



YCP (CONSTRUCTION) LIMITED

Construction Management Plan

Land at Station Road,
Skelmanthorpe,
Huddersfield
HD8 9BA

19.7.21

Rev A (29/11/21)



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1.0 Site Location plan & description

- 1.1 The site which covers an area of approximately 0.82 ha (2.0 acres) is located on the northern edge of Skelmanthorpe, along Station Road, Skelmanthorpe itself is a village in the town of Huddersfield, which is part of the Denby Dale Parish within the local authority of Kirklees.

The site is currently open grassland within the green-belt but has been earmarked for housing development within the new local development plan. There are 2 large trees to the southern corner which are to be retained and 2 smaller trees to the western corner to be removed. The surrounding area is characterised by semi-rural development with a variety of different housing styles.

Station road runs along the north-western boundary and provides access to the site. Existing shrubs currently provide separation between the site and Station Road. Existing residential development can be found opposite along Station Road and beyond.

To the south-west, the site is bound by a low dry-stone wall and existing shrubs. Although this boundary is currently open, there are plans, under a separate application to develop approximately 10 dwellings on this land. To the south-east the site is bound by an existing fence, beyond this, and also further east, lies open fields.

To the north, existing terraced cottages back onto the site, separated by greens and a boundary fence. A public right of way runs along the eastern boundary providing connections to the Kirklees wildlife habitat network.

The site has good connections to nearby towns and cities such as Huddersfield and Wakefield as well as having good links to the motorway network and the rail network.



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2.0 Timetable of Works

- 2.1 Enabling works to site are to commence September 2021 subject to relevant notices being agreed with Kirklees.

The current program of works is provided on the following page.
Appendix 'A' Discussions with Kirklees Highways will determine sequencing.

3.0 Points / Plans for Access

A temporary access will be formed south of the permanent access for the initial works to site.

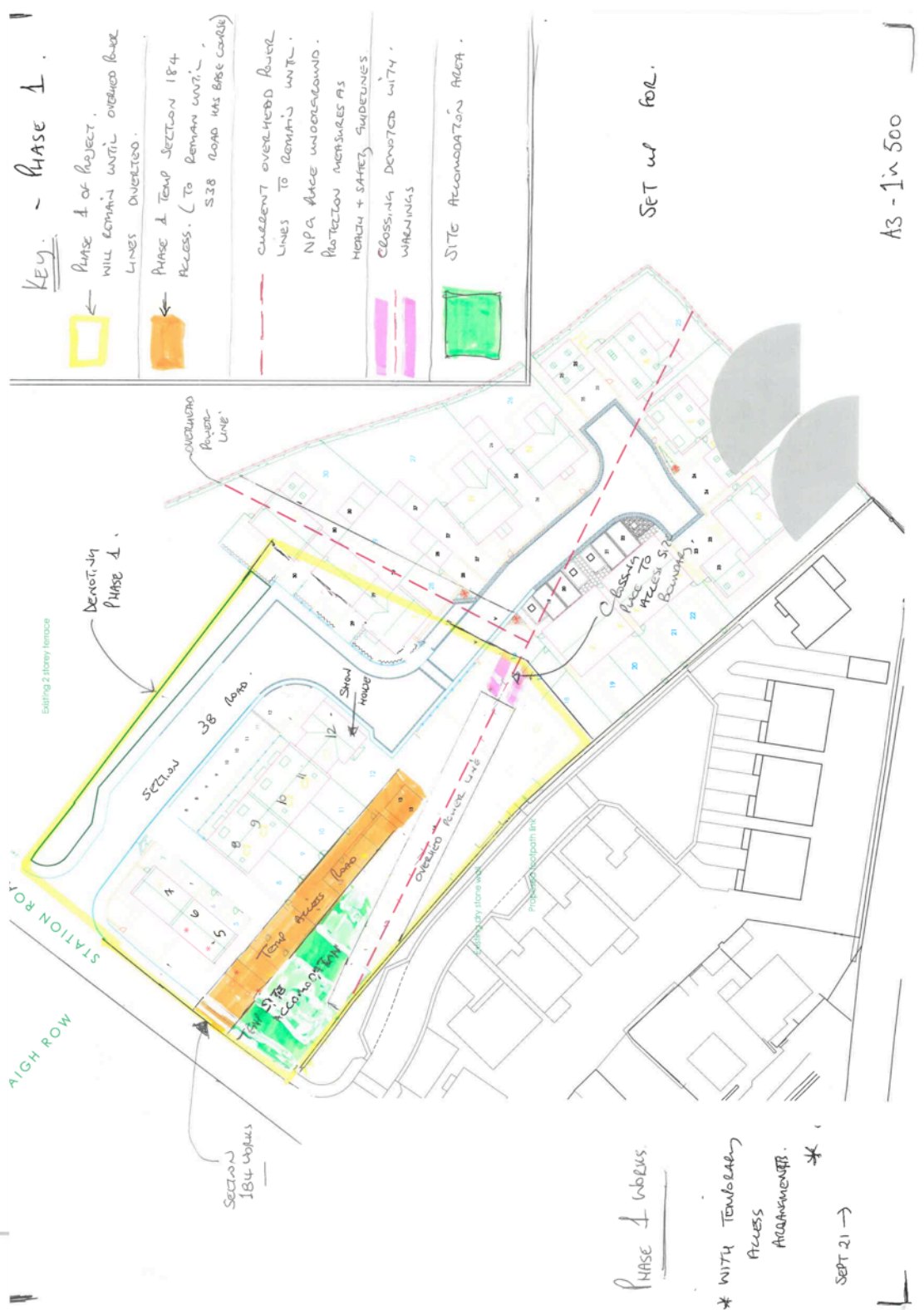
The temporary access will be utilised (Appendix B - Phase 1) until all the works have been completed on the permanent Section 38 road. Phase 2 of the attached site plan in Appendix B will be to follow.

