CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

McDonald's Wrexham, Crescent Road (ST2543)

Prepared for: McDonald's Restaurants Limited
Ref: 004_4240121_ZM_CEMP_Issue 2

Document History

Issue	Date	Description	Prepared By	Checked By
1	18-09-24	First Issue	H George	K Jackson
2	02 July 25	Site Layout Updated	H George	K Jackson

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol
postbox@glanvillegroup.com | www.glanvillegroup.com

© Glanville Consultants Ltd. All rights reserved.

This report contains confidential information intended solely for the recipient. No part of this report may be copied, reproduced or stored electronically without prior written permission from Glanville Consultants Ltd. This report has been prepared in accordance with the commissioning brief and is for the client's exclusive use unless otherwise agreed in writing. Glanville Consultants Ltd does not accept liability for any use of this report, other than for the purposes for which it was originally prepared and provided. Third parties should not use or rely on the contents of this report without written permission from Glanville Consultants Ltd.

Contents

1.0 Introduction 1
2.0 Existing Conditions 1
3.0 Construction Conditions 1
4.0 Main Plant 2
5.0 Health and Safety 2
6.0 Fire and Emergency Procedures 2
7.0 Protection of the Public and Pedestrians 3
8.0 Delivery Times, Planning and Monitoring 3
9.0 Site Access, Construction Traffic Management and Routing 4
10.0 Staff Transport and Parking 4
11.0 Construction Site Layout 5
12.0 Storage 5
13.0 Waste Disposal 5
14.0 Environmental Issues 6
15.0 Control of Noise 6
16.0 Control of Dust, Smell and other Effluvia 7
17.0 Wheel Cleansing Facilities 9

Tables

Table 1: Dust Control Measures During Construction

Figures

Figure 1: Construction Environmental Management Plan

1.0 Introduction

1.1 McDonald's Restaurants Ltd have appointed Glanville Consultants to prepare a Construction Environmental Management Plan (CEMP), for the proposed McDonald's Restaurant to be located at Wrexham Crescent Road.

1.2 This CEMP is limited to the above buildings and associated groundworks, up to practical completion of construction works. Construction works will be carried out in accordance with this plan and any revisions of the plan which are subsequently agreed with the appropriate authorities.

2.0 Existing Conditions

2.1 The site extends to approximately 0.280ha and is located within the greater car park of the existing Tesco Extra in Crescent Road Wrexham. The poste Code of the Tesco is LL13 8HF. It is located approximately 1.2km east of the Wrexham Train Station. The site is east of the A489, and is surrounded by adjacent Commercial dvelopments.

3.0 Construction Conditions

3.1 The existing car parking site will be re-developed to provide a new McDonald's restaurant with associated parking and drive thru lanes.

3.2 The proposed McDonald's restaurant is a modular building, manufactured off-site and assembled on site. The design finished levels will be set to accommodate the surrounding levels and will be slightly higher than existing land to minimise the extent of filling and excavation requirements. Existing pavements and subbase materials will be recycled where possible. Where possible, excavated suitable natural materials will also be re-used as bulk fill, to reduce the volume of spoil to be removed and fill to be imported to the site.

3.3 Given the nature of the construction works described above, the volume of HGV vehicles using the site during construction will be less than normal. The majority of traffic movements will be contractors' vehicles, consisting of cars and vans.

3.4 The duration of construction works is likely to be approximately 14 weeks.

3.5 Local residents, if required, may be informed by letter of the expected construction periods as well as contact details for site staff, should they have any queries or concerns.

3.6 Working Hours shall be as follows: -

Monday to Friday	07:30 to 18:00	
Saturday	07:30 to 12:00	(Noon)

4.0 Main Plant

4.1 A pilling rig may be required, subject to detailed design.

4.2 360^0 machines will be used for excavation and bulk loading which will be sized to access and operate within the confines of the site.

4.3 Air quality within the site will be continually monitored and action taken if required. Lorry mounted hiabs will be used to off load most items required for the works.

4.4 There will be a requirement for craneage during the course of the construction works. Craneage will be on a contract hire basis and kept to a minimum.

5.0 Health and Safety

5.1 The appointed contractors will carry out all operations on this development in full compliance with all relevant health and safety regulations, which includes making the statutory notification to the Health and Safety Executive (HSE) using notification form F10. The Construction Phase Health and Safety Plan will be drawn up by the Principal Contractor. This will then be updated as the development progresses.

5.2 This CEMP includes details of traffic management, and these details will be implemented and amended to suit the progress of construction. The CEMP will include both pedestrian and vehicle routes to and from the site, as well as movement on the site itself. This is discussed in greater depth later in this document.

