

DEMOLITION & CONSTRUCTION MANAGEMENT PLAN

Project Title : Bristol Ave, Blackpool

Site Address : Former TVR Factory
Bristol Avenue
Blackpool
FY2 0JF

Rev Nr	Issue Date	Revision Description	Prepared By	Approved by
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1.0 INTRODUCTION

J Waring & Sons Ltd have been appointed by The Wheeler Plan in relation to site to the site at Former TVR Engineering Ltd, Bristol Avenue, Blackpool, FY2 0JF to address planning condition 6 of planning consent 19/0261 dated 7th August 2020. The detail of planning condition is as follows:

No development shall take place until a Demolition and Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Demolition and Construction Management Plan shall include and specify the provision to be made for:

- Dust mitigation measures during the demolition and construction period
- Control of noise emanating from the site during the demolition and construction period
- Hours and days of demolition and construction work for the development
- Contractors compounds and other storage arrangements
- Provision for all site operatives, visitors and demolition and construction loading, off-loading, parking and turning within the site during the demolition and construction period
- Arrangements during the demolition and construction period to minimise the deposit of mud and other similar debris on the adjacent highways
- The routing of demolition and construction traffic

This document sets out to address the three requirements of the condition and describes the indicative programme of the demolition and construction works for the project and the key activities that would be undertaken on-site during the demolition and construction process.

This document has been prepared to detail the necessary management controls to ensure that potential adverse demolition and construction impacts are appropriately mitigated are included within this document. The striving goal in discharging the works is to impact as little as possible on the surroundings ensuring little or no inconvenience to the surrounding areas.

Planning for demolition and construction is necessarily broad at this stage and may be subject to modification. For example, the number of vehicles required to export the demolition / site preparation 'arisings' would be dependent on the progress of the works against the demolition and construction programme; the ability to recycle materials on- site; and measures by the contractors to maximise load efficiency. Consequently, where uncertainty exists the assessment has assumed a 'likely worst case' scenario in respect of vehicle movements etc.

2.0 DESCRIPTION OF WORKS

The works include the demolition of existing brick industrial units along Bristol Avenue and the construction of 71nr new industrial units split over nine blocks: with all associated drainage, external works, utilities, and car parking.

3.0 WORK ACTIVITIES AND PHASING

It is estimated the Development will be phased over the next five years, including demolition, construction, and external works.

The Development has been broken down into the following phases:

1. Phase 1 – Blocks 3 & 5
2. Phase 2 – Blocks 6 & 7
3. Phase 3 – Blocks 9 & 10
4. Phase 4 – Blocks 1 & 2
5. Phase 5 – Block 8 & Battery Storage

For the purpose of this document, it has been assumed that the demolition works will be undertaken upon completion of the Phase 3 works and be incorporated in the Phase 4 works of the Development. It has been assumed that Phase 1 construction works shall commence in April/May 2022.

Demolition and Construction works are expected to include the following activities:

1. Establish site set up, including welfare facilities, delivery, and storage areas.
2. Carry out groundworks for Phase 1 Units to construct foundations and underground drainage / services.
3. Construct superstructure for Phase 1 Units including steel frame, ground floor slab, roof & wall cladding, windows & doors, and internal works.
4. Complete external works inc parking areas for Phase 1 Units.
5. Carry out groundworks for Phase 2 Units to construct foundations and underground drainage / services.
6. Construct superstructure for Phase 2 Units including steel frame, ground floor slab, roof & wall cladding, windows & doors, and internal works.
7. Complete external works inc parking areas for Phase 2 Units.
8. Carry out groundworks for Phase 3 Units to construct foundations and underground drainage / services.
9. Construct superstructure for Phase 3 Units including steel frame, ground floor slab, roof & wall cladding, windows & doors, and internal works.
10. Complete external works inc parking areas for Phase 2 Units.
11. Demolish all existing on-site buildings including ground floor slab and remove from site.
12. Carry out groundworks for Phase 4 Units to construct foundations and underground drainage / services.

