

CONSTRUCTION MANAGEMENT PLAN

Contract Name:	Barnsley West S278 – Northern Roundabout
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Date	Revision	Prepared By		Checked By	
17.06.21	Original	Name	Lee Ferreday	Name	Phillip Rumford
		Position	Operations Manager	Position	Pre-Construction Manager
		Signed		Signed	
Date	Revision	Prepared By		Checked By	
15.02.22	Rev 1	Name	Lee Ferreday	Name	Phillip Rumford
		Position	Operations Manager	Position	Pre-Construction Manager
		Signed		Signed	
Date	Revision	Prepared By		Checked By	
		Name		Name	
		Position		Position	
		Signed		Signed	
Date	Revision	Prepared By		Checked By	
		Name		Name	
		Position		Position	
		Signed		Signed	

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SECTION 1 – INTRODUCTION

This document outlines the Construction Management Plan for the construction of the two roundabouts associated with the Barnsley West Section S278 Northern Roundabout to construct a new roundabout entrance on Barugh Green Road.

The plan documents CORE Special Projects Ltd. construction planning at the planning stage of this development and will be regularly update as the project proceeds.

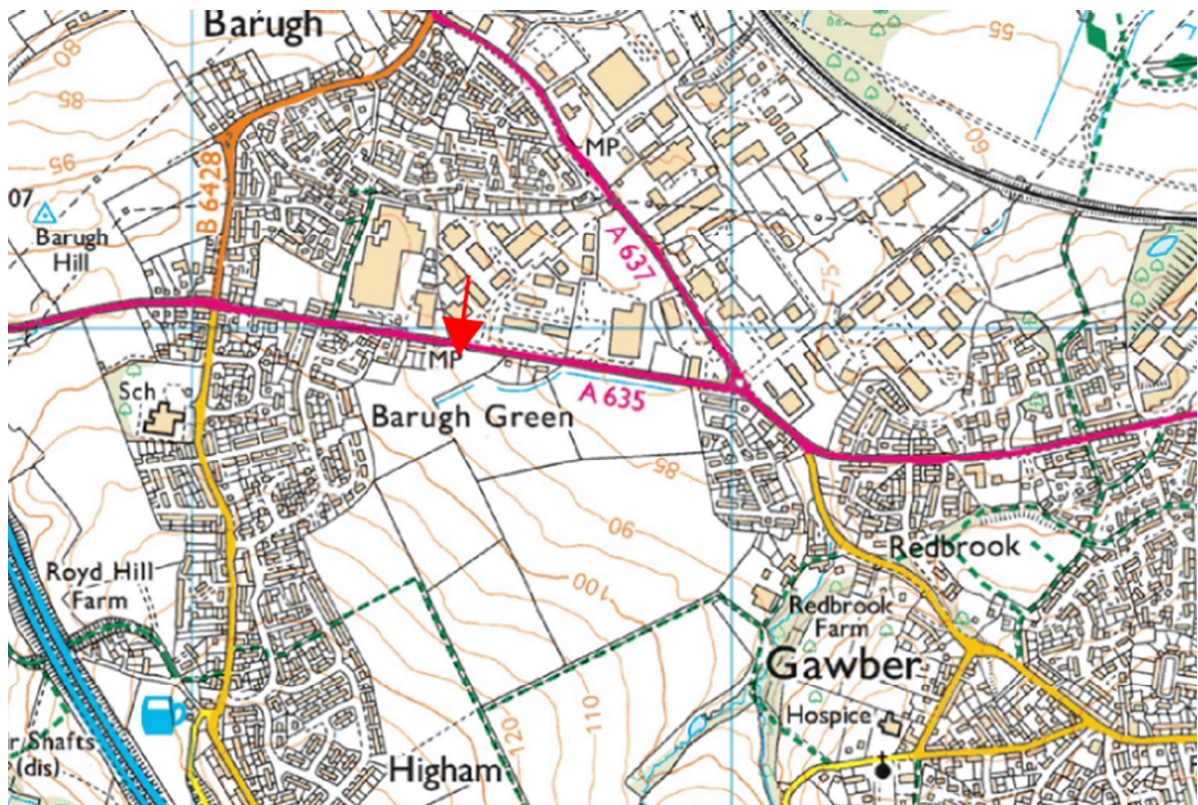
1.1 Site Address

Barugh Green Road
Barugh Green
Barnsley
West Yorkshire
S75 1JT

OS Grid Reference SE31510 07957

1.2 Site Location

The site is located to the north west of Barnsley on the A635. Access from the M1 motorway is from Junction 37 to the south.



SECTION 2 – PROJECT DESCRIPTION

2.1 Scope of Works

The project is to provide a new roundabout junction into a proposed new development. .

The scope of works includes:

- Site Clearance
- Earthworks – Cut & Fill
- Road construction
- Diversion of existing services
- Main sewers
- Street Lighting and signs
- Surfacing works

2.2 Security

CORE will be responsible for the security of this construction project and will ensure that workfaces are secured at the end of each shift. At no time shall unsecured plant or equipment be left unattended. Tools & equipment shall be stored in locked containers at all times when not in use.

Employees shall be vigilant for unannounced persons encroaching within the site/work area and shall refer all queries from members of public to the Project Manager/Site Supervisor. The Project Manager/Site Supervisor shall regularly inspect and maintain all fencing, any defects being made good immediately.

During the construction the works will be protected by the existing perimeter fencing or localized temporary heras fencing of work areas.

The site establishment welfare and office facilities will use secure containers with solid hoarding used to segregate and secure the area.

2.3 Stakeholders

Potential affects through dust, noise and vibration on neighbors are mitigated as covered in section 5 of this document.

