

Project:

2014.034 - Former Railway Cutting,
Between Brunswick Street and Walkley
Terrace, Heckmondwike.

Document:

DS01-Design & Access Statement
Revision A

Client:

Ernest Gordon Ltd

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27.03.18





Design & Access
Statement

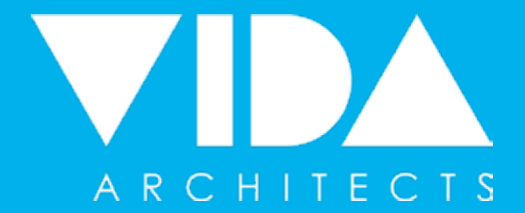
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01

Introduction



Vida have been appointed by Ernest Gordon Ltd to design a scheme which will redevelop the derelict site of the former railway cutting that ran through the centre of Heckmondwike.

The primary motivation to reclaim the former cutting is to bring derelict land back into use and provide much needed housing for the region, close to the Town Centre and also deliver an aspiration of the Local Plan with the delivery of the Green Space.

The current cutting runs (North - South) within a man made valley between two bridges, the banks are steeply slopped to both East and West side. Both banks are heavily overgrown with scrub bushes and self seeded trees (namely Sycamore, Ash, Goat Willow and Hawthorn), the lower slopes are coarse grass, thistle, bramble, teasel, gorse and willowherb. The base of the valley still incorporates the stone ballast from the former track bed.

Our design is described in the following sections of this statement.

This Design and Access Statement is split into 7 sections:

1. Introduction:- setting out the purpose of the document.
2. Assessment:- analysis of the physical, socio-economic, historical and policy context of the site and Ecology Issues.
3. Evaluation:- reviewing the constraints and opportunities on the site.
4. Design:- explaining the evolution of the proposed design.
5. Sustainability:- exploring the sustainability of the proposals.
6. Access:- demonstrating suitable access to the site.
7. Summary:- explains the proposed layout, the end result of the robust design process.





The Brief:
To reclaim the former railway cutting (zoned as derelict Land) to provide Residential Land, Wildlife Areas and dedicated Childrens Play Area.

Site History:

The site is a former railway cutting running to the east of the town centre, in what was formerly the L N W R Leeds New Line, opened in 1900 to run from Heaton Lodge Junction east of Huddersfield to Farnley Junction to the west of Leeds. The stations located along this branch were closed in the 1950's. The route was a spur off the Lancashire and Yorkshire Railway which was closed down after the Beeching Report, mid 1960's.

Sections of the main Lancashire and Yorkshire Railway Line (which is located to the west of the site) have been utilised as a Spen Valley Ringway, part of the National Cycle Network (Route 66), which currently runs 10km from Oakenshaw to Thornhill (Dewsbury).

Adjacent Uses:

To the North East and South East of the site are existing residential properties, with the Western boundary of the site containing a mix of residential and commercial properties. Road links are to the North and South of the site. To the east, where the boundary is formed by a public footpath, the land beyond is open woodland forming a banking, D3 Urban Greenspace.

Within the Unitary Development plan, the site is zoned as derelict land, ref DL14.2, with potential for use as T18 Pedestrian/Cycle route, encompassing D6 Green Corridor. The site borders D3 urban Greenspace, and site is within the zone for traffic calming measures T5. It is within 550m of the Town Shopping centre "S2" and close to the existing Green Route T12.

The overall site occupies approximately 2.5Ha of land, with the wider DL14.2 representing 4.2Ha of land. The criteria for DL3, reuse of derelict land within Heckmondwike suggests hard uses, which include Housing and Commercial uses.

The cutting was created for the railway and is not a natural feature within the landscape, historical mapping data from 1894 indicates the positions of two railway routes through Heckmondwike, both of which were to the south of our site. The map from 1905 clearly shows the route of the new railway line cut into the landscape and routed to the north through the centre of Heckmondwike.

The formation of the railway line resulted in the loss of housing which was replaced with new dwellings to the North East of the site known locally as "The 80".

Regeneration will be secured through developments which improve infrastructure and secure the reuse of land and the improvement of their surroundings. This application brings a derelict piece of land back into use, providing much needed housing and health benefits with retention of the Wildlife Area between Walkley Lane and Brunswick Street.

Our proposal seeks to develop the cutting for a Residential use, it will provide a defined play area and retained green space, ensuring wildlife habitat and vegetation screening. The land is defined as previously developed land under NPPF (Annexe 2 Glossary of terms), as the track bed remains in-situ and is visible.

Our proposal seeks to redevelop the existing cutting to provide new housing, and given the resistance of the Planning Authority to support the fill element of the previous application, this application will utilise the existing terrain.

The application is for outline consent for residential use of the land, with information provided for the road layout and build up, with all details of the design, density, materials, massing to be reserved by conditions.

Development of a brownfield site is preferential to the Local Authority as it protects the Greenbelt land from further development, it removes a large section of derelict land which could be subject to anti social behaviour and trespass, and as evidence indicates, a very recent, large grass fire to the Eastern banking. Man made tracks and litter/drinks cans and a fire pit with rock surround would suggest that the site is prone to trespass.

