspects of the site when complete.

The site is surrounded by existing trees and hedgerows and the tree protection plan will be installed prior to works commencing as shown in APEENDIX 4

7 Roles and Responsibilities - Contacts

Contact details for key site and emergency response personnel with responsibilities relating to the protection of the environment will be kept and publicised in key locations on site. Key contacts will include:

Role	Contact Details
Contracts Manager	Declan Sheehan
Project Manager	TBA
Community Liaison Officer	Declan Sheehan
Delivery Co-ordination	TBA
Fire/Police/Ambulance	Emergency – 999
	Police non-emergency - 101
	Melksham Fire Station - 01722 691000
	Ambulance Service - 111

The following people shall be appointed to this project:

Role	Responsibility
Construction Manager	Responsible for management of the construction phase of the project and has overall responsibility for environmental performance. Compliance with legislation, consents, objectives, targets, and other environmental commitments, including those arising from the Schedule of Significant Environmental Effects.
Site Staff	Shall receive general environmental awareness training and undertake work in accordance with Method Statement Briefings and Toolbox Talks. Trained personnel to manage particular tasks such as refuelling plant and equipment, managing the stores, water quality monitoring, implementation of the Site Waste Management Plan (when required), and supervising the segregation and collection of waste.
Client Project Manager	To ensure that the scheme complies with all relevant legal requirements, commitments and targets agreed for the scheme.
Ecologist	To ensure compliance with Ecology Solutions assessment as and when required.

8 Communication

During the construction phase, internal communication will include regular progress meetings which will cover:

- Training undertaken.
- Progress reports
- Inspections, audits, and non-conformance
- Complaints received.
- Visits by external bodies and the outcome or feedback from such visits
- Objective / target achievement, including reporting on environmental performance / H&S.

External communication, including letter drops or meetings, and liaison with statutory authorities will be undertaken by Lawrence Baker staff and overseen by the Client Project Manager. This will be carried out to suit the specific requirements of the project works.

Site staff will be available, and a telephone number will be published for use by members of the public wishing to make enquiries, provide feedback or to make a complaint.

All complaints or information requests will be reported to the Client Project Manager and will be logged promptly.

The local authority environmental health team may also be the first body to be contacted by residents affected by noise. They will need to be kept apprised of progress, programme, and upcoming phases of works that may give rise to disturbance in order that they can respond to complainants.

Careful monitoring of complaints received, including recording details of the location of the affected party, time of the disturbance and nature of the noise can assist with managing the works to reduce the likelihood of further complaint.

Responses to complaints shall include investigation and response necessary with appropriate apology, explanation, mitigation measure, and change in operational methods.

9 Construction Sequence

This project is envisaged to take approximately 91 weeks, commencing on the discharge of pre-commencement planning conditions. The sequencing of activities is anticipated to be as follows:

- Formation of site boundaries and compound.
- Form site entrance and hard standings.
- Substructure including drainage, foundations, concrete ground floor, brickwork, and blockwork.
- Super Structure is traditional masonry construction with secondary steelwork, pre-cast concrete upper floor, roof construction.
- Internal fit out including engineering services, joinery, plasterwork, decoration, and landscaping.
- Completion of external works and landscaping.
- Furniture fittings and registration of the care home with Care Quality Commission.

10 Health and Safety

The Lawrence Baker approach enables and recognises openness, transparent communication, mutual trust and sharing of information as key to working well together. We encourage and lead our staff and partners through behaviours and joint training to ensure our teams are populated by motivated individuals and governed by highly visible directors.

We enjoy successful, collaborative relationships with our clients and also share the same relationship with our long-standing, integrated supply chain, many of whom have worked with us for over 10 years.

Complying with relevant legislation

We will ensure that the project is managed to the requirements of the Health and Safety at Works Act 1974 and the current Construction (Design and Management) Regulations as well as all other regulations that apply to construction activity. Key processes would include developing a hazard and impact assessment to prioritise efforts and submit detailed proposals that recognise the specific constraints and challenges of the site.