Deliveries are via the existing road network with access to the site off Barugh Green Road with temporary access formed onto the site to facilitate the works. Site access will have an area to allow pulling off the road onto site thus avoiding congestion caused by deliveries to site on the road network.

A good proportion of the works can be undertaken off line thus minimising traffic management affecting the road network.

Stakeholders in the project are:

- Existing road network users including public transport providers.
- Local residential
- Businesses on Clayliffe Business Park
- Bus Companies

Existing networks Users:

Advance warning signs will be used to notify of the works prior to commencement and of any substantial modifications to the traffic management. All traffic management will be agreed with the network management team.

Local Residents and businesses:

Letter drops ahead of the works will be carried out notifying of the commencement of the works with contact number for any queries. Further letter drops will be carried out should there be any amendments from the original information provided.

Bus Companies:

Prior to commencement contact will be made with the bus companies that use the main road as a bus route. No bus stops are located within the works, with the nearest to the west.

2.4 Resource

Labour, will be sourced both locally and further afield due to the numerous skill sets required to complete the project. Parking and Welfare facilities will be provided on site for the labour at the location detailed on the Construction Traffic Management plan.

Plant, the main plant required on site is earth moving equipment dozers, 360 tracked excavators, articulated dump trucks, dumpers these will vary in size from 50t to 5t. There is no requirement for craneage.

Materials, due to the nature of the project the main materials requirement is for aggregate, concrete pipework and other concrete products to be delivered to site.

Both plant and material deliveries will be managed as set out in Section 4 & 5 of this document thus avoiding disruption to stakeholders.

2.5 Health & Safety

It is the objective of CORE to deliver this project safely, free from injury or incident and in compliance with statutory legislation and Company procedures. It is also Core Special Projects objective to provide a safe working environment for all personnel and to protect members of public from any enhanced risk that may arise as consequence of this project.

These objectives shall be achieved by proactively planning all work activities in order to establish what control measures are necessary to reduce risk to a minimum. CORE shall ensure that a competent workforce, adequate instruction, supervision and monitoring and safe systems of work are maintained throughout.

