

Site	Construction Management Plan for McCarthy and Stone Development off Berneslai Close Barnsley	
Issue Date	5 th February 2018	
Document Creator	Graeme Kynman	Development Manager

Introduction.

In response to planning conditions that require a construction method statement, this report has been produced to provide this information.

List of points addressed in this report.

- Details of temporary traffic management measure, temporary access, routes and vehicles
- Wheel washing facilities.
- The parking of vehicles of site operatives and visitors.
- Routes for construction traffic.
- The loading and unloading of plant and materials.
- Storage of plant and materials used in constructing the development.
- A scheme for recycling and disposing of waste as a result of demolition and construction works
- Hours of operation.
- The erection and maintenance of security hoarding, including decorative displays and facilities for public viewing
- Communication plan for liaising with the public
- Measures to control dust and dirt, noise, vibration, light and odour and appropriate mitigation techniques that prevent unnecessary disturbance to neighbouring properties
- Method of prevention of mud being carried onto highways
- Pedestrian and cyclist protection
- Proposed temporary traffic restrictions
- Arrangement for turning vehicles
- Construction management and programme

Specific Information.

Details of temporary traffic management measure, temporary access, routes and vehicles. Wagon drivers will communicate with the site manager via telephone prior to joining Churchfield off Church Street to ensure clear access onto site.

All vehicles entering onto site will be supervised by suitably trained banksmen. All vehicles will enter and exit Churchfield via Church Lane as recommended or approved by the Planning and Highways Local Authority,

Berneslai Close has a one way system that allows deliveries to access site from 1 intersection and leave via a secondary intersection with Churchfield thus reducing the risk of high volume traffic in this area.

Vehicle movements will be coordinated and managed via the construction team under the constraints of the school peak times as per this document.

Wheel washing facilities.

Once loaded/unloaded, all vehicles will be inspected by the Vehicle Banksman to determine if cleaning is required. The wheel washing facility will consist of a Karcher 180psi (or similar) diesel powered pressure washing unit with lance and hose attached in an area which will be drained via a catch pit for excess spoil removal. The public highway will be regularly inspected and if required a mechanical road sweeper will be employed to ensure that the highway is maintained in a clean and safe condition.

The parking of vehicles of site operatives and visitors.

Site operatives and visitor will use the main public car parks with in the vicinity, and will not park within the residential area adjacent to the site. Any contractors and visitors vehicles parked in the residential area will be asked via the site team to use only the public car parks. This will assist in the reduction or negate complaints from the local residents with contractor and visitor parking within the local area.

Routes for construction traffic.

This will be on a site specific basis and agreed with the LA Highways Department. The agreed route will be from Church Lane prior to entering Churchfield. A procedure will be adopted whereby all suppliers and sub-contractors will be notified of the approved traffic management plan both at the time of order placement and regularly throughout the construction period to ensure compliance. The plan will include details of the agreed delivery timetable, routes into and out of site and contact details for confirming delivery notification.

All deliveries from Church Lane prior to entering Churchfield and into site making sure that all construction traffic does not enter Barnsley via Sackville Street / Fitzwilliam Street and through the centre of the town.

Deliveries and vehicle movements will be restricted between the hours of 7.30am and 18.00pm.

The loading and unloading of plant and materials.

Plant and material deliveries will be carefully planned and closely monitored to minimise nuisance and inconvenience to local residents. All delivery vehicles will be unloaded on site.

A new concrete /tarmac hard standing will be installed at the site entrance prior to works commencing and shall remain in place during construction activities in order to minimise the deposit of mud and other debris off site.

Storage of plant and materials used in constructing the development.

Plant and materials will be securely stored on site in designated storage areas. Materials will be delivered as required in order to minimise the quantity stored on site.

A scheme for recycling and disposing of waste as a result of demolition and construction works

In line with legislation a Site Waste Management Plan (SWMP) will be produced prior to works commencing on site. All waste transfers will be supported by the correct document (a controlled waste transfer note) for non-hazardous waste. The transfer of hazardous waste will be supported with a consignment note. Both documents will include a declaration that the producer of the waste has considered the waste hierarchy in deciding to dispose of the material. Waste materials will be segregated on site and loaded into specific containment located in a designated area.

Hours of operation / Deliveries.

The site will operate between the hours of 07.30– 18:00 Mon-Fri and 08:00 – 13:00 Saturday.

The erection and maintenance of security hoarding, including decorative displays and facilities for public viewing.

All security hoarding, signs and displays will be designed, installed and maintained as defined under BS5975 Temporary Works. Where reasonably practicable public viewing panels will be incorporated into the hoarding design.

Communication plan for liaising with the public. All neighbouring properties will be advised of the proposed works by letter and be kept informed of progress once work commences by a quarterly letter. Any adjoining owners will be contacted on a more regular (weekly) basis by the Site manager.

Measures to control dust and dirt, noise, vibration, light and odour and appropriate mitigation techniques that prevent unnecessary disturbance to neighbouring properties.

