

**CONSTRUCTION LOGISTICS PLAN****OUTLINE CLP FOR SUBMISSION TO LOCAL AUTHORITY FOR PLANNING PERMISSION OR DETAILED CLP FOR CONSTRUCTION PHASE OF PROJECT**

<b>Development/Project Name:</b>	The Lower Seam Re-Development
<b>Landowner/Client:</b>	Barnsley Metropolitan Borough Council
<b>Site Address:</b>	The Seam, County Way, Barnsley S70 2EQ
<b>Site Postcode:</b>	S70 2EQ. What3words: stable.rings.blame

<b>CLP Produced by: Willmott Dixon Construction Ltd</b>		
<b>Name:</b>	<b>Signature:</b>	<b>Date:</b>
Richard Wright	<i>R Wright</i>	15.04.2025
<b>CLP Accreditation Date:</b>		
<b>CLP Reviewed by (Local Authority):</b>		
<b>Name:</b>	<b>Signature:</b>	<b>Date:</b>

Revision	Date	Summary of amendments	Amended by
A	24.03.25	First Issue	Richard Wright
B	15.04.25	Second Issue	Chloe Hanley

## 1. INTRODUCTION

Willmott Dixon has been appointed by Barnsley Metropolitan Borough Council to provide construction logistics advice for the redevelopment of the Lower Seam Car Park. Willmott Dixon will maintain overall responsibility for the CLP throughout planning, design and construction. Willmott Dixon has prepared this Outline CLP for planning permission and this document will form the basis for subsequent detailed CLP documents to be developed and maintained during the pre-construction and construction phases until completion of the project.

### 1.1 CLP OBJECTIVES

This section should set out the objectives of the CLP, such as reduced vehicles or lower associated emissions.

The overall objectives of this Outline CLP are to:

- Optimise the efficient delivery and collection of goods and materials to/from site.
- Improve adherence to the construction program by minimising delay created by poor logistics management.
- Lower the emissions caused by our Supply Chain Partners vehicles.
- Enhance safety by improving both vehicle and road user safety.
- Reduce congestion by reducing the overall amount of trips required, especially during peak time periods.

To support the realisation of this objective, several sub-objectives have been agreed to and include:

- Encouraging our direct and indirect employees including Supply Chain Partner site operatives to travel to site using publicly available transport or where there is a requirement to bring their own vehicles to site, often during the first few days to transport tools and materials, that vehicles are shared where ever possible.
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate travel during peak time periods.
- Encourage the use of greener vehicles.
- Manage the ongoing development and delivery of the CLP with our Supply Chain Partners.
- Enable the smooth and practicable communication of site delivery and servicing facilities to workers and suppliers.
- Mandate the CLOCS Standard across all Willmott Dixon construction operations, and throughout our Supply Chain.
- Encourage a minimum of FORS Silver Membership to be gained for all UK operating centres.
- The CLOCS Standards Requirements will be included in contracts as formed with our supply chain members, specifically Appendix C2 Safety and C6 Environmental Sub-Contractor Conditions. Guidance on this can be found within the CLOCS 'Guide to managing work related road risk in contracts' document, which is available from the CLOCS website.

## **1.2 SITE CONTEXT**

The Lower Seam car park is located off-County Way, which is close to the town centre and adjacent Barnsley Interchange. The main delivery access point is off County Way. There is a secondary access point on road between the Digital Media Centre 01 and the row of premises which includes the Courthouse Public House. Please refer to the Site Location Access Plan document.

## **1.3 DEVELOPMENT PROPOSAL**

The existing car park is to be remediated with a new car parking layout and extensive public realm works to be developed.

Three sculptures are to be erected within the pedestrianised public realm area, along with paving, street furniture and landscaping.

The project is due to be completed within approx. 45 weeks, commencing in May 2025.

