



STEEL BUILD MASTERS

'Erections that last'

CONSTRUCTION MANAGEMENT PLAN

PLANNING REFERENCE UTT/23/3202/FUL

Replace asbestos roof sheeting with composite insulated steel sheeting including full length skylights each side. Single storey side extension to provide eco cycle storage/retail space. at Unit 12 Dencora Park Shire Hill Saffron Walden Essex CB11 3GB

Prepared by Daniel Bedocs – Technical Design & Construction Manager

Stunning steel framed buildings – carefully considered, individually designed, meticulously detailed, and erected by experts – with unlimited possibilities...



SITE ADDRESS	Digicopy, Unit 12 Dencora Park, Shire Hill Industrial Estate, Saffron Walden CB11 3GB
WHAT 3 WORDS	SITE CONTACT: James Dobson [REDACTED] ///geologist.chefs.minivans

1.0 INTRODUCTION

- 1.1 This Construction Management Plan has been prepared to support the planning application (Application Number: UTT/23/3202/FUL) in the interests of the amenity of surrounding locality residential/business premises in accordance with Policies GEN1, GEN2, and GEN4 of the Uttlesford Local Plan (adopted 2005). This CMP seeks to Replace asbestos roof sheeting with composite insulated steel sheeting including full length skylights each side. Single storey side extension to provide eco cycle storage/retail space. at Unit 12, Dencora Park, Shire Hill, Saffron Walden, Essex CB11 3GB.
- 1.2 This statement has been prepared by Daniel Bedocs (Design and Construction Manager) at Steel Build Masters Limited on behalf of Digicopy Group Holdings Limited to repurpose the site into a much-needed additional retail space to complement the existing warehouse.
- 1.3 The description of development is: "Pre-fabricated cold-rolled galvanised steel framed building with precision laser cut galvanised steel connections. Mono-pitch lean-to extension to existing building with insulated steel composite cladding to roof and walls. Access via glass showroom entrance doors with steel security shutters and a push bar fire door exit to rear. Built on a reinforced concrete raft slab." All materials are CAD designed and fabricated offsite to minimise works on site and vastly reduce construction time and any impact on local community.
- 1.4 The position of the site is a secluded area at the end of the clients existing warehouse and retail units. The site is not overlooked and there is no right of way through the site. As such the impact of any works is self-contained to the immediate area only and poses not risk to other properties within Dencora Park Industrial Estate.
- 1.5 This CMP sets out the standards of 'construction practice' that are utilised to minimise (if not eliminate) the impact of construction on the local environment and the local community. This is the interests of local amenity and public safety.
- 1.6 This CMP is based on the information available at this time, should any information come to light during initial construction works, and or additional planning conditions, then this document will be reviewed and updated as required.

2.0 PUBLIC ENGAGEMENT

- 2.1 Dencora Park Industrial Estate residents and the local highways department will be notified prior to commencement on site and a link provided to an electronic copy of the approved Construction Management Plan.
- 2.2 No further extended engagement is required due to the extremely secluded position of the site with no right of way or neighbouring properties affected by works.
- 2.3 During construction, a copy of the Construction Management Plan will be available and the contact details for an on-site representative will be made available throughout the works.

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3.0 CONSTRUCTION PROGRAMME

- 3.1 Construction of the side extension is anticipated to commence following receipt of approval of fulfilment of all conditions, with the main works taking place over a short 4-week period, due to the offsite fabrication nature of the design.
- 3.2 Construction works to the removal and replacement of the existing Asbestos roof are still pending due to the changing weather conditions and will be assessed during the summer months.
- 3.3 This is an extremely efficient and short construction programme given the clear access and secluded position of the site.

4.0 WORKING TIMES

- 4.1 In accordance with the working time provisions of the previous consent, construction (including site clearance) of the development involving the use of plant/machinery/equipment/vehicles and the deliveries of construction materials/plant/machinery/equipment being received by or dispatched shall only take place between the hours of 07:30 and 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays.
- 4.2 There will be no working on Sundays or Bank Holidays. The only exceptions to the working hours would be in the incidence of an emergency where work is required for reasons of safety or where expressly agreed with the Local Planning Authority.
- 4.3 Please note, weekend work will only take place where completely necessary in order to avoid nuisances to neighbouring industrial properties that would be closed at the weekend.