Fire safety is of paramount importance to Lawrence Baker and to that end, the project is built with the minimum of risk to personnel. To ensure this we will produce a detailed fire safety plan which will identify and address any potential fire risks in the workplace. Adequate actions and procedures will be put in place to minimise these risks.

Safe Planning of all Works

A detailed health and safety plan will be produced from knowledge in the pre-construction information pack, and any investigations and reports accumulated during the detailed design process which will be in place prior to commencement on site. This plan will identify all potential hazards which may be associated with the project which will allow us to plan our works safely and effectively throughout the course of the project.

Lawrence Baker design supply chain members are ConstructionLine (or equivalent) accredited and have successfully completed an internal Lawrence Baker Health & Safety questionnaire. This ensures that the requirements of CDM Regulations are satisfied by all of our supply chain. We recognise the importance of maintaining a consistent and transparent approach to sub-contractor and supplier selection. The support provided by ConstructionLine ensures that we are inviting suppliers of a similar nature and ethos to work with us, safe in the knowledge they have been vetted for financial viability, equality, and diversity, environmental, and health and safety competence as well as performance.

Communicating risk

We will write and communicate specific risk assessments and method statements for the works and manage the necessary provision by our sub-contractors. Attendance at site meetings during the construction works is a requirement for all sub-contractors. Site managers will ensure that sub-contractors provide details of the training they have given to those involved on the project. Copies of training certificates must be submitted to the Site Manager and are held on site, available for examination. All sub-contractors must hold CSCS with valid copies held on site for inspection.

As the work progresses, we will obtain information from suppliers and sub-contractors to build up the Health and Safety File, finalising it prior to the end of the works and submitting documentation to the Client when training and instruction is carried out.

Our sites are thoroughly inspected for Health and Safety by the Site Manager on a weekly basis, and by the Contracts Manager and external Health and Safety Advisor on a monthly basis. Subcontractor performance is monitored and reported at the project progress meetings and feeds the supplier database and future opportunities. Lawrence Baker employ the services of Site Safety Services in the capacity of an independent health and safety auditor to advise on all matters relating to health and safety on site and at head office.

We also review procedures and effectiveness on site, reporting to the client at regular meetings on such performance. Our site staff report to Lawrence Baker senior management and implement any recommendations from our external Health and Safety Advisor or internal visits. We will carry-out regular safety audits by senior management team members to ensure compliance with current legislation and best practices and also compliance with the company's policies and procedures.

11 Site Establishment and Security

Timber hoardings will be erected to the site entrance, off Longleaze Lane. Heras safety hoarding will be erected where necessary to the remainder of the site.

It is proposed to establish the site compound to the northern boundary near the proposed entrance. The accommodation will consist of stacked units to provide a site office, canteen/drying room, a toilet block and storage. A temporary electric supply will be applied for and will be connected as soon as it is available, with generators providing power in the initial period. Water will be obtained from a temporary water supply until such time as a piped service can be provided.

Initially a self-contained Oasis unit will be used whilst we address levels on site and provide service connections. The compound will include safety barriers to segregate operatives from vehicles. As the build progresses, security and CCTV will be provided out of hours to minimise the risk of arson, theft, vandalism, and unauthorised access. Lawrence Baker will also liaise with the local Crime Prevention Officer as we have found it an extremely beneficial relationship to assist in the security of site and equipment.

A dilapidation of survey of the existing highway will be carried out prior to any works commencing.

12 Parking

Hardstanding's will be formed on site to accommodate a number of work vans and cars. Overflow parking will utilise unrestricted parking in the surrounding roads and the pay and display car parks within Melksham. We will encourage car sharing, use of public transport and where possible, seek to employ local labour.

There is a TRO (traffic regulation order) in place for Longleaze Lane preventing any waiting at any time. Please see APPENDIX 3.

The number of staff vehicle movements will vary during the various phases of construction.

Phase 1 Groundworks – 4 vehicle movements per day

Phase 2 – Superstructure – 10 vehicle movements a day

Phase 3 – Internal fit out – 15-20 vehicle movements per day.