Planning History:

93/02757 - Infilling former Railway Cutting - (Withdrawn)
94/90001 - Land Infilling of Derelict Railway Cutting and Plugging of Brunswick Street Bridge and Church Street - (Withdrawn)
99/92140 - Reclamation of Derelict Railway Cutting by Partial Infilling to form shared Cycle/Footpath and Open Green Space - (Withdrawn)
2000/92085 - Partial Infilling of Railway Cutting - (Withdrawn)
2017/93488 - Outline Permission for 96 dwellings and Full Planning permission for infill of Land at Walkley Terrace & Brunswick Street - (Refused)

02

Assessment

Site

The site has a diverse mix of self seeded vegetation to both bankings which provide both a nesting environment and food source to wildlife. An ecological assessment of the site has been undertaken by Middlemarch Environmental, and they have produced a desktop study and also a Preliminary Site Appraisal. The development will retain a significant strip of the existing banking which will retain a green buffer between the existing boundaries and the new development site, this corridor will allow wildlife to retain a presence on the site. A search of the protected species records held by both 'MAGIC' and 'West Yorkshire Ecology Service' indicated that no evidence of habitat has been recorded on the site, with the closest record being 235m away. Middlemarch Environmental have updated their reports to reflect the new scheme and also carried out additional surveys to identify any reptile or badger activity on the site, and made recommendations on this accordingly.

Stage 1 Environmental Desk Study

The desktop study was produced on the 13th June 2017, and gives an overview of the geology, mining history, Hydrology and other environmental data. The report identifies 2 on site mine entries on or close to the site, and 5 potential seams from near surface to 290m depth. The coal mine entries must be identified and dealt with appropriately prior to commencing the site reclamation. Both mine shafts are located on the eastern bank approximately mid point and then roughly central from there to the northern boundary. With the proposed regrading of the site, it will be important to undertake testing of soil samples during the works to determine the presence of any contaminants within the soil. Should any contaminants be identified, it would be prudent to ensure that any soil used for residential gardens is clean imported topsoil to a depth of 600mm.

Ecology

A Preliminary Ecological Appraisal was carried out on 7th June 2017, the initial inspections did not find evidence of any bat roosts, newts/reptiles or protected species using the site as a habitat. Wherever possible, existing planting will be retained to the upper section of the Western banking of the site which will not be affected by the regrading operation, this will allow for a significant habitat to be retained. The regrading operation will only result in the loss of the existing habitat at low levels.

Noise Survey

A Noise Impact Assessment was carried out on 7th and 8th June 2017, with the intention of determining the level of noise from the existing properties adjacent to the site which could affect the amenity of the future use of the site. The noise survey also took into account the noise generated by traffic movements at each end of the site. The background noise identified by the survey was a mix of birdsong, local traffic noise and

minor noise generated by the commercial uses of the adjacent buildings. The noise levels recorded were not considered to be a constraint to the redevelopment of the cutting, and mitigating measures have been suggested within the report. Noise that will be generated within the site during the construction phase has been addressed within the preliminary Construction Management Plan and will be refined once the General Contractor is appointed.

Site Operations

As part of the suite of documents to support the planning application, we enclose a full Site Management Plan, which covers best working practice, methods to suppress dust, noise measures during construction, hours of operation. The proposed construction activity will result in the delivery of the potential 68 dwellings within a 2 1/2 years of a start on site following planning consent.

Conditions

The cutting has a very steep banking to the West of the site, with a steep banking to the East, both banks have a mix of grass and shrub self seeded vegetation, with former stone walling forming the track edge walls. The former track level of the site has a change of 5m in level with the south of the site being lower. The site at each end is bordered by road bridges. To the East of the site runs a public footpath that follows the contours of the upper slope, which links from Walkley Terrace to Horton Street. The Western boundary is formed by rear gardens to adjoining dwellings and industrial premises service yards.

The site has been used for flytipping by local residents (see Appendix C with Photographs), and by bringing the cutting into a viable use, it will reduce the potential for contaminants and harmful materials being digested by wildlife from the ill considered disposal of domestic waste on private land.

03

Evaluation

Evaluation

The previous application Ref 2017/93488 was extensively discussed with the planning office via a pre application submission, with reports issued from the council that indicated support for the filling and residential use of the land. That application was refused, but the core of the application consultation and feedback remains pertinent.

The evaluation of the scheme has ensured compliance with all relevant policies of the Adopted Local Plan and also the requirements of the National Planning Policy Framework.

Discussions with the council have included the following departments, Highways Development Management, Environmental Health, Flood Management and Drainage, Ecology, Education, Public Rights of Way.

The pre application procedure identified the following sections of the UDP which will be relevant to the applications design and development;

- BE1 - Design Principles
- BE2 - Quality of Design
- BE12 - Space about Buildings
- BE23 - Crime Prevention
- D2 - Design
- D6 - Green Corridor
- EP4 - Noise Sensitive Development
- EP11 - Ecological Landscaping
- G1 - Regeneration and Infrastructure Improvement
- G6 - Land Contamination
- T5 - Traffic Calming
- T10 - Highway Parking
- T19 - Parking Standards
- T23 - Development of Disused Railways

The creation of the two development platforms will be achieved by regrading the existing land, with a plateau cut into one bank and the resultant spoil used to raise the level to the former track bed. This will allow for an economically viable scheme to be achieved on derelict land.