5.3 All contractors employed by McDonald's Restaurants Ltd will attend a pre-contract meeting at the start of the relevant phase, during which their health and safety documentation will be reviewed and amended as necessary. These meetings will be fully documented.

5.4 All relevant health and safety signage will be displayed as necessary.

6.0 Fire and Emergency Procedures

6.1 Contact names and telephone numbers will be made available in case of 'out of hours' emergencies relating to the site. This information will be displayed on the hoarding.

6.2 The Principal Contractor shall implement procedures to protect the site from fire.

6.3 A Site Fire Safety Co-ordinator will be appointed to assess the degree of fire risk and formulate a Site Fire Safety Plan, which will be updated as necessary as the works progress and will also include the following:

- -Hot Work Permit regime.
- Installation of the site fire-fighting equipment e.g. establishing fire points and installing and maintaining fire extinguishers etc.
- Evacuation alarm.
- Material storage and waste control.
- Fire Brigade access.

7.0 Protection of the Public and Pedestrians

7.1 The boundary to the site will be reinforced where necessary with hoarding/fencing, to prevent unauthorised access. Boundary hoarding/fencing will be erected prior to any construction works commencing on site.

7.2 On the hoarding/fencing will be an appropriate number of notices prohibiting unauthorised entry, including a contact procedure and number for any queries, complaints and/or emergencies in line with the Considerate Constructors Scheme. Gates will control access on and off the site at the point indicated in Figure 1 and these will be securely locked at the end of each working day. A banksman will be in attendance whilst any construction vehicles enter or exit the site to ensure pedestrian and vehicle safety.

7.3 A daily check will be completed of site security fencing, gates, and external signs in addition to the normal on-site safety inspections.

8.0 Delivery Times, Planning and Monitoring

8.1 Deliveries will be scheduled, and drivers will contact the site manager to ensure the deliveries can be accepted. All site traffic will be directed into the site. No loading, unloading, or waiting will be permitted from the public highway. This will be monitored by site security staff.

8.2 Deliveries will be programmed to be as efficient as possible, minimising vehicle movements and journey distances using the following principles:

- Procurement of materials from local suppliers where possible and appropriate.
- Delivery of waste or recyclable materials to local centers if possible.
- Maximising the size of loads by appropriately sizing on site storage areas and calculating material and waste loads accurately.
- Maximising the size of loads by coordinating material requirements and placing larger orders with fewer suppliers.
- If possible, use delivery vehicles to remove waste.

8.3 Deliveries will be monitored against the delivery plan to check the time, vehicle and route taken from the site. Drivers not complying with the requirements of this plan will be contacted and appropriate action taken.

9.0 Site Access, Construction Traffic Management and Routing

9.1 The site is accessed from the A483 to the west, from the north via the A5156. Construction traffic will be directed to use the most direct route to minimise disruption to avoid minor residential roads. Once within the Tesco Extra site via the A534 or A5152 clear signage will direct construction traffic directly into the works area. A banksman will ensure deliveries are taken safely through the car park. See Figure 2 for the delivery route.

9.2 After securing the site, the first activity will be to set up the site routes, accommodation, and signage in accordance with the Figure 2 plan. Figure 1 shows a Construction Site Layout suitable during the initial and main site set up phase. A similar layout may be utilised during the groundworks and finishes

phases of construction, although the vehicle turnaround areas will need to move whilst works are in progress in those areas.

9.3 Figure 2 demonstrates the ability for HGVs to enter and exit the site in a forward gear with no requirement for any vehicles to reverse onto or off the highway at any time.

9.4 Figure 1 shows the access position and route for pedestrians, HGVs and staff parking. This plan will be updated for each stage of construction showing the appropriate separation and guarding of activities for safe working. The modular building is craned into position, with the crane being a mobile one and the modules brought in on HGV vehicles.

9.5 Site staff will follow a procedure to regulate, direct and monitor pedestrian and vehicle movements in and out of the site. All drivers and pedestrians will be asked to sign in and out of the site and the induction status of staff will be checked accordingly. Those requiring a site induction will be taken to the appropriate area for this task to be completed.

9.6 Site staff and banksmen will be given training appropriate to their roles. This training will be updated with changes in the construction stages which may require different vehicle access rules and pedestrian routing.

9.7 Vehicles will only access the site using the designated access point as shown on Figure 1 and no vehicles or machinery will be permitted to stand or wait on the public highway.