13. Construct superstructure for Phase 4 Units including steel frame, ground floor slab, roof & wall cladding, windows & doors, and internal works.
14. Complete external works inc parking areas for Phase 4 Units.
15. Carry out groundworks for Phase 5 Units to construct foundations and underground drainage / services.
16. Construct superstructure for Phase 5 Units including steel frame, ground floor slab, roof & wall cladding, windows & doors, and internal works.
17. Complete installation of battery storage unit.
18. Complete external works inc parking areas for Phase 5 Units.

It is expected that each phase will take between 15 – 18 months to complete on site.

4.0 SITE INVESTIGATION

A Phase 1 & Phase 2 Ground Investigation has been provided for this Development. Full details can be provided upon request.

5.0 SITE PREPARATION

The site set up will be established as the marked up plan as shown in Appendix A . This will include the site office, welfare and stores. An area for deliveries and material storage is also shown.

A desktop top study of existing utilities on and adjacent to the site will be carried out prior to the commencement of demolition and construction works. A full survey of the existing buildings to include the identification, survey, testing, decommissioning and removal of existing statutory services infrastructure will be undertaken. If it is identified that any existing services are likely to be impacted by the development, these will be diverted, re-routed or disconnected as necessary.

At the same time, prior to any demolition works being undertaken, an asbestos survey shall be carried out by an appropriate and experienced professional to locate and identify the presence of any asbestos within the existing buildings. If asbestos is identified, arrangements will be with a licenced removal contractor to remove and dispose of all asbestos containing materials to be safely removed and disposed off site.

6.0 DEMOLITION

It is proposed that all existing buildings on site are removed in their entirety from site. This includes roof elements, external walls, ground floor slabs, foundations and existing underground drainage.

It is planned that the majority of demolition arisings will be processed and transferred to a safe location on site either for processing and crushing or for removal in either skips, RORO containers, grab lorries or tipper lorries. The exact number and type of containers and lorries will be generally guided by the types of materials that either can be recycled or would be sent to landfill.

The sequencing of the demolition works is likely to be as follows:

1. Carry out an R&D Survey to identify any asbestos in the building.
2. Disconnect and isolate the existing services.
3. Demolish the existing buildings using a reputable demolition contractor.

Further details and method statements for the demolition works will be provided by a competent demolition contractor and shall be provided to building control upon application for a Section 80 demolition notice.

7.0 GROUNDWORKS

Groundwork elements will require the removal of muck away from the process of excavating foundations, reducing levels and excavation for underground drainage. It is most likely due to the restrictive nature of the site that a small to medium size tracked excavator will be used loading a small dumper truck which will move excavated material to the rear car park area ready for collection by a grab loader lorry.

Materials required for groundwork elements such as drainage, insulation, aggregates and reinforcement will be delivered and stored in the rear car park area. Ready mixed concrete will be used during the duration of the groundwork phase. This will be delivered using a ready mixed concrete lorry and will be directed to the area of work highlighted in the traffic management plan. Concrete will be placed either using a dumper truck or via a concrete pump, depending on the quantity being used.

The sequencing of the groundworks is likely to be as follows:

1. Reduce levels.
2. Excavate and lay drainage.
3. Excavate and lay ducts for new incoming services.
4. Excavate and concrete all new foundations.
5. Install mesh and gas membrane as required to slab area.
6. Concrete ground floor slab

8.00 SUPERSTRUCTURE WORKS TO NEW BUILD ELEMENTS

The sequencing of the superstructure works is likely to be as follows:

1. Install steel frame for each block.
2. Install cladding and roofing.
3. Install internal dividing walls.
4. Install external windows / doors / roller shutters
5. Install electrical and plumbing 1st fix and 2nd fix
6. Install kitchenette and W/C
7. Testing & Commissioning

Deliveries for the superstructure works shall be made from Bristol Avenue onto site and in accordance with the on-site traffic management plan. Delivery vehicles will range from transit size vans to artic lorries.