Policy T23 is discounted as development has already taken place further along the former line that renders it's reuse as unachievable.

The NPPF set out a broad framework for plan making and decision taking at the local level. It is a key material consideration in planning decisions.

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development in its three dimensions; economic, social and environmental. Central to the NPPF is a presumption in favour of sustainable development, "which should be seen as the golden thread running though both plan-making and decision-taking". For decision taking this means (paragraph 14):

Approving proposals that accords with the development plan without delay; and Where the development plan is absent, silent or relevant policies are out of date, granting permission unless

- Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF; or
- Specific policies in the Framework indicate development should be restricted.

Paragraph 17 outlines a number of core planning principles. Point 3 identifies that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.

Paragraph 49 states that housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites.

Paragraph 56 identifies that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. However, it is stipulated at paragraph 60 that planning policies and decision should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles.

Paragraph 61 states that "although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment."

Evaluation

Section 8 of the NPPF (paragraphs 69 – 78) sets out the role of the planning system in creating healthy, inclusive communities. Developments should be safe and accessible and contain clear and legible pedestrian routes.

The planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscape; minimising impacts on biodiversity and providing net gains where possible; preventing new development from contributing to or being put at risk from unacceptable levels of pollution or land instability; and **remediating** land where appropriate.

When determining applications, local planning authorities should aim to conserve and enhance biodiversity (paragraph 118). Planning permission should not be permitted in circumstances where significant harm resulting from a development cannot be avoided, adequately mitigated, or, as a last resort, compensated for.

Paragraph 173 of the NPPF states that planning authorities should pay careful attention to issues of viability and costs in making planning decisions. Costs applied to developments as a result of policy requirements should not be at such a level as to threaten viability of the scheme and requirements should provide competitive returns to a willing land owner and willing developer to enable a development to be deliverable.

Paragraph 186 requires local planning authorities to approach decision-taking in a positive way to foster the delivery of sustainable development. Local planning authorities should look for solutions rather than problems, and decision-takers should seek to approve applications for sustainable development where possible. They should work pro-actively with applicants to secure developments that improve the economic, social and environmental conditions of the area (paragraph 187).

Adopted Plan Design Criteria

The councils Vision Statement seeks to create 'A Thriving Economy', 'A Flourishing Community' and 'A Healthy Environment'.

The above vision can be applied to this scheme, reclamation of the derelict land will ensure an economic benefit to the local area, new dwellings will provide community and the Childrens Outdoor Play Area will contribute to a healthy environment. The regeneration of the site will adhere to policy G1, providing new infrastructure with the reuse of derelict land. G6 policy will see a

potentially contaminated piece of land re-engineered, tested and brought back into use. This element can be controlled by a planning condition attached to the decision notice to protect future users. Given the regrading that will take place, any identified contaminated spoil will be able to be buried at a depth that will not pose a future health risk. BE1 allows for the quality design, with excellent visibility, concealed places have been designed out, the new shared surface road has a 1 in 20 gradient to allow easy access to all users, it will sit partially within the existing cutting and reinforce the local identity and provide new residential opportunity with easy pedestrian access to the local shopping centre. All aspects of policy D2 have been respected, with the inclusion within the development of the retained Green Space and wildlife habitat, highway safety, Residential and Visual amenity and the surrounding Urban open land.

National Planning Policy Framework has been followed to create a design that includes;

- Building a Strong, competitive Economy,
- Promoting Sustainable Transport,
- Delivering a wide choice of high quality homes,
- Requiring Good Design,
- Promoting Healthy Communities,
- Meeting the Challenge of Climate Change, Flooding and Coastal Change,
- Conserving and Enhancing the Natural Environment.

Regrading Work

The cut and regrading operation will result in the total reuse of all the cut earth, with a nominal 8 cu m of earth surplus. This results in no requirement to import material to create the development areas. Only materials to be brought onto the site are construction materials, which would be common for all developments. The volume calculations which relate to the proposed sections through the site are attached to this document as Appendix A.

Scheme Proposals:

The application submitted is Outline consent with full consent for the access road, with all matters relating to the design of the dwellings, materials, landscaping, massing being subject to a reserved matter application.

Reports attached to the application include evidence to support the Highway compliance and also overland drainage, which was consulted between our Drainage Consultants, Yorkshire Water and Kirklees Council as the lead local flood authority.

We have indicated a potential housing layout, this is to indicate potential number of units and to allow traffic flows to be calculated to comply with the requirements of the Highways department to ascertain impact upon the local road network. Indicative dwelling images are on the following pages to set out the principles behind the design formulation which should be followed when preparing the scheme drawings to submit the reserved matters application.

