MARSHALL

CONSTRUCTION GROUP

Development at Dearne Valley Park Way, Barnsley

Planning Ref 2021/0479

Construction Management Plan (CMP)

REV B January 2025

Introduction and Project Description

The principal aims of this plan are to ensure the effective management of on-site operations in order to mitigate any potential impact on the environment.

To ensure Management Systems are in place to satisfy the requirements of;
MCWY Environmental Management System, Planning Requirements, The Project Specification and The Project BREEAM Requirements (Excellent Rating) via BREEAM 2018. The CMP is to be read in conjunction with the attached Appendices.

The site is located approximately 1/2mile from Birdwell Interchange at Junction 36 of the M1, a short distance down the A6195 Dearne Valley Parkway then a right turn onto Sheffield Road and the site is immediate on the left. The project consists of the construction of a total 124,700ft² in 3No industrial units including integral offices. The scheme will incorporate all required drainage, hard and soft landscaping, service yards and carparking areas.

Contents

1.00 Construction Management Issues

The following management issues have been identified and will be specifically addressed in Section 3 of this plan with corresponding paragraph numbers: -

a) Construction Method Statement Incl. Machinery and Equipment

b) Proposed Working Hours

c) Segregation and recycling of waste (waste management).

d) Control of vibration, air, light, & noise pollution.

e) Control of air pollution

f) Site Water Management

g) Prevention of nuisance from temporary lighting & vibration.

h) Access to and from site & construction traffic routes including parking of site operatives and visitors' vehicles and Fencing.

i) Deliveries & unloading

j) Provision of on-site parking facilities.

k) Safe storage of fuel/hazardous liquids on site.

l) Prevention of mud/debris being deposited on the highway.

m) Use of timber from sustainable/recycled sources.

n) Storage of materials & heavy plant on site

o) Supplier Procurement.

p) Monitoring/control of water usage

q) Monitoring/control of energy consumption

r) Signage Strategy

s) Access by Emergency Vehicles

t) Complaints/ review Procedure

2.0 Construction Methodology and Environmental Control Measures

a/ Construction Method Statement incl. materials, machinery and equipment used.

Site accommodation and health and welfare provisions will be established immediately on accessing the site. These will be located as per the attached site plan/ logistics mark up. The proposed site accommodation will contain offices, toilets, storage containers canteen facilities, and drying rooms. A gatehouse will be located at the site entrance to direct visitors and deliveries as well as register operatives on or off site.

Tree protection fencing, erected in accordance with BS 5837: 2012 fig 3 (Herras fencing with stabilizer struts), will be erected to wooded northern eastern site boundary. The remaining site boundaries will be secured with heras fencing. (All as noted on Appendix A).

The site will be accessed via the existing roundabout entry/exit on Sheffield Road. All construction access to the site will be via this gate and all access across the site will be by internal site Haul Routes as indicated on Site plan / logistics mark up (See Appendix A). The gates into the site from the estate roundabout will be set back to allow a vehicle to be waiting to enter the site area without blocking the roundabout.

The site will be set out, the proposed site layout checked and any existing easements /services established and marked out. Provisions (i.e., grips)to control any existing groundwater will be provided and the site will be cut and filled to establish site levels using existing material as much as possible with the import of stone as required to achieve the required construction beds. Excavation equipment consisting; bulldozers, 360º Back-actors, Moxy/Dumpers and a number of Transport Wagons (as required) will be provided pending the final scheme.

The existing onsite topsoil across the site will be addressed as the first operation. Topsoil will be removed over a period of approx. 2/3 months.

It is anticipated that ground improvement works will be required in the form of Rolling Dynamic Compaction. This will be carried out once the site strip and reduce level dig has been completed.

A external kingpost retaining wall will be installed to the east side of the site in the form of steel beams and concrete infill panels.

The building sequence is proposed as Unit 3 then 2, 1, working towards the site entrance. The haul roads will gradually be withdrawn back as areas are completed with the Units Completed and Handed over in line with this sequence.

Foundations will follow the completion of areas of site preparation to the building areas.

Building works will generally progress working away from the office end (This is generally so that the site office works can commence as soon as possible)

The building structures will consist of a steel frame (1-2 portals) with an office structure integral - within the building footprints. Where there are 2No portals the frame will utilise common central hit and miss columns where possible the steel frame will be erected using min 1-2No Mobile cranes and assisted by cherry-pickers to access the high-level

Mobile Cranes will also be required for lifting precast lift shafts and wall units, these will be brought in on an ad hoc basis as required

Roof Nets, gutters and Metal Roof cladding will then commence, accessed via proprietary staircases upto the roof level. The wall cladding will commence shortly after and will be completed once the temporary fall protection for the roof installation has been removed.

The internal floor slabs will be cast over a period of approx. 5 months (not continuous) using a laser-screed and powerfloats to achieve the required surface finish and level with the concrete being tipped from wagons into place. Concrete to external slabs will be placed by concrete pump and finished with a beam-screeder and hand floats. The external slabs will commence as soon as clear areas are available, so that any excavated areas are surfaced therefore minimizing dust. The last slabs will follow the completion of the internal slabs as access routes will be required to the internal area.

Services and finishes to the offices will commence as soon as the structure is available and simultaneous with the warehouse construction. The completion of the carpark will follow; the cladding & the glazing to the offices and completion of the incoming services.

Pending availability, the site will ideally be powered from a mains electric supply , however if this is not available power will be provided by generators in the short term.

b/ Proposed Working Hours

During the construction/remediation phase no onsite works (except in an emergency) will be carried out outside the permitted site hours stated below.

Permitted Working Hours
08:00-18:00 Mon-Fri,
09:00-1300 Sat.
No working on Sundays or Bank Holidays.

This includes heavy goods vehicles entering or leaving the site and no work comprising the use of plant, machinery, or equipment.
Deliveries of materials will only be allowed during the permitted hours.