9.8 No machinery will be permitted to operate over the public highway and no materials will be off-loaded or stored on the public highway.

10.0 Staff Transport and Parking

10.1 All construction staff will be provided with information regarding local public transport options and encouraged to travel to site using sustainable transport modes.

10.2 The main form of public transport close to the site is buses with bus stops on the north side of Three Gates Road, within 160m of the site. When travelling by car to site, all construction personnel will be inducted on the rules for parking on site.

11.0 Construction Site Layout

11.1 The positioning of vehicle and pedestrian routes, site offices, loading and unloading areas, material waste storage and re-cycling, staff parking may be subject to changes by the main contractor as construction operations progress.

11.2 Different stages of construction will require movement of some of the temporary facilities and traffic routes which will be illustrated on updated Construction Site Layout Plans.

11.3 Any adjustment of vehicle routes will take into account the turning manoeuvre of the largest vehicle expected to use those routes.

11.4 Figure 1 illustrates the proposed layout of temporary construction facilities and routes to enable work to proceed at the start of the construction stage. This Construction Site Layout plan demonstrates

adequate space on site to manage construction activities without causing an unacceptable impact upon the surrounding highway network.

12.0 Storage

12.1 Materials will be offloaded from delivery vehicles and then moved to the appropriate designated areas by mechanical means where necessary/appropriate. Any vehicle movement will be in line with the relevant Construction Management plan and the designated site routes.

12.2 All materials will be stored on site in accordance with the manufacturers' instructions, pollution prevention guidance and dust mitigation measures which will include bunded areas for liquids and chemicals, and coverings or dampening for any potentially dusty materials.

13.0 Waste Disposal

13.1 Every effort will be made to keep waste materials to a minimum during the construction operations. Any waste that is unavoidable will be disposed of as per the manufacturers' instructions and with regards to COSHH and waste regulations and guidelines.

13.2 A Site Waste Management Plan will be developed by the Principal Contractor prior to the commencement of work on site with targets set for the management, monitoring and reduction of site waste. Separate skips are to be used on site, where possible, to segregate waste before a licenced waste carrier removes it. On no account will waste materials be burnt on site.

13.3 The proposed site levels will be slightly higher than existing, to reduce as far as possible the removal and import of road construction materials.

14.0 Environmental Issues

14.1 The Principal Contractor will operate an environmental policy in which the following objectives are pursued to: -

- Conduct activities with proper regard to the protection of the environment.
- Comply with all relevant regulatory and legislative requirements and codes of practice.
- Communicate with local communities to ensure the work causes the minimal disturbance and disruption.
- Ensure that staff have a good understanding of the environmental impacts of the project and what is expected of them to minimise the impacts.
- Ensure that suppliers and sub-contractors are aware of the plan and ensure the same standards to their own work.
- Latest Relevant Covid 19 Government Guidelines to be followed as required.

14.2 During the early stages of the project the following activities will be carried out to deal with environmental management: -

- Preparation of the Project Environmental Plan.
- Preparation and consultation with client and statutory authorities to obtain any approved licences and consents and putting any controls in place through the Project Environmental Plan.

15.0 Control of Noise

15.1 Best practicable means will be always employed and in all areas within the site to minimise noise and vibration emissions from construction operations. The relevant recommendations for the control of noise and vibration on construction and open sites, as described in the approved Code of Practice BS5228:2009, will be adopted.

15.2 In general the following measures will be taken: -

- All handheld and portable equipment where practicable will be electrically powered.
- All plants and equipment will be maintained in good working order.
- Plant, when in operation intermittently, will be switched off during periods of inactivity.
- All vehicles will observe site speed limits.
- Stationary equipment and plant will be placed so as to provide a screening to other items of plant and located to provide minimum noise emissions in the direction of noise sensitive areas.
- Care will be taken when loading and unloading materials to limit impact noise.
- Vehicles will not be permitted to queue on the road or pavement outside the site access.
- Vehicles parked within the site, outside working hours will have their engines switched off.
- Vehicle routes and traffic management plans will be arranged to avoid where possible any reversing operations.
- Activities which can produce significant levels of noise will be arranged for times which are less likely to cause disturbance.

15.3 In addition to the above, any plant on site will be compliant with EU/UK noise limits applicable to that equipment or is no noisier than would be expected from the noise levels quoted in BS5228. All plant will be maintained properly and operate in accordance with manufacturers recommendations. All plant will be fitted with appropriate noise and vibration attenuation measures in place, based on guidance given in BS5228.