13 Material Storage and Distribution

Small materials will be stored in the vicinity of the main office set up which will be controlled by the site management team who will log in and coordinate deliveries to minimise the impact on the surrounding area. These items will include brickwork sundries such as dpc, dpm, ties etc. Later it will include carpentry sundries such as ironmongery and fixings etc. They will be kept in a small, secured steel container as shown on the site logistics plan.

Larger bulk materials will be delivered on to site into the temporary compound. They will be stored closer to the work area reducing the need for double handling. It is important that clear areas are kept for crane positions and lorry access. The site management team will coordinate and agree the location where materials will be dropped off and stored. These materials will be heavy side materials such as bricks, blocks, lintels steel etc.

Mortar will be kept in a silo. All other concrete products will be batched off site and delivered as ready mix. A fuel container, fully bunded will be located adjacent to the store.

14 General Signage and Communication

Adequate signage is to be displayed warning of the potential dangers of unauthorised access on to the construction site, these will be displayed along the site access route and at intervals along the site perimeter.

Additional signage, subject to planning approval, will be displayed directing deliveries and visitors to the site to minimise any confusion from drivers unable to locate the site entrance.

We will also display telephone details for local residents to contact should there be any instances where a resident needs to report an incident relating to the construction works.

A newsletter will be distributed to residents at regular intervals. This will inform them on the progress of the build, up and coming activities and give them relevant contact details.

15 Working Hours

Site working hours will be 07.30 to 18:00hrs weekdays, 7.30 to 13:00hrs Saturdays, and no work Sundays or Bank holidays. In accordance with the Planning consent.

Staff and operatives shall arrive and leave site outside these times, but not carry out construction work on site. Managers, consultants, and Client representatives may carry out inspections and surveys outside these times.

Deliveries and collections shall be arranged between these times.

In the case of work required in response to an emergency or which if not completed would be unsafe or harmful to the works, staff, public or local environment, the relevant local authority will be informed as soon as reasonably practicable of the reasons for, and likely duration of, the works.

Examples of the type of work envisaged includes where pouring concrete takes longer than planned due to equipment failure or where unexpectedly poor ground conditions, encountered whilst excavating, require immediate stabilisation.

16 Perimeter Fencing and other Barriers

The site shall be secured during the construction period with fencing and include:

- 2.4m hoarding will be erected to the entrance of the site.
- Vehicular gates shall be formed at the main entrance. A pedestrian gate shall be formed at the entrance.
- Heras fencing shall be deployed around the whole site (as necessary) and within the site to delineate areas of work and areas that landscape shall be protected.
- Robust barriers will be used to protect trees and existing scrubland, in accordance with the specialist's report.
- Internal safe walkways will be provided using pedestrian barriers and all welfare areas will be separated from traffic areas.

17 Earthworks & Drainage

During the drainage and foundation works, the arising's will be stockpiled on site and removed at regular intervals to suit the external works programme.

During this period vehicles exiting the site may carry deposits of mud or wet concrete, trapped on their tyres, out on to the street. To prevent this occurring, a wheel cleaning regime will be implemented. Wheel cleaning will consist of two simple operations carried out by designated operative, suitably attired for this work.

1. Before leaving, the vehicle will stop and turn the engine off. If necessary, any heavy deposits will be removed manually using scrapers or the like.
2. Following step one, wheels will be washed using a high-pressure jet wash lance ensuring that any residual deposits lodged in the tyres are removed. If required, the vehicle will move forward slightly to ensure that the complete circumference of the wheel is clean.

The earthworks for this project comprise the site strip and levelling of the site to suit the building design and landscape proposals. The material that is surplus to requirements shall be carted off site. As an integral part of this work, spoil heaps shall be formed, and material disposed of to meet obligations set out above in relation to dust suppression and minimizing the impact on the ecology of the site and surrounding area.

Surface water during the construction will be managed in phases. The site has been classified as a very low to low risk of flooding.