The temporary access will have all the relevant safety signage including oncoming traffic on both sides of Station Road and will be a Tarmacadam surface.

A temporary access plan showing the location, signage, wheel washing Facilities will be located within the Site Accommodation area hatched in green shown within Appendix 'B'.

Appendix A Program of Works
Programme commencing Dec 21 due to SI and ground works

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Appendix B

Site Set Up (Phase 1A)



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Appendix B

Site Set Up (Phase 2)



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4.0 Marketing / Accommodation areas

The show home on plot 12 will be constructed with access and associated parking for visitors.

The area will be fenced with appropriate fencing and hoarding to suit the YCP marketing scheme. Appendix 'B' shows the location of the show home which will commence November 2021 with a planned completion of May 2022.

Adjacent to the show home will be the site accommodation area, modular offices, canteens and containers will provide welfare for the construction workforce. A tarmac parking area will also be formed for the workforce.

At all times the intended construction site will be secured by either Heras fencing or hoarding.

5.0 Plans to keep adjacent roads clean.

Any delivery vehicle shall be limited to a clean hardcore area. A wheel cleaning procedure will be implemented where necessary. An area close to the site exit will be utilised for wheel washing prior to vehicles leaving the site. The wheel wash station will remain on site until the development is complete and necessary. The proposed wheel cleaning procedure will consist of:

A. Before leaving the site, vehicles will be inspected for any heavy deposits left on wheels. If present, these will be removed.

B. Following inspection, all wheels are to be washed down until clear of all deposits.

C. Vehicles will be permitted to leave site following approval of the site manager / site representative that the above steps have been completed to a satisfactory standard. On site roads will be kept as free of mud as is practicable during ground working operations. Machine and wagon traffic around the site will be kept to a minimum. Regular deployment of a road sweeper will also be used in the immediate site exit area.



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6.0 Construction vehicles / Warning signs

Generally all suppliers will be requested to provide non articulated / rigid wagons. Occasionally we will have no alternative but to have articulated vehicles when delivering, ie delivery of large machines.

Warning signs are to be placed on both sides of the road for the Temporary site entrance, which will be utilised throughout the majority of the phase 1 construction.

An agreed method statement / sequence of works will be agreed with Kirklees Highways re the permanent access road works and the widening of the footpath, which will then determine the Traffic Management Signs to be erected.





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7.0 Works to existing highways / footpaths

All works are to be agreed / determined by the approval of HHA detailed drawings submitted prior to commencement.

The program in appendix 'A' will include these works although as previously mentioned sequencing could alter after discussions with Kirklees Highways.

All works are to be carried out with experienced and trained contractors who will be on the Kirklees Highway approved contractor list.

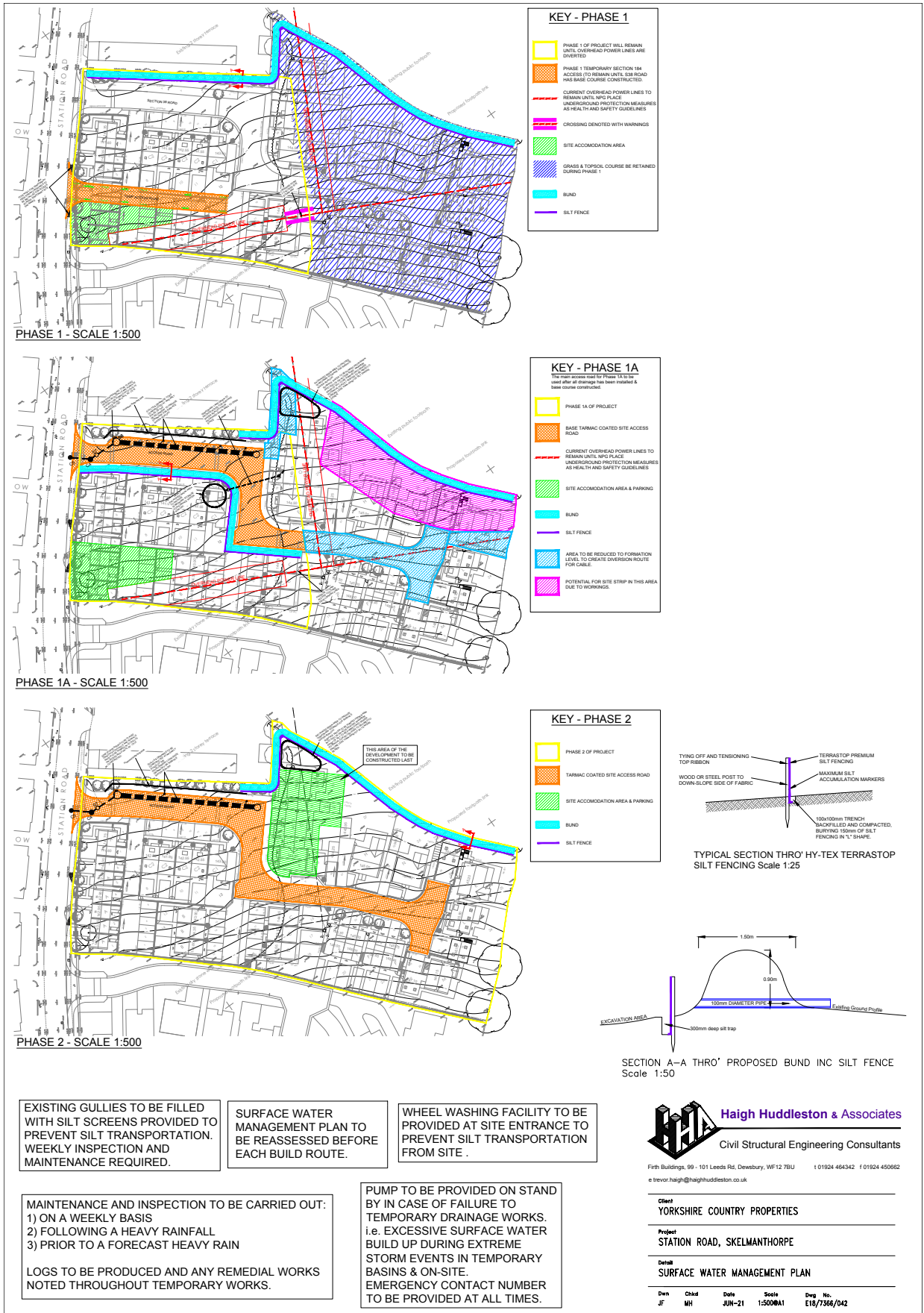
8.00 Temporary Drainage Works

A temporary drainage plan set out by HHA will be adopted during the construction period.

