

CONSTRUCTION MANAGEMENT PLAN

Plot 3
Ashroyd Business Park
Ashroyds Way
Platts
Common
Barnsley, S74 9SB


























Prepared By:	Issued for review and approval to:	Issue No and Date
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REFERENCE DOCUMENTS

This CEMP has been produced with reference to the following key documents;

-  10770-WMS-ZZ-XX-DR-C-39501-S3-P2-VEHICLE_TRACKING-22.05.25
-  10770-WMS-ZZ-XX-DR-C-39502-S3-P2-PRELIMINARY_LEVELS_DESIGN-22.05.25
-  10770-WMS-ZZ-XX-RP-C-39201-S8-P2-DRAINAGE_STRATEGY-22.05.25
-  14698A - 125D Proposed Site Plan @ A1
-  14698A - 126C Proposed GA Plan @ A1
-  14698A - 127B Proposed Elevations @ A1
-  14698A - 128C Proposed Roof Plan @ A1
-  14698A - 129B Proposed Building Section @ A2
-  14698A - Proposed Section A SK08A - House No.08
-  14698A - Proposed Section B SK103A - House No.103
-  14698A - Proposed Section C SK03A - House No. 03 (002)
-  20211332 Design Statement
-  Decision Notice 18_0864_Outline
-  Decision Notice_Reserved Matters
-  E2 - Ashroyd Business Park Plots 3-5 Phase 2 SI Report April 2018
-  Existing Sections A B and C
-  Existing Sections D and E
-  Existing Site Plan
-  Location Plan
-  Proposed Cycle Details
-  Proposed Fencing Details
-  SF2678_Ecological Mitigation Strategy_Plot 3 Ashroyd Business Park_September ...
-  V14698A-L02D - Landscape Plan_PLOT 3_A0 Planning

REVISIONS

Date	Changes Made	Page No

CONSTRUCTION MANAGEMENT PLAN – Plot 3, Ashroyd Business Park

1.0 Introduction and Scheme Overview

The purpose of this document is to give a broad overview of the proposed works for which planning permission has been granted in relation to the development of the site. The works will comprise the new build construction of a 9,180sqm employment unit for use classes E(g)(ii), E(g)(iii), B2 and associated landscaping and infrastructure works at Plot 3, Ashroyd Business Park, Ashroyds Way, Platts Common, Barnsley, S74 9SB.

The aim of this Construction Management Plan (CMP) is to address the requirements of the local authority planning conditions, namely conditions 16 of the Outline consent and condition 3 of the reserved matters. The details contained in this CMP fulfils the requirements of both condition 16 and 3 below.

Condition 16 of Outline Consent

No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period.

The Statement shall provide for:

- The parking of vehicles of site operatives and visitors
- Means of access for construction traffic
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- Measures to prevent mud/debris being deposited on the public highway

Reason: In the interest of highway safety, residential amenity and visual amenity and in accordance with Core Strategy Policy CSP 26, New Development and Highway Improvement and CSP 29, Design.

Condition 3 of Reserved Matters

- Prior to the commencement of development (including construction, landraising and demolition) a Construction Environmental Management Plan (CEMP) shall be submitted to and approved by, the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved document.

Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1.

PROJECT DIRECTORY

Client:	Network Space Limited
Planning Consultant:	Spawforths
Architect:	The Harris Partnership
Construction Consultants:	RSUK Associates
Principal Contractor:	To be appointed
Start Date:	24 th September 2024
Duration:	44 Weeks

2.0 Access To, and Traffic Circulation Around, the Site:

Ashroyd Business Park is located 1.8 miles east of Junction 36 of the M1 and 6 miles south of Barnsley.

The A6195 Dearne Valley Parkway provides the main arterial route towards the site from the M1. Platts Common Roundabout provides a spur road (Ryecroft Bank) from the dual carriageway. The vehicle access road into the site is from the east off Ryecroft Bank, known as Ashroyds Way.

The park is divided into 5 main plots some of which have been subdivided. Plot 3 lies in the west of the area beyond an existing access road. This comprises approximately 6.35 acres of undeveloped land covered by a thick scrub vegetation and reeds.

