CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

McDonald's Dearne Valley Plot 7 (NB8415)

Prepared for: McDonald's Restaurants Ltd
Ref: MD4200204/KLJ
Issue 1: 11 September 2020

Document History

Issue	Date	Description	Prepared By	Checked By
1	14 Sep 2020	-	Howard Gell	Hylton George

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Contents

1.0 Introduction 1
2.0 Existing Conditions 1
3.0 Construction Conditions 1
4.0 Main Plant 2
5.0 Health and Safety 2
6.0 Fire and Emergency Procedures 2
7.0 Protection of the Public and Pedestrians 2
8.0 Delivery Times, Planning and Monitoring 3
9.0 Site Access, Construction Traffic Management and Routing 3
10.0 Staff Transport and Parking 4
11.0 Construction Site Layout 4
12.0 Storage 5
13.0 Waste Disposal 5
14.0 Environmental Issues 5
15.0 Control of Noise 6
16.0 Control of Dust, Smell and other Effluvia 6
17.0 Wheel Cleansing Facilities 7

Figure

Figure 1: Construction Management Plan

1.0 Introduction

1.1 McDonald's Restaurants Ltd have appointed Glanville Consultants to prepare a Construction Management Plan (CMP) in support of the proposed commercial development adjacent to the Dearne Valley Farm Dining, Dearne Valley Parkway, near Birdwell, south of Barnsley.

1.2 The proposed works include the erection of a freestanding McDonald's restaurant with drive-thru, and associated car parking and landscaping and infrastructure.

1.3 This CEMP is a working document which defines how the site will mitigate its potential impacts through construction on the environment and local community. The construction works and relevant method statements will be carried out in accordance with this plan and any subsequent revisions of the plan, as agreed with the appropriate stakeholders.

2.0 Existing Conditions

2.1 The site is located in a vacant parcel of land, undeveloped.

3.0 Construction Conditions

3.1 The site is fenced on all sides and the ground is unmade.

3.2 The proposed McDonald's restaurant is a modular building, it is predominantly built off site and it is then delivered, installed by crane and finished off on site with the associated groundworks. The proposed finished levels will be set to accommodate the surrounding levels and will be very similar to the existing, minimising the extent of fill and excavation requirements. Excavated suitable material will be re-used as fill or topsoil as required, to reduce the volume of spoil and fill to be removed and imported to the site.

3.3 Given the nature of the modular construction works, the volume of HGV vehicles using the site during construction will be kept to a minimum. Materials which are not already part of the modular units will be delivered by combined orders where possible to reduce the number of separate delivery vehicles. The traffic movements of the contractors' will be by their own transport consisting of cars and vans.

3.4 The duration of construction is likely to be approximately 14 weeks from the commencement of groundworks to final completion. Local residents will be informed by letter of the construction periods and delivery times as well as contact details for site staff, should they have any queries or concerns. The construction of the off-site drainage works will take approximately 8 weeks in advance of the onsite works. Local residents will be informed by letter of the construction periods and delivery times as well as contact details for site staff, should they have any queries or concerns.

3.5 Working hours are anticipated as follows:

Monday to Friday	08:00 to 18:00
Saturday	09:00 to 13:00

(No works permitted on Sundays, Bank and Public Holidays)

4.0 Main Plant

4.1 A piling rig will be used for the piling works if required. Piling mats will be provided.

4.2 360^0 machines will be used for excavation and bulk loading which will be sized to access and operate with the confines of the site.

4.3 Air quality within the site will be continually monitored and action taken if required. Lorry mounted hiabs will be used to off load most items required for the works.

4.4 There will be a requirement for craneage during the course of the construction works. Craneage will be subject to a detailed access and lift plan. All cranes will be mobile units.

5.0 Health and Safety

5.1 McDonald's Restaurants Ltd and their appointed contractors will carry out all operations on this development in full compliance with all relevant health and safety regulations, which includes making the statutory notification to the Health and Safety Executive (HSE) using notification form F10. The Construction Phase Health and Safety Plan will be drawn up by the Principal Contractor. This will then be updated as the development progresses.