Scale

The proposed development will sit within the existing railway cutting formed in the late 19th Century, and some of the dwellings will be cut into the levels created. This will be limited and in most cases, the ground level will be reduced to provide a level plateau with the banking formed/retained with Gabion baskets. A select few of the dwellings will appear as 2 storey to the front while being 3 storey to the rear (or vice versa). This design ethos will conceal much of the engineered retaining structure to be built into the dwellings. The proposed regrading will not affect the existing public right of way that runs alongside the Eastern boundary. The Western boundary of the site will be retained as it currently exists which will ensure that the current wildlife habitat and green area provides a buffer from the development to the existing gardens and industrial uses. This same buffer will provide a clear zone to reduce the impact of noise from the site to the adjoining properties.

The bankings will utilise Gabion basket retaining structures in a similar style to Approval Ref 2017/60/90955/W (Land at Forest Road, Dalton), the exception being we propose larger level gardens to provide suitable amenity space for the dwellings. See diagram to the right for an example of the proposed section for the above development.

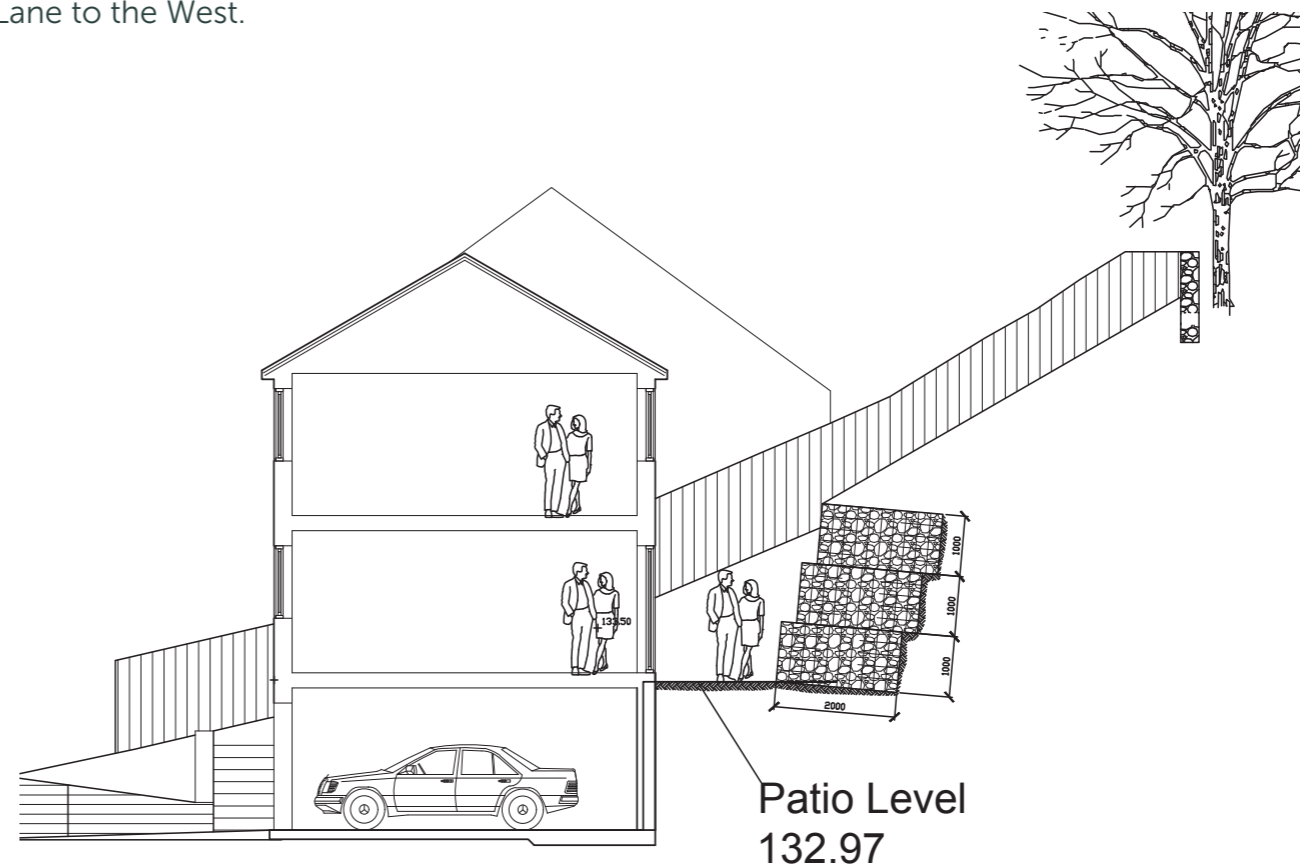
Ecology

As highlighted within the preliminary Ecological Appraisal, no protected species were identified on the site walkover, and no records exist of species being discovered on the site. A revised report is appended with this application to reflect the retained wildlife environments and additional reports to identify any potential habitats for Badgers and Reptiles have been commissioned, and either are appended to this application or will follow as soon as available.

Appearance:

The layout of the housing will follow a linear ribbon approach, with the dwellings either side of the estate road. This allows for the gentle gradient of the road to best follow the general gradient of the track bed, and fall away from the high point with the junction to Horton Street to the end near the bridge carrying Walkley Lane. Possible gaps between the dwellings will give glimpses of the woodland to the East and the retained banking to the West.

