

Blackpool Victoria Hospital – New Laundry Building

# Demolition & Construction Management Plan

23.05.22



# Introduction

1.0

# 1.0 Introduction



## INTRODUCTION

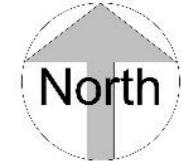
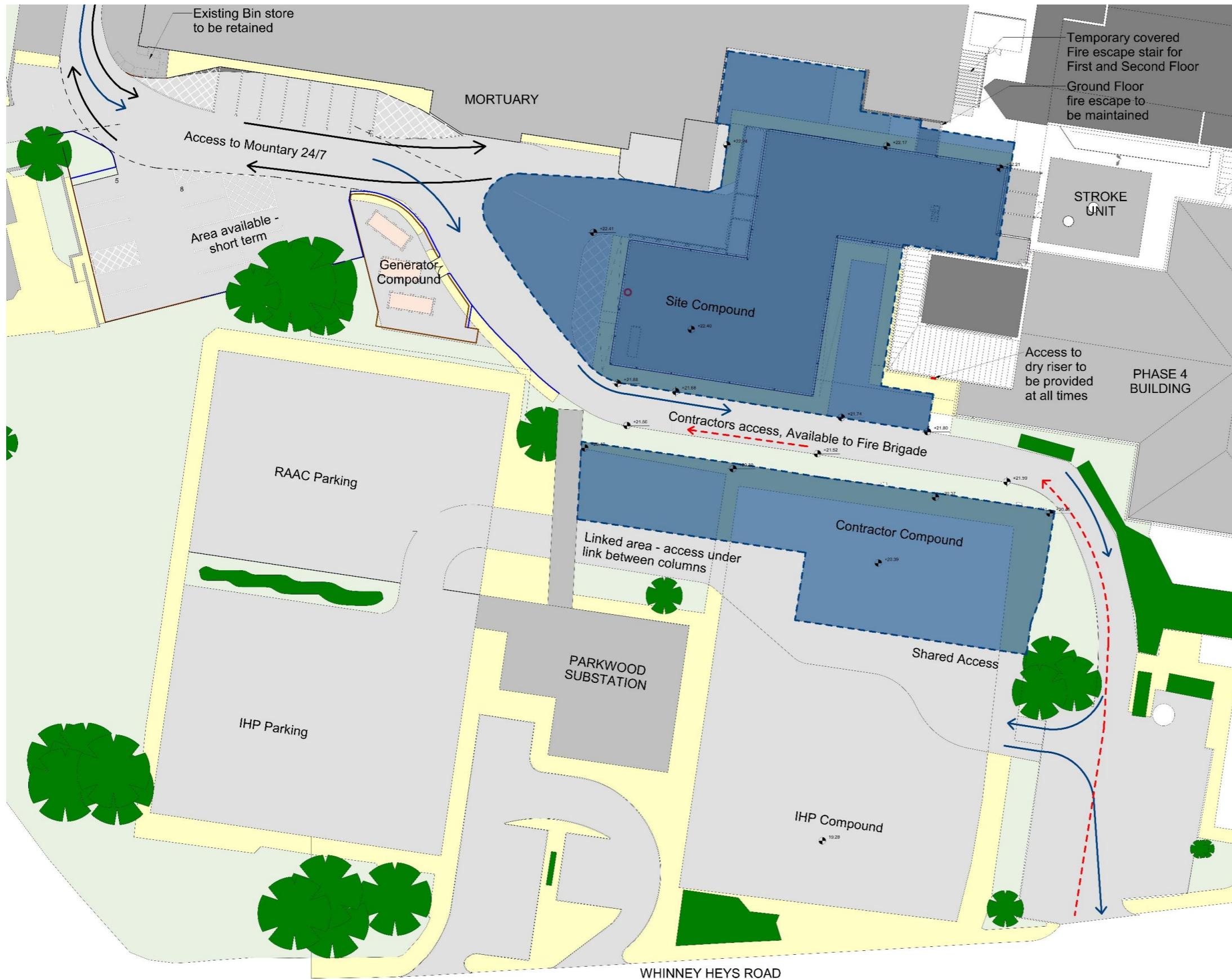
This document has been produced in order to facilitate the discharge of Planning Condition 5 of Planning Permission Ref: 21/1041, by Gilling Dod Architect's as the Agent for this application on behalf of Blackpool Teaching Hospitals NHS Foundation Trust as the Applicant.

All information provided within is in accordance with the Contract Preliminaries of this project, however responsibility for adhering to the principles set out within remains with the appointed Main Contractor.

# Demolition & Construction Management Plan

2.0

## 2.1 Contractor's Site Plan



### NOTES

Drawing to be read in conjunction with Client 'As Built' information and all relevant Structural Engineer's and Mechanical & Electrical's design proposals.

Site Plan based upon Client supplied survey, refer to Survey Systems DWG No's 20034B-TOPO-UTIL-A0 and 20034B-TOPO-3D for details.

Drawing is used for co-ordination purposes only and should not be referred to as construction information.

### LEGEND

- Contractor Access (single direction of travel)
- Mortuary Access (to be maintained at all time)
- - - Fire Brigade Access (to be maintained at all times)
- Contractors Site and Laydown Area

## 2.2 Contractor's Site Arrangements

### CONTRACTOR'S COMPOUND AND STORAGE ARRANGEMENTS

As can be seen from the proposed Site Plan overleaf, whilst the Construction Site itself is constrained by the surrounding existing buildings, the Main Contractor has been provided with a large compound directly opposite on the former Parkwood site on which to establish its accommodation, receive deliveries and store construction materials.