## 1.4 CLP STRUCTURE

### Table of contents and figures

The CLP is divided into the following chapters

Pages	Chapter	Content
2	1	<b>Introduction</b>
3	1.1	CLP objectives
4	1.2	Site Context
4	1.3	Development Proposal
5	1.4	CLP Structure
6	2	<b>Context, considerations and challenges</b>
6	2.1	Policy Context
6	2.1.1	National Policy
6	2.1.2	Regional Policy
6	2.1.3	Willmott Dixon Policy
6	2.1.3.1	Main Contractor Health & Safety Conditions Appendix C2 Site Transport and Banksmen
6	2.1.3.2	RMS-PR-023 Vehicles & Plant
6	2.1.3.3	RMS-DR-024 Duties and Responsibilities of Transport Drivers
7	2.1.4	CLOCS
8	2.3	Local Access Including Highway, Public Transport, Cycling and Walking
8	2.3.1	Highways, Carriageways and Footways
8	2.3.2	Railways/Underground
8	2.3.3	Bus Routes
8	2.3.4	Cycle
8	2.3.5	Abnormal and Indivisible Loads
9-11	3	<b>Construction Program and Methodology</b>
12	4	<b>Vehicle Routing and Access</b>
13	5	<b>Planned Measures</b>
13-14	5.1	Measures influencing construction vehicles and deliveries
15	6	<b>Implementing, Monitoring and Updating</b>

## 2 CONTEXT, CONSIDERATIONS AND CHALLENGES

### 2.1 POLICY CONTEXT

This section of the CLP references policies we have considered in the preparation of this document.

#### 2.1.1 NATIONAL POLICY

##### **The Traffic Management Act (2004)**

The act makes 'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street'. It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

##### **Designing for Deliveries, Freight Transport Association (2006)**

This provides specifications for the size of delivery vehicles, turning radii and clearance requirements and should be used to ensure that delivery vehicles can safely and efficiently access the construction site.

#### 2.1.2 REGIONAL POLICY

##### **Fleet Operators Recognition Scheme**

FORS is a unique, industry led, membership (bronze, silver, gold) scheme to help van and lorry operators to become safer, more efficient and more environmentally friendly. It's relevance to the CLP is via its mention in the MTS and requirements will be relayed to all operators engaged during the development.

##### **CLOCS**

CLOCS brings the construction logistics industry together to revolutionise the management of work related road risk (WRRR) and ensure a road safety culture is embedded across the industry. By working together we can help protect pedestrians, cyclists, motorcycles and other users who share the roads with construction vehicles.

#### 2.1.3 WILLMOTT DIXON POLICIES

The following Willmott Dixon Group Procedures and requirements must be met.

- Main Contractor Health & Safety Conditions Appendix C2
- RMS-PR-023 – Vehicles and Plant
- RMS-PR-024 – Highways and Off Site Works

The Latest versions of these documents are available on the Willmott Dixon intranet and may be appended to this document if necessary.

### 2.1.4 WD & CLOCS

Willmott Dixon Group is now a registered CLOCS Champion and will be mandating the CLOCS Standard across all of its construction operations, and throughout the Supply Chain. This standard enforces specific safety requirements for all vehicles over 3.5 tonnes gross vehicle weight.

We believe that death and injury on the road is avoidable and therefore complying with the CLOCS Standard and adopting an 'All Safe on the Move' culture will enable a fair and consistent approach to managing safety beyond the site gate and boundary.

Dependent on the location of the project, or contractual agreements, this may be a client requirement and must be discussed with contractors and suppliers during the packages and contract award proposals and before deliveries commence on site.

## 2.2 Local Access Including Highway, Public Transport, Cycling and Walking

### 2.2.1 Highways, Carriageways and Footways

County Way serves the wider Seam car parks as a highway with pedestrian footways. The main entrance to our site will be controlled by Traffic Marshall, with additional Traffic Marshalling on our secondary entrance as required.

### 2.2.2 Railways/Underground

The combined railway and bus station (Barnsley Interchange) is adjacent the Seam car park on Eldon Street.

### 2.2.3 Bus & Train Routes / Stops

The surrounding bus routes and stops are indicated on the attached map (Fig 4). There are bus stops on County Way, along with Barnsley Interchange on Eldon Street.

### 2.2.4 Cycling Routes

There is no designated Cycle Map for Barnsley Town Centre, with the only route identified on the National Cycle Network servicing the Barnsley Interchange.

### 2.2.5 Abnormal and Indivisible Loads

There are not any abnormal / indivisible loads anticipated for the development. There will be a large crane required to lift the sculptures into place, movement orders will likely be required for the crusher and some of the large excavators, any movement orders will be agreed in advance with Barnsley Council and Highways team.