The proposed dwellings will sit within the cutting forming, and the higher bankings to the West and East will act to reduce any vehicle noise which may be generated from Walkley Lane to the West.



Project: Former Railway Cutting, Heckmondwike.

Residential Concept Design

As noted within the Planning Officer report for Application 2017/93488, the principle of developing this site for residential purposes is acceptable. The road layout has been revised to include a minimum width of 5.5m to the carriageway with a 600mm margin to each side of the highway. This creates a shared surface which will encourage low speeds due to the use of the road for pedestrian access. The road has a level junction formed on the corner of Horton Street, which allows excellent visibility in both directions. The new road is level for 30m before the gradient starts to fall away at 1 in 20. To enable full use by both emergency vehicles and Refuse vehicles, the end of the new estate road incorporates a hammer head turning facility, this is set into the existing back with retaining walls formed using gabion baskets.

The proposed dwellings will front the new road, with off street parking located to the front of each dwelling. Parking provision is set out initially at 2 spaces per dwelling. If integral garage are proposed, these will have minimum internal dimensions of 3m x 6m.

Our initial concept would be to vary the dwellings height and materials to prevent vistas of unchanging features.

The Southern end of the site will be set aside for the provision of a Childrens Play Area, with the changes in levels being utilised for slides, zip lines and climbing apperatus.

Environmental Potential

The dwellings should all incorporate the provision for electric vehicle charging points, to enable minimal disruption for this, a dedicated cable should be included within each dwelling which will terminate at an external socket, this could then be upgraded to provide charging via the most up to date method without the need to carry out internal modifications.

Given the dwellings orientation, it would also be possible to include solar panels to some dwellings afforded with south facing roof pitches.



Landscape

Soft landscaping will be introduced around the periphery of the developed area, and to the play area. The existing banking which will not be affected by the works will be retained as is and allowed to naturally develop. This will ensure that the wildlife Habitat located further along the former railway route does not become isolated from the wider environment.

The greenspace provision along the western boundary will provide compliance with Policy D6 and Policy T18 could utilise this space subject to formal agreement between interested parties and the landowners.

Gabion basket retaining structures to the gardens can be utilised to create vegetation waterfalls over the baskets, create tiered seating areas or planting beds, an example of which can be seen on the image to the right.

Transport

A Transport Impact Assessment includes all required junction surveys to Walkley Lane / Brunswick Street; Walkley Lane / Church Street; High Street / Church Lane. The report has concluded that the level of vehicle movements generated would not result in over-intensification of the local network.

Vehicle deliveries to site will be limited to general construction traffic, as required to service the site needs, this requirement would be similar to that which was required to build the new developments of 34 New dwellings that now form the dwellings on the continuation of Horton Street (Approved on 03/12/1998) and also the conversion of the Mill and new build dwellings off Brunswick Street / Thomas Street that involved creating 72 Residential Units Approved in 2008. Both these schemes involved using the side roads from Walkley Lane to facilitate site deliveries of materials. The development of the railway cutting will also utilise the same roads that were used for the adjacent developments.

As set out in the Construction Management Plan, an area will be formed within the boundary of the site for the establishment of Site cabins, the secure storage of materials, and also provide suitable space for operative to park cars, ensuring that no operative uses the local roads to park vehicles during the day.



05

Sustainability

Drainage

The drainage of the site and the allowance for over land water flow and flooding mitigation has been modelled by the Structural Engineer and is detailed within the submission information, and has been designed to mitigate against future risk.

The Environment Agency mapping data indicates that the cutting provides a route for flooding from surface water flows, and that the collection area forms from playing fields on Cemetary Road collecting into the existing cutting to the north of the site and then running down the route of the former railway to discharge south of Walkley Lane. Flows and depths are indicated as nominal, with a max depth circa 900mm in small parts and flows of 0.25m/sec.

The drainage strategy and flood risk analysis has identified that drainage outlets exist at both the Northern and Southern end of the site. All subject to further intrusive investigation, these could be utilised. It is also possible to include a small culvert to run under the garden space of the Western houses which will allow any flood water which does not dissipate through the existing ground to naturally follow the man made valley to the south.

The foul waste is to be connected into the existing mains at each end of the site, dependant upon falls and agreement with the local water authority.

Site Regrading

The site is relatively from the proposed point of access from Horton Street, and a site compound will be established at this point.

Earth moving equipment will work from this point to dig out the existing banking and reposition the resultant spoil onto the lower slope to the West to create suitable platforms for the gardens, Dwellings, off street parking and Road Ways. Retaining structures will be installed to ensure that the stability of the land will be suitable for the development, with the majority of the retaining walls being built into the dwellings to create semi submerged areas within the dwellings. This will create split level dwellings with road facing elevations often of a varying height to the garden elevation.

The calculation of the cut and regraded levels shows a nominal surplus in material, see volume calculation attached to the rear of this document.

The regrading operation will result in significant areas of existing scrub land being

retained, this will ensure that wildlife habitats are not obliterated by the development and allow neighbouring ecology pockets not to be isolated from the wider environment.