We propose that staff and operatives will be able to access site in advance of the above times in readiness to commence site works at 08:00 Monday-Friday & when applicable 09:00 Saturdays.

c/ Segregation and recycling of waste

The following general waste management principles will be adopted:

- Wherever possible, waste from construction operations will be segregated into categories in line with the Site Waste Management Plan (SWMP).
- Waste is to be designed out where possible. Decisions will be made by the design team and client during the design phase which relate to Waste Management
- The SWMP will be updated throughout the contract period.
- Subcontractor’s waste will also be monitored with waste carrier’s details/disposal information required.

- Proof of Waste Disposal Licences are required from all Waste Disposal Contractors in order to satisfy our Duty of Care.

- At least 80% by weight or 70% by volume of construction waste generated by the project will be diverted from landfill by recycling off site. Reports to be issued from skip companies to reflect this

- Targets for the minimisation of waste will be set in the SWMP using the Breeam target/m^3 of waste (per 100m^2 gross internal floor area). The project will aim to produce no more than 3.4m3 vol or 3.2 tonnes of non-hazardous construction waste per 100m^2

- Letters of appointment required to Waste Management Contractors.

- There is no general demolition involved in this project.

d/ Control of vibration & noise pollution from construction operations:

1. No works audible at the site boundary are to be carried out outside normal working hours (see above) without prior approval of the local planning authority. All likely sources of noise to be identified and a noise assessment to be carried out where necessary. Due to the size and location of the site, some working areas will be a substantial distance from neighbouring buildings.

2. Likely sources of noise are to be identified and a noise assessment is to be carried out where necessary. Due to the size of the site, some working areas will be a substantial distance from neighbouring residential buildings min. 120m in South.

3. Piling is not anticipated to be required on the buildings, however an external retaining wall in the form a kingpost system will be installed on the eastern site boundary. The wall is a sufficient distance away from nearby properties to cause any issues.

4. Where reasonably practicable, plant and/or methods of work causing significant levels of vibration near the site boundary will be replaced by other less intrusive plant and/or methods of working. Generators, pumps, compressors etc. will be relocated or isolated using resilient mountings. Temporary static plant will be positioned bearing in mind neighbours (and suitably screened if required). Static plant will be positioned as far as practicable from the site boundaries and sensitive receptors and public areas.

5. All plant will be suitably maintained to ensure it is in good working order and serviced regularly. Silencers, mufflers or other control measures will be used, as appropriate, to reduce the noise at source.

6. Advice concerning noise and construction is provided in BS 5228. Whilst specific noise criteria are not provided, it does provide a framework for good practice and highlights the key factors that should be considered if noise limits are appropriate.

7. The site will be assessed in terms of the site location, existing ambient noise levels, proposed duration of site works, hours of site works, the likely noise characteristics.

8. Where possible the use of mains electric supplies will be used to power the site compound and accommodation areas. This will be down-rated to 110V for site use.

9. If the supplies are unavailable or require supplementing with generators quiet and low/reduced vibration plant, equipment and working methods must be used where possible, e.g., Silenced generators. Local generators (screened if necessary) to be used in working hours only are to be located away from sensitive areas. The generators are JCB G66QS with a sound pressure of 68dB at source. Reducing by 6dB @ 10m, by 12dB @ 20m and by 18dB @40m with the nearest receptor approx. 100m away from the proposed location, the noise from these will be less than 42dB at the boundary (which is at the lower end of the level recommended for communal environments. Eco Sound Barriers will be provided around generators should noise be an issue.

10. Where possible Electrically powered plant will be preferred.

11. Letters and schedules will be provided to Local Residents advising exact concrete floor pour dates. The concrete will be placed during the working hours.

12. Ensure workforce is informed of noise and vibration restrictions / requirements via toolbox talks and inclusion in Risk Assessment / Work Package Plans (Method Statements) and are informed of sensitive neighbours and reminded to be sensitive when working adjacent to the site boundaries.

13. All deliveries to be carried out during the working hours.

14. No wagons to be left idling – Engines to be switched off.

15. Amplified music will not be allowed on site.

e/ Control of air pollution: -

1. MCWY Best Practice Policies for Dust/Air Mitigation Measures

The need for site dust suppression will be continually monitored by the site staff. Regular inspections will be made and any complaints logged.

Suppression will be provided using a towed bowser fitted with a spray mechanism when required to prevent dust from becoming airborne. Construction activities will also be programmed to consider / minimise dust, open areas will be surfaced as soon as possible subject to construction access.

Site deliveries and vehicles leaving site (e.g., Ready-Mix Concrete, skips, earthworks) will be required to be sheeted as appropriate as good working practice in order to minimize airborne dust. The driver will be given clear instructions directing him to point of unloading, and where appropriate directing him to the subcontractor's supervisor or the Marshall's supervisor responsible. All suppliers will be made aware with their orders, and all drivers will be given instructions, by their company and by MCWY, to ensure sheeting is provided and applied.

Any temporary stockpiles will be sealed.

Site speed limits will be set at 10mph on site to minimise dust creation on dry days and for site safety purposes throughout the whole period.

External Carpark Areas and Concrete Yards, where possible, will be surfaced as early as possible.

The weather reports are continually reviewed by our Site Management. Potentially affected works are planned accordingly or delayed to avoid environmental issues.

Consideration will be made on the likely seasonal conditions which will change as the project progresses.

We are conscious that we are working in an environment which needs to consider and prevent the creation of dust. Dust Levels will be continually monitored by our site management and works will be programmed and sequenced with Dust Control and mitigation in mind.

f/ Site Water Management

See MCWY Best Practice Policy for water in appendices (Appendix E)

A Water Management Consultant will be appointed to advise on the methodology for managing construction site water and to seek the necessary agreements and discharge licences with the appropriate Authorities. Pending the advice from the Water Management Consultant our considerations will at least include the following; -

Construction Water from excavations
Measures to Manage Site Water: Prevention of silt pollution will be considered in relation to discharge of any water from the site.

Prevention of any site water entering excavations by using cut off trenches/ drainage grips, this will divert clean water away from the construction area.

