Redrow Homes (Yorkshire)

Construction Management Plan – Rev: B

Pilling Lane, Scissett

Condition 35 of Outline Approval: 2012013/60/93441/E

October 2014

Document Revision Log

07.01.2015 Revision A: Pre-commencement protocol section added. Additional restrictions regarding construction HGVs added to section 7.1

13.12.2017 Revision B: Amended for changed to build route and the addition of Langley Lane.

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Figure 2: **Location of Site Compounds Drawing Reference: 4866-16-03-01**

1.0 INTRODUCTION

Outline planning permission was granted to develop land at Pilling Lane, Scissett for 200 units (Ref: 2013/60/93441/E). The consent has a number of conditions attached, and this document seeks to approve condition 35.

Condition 35

Before development commences a scheme detailing timing and routing of site clearance and construction traffic shall be submitted and approved in writing with the Local Planning Authority and development shall be carried out in accordance with the approved scheme.

The Construction Management Plan (CMP) will govern the Contractor's undertakings during the redevelopment of the site. The CMP may require revision during the course of site development to reflect any changes in legislation or other issues, for which the approval of Kirklees Council will be sought.

The Site Management team will be inducted in the content of this Construction Management Plan. All Construction personnel will be inducted in general such that they have an understanding of the conditions at the site and the procedures, management, etc that are necessary and will be inducted specifically in aspects that are relevant to their particular works. A copy of this document will be held on site at all times along with all other associated documentation and information.

2.0 SITE LOCATION

The site is located to the north of the settlement of Scissett and comprises approximately 9.62 hectares of greenfield land. Scissett is a village located 8 miles south east of Huddersfield and 10 miles north west of Barnsley. The site is located off the A636 in Scissett which is the main road serving other settlements including Clayton West to the north east, Skelmanthorpe via the B6116 to the west and Kitchenroyd and Denby Dale to the south west. The site mainly comprises agricultural fields along with an associated farmhouse and buildings to the north east of the site. To the immediate north of the site, running east to west, is the Kirklees Light Railway which operates limited services to Clayton West, Cuckoos Nest, Skelmanthorpe and Shelley Station. Land use to the south and east of the site is predominantly residential with agricultural land to the north and west. The site is bounded to the north by dense tree cover screening the light railway with strongly defined hedge and tree lined boundaries to the south, east and

A site location plan is included in Appendix A to this document.

3.0 PRE COMMENCEMENT PROTOCOL

Prior to construction works commencing on the development the following items must take place:

- A highway condition survey of Pennine Way, Sunnymead and Holly Road shall be undertaken and submitted to the Local Planning Authority (LPA). The survey shall include an on-going assessment and repair regime throughout the construction period of the site.
- Site Contact details including telephone, email and postal address shall be provided to the LPA.
- Site Contact details including telephone, email and postal address shall be provided to the Scissett Middle School.
- Site Contact details including telephone, email and postal address shall be provided to residents along the access routes of Pennine Way, Sunnymead and Holly Road.

4.0 DEVELOPMENT PROGRAMME

Phase 1 of the site will be developed commencing with land to the east of which construction traffic will access via Langlay Lane as illustrated on the Redrow Homes CMP Drawing contained in Appendix B to this document. Once holly road has been constructed construction vehicles shall access via the Langley lane but light construction traffic will be encouraged to exit via the Holly Road access point for the remained of Phase 1. The western portion of the development or Phase 2 will be constructed via the Pilling Lane access point.

The total period for development works will be dependant on the commercial requirements of Redrow Homes, which may vary during the period of development. However t is anticipated that build will last approximately 6 years.

5.0 MITIGATION OF NOISE AND VIBRATION

The development site is located within a noise-sensitive area, being adjacent to existing residential development to the south.

A wide range of noise sources will be present, some for short periods, during the works. Possible noise impacts during the construction phase include:

- Earthmoving plant (Dozer, excavators)
- Hand tools (Circular saw)
- Air compressors, piling rigs
- Haulage/delivery and other vehicle movements
- Generators – diesel powered
- Plant, pumps and equipment
- impact noise from trades work and materials handling
- Demolition

Other sources will be present at intervals during the development, some of which will be intermittent.

Best practice will be adopted to minimise the creation of un-necessary noise at all times. The site manager will undertake regular site inspections to ensure that best practice is adopted.

The requirements to minimise noise will be included in site induction/'tool box talks' provided to all personnel working on site.