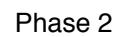
Any water percolating into the land drainage system will be free of silt and any pollution.

HHA drawing attached in appendix 'C'.

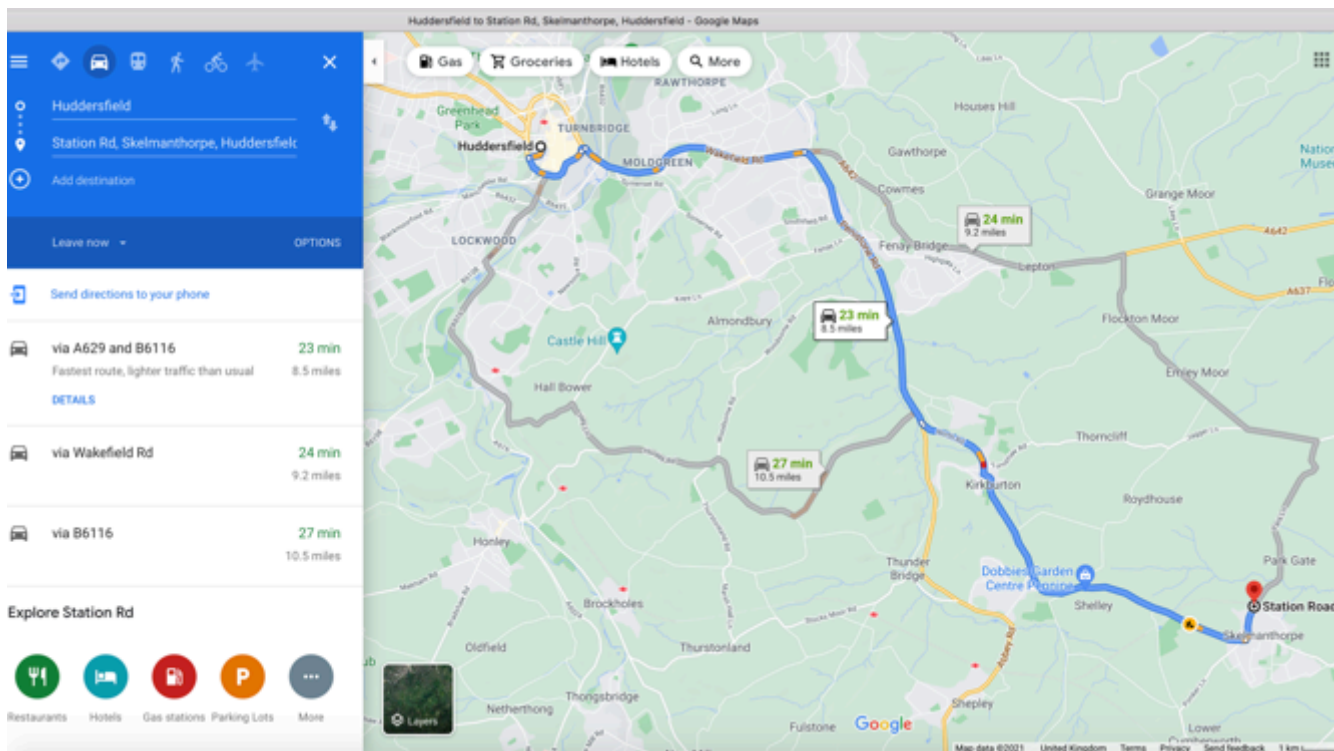
Appendix C Surface Water Management plan