9.0 EXTERNAL WORKS

External works to the development will involve a number of elements and may change slightly for each phase of construction works. In summary, they can be classified as the following:

1. Hard landscaping and surfacing to roads and footpaths.
2. Soft Landscape planting
3. New Substation works
4. Cycle shelters

Deliveries for the external works shall be made from Bristol Avenue onto site and in accordance with the on-site traffic management plan. Delivery vehicles will range from transit size vans to artic lorries.

10.0 MANAGING INTERFACES WITH NEIGHBOURS & UTILITIES

Particular attention will be given to the neighbouring residents, local businesses, council tip and car park users during the entire construction process. The Wheeler Plan (the developer) propose to manage this key interface and ensure that the contractors keep residents and businesses informed as to works on site on a regular basis as the works progress.

The Principal Contractor will be the initial point of contact on site They will display site contact numbers on the site hoardings to provide the local residents and businesses with a method of dialogue.

If further utilities disconnections are required they will be managed by the Principal contractor who will ascertain which services are to be terminated, at which point they are to be terminated and the provision of access to utilities providers.

In the event that utilities providers require access to site, the Principal contractor will coordinate with the various providers.

It is envisaged that the existing utilities may require disconnection within the public highway or footpath. These works will be coordinated by the Principal contractor who will manage the disconnections and subsequent liaisons.

11.0 UNIT CONSTRUCTION METHOD

The proposed construction method for the units is traditional steel frame with brickwork cavity masonry wall to the front elevations with metal sheet cladding to the side elevations. All units are single story with concrete floor slabs and with either a roller shutter door or glazing.

12.0 PLANT AND EQUIPMENT

Table 12.1 gives an indication of the typical types of plant that would be used during the demolition and construction works.

It is anticipated that the demolition contractor would use conventional percussive breaking equipment for removing the ground floor slabs.

Table 12.1

Plant and Equipment	Demolition and Strip out	Ground work	Superstructure works to new build element	Fit out to new build units	External Works
Piling Rig(s)	-	-	-	-	-
Cutters, Drills & Small Tools	✓	✓	✓	✓	✓
Excavator/ Breaker	✓	✓	-	-	-
Floodlights	✓	✓	✓	-	-
Fork Lift Truck	✓	✓	✓	✓	✓
Hydraulic Benders and Cutters	✓	✓	-	✓	
Lorries/Vans	✓	✓	✓	✓	✓
Mobile Lorry-Mounted Concrete Pump	✓	✓	-	-	-
Mobile Lorry-Mounted Mobile Crane,	✓	✓	✓	-	-
Poker Vibrator	✓	✓	-	-	-
Ready Mixed Concrete Lorry	✓	✓	-	-	-
Scaffolding and Mobile Hydraulic Access Platforms	✓	✓	✓	✓	-
External Suspended access equipment	-	-	-	-	-
Tipper Lorry	✓	✓	-	-	-
Flat Bed Articulated lorry	✓	✓	✓	✓	✓
Large rigid lorries	✓	✓	✓	-	-
Track Mount Piling Rigs	-	-	-	-	-

Plant and equipment being delivered to site will be carefully managed by the site manager or the appropriate appointed person in charge and various vehicle marshals as required.

13.0 SITE HOURS OF WORK

Normal Site Working Hours will be as follows:

08:00 – 18:00 hours (Monday – Friday)

08:00 – 13:00 hours (Saturday)

Generally, working Sundays or Bank Holidays will not be required.

14.0 POTENTIAL ENVIRONMENTAL IMPACTS

All construction sites have the potential to cause temporary disruption to site users, neighbouring occupants, car users, pedestrians, and other sensitive receptors. Table 14.1 provides a brief summary of the main potential environmental effects which could arise in the absence of mitigation.