Although not exhaustive, the following best practice procedures will be followed where practicable:

- Plant and machinery shall be regularly maintained to control noise emissions, with particular emphasis on lubrication of bearings and the integrity of exhaust silencers.
- Where possible, vehicles requiring the use of audible reverse warnings will be fitted with low-nuisance types. The use of vehicle horns within the site will be restricted to emergency situations.
- So far as is practicable, noisy plant or equipment shall be situated remotely from noise sensitive receptors.

- Machines in intermittent use shall be shut down where possible or otherwise throttled down to a minimum when not in use.

- Where possible, compressors will be fitted with properly lined and sealed acoustic covers, which shall be kept closed whenever in use. The use of pneumatic percussive tools will be avoided so far as possible, but if use is essential, will be fitted with mufflers or silencers of the type recommended by the manufacturer.

- Where practicable, equipment powered by mains electricity shall be used in preference to equipment powered by internal combustion engines or locally generated electricity.

- Noise when loading or unloading vehicles, dismantling scaffolding or handling materials shall be minimised by avoiding drops from height, use of resilient mats, etc.

- External telephone bells, tannoys and other un-necessary noise sources will not be used.

No construction work will be permitted outside the working hours of 07.30 – 18.30 hours weekdays, 08.00 – 14.00 Saturdays. No construction work will take place on Sundays or Bank Holidays unless otherwise agreed with the Local Planning Authority (LPA)

The only exceptions may be the use of electricity generating plant (if and when mains electricity connection is not available) and any necessary pumps. In each case, equipment with noise suppression will be used and maintained in good order and such equipment will not be run at a noise level which would create or cause a nuisance.

The compounds and any fixed plant in these compounds (such as pumps, concrete silo mixers and

generators) will be located as far away from residential receptors as is practical as shown on the drawing contained in appendix B to this document.

6.0 MITIGATION OF FUGITIVE DUST

6.1 General

Activities with the potential to create airborne particulates (fugitive dust) during the development works include:

- Earthworks and groundwork's (excavation, processing and backfill) to achieve required levels, construct storm water retention area, etc
- Excavations associated with the construction of foundations and services
- Stockpiling of construction materials such as aggregate, bricks, etc which may emit dust during dry and windy periods
- Vehicle movements on temporary haul roads
- Placement and movement of soils during landscaping

The requirements to minimise dust emissions will be included in site induction / 'tool box talks' provided to all personnel working on site.

The following measures will be undertaken for the mitigation of fugitive dust emissions:

- Potentially dust-emitting activities will be located away from sensitive receptors where practicable.
- A designated manager on site will be responsible for undertaking visual inspections. These inspections will also address issues in relation to noise and vibration.
- A temporary jet wash facility will be positioned at the site exits until the roads leading to the compound are constructed.
- In addition to the jet wash facility a site operative will use a hand tool to move large pieces of mud from around the site entrance.
- The jet wash scheme will be combined with regular road sweepers along Pilling Lane and Holly Road.

- The site management team will also visually inspect and monitor the cleanliness of Pilling Lane and Holly Road., every working day, and will have the ability to request additional road sweepers if so required.
- Haul routes within the site will be damped down during dry conditions using water sprays if required.
- Loads of soils and other potentially dust-emitting materials entering and leaving site may be covered.
- Un-necessary movements of construction traffic around site will be minimised and excessive speeds prohibited.
- All vehicles will switch off their engines when not in use so that there are no idling engines.
- There will be no burning of waste on site.
- When required, excavation areas will be damped down to minimise dust release during dry / windy conditions or when dust emitting activities are being undertaken close to sensitive receptors.
- Damping of stockpiled materials prior to screening.
- Minimisation of drop heights from excavator buckets, screen discharge conveyors, etc.

6.2 Monitoring

A nominated member of the site staff will be responsible for daily visual inspection of fugitive dust emissions. A site log will be maintained to record details and action taken in response to exceptional incidents of dust causing episodes. Areas considered to be sensitive receptors will be monitored more frequently and control measures shall be enhance if required and if dust levels are uncontrollable works may be suspended.

Any construction activities including vehicle movements within the site creating visible fugitive dust emissions will be recorded and remedial measures implemented as necessary.

The daily inspection will include site boundaries and working area boundaries along with the public highway outside the site entrance. Such inspections will be at regular intervals throughout the day.

7.0 MEASURES FOR CONTROL OF TRAFFIC

7.1 To and From the Site

The site benefits from three access points, these being located on Pilling Lane, Holly Road and Langley Lane. Due to the large scale of development, it is intention to carry out the development in two phases – please refer to. Redrow Homes CMP Drawing contained in Appendix B.