During the first visit the surface water drainage system will be constructed prior to the ground floor being installed. At this point the carpark will be formed which includes permeable paving that discharges into an attenuation tank. This tank will be connected to a catch pit before it discharges into the connected public surface water system. This will allow all surface water that lands on the new hardstanding carpark to be discharged away from site via the catch pit. This will allow the water to be filtered for contaminants and any elements of silt will be collected in the catch pit allowing water quality to be managed throughout the construction process.

The remainder of the surface water system will be installed within the ground during this initial phase but will not be connected until the roof is constructed and the down pipes connected.

The risk of flooding during the superstructure phase is considered minimal. The site has been designed for surface water flows to discharge to the southern end of the site. Until the roof is constructed and rainwater pipes connected, we will install a catchpit to the area at the south and connect to the permanent system. This will allow for all other surface water to be managed in the same way as the carpark area as it all discharges into the attenuation tank.

18 Waste

To protect drains on the surrounding roads, any machinery or tool cleaning will be carried out a safe distance away from the site perimeter, with proper methodologies and within a bunded zone.

Additionally, any storage of toxic or otherwise potentially harmful substances to wildlife (cement, sealants, glues, cleaning chemicals etc.) will be stored in a similar manner. The waste will be stored responsibly in suitable containers, mainly skips

Due to the small size of the site, all waste will be cleared from the site as soon as possible, especially waste that could be washed away by rainwater. A SWMP to be produced prior to commencement. Drop heights will be kept to a minimum to avoid the spread of dust and will be into a controlled area via the use of waste chutes directly into skips.

Where possible, site segregation will take place as the wastes are generated. Any plasterboard will be kept dry and separate either in designated skips or 1-ton bags. Where possible and if required hardcore and soils will be crushed/screened to be reused on the site. Waste removal will be placed with a company that can provide evidence that materials are being segregated/ recycled/ re-used in so far as is possible.

There will be no burning on site.

19 Contamination

The site is existing garden land. No contamination was discovered during site investigation testing. The soil is classified as inert.

To avoid contamination from plant, machinery, and materials during the construction process we will be doing the following :-

- Regular maintenance: Regularly inspect and maintain all plant, pipework, and other infrastructure for leaks, overflows, and damage.
- Secure materials: Keep materials like cement and sand secure.
- Cover drains: Cover all drains to prevent waste from entering the water.
- Collect and treat wastewater: Collect and treat any wastewater produced on site.
- Use low sulphur diesel: Use low sulphur diesel oil in all vehicle and equipment engines.
- Reduce waste: Reduce waste generation.
- Implement erosion control: Implement erosion control measures.
- Store materials correctly: Designate specific storage areas, including safe bunded store for all chemicals.

20 Dust Suppression

Dust is defined as all particulate matter up to 75mm in diameter (according to BS6069) and comprising both suspended and deposited dust. Most dust particles are too big to be inhaled, but can cause eye, nose and throat irritation and lead to deposition on cars, windows, and property.

Dust is more of a concern to human health if it manages to enter the lungs, causing breathing and respiratory problems, with long-term health effects dominated by cardiovascular rather than respiratory problems. It can also carry adhered carcinogenic compounds into the lungs. The most vulnerable people are the elderly, the very young and those with existing heart and lung conditions.

At Lawrence Baker we understand that by not controlling and limiting the dust emissions from our sites, we are not only endangering the lives of our own operatives, but those of the local communities in which we work. Due to the nature of the site, we have evaluated the risks and deemed the site at Longleaze Lane to be of Low to Medium risk and will now set out the control measures we intend to operate on this scheme.

Site Planning

- No bonfires or burning of any materials.
- Maintain as far as possible a hard surface haul route through site.
- As far as is reasonably practicable, we will keep all cutting, machinery and dust causing activities away from sensitive receptors.

Site activities

- Minimise dust generating activities.
- Use water as dust suppressant where applicable.
- Keep stockpiles for the shortest possible time.
- Work towards lean construction & utilise 'just in time' deliveries.
- Ensure operatives are using tools correctly and tools in good repair.