### 3 CONSTRUCTION PROGRAM AND METHODOLOGY

The construction programme for The Lower Seam has been initially developed with input from Willmott Dixon and their Supply Chain Partners. Construction is expected to last for 45 weeks and is scheduled to begin on 28<sup>th</sup> April 2025 with site set-up, completing in February 2026.

The programme dates indicates key phasing stages of the project.

- Site set-up – 28<sup>th</sup> April to 27<sup>th</sup> May
- Site strip and remediation works to car park area – May – September
- Release of area for groundworks to commence – July 2025
- Erection of sculptures – September 2026
- Groundworks (drainage; substructures; paving) – July 2025 – December 2025
- Landscaping November 2025 – January 2026
- Final completion and hand over Feb 2026

Planned working days and hours at this stage are Mon-Fri. 0730 – 1800hrs.

There may be some weekend working (Saturday and Sunday) to install the new electrical services from the sub-station on Old Mill Lane to the new substation on the Lower Seam, also for erection of the sculptures, to mitigate impact on local road users.

#### 3.1 Site Set Up and Remediation Works

We are intending on setting up an office and welfare compound on the Upper Seam, as detailed on the attached Logistics Plans.

As the programme dates above, following a two-week period for site set-up, we will be carrying out service disconnections and removing all street furniture.

The remediation phase of the project will involve a number of wagon movements to remove the contaminated materials from site (estimated to be approx. 50nr movements per day at peak).

During this phase, there will be vehicles movements removing waste from site and importing stone on to site.

The intention is to monitor noise and vibration during the remediation works, to minimise on disruption and inconvenience to surrounding properties and residents.

### 3.2 Groundworks

Groundworks will commence in the public realm area to the rear of the Digital Media Centre 01, once remediation works are complete. Initially, foundations will be cast for the sculptures, with drainage and underground ducting being installed.

The sculptures will be installed over a four-five week period, with the groundworks to follow with kerbing and paving.

The groundworks will progress from south to north on site, following the remediation.

### 3.3 Tarmac works and Landscaping

Tarmac works will follow the groundworks, with planing-off and resurfacing of both the main entrance and secondary access point off County Way.

### 3.4 Landscaping

Landscaping and planting works will follow the groundworks and surfacing works, with some planting needing to be co-ordinated with planting seasons, subject to weather conditions.

#### **4 VEHICLE ROUTING AND ACCESS**

The following figures/attached documents provide information regarding access routes to site in the Barnsley area, along with more detailed plans in relation to the immediate area around the site. There is also information in relation to vehicle parking, public transport and cycle routes.

##### **FIGURE 1: The Seam Location Plan**

See attached Plan / pdf document

##### **FIGURE 2: Site Location Access Plan**

See attached plan / pdf document

##### **FIGURE 3: Site Logistics Plan**

See attached plan / pdf document

##### **FIGURE 4: Barnsley Town Centre Bus Routes / Stops**

See attached plan / pdf document

##### **FIGURE 5: Sustainable Travel Management Plan**

See attached plan / pdf document

##### **FIGURE 6: Delivery Drivers Site Rules**

See attached plan / pdf document

## PLANNED MEASURES

The following Planned Measures have been identified to help Willmott Dixon and their Supply Chain Partners achieve the objectives of the Construction Logistics Plan and better manage the challenges identified in section 2.

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
<b>Measures influencing construction vehicles and deliveries</b>			
Safety and environmental standards and programmes	x		
Designated routes		x	
Assessment for On-site Ground Conditions		x	
Delivery scheduling		x	
Re-timing for out of peak deliveries		x	
Re-timing for out of hours deliveries			x
Use of holding areas and vehicle call off areas			x
Use of logistics and consolidation centres			x
Logistics management team and banksman	x		
<b>Other Measures</b>			
Collaboration amongst other sites in the area		x	
Implement a staff travel plan		x	

### 5.1.1 Measures Influencing Construction Vehicles and Deliveries

#### Safety and Environmental Standards and Programmes

Willmott Dixon are committed to ensuring all vehicles belonging to us or our Supply Chain Partners that arrive on site comply with the sufficient safety measures and requirements relating to Work Related Road Risk.

It is a requirement for all vehicles and driver management practices to comply with the Fleet Operators Recognition Scheme (FORS) (minimum silver standard) and Construction Logistics and Community Safety (CLOCS).

A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicles and drivers are reported to the Project Operations Manager and any other relevant parties. The 'CLOCS Manager' reporting tool will be used.