5.2 This CMP includes details of traffic management and these details will be implemented and amended to suit the progress of construction. The CMP includes both pedestrian and vehicle routes to and from the site, as well as movement on the site itself. This is discussed in greater depth later in this document.

5.3 All contractors employed by McDonald's Restaurants Ltd will attend a pre-contract meeting, during which their health and safety documentation will be reviewed and amended as necessary. These meetings are fully documented, and Covid-19 safe measures will be included.

5.4 All relevant health and safety signage will be displayed as necessary.

6.0 Fire and Emergency Procedures

6.1 Contact names and telephone numbers will be made available in case of 'out of hours' emergencies relating to the site. This information will be displayed on the hoarding.

6.2 The Principal Contractor shall implement procedures to protect the site from fire.

6.3 A Site Fire Safety Co-ordinator will be appointed to assess the degree of fire risk and formulate a Site Fire Safety Plan, which will be updated as necessary as the works progress which will also include the following:-

- Hot Work Permit regime
- Installation of the site fire-fighting equipment e.g. establishing fire points and installing and maintaining fire extinguishers etc.
- Evacuation alarm
- Material storage and waste control
- Fire Brigade access

7.0 Protection of the Public and Pedestrians

7.1 The boundary to the site will be reinforced where necessary with hoarding, secured Heras fencing or approved final fencing to prevent unauthorised access. Boundary fencing/hoarding will be erected prior to any construction works commencing on site. On the hoarding will be an appropriate number of notices prohibiting unauthorised entry, including a contact procedure and number for any queries, complaints and/or

emergencies in line with the Considerate Constructors Scheme. Gates will control the access on and off the site at the point shown on Figure 1, and these will be securely locked at the end of each working day. A banksman will be in attendance whilst any construction vehicle enters or exits the site to ensure pedestrian and vehicle safety.

7.2 A daily check will be completed of site security fencing, gates and external signs in addition to the normal on-site safety inspections.

8.0 Delivery Times, Planning and Monitoring

8.1 Deliveries will ensure that no HGV deliveries are taken at or dispatched from the site outside the hours of 08.00 to 18.00 Monday to Saturday and 09.00 to 17.00 on Sundays, Bank or Public Holidays. All deliveries to be scheduled and drivers will contact the site manager to ensure the deliveries can be accepted. All site traffic will be directed into the site. No loading, unloading or waiting will be permitted from the public highway. This will be monitored by site security staff. Delivery vehicle movements are shown on Figure 1.

8.2 Deliveries will be programmed to be as efficient as possible, minimising vehicle movements and journey distances using the following principles:

- Procurement of materials from local suppliers where possible and appropriate.
- Delivery of waste or recyclable materials to local centres if possible.
- Maximising the size of loads by appropriately sizing on site storage areas and calculating material and waste loads accurately.
- Maximising the size of loads by coordinating material requirements and placing larger orders with fewer suppliers.
- If possible using delivery vehicles to remove waste.

8.3 Deliveries will be monitored against the delivery plan to check the time, vehicle and route taken from the site. Drivers not complying with the requirements of this plan will be contacted and appropriate action taken.

9.0 Site Access, Construction Traffic Management and Routing

9.1 The site is accessed from the retail park access road, Rockingham Roundabout and Dearne Valley Parkway, dual carriageway, which links between the M1 motorway and the A633, to the east. There is no need therefore for construction traffic to use minor roads. Clear signage will direct construction traffic directly into the works area. A banksman will ensure deliveries are taken safely.

9.2 After securing the site, the first activity will be to set up the site access, accommodation and signage in accordance with the construction traffic management plan. Figure 1 shows a Construction Site Layout suitable during the initial site set up phase. A similar layout may be utilised during the final phases of construction, although the vehicle turnaround areas will need to move whilst works are in progress in those areas. Figure 1 also demonstrates the ability for HGVs to enter and exit the site in a forward gear with no requirement for any vehicles to reverse onto or off the highway at any time.

9.3 Figure 1 shows the access position and route for pedestrians, HGVs and staff parking. This plan will be updated for each stage of construction showing the appropriate separation and guarding of activities for safe working.

