

INEOS Shale

Construction Management Plan

Passing Places

Harthill

Author	Review/Issue Date	Version	Description of Change	Signature
Clive Manthorpe	28/06/2019	0	Final version	
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1.0 General Information

The works for Passing places and Junction Amendments will be split into five distinct phases - See Appendix 1

- Phase 1a – Bondhay Lane VPP1 – VPP8 & VWA1 (DCC jurisdiction)
- Phase 1b – Common Road VPP22 & VPP23 (RMBC jurisdiction)
- Phase 2a – Bondhay Lane VPP9 – VPP10 (DCC jurisdiction)
- Phase 2b – Packman Lane VPP11 – VPP21 (RMBC jurisdiction)
- Phase 3 – Common Road, Packman Lane Junction (RMBC jurisdiction)

DCC – Derbyshire County Council

RMBC – Rotherham Metropolitan Borough Council

1.1 Community Liaison

- INEOS will inform the Parish Council of phasing, timescales and progress prior to and during operations.
- Landowners and Businesses along the route are likely to be associated with farming and leisure activities. During the installation of passing places, Landowners and Businesses will be contacted on a regular basis to inform them of the general timescale for the operation, to ensure that any impacts from road closures and site traffic are minimised.
- INEOS will notify the abovementioned parties of the works to be carried out for passing places and vehicles that will be passing their fields during the construction period.
- INEOS will also ensure that the emergency services are kept fully up to date with Road Closure Plans and have a plan in place to ensure emergency vehicles are not impeded by site traffic when using the local road network (Bondhay Lane, Packman Lane and Common Road) in emergency situations.
- During operations INEOS will conduct dynamic risk assessments to ensure risk and issues which arise are dealt with in a manner that minimises the impact of site traffic in line with the ALARP¹ principle. The above will be outlined and issued to landowners via the INEOS Harthill Landowner Communication and Liaison Protocol Document.

See Appendix 2.

1.2 Speed Limits

- Appropriate speeds up to a maximum of 30 mph will be applied for all works traffic in work area on Bondhay Lane, Packman Lane and Common Road.

1.3 Vulnerable Road Users: General Approach

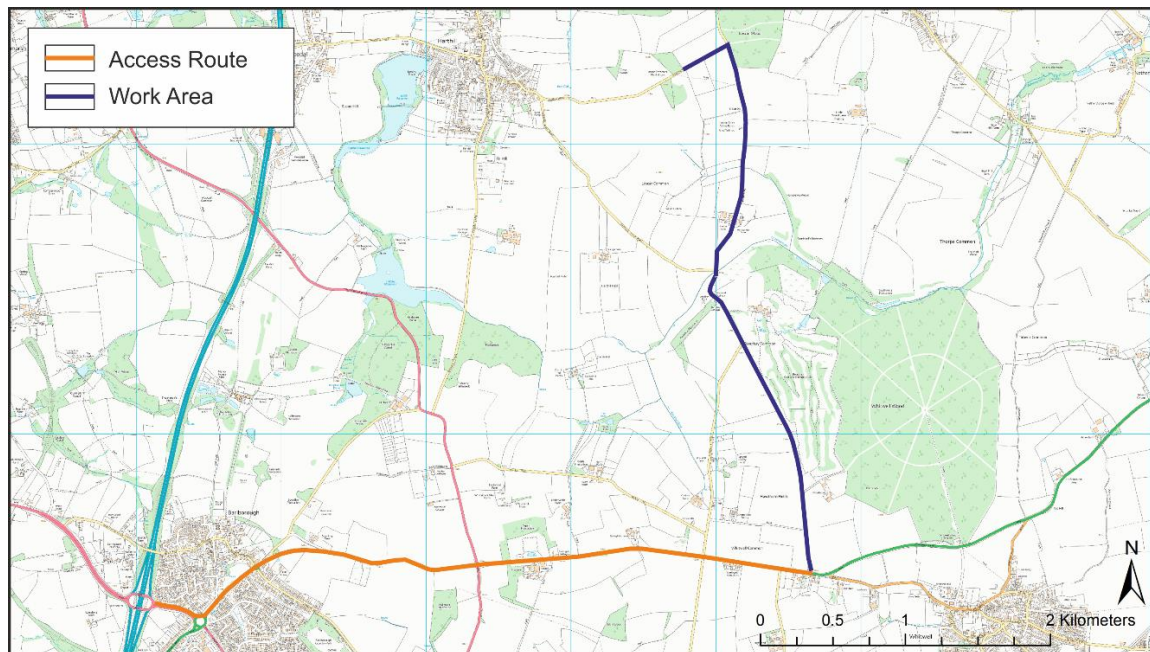
- The Principal Contractor will include instruction on traffic movement procedures and interactions with vulnerable road users in all site inductions and Daily Pre-Shift Safety Meetings. This will be recorded in the contractors Daily Activity Briefing Sheet (DABS).