Construction traffic

- All vehicles should switch off engines – no idling vehicles.
- All loads entering and leaving site to be covered where they are carrying materials that can generate dust. This mainly involves muck-away lorries, tarmac lorries, and deliveries of loose aggregates. All supplies of these activities will be required to use vehicles that have the ability to sheet their loads before they arrive to deliver to site, or before they leave to remove materials from site.
- No site runoff of water or mud.

Loose materials

- Avoid the use of dry aggregates being delivered to site.

- All mortar for bricklaying activities will be from a silo avoiding loose sand and cement.
- All concrete will be ready mixed off site to avoid the need for any loose ballast, sand, or cement.
- All floor screeds will be ready mixed to avoid loose sharp sand, and cement.
- Where it is unavoidable to deliver loose aggregates there will be a water spray available to damp down and avoid dust, and the loose materials will be covered until used. It will be the intention to only deliver loose aggregate just prior to its need within the construction process.

At all times we expect operatives and visitors under our supervision and management to wear the correct PPE. This includes, goggles, dust masks, gloves etc as required however, there will be a supply of each in our office. Inevitably, and even with all our control measures, some dust is unavoidable, and we will have a fully stocked first aid box on site should it be required. This will be coupled with free flowing hot and cold water at all times.

21 Site Lighting

Welfare lighting will be provided around the site compound area. This will allow safe pedestrian access into the compound and safe lighting to all welfare facilities.

The temporary site storage and unloading area identified in section 24 will have lighting facing inwards to allow for safe banksman operation and unloading of materials.

The site will have temporary lighting along all corridors and staircases during the duration of the works. Task lighting will be provided where required as the works proceed. It is not anticipated for the site to have flood lighting other than around the compound area for security purposes.

22 Sound Protection Measures

Lawrence Baker will be required to comply with relevant provisions of the Control of Pollution Act 1974 and the Environmental Protection Act 1990.

We will also comply with the recommendations set out in BS 5228-1:2009 + A1 Code of practise for noise control on construction and demolition sites.

Works plant and equipment will also comply with the noise at Work regulations 1989 in order to protect on-site personnel. Noisy plant or equipment will be sited as far as is practicable from noise-sensitive buildings.

Vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers and maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

For each item of plant used in the works, the values quoted in the relevant EC Directive/UK statutory instrument, where appropriate, will not be exceeded (e.g., S.I1984/1992, 1985/1968, 1987/1730, 1988/361, 1989/1127).

Note: Plant: Muffling will be in accordance with the recommendations set out in BS 5228:1997, Code of practise for noise control on construction and demolition sites.

- Compressors will be fitted with properly lined and sealed acoustic covers, which will be kept, closed whenever in use
- Pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers
- Machines in intermittent use will be shut down in the intervening periods between work or throttled down to a minimum
- Care will be taken when loading or unloading vehicles or dismantling scaffolding or moving materials etc. to reduce impact noise

23 Sequence of Construction

Programme Duration

The works are envisaged to be completed within 91 weeks. It is our intention to complete the entrance works ahead of the main construction works to enable free and uninhibited access to the site. A copy of the proposed construction programme is attached in **APPENDIX 2**.

