

CONSTRUCTION MANAGEMENT PLAN

McDonald's Barnsley Upper New Street (NB8543)

Prepared for: McDonald's Restaurants Ltd
Issue 1: 5 January 2018
Ref: MD4160891/KLJ/005

Document History

Issue	Date	Description	Prepared By	Checked By
1	31 Jan 2018	-	Hylton George	Howard Gell

Glanville

Glanville Consultants is a multi-disciplinary consultancy with the following expertise:

- Civil and Structural Engineers
- Building Surveyors
- Highway and Traffic Engineers
- Transport Planners
- Land Surveyors
- Building Investigation Experts
- CDM Consultants

For further advice contact:

3 Grovelands Business Centre
Boundary way
Hemel Hempstead
Hertfordshire
HP2 7TE

Telephone: 01442 835999
Fax: 01442 258924

Offices also at:

Cornerstone House
62 Foxhall Road
Didcot
Oxfordshire OX11 7AD

Telephone: 01235 515550
Fax: 01235 817799

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 is 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 Health and Safety 3
5.0 Protection of the Public and Pedestrians 3
6.0 Delivery Times, Planning and Monitoring 3
8.0 Vehicle Routing 4
10.0 Construction Site Layout 5
11.0 Storage 5
12.0 Waste Disposal 5
14.0 Control of Dust, Smell and other Effluvia 6
15.0 Wheel Cleansing Facilities 7

Figures

Figure 1: Construction Management Plan

1.0 Introduction

1.1 McDonald's Restaurants Ltd have appointed Glanville Consultants to prepare a Construction Management Plan (CMP) for the proposed McDonald's Restaurant to be located in Barnsley, to replace the Gala Bingo at Post code S70 1LP located at Upper New Street . The CMP will be submitted to the Local Authority as part of the planning application and construction works will be in two phases, the Demolition Works and the New Build Works. Both of these 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 is located approximately in the centre of Barnsley Upper New Street intersecting Thomas Street.

2.2 The site is currently an unused Bingo Hall with associated on site car parking.

3.0 Construction Conditions

3.1 The site is currently vacant and the building will be demolished together with enabling works to facilitate the construction of the new build. These works include:

- Site Set up
- Demolition Works
- Enabling works including any new retaining walls or vehicle barriers

Post demolition works include:

- Reduce Dig
- Building foundations
- Eternal layerworks
- Drainage and services provision
- Finishes and landscaping

3.2 The demolition works will be conducted in accordance with an approved demolition specification and the enabling works will be in accordance with an approved highway retaining scheme in collaboration with Barnsley City Council Development Control. The proposed McDonald's restaurant will be assembled on site from modular units constructed in factory conditions. The design finished levels will be set to accommodate the existing footpath accesses and to minimise the extent of reduced dig and restricted excavation requirements. Excavated suitable material will be re-used as fill, to reduce the volume of spoil and fill to be removed and imported to the site.

3.3 During Demolition works there will be HGV traffic and the access and egress from site for HGV traffic is shown on Figure 1. Post demolition, given the nature of the modular construction works, the volume of HGV vehicles using the site during construction will be relatively low. The majority of traffic movements will be contractors transport consisting of cars and vans.

3.4 The demolition works duration is likely to be 8-10 weeks, and the enabling works and building works is likely to be 15 weeks from the commencement of groundworks to final completion. Local residents will be informed of the construction periods and delivery times as well as contact details for site staff should they have any queries or concerns.

4.0 Health and Safety

4.1 McDonald's Restaurants Ltd and their 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 Principle Contractor. This will then be updated as the development progresses.

4.2 This CMP includes details of traffic management and will be implemented and amended to suit the progress of construction. The CMP 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.

4.3 All contractors employed by McDonald's Restaurants Ltd will attend a pre-contract meeting, during which their health and safety documentation will be reviewed and amended as necessary. These meetings are fully documented.

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

5.0 Protection of the Public and Pedestrians

5.1 The boundary to the site will be reinforced where necessary with hoarding, secured Heras fencing or approved final fencing to prevent unauthorised access as necessary. Boundary fencing / hoarding will be erected prior to any construction works commencing on site. On the hoarding 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 the access on and off the site at the points indicated in Figure 1, and these will be securely locked at the end of each working day.

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

6.0 Delivery Times, Planning and Monitoring

6.1 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.

6.2 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 centres 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 using delivery vehicles to remove waste.

6.3 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.

7.0 Site Access and Egress

7.1 The initial site set up works will use the existing access off Upper New Street Part of the scheme includes some S278 works with the installation of a new dedicated left turn vehicle lane with footway to the store, also off Upper New Street. These works will be done as a S278 works in accordance with Barnsley City Council approved Traffic Management techniques. This will also be the route for the operational restaurant.

