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Construction Management Plan

New Single Deck Car Park

At

One Capitol Court

Barnsley

For

Tirley Securities Ltd

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1. Introduction

This Construction Management Plan (CMP) has been prepared for Barnsley Council in support of the Planning application for the proposed development situated on the One Capitol Court, Capitol Close Barnsley.

The purpose of this CMP is to ensure that the impact of construction works on the local Community and immediate highway network is minimised. This CMP will address all issues that are considered appropriate and known at this stage.

At this stage, the CMP should be used as a tool only to understand the on-going and changing constraints of the site under live construction conditions which in turn must respond to current legislation and Health and Safety practices for the protection of local residents and businesses, construction personnel, the general public and local infrastructure / equipment.

Should any issues affecting the CMP come to light during the construction phase; then the contractor, HORTON AND ARMITAGE, will work with Barnsley Council to review as required.

The CMP is a live document and will evolve and be updated on a regular basis by the contractor HORTON AND ARMITAGE Ltd.

Disclaimer

Although best endeavours have been used to develop this CMP; its status is indicative only. Alternative building methodologies and construction logistics may be decided on by HORTON AND ARMITAGE Ltd, as the project develops through the pre-construction stage, who will revise and develop this plan up to the construction phase route which in turn will be incorporated in to the Construction Phase (Health and Safety) Plan.

2. Project Description

The project comprises the installation of a single deck car park to include a single lane, two-way, ramp together with an access/escape stair constructed within the boundary of One Capitol existing surface car park.

Main services to the scheme will not be affected.

The substructure proposal consists of an arrangement of reinforced foundations. The car park finish comprises of white painted steel while the façade consists of mesh panels fixed to a proprietary support system.

The work includes, but is not necessarily limited to the following:

- Demolition – Disconnection of existing lamp posts; Removal of ground planter;
- Substructure – reinforced foundations, subject to further site investigations;
- Superstructure – Steel frame; RC concrete deck; mesh façade on proprietary support;
- Incoming mains supplies and connections;

3. Site Set Up

The site is located at the Capitol Close and Whinby Road roundabout, which are accessed directly from the Dodworth roundabout at Junction 37 of the M1.



The site has very good access as there is a large logistics warehouse across the road located on Capitol Close, which has articulated delivery lorries using it throughout the day.

There is 1no. vehicular estate entrance/exit however this is suitable for large articulated construction vehicles as proven by the adjacent construction site which is ongoing.

The construction site although, on-going, only has the external works to complete and therefore the number of site vehicles are now at a minimum.

Alternative parking arrangements will have to be considered for at least a 3 week period due to the ground works and superstructure works which will take place. Disruption will be kept to a minimum with “double parking” of cars adopted within the site boundaries. All construction vehicles will be parked in the location of the proposed single deck car park.

For all of the time during the construction programme existing arrangements for pedestrian access is to be maintained for all office workers.

For all works, the site set up would consist of a welfare cabin located within the site controlled by HORTON AND ARMITAGE on the existing car park adjacent to the main office building.

The aim of the phased approach below is to minimise the inconvenience caused by the construction works thus avoiding cars having to park off site.

Site working hours will be

Mon-Fri 07:30hrs – 16:30hrs

Sat – 08:00hrs – 16:30hrs

Sun – 08:00hrs – 16:30hrs

Phase 1

From the first Phase up to and including the completion of the deck car park, the site of the decked car park will be within the control of HORTON AND ARMITAGE, the site will be securely fenced with 2.0m high Heres fencing and have appropriate British Standard industry signage to ensure the public and contractor’s personnel are aware of potential dangers.



The fencing will be fitted with lighting to the entire perimeter to facilitate safe and secure access for office workers.

Contractor welfare cabin will be positioned so as not affect access by construction vehicles. The aim of positioning the welfare cabin is to prevent further re-positioning during all CMP phases.

During Phase 1 (and all other phases) it is not anticipated that a protected walkway for office staff will be required as all construction vehicles will be banked into the site.

Enabling works will include:

- Installation of site boundary fence;
- Removing lamp posts;
- Removing existing kerb lines;
- Removal of planters;

Construction Personnel

Access for construction personnel will be restricted to those who have legitimate business at the site / workplace and will be controlled by a signing in procedure.

Separate entrances for construction vehicles and construction personnel will be established.

Full signage protocols will be incorporated.

One Capitol Court Office workers requiring information or wishing to make a complaint should follow the communications procedure set out in section 8. All tenants will also have contact details for both the client and external Project Managers, Trident Building Consultancy.

A full-time banksman will be required to control construction traffic in and out of the site via the controlled entrance into the site.

The contractors' welfare compound will be established on site within the hoarding line in the area controlled by HORTON AND ARMITAGE, adjacent to the canopy to the main office building.

All vehicles will be required to park in the designated parking areas. Contractor's personnel will not be allowed to park their private vehicles within the office car park spaces.

For short periods of time to facilitate the delivery of tools and equipment or for the express purpose of working in a specific area the contractor will operate a 'vehicle pre-notification system'. This allows HORTON AND ARMITAGE to manage on site construction vehicles and prevent personal vehicles owned by construction personnel from delaying deliveries.

The site is not well served by public transport, but construction personnel are encouraged “buddy” where possible.

HORTON AND ARMITAGE will monitor site waste and will limit site storage of potentially flammable products / materials where possible. Dedicated secure storage for flammables / hazardous materials will be located within the site compound.