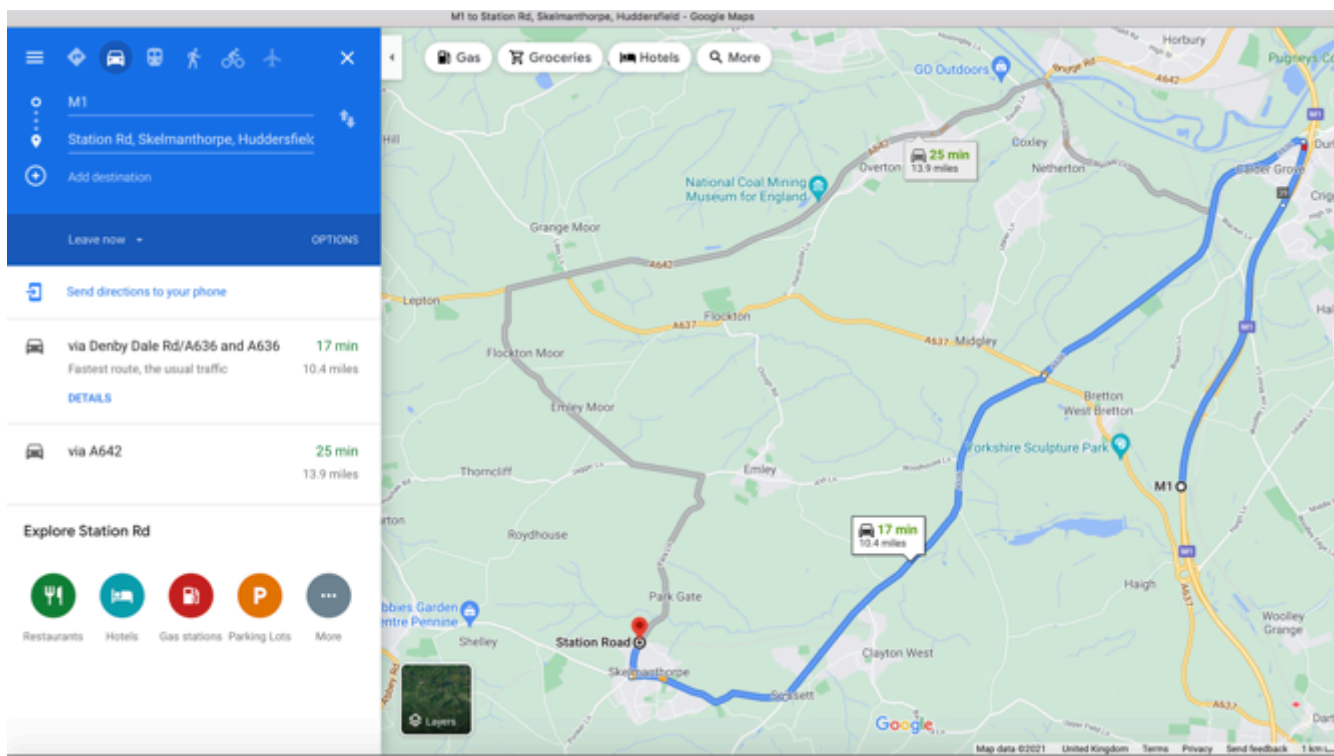
Phase 1 & 1A



10. Directions for site traffic from Huddersfield Town Center to Station Road, Skelmanthorpe



10. Directions for site traffic M1 Denby Dale to Station Road, Skelmanthorpe



PLEASE NOTE: NO CONSTRUCTION TRAFFIC TO ACCESS THE SITE FROM THE NORTH (PARK LANE) AS UNSUITABLE FOR LARGER VEHICLES



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11. Noise & Vibration

The construction for this project does not require piling or drilling. The site work will operate under normal construction workings and will be set within the times as noted within the planning conditions as follows:

Activities relating to the erection, construction, alteration, repair or maintenance of buildings, structures of roads shall not take place outside the hours of 07.30 and 18.30 hours Mondays to Fridays. 08.00 and 13.00 hours on Saturdays, with no working on Sundays or Public Holidays.

Noise and vibration will be reduced to the lowest practicable level. Where possible the lowest noise and vibration producing plant and equipment will be used. The noise and vibration levels of all equipment will be documented and used to establish optimum exposure levels for operatives.

A noise assessment should be made to determine the level of noise in work areas. Since the Noise at Work Regulations 2005, the action levels are as follows: first action level is 80dBA, when ear protection may be requested. The second action level is 85dBA, when ear protection is mandatory and must be worn.

Consideration of the local residents is a major factor in the Planning of works and noisy operations will not take place before 08:00 or after 18:00 Monday to Friday and before 09:00 or after 13:00 on Saturdays. No works on Sundays or public holidays. All operatives must be aware of any site restrictions regarding working hours..

Adjacent properties have been identified and where appropriate liaison will be made with the occupiers prior to potentially noisy operations. All technological advances will be used in order to minimise noise. Noisy operations will be subject to a Noise Assessment.



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11. Noise & Vibration

Site Assessment for noise and vibration.

The development site is a traditional build with no demolition or piling works such as noise and vibration for the development is extremely low.

The nearest residential area to the site which is hoarded to contain noise, is 15M away with Station Road running in between the site and the residential area. Any low minimal noise or vibration is considered it will not affect or be noticed from the residential areas.

The site will have an electric supply and no generators for power will be used.

The site will have an electric silo, so no diesel mixers will be used.

Site control measure for good practice to be implemented to control noise and vibration on site.

Vehicles and mechanical plant inspected and maintained in a good and effective working order.

Excavator, telehandler and dumpers are expected to be used and these will be turned off when not in use. No vibration is expected from these types of plant to be of a concern. Noise from these items is low due to the distance, road and hoarded site.

The site is hoarded to contain noise.

All pneumatic tools to be fitted with silences.

Any plant brought to the site is to be of the lowest noise and vibration level available to hire.

Delivery vehicles to be after 8am and before 4pm

A delivery area is located on the site, so vehicles turn into the site with out stopping and engines are to be turned off while waiting.

A site cutting area screened off to contain noise to be provided. (see dust plan)

Site traffic is restricted to 5MPH

Any unforeseen items of work which create excessive noise and vibration will be stopped and a method put in place to reduce the impact and work to then continue.

The site team are responsible for monitoring noise and vibration and will inspect all works before they start and while ongoing. Noise, vibration and dust suppression to be monitored at all times.



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12. Dust Suppression and control method

During the summer months and certain types of work there is a potential dust can be generated and methods will be put in place to control and mitigate dust. The site management team will make regular inspections of works and monitor dust and dust control mitigation measure.

Identified areas of works and mitigation methods.

The items of construction works that can potentially create dust have been identified and listed below along with a method/practice to be put into place and carried out.

Site traffic – Site plant and traffic will be restricted to 5MPH. Signs displayed on entering the site. (See dust control plan drawing)

Vehicles leaving site – Vehicle's wheel will be washed down prior to leaving the site. (See dust control plan for wheel washing position)

Aggregate deliveries – Water bowsers are to be used to dampen down aggregate delivery drops on site.

Cutting of materials – All cutting is to be carried out in a fenced and screened designated cutting area. (See dust control plan drawing)

Mortar mixing – A designated silo mixing area fenced and screened (See dust control plan drawing)

Skip deliveries and skip storage – All skips will be netted when not in use and all netted when leaving site

Site – Hoarding to contain dust on site (see dust control plan)

Forming roads – Water bowsers to dampen down aggregates. Site plant restricted to 5 MPH speed limit.

Excavation digs – Water bowsers to dampen down if soils deemed to be of a dusty material. Keep vehicle movement to a minimum.