7.2 After securing the site, the first activity will be to set up the site routes, accommodation and signage in accordance with the construction traffic management plan. Figure 1 shows a Construction Site Layout suitable during the initial 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. Figure 1 also 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.

7.3 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.

7.4 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 to be completed.

7.5 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.

7.6 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.

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

8.0 Vehicle Routing

8.1 The site is accessed by the principal road network, West Way and Dodworth Road to the M1 without impact upon minor residential roads. Construction traffic will be instructed not to use residential roads. The existing access will remain in use initially and upgraded for the store completion. Clear signage will direct construction traffic directly into the works area. A banksman will ensure deliveries are taken safely within the site premises.

8.2 Prior to the start of construction a condition survey will be completed and agreed with the Highway Authority for areas of public highway close to the site which will be used by construction vehicles.

9.0 Staff Transport and Parking

9.1 All staff will be provided with information regarding local public transport options and encouraged to travel to site using sustainable transport modes. Those carrying heavy equipment and tools will be allowed into a limited on-site designated staff parking/unloading area. This area will be separate from construction operations and use of staff parking will be monitored. Visitors during construction will be requested to use public transport; however, limited visitor parking will be permitted on site. Visitors will be asked to complete the site induction training.

10.0 Construction Site Layout

10.1 The positioning of vehicle and pedestrian routes, site offices, loading and unloading areas, material waste storage and re-cycling, staff parking will be subject to changes by the main contractor. 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. 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.

11.0 Storage

11.1 All materials will be stored on site in designated areas and in line with the manufacturers' instructions. Materials will be off loaded from delivery vehicles and then moved to the appropriate 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.

12.0 Waste Disposal

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

12.2 A Site Waste Management Plan will be developed prior to the commencement of work on site with targets set for the management, monitoring and reduction of site waste. Separate skips will be used on site where possible; to segregate waste

before it is removed by a licensed waste carrier. On no account will waste materials will be burnt on site.

12.3 The proposed site levels will be very similar to existing, to reduce as far as possible the removal and import of road construction materials.

13.0 Control of Noise

13.1 Best practicable means (as defined in section 72 of CoPA 1974) will be employed at all times and in all areas to minimise noise and vibration emissions from the works. The relevant recommendations for the control of noise and vibration on construction and open sites in the approved Code of Practice BS5228:2009 will be adopted.

13.2 In general the following measures will be taken:

a. Hoarding and fencing will be inspected regularly and repaired as necessary.
b. Access gates will be controlled to minimise flanking sound.
c. All hand held and portable equipment where practicable will be electrically powered.
d. All plant and equipment will be maintained in good working order.
e. Plant, when in operation intermittently, will be switched off during periods of inactivity.
f. All vehicles will observe site speed limits.
g. 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.
h. Care will be taken when loading and unloading materials to limit impact noise.
i. Vehicles will not be permitted to queue on the road or pavement outside the site access.
j. Vehicle parked within the site, outside working hours will have their engines switched off.
k. Vehicle routes and traffic management plans will be arranged to avoid where possible any reversing operations.
l. Activities which can produce significant levels of noise will be arranged for times which are less likely to cause disturbance.

13.3 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.