Local Amenities

The site lies within walking distance of the centre of Heckmondwike, with a good mix of shops and services, local schools are also easily accessible, with Littletown Nursery and Infant School within a mile of the site, this school is under subscribed at present. Other primary schools are within the vicinity also. The Upper schools, Spen Valley High is also with a mile of the site. Access to the local Railway network is via a bus to Dewsbury Station with easy links to Leeds and Manchester.

06

Access



Pedestrian access to the footpath running along the Eastern boundary (Green) of the above map will be retained and maintained during the regrading and construction works. The vehicular access will be taken off the corner of Horton Street, and maintain good visibility splays, with the road maintaining a level section of the carriageway.

The spine road will be constructed as a shared surface to restrict vehicle speed, with a 5.5m wide road with a 600mm paved margin to each side.

The highway will be graded with a 1 in 20 fall along its length, with a hammer head turning facility located at the Southern end to allow emergency vehicles and Refuse wagons to turn around within the site and not have to reverse the full length of the road.

Dedicated visitor parking bays are provided at various points along the main spine road which will provide 1 dedicated space per 5 dwellings with additional kerb side parking available between the drives, which will satisfy the requirement of 1 visitor space per 4 dwellings.

07

Summary



This design and access statement has been written in support of a planning application for the Outline Planning Consent.

The proposed development complies with the requirements of the NPPF and the adopted Kirklees UDP, the scheme has been amended and revised following detailed discussions during the Pre Planning Application process and the Refusal of the previous submission.

Bringing derelict land back into use is a high priority within the UDP and will result in suitable land for residential use that protects the Greenbelt from harm.

The proposed use has the potential to create 74 residential units, and if granted outline consent will provide a windfall delivery of housing stock.

The site is allocated as derelict brownfield land in the adopted local plan, the railway track bed still exists within the cutting and the reuse of the land for residential purposes is a compatible solution.

The regrading of the existing cutting will achieve a development platform with negligible inconvenience to the surrounding dwellings.

The construction management plan enclosed as Appendix B sets out the measures to mitigate noise, dust suppression and working times.

Transport Assessments set out the impact upon the local road network that show the impact upon the roads to be minimal due to the dispersal routes available from the site.

The drainage strategy and Flood Risk Reports provide solutions to ensure that the delivery of the scheme is viable.

The concept design of the dwellings (Detailed design is not sought at this point) and layout provide for a diverse streetscape, interest and maintain the openness of the landscape beyond.

The proposed scheme has been designed to respond to the constraints and opportunities identified throughout and will provide benefits in terms of:

- Visual amenity
- Access
- Safety and security
- Well planned housing

In conclusion, it is considered that the proposal meets the requirements of national, regional

and local planning policy and that the Council should be supportive of the scheme and grant planning permission. The delivery of the housing scheme will provide a windfall 74 dwellings while the local authority does not have a 5 year supply of land allocated.

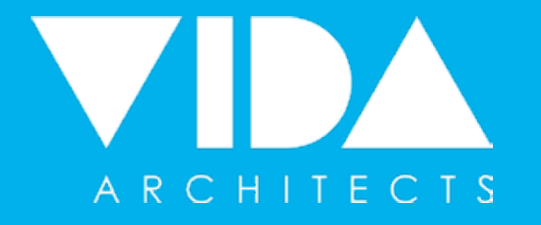
08

Appendix A

	Cut (m sq)	Fill (m sq)
Section 5	20.4	102.9
Section 6	21.1	195.9
Section 7	72.4	180
Section 8	127.4	174
Section 9	170.6	139
Section 10	212.2	115.8
Section 11	182	131.4
Section 12	160.3	126.3
Section 13	173.1	105.6
Section 14	171.5	98.5
Section 15	174.4	130.7
Section 16	141.4	104.2
Section 17	78	81.7
Section 18	19.6	38
Area on Section (m sq)	1724.4	1724
Volume (m3)	34488	34480
Surplus (m3)		8

09

Appendix B



**PROPOSED RESIDENTIAL
DEVELOPMENT**

Construction Management Plan

April 2018

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1.0 INTRODUCTION

The construction phase of the project needs to be carefully controlled so as not to have significant impacts on the environment and the local community. Both the client and the construction contractor have key responsibilities in ensuring that these environmental impacts are controlled adequately. Management during the construction works will be delivered through the development of a Construction Management Plan (CMP). The CMP will detail how construction works will be undertaken and managed in accordance with the Planning Application, Planning Conditions, contractual and legislative requirements and construction industry best practice.

This Outline Construction Management Plan forms part of the planning application documentation for the project and provides details on the requirements for the management of environmental impacts associated with the construction phase of the project together with a suggested framework from which the CMP will be produced.

Due to the current stage of the scheme development the CMP has not yet been formally adopted and further development and commitment to the CMP will be undertaken following selection of Contractors and before commencement of site works.

The contract documentation for the works will include the outline CMP (updated to take account of any commitments agreed during the planning process) and will ensure that there is a requirement on the contractor to comply with the actions set out in the Outline CMP and to demonstrate to the client how they intend to identify further environmental impacts and implement the detailed mechanisms for managing the impacts of works on site.