The site management team are responsible for dust suppression on site and the site manager is to monitor dust daily and site activities. If dust appears from an unidentified source, the site team will stop the works and suppress the dust immediately prior to restarting the works.

The site management team are issued with a copy of guidance on the assessment of dust from demolition and construction to refer to on site.

All operatives and visitors to site are to receive a site induction/toolbox talks prior to commencing works, with dust suppressions method and areas designated for cutting and mixing materials explained and supervised during the works by the site management team.

Phase 2



A3 - 1:500



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13. Artificial Lighting

During winter months artificial lighting will be required for internal works and to illuminate the access areas to the site cabins within the formed site compound for safe working and safe visibility.

Artificial lighting is only expected to be used between 3.30pm and 6.30pm in dark winter months.

All internal portable task lighting is to be switched off at the end of the working day.

Site cabins are to be fitted with a security light angled downward to illuminate the cabin access areas. These lights will be activated by a motion sensor and daylight sensor to limit the usage as to only when safe lighting is required. These lights are positioned above the door of each cabin with a downward spread of light of 5 M radius.

2 no additional security lights are to be fitted to the inside of the site hoarding, so not seen from outside the site and are to be angled downwards to light the compound area of 20M. These lights will be activated by a motion sensor to limit the usage to as and when required.

All Security lights are to be independently switched, so they can be switched off at the end of each day to eliminate any lighting outside of working hours in winter months.

Construction / Task Lighting

Phase 1 & 2

Outdoor site lighting

Outdoor security light set on sensor

To illuminate site compound.

Lights switched off at the end of each day (as per description within notes)



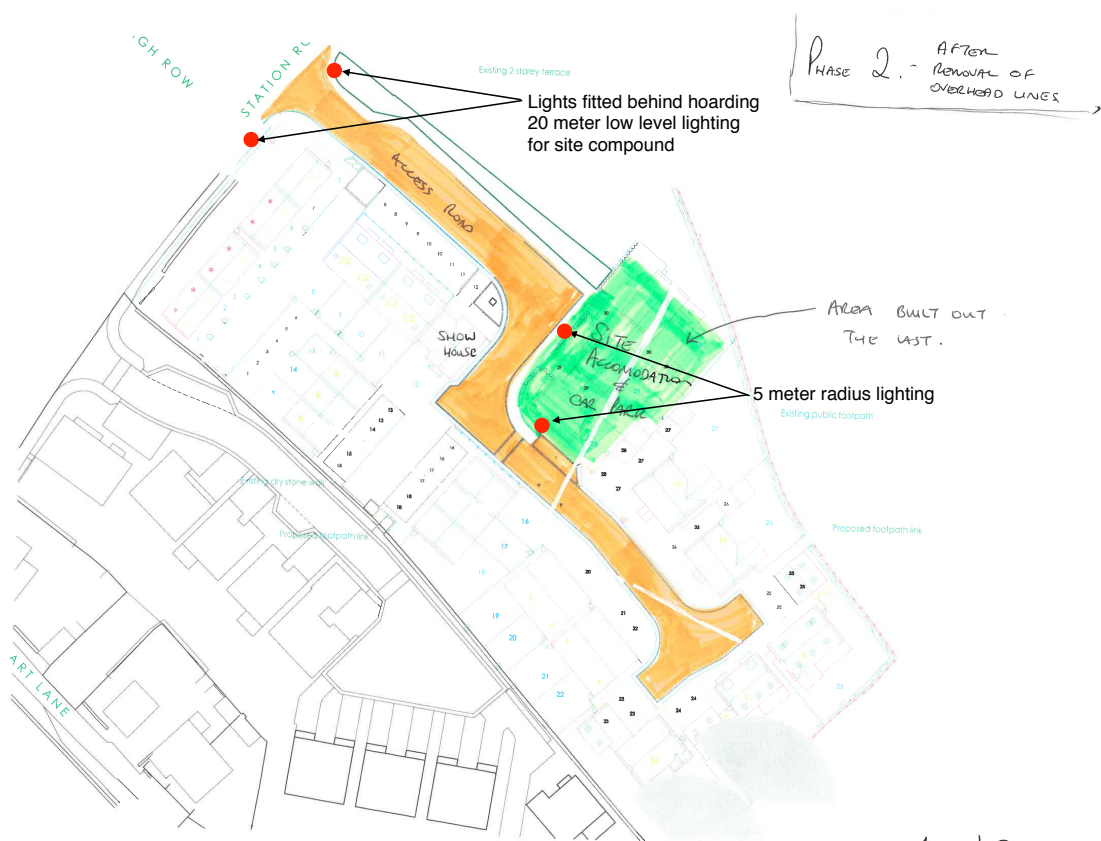
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Security Lights Outdoor Motion Sensor 10W LED Floodlight, 4W
Light Outdoor Daylight 3000K, 10W Motion Light Sensor
IP65 Waterproof, Suitable for Garden, Street, Garage, Lawn



Outdoor security light set on sensor
To illuminate site compound.
Lights switched off at the end of each
day (as per description within notes)



A3 - 1:500

Construction / Task Lighting



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Security Lights Outdoor Motion Sensor, 10W LED Floodlight, PIR
Lights Outdoor Daywhite (5000K) 90 W Halogen Light Equivalent
IP65 Waterproof, Suitable for Garden, Shed, Garage, Lawns



External light to illuminate site compound
(Refer to site plan)



Internal portable task lighting



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Department
for Transport

Information Sheet

Maximum Length of Vehicles used in Great Britain



Introduction

This document provides a brief guide and advice on the legal requirements in Great Britain relating to the maximum length of vehicles that may be used on public roads. The requirements are set out in the Road Vehicles (Construction and Use) Regulations 1986 (as amended), referred to in this document as the Construction and Use Regulations. This document takes account of amendments to the regulations that came into force on 1 October 2017.

The information in this document is a summary of our understanding of what the law requires. Every effort has been made to ensure that it is factually correct but recipients should check with us at the address below if they have reason to believe any part is not correct or is now out of date.