16.0 Control of Dust, Smell and other Effluvia

16.1 The measures set out in Table 1 summarise the measures set out within the IAQM guidance.

Table 1 – Dust Control Measures During Construction

Issue	Control Measure
Communic-ations	•Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. •Display the head or regional office contact information. •Develop and implement DMP measures.
Site Management	•Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, & record the measures taken. •Make the complaints log available to the local authority when asked. •Record any exceptional incidents that cause dust and/or air emissions, either on- or offsite, and the action taken to resolve the situation in the logbook.
Monitoring	•Undertake on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. •Carry out regular

	site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked. •Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. •Agree dust deposition, dust flux, or real-time PM10 continuous monitoring locations with the Local Authority.
Preparing & Maintaining the Site	•Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible. •Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site. •Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period. •Avoid site runoff of water or mud. •Keep site fencing, barriers and scaffolding clean using wet methods. •Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below. •Cover, seed, or fence stockpiles to prevent wind whipping.
Operating Vehicle/ Machinery & Sustainable Travel	•Ensure all vehicles switch off engines when stationary - no idling vehicles. •Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable. •Impose and signpost a maximum-speed-limit of 10mph on site. •Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials. •Implement a Travel Plan that supports and encourages sustainable travel.
Operations	• Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g., suitable local exhaust ventilation systems. • Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate. • Use enclosed chutes and conveyors and covered skips. • Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate. • Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
Waste Management	• Avoid bonfires and burning of waste materials.
Earthworks	•Don't strip existing topsoil or surfacing until ready to work in that area. •Complete preliminary surfacing / topsoiling as soon as possible to seal subbase / soil, preventing damage and reducing dust generation.
Construction	• Avoid scabbling (roughening of concrete surfaces) if possible. • Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.
Trackout	•Use water-assisted dust sweeper(s) on the access roads, to remove, as necessary, any material tracked out of the site. • Avoid dry sweeping of large areas. • Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.

	•Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable. • Record all inspections of haul routes and any subsequent action in a site logbook. • Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned. • Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable). • Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permit. •Access gates to be located at least 10 m, from receptors where possible.