Using pump sumps in excavations, pumped to a silt buster/ settlement facility/ holding pond for removal of any silts and solids

All facilities provided will be frequently inspected, assessed for effectiveness and replaced/ emptied as required. Ongoing maintenance and review will be carried out for all facilities.

Final drainage connections to be provided as soon as possible to take any roof water during construction.

Temporary stockpiles are to be sealed with the back of a machine bucket to ensure that water does not percolate through them and to avoid sediment run off or dust. Cut off trenches will be provided or silt fencing as required around the base of the stockpiles.

Regular visual checks will be conducted to ensure that no sediment is visibly entering the existing pond or drainage systems, with particular emphasis on the discharge points. The checks will be made periodically but increased when active excavation dewatering is being carried out in in periods of significant rain.

Equipment and vehicle washing will be carried out (using collected water where possible) in a designated area away from the drainage/ pond. No detergents will be used – water only, and the water will be collected in a sump for re-use. This washing water will be collected, tested and tankered off site if required.

Any water discharged to the foul sewers/ United Utility asset will be done so under a temporary trade effluent consent.

Our Best Practice Policy for water included in the Appendices (Appendix E) will be considered at all times.

g/ Prevention of nuisance from temporary lighting: -

1. Temporary lighting required for security purposes during hours of darkness is to be designed to illuminate into the site and not to create any nuisance to neighbouring properties or highways.

   The temporary lighting will be positioned at the site entrance, to the compound, within the building as it is constructed and enclosed, and to access routes at stages throughout the programme

2. Whenever possible temporary lighting will be turned off when not required.

h/ Access to and from site & construction traffic routes including parking of Operatives and Visitors' vehicles and Fencing.: -

1. The site will be accessed via the existing roundabout entry/exit on Sheffield Road. All subcontractors, suppliers and operatives will be advised of the location of the entrance and the access/egress. This will be detailed within their Subcontract Order and within their site inductions. Signage will also be erected accordingly.

   A detailed 'dated' photographic dilapidations survey will be carried out the week before the project is due to commence. Contact will be made with Barnsley Council Highways Development Control (01226 772033/772170. HighwaysDC@Barnsley.gov.uk) to arrange a joint condition survey. Fees to be paid to the Council associated with the required condition survey together with any necessary remedial works and any relevant legal agreements are to be borne by the developer. A copy of this survey will be issued to the client for record purposes (and Barnsley Metropolitan Borough Council if required). This will establish the condition of the local roads at commencement of the project.

   Standard road-going vehicles only will be allowed as traffic on the existing roads, any site vehicles that are not allowed on roads i.e., tracked vehicles will not be allowed to travel on the road unless on a low loader.

   Any turning of vehicles and unloading will be carried out within the site area on hardcore surfaces not on the existing roads.

   Any damage caused to the roadway that is apparent when compared with the dilapidations photographs and that is as a result of construction activities will be rectified and repaired.

   No abnormal loads are proposed to be exerted on the highway, any craneage will be by mobile road going cranes and will be carried out in the site area off the road surface.

   No parking will be allowed on any roads outside the site boundary with access being maintained at all times to the existing retail units.

   The site entrance will be controlled by a gateman/ security guard who will be on site 24/7.

The existing road network to the site is very good and no issues are anticipated due to site traffic which is not expected to be excessive.

2. A manned Gatehouse will be situated at the site entrance (min 30m back from the roundabout to enable a vehicle to be at the site gates) so in coming traffic can be controlled and directed onto to site and/or to the site compound parking area and traffic leaving can be checked for cleanliness.

3. The gates and Hears fences will be provided to secure the site boundary. Temporary fencing will commence being erected from day one. The fencing/ hoarding will protect the site from trespassers entering and also operatives accessing/ leaving the site other than via the gatehouse controlled official entrance.

   Tree Protection will be erected as required to BS 5837 Fig 3 i.e., Heras with struts, this will be in lieu of the standard heras fencing at the boundaries where required – predominantly to the North Eastern boundary.

4. All vehicles will be parked within the site boundary at all times on a carpark area to be formed on site. An area will be stoned up with clean stone in the location noted on Appendix A.

   The gateman will ensure that cars and visitors are directed to the temporary parking area adjacent to the site cabins. All persons accessing the site will be required to sign in and sign out with the gateman. Deliveries will be directed to their required location

5. No off site carparking will be allowed, this will be expressed to subcontractors, suppliers and operatives within their orders and their site inductions will explain the carparking and site traffic procedures and rules.

6. Stone topping will be provided to the carpark, unloading area and access routes on site. Clearly defined, prescribed routes will be formed to control vehicle movements, with all vehicle drivers being directed by the Site Management/ Gatemen to the relevant area via the prescribed routes. Vehicles will not be allowed to deviate from the access routes. Orange barrier fencing will be erected along the routes and relevant site signage provided to reinforce the directions provided and establish the 10mph speed restriction.

   The site compound and parking are positioned as close as possible to the entrance so that all personnel entering the site do not have to cross any working area prior to being able to enter the site accommodation.

   A construction site traffic management plan will be developed and enforced and necessary signage will be in place to direct traffic on site along the prepared onsite haul roads to their required destination.

i/ Deliveries & unloading: -

Deliveries to site will be scheduled between 8:00 AM and 4:00 PM to avoid peak traffic hours. This will be communicated to all subcontractors and suppliers when orders are placed.

A strict delivery procedure will be implemented to ensure that the roads surrounding the site are not overrun with delivery and site vehicles. We will implement a booking system with our subcontractors & suppliers, requiring deliveries to be scheduled 24

hours in advance, to ensure the site is prepared to receive them and can bring them immediately within the site boundary upon arrival. Our management will ensure that traffic flow is not unnecessarily impacted due to site traffic. Should any deliveries arrive unannounced and cannot access the site due to ongoing deliveries they will be told to vacate the area and make contact to arrange an available time slot. The loading and unloading of all plant, equipment and materials will be undertaken within the confines of the site area on temporary hard-core/concrete surfaces. No offloading will be required along or from the public highway.