The northern boundary is defined by a band of soft landscaping and trees adjacent to Lower Sycamore Farm. The soft landscaping is set within an embankment which tapers from 16m in the north eastern corner to 8m in the north western corner.

The eastern boundary is defined by the existing access road and Public Right of Way running north-south and a surface water drainage easement zone.

The southern boundary is demarcated with a timber fence within which is a band of soft landscaping with relatively mature trees and bushes. A public footpath crosses from east to west adjacent to the boundary where it meets Upper Hoyland Road in the south west corner. Beyond the public footpath are residential properties.

The western boundary is again demarcated with a timber fence and a band of soft landscaping with relatively mature trees and bushes. The landscaping band tapers inwards from south to north.

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Access To, and Traffic Circulation Around, the Site Cont'd:

The development is completely accessible for construction vehicles without any significant impact or compromise to nearby units.

All Banksmen will be used to direct vehicles coming to and from the site and existing traffic systems will not be restricted were reasonably practicable.

Approach signage will be placed to advise other road users of the location of the site and the likelihood of site traffic.

Site Ariel View



Access To, and Traffic Circulation Around, the Site Cont'd:

The appointed principal contractor will ensure nominated persons control all site traffic movements, including supervision of deliveries to site and the removal of waste etc.

Liaison will occur with the local authority representatives regarding the requirement for temporary pavement closures and/or partial road closures should these be required at any stage.

All deliveries to site will be met to ensure all traffic coming to and leaving site will be managed.

Levels of traffic will vary throughout the project and based and this will be further defined within the principal contractors traffic management plan.

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Access To, and Traffic Circulation Around, the Site Cont'd:

To minimise the impact on adjacent property occupants, members of the public and adverse environmental impacts, loading & deliveries to the project will only occur via pre booked coordinated arrangement with the principal contractor's site management with any vehicles arriving at site outside of this arrangement being turned away and rescheduled.

The main control measures which will be adopted in respect of traffic management will be.

- Where assessed & identified by the principal contractor management, Haulage contractors will fit dust covers to load during removals & material deliveries.
- Dust suppression (Watering/Mist Spray) during vehicle loading procedures will be applied. If needed.
- Water suppressed road cleaning (periodic following site assessment by the principal contractor site manager) will occur.
- Plant & vehicle selection will be assessed to maintain noise levels to a minimum.
- Vehicles will turn of engines during loading process (reduction of noise & emissions)
- Material loading and waste removal process will be coordinated & arranged to maximise on reduction of noise levels, no multi vehicle attendance.
- Vehicles attending site will be coordinated by the principal contractor site manager (pre booked only) to enable minimum attendance at any one time (Haulage vehicles will not be allowed to park up and wait around the site perimeter on within site, unless immediately loading/unloading).
- Placement of construction site traffic signage on approach roads

Trained and competent banksmen will control all vehicular movement in and around the site.

Deliveries will be timed to avoid busy rush hour periods and a build-up of site traffic.

Construction vehicles will not be allowed to wait on Carwood except when loading or unloading.

Parking

There will be an allowance for contractor parking which will be within the site boundary and therefore not impact upon the public highway or surrounding land uses.

Wheel Washing Facilities

It is anticipated that there may be some requirement for wheel washing and road cleaning facilities, which will be addressed via a portable jet washer and manual sweeping and clearance with access to a road cleaner as required and subject to prevailing conditions.

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3.0 Surrounding Land Use and Restrictions:

As noted above, Ashroyd Business Park is located 1.8 miles east of Junction 36 of the M1 and 6 miles south of Barnsley.

The A6195 Dearne Valley Parkway provides the main arterial route towards the site from the M1. Platts Common Roundabout provides a spur road (Ryecroft Bank) from the dual carriageway. The vehicle access road into the site is from the east off Ryecroft Bank, known as Ashroyds Way.

The park is divided into 5 main plots some of which have been subdivided. Plot 3 lies in the west of the area beyond an existing access road.

The proposed development is not anticipated to adversely affect the day to day operations of the existing occupied units, however as with all construction projects there will be an unavoidable level of impact upon the immediate surrounding land uses from the proposed works.