5.0 CONSTRUCTION TRAFFIC – ROUTE TO THE SITE

- 5.1 The planned route for all deliveries associated with the construction of the site will be via the B184 Thaxted Road turning into Shire Hill Industrial Estate and directly into Dencora Park off Saffron Place. HGV drivers will be provided with the approved routeing plan and details of the Public Right of Way (PRoW) in advance of any deliveries to the site.
- 5.2 As a pre-fabricated steel framed building design the amount of deliveries and size of delivery vehicles is kept to a minimum and as such the impact of deliveries to site is minimal.
- 5.3 Site personnel will be travelling from the same local address in Bishop's Stortford and will van share to reduce the amount of vehicles on site at all times.

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6.0 ACCESS

- 6.1 Access to the site is via Dencora Park Industrial Estate which is already clearly signposted and designed for vehicles of all sizes. The delivery vehicles and site personnel will utilise the existing access into the site.

7.0 SITE COMPOUND

7.1 Site Office

- No site office is required during the works due to local proximity of main office.

7.2 Site Welfare

- During the initial civils and ground works, the existing on-site welfare facilities and office will be made available to all site staff.
- If at any time the use of existing toilets is deemed detrimental to the continued trading for the client, site toilets will be provided during the construction phase.

7.3 Tree & Hedgerow Protection

- Existing mature trees and hedgerow boundaries will be suitably protected in line with best practice and British Standard BS5837, these will be removed following the completion of the construction work.

7.4 Security Fencing

- Temporary Heras fencing will be erected around the site during the construction phase to ensure all plant and materials are secure when stored on site.
- This will be periodically checked by site staff to ensure that the area is contained.

7.5 Site Storage

- The development will require the delivery and storage of construction materials, plant, machinery and welfare facilities. It is therefore proposed that the existing compound and buildings are used for the storage of materials and plant during the construction period.
- Following completion of civils and ground works the finished slab area will be utilised for storage.

8.0 CAR PARK MANAGEMENT

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- 8.1 The compound area will have sufficient space allocated for parking for construction workers vehicles during the construction period.
- 8.2 As the site currently operates as an industrial park within a large industrial estate, the existing compound has sufficient space to accommodate the turning of HGVs, loading/unloading of all vehicles within the site.

9.0 DELIVERIES

- 9.1 The main deliveries, utilising larger vehicles, of equipment to site will be spread over the construction period. Whilst construction will be undertaken 5 days a week, the proposed hours of deliveries during the construction period will be restricted to between 08:00 and 18:00 Monday to Friday only. A key site contact in respect of the construction phase will be appointed and the local highways department will be notified as appropriate.
- 9.2 It is proposed to install a temporary wheel wash facility on site for all vehicles exiting the site onto the public highway to avoid depositing mud onto the road. Similarly, in excessively dry periods the immediate surrounding area would be swept if there is excessive dust.

10.0 ANTICIPATED VEHICLE MOVEMENTS

- 10.1 As the site access is already designed for HGV vehicles and industrial plant there is no requirement to improve or change facilities. The civils and ground works will be implemented as the first phase of the development, with the construction of the retail building commencing soon after the curing of the raft slab.
- 10.2 There will be a relatively small number of construction staff on site which will vary over the construction period depending on the activity that is taking place. The majority of staff will be encouraged to travel together unless visiting on a temporary basis. In addition, there are expected to be a small number of managerial cars/vans. It is considered that there is sufficient parking for typical construction vehicle numbers. Deliveries will be timed to prevent multiple vehicles arriving at once. This will prevent any potential for vehicles to wait on the public highway or within the industrial estate.
- 10.3 The number of vehicles movements expected to be generated during the peak period of construction is extremely low and estimated to be only 4 two-way trips consisting of 1 two-way Delivery Vehicle trips and 3 two-way light vehicle trips (cars/light vans). On a normal construction day without deliveries this number will be reduced to just 2 two-way trips each day maximum with both trips at the start and end of the day with vehicles parked up on site all day.
- 10.4 Given the existing access is already designed for industrial use with adequate space for delivery vehicles of all sizes, the site infrastructure can support this level of traffic.

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- 10.5 Given the scale of construction activity proposed it is considered that the local road network will be readily able to accommodate the small number of additional vehicles during the short period construction of the site.
- 10.6 There are currently no abnormal loads proposed as part of the proposed development. Should access for abnormal/ wide loads be confirmed, prior notification will be given to the highway authority.

11.0 STORAGE OF OILS, FUELS AND POLLUTION PREVENTION

11.1 Oil and Fuel

- All oil and fuel will be stored in 1m3 fuel containers in accordance with specific UK Regulations e.g. The Control of Pollution (Oil Storage) (England) Regulations 2001 (OSR England).