¹ As Low As Reasonably Possible

- All traffic will utilise flashing amber beacons and dipped headlights to alert other road users of their presence.
- The traffic management measures subject to and contained within this Construction Management Plan (CMP) will comply with Chapter 8 of The Traffic Signs Manual 2009 (both Operations and Design Manuals) and Safety at Street Works and Road Works A Code of Practice, October 2013.

2.0 Traffic Management

The access to site will be via the A619 Worksop Road at Whitwell Common
 Approx. 3 miles east of M1 Junction 30.



- Parking and unloading on surrounding roads within the site boundary is prohibited at all times. At no point will construction vehicles or construction staff be parked on the open highway. All loading and unloading will occur on-site (either at Grange Farm or on the closed section of highway) and not on the open highway. Vehicles will enter and exit the site in forward gear wherever possible. All personnel and deliveries will be made aware of these arrangements and site rules both prior to arriving on site and within the site induction.
- There will be no alternative access points other than the A619 Worksop Road, Packman Lane and Harthill Field Road throughout the duration of the scheme. All personnel and deliveries will be made aware of these arrangements and site rules both prior to arriving on site and within the site induction.
- Delivery hours are strictly 08.00hrs to 17.00hrs Monday to Fridays. There shall be no deliveries associated with INEOS operations to be carried out on, Saturday, Sundays or Bank Holidays.
- All plant and site vehicles must have a fully functional flashing orange beacon, dipped headlights and fully functional safety devices including mirrors and windscreen wipers in use when using the site roads. All vehicles will ensure that any load is fully secured prior to setting off.

- Reversing manoeuvres will be unavoidable, and where necessary, a banksman will be used to control vehicle and delivery movements (Unloading & Loading). Materials will be delivered ahead of works commencement. All materials are to be stored at Grange Farm and managed by Works Primary Contractor.
- In accordance with the Mud Management Plan a road Sweeper will be in attendance and utilised along Bondhay Lane, Packman Lane and Common Road throughout the works.

The traffic management team is a fundamental part of the CMP and as such must:

- Ensure banksmen are trained in the plan and any sensitivities around it and that they have sufficient personnel to ensure banksmen are available at all times, including when more than one may be required.
- All Traffic Management measures (Signage and Closures) will have been established by INEOS prior to the commencement of any works. It is expected that the traffic management will be established at the start of each shift and removed at the end of the shift in order to minimise disruption.
- Banksmen will be provided with a plan of the works showing the location of all passing places.
- Large loads, such as low loaders, will be escorted for safety reasons. This will be conducted with escort vehicles which will also act as convoy vehicles during certain parts of the journey and control the speed of vehicles approaching and or leaving the works.
- Traffic management for the location will require signage and other traffic management equipment to be placed at strategic points along the route. Please see Appendix 4.

3.0 Methodology of the Works

No works will occur before 08.00hrs or after 18.00hrs Monday to Friday, all roads will be open outside these times and at weekends.

The phasing and sequencing of the works are as per the Contract Programme and this should be referred to at all times.

All operatives will be briefed on the Operational Methodology for the day's work prior to works commencing via a Daily Activity Briefing Sheet (DABS).