The principal contractor will address these through proper planning, management and undertaking of the works, with key management controls being as follows.

- Ongoing **liaison** with affected persons at pre-construction, and throughout the construction phase
- **Hours of work** will be as per the requirements of Local Authority.
- **Noise, dust, and vibration** will be controlled to eliminate to reduce as much as practicable and in accordance with relevant regulations and statutory notices.
- **Vehicle movement and deliveries** will be controlled by The Principal Contractor. A full traffic management plan (TMP) for the construction phase of the scheme will be produced which will describe in detail the arrangements for vehicular movement, access/egress, parking and how this will be coordinated and controlled, with personnel identified.
- **Emergency works** were required will be done in full liaison with the local authority representatives and any other statutory persons, i.e., emergency services, HSE etc. The Principal Contractor will identify these arrangements within their construction phase health and safety plan, which will also include emergency procedures for the site.
- **Scaffolding** requirements will be assessed with appropriate permits applied for by the appointed Principal Contractor. Any scaffolding will be erected, maintained, inspected, and used in accordance with the Work at Height Regulations and relevant British standards.
- **Hoardings** will be erected which will provide protection for members of the public from construction works, and which also prevent unauthorised access to the site. Hoardings will be erected to cause minimum disruption and impact to members of the public and will consider the needs of highway users, particularly the disabled. Hoardings will be erected around the full perimeter of the site, which is identified for the purposes of construction.

Hoardings will be subject to a temporary works design.

The Principal Contractor will apply for appropriate permits and licenses.

4.0 Proposed Works

The proposed works would see the new build construction of a 9,180sqm employment unit for use classes E(g)(ii), E(g)(iii), B2 and associated landscaping and infrastructure works at Plot 3, Ashroyd Business Park.

A brief overview of the proposed construction program is:

- Site set up and establishment of accommodation and welfare facilities.
- Sub-structure works
- Superstructure works
- New entrance as part of 278 works
- Partitions
- Decoration
- Joinery
- Flooring
- Electrical works
- Mechanical works
- External works

Overview of Mechanical and Electrical Works

- Provision of new water supplies
- Electric heating installations
- Ventilation installations
- Comfort cooling
- Hot and cold-water installations
- Automatic controls & wiring
- Above ground drainage
- Fire engineering installations
- Rainwater disposal

Temporary Works

The principal contractor will take all reasonable measures to ensure that the **stability and structural integrity** of the building(s) is always retained throughout the works and in doing this will ensure that temporary supports are **designed** and **installed** were required.

Temporary works is defined in BS5975: 2019 “Code of practice for temporary works procedures and the permissible stress design of falsework” as “(those) parts of the works that allow or enable construction of, protect, support or provide access to, the permanent works and which might or might not remain in place at the completion of the works”.

The principal contractor will apply suitable temporary work procedures for the project, which will contain the following elements:

- Production of a temporary works design.
- Completion and maintenance of a temporary works register.
- Independent checking of the temporary works designs as per the category requirements.
- Issue of a design/design check certificate, if appropriate.
- Pre- erection inspection of the temporary works materials and components.

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- Appointment of a temporary works supervisor.

Scaffolding Works

Scaffolding will be used on the project for safe access and work at height. The Principal Contractor will establish a scaffolding schedule for the works and obtain any permits or approvals for such structures, where appropriate.

The Work at Height Regulations 2005 require that scaffolds be designed and constructed to a generally recognised standard or be designed and calculated to ensure that it is fit for the intended use, stable and of adequate strength. Scaffolds must be erected in accordance with British and/or European standards, national industry guidance or manufacturer's instructions. The level of design input required can vary significantly from full engineer's calculations, drawings, and design checks for complex or unusual structures to a sketch showing a simple design.

The Principal Contractor will provide scaffolding contractors with as much information as possible within the tender process. This should include the following.

- Purpose and position of scaffold.
- Period for which scaffold is required.
- Design criteria for the scaffold.
- Security arrangements for scaffold.
- Traffic management arrangements.
- Site restrictions.

The scaffolding sub-contractor will provide their risk assessments and method statements prior to commencing activity on site, which must cover the following.