Access to and from the Contractors Compound will be strictly controlled by the Main Contractor ensuring that no unauthorised accessed is possible to the compound and that journeys between the compound and the site are controlled in such a way as to avoid/minimise any disruption to the ongoing operation of the hospital estate.

### PROVISION FOR SITE OPERATIVES, VISITORS, PARKING & CONSTRCUTION LOADING/OFFLOADING

All welfare and office/meeting facilities for site operatives and visitors will be provided by the Main Contractor within the compound area identified in the preceding Contractor's Site Plan.

Sufficient space has been allowed within the Contractor's Compounded for articulated delivery vehicles to access, materials to be removed and laid down, and the vehicle to turn around and leave by the same access point by which it arrived. Deliveries from the Contractor's Compound to the Construction Site will be managed by the Main Contractor, however it should be noted that the access road is not accessible by an articulated vehicle, and that all journeys should be kept to a minimum and strictly controlled by the Main Contractor to minimise/eliminate disruption to the operation of the hospital estate.

### ROUTING OF CONSTRCUTION TRAFFIC

A one way system of site traffic is proposed (refer to blue arrows on the preceding Contractor's Site Plan), with vehicles accessing the hospital site from the existing entrance on East Park Drive, travelling by means of the existing hospital access road to either the Construction Site or the Contractor's Compound and then leaving by the existing junction onto Whinney Heys Road.

It should be noted that all times during the demolition and construction works access to these roads by hospital staff and in particular the fire brigade will be retained.

## 2.2 Dust Mitigation



### DUST MITIGATION

The principal demolition works for this project relate to the dismantling and removal of the existing First and Second Floor glazed link bridge that currently connects the 'Phase 4' accommodation to the Aster Ward building, and which are being replaced as part of the New Laundry Building works (see image below).



It is proposed that the demolition of the link bridge will comprise the first four weeks of the programme, and due to the risks of working at height the structure will be dismantled in large sections with hydraulic machinery and broken into smaller pieces for removal from site once on the ground. Due to the composition of the link bridge being primarily steel and glass it is not anticipated a large amount of dust will be created, however the Main Contractor will use a combination of water suppression, on tool extraction and solid site hoardings to ensure that any dust created is kept within the confines of the construction site and does not impact upon any adjacent buildings or the wider area.

## 2.2 Noise Mitigation



### NOISE MITIGATION

Due to the close proximity of 'live' hospital buildings to the construction site, the Main Contractor will be required to develop a Noise and Vibration Plan, taking into account the requirements of Section 61 of the Control of Pollution Act (1974), and which will be adhered to throughout the duration of the demolition and construction works.

The main principle of the Noise and Vibration Plan will be to control noise and vibration at source in order to minimise/eliminate the possibility of disruption and discomfort to the adjacent building and wider surrounding area. The main ways in which this will be achieved are as follows:

- Agree noise and vibration for demolition and construction activities limits with the Client on site.
- Ensure all items of plant and machinery are fitted with appropriate noise mitigation devices.
- Controlling noise through the use of acoustic screens/hoardings.
- Ensuring site working hours agreed with Client are appropriate and adhered to.
- Ensuring delivery and removal journeys are kept to a minimum and are in agreed site working hours.
- Ensure ongoing noise monitoring throughout the duration of the demolition and construction works.

## 2.3 Site Specifics



### SITE HOURS AND DAYS OF WORKING

Site working hours are generally agreed to be between 7am to 5pm Monday to Friday. Should out of hours working be required for practical or programme based reasons, this will be requested formally by the Main Contractor and reviewed by the Client prior to any approval.

### ARRANGEMENTS TO MINIMISE MUD AND SIMILAR DEBRIS ON THE ADJACENT HIGHWAYS

During demolition and initial excavation and piling activities the Main contractor will be required to ensure that wheel washing facilities are available for all vehicles visiting the construction site to ensure that no mud or similar construction debris is deposited on to the hospitals roads adjacent or more widely onto any local highway. Similarly, should conditions require it the Main Contractor is required to ensure regular road sweeping of the local area is undertaken to ensure roads remain clean and safe.

Once demolition works are complete, most vehicles visiting site will not enter the construction site, but will instead visit the Contractor's Site Compound, which is a fully stoned area on the former site of the Parkwood Building (see enclosed Contractors site Layout) and as such the risk of mud and construction debris being deposited onto the adjacent highways will be minimal, however, the Main Contractor will be required to ensure all local hospital roads and any adjacent public highways are kept fully swept as and when conditions require.

### MEASURES TO PREVENT CONTAMINATION OF SURFACE AND SUB-SURFACE WATER BODIES

The location of all existing surface and sub-face drainage is well understood as part of the design process for the new Laundry Building and as a result the Main Contractor will be required to ensure that all elements of drainage, particularly those that discharge into local water course, are effectively protected from any surface water/pollution created by demolition and construction activities.

The principal means by which this will be achieved will be mitigation, ensuing that there is as little as possible surface run off created by the demolition and construction activities and secondly through effective bunding of any gullies, manhole etc. that may allow surface water to enter the existing drainage network.



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