11.2 Other Hazardous Material

- In the initial construction phase for the erection of the steel framed extension no hazardous material will be stored on site.
- During the second phase removal and replacement of the existing fibre cement roof (with white asbestos content) all hazardous materials containing asbestos will be stored safely in a designed for purpose asbestos skip and will be removed from site on as periodic basis so as to minimise build up of materials.

11.3 Dust and Dirt

- The ground works main contractor will be responsible for maintaining the existing highway free from any soil spillage and causing mud on the road during the wet period. The contractors will be instructed to ensure and take all necessary steps to control mud or dust from all their operations associated with this project. Specific Dust measures should be considered as:
 - All vehicles entering and leaving Site will be covered to prevent escape of materials during transport
 - Plan Site layout so that machinery and dust causing activities are located away from receptors, as far as is possible
 - The Contractor will erect and maintain, throughout the construction period, temporary hoarding around all working areas to assist in the screening of noise and dust generation from low-level sources
 - Vehicles transporting materials capable of generating dust to and from Site will be suitably sheeted on each journey. This will prevent the release of materials and particulate matter
 - All solid-state hoarding and Site fencing and barriers will be maintained using controlled wet methods for cleansing and avoiding water runoff from the activity

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- Fully enclose Site or specific operations where there is a high potential for dust production and the Site is active for an extensive period
- Remove materials that have a potential to produce dust from Site as soon as possible, unless being re-used on Site;
- Where materials are being re-used on-Site, they should be covered and protected according to best practice in a manner agreed previously with the Council
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
- The Contractor will avoid scabbling (roughening of concrete surfaces) if possible, to minimise dust
- Ensure an adequate water supply on the Site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
- Use enclosed chutes and conveyors and covered skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned.
- Ensure equipment is readily available on Site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
- Dust Mitigation is a key factor as the area, with the publication of the London Policy, the demolition contractor and the Main Contractor will insure that:
 - All skips and muck away lorries will be covered prior to leaving Site to ensure dust spread is kept to a minimum
 - Skips to be securely covered and drop heights to be minimised for redundant materials to reduce dust arising when loading
 - All cutting equipment to use water as suppressant or suitable local exhaust ventilation systems where applicable
 - When demolition is taking place areas to be dampened down to reduce dust arising
 - All vehicles will be washed down before leaving

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11.4 Noise

- The requirements set out in the Planning Decision Notice shall be adhered to at all times.
- All contractors and sub-contractors Method Statements will be checked before work commences to ensure that all possible noise abatement methods have been considered and will be implemented.
- If during construction, if noise levels are perceived to be a significant issue, then noise monitoring equipment may be implemented as required.
- The following will be adhered to where practicable –
 - For any particular job, the quietest available plant and/or machinery will be used.
 - Only plant conforming to relevant standards and directives on emissions will be used.
 - Equipment will be maintained in good mechanical order and fitted with appropriate silencers, mufflers or covers where applicable.
 - Stationary noise sources will be sited as far away from noise sensitive locations as possible, and if necessary, acoustic barriers or sound absorbing enclosures will be used to shield them.
 - Compressors will be "sound reduced" models fitted with properly lined and sealed acoustic covers that must be kept closed whenever the machines are in use.
 - Any machinery which is in intermittent use will be shut down during periods of non-use or where this is impractical, it will be throttled back to a minimum.
 - Employees will be informed about the need to minimise noise and will be supervised to ensure compliance with the noise control measures adopted. This will include guidance on shouting.
 - Where practicable, off-site fabrication will be considered to reduce the need for noisy assembly on site.
 - Construction access roads will be well maintained to reduce noise and vibration from construction traffic.
 - Care will be taken regarding the movement of materials such that noise is minimised.
 - The main contractor will inform local residents, in particular regarding noisy works, and will deal with any queries direct.

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11.5 Vibration

- All Contractors and Sub-Contractors Method Statements will be checked before work commences to ensure that all possible vibration mitigation methods have been considered and will be implemented.
- Wherever practicable the following measures will be implemented –
 - The hours of working will be planned and account should be taken of the effects of vibration upon persons surrounding site operations and upon persons working on the site.
 - Vibration will be controlled at source and where vibration problems are identified or have already occurred, practicable measures to avoid or minimise those problems will be implemented.
 - Where practicable low vibration working methods will be employed, including use of most suitable plant and speed of operations.
 - Prominent warning notices will be displayed in areas of the site where high levels of vibration are likely to be a hazard to person working on the site.

11.6 General

No fires shall be permitted on site.

11.7 Odour

- Plant and machinery shall be serviced regularly to ensure that exhaust fumes are compliant with best practice and relevant regulations.