#### Designated Routes

Details of routes to be used for journeys to and from site for road operations are provided in section 4. A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on required routes. The supplier will be made aware that these routes are to be followed at all times unless agreed or alternate diversions are in place.

## Delivery Scheduling

All deliveries will be scheduled using an online booking system, due to the restricted delivery times. All Supply Chain Partners are to use this system throughout the project.

Most of the deliveries will be arranged between the hours of 0700 – 16.30hrs (Mon-Fri). There will be some exceptions to this during operations such as groundworks and crushing equipment movement orders and delivery of the sculptures. Exact timing and dates will be in agreement with SCC Highways.

There may be times during the project that deliveries have to take place during out of normal working times. These will be discussed and agreed in advance with both SCC Highways and Environmental Health Departments, to minimise any impact on local residential properties.

## Use of Holding and Vehicle Call-Off Areas

Delivery / Collection lorries are to be held off site at appropriate laybys or motorway service stations on the outskirts of Barnsley, until the allocated booking time, co-ordinating with any delivery restrictions.

## Logistics Management Team and Banksman

A WD Logistics Manager will control the delivery of materials and collection of waste.

A trained and qualified banksman / traffic marshal will control the movement of vehicles, pedestrians and cyclists when lorries and other vehicles are accessing and egressing the site. The team will assist in the checking of vehicles for CLOCS compliance and support the site management team in the safe delivery of materials and the safe collection of construction, demolition and excavation waste from site. This team will also assist in the collation of Waste Transfer Notes and Material Delivery Notes.

The traffic Marshall / qualified banksman will manage the deliveries and maintenance vehicle access to the DMC01 and The Courthouse Pub. Contact details will be provided to the DMC01 and The Court House Pub to liaise on delivery times. There is an expected 2 deliveries across the week on a Monday and Thursday to The Courthouse Pub as well as a refuse vehicle collection for the DMC01 on a Tuesday and Thursday.

### 5.1.4 Other Measures

#### Collaboration Amongst Other Sites in the Area

WD will collaborate and co-operate with neighbours in the vicinity of the site to ensure smooth running of businesses etc, wherever possible.

#### Implement a Sustainable Travel Plan



This plan is located in Fig 6 of the attached documents.

## 6 IMPLEMENTING, MONITORING AND UPDATING

This detailed Construction Logistics Plan will be implemented, monitored and updated by the appointed Construction Logistics Manager. Their job description will include collecting data on:

Number of vehicle movements to site; collected through a delivery booking in system including:

- Total
- By vehicle type/size/age
- Time spent on site
- Consolidation centre utilization
- Delivery/collection accuracy compared to schedule

Breaches and complaints:

- Vehicle routing
- Unacceptable queueing
- Unacceptable parking
- Supplier FORS accreditation
- Low Emissions Zones (LEZ) compliance

Safety:

- Logistics related accidents
- Record of associated fatalities and serious injuries
- Ways staff are travelling to site
- Vehicles and operations not meeting safety requirements
- CLOCS checks compliance