Phase 1 of the site will begin to be developed utilising the access from off Langley Lane. Once holly road has been constructed construction vehicles will access the development via the Langley lane but light construction traffic will be encouraged to exit via the Holly Road access point for the remained of Phase 1. Phase 2 will be constructed via the Pilling Lane access point.

Where possible, deliveries of construction materials will be specified outside peak local traffic hours. If necessary, deliveries will be staggered to avoid multiple deliveries and queuing vehicles.

In addition to the above in order to promote highway safety no HGV construction traffic access to and from the site 30 minutes before and 15 minutes after school start time and 15 minutes before and 30 minutes after school time finishes.

The use of these routes will be made clear to all construction traffic/drivers.

7.2 Within the Site

The initial phase of works will include the construction of the estate road off Holly Road and this will be used thereafter as surfaced (albeit unfinished) route for residential and sales traffic into and out of the site and as an exit for light construction traffic for Phase 1 of the development

The site compound locations for the construction works is also shown on the drawing contained within appendix B of this document. It may be necessary for the locations of compounds and storage positions to be adapted through the life of the development. Any such changes will be agreed with the Local Planning Authority (LPA).

A site maximum speed limit of 10mph will be imposed on surfaced/stoned up haul roads/site roads and 5 mph on all unsurfaced roads. Speed limit signs will be put in place to this effect.

Routes outside of site boundary line will be kept clear for emergency service vehicles at all times.

8.0 MATERIALS HANDLING AND STORAGE

Handling of materials will be undertaken with due regard to noise and dust creation. For example, drop heights will be minimised; items such as scaffolding will be placed and not dropped; any stockpiles of loose material such as sand will be kept to a minimum height to avoid dust entrainment and covered if necessary.

Similar precautions will be adopted when loading excavated soils/fill to haulage vehicles.

Trees & Landscaping identified for retention will be protected by temporary fencing prior to works in the vicinity and will be retained without damage. No storage of materials will be in these zones.

9.0 PARKING FACILITIES

Parking areas for staff and visitors' vehicles will be within the site compound areas shown on the drawing in Appendix B to this document. In advance of the completion of the site compound area the contractors will use a temporary parking area near the site entrance on Langley lane as shown on the drawings in Appendix B.

These areas will be provided with suitable temporary hard surfacing to prevent tracking of mud onto the public highway. Parking areas of sufficient size to accommodate all vehicles will be maintained and on-street parking discouraged.

Contractor parking facilities may be re-located within the site as the development progresses. Facilities will however be close to the compound areas active at the time, and remote from existing residential areas.

10.0 TEMPORARY LIGHTING

Temporary lighting to the site compound may be provided for reasons of safety and security. Lighting will be mains electricity powered except during any periods where mains connections have not been made.

So far as practicable, lights will be placed at low level consistent with effective use, and will be angled so as not to directly face or illuminate adjacent residential properties.

Lighting will be minimised to a level consistent with safety and security and if appropriate will be controlled to illuminate only when persons are present. It is not anticipated that exterior lighting would remain on overnight.

11.0 CONCLUSIONS

This CMP has been prepared in compliance with the requirements of Planning Conditions 35 for the Redrow Homes, Pilling Lane Development.

The CMP will form a basis for the management of environmental impacts during the construction period, anticipated to be 6 years. It will be a requirement that site adhere to the Plan for this period of the development unless otherwise agreed with the LPA.

Notwithstanding those elements specified in the Plan, a high standard of environmental management will be maintained throughout with the objective of minimising impact on existing residents and the wider environment.

Suitable contact details will be made available for nearby residents for the purpose of contacting Redrow should any matters arise.

The Plan should be kept under review throughout the development. Changes should be made in the event of any arising issues or potential improvements.