Ultimately the interpretation of the law is a matter for the courts based on individual facts of any particular case. You are therefore advised to consult the relevant legislation and, if necessary, seek independent advice on specific legal questions.

General requirements - maximum overall lengths permitted

The tables below are a summary of the maximum overall lengths permitted for vehicles and vehicle combinations as set out in regulation 7 of the Construction and Use Regulations. The tables highlight the principal criteria that must be met but other criteria or exemptions may be applicable, including those in the rules referred to in the rest of this document. For full details the regulations should be consulted. Extracts from the regulations can be found in the Annex to this information sheet.

Motor vehicles

	Maximum length permitted
Rigid vehicle (other than a bus)	12m
Bus with two axles	13.5m
Bus with more than two axles	15m
Track laying motor vehicle	9.2m

Vehicle combinations

	Maximum length permitted
Articulated HGV	16.5m
Articulated HGV carrying containers or swap bodies up to a maximum length of 45 feet as part of an intermodal transport operation	16.65m

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Articulated HGV incorporating a low loader trailer	18m
Motor vehicle drawing one trailer which is not a semi-trailer	18.75m

Trailers

	Maximum length permitted
Drawbar trailer with at least four wheels and is drawn by a vehicle with a gross weight >3500kgs	12m
Other drawbar trailers	7m (excluding length of drawbar)
Semi-trailer	12m (kingpin to rear)
Semi-trailer when carrying containers or swap bodies up to a maximum length of 45 feet as part of an intermodal transport operation	12.15m (kingpin to rear)
Car transporter semi-trailer	12.5m (kingpin to rear)
Composite trailer that is drawn by an agricultural motor vehicle or motor vehicle with a gross weight >3500 kgs	14.04m
A trailer that is an agricultural trailed appliance manufactured on or after 1 December 1985	15m

Additional rules about the maximum permitted length

There are detailed rules which need to be considered when determining the overall length of a vehicle. Regulation 3 of the Construction and Use Regulations provides a definition of overall vehicle length - setting out the parts of the vehicle that must be included and excluded in determining the overall length. This is a summary of the relevant parts of Regulation 3.

Overall length is, in relation to a vehicle, the distance between transverse planes passing through the extreme forward and rearward projecting points of the vehicle inclusive of all parts of the vehicle, of any receptacle which is of a permanent character and accordingly strong enough for repeated use, and any fitting on, or attached to, the vehicle except—

(i) for all purposes -
(a) any driving mirror;
(b) any expanding or extensible contrivance forming part of a turntable fire escape fixed to a vehicle;
(c) any snow-plough fixed in front of a vehicle;

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(d) any receptacle specially designed to hold and keep secure a seal issued for the purposes of customs clearance;
(e) any tailboard which is let down while the vehicle is stationary in order to facilitate its loading or unloading;
(f) any tailboard which is let down in order to facilitate the carriage of, but which is not essential for the support of, loads which are in themselves so long as to extend at least as far as the tailboard when upright;
(g) any fitting attached to a part of, or to a receptacle on, a vehicle which does not increase the carrying capacity of the part or receptacle but which enables it to be —transferred from a road vehicle to a railway vehicle or from a railway vehicle to a road vehicle, —secured to a railway vehicle by a locking device, and —carried on a railway vehicle by the use of stanchions;
(h) any plate, whether rigid or movable, fitted to a trailer constructed for the purpose of carrying other vehicles and designed to bridge the gap between that trailer and a motor vehicle constructed for that purpose and to which the trailer is attached so that, while the trailer is attached to the motor vehicle, vehicles which are to be carried by the motor vehicle may be moved from the trailer to the motor vehicle before a journey begins, and vehicles which have been carried on the motor vehicle may be moved from it to the trailer after a journey ends;
(i) any sheeting or other readily flexible means of covering or securing a load;
(k) any empty receptacle which itself forms a load;
(l) any receptacle which contains an indivisible load of exceptional length;
(m) any receptacle manufactured before 30th October 1985, not being a maritime container (namely a container designed primarily for carriage on sea transport without an accompanying road vehicle);
(n) any special appliance or apparatus as described in regulation 81(c) which does not itself increase the carrying capacity of the vehicle; or
(o) any rearward projecting buffer made of rubber or other resilient material.

(ii) for the purposes of regulations 7, 13A, 13B and 13C -

(a) any part of a trailer (not being in the case of an agricultural trailed appliance a drawbar or other thing with which it is equipped for the purpose of being towed) designed primarily for use as a means of attaching it to another vehicle and any fitting designed for use in connection with any such part;
(b) the thickness of any front or rear wall on a semi-trailer and of any part forward of such front wall or rearward of such rear wall which does not increase the vehicle's load-carrying space.

Exception for "Special appliance or apparatus"

As set out in the table above under item (n), items that meet the definition of special appliance or apparatus are not included when determining the overall length of a vehicle.

The overall length of a vehicle is measured from the extreme front to the extreme rear (usually the front bumper to the rear of the loadbearing surface or chassis) - see the section on overall length above. Any special appliance or apparatus (such as a crane jib) projecting beyond what would otherwise be the extreme front or rear of the vehicle can be ignored when determining the vehicle's overall length.

Therefore the requirements in Regulation 3 that allow any "special appliance..." to be ignored when determining the overall length of a vehicle are solely in relation to any

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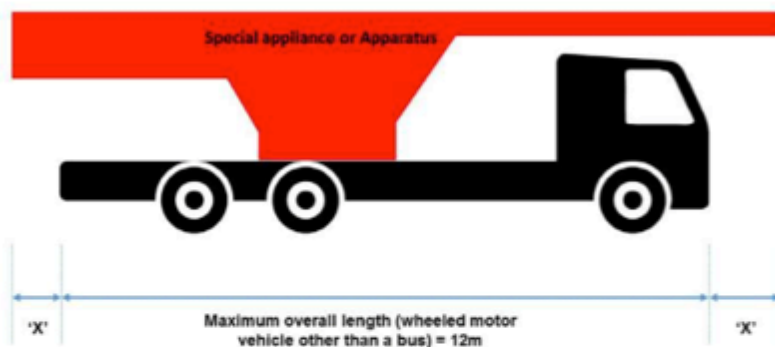


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special appliance or apparatus that projects beyond the front or rear (or both) extremities of the vehicle. This exception will not be relevant therefore to a crane/other appliance or apparatus which does not project beyond the front or rear of the vehicle, as that does not affect which points are considered the front and rear extremities of the vehicle.