9.4 Site staff will follow a procedure to regulate, direct and monitor pedestrian and vehicle movements in and out of the site. All drivers and pedestrians will be asked to sign in and out of the site and the induction status of staff will be checked accordingly. Those requiring a site induction will be taken to the appropriate area for this to be completed.

9.5 Site staff and banksmen will be given training appropriate to their roles. This training will be updated with changes in the construction stages which may require different vehicle access rules and pedestrian routing.

9.6 Vehicles will only access the site using the designated access point as shown on Figure 1 and no vehicles or machinery will be permitted to stand or wait on the public highway.

9.7 No machinery will be permitted to operate over the public highway and no materials will be off-loaded or stored on the public highway.

9.8 Construction traffic travelling to and from the site will be required to travel on main roads, such as the A140 and A143, and avoid using residential streets.

10.0 Staff Transport and Parking

10.1 All construction staff will be provided with information regarding local public transport options and in normal circumstances would be encouraged to travel to site using sustainable transport modes if possible. However, the current Covid-19 risk changes this advice, such that staff must consider their own personal risk and the risk to others they may contact, if they were to use public transport regularly to access the site. Staff therefore have a choice of travel modes based upon the personal circumstances. Any staff needing assistance or deemed to be vulnerable will be assisted in completing a Covid-19 risk assessment. Vehicles carrying heavy equipment and tools will be permitted to park on site within designated spaces. All construction personnel will be inducted on the rules for parking on site.

11.0 Construction Site Layout

11.1 The positioning of vehicle and pedestrian routes, site offices, loading and unloading areas, material waste storage and re-cycling, staff parking will be subject to changes by the main contractor. Different stages of construction will result in the relocation of some of the temporary facilities and traffic routes onsite. Any movement of any vehicle routes will take into account the turning manoeuvre of the largest vehicle expected to access the site. Figure 1 illustrates the proposed layout of temporary construction facilities and routes to enable work to proceed at the start of the construction stage. Figure 1 demonstrates adequate space on site to manage construction activities without causing an unacceptable impact upon the surrounding highway network.

12.0 Storage

12.1 All materials will be stored onsite in designated areas and in line with the manufacturers' instructions. Materials will be off loaded from delivery vehicles and then moved to the appropriate areas by mechanical means where necessary/appropriate. Any vehicle movement will be in line with the relevant Construction Management plan and the designated site routes.

13.0 Waste Disposal

13.1 Every effort will be made to keep waste materials to a minimum during the construction of the site. Any waste that is unavoidable will be disposed of as per the manufacturers' instructions and with regards to COSHH and waste regulations and guidelines.

13.2 A Site Waste Management Plan will be developed prior to the commencement of work on site with targets set for the management, monitoring and reduction of site waste. Separate skips are to be used on site where possible to segregate waste before a licensed waste carrier removes it. Burning waste on site is strictly forbidden.

13.3 The proposed site levels will be very similar to existing, to reduce as far as possible the removal and import of road construction materials.

14.0 Environmental Issues

14.1 The Principal Contractor will operate an environmental policy in which will pursue the following objectives:-

- Conduct activities with proper regard to the protection of the environment.
- Comply with all relevant regulatory and legislative requirements and codes of practice.
- Communicate with local communities to ensure the work causes the minimum disturbance and disruption.
- Ensure that staff have a good understanding of the environmental impacts of the project and what is expected of them to minimise possible impacts.
- Ensure that suppliers and sub-contractors are aware of the plan and ensure the same standards to their own work.

14.2 During the early stages of the project the following activities will be carried out to deal with environmental management:

- Preparation of the Project Environmental Plan.
- Preparation and consultation with client and statutory authorities to obtain any approved licences and consents and putting any controls in place through the Project Environmental Plan.

15.0 Control of Noise

15.1 Best practicable means will be employed at all times and in all areas to minimise noise and vibration emissions from the works. The relevant recommendations for the control of noise and vibration on construction and open sites in the approved Code of Practice BS5228:2009 will be adopted.