Unloading arrangements will be planned well in advance of all deliveries and will be detailed in the orders provided to suppliers. Subcontractors unloading will also be planned and agreed prior to any deliveries, so that the necessary provisions can be implemented. 'Stacking' of deliveries will not be permitted along any of the roads in the vicinity of the site and any unplanned deliveries will not be accepted.

Vehicles will usually be expected to provide integrated loading/unloading facilities i.e., ramps for plant access or mechanical 'hi-ab' for materials. Marshall Construction (West Yorkshire) will have t eleporter facilities on site which will be used to off-load agreed deliveries only when integrated loading/unloading methods are unavailable.

Clearly marked traffic routes and offloading/storage zones will be provided, with all traffic being directed to these locations by our site management and the gateman. These site rules will be included within the subcontract orders and will be reviewed in detail at the pre-start meetings. Vehicle routes will be marked and controlled to ensure that vehicles offload in the designated areas, accessed via the prescribed routes. All vehicles entering and leaving the site will be travelling forwards. Vehicles will not reverse on to the carriageway.

All subcontractors and suppliers will be required to give 48 hours' notice of deliveries. The movement of materials on site will also be controlled by the road marshall.

No, LA highway road works or closures are anticipated as being be required on this project other than a tie in detail to the existing roundabout entrance.

j/ Provision of onsite parking facilities: -

An onsite temporary car park area will be provided throughout the construction period. All cars will be controlled and made to park on the clean hardcore carpark provided as section h/

k/ Safe storage of fuel/hazardous liquids on site:

See MCWY Best Practice Policy for Water in appendices.

An incident response system will be in place to report and deal with pollution incidents.

l/ Prevention of mud being deposited on the highway

To prevent the deposit of mud and debris on the highway a high-pressure washer will be used, as required, to clean any vehicles prior to leaving the site, the vehicle will be sited on a run off/cleaning area surfaced with large stone and the wheels cleaned using a high-powered jet-wash. The water run-off will be collected in a filtered sump and reused where possible. The jet wash will use water only – no detergents. The gateman will check and ensure that all vehicles leaving the site have suitably clean

wheels/undercarriage. The jet-wash/cleaning area will be relocated to suit the required site entrance being utilised

As a further measure, a good quality road sweeper will be used to clean the existing access road should it be required, to ensure that there is no mud taken onto the adjacent roads and access routes.

The internal site area/ access routes will be hardcore surfaced as soon as possible following site preparation works.

We are conscious that we are working in a sensitive environment which needs to be maintained clear from any debris or mud on access routes and also that any site mud or silt is to be prevented from entering watercourses/ public drains. The control of mud, grit

and dirt will be continually monitored by our Site Management.

m/ Use of timber from sustainable/recycled sources (see MCWY Timber Procurement Policy in Appendices).

Site timber will be either responsibly sourced from sustainable managed sources, or timber that has been used previously. All timber will be legally sourced from managed forests and documentary evidence is required to prove such legality FSC, PEFC etc.

Temporary timber used in construction (incl. formwork, site hoardings, temporary protection, pallets and other site timber used for the purpose of facilitating construction, will (when new) be procured from sustainable managed sources, or timber that has been previously used and will be recycled as many times as practical.

n/ Storage of plant & materials: -

In order to manage the available space, materials and plant will only be scheduled for delivery when required and on appropriately sized vehicles to suit the access and

working space available. Materials will be either stored for a limited period on site, or where practicable, taken immediately to the point of use. Material storage areas have been initially designated adjacent the site compound area and to the future car park area and cast areas of service yard on site. No storage of materials will be permitted outside the site boundary. The working area, together with any storage areas, will be kept clear of debris, and any stored materials will be kept off the ground on pallets so as to prevent amphibians from seeking shelter or protection within them. Large bulky items will have designated ‘lay-down’ areas near the point of use. In all cases, material deliveries will be scheduled to fit with the programme to avoid inundating the site.

o/ Supplier Procurement (See MCWY Environmental Purchasing Policy in appendices).

In line with MCWY Environmental Management System suppliers/ subcontractor’s environmental attitudes will be determined based on a subcontract questionnaire completed prior to determining the order. Favour will also be given to suppliers who offer environmentally preferable products, who can show documentation of their supply chain impacts.

Environmentally preferable services of similar quality and price to standard products should gain purchasing preference. When the greenest option is not available, too costly,

or impractical, Marshall Construction (West Yorkshire) Ltd will also consider how the products are produced and their lifecycle, embodied energy costs when finalising decisions.

Wherever possible MCWY prefer to use suppliers who can demonstrate systematic improvements in environmental performance, e.g., via an Environmental Management.

p/ Monitoring/control of water consumption arising from site activities: -

Regular readings will be taken to record water usage on site.

At the end of each month the water usage will be reviewed and a target set for the following month.

These targets will be set and communicated to all concerned.

Means of recycling/re-using site water will be considered as the project progresses.

q/ Monitoring/control of energy consumption arising from site activities:

Regular readings will be taken to record site energy usage, i.e., Electric supply, generator supplies. These readings will then be used to assess energy consumption.

At the end of each month the usage will be reviews to show the amount of energy used in that period, and the cumulative amount consumed. This will then be reviewed and a target set for the following month.

The targets will be set an and communicated to all concerned.

As noted previously the use of main electric supplies will be preferred if available. Where possible the use of mains electric supplies will be used to power the site compound and accommodation areas. This will be down-rated to 110V for site use.