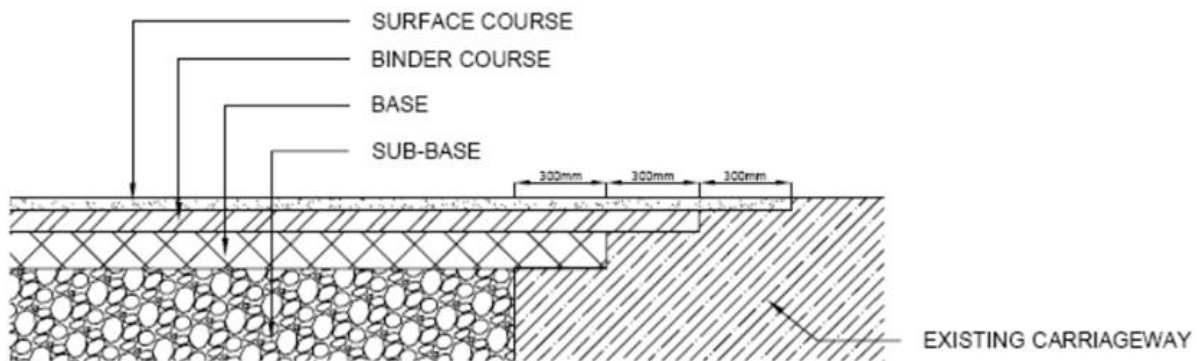
3.1 Establish Site

- A compound area will be set up in the agreed location on Grange Farm. This will consist of a small combined welfare unit and be surrounded with Heras fencing.
- Site Traffic Routes will also be established to current work areas in respect to the traffic management road closures and the permitted access on the open highways will be made clear to operational personnel each day.

3.2 The Works

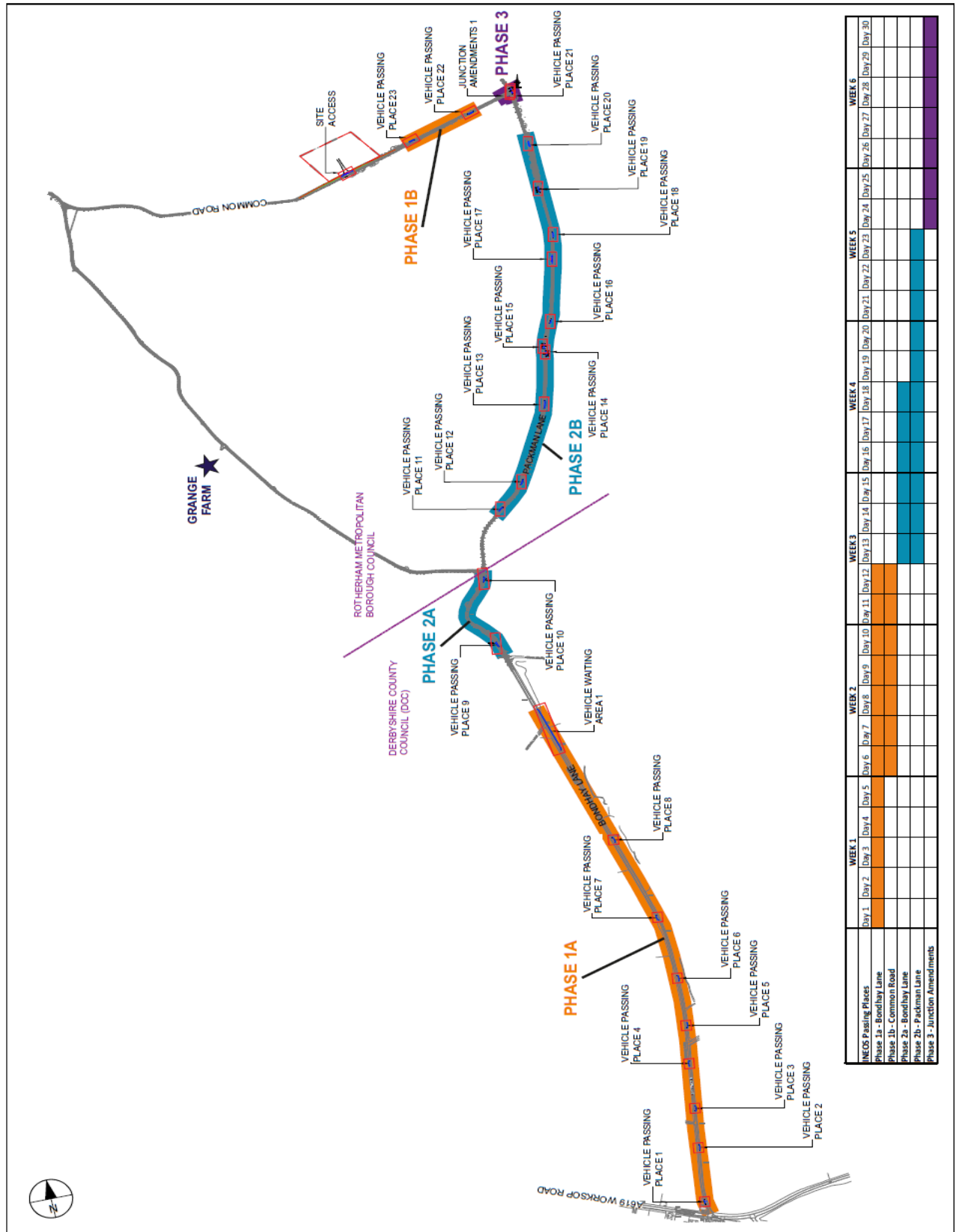
- The works will progress with the closure of Bondhay Lane each morning, with plant accessing site via Packman Lane (under escort).
- Starting from VPP1, the vegetation and topsoil will be stripped and loaded onto a dumper. The dumper will then make its way back to Grange Farm to tip off.