14.0 Control of Dust, Smell and other Effluvia

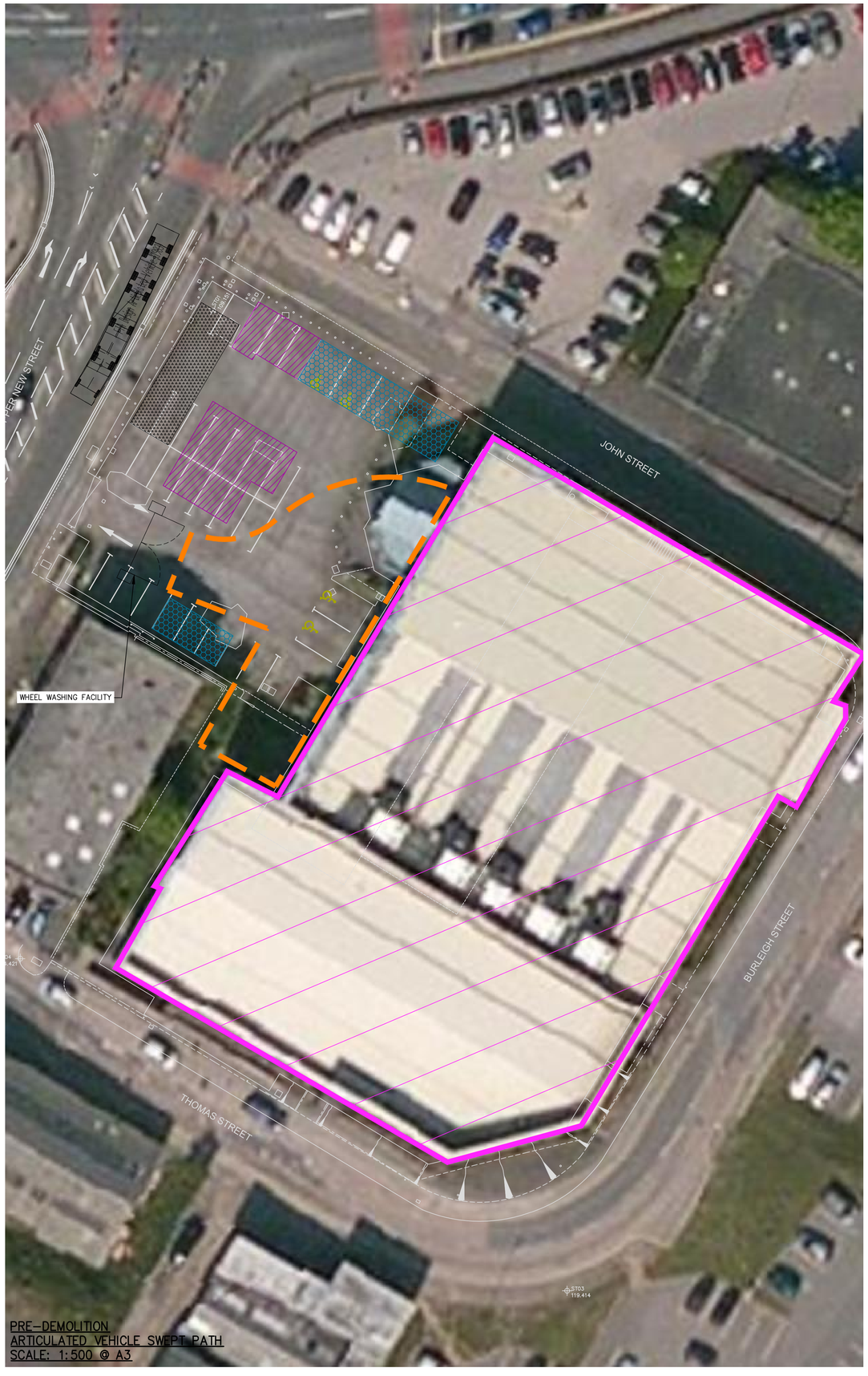
14.1 Work on the site will be conducted in such a way that dust is kept to a minimum, and water will be readily available as necessary to damp down.