If the supplies are unavailable or require supplementing with generators quiet and low/reduced vibration plant, equipment and working methods must be used where possible, e.g., Silenced generators. Local generators (screened if necessary) to be used in working hours only are to be located away from sensitive areas and will be positioned bearing in mind site neighbours (and suitably screened if required). Static plant will be positioned as far as practicable from the site boundaries and sensitive receptors and public areas The generators are JCB G66QS with a sound pressure of 68dB at source. Reducing by 6dB @ 10m, by 12dB @ 20m and by 18dB @40m with the nearest receptor approx. 100m away from the proposed location, the noise from these will be less than 42dB at the boundary (which is at the lower end of the level recommended for communal environments). The generators are regularly serviced and will be screened as required)

Where possible Electrically powered plant will be preferred to be used in particular when working adjacent to sensitive receptors.

r/ A signage strategy for construction traffic

Signage will be erected on and around site to inform and remind vehicular traffic of the following;

Speed Limits – Site Speed limit is 10mph

Vehicle Routing – Directional signage will direct traffic onto site via Dearne Valley Park Way and Sheffield Road. Prior to the placement of any signage a Traffic Management Plan/Schedule of signage will be provided for authorisation from the Highways Street Works Team Via Streetworks@barnsley.gov.uk. Once on site there will be directional arrows detailing delivery areas and car parking. Directions will also be issued by our gateman

Warning Signs – Advising any activities which may affect the works and also reminding the need for action i.e., Provision of Banksmen when reversing – there will be no reversing or unloading on roads outside the site boundary

All signage will be reflective where required and sized accordingly. All details of these signs will be discussed with Operatives during their Site Inductions.

If required, these signs will be reviewed by our Site Management if and when there is a change to the site's requirements.

Site Signboards and Instructions will be positioned at the site entrance.

s/ Access by emergency vehicles;

Fire Brigade will be sent a courtesy letter advising them of the commencement date and the period on site. This is a standard MCWY procedure.

The site will be secured 24hours/day and therefore 24-hour access is available for the emergency services

Local Hospital Details and routes will be displayed on notice boards in the site accommodation.

Access to the building areas and site accommodation areas will be via the site access routes established and utilised by construction vehicles.

t/ Complaints/ review procedure

Any complaints received by MCWY staff of an environmental nature are to be recorded in writing and appended to this Plan.

Regular reviews will take place to identify any changes in procedures that may be necessary and the plan may need to be updated as work proceeds to reflect any revised control measures that may need to be implemented.

APPENDICES

A. Proposed Site Plan/ Logistics

B. Copy of Marshall Construction (West Yorkshire) Ltd Environmental Policy

C. Copy of Marshall Construction (West Yorkshire) Ltd ISO14001:2015 certificate

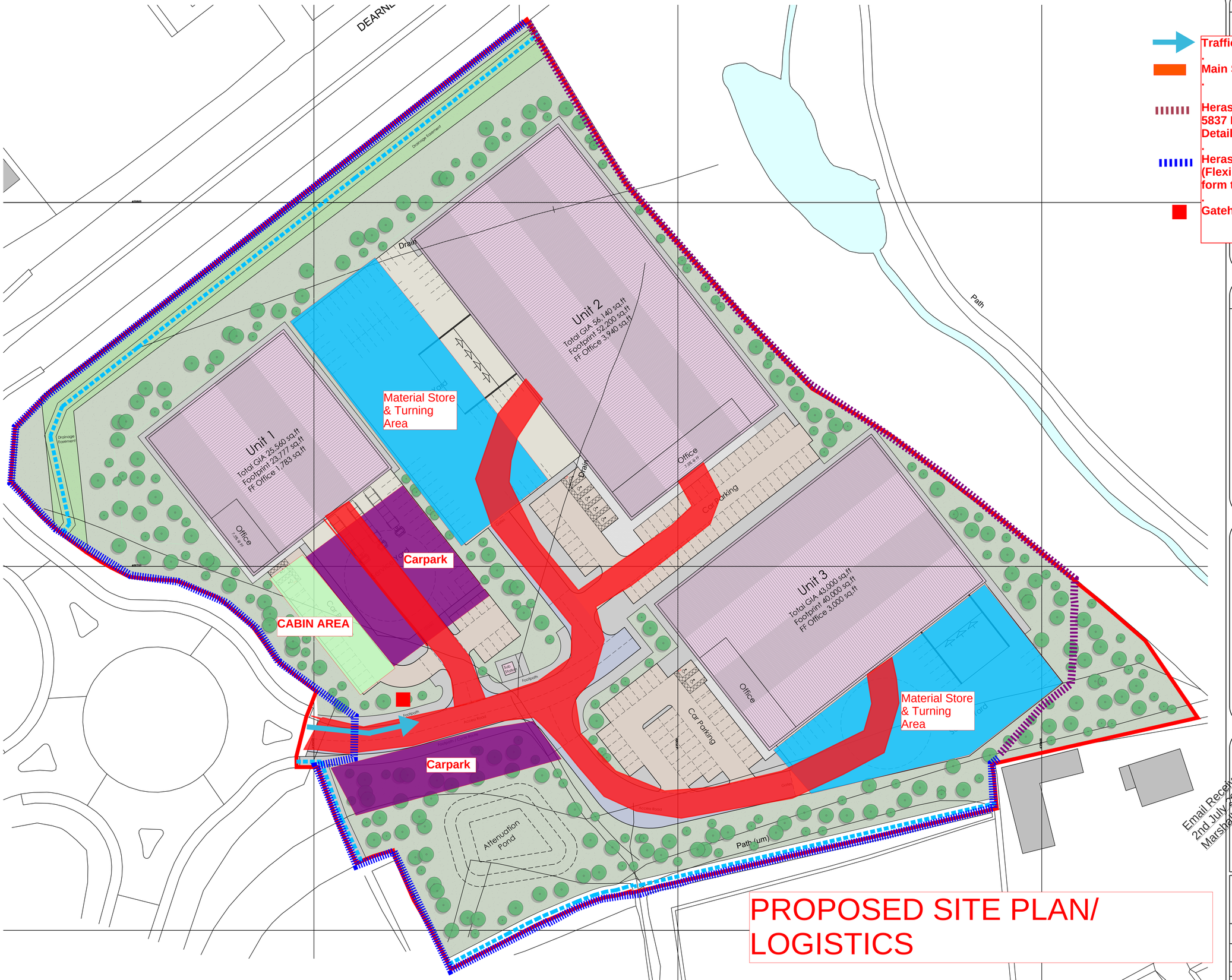
D. MCWY Best Practice Policies for Dust/Air