- The excavation of topsoil will be completed with the subsoil excavation following that.
- To reduce vehicle movements when tipping off the subsoil and to reduce the size of vehicles the dumpers will be loaded with sub base to bring back to the lay-by. Therefore keeping traffic flowing better.
- Prior to placing stone, the formation will be proof rolled to ensure there are no soft spots.
- The stone will be spread, levelled and compacted in layers according to the Specification for Highway Works Series 800 for sub base (150 mm layer requires 5 passes with a Bomag 120 type vibratory roller).
- The kerbs will now be installed. These will be brought to each location on pallets on the back of the site pick up.
- The kerbs will be lifted off and strung out (with a kerb lifter) ready for installation.
- Concrete will be delivered directly to site from the batcher, with the Principle contractor and security allowing access from A619 Worksoy Road.
- Concrete will be placed from the chute as directed by the site operatives.
- The concrete will be levelled out and the kerbs placed. They will be 'backed up' in accordance with the standard detail.
- The stone can now receive its final trim ready for surfacing.
- Once each group is completed with kerbs and sub base, the surfacing subcontractor will be mobilised.
- A mini planer will be brought to site and will plane the tie-in detail as shown below for each lay-by location.



- The planings will be directly ejected into a road wagon and disposed from site. Copies of waste transfer notes will be made available and any licences required will be supplied in accordance with legislation prior to materials being removed from site.
- The surfacing contractor can now take delivery of the tarmac. This, again, will enter site via A619 Worksoy Road and be permitted entry by the Primary contractor.
- The material will be tipped into the paver hopper and placed in layers. The tarmac will be compacted as required.
- It is anticipated that the base and binder will be placed to all lay-bys within 1-2 days, with the surface course placed the following day (surface cannot be placed on the same day as the base and binder).
- Once sufficient materials have been stockpiled at Grange Farm, these will be disposed from site. Stone will have previously been stockpiled ready for the works.

Appendix 1 – Passing Place Drawings



Appendix 2 – Harthill - Passing Places Community Liaison Protocol

1.0 Objectives

To have an agreed protocol in place which addresses how liaison between all parties that regularly use the local road network will work, when closing the road along the transport route for INEOS' Harthill site during the construction of the passing places.

To ensure any impacts from the road works and closures are minimised.

INEOS will inform and engage with local residents, landowners and businesses that use the road in a regular, constructive, transparent manner. It will also ensure that the emergency services are kept fully up to date with closure plans and timescales and have a plan in place to ensure emergency vehicles are not impeded by site traffic when using the local road network.

The protocol will be regularly reviewed and amended as necessary.

2.0 Access requirements

INEOS, along with its land agents, has undertaken work to identify all landowners and businesses that require regular access to land along the site transport route. All details will be kept strictly private and confidential. These are indicated in Appendix 3.