In relation to any special appliance or apparatus that projects beyond the foremost or rearmost point of the vehicle, Regulation 81(d) iii states that such parts should be treated as if they were a load projecting from the front or rear of the vehicle. Therefore, these projecting parts are subject to the same requirements (additional signs, attendants, police notification etc) that would apply to loads that project beyond the front or rear of the vehicle (or vehicle combination). Please see the paragraph of this sheet that provides guidance on projecting loads for further information.

The illustrations below provide some examples. The image below shows a 'wheeled motor vehicle' of maximum permitted length with parts of a special appliance or apparatus of 'X' length projecting beyond the front and rear. These parts of length 'X' are not included when determining the overall length of the vehicle.



If a vehicle should be constructed in such a way that a 'special appliance or apparatus' is located on the vehicle (for example, a crane mounted in the centre section of the vehicle as in the illustration below), the exception in Regulation 3 will not be relevant (given that the special appliance or apparatus does not project beyond the front or rear of the vehicle).

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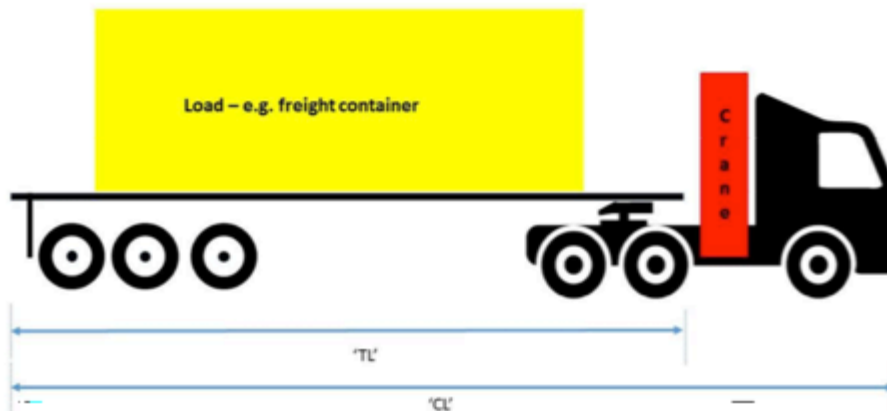


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In this case, the maximum overall length including the crane is 12m (maximum overall length of a wheeled motor vehicle, other than a bus).

If this motor vehicle is coupled to a semi-trailer of overall length 'TL'¹ to form the articulated combination shown below, the maximum overall combination length 'CL' is restricted to 16.5m².



Long loads (loads of exceptional length)

Exceptions from the maximum permitted trailer length limits are provided for trailers that are used to carry indivisible loads of exceptional length³. These exceptions are set out in paragraphs (3) and (3A) of regulation 7 of the Construction and Use Regulations (see annex A).

No maximum length for such trailers is specified in Regulation 7. However, Regulation 82 of the Construction and Use Regulations (restrictions on the use of vehicles carrying wide or long loads or having fixed appliances or apparatus) states

¹ In most cases this will be a maximum of 13.6m (12m maximum from kingpin to the rear of the trailer and no point of the trailer being more than 2.04m in front of the king pin). However, there are exceptions to this rule - please refer to the regulations - Regulation 7 (1) of the Construction and Use Regulations.

² Limited exceptions apply - please refer to the regulations - Regulation 7 (1) of the Construction and Use Regulations.

³ The Construction and Use Regulations allow the carriage of indivisible loads that are long (up to 27.4m long) but not heavy (not exceeding the weight limits set out in part IV of the Construction and Use Regulations. Provisions allowing the carriage of indivisible loads that cannot be carried on vehicles that comply with the Construction and Use Regulations are contained in the Road Vehicles (Authorisation of Special Types) (General) Order 2003 <http://www.legislation.gov.uk/uksi/2003/1998/contents/made>

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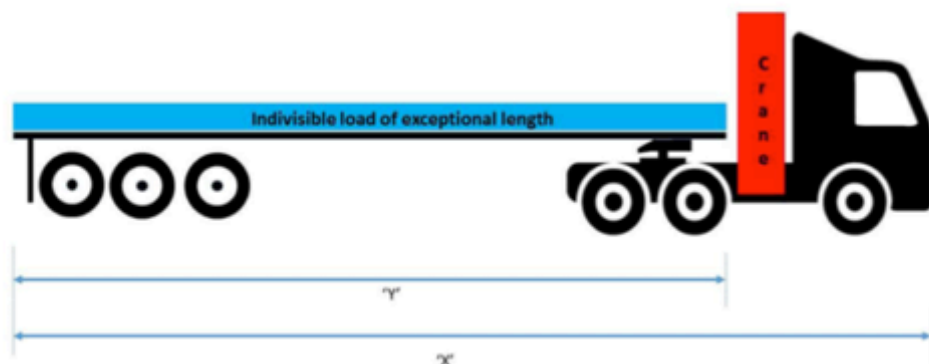
that the maximum overall length of a trailer carrying a load of exceptional length, together with any forward or rearward projections, shall not exceed 27.4m.

Where a trailer is exempt from maximum permitted trailer length limits by virtue of the fact that it is used for the carriage of indivisible loads of exceptional length, Regulation 7 also provides an exemption from the maximum permitted vehicle combination lengths (see paragraph 3 of Regulation 7).