E. MCWY Best Practice Policy for Water

F. MCWY Environmental purchasing policy

G. MCWY Timber procurement policy.

APPENDIX A: SITE LAYOUT + LOGISTICS



PROPOSED SITE PLAN/ LOGISTICS

Notes

Traffic Access

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Main Site Haul Route

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Heras Fence with stays to BS 5837 Fig 3 (Tree Protection Detail)

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Heras Fencing to Boundary. (Flexible to new entrances to form to road)

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Gatehouse

Revisions

Rev	Date	Description

BUILDING MANAGEMENT SERVICES LTD

Huddersfield Road
Elland, West Yorkshire
HX5 9BW
TELEPHONE : ELLAND (01422) 371616
FAX No : (01422) 376717
email : mail@bmselland.com

Building Management Services

Client

C D Limited

Project

Proposed Development
Rockingham Business Park
Dearne Valley Parkway

Sheet

Site Layout Plan

Drawn: MTS	Date: Jun 24
Scale: 1:500 @ A1	
Status: Tender	
Drawing No.: M3061–101	Revision: –

APPENDIX B: ENVIRONMENTAL POLICY 2023

ISO 14001:2015 5.1 Leadership and commitment

The General Manager shall provide leadership and commitment by encouraging a focus on the Company's environmental impacts and legal requirements together with the resources required to implement and maintain an efficient and effective Environmental Management System compliant with the requirements of ISO 14001:2015.

5.2 Environmental Policy

Marshall Construction (West Yorkshire) Ltd are a northern based construction company based In Elland, West Yorkshire that specialise in developments within the commercial sector, including in-and out of town retail schemes, offices, industrial and leisure schemes throughout the UK.

It is the policy of the Marshall Construction (West Yorkshire) Ltd to manage its activities in such a way that reduces their environmental impact to a practicable minimum. The Company is committed to continual improvement of its environmental performance, including a reduction in pollution, and intends to achieve this by setting clear environmental objectives and monitoring progress against them.

In order to regulate the environmental performance of Marshall Construction (West Yorkshire) Ltd the Company will operate an Environmental Management System that meets the requirements of ISO 14001:2015.

The Marshall Construction (West Yorkshire) Ltd will:

1. Ensure that this policy is understood, implemented and maintained at all levels of the Company and provide the necessary resources to achieve this.

2. Ensure that all employees have an understanding of the potential environmental effects of their activities and the environmental benefits of improved performance.

3. Provide public access (on request) to information on the environmental performance of the Company.

4. Will strive to comply with all existing regulatory legislation, consents and codes issued at National and Local levels and adopt a pro-active attitude in anticipating future regulatory requirements.

5. Document, implement and maintain an Environmental Management System that will provide a framework for setting and reviewing environmental objectives and targets.

6. Inform our suppliers and subcontractors of our environmental policy and encourage them to do the same.

7. Where applicable we will commit to the requirements and expectations of BREEAM and Considerate Constructor Scheme, providing the necessary resources to achieve the required objectives.

GENERAL MANAGER

P. Stokes

APPENDIX C: 14001 CERTIFICATE DEC 24- DEC 27

Certificate of Registration

Marshall Construction West Yorkshire Limited

Huddersfield Road, Elland, West Yorkshire, HX5 9BW

BS EN ISO 14001:2015

Centre for Assessment Ltd confirms that this organisation has been audited and the requirements for registration have been met for the following scope:

Marshall Construction (West Yorkshire) Ltd are based in Elland, West Yorkshire and are part of Marshall Holding Ltd. They undertake construction project management within England for the building industrial, commercial and retail premises for private clients and CDP (part of Marshall Holdings Ltd)

Certificate Number: 09/3243

Date of Initial Certification: 10th December 2009

Date of Issue: 29th November 2024

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Signed:
On behalf of Centre for Assessment Ltd

UKAS MANAGEMENT SYSTEMS
0120

Centre for Assessment Limited, Lee House, 90 Great Bridgewater Street, Manchester, M1 5JW
Tel: 0161 237 4080 Web: www.centreforassessment.co.uk

APPENDIX D: BEST PRACTICE POLICY DUST-AIR

Best Practice Policy - Dust/Air

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- During periods of dry weather when dust is likely to be produced, regular damping down to take place by spraying water from bowsers. (Damp down using collected water where possible)

- Roads, car parks and service yards are to be surfaced as soon as practicable to minimise dust generation.

- Impose a maximum speed limit on site of 15mph on surfaced and 10mph on unsurfaced haul roads and work areas. Site Roads to be regularly brushed and kept free from dust and mud deposits. In dry weather dust suppression measures to be considered.

- Vehicles delivering and removing materials of a dusty nature will be sheeted over.

- Works to be planned (as far as practicable) to carry out operations to suit likely weather condition to minimise the likelihood of dust.

- The likely impact of works on sensitive neighbours is to be considered, i.e., housing/schools. The site to be planned so that machinery and dust causing activities are located away from receptors, as far as is possible.

- No bonfires or burning to be allowed on any site.

- Site layout to be planned, where possible, with dust minimisation a consideration. On site routes to be inspected regularly for integrity and necessary repairs instigated.

- Effective wheel cleaning to be provided as required.

- All cutting equipment to use water as a suppressant where possible.

- Crushing plant to be located away from sensitive properties and material dampened down.

- Fine material to be stored in enclosures/ delivered in a contained form. Materials that have potential to produce dust to be removed from site as soon as possible, unless being re-used.

- Stockpiles to be sealed, used short term or screened to provide a barrier against wind whipping. Soil embankments to be seeded/grassed as soon as practicable to minimise dust generation.

- Vehicles on site, awaiting entry, must not be left idling, engines are to be turned off.

- Communicate control measures in toolbox talks and Inductions

- Avoid site run-off of water or mud.

- Avoid the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where practicable.

APPENDIX E: BEST PRACTICE POLICY - WATER

Best Practice Policy - Water

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- Waste water from wheel washing operations will be prevented from entering the surface water drainage system or the ground either by collection or diverting into foul water sewer (with permission from the Local Drainage/Water Authority).