INEOS will ask the Harthill Parish Council, as elected representatives of the local community, to assist in keeping the community informed through their established communication mechanisms including the Parish websites, noticeboards and newsletter.

INEOS will liaise with Thorpe Salvin Parish Council to ensure the neighbouring villagers are aware of the plans and timescales of the roadworks and closures.

3.0 Initial meeting

In advance of the commencement of operations, INEOS will write to all parties identified above and offer an individual, face to face meeting with themselves and/or their land agents to discuss this protocol, how it will work and to understand their own particular routines and access requirements.

A specific meeting will be arranged with the golf club to discuss ongoing notification to members of the club and their guests and how the golf club access temporary road signage is intended to work.

At the meetings, representatives from INEOS will include all or a number from:

- INEOS Communications Manager.
- One INEOS representative with expertise in the CMP.
- One member from the Land Agent team.

4.0 Ongoing Liaison

It will be the responsibility of the INEOS Communications Manager to keep all parties informed of progress and any changes to the original plan discussed at the commencement of operations. The Communications Manager will also act as a conduit between Parties and INEOS management and will listen to concerns and feedback which will be fed back to the operational team.

5.0 Emergency Services

Emergency services provide a vital service to the community, and they need to have up to date information about changed traffic conditions along the traffic route.

INEOS will have regular conversations about its plans, timelines and traffic management plans with each of the emergency services.

6.0 Training & Awareness

All suppliers and contractors will be provided with training to ensure they are fully aware of INEOS' expectations in dealing with the local community.

Any encounter with local residents will always be kept polite and professional and details of INEOS' Communications Manager will be handed out to answer any questions.

7.0 Complaints

Any complaints or comment about any aspect of INEOS' operations should be made to the INEOS' Communications Manager in the first instance who will investigate the complaint and aim to provide a response within 2 working days.

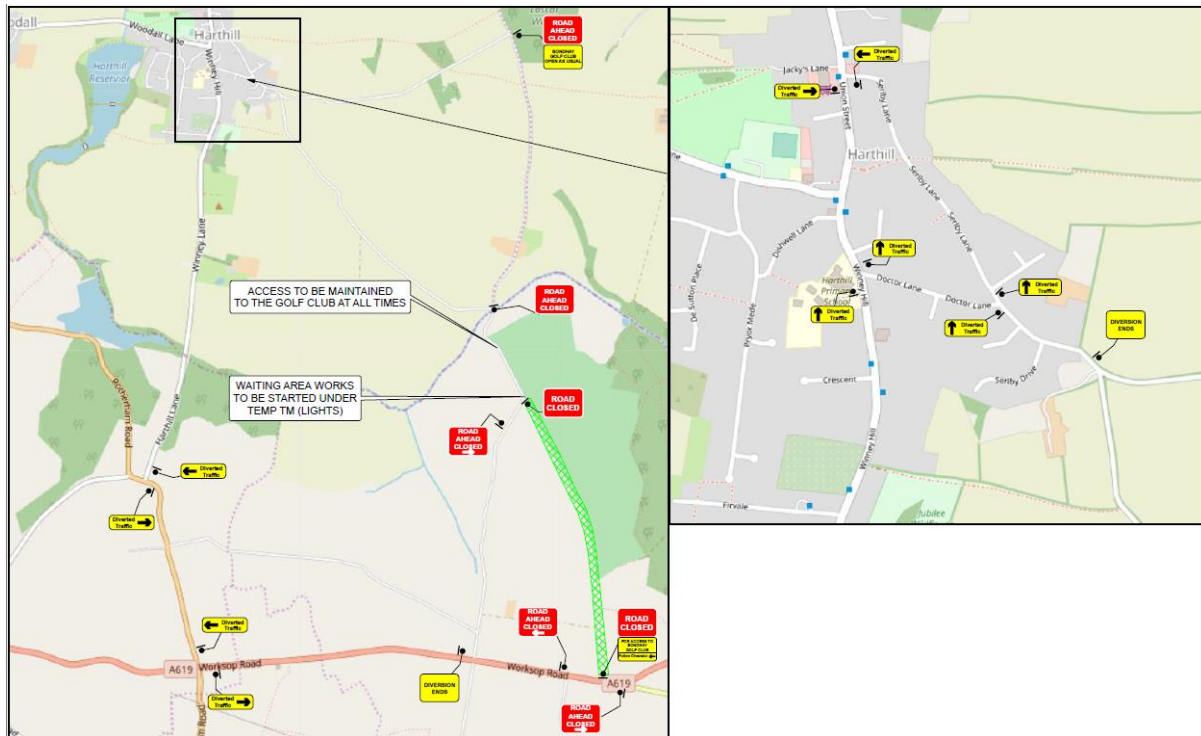
Alternatively, complaints can be sent to RMBC for investigation at Development Management, Riverside House, Main Street, Rotherham S60 1AE.