11.8 The Control of Dust Nuisance

All Contractors and Sub-Contractors Method Statements will be checked before work commences to ensure that all possible dust mitigation methods have been considered and will be implemented.

Appropriate measures will be implemented at all times to minimise any dust emissions, as listed below –

- Any main temporary haul roads shall, where practical to do so, be constructed of crushed hardcore products (which is currently the case). The haul roads shall be maintained for the duration of their use to minimise any build-up of loose spoil etc. and also any soft spots.
- Traffic both entering and working on site shall obey a maximum speed limit of 10 mph (unless otherwise agreed).
- An adequate supply of water shall be maintained on site at all times to allow for dust suppression activities to be carried out if required.

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- o Plant shall be appropriately loaded to prevent spillages.
- o Stockpiles shall be kept to a minimum to reduce 'wind whip' causing material to be blown from the pile.
- o If any of the above mitigation methods are not adequate, or if complaints have been received then the works will cease until more successful methods are implemented.

11.9 Contamination – Potential Ground Conditions

In accordance with the Phase 1 Desk Study and Phase 2 geo-environmental ground investigation and risk assessment undertaken by Stansted Environmental Services Limited potential sources of contamination have been identified on site and all method statements noted in the full report. The full assessment has identified a low risk of soil/ground water contamination across the site.

Whilst it is not anticipated, should any soils require off-site disposal as part of the development, all surplus materials will be transferred to appropriately licensed waste management facilities by registered waste carriers under the relevant Duty of Care. It will be ensured that waste is stored and transported appropriately and securely; that waste is only transported and handled by those that are authorised to do so; and that all relevant documentation is completed, including waste transfer notes.

12.0 CONSTRUCTION SIGNAGE

12.1 Standard safety construction signage will be erected and retained throughout the construction and installation phases of the project. Signage will be displayed on the exterior fencing to provide contact details for neighbouring properties.

12.2 Direction signs for construction traffic

- Rigid plastic directional signage will be placed to ensure all deliveries can access the site in a fast and efficient manner. All deliveries will be provided pin point accuracy direction using ///What Three Words.

12.3 Red Warning Signs – Caution Lorries Turning

Attached to a metal frame or equivalent

To be placed along the unclassified road at an appropriate distance in either direction from the junction with the entrance to the site to warn road users of heavy goods vehicles liable to be turning into or emerging from the farm access

Also to be placed on the unclassified road either side of the site entrance at a reasonable distance with the purpose of warning road users of construction traffic entering or emerging from the site access.

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12.4 Red Warning Signs – Caution Construction Traffic

Attached to a metal frame or equivalent

To be placed on either side of the site entrance at a reasonable distance with the purpose of warning road users of construction traffic entering or emerging from the site access.

13.0 LANDSCAPING

13.1 There is no landscaping associated with this development.

14.0 KEY PROJECT CONTACTS

14.1 The Key Contacts are those known at the issue date of the CMP. The CMP will be updated and reissued for Information and be maintained live as any of the listed contacts change or new contacts added to the project.

Full Name	Telephone	Company
Max King		SBM – Director / First aider
Daniel Bedőcs		SBM – Design & Construction Manager / First Aider
Darren Ball		SBM – Site Supervisor / Steel Erector / First Aider
Carlos Carias		SBM – Steel Erector / CAD Design

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15.0 CONSIDERATE CONSTRUCTORS SCHEME

- 1.1 The Contractor (SBM) will register and comply with the requirements of the Considerate Constructors Scheme for the duration of the project.
- 15.2 The scheme requires contractors to adhere to a code of practice that includes the following principles:
- o BE ENVIRONMENTALLY AWARE when selecting resources, paying particular attention to pollution avoidance and waste management. Use local resources wherever possible and keep noise to a minimum at all times.
 - o BE CONSIDERATE to the needs of all those affected by the construction process and its impact on the environment. Special attention to be given to the needs of those with sight, hearing or mobility difficulties.
 - o KEEP THE SITE AND SURROUNDING AREAS CLEAN and in good order and ensure that all access routes are unhindered at all times.
 - o BE A GOOD NEIGHBOUR by undertaking full and regular consultation with neighbours regarding the Site activity from pre-start to final completion and handover. Provide the Site information and viewing facilities where practicable.
 - o PROMOTE SAFE STANDARDS of behaviour and dress code. Derogatory behaviour will be dealt with under threat of the strongest possible disciplinary action.
 - o BE SAFE. All construction operations and vehicle movements to be carried out with care for the safety of passers-by, neighbours and Site personnel.
 - o BE ACCOUNTABLE to the public by providing Site contact details and be available to deal with their concerns and develop good local relations.

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