- Name of scaffold supervisor and/or person responsible for managing work.
- Who is to use the scaffold and for what.
- Delivery arrangements for materials.
- Proposed working hours for erection and dismantling.
- Site restrictions.
- Public protection.
- Fall protection.
- How the scaffold is to be stabilised.
- Number of ties required and pull tests.
- Hand-over arrangements.

5.0 Key Information

Commencement Date: 24th September 2024

Completion Date: 44 Weeks (July 2025)

Hours of Operation

The site will be open Mon-Fri 8.00am- 6.00pm and Saturdays 8.00am- 1.00pm.

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Security and Day to Day Management

Heras fencing including pedestrian access gate will be installed around the site perimeter. All works will be conducted within the area surrounded by protective fencing.

The site will be managed on a day-to-day basis by a competent site management team. The site manager will be trained and have as a minimum the Site Managers Safety Training Scheme certificate (5-day course).

The construction phase plan will develop this construction management plan in more detail about the day-to-day arrangements for managing safety, but as a minimum will cover the arrangements for.

- Site management structure and competencies.
- Site residual risks.
- Public interface.
- Existing services.
- Security.
- Fire and emergency.
- Inductions.
- Pedestrian and vehicular access (Including delivery of materials, unloading and storage).
- Welfare.
- First Aid.
- Environmental impact, inc. noise, dust, vibration.
- Design coordination.
- Communication with the workforce.
- Procurement and management of contractors.

5.1 Dust Suppression

Dust is created **externally**, on the site, during most stages of construction and will be managed throughout the construction phase. Measures will be taken to minimise and control dust on site through industry standard measures, i.e., dampening down, use of dust extraction attachments etc. Sheeting of lorries will be undertaken for appropriate loads, including all excavated (spoil) material.

Internal works – the potential for creating dust will be minimised using dust extraction on equipment, good ventilation, and good housekeeping as well as through the selection and use of appropriate materials and equipment.

Generally good housekeeping will be employed to reduce the amount of dust created. The Principal Contractor in conjunction with its sub-contractors will ensure dust generated from site activities does not become a risk to others and in doing so shall assess the dust risk for each work package, ensure adequate controls are in place and review these controls with their contractors.

Measures will be taken to eliminate, or at least minimize, dust generation with consideration given to material usage, type of work equipment used, and work methods applied. Where dust creation is unavoidable, dampening down techniques will be employed.

Dust Suppression Cont'd

Excavation work will form part of the project, therefore, it is likely that there will be some requirement for wheel washing facilities (portable jet wash) to ensure that wheels are cleaned before accessing the Public Highway. Also, should any excavated materials be deposited on the highway, these will be removed using a road sweeper machine.

Emission of dust and other particulates shall be controlled by implementing the following measures:

- Ensure no burning of waste materials takes place on site.
- Ensure an adequate water supply on the site to allow dust suppression.
- Ensure disposal of run-off water from dust suppression activities, in accordance with the appropriate legal requirements.
- Ensure regular cleaning of hard standings using wet sweeping methods.
- Not allow dry sweeping of large areas
- Movement of site vehicles/lorries will be practically minimized as the intention is to re-use most of the as-dug soil in the permanent works, however, any vehicles that exit the site will be cleaned before accessing the Public Highway.
- Routinely clean public roads and access routes using wet sweeping methods.
- Ensure vehicles working on site have exhaust positioned such that the risk of re-suspension of ground dust is minimized (exhaust should preferably point upwards), where reasonably practicable.
- Ensure all vehicles carrying loose or potentially dusty material are fully sheeted.
- Store materials with the potential to produce dust away from site boundaries where reasonably practicable. Ensure sand and other aggregates are not allowed to dry out.
- Minimise the amount of excavated material held on site.

5.2 Noise

As part of the pre-planning process of work activities, those works, which may bring about excessive or high levels of noise will be pre-assessed, including the impact upon construction operatives and residents/neighbours in nearby premises.

The requirements described within The Noise at Work Regulations 2005 and the British Standard BS 5228 Noise and Vibration Control on Construction and Open Sites will be adhered to fully.