Appendix 3 – Landowner Details (CONFIDENTIAL)

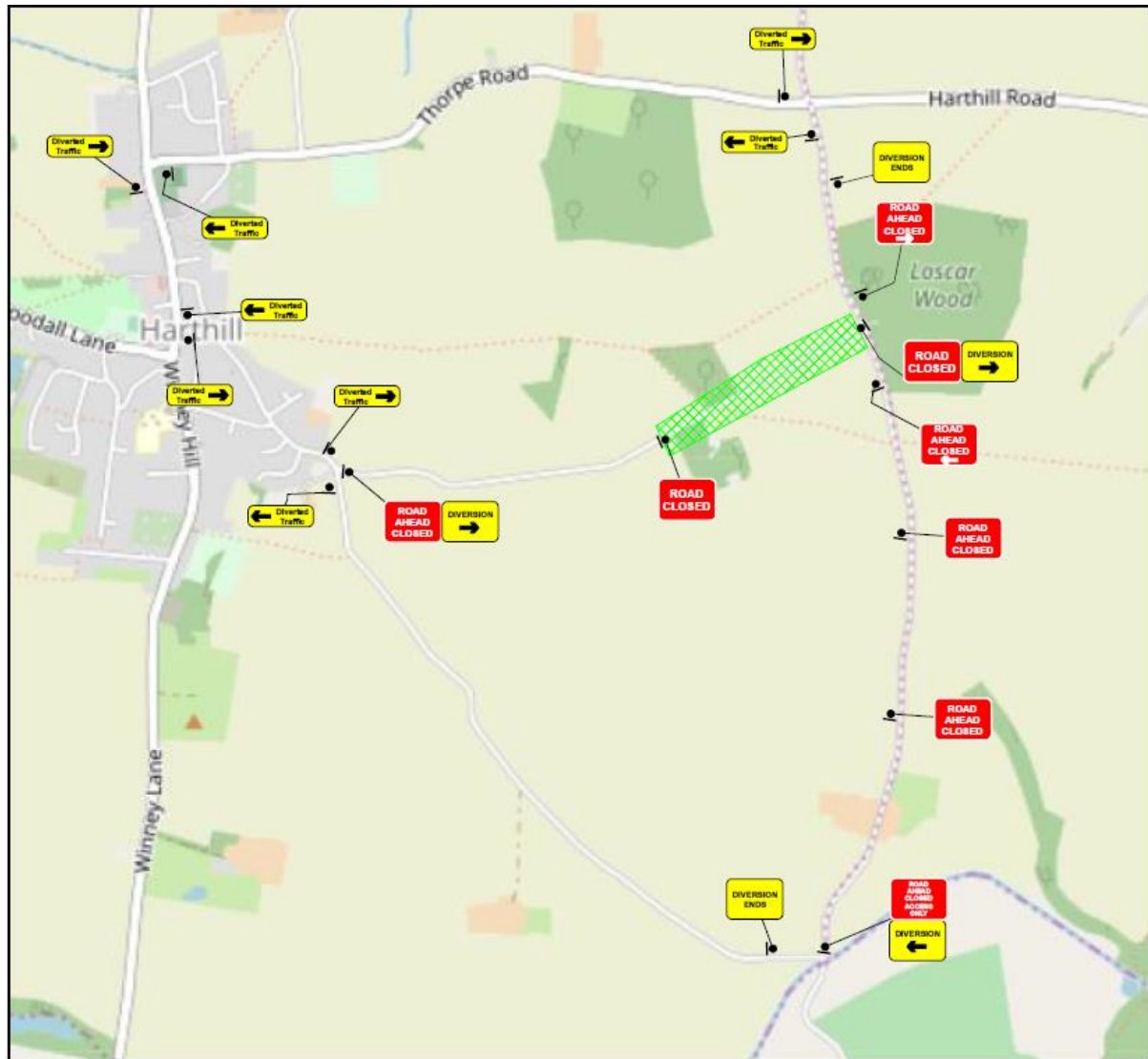
Landowner's details to be kept strictly private and confidential