The CMP will be developed and all site works should be undertaken in compliance with the CMP. The CMP shall include details of the topics listed below, further information on which is given in the following sections.

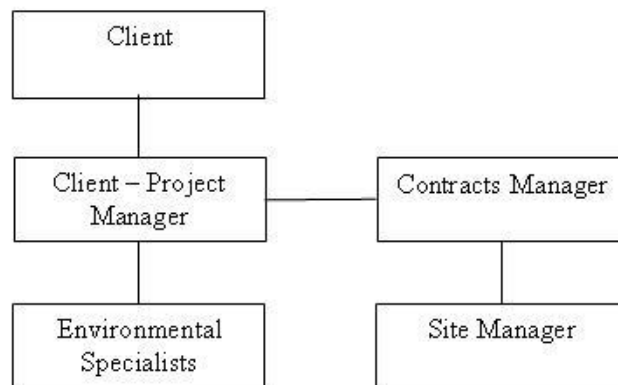
- Project Organisation and Responsibilities;
- Project Communication and Co-ordination;
- Training;
- Operational Control;
- Checking and Corrective Action,
- Complaints Procedure

The CMP will be reviewed at least every twelve months during the construction process and will include information on the review procedures.

2.0 PROJECT ORGANISATION AND RESPONSIBILITIES

The CMP will clearly define the role and responsibilities of the project team. Figure 2.1 details the management chain with descriptions of each team member being provided in the following sections.

Figure 2.1



2.1 Client Project Manager

The Client Project Manager would have overall responsibility for monitoring the performance of the project against statutory requirements and the agreed objectives and targets. The duties associated with this role include:

- Review and approve the Contractor's CMP together with any specialist procedures and identify the need for any improvements;
- Identify the competence of all contractors to be employed for the works;
- Review construction method statements with regard to environmental aspects and advise of suggested improvements prior to works commencing, and
- Provide main contact between contractor and Client's project team on environmental & construction issues.

2.2 Contracts Manager

The Contracts Manager will have responsibility for co-ordinating and managing all the environmental activities during the construction works. The duties associated with this role include:

- Develop and review the CMP, construction method statements, work instructions and other specialist procedures;
- Identify competence requirements for all staff and ensure delivery of training to the project team;
- Review and improve method statements for environmental aspects prior to works starting;
- Monitor construction activities to ensure that identified an appropriate control measures are effective and ensure compliance with the CMP;

- Act as main point of contact between the regulatory authorities and the project on all issues;
- Provision of advice and liaison with subcontractors to ensure that risks are identified and appropriate controls developed which are identified within method statements;
- Assist with the development and undertaking of training for site staff;
- Liaison with the Client Project Manager

2.3 Site Manager

The Site Manager will be responsible for the following:

- Assist the contract manager in developing and maintaining the CMP together with other documentation;
- Monitor construction works to ensure any necessary control measures are in place and meet the requirements of the CMP.
- Carry out weekly site inspections and complete inspection report identifying any actions required;
- Maintain training register and provide training where necessary;
- Assist in responding to complaints;
- In the event of an environmental incident ensure correct procedures are adhered to.
- Provide information on waste management/reduction procedures to relevant staff
- Implementation and operation of environmental controls on site;
- Respond to any environmental incidents such as spills

2.4 Environmental Specialists

A team of experts would be available on an “as and when required” basis to support the project team. Their role would include the undertaking of any necessary watching briefs.

3.0 PROJECT COMMUNICATION AND CO-ORDINATION

Periodic meetings will be held between the team members to discuss performance to date, the need for improvements (if any), results of inspections and any complaints received. Upcoming work operations will be reviewed in order to plan any necessary actions to mitigate risks and to disseminate information on best practice. If necessary, representatives of the Statutory Authorities may also be invited to attend such meetings, as and when required.

4.0 TRAINING

A training plan will be developed and included in the CMP which identifies competency requirements for all staff with responsibilities and details the training needs to ensure that such requirements are met. Records of competence and training will be maintained and all site staff will be inducted on the environmental issues related to the project and the CMP. Toolbox talks covering specific environmental aspects will also be undertaken as and when necessary.

5.0 OPERATIONAL CONTROL

Site works will be checked against the CMP requirements. Any mitigation measures that have been agreed with the Statutory Authorities, or are part of planning conditions, will be put into place prior to the undertaking of the works for which they are required and all relevant staff will be briefed accordingly.

Method statements that are prepared for the works will be reviewed / approved by the Client Project Manager and where necessary the relevant Environmental Specialist.

6.0 CHECKING AND CORRECTIVE ACTION

Daily inspections of the site and the works will be undertaken to minimise the risk of environmental damage and to ensure compliance with the CMP. Any environmental incidents are to be reported immediately to the Site Manager. The Contracts Manager will undertake monthly inspections and complete an assessment of the projects performance with regard to the relevant standards/legislation and the contents of the CMP. Following these inspections the Manager will produce a report detailing the findings which will be provided to the Client Project Manager and reviewed at the monthly project meeting.

7.0 ENVIRONMENTAL CONTROL MEASURES

Specific procedures to manage the key environment aspects of the project will be developed by the Contractor prior to work commencing which will include the following.