In brief, the principal contractor will limit as much as is practicable, high noise operations and where this is unavoidable measures will be taken, such as the selection of plant and equipment or work processes, which does not emit high noise levels or equipment, which is fitted with silencing/anti-vibration equipment.

Also, any noisy equipment will be sited as far away from occupied premises as possible and turned off when not in use. Noise paths will be restricted by the placement of enclosures/barriers where practicable.

The above measures will be considered as part of the assessment process, which will identify noisy hazards, estimate likely exposure to noise by construction operatives and any other persons likely to be affected, identify measures required to eliminate or reduce noise exposure, and make persons likely to be affected by noise aware of the risks and controls which are being taken.

Noise Cont'd

Full liaison will occur with affected residents/neighbours as part of the pre-planning of construction work activities and every effort will be made to minimise the impact upon their work activities as described above and to work in cooperation with tenants regarding any specific requirements they may have, including restricting high-level noise during key times. (Consideration will also be given to works occurring outside of normal works hours, where noise levels cannot be satisfactorily reduced).

Noise monitoring will occur during potential noisy activities and where the action levels are exceeded as identified within the Noise at Work Regulations (see below), then appropriate action will be taken.

Lower exposure action level is a daily or weekly exposure of 80db and a peak sound pressure of 135db.

Upper exposure action levels are a daily or weekly exposure of 85db and a peak sound pressure of 137db.

Additionally, liaison will also occur with the local authority regarding any restrictions they have and ensuring minimal impact upon neighbours.

Any noisy works such as piling will be mitigated as much as reasonably practical. We do not anticipate any plant or machinery, including generators to be left running overnight.

5.3 Details of Site Compounds, Including the Unloading/Storage of Plant and Materials

With respect to the unloading and storage of plant and materials, this will be within the confines of the site. Careful management of materials, equipment and storage are to be followed given the space restrictions on site.

The delivery, storage, and movement of materials around the site shall not adversely affect the day-to-day usage of surrounding land uses. The management of deliveries and the amounts brought to site daily will be considered and organised in such a way as to not have excessive amounts building up. (Consideration will be given to “Just in Time” procurement).

Suppliers and contractors will be made aware of the transport routes to be adopted. Delivery vehicles will be directed to the site entrance depending on what is being delivered. Deliveries are to be pre booked for delivery times to the site, which are co-ordinated by a site representative.

Welfare accommodation will be within the accommodation. Facilities will include site offices, canteen/mess facility with tables and chairs with back supports, drying room, and hot and cold running water (including drinking water), facility to heat meals, toilets, wash hand basins and drying facilities with cleaning agents.

5.4 Temporary Highway Works or Closures

Footpath/road closure applications are not anticipated at this stage but should this alter then liaison will occur with the local authority and subject to their approval. The site construction phase traffic management and access plan will be reflective of these closures.

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5.5 Access for Construction Traffic and Parking

Vehicular access to the site is via the A6195 Dearne Valley Parkway, which provides the main arterial route towards the site from the M1.

Platts Common Roundabout provides a spur road (Ryecroft Bank) from the dual carriageway. The vehicle access road into the site is from the east off Ryecroft Bank, known as Ashroyds Way.

It is anticipated that all deliveries will be on a just in time basis, offloaded and brought into the site immediately.

Access/egress arrangements for the site will allow for safe pedestrian and vehicular access to site that has the least impact on members of the public and surrounding land uses.

Trained and competent banksmen will control all vehicular movement in and around the site.

Deliveries will be timed to avoid busy rush hour periods and a build-up of site traffic.

Construction vehicles will not be allowed to wait on surrounding streets.

Construction site staff and visitors will be instructed to park at designated car parks or where possible use public transport.

On site parking will be available for operatives and visitors as indicated on the plan below:-



This will be monitored by the principal contractor and appropriate action taken if operatives are found to be not complying with the site rules in this regard. A pre-start survey will be undertaken of the roads and footpaths and any 'wear and tear' to this caused by construction works will be remediated.

5.6 Recycling/Disposing of Waste.

The legal requirement to produce a Site Waste Management Plan was removed in 2013, however, the principal contractor will produce and define a waste management hierarchy of control (i.e., a Waste Management Strategy).