Entrance works

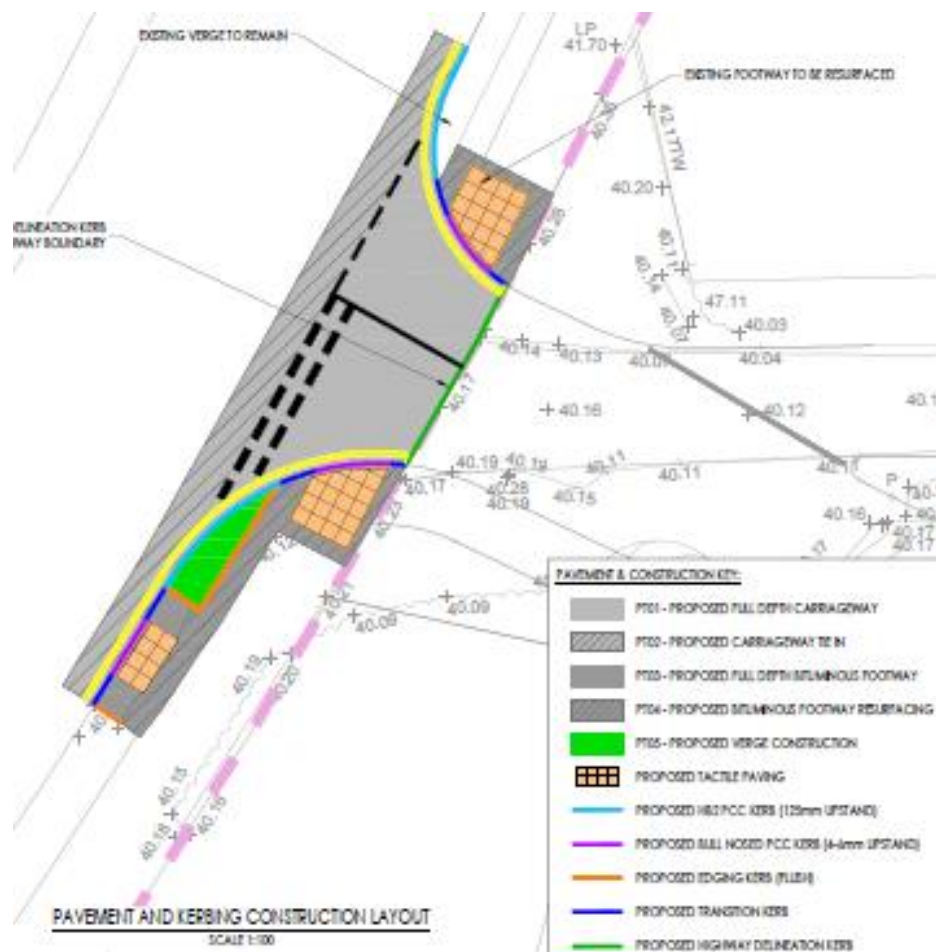
The proposal is to form and complete the Permanent access in line with the following S278 drawings (attached as **APPENDIX 5**) prior to the commencement of the main development works.

6804-RGP-XX-XX-DR-C-001-P01 Site Location Plan

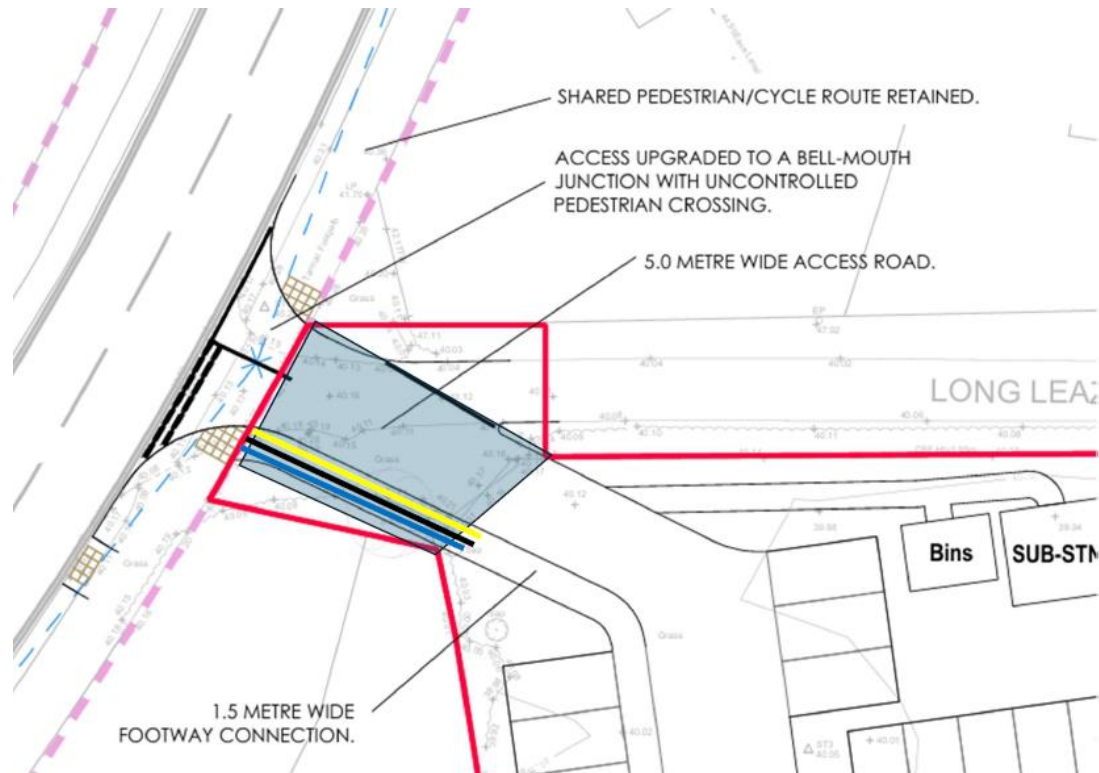
6804-RGP-XX-XX-DR-C-0101 P01 – General Arrangement