Dust: Water bowzers and/or hosepipes with water spraying facilities will be provided to carry out dust suppression for any construction activities carried out during dry, windy conditions likely to create visible dust emissions. The site manager will monitor all activities and damping down will be carried out as and when conditions dictate.

Noise & Vibration: Noise and vibration will be carefully considered at all stages of Construction and in line with the best practice recommendations of the Considerate Constructors Scheme.

A tower crane will be used for the main lifting operations to reduce noisy vehicle movements and noise/vibration suppression will be implemented whenever reasonably practicable.

Light: Any task or security lighting will be carefully positioned so as to avoid causing any light pollution to neighbouring properties. This will include facing any light source away from on looking residential properties and avoiding PIR controlled lighting. Consideration will also be given to the use of low intensity sodium lighting instead of halogen.

Odour: Our odour risk assessment has not identified any procedures or use of products likely to cause or create any odour nuisance/disturbance to neighbouring properties. In addition the site will be fully remediated.

Method of prevention of mud being carried onto highways.

As listed above under 'wheel washing'

Pedestrian and cyclist protection.

Designated cycle and pedestrian paths (where required and appropriate), will be clearly signed, marked and suitably separated from vehicle routes. A highways consultant will be appointed to design works within adopted areas as highlighted in supplementary traffic management plan & delivery specific RAMS.

Proposed temporary traffic restrictions.

Any temporary traffic restrictions required will be designed by a Highways consultant and agreed with the relevant LA Department. Works will be carefully designed to minimise inconvenience and disruption for all affected road users. Any works required to the footway or highways will be completed by a local council approved contractor under street works and 278 chapter 8, implementing alternative measure for pedestrians and vehicles. The works will be carried out in line with the construction main build programme

Arrangement for turning vehicles.

All vehicles entering onto site will be supervised by suitably trained banksmen and no vehicles will be allowed to park on Churchfield unless it is deemed as justified and agreed by the local authority with the inclusion of reasonable notice being issued to South Yorkshire Police.

Construction management and programme

The construction of the project will be carried out in accordance with the approved details and drawings.

The site management team will consist of:

- ✓ Senior Site Manager,
- ✓ Assistant Site Manager
- ✓ Material & Plant Controller Ganger
- ✓ Banksmen.

In addition the site will be visited regularly by a Contracts Manager and Construction Director. Monthly site meetings will be held to monitor Health & Safety, progress and quality. Additional weekly meetings will be held with all sub-contractors. Regular Health, Safety & Environmental Inspections will be carried out by independent advisors.

The build is generally of traditional construction and the sequence and provisional commencement & completion dates along with estimated activity durations are as listed on the Provisional Construction Programme.

McCarthy and Stone have extensive experience in successfully completing developments in sensitive areas with similar access restrictions. We pride ourselves in integrating with the local community and actively promote their involvement and feedback. We are confident that through appropriate consultation a suitable solution can be formulated and agreed.

Note. Indicative Construction Delivery Phases

- Phase 1 – demolition works 8 wks. Mon 15/10/18 to Fri 07/12/18.
- Phase 2 – site set up works – 4 wks. Mon 10/12/18 to Wed 16/01/19.
- Phase 3 – build start – Wed 02/01/19.
- Phase 4 – build period – 13 mons Thu 03/01/19 to Wed 01/01/20.
- First occupation – Wed 01/01/20.

It is anticipated that there will be a minimum of 15 Deliveries per week which will include Rigid & articulated vehicles. These will be managed as per the proposed auto tracking & RAMS provided.

McCarthy & Stone Construction team to inform Berneslai Homes monthly of up and coming works & Large vehicle deliveries, where applicable deliveries & specific works which may disturb the neighbouring sheltered housing complexed:

Risk Assessment: Site Deliveries - Barnsley

Work Activity:	Deliveries to Barnsley Site in proximity to Barnsley First School			Location:	Churchfield Lane,	RA Number:	2145-01
Assessor:	Adam Chambers	Signed:		Date Prepared:	01/02/17	Review Date:	01/08/17

Operation / Activity	Hazard	Persons Affected & Potential Harm	Initial Risk H, M, L	Controls	Residual Risk H, M, L
Delivery vehicles approaching site	Pedestrians frequently crossing park area which runs adjacent to the site. Movement of pedestrians at ad-hoc times.	Collision with vehicles & pedestrians. Collision with site staff, contractors & visitors. Potential for major injury or property damage.	High	No deliveries are to be made to site outside of 7.30am to 18:00hrs. Fully trained & experienced banksman to be in place at all times and in a position to accept loads prior to approach. Site must be ready to accept deliveries to avoid vehicles waiting on Churchfield. Banksman to be available to be contacted at all times in order to refuse deliveries and hold them in the approved waiting area. Banksman also to be in contact with the school to identify any ad-hoc pedestrian movements. Drivers must obey the highway code and pay particular attention to any vehicle restrictions. No parking on double yellow lines at any time. Drivers to call ahead of any delivery being made such that vehicles can be held as mentioned above. Suppliers, subcontractors, manufacturers & hauliers all to be informed of the requirements listed above.	Low

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Risk Assessment: Site Deliveries - Barnsley