- Fuel, oil and chemical storage on site is to be secure. Site storage to be on an impervious base within a secondary containment such as a bund or in a bunded tank. Stored above any floodwater level and where possible away from high-risk locations (i.e., 10m from watercourse or 50m from well/borehole). All hoses, buckets etc should be kept within the bunded area. Rainwater should be prevented from entering the bund where possible.

- Spill kits and emergency response procedures to be provided and established.

- Re-use collected water for damping down.

- Storage of oil and chemicals to be a minimum of 10m away from a watercourse.

- All oil tank deliveries to be supervised to help avoid spillages.

- Oil Tank and Chemical deliveries are to be clearly labelled with the nature and volume of their contents (Material data sheets provided) and the existing levels checked prior to delivery to prevent overfilling tanks.

- All oil/chemical storage to be secure and regularly checked for leaks, vandalism, damage or deterioration (any damaged drums to be immediately removed by licensed contractor).

- Plant and wheel washing (including concrete wagons) to be carried out in a designated area min. 10m from a watercourse or surface water drain (run off to be collected in a sump and water re-used where possible. No detergents will be used.

- Consideration to be given to any discharge rates applicable to the development when pumping water to watercourses. These rates are not to be exceeded. Use of inappropriate pump rates may cause disturbance to watercourse beds/ banks and erosion

- All foul sewage will either pass to the local foul sewer or be collected and disposed of by a licensed contractor

- Aim to establish the final surface water connection prior to the requirement to drain the clean roof water so that this can be diverted directly to the drainage system via the approved connection to keep the water discharged clean and away from the construction area.

- Silt management must be considered (Silt is a non-toxic pollutant)

  Silty water is to be disposed of to a foul sewer (with permission), a settlement tank or over a grassed area (consideration to be given to the possible presence of other contaminants and advice sought)

  Water should be prevented from entering excavations by using cut off trenches and drainage grips.

  Prevention of silt pollution will be considered in relation to discharge of any water from the site, the use of pump sumps in excavations, pumping to a silt removal/ settlement facility/ holding pond will be considered where possible.

  Apply for/agree appropriate licences to discharge with the required water/ drainage authority

  The amount of exposed ground and soil in stockpiles from which water drains is to be minimised (incl. time). Seeding, covering or Silt fences - constructed from a suitable geotextile- to be used in prolonged periods. Stockpiles to be sealed to prevent water percolating through them.

  Regular visual checks to be conducted to ensure that the systems in place are effective and replaced/emptied as required. Ongoing maintenance to be reviewed and carried out

- Any events that have had or could have an environmental impact are to be reported to the Environment Agency 0800 80 70 60 and to the Company Environment Manager

APPENDIX F: ENVIRONMENTAL PURCHASING POLICY

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ENVIRONMENTAL PURCHASING POLICY

This environmental purchasing policy of Marshall Construction (West Yorkshire) Ltd has been set up to provide guidance in the purchasing of products and services that meet the environmental goals of our company. Purchasing preference (whenever feasible) will be given to products that:-

a). Are fit for purpose and provide value for money.

b). Are energy and resource efficient.

c). Are supported by additional information to demonstrate their environmental preferability.

d). Reduce the amount of waste they produce.

e). Cut back on air, land and/or water pollution.

f). Are durable, easily upgraded, contain reusable parts or can be recycled.

g). Are multifunctional (i.e. scanner/copier/printers) and serve to decrease the total number of products purchased.

h). Do not contravene CITES (Convention on International Trade in Endangered Species) – timber purchasing.

i). Do not contain ozone depleting chemicals, i.e. CFC's, HFC's

Favour will also be given to suppliers who offer environmentally preferable products, who can show documentation of their supply chain impacts.

Environmentally preferable products and services of similar quality and price to standard products should gain purchasing preference. When the greenest option is not available, too costly, or impractical, Marshall Construction (West Yorkshire) Ltd will also consider how the products are produced and their lifecycle, embodied energy costs when finalising decisions.

Wherever possible MCWY will prefer to use suppliers which can demonstrate systematic improvements in environmental performance, e.g. via an Environmental Management System.

APPENDIX G: TIMBER PROCUREMENT POLICY

Timber Procurement Policy

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As a further measure of reducing Marshall Construction (W. Yorks) Ltd impact on the environment we aim to use timber procured from sustainable sources on our construction sites.

This policy forms an important part of our environmental management system and is one of our environmental targets that have been set so all staff need to be aware and familiar with this policy.

Definition of Sustainable Timber

In order for purchased timber to be classified as sustainable timber it has to have a chain of custody certification number. This means that the timber has been tracked through the production process from the forest to the consumer, including all successive stages of processing, transformation, manufacturing and distribution. There are two main accreditation schemes that will certify that timber purchased comes from sustainable forests and these are:

Forest Stewardship (FSC)

FSC is an independent, non-governmental, not-for-profit organization established in 1993 to promote the responsible management of the world's forests. This is the most widely used and recognised scheme available.

Programme for Endorsement of Forest Certification (PEFC)

The PEFC Council is an independent, non-profit, non-governmental organisation, founded in 1999 which promotes sustainably managed forests through independent third party certification. The PEFC provides an assurance mechanism to purchasers of wood and paper products that they are promoting the sustainable management of forests.

Other timber may be used so long as documented evidence can be provided to prove it is from a sustainable/legal source, this will be need to approved by Marshall Construction (W Yorks) Ltd Environmental Representative before purchase.

Marshall's Internal Procedures

In order for this policy to be a success the following rules must be followed:

- All new timber that is purchased by ourselves for use on our construction projects (including timber for temporary works) will be supplied from sustainable forests.
- All new timber that is supplied and used by our sub contractors will be supplied from sustainable forests.
- All applicable suppliers and sub contractors will be made aware of this policy when enquires are sent by sending out the Subcontractor/ Supplier Timber Procurement Policy and it must be clearly stated that this will form part of any order given.
- Temporary timber used in construction (incl. formwork, site hoardings, temporary protection, pallets and other site timber used for the purpose of facilitating construction, will (when new) be procured from sustainable managed sources, or timber that has been previously used and will be recycled as many times as practical.
- Delivery tickets need to be checked at the point of delivery to make sure the timber delivery is FSC/PEFC accredited

A sustainable timber procurement procedure chart is attached which is labelled up to show who is responsible for doing each part of the procurement of the timber used on our sites.