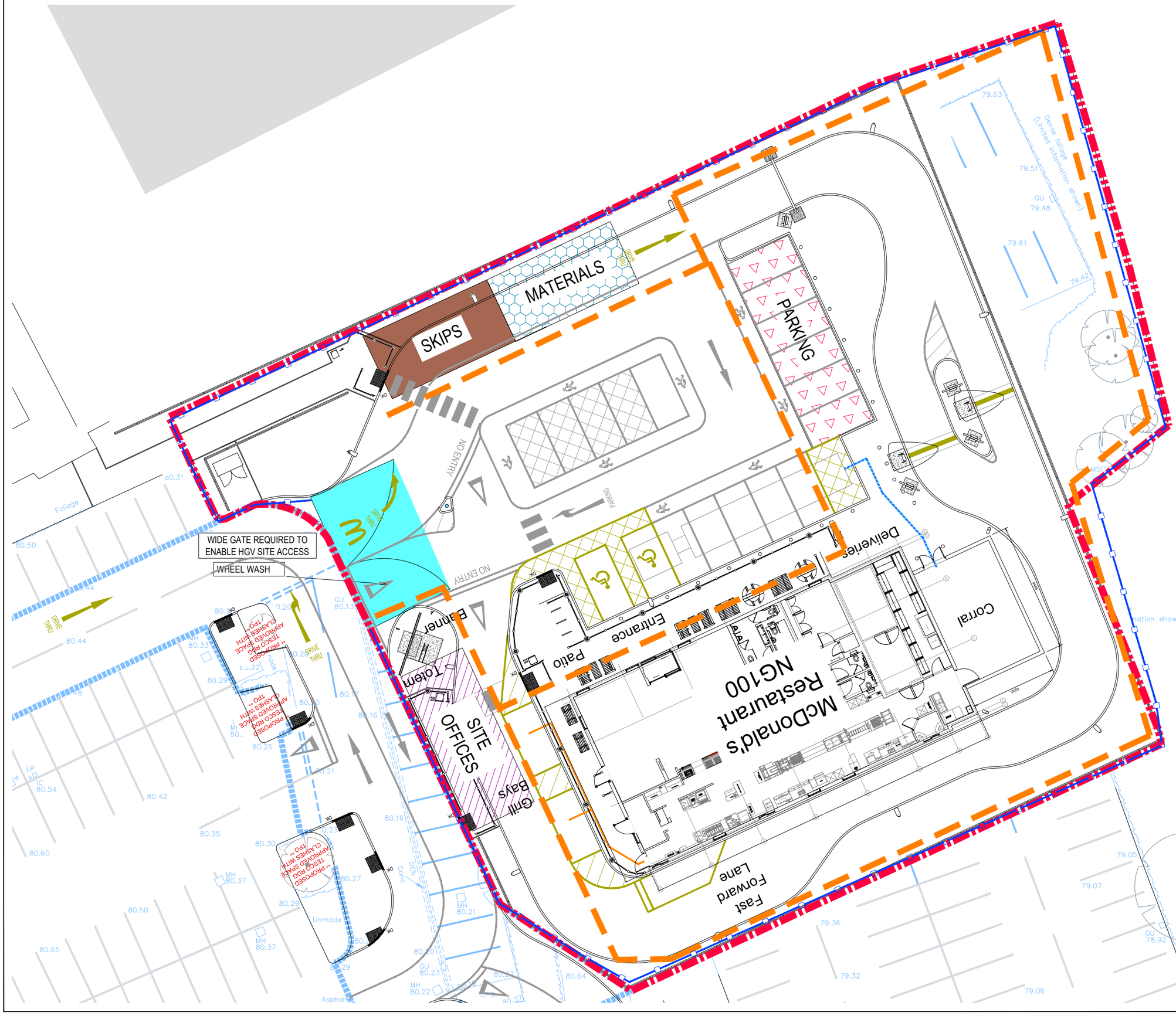
17.0 Wheel Cleansing Facilities

17.1 There will be some excavations for services and drainage works and some minor re-shaping of levels. During these phases of the development, wheel cleansing and road sweeping will be applied as necessary. As soon as practicable, excavations will be reinstated reducing any potential for tracking any dirt or mud onto customer parking areas or public roads.

17.2 During the remainder of the construction period, the cleanliness of the site roads and roads surrounding the development will be monitored and road sweepers brought in as and when required.

17.3 Wheel cleansing facilities will be employed as shown in Figure 1.

Figures



NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS, DOCUMENTS AND SPECIFICATIONS. ANY DISCREPANCIES BETWEEN INFORMATION SHOWN ON THIS AND ANY OTHER DRAWING SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
2. DO NOT SCALE FROM THIS DRAWING. WORK TO FIGURED DIMENSIONS ONLY.
3. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS SPECIFICALLY STATED AS 'FOR CONSTRUCTION' IN THE DRAWING STATUS.
4. ALL DRAWING INFORMATION MUST BE READ FROM HARD COPY / PDF FILES ONLY, MARKED CHECKED. BEFORE PROCEEDING PLEASE ENSURE THE ISSUE STATUS IS APPROPRIATE FOR THE INTENDED USE. ALL INFORMATION EXTRACTED DIRECTLY FROM DRAWING FILES (E.G. DWG'S) IS DONE SO ENTIRELY AT THE USERS RISK.

KEY

- SITE BOUNDARY
- TOPOGRAPHICAL SURVEY
- OS MAP
- PROPOSED SITE LAYOUT
- CONSTRUCTION HERAS FENCING (HOARDING)
- PEDESTRIAN ROUTE
- SITE OFFICES (AND WELFARE)
- SITE PARKING
- SITE MATERIALS STORAGE
- SITE WASTE (SKIPS)
- WHEEL WASH (DISCONTINUED ONCE TARMAC INSTALLED)
- GATE

FIGURE 1

McDonald's ™

FOR INFORMATION ONLY

Rev.	Description	Date	By	Chkd
I2	SITE LAYOUT UPDATED	13/02/25	LF	HBG
I1	ISSUE FOR INFORMATION	11/09/24	LF	HBG

Glanville
Survey > Plan > Engineer

Civil Engineering · Structural Engineering · Transport Planning · Highways Engineering · Building Surveying · Geomatics

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

Client : McDonald's RESTAURANT

Project : McDONALD'S RESTAURANT
CRESCENT ROAD, WREXHAM
CLWYD, WALES, LL13 8HF

Title : PROPOSED SITE LAYOUT

Engineer : HBG | Date : SEPT '24

Director : HBG | Scale : AS SHOWN @ A3

Status : INFORMATION

Drawing No. 4240121-SK13 | Rev I2

Hertfordshire | Oxfordshire | Cambridgeshire | Bristol

postbox@glanvillegroup.com | www.glanvillegroup.com

Glanville
Survey > Plan > Engineer

Glanville Consultants Ltd, Registered office: 3 Grovelands Business Centre, Boundary Way, Hemel Hempstead, Hertfordshire, HP2 7TE