Appendix 4 – Road Closure Signage and other traffic management equipment

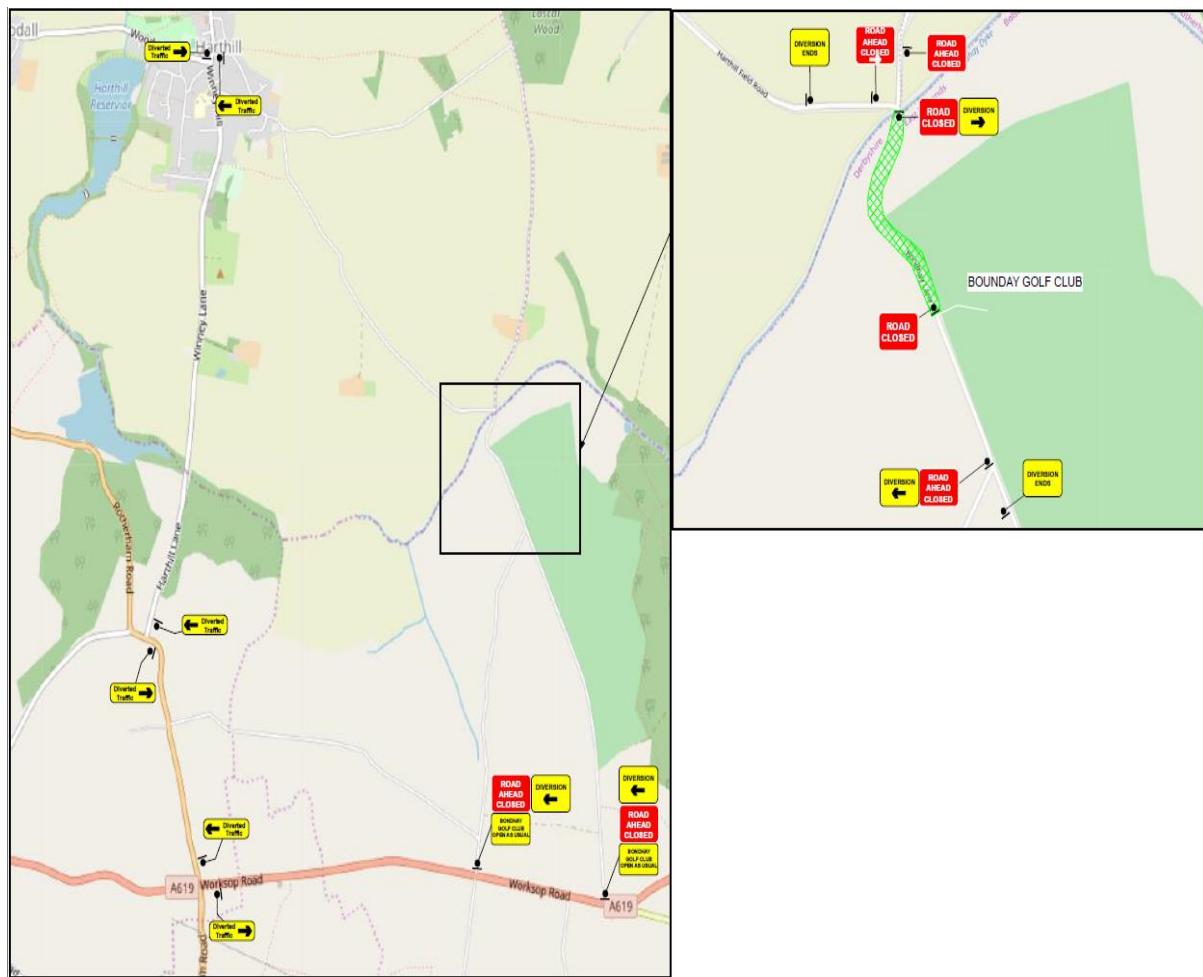
Road Closure Phase 1a