A construction phase health and safety plan is available and all operations carried out in accordance with its content to ensure the above objectives will be achieved.

Specific risk associated with the site are:

- Working in live carriageway
- Overhead cables (comms)
- Below ground services

SECTION 3.0 – PROJECT SEQUENCING

3.1 Construction Programme

Proposed construction programme in Appendix 2 shows the duration of works and phasing sequencing and durations. Prior to commencing the works the programme will be reviewed to ensure it meets final designed scheme and incorporate utility diversion works lead in times and duration of onsite works.

Through the course of the project the programme will be monitored with potential amendments if required reprogrammed to mitigate where possible.

3.2 Sequencing

The sequencing of the project will be set out with the programme detailed above and in accordance with phasing as per phasing plans in Appendix 3. These will be reviewed once utility diversion work lead in times and duration of site works have been agreed

The use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays

With the exception of any specific works which shall be agreed in advance in accordance with details to be submitted to and approved in writing with the Local Planning Authority.

In summary the sequence with key dates are:

Project Commencement	TBC
Project Completion	TBC

The sequencing of the works will be determined through liaison with the existing mains services diversion works.

SECTION 4 – TRAFFIC MANAGEMENT

4.1 Delivery Times

The use of plant, machinery or equipment, or deliveries of materials shall only take place between the hours of 0800 to 1800 Monday to Friday and 0900 to 1400 on Saturdays and at no time on Sundays or Bank Holidays

With the exception of any specific works which shall be agreed in advance in accordance with details to be submitted to and approved in writing with the Local Planning Authority.

4.2 Site Access & Egress

Deliveries will enter via the existing road network with access to the site off Barugh Green Road. Providing a pull off area onto site thus avoiding congestion caused by deliveries to site on the road network. As reflected in the Construction Traffic Management Plan, appended to this document, appendix 1.

Access will be provided for site vehicles one for the site compound for both light and HGV vehicles, located to the western side of the new roundabout. The access will be wide enough to have two way traffic on and off site, mitigating the risk of vehicles

waiting on the existing highway.

A nominated person will manage site deliveries directed to the designated unloading area.

Signage will be erected warning of construction site entrance.

Deliveries and collection of plant, work equipment and materials shall be coordinated to have minimal impact with the facility, local traffic, businesses and other operations off peak deliveries and collections will be made where practicable.

The Project Manager/Site Supervisor shall liaise with supply chain key parties to arrange delivery times.

Designated parking areas are available on site at the site compound location, no parking will be required outside this designated area.

Materials storage will be to the designated storage area before distribution by site vehicles to the work face.

Access around site will be via haul road and routes along the work face corridor.

See CTMP (Appendix 1) regarding the access and egress arrangements with swept path assessments.

4.2 Live Carriageway Traffic Management

The phasing of traffic management affecting the live carriageway will be inline with the phasing plans in Appendix 3.

All Traffic management will be in accordance with Chapter 8 guidance. The extents of phasing and layouts of the live carriageway traffic management will be agreed with Barnsley Highways network management.

SECTION 5 – NOISE, DUST & VIBRATION

5.1 Noise

Noise levels associated with normal construction activities are expected on this project, these normal levels are not expected to cause any nuisance to the surrounding receptors. This due to noise levels anticipated from general plant operations and distance to any receptors.

As part of the procurement process advise will be sort from the specialist sub-contractors if there are any noise implications and if notification and monitoring is required.

Appropriate plant & equipment shall be utilized to ensure that site noise is kept to a minimum. All work equipment shall be adequately maintained to avoid unnecessary noise and be fitted with appropriate working silencers and noise insulation where available. No

plant shall be left idling when not in use. Plant shall be sited in such a position so as not to enhance noise pollution to neighbours. Operatives shall be reminded of the requirement to keep noise down to an acceptable level during their site induction.

The Project Manager will monitor noise levels during the works at various locations around the site.