Description of the Supply Chain Partners Drivers Handbook

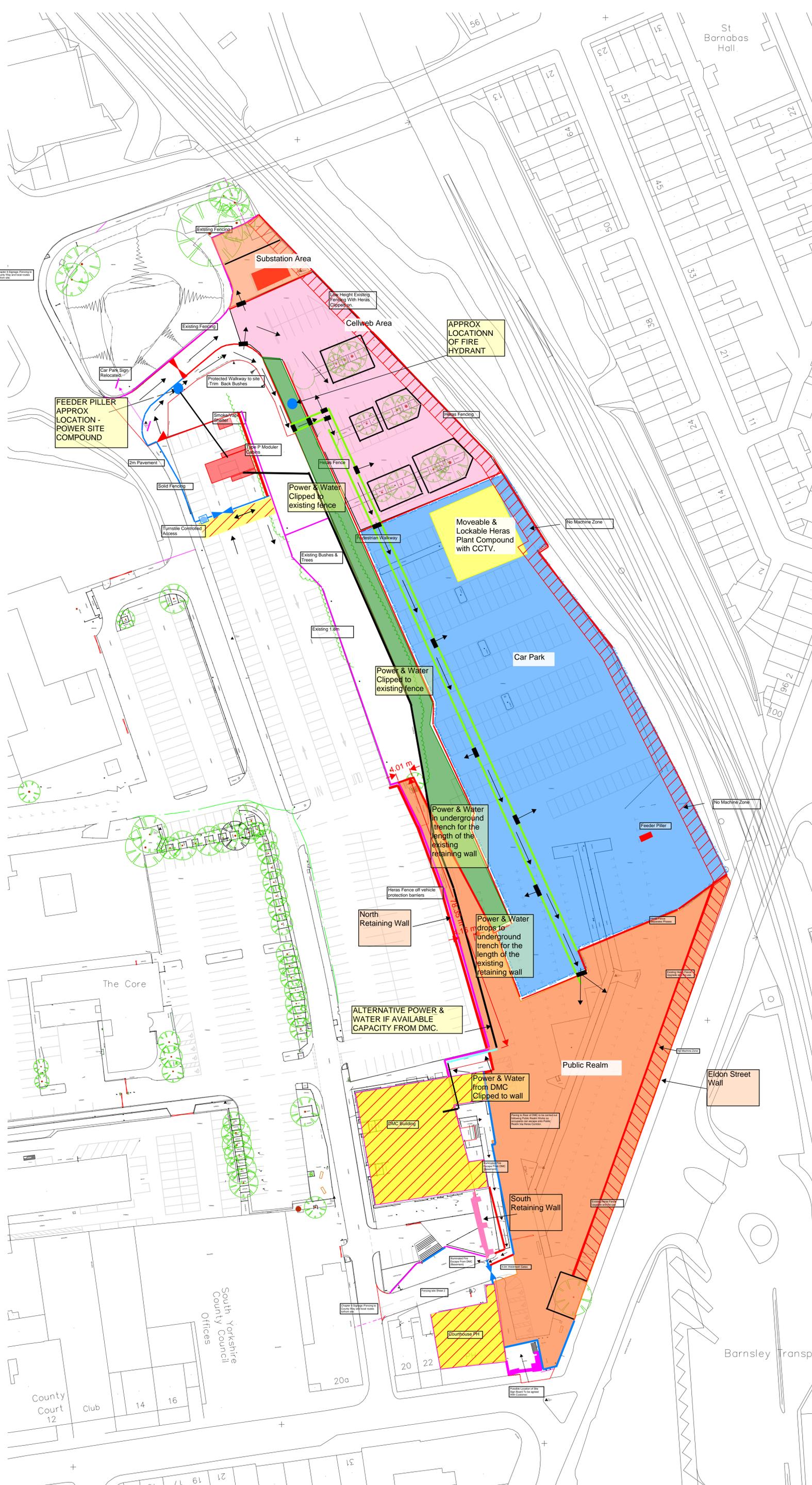
The data collected will be recorded on site and maintained for site compliance checks by Group Safety Team members, internal HS&E Manager visits, CLOCS Monitor visits and any Local or Regulatory Authority visits such as the HSE or EA.