15.2 In general the following measures will be taken:

a. All hand held and portable equipment where practicable will be electrically powered.
b. All plant and equipment will be maintained in good working order.
c. Plant, when in operation intermittently, will be switched off during periods of inactivity.
d. All vehicles will observe site speed limits.
e. Stationary equipment and plant will be placed so as to provide a screening to other items of plant and located to provide minimum noise emissions in the direction of noise sensitive areas.
f. Care will be taken when loading and unloading materials to limit impact noise.
g. Vehicles will not be permitted to queue on the road or pavement outside the site access.
h. Vehicle parked within the site, outside working hours will have their engines switched off.
i. Vehicle routes and traffic management plans will be arranged to avoid where possible any reversing operations.
j. Activities which can produce significant levels of noise will be arranged for times which are less likely to cause disturbance.

15.3 In addition to the above, any plant to be used on site will be compliant with EU/UK noise limits applicable to that equipment or will be no noisier than the noise levels quoted in BS5228. All plant will be maintained properly and operate in accordance with manufacturers recommendations. All plant will be fitted with appropriate noise and vibration attenuation measures, based on the guidance given in BS5228.

16.0 Control of Dust, Smell and other Effluvia

16.1 An assessment will be carried out in accordance with "Guidance on the assessment of dust from demolition and construction" February 2014.

16.2 From the assessment measures will be taken as appropriate to mitigate the impact of dust due to the activities which may include but not be limited to: -

- Site set-up to be planned to ensure where possible dust creating activities are located away from the sensitive areas;
- Where appropriate, activities will use water as a dust suppressant;
- Adjacent road surfaces will be frequently wet swept clean;
- All loads delivered to or collected from the site will be covered where appropriate;
- All non-road mobile machinery will utilise ultra-low sulphur tax exempt diesel, where available;
- All road vehicles will be requested to comply with set emission standards;
- Cutting equipment will use water as a dust suppressant or have a local exhaust ventilation system;
- Skips will be securely covered;
- A method statement will be developed as part of this Construction Management Plan prior to the works commencing, to minimise gaseous and particulate emissions generated during construction.
- The air quality will be monitored periodically.

17.0 Wheel Cleansing Facilities

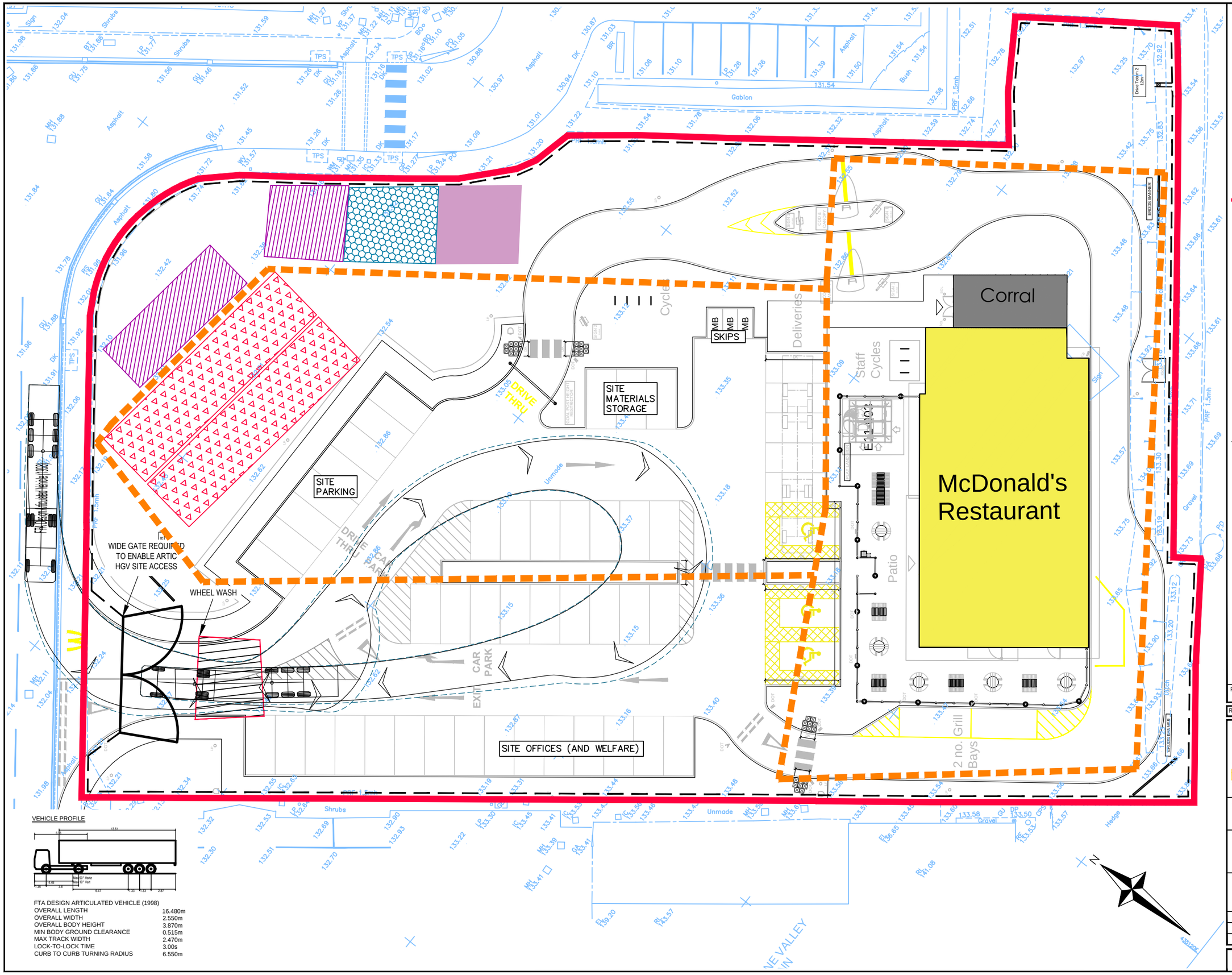
17.1 There will be some excavations for services and drainage works and some minor re-shaping of levels. During these phases of the development, wheel cleansing and road sweeping will be applied as necessary. As soon as practicable, excavations will be reinstated reducing any potential for tracking any dirt or mud onto customer parking areas or public roads.