7.1 Highways

7.1.1 Construction Phase Traffic

In order to mitigate the impact of construction traffic during network peak hours, a Traffic Management Plan will be developed and implemented by the Contracts Manager. This plan will focus on the:

- Co-ordination of car parking construction personnel;
- Implementation 'just in time' contract plant hire
- Restriction of unnecessary vehicle movements during the day; and
- Co-ordination of deliveries to arrive outside of peak times where appropriate

Restrictions on working hours and delivery are specified as:

Monday to Friday 08:00 - 18:00 - (9:30 - 14:30 only for deliveries)

Saturday 08:00 - 13:00 - (8:00 - 12:00 only for deliveries)

No works permitted on Sunday or Bank Holidays without express permission

7.2 Air Quality

No specific mitigation, other than adopting best construction practices are proposed with regard to air quality. The CMP will ensure that measures are in place to minimise dust during construction activities, during drier periods and earth works operations.

7.3 Noise and Vibration

It is not envisaged that issues associated with noise and vibration will be encountered but industry recognised controls will be instigated.

7.3.1 Construction Noise

The assessment of construction noise has shown that the adopted criterion is unlikely to be exceeded at the nearby noise-sensitive receptors. The predicted increase in the ambient noise climate would lead to a minor, barely perceptible, impact at all locations assessed. Several safeguards exist to minimise the effects of construction noise and these will apply during the construction of the proposed development infrastructure. The safeguards include:

- The various EC Directives and UK Statutory Instruments that limit noise emissions of a variety of construction plant;
- Guidance set out in BS5228:Part 1:1997, that covers noise control on construction sites; and
- The powers that exist for local authorities under Sections 60 and 61 of the Control of Pollution Act 1974 to control environmental noise and pollution on construction sites.

In addition the following measures will be considered, where appropriate:

- Deliveries should be programmed to arrive during daytime hours only. Care should be taken when unloading vehicles to minimise disturbance to local residents. Delivery vehicles should be prohibited from waiting within the site with their engines running;
- All plant items should be properly maintained and operated according to the manufactures' recommendations in such a manner as to avoid causing excessive noise. All plant should be sited so that the noise impact at nearby noise-sensitive properties is minimised;
- Problems concerning noise from construction works can sometimes be avoided by taking a considerate and neighbourly approach to relations with local residents. Works should not be undertaken outside the hours agreed with the local authority.

Experience from other sites has shown that by implementing these measures, typical noise levels from construction works can be reduced by 5dB(A) or more. As construction works are temporary and noise levels have been calculated for a worst-case situation no further mitigation measures are considered necessary.

7.3.2 Construction Vibration

Vibration during construction operations is unlikely to be perceptible at any of the nearby vibration-sensitive receptors due to their distance from the site. It is however recommended that construction vibration levels are subject to a watching brief with vibration measurements take as necessary

7.4 Control of Watercourses, Groundwater

7.4.1 Water Management and Pollution

Precautions will be taken prior to and during construction to ensure the protection of watercourses and groundwater against pollution. The measures would be informed by the site investigation works discussed above and also by CIRIA Report 532 'Control of Water Pollution from Construction Sites' and Environment Agency Pollution Prevention Guidelines, principally PPG6 – 'Working at Construction and Demolition Sites'.

7.4.2 Wheel Wash

Site vehicles will be visually inspected by the site manager upon leaving the construction site. Jet washing facilities will be available to construction traffic

7.4.3 Storage of Materials

Construction materials such as cement, oils and fuels for site plant etc have the potential to cause pollution. All fuel, oil and chemical storage must be sited on an impervious base within a secured bund of adequate storage capacity. The risk of fuel spillage is greatest during refuelling of plant. Mobile plant would be refuelled either off site or within a designated area on hard standing. All pumps, hoses etc would be checked regularly.

8.0 COMPLAINTS PROCEDURE

It is important that members of the public or interested parties are able to make valid complaints about the construction works. Such complaints can provide a valuable feedback mechanism which helps to reduce potential impacts on sensitive features and will also allow the construction techniques to be refined and improved.

The CMP will contain details of the complaints procedure and a monitoring system will be implemented to ensure that any complaints are addressed and a satisfactory outcome achieved for all parties.

9.0 SUMMARY

This CMP is indicative only, however, it is expected that the final CMP that will be prepared by the Contractor will incorporate the items outlined above and other requirements that the Local Planning or Statutory Authorities may set during the planning process.

10.0 CLOSURE

This report has been prepared with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

10

Appendix C



Fire Pit and Broken Electrical Equipment



Plastic Sacks and Bags



Tyres and Radiator



Plastic bags and Sheeting



Fencing materials and Metal Garage Door



General Plastic Rubbish and Bags



Vacuum Cleaner



Vacuum Cleaner and TV Set



Vinyl Flooring Sheet



Plastic Appliance Housing



Plastic Boxes / Containers



Metal Buckets and Rigid Plastic

Project: Former Railway Cutting, Heckmondwike.



Mattress



Vacuum and TV Carcass



TV Carcass and Milk Bottle Crate

Project: Former Railway Cutting, Heckmondwike.

Results driven
Results delivered

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