A monitored system of regular collection and general minimisation of on-site waste will be operated by the HORTON AND ARMITAGE.

Skips will be located away from areas of fire spread, i.e. away from boundaries and adjacent buildings so as to limit risk. As the scheme progresses into a built structure, there will be more risk to manage and this will be reviewed by the HORTON AND ARMITAGE.

HORTON AND ARMITAGE will provide as a minimum the following welfare facility for the use by construction personnel and approved visitors to include:

- Site welfare and office accommodation;
- Firefighting and first aid facilities will be made available in office accommodation;
- An office for the site manager;
- Canteen with microwave, fridge, cold and hot water;
- Male and female toilet facilities and a drying room;
- Adequate heating, lighting;
- The site will operate a non-smoking policy; however, provision will be made for a smoking area outside of the site boundary.

Phase 2

The aim is to reduce the site boundary as the project progresses to facilitate as much parking as possible for the existing site office workers.

Phase 2 is dedicated to the installation of the foundations which will take approx. 10 -12 days to complete. (subject to further investigations)

All existing block pavers that require lifting to facilitate the foundation construction will be kept on site for reuse.

As there will be limited spoil arising from the anticipated foundation installation there will be no specific requirement for a wash down facility. All vehicles leaving site will however be checked for debris during the foundation stage, with any removed prior to use of estate roads (see also section 6)

Phase 3

Steel erection and profile sheet placement.

The steel and profile sheets will be erected and placed over a one-week period.

The use of a city crane will be required and 2No cherry pickers, all located within the site boundaries.

Phase 4

Concreting to deck, white lining and electrical lighting works.

4. Site Access and Deliveries

To ensure only authorised persons have access to the site and materials delivered are maintained and securely stored; construction vehicular access to and from the site will be from a single entrance. A newly constructed controlled site entrance is to be installed within the boundary Heres fencing.

Traffic routes to and from the site will be identified. Deliveries will be booked in advance where possible and scheduled. Rush hour time periods will also be factored in when scheduling deliveries. A full time Banksman will be used to facilitate construction access and egress to and from the site compound.

In the case of extraordinary deliveries, hauliers will be requested to attend site in the first instance to ascertain routes, site access, road widths, potential obstructions and load bearing capacities of the existing road network prior to developing their own specific travel / delivery plan.

Unloading/loading of plant and materials within the site controlled by the contractor will be clear of other vehicles, pedestrians and people.

Contractors will be encouraged to participate in the Fleet Operators Recognition Scheme (FORS - <https://www.fors-online.org.uk/cms/?intcmp=38256>). Working with the freight industry to retime deliveries to avoid the busiest times – An online road impact tool allows freight operators to see works up to 12 months ahead to understand the impact for each set of works. By working together, we can help protect pedestrians, cyclists, motorcyclists and other road users who share the roads with construction vehicles.

5. Signage for Works Traffic

The site will be hoarded and signage clearly displayed as per industry practice.

All signage will be clear British Standard signage warning both pedestrian and vehicle traffic of the site location, potential dangers, temporary entrance and exit routes for construction vehicles and any special localised arrangements.

Contractor procurement information packs for sub-contractors and suppliers utilising construction vehicles will contain the CMP and include any particular requirements relevant to their material delivery and type of vehicles used.

All sub-contractors and suppliers will be initially briefed on the particular constraints of the site and the local road network. Where appropriate, the contractor's construction signage will be located along Capitol Close to assist construction logistics and deliveries.

There will also be warning signs on Capitol Close notifying vehicles and pedestrians of emerging site traffic ahead.

6. Pollution Control

No open site fires or localised burning of rubbish / waste will be permitted.

Air pollution / dust suppression will be dealt with on site and will be carried out by implementing the use of hoses and dowers across areas of particular concern during dry days throughout both the hardstanding demolition and construction periods.

Dependant on weather conditions, skips carrying material liable to create air pollution through dust transfer will be covered (if required).

Noise within the site will be kept to an industry standard minimum according to the various on-going construction processes and kept within agreed site working hours.

Depending on the foundation solution (still to be finalised) it may be necessary to equip the site with a proprietary wheel wash area (see typical wash unit below) to ensure that any site material taken onto the public highway is reduced to a minimum.



Regular road sweeping will be carried out to ensure the road and footpaths directly adjacent to the site are free from mud and other site debris.

7. Site Waste Management

Waste will be separated and segregated in different skips where possible to facilitate recycling.

All recycled waste will be transported using a registered haulier with full transfer notification.

Site waste will be fully monitored with the aim of limiting on-site storage of potentially flammable waste.

Skips will be located away from areas of fire spread, i.e. away from boundaries and any adjacent buildings so as to limit risk.

Any flammables will be stored securely away from boundaries and any adjacent buildings so as to limit risk.

8. Resident Office Workers and Stakeholder

The successful completion of construction works cannot be undertaken without the good will of the local community.

There will be some disruption to site office workers especially at the beginning of site works during site set-up, hoarding and foundation works when existing parking bays will be unavailable for use. A pre-start meeting will be held with all tenants represented, in order to agree arrangements during the works programme.

The aim of the CMP is to ensure that any disruption will be properly managed and communicated to existing office workers and stakeholders by:

- Having contact details of the Resident Site Manager clearly displayed on site;
- Developing a clear complaints procedure which will be distributed to all office workers using the site;
- Maintaining a complaint log book;
- Notifying office workers of the type of disruption, when the disruption will occur and the duration of the disruption at least 3 working days prior to the event;
- Maintaining good neighbourly relations;