5.2 Dust

Airborne dust generated by site operations will in general be controlled by damping down with water. It may be that one measure alone will be sufficient for a task or it may require a series of measures to ensure that dust is kept to an acceptable level.

All dust suppression methods using water will be done in a controlled manner in order that sufficient water is used to suppress the dust but not excessive quantities that causes run off.

All the site team will be aware of the care needed to minimise the production of dust and will be informed of this in various forms from site inductions, risk assessment instructions, tool box talks and general supervision instruction on site.

In order to reduce the risks associated with the works in respect of dust and contaminant migration, the following processes may be used/ implemented on site, as required:-

1. Material discharge heights should be kept to a minimum;
2. Vehicle speeds will be restricted;
3. All Lorry bodies to be checked for lodged excavated material before accessing public road;
4. Manage stockpile levels;
5. All Lorries to be sheeted,
6. Road cleanliness to be continually monitored with any deleterious materials being dealt with immediately.

Site Dust Levels will be visually monitored by site management throughout the contract both within work areas and at boundary points, with the appropriate dust reduction/control/suppression measures being implemented as and when required.

Site control of dust will be discussed at site induction and operatives will be reminded as to how they can minimize the generation of dust.

For this site it is envisaged that a tractor drawn water bowser and/or road sweeper will be sufficient for the task.

To assist the site management the following action levels will be utilised:

Site Management action levels:		
Action Level	Condition	Mitigation Measures
0	No Visible Dust	None
1	Visible dust travelling upto 5m from source.	Damp Surfaces down, review operations and weather conditions, take further actions as appropriate.
2	Visible dust reaching site boundary.	Damp down / amend operations causing release. Review Operations and weather conditions take further preventative actions as appropriate to prevent further dust nuisance.
3	Visible dust beyond site boundary.	Carry out emergency damping down and treatment of source areas. Carry out inspection at site boundary to ascertain extent and amount of dust migrations. Amend operations and the RAMS for the operations to prevent reoccurrence.

5.3 Vibration

It is not expected that vibration will be an issue on the site. Nominal vibration will be generated via normal construction plant operations.

Considerations relating to vibration affecting stakeholders; it is not expected that vibration will be an issue on the site. Nominal vibration will be generated via normal construction plant operations.

5.4 Road Cleaning & Wheel washing

It will be incumbent on site management to ensure that the condition of all vehicles leaving site is such that they are clean and will not deposit deleterious materials on the public highway.

Due to the small size of the site it is not practical for the construction of the Section 278 works to implement the use of a wheel wash. Therefore, good well maintained haul roads will be utilised so delivery vehicles will travel on stoned access and not untreated ground conditions.

Segregated walking routes, public footpaths & roadways shall be maintained effectively with road sweeping employed as necessary.

CORE will regularly monitor road contamination for mud / dust on the surface, if required road sweeping will be carried out. At planned high levels of traffic, the requirement for road sweeping will be forecast by checking forecast weather conditions.

SECTION 6 – WASTE MANAGERMENTS

Waste from the works will come from package form material deliveries and will be managed as below.

A high standard of housekeeping shall be maintained at all times – the Project Manager and Site Supervisor will monitor this throughout the project. All waste & packaging will be disposed of as it is generated. Litter will be unacceptable, and all personnel will be reminded of the requirements during induction.

It shall be our target to reduce the amount of waste being sent to landfill by implementing a hierarchy of control Eliminate, Reduce, Re-use, Recycle, Disposal.

The Project Manager shall consolidate all transfer and consignment notes and record the information within the site environmental plan. We shall endeavor to recycle whatever cannot be re-used and when ordering materials, order recycled products wherever practicable.

Disposal of waste material by burning on site is NOT permitted.

All waste will be removed by Licenses carriers keep records of all waste removed.