Table 14.1 Summary of Potential Impacts during Demolition and Construction

Issue	Potential Impacts
Transportation and Access	Temporary disruptions due to possible road closures and diversions. Traffic disruption caused by an increase in traffic and heavy goods vehicles (HGVs). Transfer of mud and materials from the vehicles on to the public highway.
Noise and Vibration	Temporary increased road noise and vibration generated from construction vehicles. Temporary increased noise and vibration levels generated by the use of construction plant and machinery.
Air Quality	Temporary generation of windblown dust from ground surfaces, stockpiles, vehicles, work areas crushing and grinding of materials. Generation of exhaust emissions from construction vehicles and plant.
Waste	Generation of demolition and construction waste from excavation and demolition together with packaging and damaged materials during construction.

<p>Ground Conditions and Contamination</p>	<p>Exposure of receptors (including workforce, the public and soils) to potential ground contamination. Mobilisation or release of contaminants to the shallow ground water during enabling works and earth works. Discharges and accidental spills from the storage of fuels and construction materials polluting the groundwater.</p>
<p>Water Resources and Flood Risk</p>	<p>Changes in surface water runoff regimes with surface water runoff polluted with silt and discharges and accidental spills from the storage of fuels and construction materials to drains and sewers. Risk of polluted run-off during the construction process.</p>

15.0 COMMUNICATIONS PROTOCOL

There will be regular and proactive liaison with third parties and the local council when appropriate. The main contractor shall ensure that contact numbers are made available to local residences and businesses via signage on the site hoarding.

16.0 MANAGEMENT OF CONSTRUCTION WORKS

The Principal Contractor shall employ a site manager to will deal with any queries from the public and other enquiries include complaints. Details will be made available via the site signage.

Any complaints will be logged and reported as required and will be dealt with swiftly.

17.0 SITE ACCOMMODATION OF THE WORKS

The location of the site welfare facility is identified in Appendix A. Site accommodation and welfare facilities will be sufficient to accommodate the numbers of operatives on site and will include the following:

- Small cabins to allow storage of small plant ie. Mixers, whacker plates, hand tools, consumables etc.
- Site offices
- Canteen and drying room
- WC and shower room
- Waste disposal area
- Open area to store heavy plant eg. Excavators, rollers, dumpers. Only plant and machinery that are required for the works will be kept on site.

18.0 PUBLIC SAFETY, EMERGENCIES AND ACCIDENTS

A clear and secure demarcation between operational activities and other areas will be maintained to ensure public safety. Particular attention will be paid to any crossing points on surrounding roads, demolition and construction routes, access gates and security arrangements. A 'clean site' policy will be maintained. Herras fencing will be used around the site to prevent public trespass and to provide information regarding the project. In all cases where there is a perceived risk to the public from construction works, measures would be put in place in the form of pedestrian diversions to maintain safe routes.

The contractor will be required to maintain high safety standards on-site and to be fully compliant with current health and safety legislation.

An Emergency Incident Plan would be in place to deal with potential spillages and/or pollution incidents. Any pollution incidents would be reported immediately to the regulatory bodies.

The nearest A & E Hospital is located at:

Blackpool Victoria Hospital
Whinney Heys Rd,
Blackpool
FY3 8NR
Tel: 01253 300000
Open 24hrs

19.0 MANAGEMENT OF SUB-CONTRACTORS

Where individual contracts are implemented (for example Demolition), these will incorporate relevant requirements as identified by the Pre-Construction Information and the Construction Phase Plan as well as statutory requirements. Potential sub-contractors will be required to demonstrate their competency for the works and how they manage health and safety on site.

It is likely that several specialist trade contractors will be used under the control of a Main Contractor.

20.0 MATERIALS STORAGE AND HANDLING

Contractors and their subcontractors will be expected to maintain a tidy site and to operate under the following principles:

Ordering:

- Just in time deliveries
- Order material lengths that are required on site to reduce waste
- Deliveries to be updated for programme changes when required.