## The Lower Seam Redevelopment – Location Plan



# The Lower Seam Redevelopment – Location Access Plan





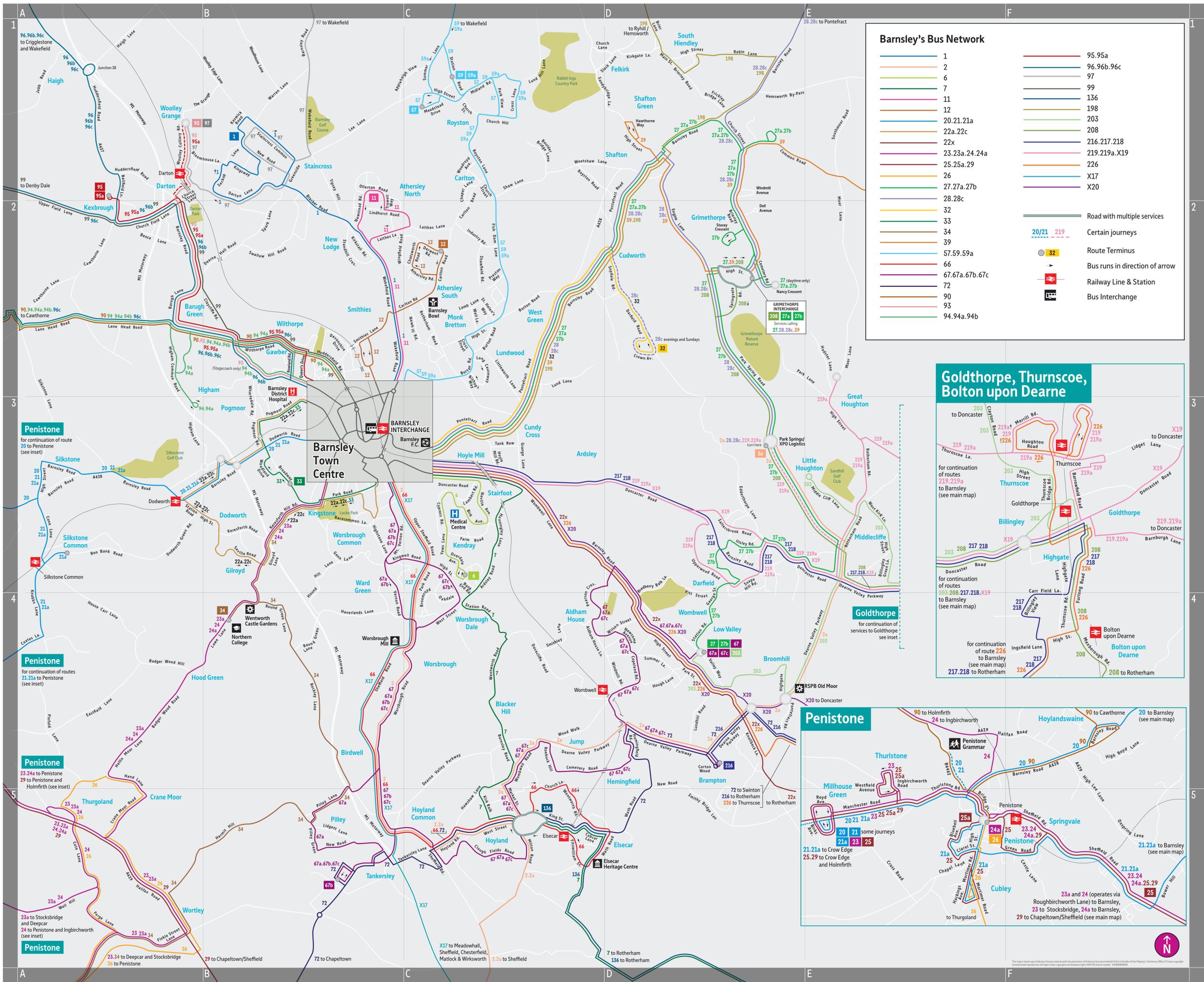
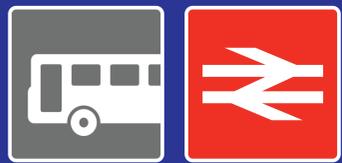
**KEY**

	Existing Fence or Wall
	Heras Fence
	Solid Hoarding
	1m High Barrier
	No Machine Zone
	Tree Protection
	Remediation 1
	Remediation 2
	Remediation 3
	HD Road

REVISION   P01	DATE   22.11.24	BY   YL	CHECKED   PA
First Issue			
CLIENT	Willmott Dixon		
PROJECT	The Seam, Barnsley		
TITLE	Existing Landscape Site Plan		
DWG No.	SEAM-ONE-ZZ-XX-DR-L-00008	REV	P01
STATUS	PRELIMINARY		
SCALE	1:500	DATE	22.11.24
		DRN BY	TL



# Barnsley Public Transport Map



### Barnsley's Bus Network

1	95.95a
2	96.96b.96c
6	97
7	99
11	136
12	198
20.21.21a	203
22a.22c	208
27a.27b	216.217.218
28.28c	219.219a.X19
32	226
33	X17
34	X20

- Road with multiple services
- Certain journeys
- Route Terminus
- Bus runs in direction of arrow
- Railway Line & Station
- Bus Interchange