17.2 During the remainder of the construction period, the cleanliness of the site roads and roads surrounding the development will be monitored and road sweepers brought in as and when required.

Figures

Figure 1

Construction Management Plan



NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS, DOCUMENTS AND SPECIFICATIONS. ANY DISCREPANCIES BETWEEN INFORMATION SHOWN ON THIS AND ANY OTHER DRAWING SHALL BE REPORTED TO THE ENGINEER IMMEDIATELY.
2. DO NOT SCALE FROM THIS DRAWING. WORK TO FIGURED DIMENSIONS ONLY.
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KEY

- SITE BOUNDARY
- EXISTING SURVEY
- PROPOSED SITE LAYOUT
- CONSTRUCTION HERAS FENCING (HOARDING)
- PEDESTRIAN ROUTE
- SITE OFFICES (AND WELFARE)
- SITE PARKING
- SITE MATERIALS STORAGE (INCLUDING BUNDED IMPERMEABLE AREA FOR CHEMICAL STORAGE)
- SITE WASTE (SKIPS)
- WHEEL WASH

KEY - SWEPT PATH

- DIRECTION OF TRAVEL (FORWARDS)
- VEHICLE OUTLINE
- BODY OVERHANG
- WHEEL EXTENTS
- DIRECTION OF TRAVEL (REVERSE)
- VEHICLE OUTLINE
- BODY OVERHANG
- WHEEL EXTENTS

VEHICLE PROFILE

FTA DESIGN ARTICULATED VEHICLE (1998)

OVERALL LENGTH	16.480m
OVERALL WIDTH	2.550m
OVERALL BODY HEIGHT	3.870m
MIN BODY GROUND CLEARANCE	0.515m
MAX TRACK WIDTH	2.470m
LOCK-TO-LOCK TIME	3.00s
CURB TO CURB TURNING RADIUS	6.550m

Rev.	Description	Date	Chkd
P1	PRELIMINARY ISSUE	09/09/20 FC	HBG

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(NB8415)

Title : CONSTRUCTION MANAGEMENT PLAN

Project Engineer :	HBG	Scale :	NTS
Project Director :	HBG	Date :	SEPT' 2020
Status :	PRELIMINARY		

Drawing No. 4200204-SK07 Rev P1

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