15.0 Wheel Cleansing Facilities

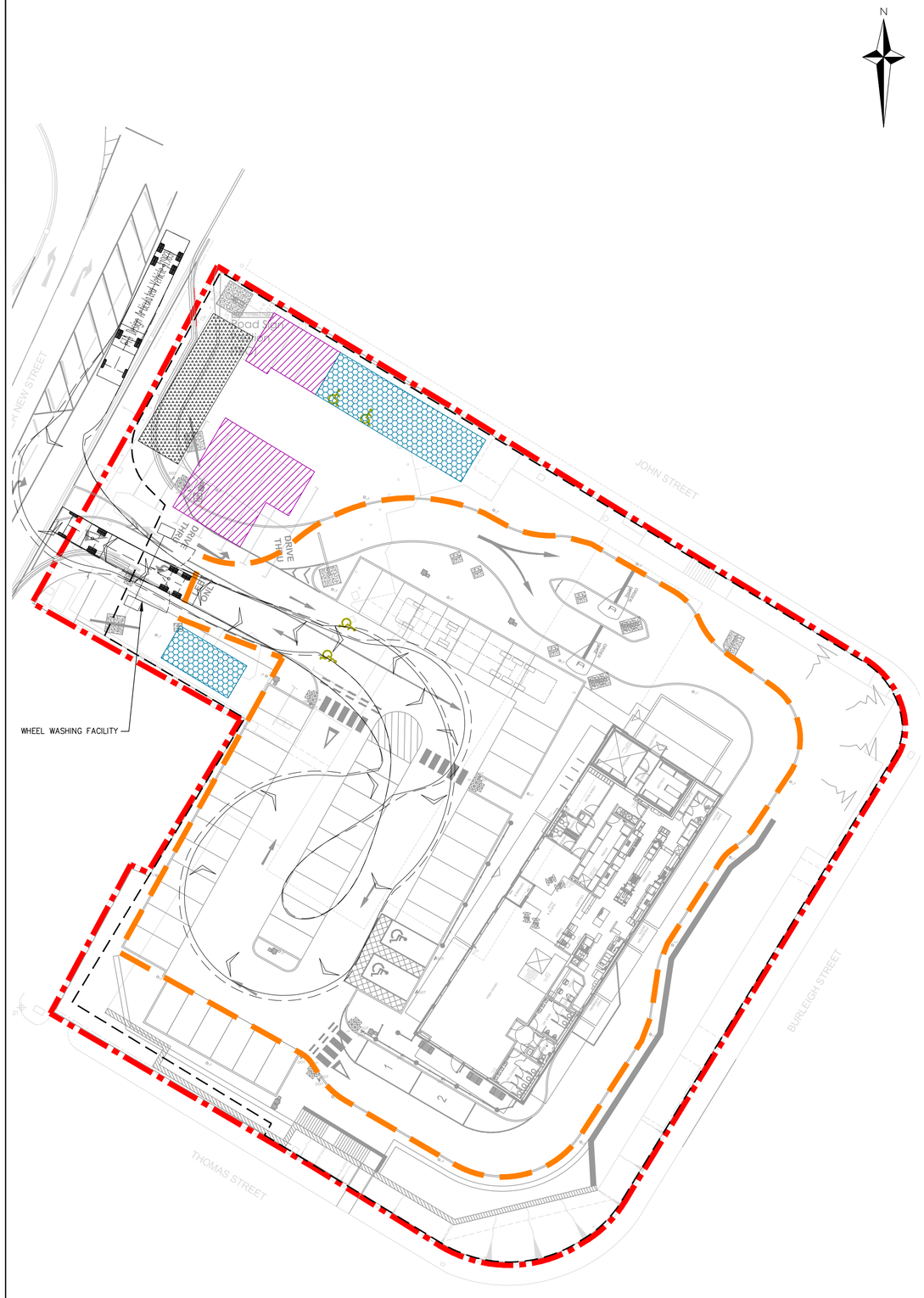
15.1 There will be some excavations for services and drainage works and some minor re-shaping of levels. During these phases of the development, wheel cleansing and road sweeping will be applied as necessary. As soon as practicable, excavations will be reinstated reducing any potential for tracking any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

15.2 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.

Figures



PRE–DEMOLITION
ARTICULATED VEHICLE SWEPT PATH
SCALE: 1:500 @ A3



POST DEMOLITION
ARTICULATED VEHICLE SWEPT PATH
SCALE: 1:500 @ A3

This drawing should not be scaled. For construction purposes work to figured dimensions only

0mm 40mm 80mm

ORIGINAL SHEET SIZE A1

McDonald's ™

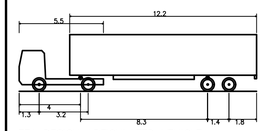
NOTES:

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.

KEY:

- SITE BOUNDARY
- CONSTRUCTION HERAS FENCING (HOARDING)
- PEDESTRIAN ROUTE
- SITE PARKING
- SITE OFFICE
- STORAGE

VEHICLE PROFILE:



FTA DESIGN ARTICULATED VEHICLE

OVERALL LENGTH	15.500m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.695m
MIN BODY GROUND CLEARANCE	0.428m
TRACK WIDTH	2.500m
LOCK TO LOCK TIME	6.00s
KERB TO KERB TURNING RADIUS	6.750m

FOR INFORMATION ONLY

Rev.	Description	Date	Chkd
I2	EXISTING BUILDING ADDED TO PRE–DEMOTION	30.01.18 SB	HBG
I1	INFORMATION ISSUE	09.01.18 SB	HBG

Glanville
3 Grovelands Business Centre
Boundary Way
Hemel Hempstead, Herts. HP2 7TE
Tel: (01442) 835999 Fax: (01442) 258924
postbox@glanvillegroup.com www.glanvillegroup.com

Client : McDonald's RESTAURANT

Project : McDONALD'S RESTAURANT
BARNSLEY UPPER NEW STREET
(NB 8543)

Title : LOGISTICS MANAGEMENT PLAN

Project Engineer :	FG	Scale :	1:500 & A3
Project Director :	NP	Date :	JAN' 18
Status :	INFORMATION		

Drawing No. 4160891 - SK13 Rev I2

3 Grovelands Business Centre
Boundary Way
Hemel Hempstead
Hertfordshire HP2 7TE

Tel: (01442) 835999
Fax: (01442) 258924

Postbox@glanvillegroup.com
www.glanvillegroup.com

- Civil and Structural Engineers
- Building Surveyors
- Highway and Traffic Engineers
- Transport Planners
- Land Surveyors
- Building Investigation Experts
- CDM Consultants