### Goldthorpe, Thurnscoe, Bolton upon Dearne

for continuation of routes 203 to Doncaster

for continuation of routes 219.219a to Barnsley (see main map)

for continuation of routes 217.218 to Rotherham

for continuation of routes 219.219a to Doncaster

for continuation of routes 217.218 to Rotherham

### Penistone

for continuation of routes 20 to Penistone (see inset)

for continuation of routes 21.21a to Penistone (see inset)

for continuation of routes 23.24 to Penistone and Ingirchworth (see inset)

for continuation of routes 23a.24 to Penistone (see inset)

for continuation of routes 25.29 to Crow Edge and Holmfirth

23a and 24 (operates via Roughbirchworth Lane) to Barnsley

23 to Stocksbridge, 24 to Barnsley, 29 to Chapeltown/Sheffield (see main map)

# Delivery Drivers' Site Rules

	<p>All SCP deliveries must use the WDC Site Delivery Management booking system, at least 24 hours prior to arrival on site. This is due to the site located in a busy town centre.</p> <p>The main access point is off <b>County Way</b>. Access is controlled via traffic marshalls at the main entrance.</p> <p>All reversing delivery vehicles must be escorted and controlled by a qualified Traffic Marshall from the appropriate Supply Chain partner.</p> <p>Wheels and chassis of all vehicles <b>must</b> be clean prior to leaving site. Please be aware that there will be no waiting / idling on surrounding roads.</p> <p>Failure to comply with the requests above, may result in deliveries being turned away.</p>
	<p>FULL <b>PPE</b> (Hard Hat, Hi-Viz Vest, Safety Boots &amp; Gloves) <u>must</u> be worn when exiting the cab of your vehicle.</p> <p>Long trousers &amp; t-shirt must be worn as a minimum <b>(no shorts or vests)</b></p>
	<p>Working on the rear of a flat-bed lorry is <b>working at height</b>, and must have an adequate fall arrest or restraint system in place.</p>
	<p>You must be in possession of a valid <b>Training Certificate</b> (CPCS, ALLMI etc) to operate a Lorry</p>

	Loader (HIAB), and valid test certs for all lifting equipment & HIAB. A Permit to Lift will be required from WDC for any HIAB offload.
	<b>MOBILE PHONES</b> are <b>not allowed</b> to be used whilst operating/driving plant or vehicles on site.
	The Site <b>SPEED Limit</b> is <b>5MPH</b> . All deliveries must have a <b><u>flashing amber beacon</u></b> fitted to the vehicle.
	All HGVs (over 3.5t) arriving on site must conform to the Construction Logistics and Community Safety ( <b>CLOCS</b> ) <b>Standard</b> for construction logistics.

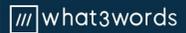
I confirm that I have read the above site rules, and understand that failure to comply will result in being turned away/ dismissed from site.

Name:  
Company:  
Date:  
Signature:



# Sustainable Travel Management Plan The Lower Seam Re-Development

The Lower Seam  
County Way  
Barnsley  
South Yorkshire  
S70 2EQ  
www.willmottdixon.co.uk



To find us, search [///stable.rings/blame](https://www.what3words.com/stable.rings/blame) on [what3words.com](https://www.what3words.com).

## Save yourself the trip

Have you asked yourself whether you need to make the journey at all? With communication technology such as MS Teams, we are able to facilitate audio and visual meetings from one office to anywhere in the country.

If you cannot avoid travelling, please follow the sustainable travel hierarchy below:



## Where possible, please travel to the office:



Barnsley Interchange is located opposite site on Eldon Street, approximately 5 minutes walk from our site entrance and welfare compound.

Regular buses and trains are available from the Interchange.



As well as being a low carbon form of transport, cyclists are exposed to less air pollution than cars and buses.

The nearest cycle storage is on the Upper Seam car park, we will also have cycle hoops for safe storage within our site compound.



Remember it is cheaper to buy your tickets in advance and to travel during off peak hours.

Local Train Operators (Northern & Cross Country) have regular services to many regional towns and cities (Leeds, Sheffield, Lincoln, Huddersfield, Nottingham), along with an interchange with the local bus Network.

## Where possible, please **avoid** travelling to the office:



See these tips from the [Vehicle Certification Agency for driving more efficiently](#)

Our regional office in Morley, Leeds is approx. 30 minutes' drive using the M1, connecting with the M62 at junction 42. Car Parking at the Upper Seam is available.

**If driving is completely necessary, please consider car sharing. This reduces fuel spend, vehicle wear and tear and carbon emissions and you can claim car sharing mileage reimbursement – see our Hub benefits section for more details**



Electric vehicle chargers are available at a number of parking areas around Barnsley Town Centre, within 0.5 miles of the site.