6804-RGP-XX-XX-DR-C-0111-P01 – Construction Layout

An extract of the works is identified below from the S278 General Arrangement:



This work will also include the appropriate construction works to form the new private “link” access from the Highway to the site boundary as shown in the extract below – these works are currently in design:



The works are planned take approximately 2 weeks to construct and will commence on receipt of the formal Technical Approval and executed Legal Agreements with Highways. They will be completed prior to any significant construction traffic is allowed onto the development site, and ahead of the main development works commencing.

Site set up

The site boundary will be established and marked out by an engineer. Safety hoarding will be erected first to secure the site. Welfare facilities will be incorporated. In the first stage of the construction, a self-contained welfare unit will be used. Once service connections have been established a full site set up will be installed. This self-contained unit will be present during the groundworks phase and whilst we address levels on site (remove surplus spoil).

Foundations

Strip foundations will be excavated and poured with concrete with mesh reinforcement to the bottom of the foundations.

Drainage

The drainage is split between a foul and surface water system. The foul water will discharge into the existing adopted drainage system in Snowberry Lane, requiring minor traffic control. The surface water will be routed through a new attenuation system and then discharge into the existing system, also in Snowberry Lane.

All works will be carried out under a Section 106 agreement and supervised by the local provider. Both site drainage and internal drainage will be carried out as works progress.

Substructures

On completion of the ground beams, we will bring up the sub-structure blockwork. The floor is then a reinforced concrete suspended construction.

Superstructures

The superstructure consists of dense concrete block, solid internal supporting walls and externally a cavity wall construction consisting of a block internal skin faced with a mixture of facing bricks and cladding. The brickwork will be facilitated by using a progressive tube and fitting scaffolding. The first-floor structure is constructed from wide span concrete floor planks. This will be installed by a competent contractor with the use of a mobile crane.

Roof

The roof is a timber trussed construction built off the second-floor concrete planks. The above-mentioned scaffolding will be utilized for the roof works. The roof trusses will require the use of a mobile crane to lift them into position. Roof coverings are a single ply membrane to the flat areas and roof tiles to the pitched areas.

Internal Fit Out

Fit out works commence with 1st fix mechanical and electrical installations. Until the building is substantially watertight, this will be limited to items that are not susceptible to water damage such as hangers and tray containment. As the building is slowly sealed, ductwork and wiring can progress without risk of subsequent damage.

Plasterboard stud partitions will not commence until the area is watertight, weatherproof, and sufficiently dry to ensure the board does not suffer any deterioration due to moisture absorption. Sufficient areas in proper sequence will be made available to ensure reasonable continuity as part of the programme. Adequate temporary lighting is also required to facilitate a good standard of finish. Electrical first fix containment and back boxes are to be fixed inside before the partition is sealed with plasterboard to the remaining side.