Operation / Activity	Hazard	Persons Affected & Potential Harm	Initial Risk H, M, L	Controls	Residual Risk H, M, L
Delivery vehicles entering site	Pedestrians frequently crossing park area which runs adjacent to the site. Tight manoeuvres in vicinity of private & public property and persons whilst entering via Churchfield / Berneslai Close. Movement of pedestrians at ad-hoc times.	Collision with vehicles & pedestrians. Collision with site staff, contractors & visitors. Potential for major injury or property damage.	High	No deliveries are to be made to site outside of 7.30am to 18:00hrs. Fully trained & experienced banksman to be in place at all times in order to successfully guide the vehicle onto site. All vehicle movements must be under constant supervision of the banksman. One-way system to be utilised entering in one access and leaving by the second access. If the risk increases due to arrival of pedestrians the operation must cease until the individuals are suitable clear and in a place of safety. Suppliers, subcontractors, manufacturers & hauliers all to be informed of the requirements listed above.	Low

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Risk Assessment: Site Deliveries - Barnsley

Operation / Activity	Hazard	Persons Affected & Potential Harm	Initial Risk H, M, L	Controls	Residual Risk H, M, L
Vehicles movements within site boundary	Vehicle movements in tight areas in close proximity to pedestrians within the site boundary. Vehicle movements on poor ground surfaces, particularly following adverse weather.	Collision with site staff, contractors & visitors. Collision with on-site plant & equipment. Potential for major injury or property damage.	High	No deliveries are to be made to site outside of 7.30am to 18:00hrs. Once the vehicle has successfully entered site the banksman must bring the vehicle to a halt in a safe place in order to explain the remainder of the operation. Fully trained & experienced banksman to be in place at all times in order to successfully guide the vehicle around site. All vehicle movements must be under constant supervision of the banksman. Any obstacles on the vehicle route must be clearly identified. Suitable pedestrian segregation and walkways must be adopted and used. Suppliers, subcontractors, manufacturers & hauliers all to be informed of the requirements listed above.	Low

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Risk Assessment: Site Deliveries - Barnsley

Operation / Activity	Hazard	Persons Affected & Potential Harm	Initial Risk H, M, L	Controls	Residual Risk H, M, L
Loading / unloading of vehicles	Vehicle movements on poor ground surfaces, particularly following adverse weather. Removal of delivery items utilising lifting equipment (fitted & separate) Lifting operations in close proximity to persons. Issues regarding Work at Height.	Failure of lifting equipment resulting in dropped load or overturn. Collision of load with persons on site (site staff, visitors & contractors) Potential for major injury and damage to plant & equipment	High	Fully trained & experienced banksman to be in place at all times in order to successfully guide the vehicle to its designated unloading point. No deliveries may be loaded or unloaded whilst parked on Churchfield / Berneslai Close unless strict prior authorisation has been given by the highway department. All vehicle movements must be under constant supervision of the banksman. Lifting operations only to be undertaken by suitably qualified and competent individuals. All lifting equipment & accessories must have the necessary certification in place and the correct equipment used for the operation. No load may be lifted, moved or placed down unless under the control of a slinger / signaller. Work at height must be avoided at all costs. Where Work at Height cannot be avoided suitable collective fall prevention measures must be adopted. Suppliers, subcontractors, manufacturers & hauliers all to be informed of the requirements listed above.	Low

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Risk Assessment: Site Deliveries - Barnsley

Operation / Activity	Hazard	Persons Affected & Potential Harm	Initial Risk H, M, L	Controls	Residual Risk H, M, L
Vehicles exiting site	Pedestrians frequently crossing park area. Tight manoeuvres whilst leaving via Churchfield / Berneslai Close.	Collision with vehicles & pedestrians including visitors to the park. Collision with site staff, contractors & visitors. Potential for major injury.	High	No deliveries are to be made outside of 7.30am to 18:00hrs. Fully trained & experienced banksman to be in place at all times in order to successfully guide the vehicle out of site. All vehicle movements must be under constant supervision of the banksman. The Berneslai Close one-way system to be reinforced. If the risk increases due to a wedding ceremony within the park the operation must cease until the individuals are suitable clear and in a place of safety. Suppliers, subcontractors, manufacturers & hauliers all to be informed of the requirements listed above.	Low

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Risk Assessment: Site Deliveries - Barnsley

Operation / Activity	Hazard	Persons Affected & Potential Harm	Initial Risk H, M, L	Controls	Residual Risk H, M, L
Vehicles movements on Churchfield	Large volumes of pedestrians crossing public park. Narrow one way system across park area.	Collision with vehicles & pedestrians including other vulnerable users (e.g. cyclists). Potential for major injury.	High	Drivers must obey the highway code and pay particular attention to any vehicle restrictions. No parking on double yellow lines at any time. Drivers to call ahead of any delivery being made such that vehicles can be held as mentioned above. McCarthy & Stone representative must always be in place on Berneslai Close while vehicle movements are being undertaken. Suppliers, subcontractors, manufacturers & hauliers all to be informed of the requirements listed above.	Low

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