Ensuring Timber Purchased is Accredited

To ensure that timber purchased is sustainable when it reaches site all delivery notes/invoices for each timber/timber product should clearly state the accreditation scheme that the timber is certified by (FSC/PEFC) and should have the chain of custody number listed. An example ticket is attached for your information.

Any timber that is delivered to site without the relevant information stated on the delivery note **should not** be accepted until the correctly labelled paperwork is received. This is detailed in the subcontractors and suppliers timber procurement policy which is to be sent with all relevant enquiries so subcontractors and suppliers will be aware of this.

Delivery Note

Delivery No. 1452281775 - Date: 24.06.2010

Ship To
MARSHALL (BLDG CONTRACTORS) LTD
HUDDERSFIELD ROAD
ELLAND
HX5 9BW

Sold To
MARSHALL (BLDG CONTRACTORS) LTD
HUDDERSFIELD ROAD
ELLAND
HX5 9BW

Information

Customer Order Ref :

Our Order No. :

Customer Code :

Sales Person :
Sales Office :

Shipping Point :
Haulier :

Chain of Custody (COC) certified products are identified in the item description.
FSC TT-COC-001766. PEFC BMT-PEFC-0009.

Item	Material	Quantity	Unit	Description
10	129298	64	SH	12 3050 1220 MDF FSC MIXED 70% CE NON STRUCTURAL

ITEMS SHOULD BE MARKED UP AS FSC/PEFC

THE CHAIN OF CUSTODY NUMBER SHOULD BE LISTED AS WELL

Driver			
Vehicle			
Date			
Time In		Time Out	

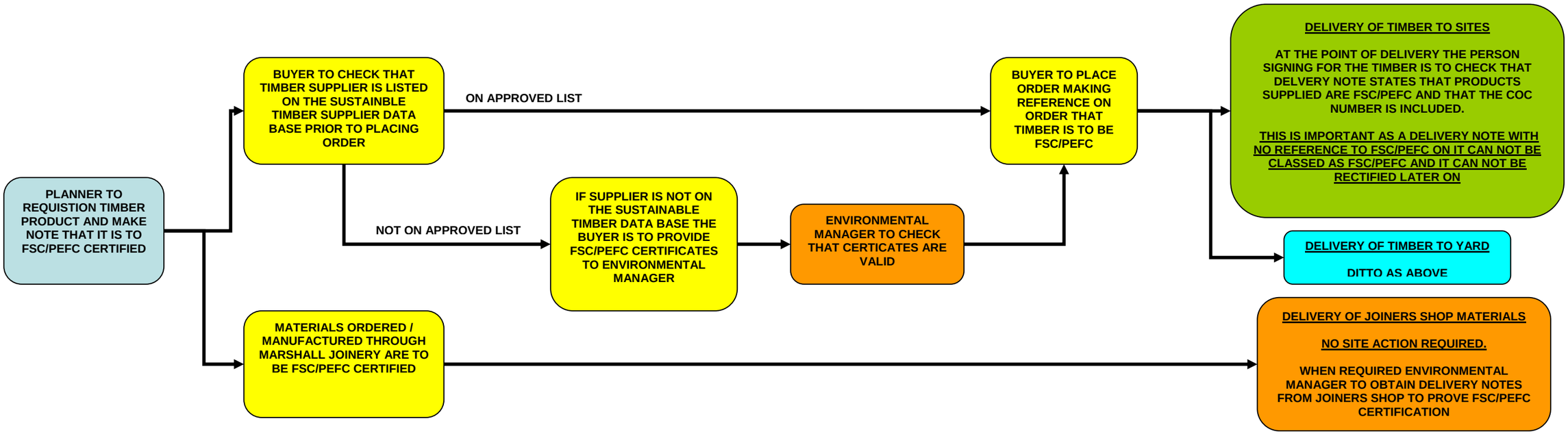
Delivery Instructions

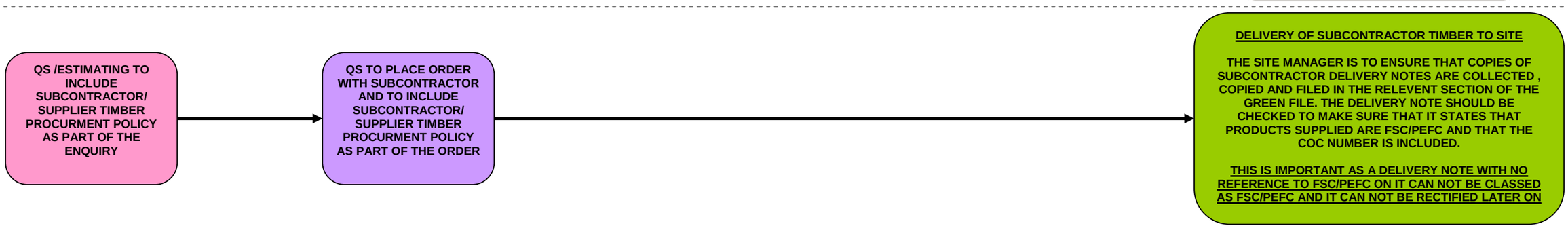
MATERIAL CHECKED AND RECEIVED IN GOOD CONDITION

Total Weight (Kg)	2,143.296
Total Volume (M3)	2.858

Sign ..... **Print** .....

SUSTAINABLE TIMBER PROCUREMENT PROCEDURE CHART





Legend

QS ACTION | JOINT ESTIMATING/QS ACTION | ENVIRONMENTAL MANAGER ACTION | SITE ACTION | BUYING ACTION | PLANT DEPARTMENT ACTION