SECTION 7 – ENVIRONMENTAL

7.1 Water Run Off

Care will be taken when working near existing water courses / water bodies so as to avoid the discharge of silt into the water flow or to unnecessarily disturb the bed of the watercourse. Surface water run-off will not be allowed to enter a watercourse directly but will be intercepted and filtered before it is discharged into an open watercourse or drain. Interception and filtering may be undertaken with the use of silt fencing; inter-linked straw bales; sandbag dams [filled with gravel]; or low bunds or through a silt sock.

At a point of discharge into an open watercourse the bed and embankments will be protected against erosion. Immediately down gradient of the discharge point, sandbag dams may be placed across the water channel to intercept and settle any silt inadvertently generated during the pumping exercise.

Stockpiles should not be placed near watercourses or drains, to avoid silt run-off being washed into the drainage system. Where appropriate a shallow, blind, cut-off ditch should be excavated at the base of the stockpile to intercept any immediate silt flows, with monitoring / maintenance taking place at frequent intervals, or as and when required.

7.2 Refuelling of Machinery:

Site Plant Operators will be informed at induction of the following measures and procedures which relate to the refuelling aspects of plant operations on this site. These measures will be put in place and enforced by site management at all levels.

Fuel will be brought to site and discharged into a purpose built, secure, (lockable), labelled, bunded fuel tank, in quantities that are proportionate to site usage.

Static fuel tanks will be located where there is no risk of water inundation, (flood), or ground settlement. Fuel storage tanks will be located where there is a low risk of accidental impact damage. Tanks may be covered to shed rainwater and to curtail the accumulation of water within the outer bund.

Machines to be refuelled will be positioned in front of the tank on a bed of sand or similar absorbent material, allowing for spills to be dealt with quickly and completely. Machines will not be refuelled within 30 metres of a water body or a watercourse or drain. Plant will only be refuelled at designated locations agreed on site. All valves, [trigger type with automatic cut-out], and hoses, [when not in use], will be stored within the lockable bund of the tank.

Small plant will be filled using jerry cans and will be placed on 'plant nappies'. Spill Kits will be available at all refuelling locations and with all items of plant.

Plant items will be inspected daily for oil and fuel leaks and all outcomes recorded on the plant log. Any potential environmental risk(s) associated with any item of plant will immediately be brought to the attention of site management.

Used Spill Kits and any fuel / oil contaminated materials will be disposed of as hazardous waste in a covered site compound container

7.3 Fire Risk:

There are no circumstances where open fires will be permitted on site. The use of gas burners, welders and other hot work will be closely monitored and only allowed under a 'Hot Work Permit System'.

All site operatives including haulage contractors will be informed that the site is a no smoking zone, (except for designated located) and be briefed about putting out cigarettes fully before disposing of them.

All waste skips, bins and segregation areas shall be sited away from buildings and temporary site offices, in the event of an accidental fire or fire caused deliberately, this may reduce the risk of fire spreading to other properties and creating nuisance smoke to the atmosphere.

Water used to suppress such fires and potentially become 'run-off' would also be easier to control. Fire fighting equipment will be placed around the site, alarms and fire extinguisher. Site personnel to be advised of these requirements at induction.

7.4 Wind Blown Materials:

All lightweight materials, such as packaging, which may become airborne in wind gusting conditions will be managed in such a way as to remove this potential hazard from the work area and any such materials will be placed in covered waste skips in the site compound area. Site operatives will be instructed to place packaging materials in the appropriate waste skip at the earliest opportunity.

7.5 Ecology:

Tree, shrub and hedge removal is required to enable the siteworks. As the anticipated start date for the scheme is during bird nesting season (1st March to 31st August) an ecologist will carry out an inspection before any site clearance is commenced.

Clearance of vegetation has already been undertaken outside the bird nesting season

Protection of existing water bodies is covered in water run off section above.

APPENDICES

Appendix 1 – Construction Traffic Management Plan

Appendix 2 – Programme

Appendix 3 – Phasing Plans