Storage:

- Store materials correctly to avoid damage during storage
- Use secure storage to avoid loss, theft and vandalism

Delivery:

- Careful unloading practices to avoid damage during unloading
- Deliveries to be off loaded at the correct areas on site
- Refuse incorrect / non-scheduled deliveries

Handling:

- Avoid incorrect or repetitive handling of materials

Emphasis will be placed on the provision of appropriate storage conditions for raw materials and waste items. This will include the segregation of material for re-use on-site. Where this is not practicable, materials will be segregated for off-site recycling. The location of the waste storage facilities will be clearly labelled, identifying the materials that can be received in these areas. Provisions will be made for the following where required:

- Storage areas for raw materials and assembly areas for construction components should be located away from sensitive receptors.
- Any fuels, oils and chemicals that are used on-site will be stored in appropriate containers within a secure bunded compound in accordance with good site practice and located away from sensitive receptors.
- Skips will be provided for segregated waste streams for re-use and recycling. Waste shall be separated as follows:
 - Top Soil – Recycled
 - Inert Soil – Removed and disposed of at a local approved and licenced tip.
 - Contaminated Soils / Waste – removed and disposed of at a local approved and licenced tip.
 - Hardcore – Recycled
 - Metals – Recycled
 - Plastics – Recycled
 - Green Waste – Recycled
 - Plasterboard – Removed and disposed of at a local approved and licenced tip.
 - Domestic Waste (site cabins) – Removed and disposed of at a local approved and licensed tip.
 - Effluent – Connect into mains drainage
 - Timber – Removed and disposed of at a local approved and licensed tip.
- Dedicated skips will be provided for any residential construction waste that requires off-site disposal.
- Hazardous waste materials will be stored in a secure bunded compound in appropriate containers which are clearly labelled to identify their hazardous properties and are accompanied by the appropriate Control of Substances Hazardous to Health (COSHH) assessment sheets.
- Spill kits will be located in storage areas along with clear written procedures on how to address spillage if it occurs.
- Leaking or empty oil drums will be removed from the site immediately and disposed of via a licenced waste disposal contractor.

- Storage containers will be clearly marked on tanks and a notice displayed requiring that valves and trigger guns be locked when not in use.
- Storage areas and containers will be protected against vandalism and unauthorised interference and all containers will be turned off and securely locked when not in use.

A forklift truck or telehandler and other electronic or hydraulically operated plant may be used to distribute and transport materials around the site.

It is likely that several specialist trade contractors will be used under the control of a Main Contractor.

21.0 CONTROL OF NOISE, VIBRATION AND DUST

In a project of this scale and nature, it is recognised that noise, vibration and dust could give rise to local disturbance. These effects are an inevitable consequence of the demolition works, HGV traffic, ground excavations and other construction activities. Site specific best practice measures will therefore be implemented by contractors to minimise the disturbance to local residents and other potentially sensitive receptors. These measures will include:

- Phase the development to limit the number of machines and subcontractors that are on site.
- Careful selection of demolition / construction methods and plant to be used.
- Switch off plant when not in use.
- Regular maintenance and servicing of vehicles, plant and equipment.
- Appropriate handling and storage of materials.
- Operational hours (as per hours set out in the planning consent).
- No heavy plant will be operated between the hours of 6:00pm – 8:00am.
- Providing information to the local community, residents and businesses where appropriate.
- Breaking out of concrete structures will be undertaken where possible, using low noise impact methods including bursting and splitting rather than percussive breaking.
- Damping down services during dry weather.
- The use of dust screens where appropriate.
- Water to be used to dampen down dust where appropriate eg. Demolition operations and Stihl saw.
- Consideration of the use of electricity / LPG construction plant where feasible.

22.0 SITE DRAINAGE

A precautionary approach will be adopted to appropriately manage construction-derived surface water run-off and to prevent any release or mobilisation of pollutants, which could pose a potential risk to receptors such as groundwater. Best practice pollution prevention measures will be put in place to isolate environmentally damaging substances and prevent their release. Measure will include:

- Careful siting and bunding of fuel storage facilities and any areas used for the storage of potentially hazardous materials.