This will include:

- Mitigation of waste generated.
- Re-use of materials where possible.
- Recycling of materials.
- Disposal of remaining waste at a suitable facility.

Skips will be made available for waste will be segregated for the purposes of recycling.

5.7 Security

All works will be carried out within the boundary of the site which will be always secured.

Signage will be placed advising of ongoing works.

Access will be controlled onto site via the front or rear entrance points. All operatives and visitors will be required to sign in/out which log all egress / ingress and act as an accurate personnel record.

5.8 Coordination and Cooperation with Non-Construction Persons

The principal contractor will liaise with neighbours regarding the proposed works and in particular any elements which may impact upon their day-to-day undertakings. This will be done initially at pre-commencement via letter drop/bulletin update and thereafter at periodic intervals.

The principal contractor will endeavour to plan, manage, organise, and carry out the works in such a way as to minimise disruption. Deliveries will be planned and timed as reasonably as possible. Any footpath closures will be clearly indicated and done in accordance with local authority applications and approval.

Signage will be prominently displayed for all other road users including cyclists.

5.9 Complaints Procedure

Site contact details will be prominently displayed on the external areas, and members of the public will be able to directly contact the site team with any complaints relating to the construction works. All complaints will be treated seriously and thoroughly investigated with the complainant kept fully informed of proceedings throughout and the outcome of the investigation.

5.10 Welfare arrangements

Welfare facilities will be proportionate to the works being carried out, numbers on site and the weather conditions and comply fully with the requirements of CDM 2015.

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Welfare facilities will consist of as a minimum, rest facility with tables and chairs with backs, running cold and hot water, including drinking water, toilets, wash hand basins, drying facilities, cleaning agents and drying room.

5.11 Fire and emergency procedures

As part of the site set up, adequate arrangements for protection against fire during the construction phase will be considered. This will include establishing the measures for fire detection, warning, and prevention, including appointment of fire marshals and establishment of evacuation procedures and assembly point.

Reference will be made to the Joint Code of Practice for Fire Prevention on Construction sites and HSG 168 Fire Safety in Construction, and a Construction Phase Fire Risk Assessment supported by a fire and emergency plan will be undertaken, and reviewed/amended periodically, particularly if there are any significant changes.

Adequate written records will be kept of all fire alarm inspections, tests, and fire evacuations (both planned and accidental).

A fire risk assessment and fire plan will need to be obtained and referenced to enable the interface issues between the occupied adjacent buildings and the construction site to be properly assessed and managed.

6.0 Summary Statement

The Construction Design and Management Regulations 2015 will apply to this project and all appropriate controls and systems will be in place to comply with the standards of the Regulations and associated guidance.

Every stage of the project will be pre risk assessed and appropriate controls applied, sub-contractors will be pre vetted and will be subject to extensive pre contract requirements of information transfer and risk assessment.

A fundamental aspect of the Principal Contractor's role is the development of a **Construction Phase Plan**, which will take account of all known risks, which have been identified at pre-construction stage by the Principal Designer/CDM Consultant, the Design Team and through site investigations.

The Construction Phase Plan will describe arrangements and procedures for managing these key risk areas in more detail, as well as any future risk, and the resources, including personnel, which will be applied to the scheme, and which will ensure the Health and Safety of all those working on or affected by the project works.

The principal contractor will have an on-going process of monitoring health and safety standards throughout its organisation. This is normally done directly (on site) by the site management team through regular inspections, toolbox talks etc. and via the risk assessment process both during the completion of risk assessments and then by monitoring the effectiveness of risk control measures,

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which have been implemented. Site managers will also undertake regular reviews of safety on site, including any accidents or incidents and any matters raised will be dealt with accordingly.

Health and safety are also incorporated as a fundamental aspect of the overall project review, which will occur, and this monitoring and review process will be supported by senior management and site management.

The Principal Contractor will at the earliest possible stage of the project enter dialogue with all relevant parties, including neighbours to ensure there is effective coordination throughout all stages of construction.

END OF THE CONSTRUCTION METHODOLOGY AND MANAGEMENT STATEMENT.