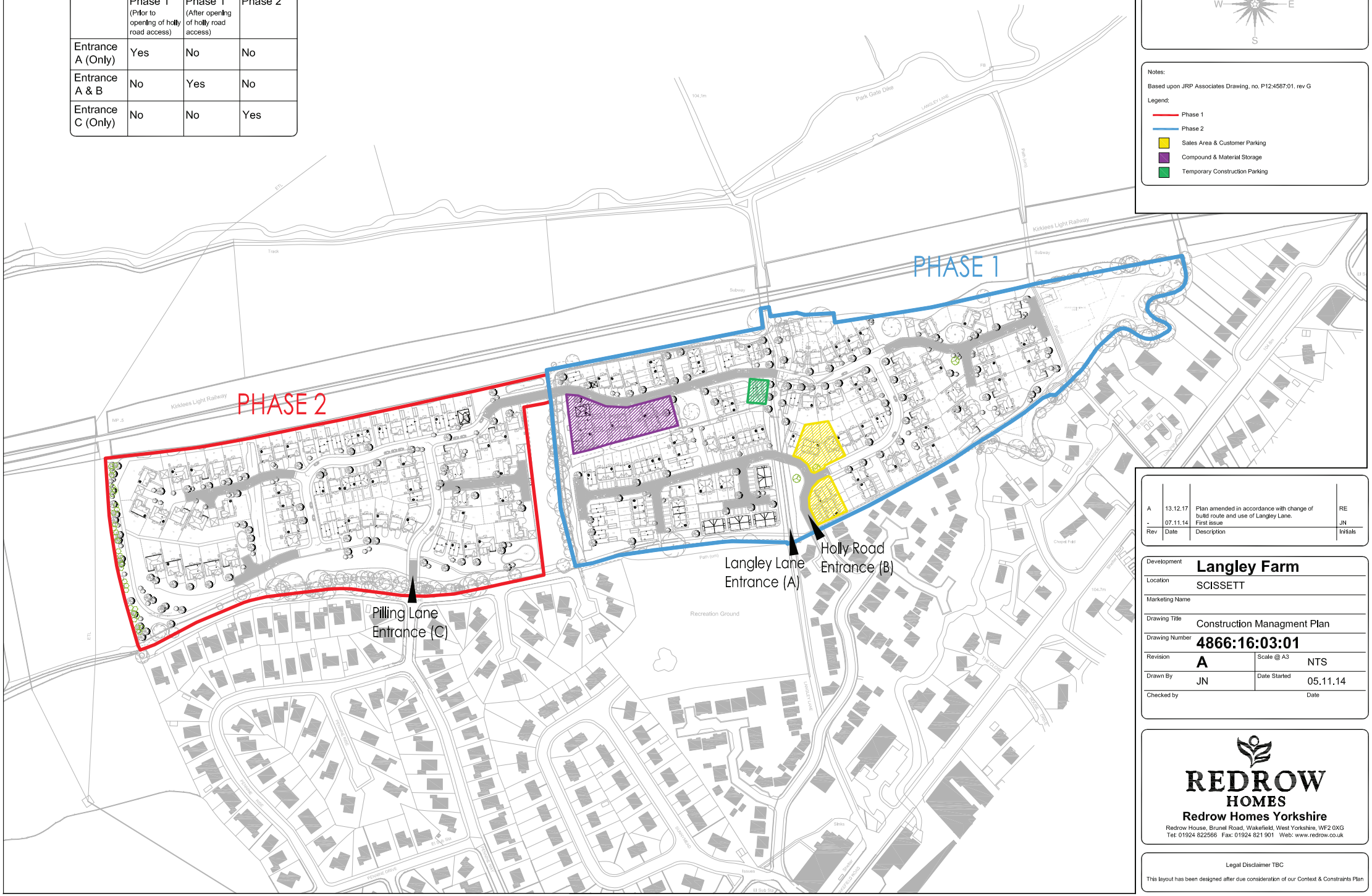
Appendices

Appendix A	**Site Location Plan**
Appendix B	**Location of Site Compounds**

Appendix A: Site Location Plan

Appendix B **Location of Site Compounds**

	Phase 1 (Prior to opening of holly road access)	Phase 1 (After opening of holly road access)	Phase 2
Entrance A (Only)	Yes	No	No
Entrance A & B	No	Yes	No
Entrance C (Only)	No	No	Yes



North Point

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Notes:

Based upon JRP Associates Drawing, no. P12:4587:01. rev G

Legend:

- Phase 1
- Phase 2
- Sales Area & Customer Parking
- Compound & Material Storage
- Temporary Construction Parking

Rev	Date	Description	Initials
A	13.12.17	Plan amended in accordance with change of build route and use of Langley Lane.	RE
-	07.11.14	First issue	JN

Development	**Langley Farm**
Location	SCISSETT
Marketing Name	
Drawing Title	Construction Managment Plan
Drawing Number	**4866:16:03:01**
Revision	**A**
Scale @ A3	NTS
Drawn By	JN
Date Started	05.11.14
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