It should be noted that the use of trailers that are constructed to carry indivisible loads of exceptional length is restricted to only carrying such long loads.

An example of such a scenario is shown in the illustration below; a semi-trailer being used to carry a load of exceptional length. In relation to that example, the Construction and Use Regulations limit dimension 'Y' (the indivisible load length) to a maximum of 27.4m but no limit is specified for dimension 'X'. Therefore, where such a trailer is being drawn to carry loads of exceptional length, the absence of a combination length limit allows the use of a 'longer' motor vehicle to draw such trailers. For articulated vehicle combinations, this means the tractor unit could for example be longer than a 'standard' length tractor unit to incorporate additional equipment such as a crane.

Please note that the requirements applying to carrying loads of exceptional length are detailed and therefore, the regulations themselves should always be consulted to determine those applying in any particular case.



Vehicles drawing more than one trailer

The number of trailers that road vehicles are permitted to draw is set out in Regulation 83 of the Construction and Use Regulations. Certain categories of vehicle are permitted to draw more than one trailer and where this is the case the length of the drawing vehicle and each individual trailer that is drawn may be restricted.

Guidance on the number of trailers that may be drawn is set out in the DfT information sheet [Maximum number of trailers](#)

Loads projecting beyond the front or rear of the vehicle

In certain circumstances loads may overhang the front, rear or sides of the vehicle or combination of vehicles carrying a load. The restrictions and requirements that apply to such loads are set out in regulations 81 and 82 of the Construction and Use Regulations. Guidance on the action that must be taken when overhanging loads are

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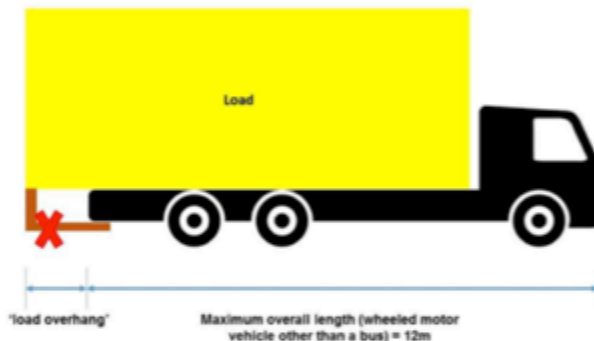


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carried can be found in a separate DfT information sheet [Overhanging loads on vehicles](#).

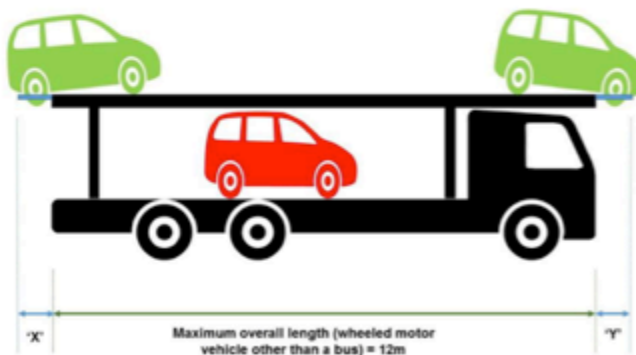
Whilst loads may project beyond the front, rear or sides of a vehicle or combination of vehicles, the Construction and Use Regulations do not provide exceptions from the maximum overall dimensions to support such loads. When determining the maximum overall width or length of a vehicle, only those items set out in Regulation 3 of the Construction and Use Regulations are not to be included. The following diagrams provide examples of items that must be included when determining the overall length of a vehicle / vehicle combination:

Example 1



A device extending from the rear of a vehicle to support a load overhanging the rear must be included when determining the overall length of the vehicle. In the example shown above, such a device is not therefore permitted as the maximum permitted overall vehicle length limit of 12m would be exceeded.

Example 2



The Regulations do not exempt any device that may be used to support a motor vehicle that is being transported (shown in blue in the example above). In the

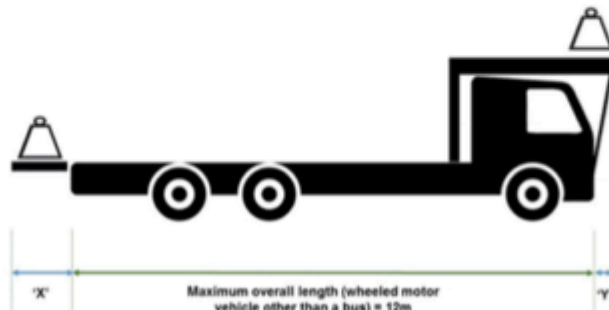
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example above, dimensions 'X' and 'Y' must be included and therefore, the maximum permitted overall vehicle length limit of 12m would be exceeded.

Example 3



The Regulations do not exempt devices that extend the load platform when determining the maximum overall vehicle length. In the example above, dimensions 'X' and 'Y' must be included and therefore, the maximum permitted overall vehicle length limit of 12m would be exceeded.

Obtaining the Regulations

Web versions of the documents referred to in this Information Sheet may be available from the National Archives <http://www.legislation.gov.uk/>. Alternatively, if you would like to purchase printed copies, Statutory Instruments are available to purchase from TSO:

The Stationery Office Tel: 0870 600 5522

TSO Orders/Post Cash Dept online ordering: www.tsoshop.co.uk

PO Box 29

Norwich

NR3 1GN

It should be noted, however, that the Construction and Use Regulations have been amended several times, and are likely to be again in the future, which may make it difficult to ensure that the printed version you hold contains the latest form of the regulations. Consolidated versions of the regulations are also available; such as The Encyclopaedia of Road Traffic Law and Practice that is published by Sweet and Maxwell. Such publications are continually updated and are available in most city reference libraries.

Further information

If you require any further information regarding the content of this information sheet, please contact the DfT at the address below:

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International Vehicle Standards
Department for Transport
Zone 1/34, Great Minster House
33 Horseferry Road, London, SW1P 4DR
Telephone: 020 7944 2091
Email: ivs.enquiries@dft.gsi.gov.uk