- Works involving concrete will be carefully controlled and ready-mix concrete wagons will be washed out in a safe area.
- Management of site drainage to prevent sediment laden / contaminated run-off entering the wider environment.
- Surface drainage will pass through settlement and oil interceptor facilities where required.
- Provision for the treatment and safe disposal of wastewaters, should they be required.

An emergency plan will be implemented forming part of the Construction Phase Plan outlining procedures to follow in the instance of any accidents involving spillages. This will involve the provision of on-site equipment for containing spillages, such as emergency booms and chemicals to soak up spillages. Should an incident occur, the Environment Agency and United Utilities will be contacted immediately.

23.0 TRAFFIC AND ACCESS MANAGEMENT

This section aims to provide practical guidance on the planning elements required in order to prevent vehicle accidents by avoiding hazards and controlling the risks arising from the use of vehicles in the demolition and construction of this project.

The starting point is therefore risk identification and assessment, and it will not be limited to within the site, but will also include interfaces with the public.

A project specific plan will be developed appropriate to the development, its location, the risks, the volume of pedestrians, vehicles and mobile plant, and the interface issues with the surrounding environment. Its purpose is to consider at the planning stage the arrangements to be set in place for the management of pedestrians and mobile plant / vehicles throughout the duration of the project.

A traffic and pedestrian management plan shall be drafted and reviewed on a regular basis and a various stages throughout the demolition and construction phases. This plan will also be issued at tender stage to ensure that adequate consideration is given by tendering contractors particularly to any site-specific constraints and conditions. Thereafter, it will be used at induction to explain the site arrangements to new personnel and displayed to allow visitors and site operatives to familiarise themselves with the site arrangements.

Access to the Works:

Site traffic will gain access to the site entrance via Bristol Avenue, Blackpool. Signage will be installed to direct traffic to the workforce / storage facilities.

Temporary Traffic Control and Management:

Works traffic movement will not be limited by the demolition works. A full cordon around the demolition area will be in place limiting access.

Vehicles will only leave site moving forwards as a turning head will be provided on site for vehicles to turn.

Where works are required to take place outside the site boundary for service connections or footpath works etc, traffic control and management will take place by a competent person. All required licences and permissions will be sought from the local authority before works commence.

Parking Facilities:

Vehicle parking will be available throughout the project in a designated area away from plant and deliveries. Parking areas will be supported with ground stabilisation to prevent excessive ground damage where required. The parking area will be cordoned off and clearly marked as a parking area only.

Vehicles are to remain on the car park during site activity. If vehicles arrive / leave during site working hours, the site manager shall direct them to ensure there are no accidents on site with plant or operatives.

There will be one allocated parking area on site that will remain throughout the duration of construction works.

Deliveries:

All deliveries will enter the site through the main entrance and will head towards the rear of the site to be carefully unloaded away from the building works.

The site will impose a speed restriction of 5mph throughout.

Deliveries of plant and other large loads are to be orchestrated so they arrive / leave within normal working hours.

Once a delivery arrives on site, the site manager will meet with the driver and explain where to go and the methods for unloading. The storage location shall be confirmed.

All deliveries will be unloaded using a telescopic handler driven by a trained and competent operative.

Pavement Crossovers:

Where access points are required across a public footpath or right of way, suitable pavement crossovers will be provided subject to local authority approval. These will be maintained for safe pedestrian and public vehicle passageway over the pavement crossovers.

Assessment:

Prior to commencing demolition and construction, a road assessment will be carried out including a dilapidation survey of the condition of roads and footpaths. The assessment will identify the following:

- Class of road
- Restrictions on the road (speed, weight, height)
- Traffic Conditions

- Condition of road and footpaths surrounding the site.

The Main Contractor will provide a jet wash to be used to clean dirt / building waste off vehicles and plant before leaving the site. A road sweeper will be deployed monthly to clean the surrounding roads. The site entrance will be jet washed and swept weekly to prevent build up.

Bristol Ave, Blackpool Site Set Up



KEY



Site
Accommodation



Car Parking



Plant & Material
Storage



Turning Circle



Delivery Access



Delivery Egress



Site Boundary