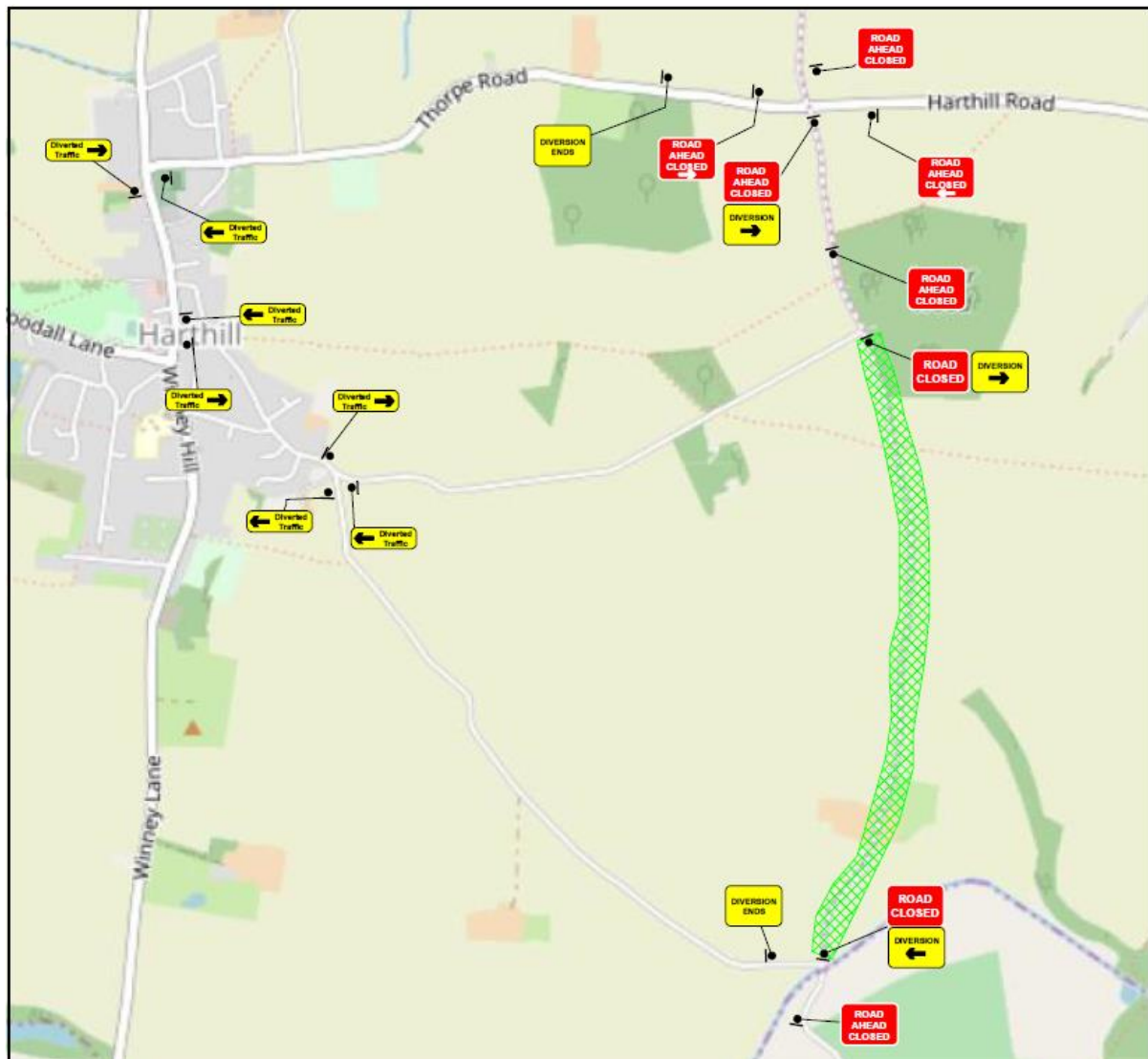
Road Closure Phase 1b



Road Closure Phase 2a



Road Closure Phase 2b



Road Closure Phase 3 Common Road Packman Lane junction