On completion of the partitions, all openings, and gaps (such as around penetrating services) are fire stopped to restrict lateral and vertical fire spread and to achieve the required degree

of containment. Completion of first fix joinery items such as door linings and window boards releases the plastering. With the site now moving deeper into a “fit out” phase, extra care must be taken to prevent unnecessary damage to completed work. Proper planning and management of access and material routes is required, as well as regular monitoring from our management team.

With several days drying time, the plaster is ready for initial decoration. Typically, this will involve filling and sanding to correct any minor surface imperfections before a mist and 1st coat is applied.

It is not until all pipework has been tested and lagged, that the MF ceiling grid can begin in earnest. Fitting of the remaining ceiling mounted services are now usually controlled by two factors, the quantity and type of work remaining at low level, and access and damage considerations especially from airborne dirt and dust. Smoke detectors and sensors can be taped up, but it is usually prudent to leave light fittings as late as possible in the programme. Second fix joinery including skirting and architraves are fitted before vinyl floor finishes and final decorations. The doors are now hung, and ironmongery fixed.

As works near completion we will operate a “permit to work” scheme, where rooms are completed, snagged, and locked off to prevent damage. With services installations complete and key milestones such as power, heat and water on dates achieved, the test and commission process begin. It is essential adequate time and provision is allocated for this “hidden” process to ensure advancement from static completion to full working order to the specified requirements.

Finally, the scheme is cleaned and “snagged” by our Project Manager. Our ultimate aim is for a defect free handover and by operating a high degree of vigilance throughout the project, defects at this stage should be minimal and easily rectified. We recognise the high standard of quality that must be achieved for the Care UK brand and will strive to exceed Client expectations.

External works

On removal of the external scaffolding the external works will commence. This work will be sequenced as follows:

- Installation of new services – works will be connected by licensed contractors. It is envisaged that all connections can be made locally and there will be minimum works in the carriageway.
- Formation and surfacing of car park and roads.
- Fencing.
- Landscaping.
- Clean down and remove cabins from site.

24 Site Logistics Plan

On the following page in **APPENDIX 1** is the site logistics plan.

The construction site will be organised so that vehicles and pedestrians using site routes are segregated and can move around safely. The routes need to be suitable for the persons or vehicles using them, in suitable positions and sufficient in number and size, this is so that incidents can be prevented by the effective management of transport operations throughout the construction process.

Pedestrians and vehicles will be kept apart by management of the following:-

- Entrances and exits – entrances will be kept clear at all times. Due to the restricted nature of the only access into site a pedestrian walkway will be demarked along the road with warning signage applied.
- Walkways - firm, level, well-drained pedestrian walkways that take a direct route where possible, will be provided.
- Crossings - where walkways cross roadways, clearly signed crossing points where drivers and pedestrians can see each other clearly, will be displayed.

Signage will be placed within site boundaries making all vehicles aware of the pedestrian route:



PICTURE: PEDESTRIAN SAFETY SIGNAGE

Signage will be placed at entrance and alerting pedestrians to construction vehicles:-



PICTURE: VEHICLE SIGNAGE



- Visibility - make sure drivers driving out onto public roads can see both ways along the footway before they move on to it. Site Manager to check driveway daily.
- Obstructions – do not block walkways so that pedestrians have to step onto the vehicle route.
- Barriers – install barriers between the roadway and walkway where possible and appropriate.

Vehicle movement will be minimised by management of the following:-

- Car and van parking for the workforce and visitors away from the work area.
- Control entry to the work area
- Planned storage areas so that delivery vehicles do not have to cross the site.
- People who direct vehicle movements (banksmen) must be trained and authorised to do so.
- Make sure that all drivers and pedestrians know and understand the routes and traffic rules on site. Use standard road signs where appropriate.
- Provide induction training for drivers, workers and visitors and send instructions out to visitors before their visit.

This management will be greatly assisted by utilising the following:-

- Banksmen - who can be appointed to control manoeuvres.
- Clothing - pedestrians on site should wear high-visibility clothing.
- Speed limits- restrict speed to 5 mph.
- Movements in association with HSE publication HSG144 – The Safe Use of Vehicles on Construction Sites (enclosed)

APPENDIX 1

