Development Hart Street Newsome, Huddersfield



# Construction Environmental Management Plan (CEMP)

Thursday, 9 December 2021

| Revision | Revision Date | Editor Name | Position |
|---|---|---|---|
| 0 | 09 Dec 2021 | Craig Stevens | Construction Director |
| 1 | 24 Feb 2022 | Richard Smith | Pre-Construction Manager |
| 2 | 15 March 2022 | Richard Smith | Pre-Construction Manager |
| 3 | 04 April 2022 | Richard Smith | Pre-Construction Manager |

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## 1.0 Introduction

The aim of the Construction Environmental Management Plan (CEMP) is to set out the responsibilities with regards to compliance with legislation and to implement any mitigation measures. This CEMP details management measures to minimise environmental impact from the construction phase of the development.

The CEMP forms a framework within which the measures will be implemented throughout the project. This framework provides project-specific management measures and is a dynamic document which should be reviewed if activities or conditions onsite change that may influence management measures.

This document has been developed to avoid, minimise and mitigate against any construction effects on the environment and surrounding community. It should be considered a living document with reviews being undertaken at set intervals and new information added as appropriate.

For the purposes of this document, the working area is defined as any area where there will be a requirement for temporary or permanent works to facilitate the construction of the development. This includes areas required for access, temporary construction and temporary storage areas.

## 2.0 Regulatory Framework & Planning Conditions

The Construction Environmental Management Plan (CEMP). The CEMP is required to the implement the core principles of the local planning and relevant UBP policies which encompass environmental controls required with due consideration to relevant environmental legislation.

The CEMP provides the framework for which commitments made in the Environmental statement (ES) or any requirements of planning conditions can be realised. The CEMP outlines the contractor's approach to environmental management throughout the construction phases with the primary aim of reducing any adverse impacts from construction on local sensitive receptors.

## 3.0 Site Location & Operating Hours

### 3.1 - Site Location

The proposed residential development is to construct 22 dwellings, with access, parking and associated landscaping on the behalf of Yorkshire Housing. The Site is in Newsome and within the administrative boundary of Kirklees Metropolitan Borough Council. The site is situated in Newsome village and is approximately 1 mile south of Huddersfield, West Yorkshire, England. To the northern boundary of the site is Hart Street, with residential properties. To the east of the site is Newsome Road again with residential properties adjacent. To the south of the site is Naomi Street, which has a mixture of shops businesses and residential properties opposite the site. To the west of the site is stone built properties, which are understood to have originally formed part of the Newsome Mills Estate. These properties are now used as dwellings and business premises.
Continuing south along Newsome Road is Newsome Junior School, Newsome Academy & Castle Hill School.

## 3.2 - Site Operating Hours

The proposed operating hours are outlined below. During the construction period it may be necessary in exceptional circumstances to work outside the prescribed working hours. Should this occur, the hours and duration of these works will be subject to consultation with Kirklees Metropolitan Borough Council.

Official site working hours would be:

- Monday – Friday: 7:30am - 6:30pm
- Saturday 8:00 – 1:00pm
- Sunday/Bank Holidays: No Work

# 4.0 Site Establishment & Logistics Plan

## 4.1 - Site Establishment

Due to the location of the development consideration will be given to site logistics, deliveries, material distribution and construction activities to minimise the effect on the local community and school. The scheme will compromise of office and welfare facilities for the Contractors staff, sub-contractors, visitors and the client. The facilities will consist of an office with meeting room, a canteen, drying rooms and WCs.
All site facilities will be in accordance with Schedule 2 of the CDM regulations 2017.

The compound and site perimeter will be demarcated and secured by Herras perimeter fencing.

Traffic Management systems will be implemented in line with the traffic management plan (TMP) as necessary to de-mark site traffic routes, works access and egress, pedestrian segregation routes, footpath alterations and road and pavement closures. There will be temporary closures of the footpath and highway required on Newsome Road via direct liaison with the local highway's authority. This information will be available within the site office.

## 4.2- Construction Traffic Measures

Due to the presence of the two mill ponds on site, the works will basically be carried out in two sages:

- Stage 1 – de-watering of the ponds and filling with engineered fill up to formation level.
- Stage 2 – new build construction works.

To respond specifically to the points noted in planning condition 5 of Reserved Matters approval ref: 2021/91638, the following is proposed:

**Condition 5 b – Construction Access and Visibility**

During Stage 1 works there will be limited activities on site. Due to the location of the existing ponds, access into site during stage 1 works and, until the new roads and sewers are installed to base course, will be required from Newsome Road. (refer to Stage 1 Plan at Appendix A).
A temporary haul road will be formed as shown on the Stage 1 Plan for access.

The installation of the temporary haul road will allow construction vehicles to entre and exit the site in a forwards gear.
The site frontage is proposed to be protected with solid timber hoarding to the Newsome Road frontage. The hoarding will be located at the back edge of the existing footpath which will allow sufficient visibility (both right and left) at the exist point (refer to Stage 1 Plan at Appendix A for visibility splay confirmation).

Following stage 1 works, the new development entrance with Hart Street will be formed to base course. This access will then be used as the main access and egress point for construction vehicles during the remaining Stage 2 works. (refer to the Stage 2 Plan at Appendix A).
As shown on the Stage 2 Plan, delivery vehicles will entre the site off Hart Street in a forward gear, continuing on a straight route past the internal road junction and then under banksman supervision, reverse to the end of road 2 where the vehicles will be unloaded and deliveries stored in the material store. Delivery vehicles will then be able to travel in a forwards gear from the unloading point to the site exit and leave the site in a forwards gear.

The site is proposed to be hoarded with herras fencing along the Hart Street elevation. The hoarding will be located at the back edge of the existing footpath which will allow sufficient visibility (both right and left) at the exist point. (refer to Stage 2 Plan at Appendix A for visibility splay confirmation).

**Condition 5 c – Vehicle Routes, HGV Waiting Area & Management**

To avoid construction traffic congestion and nuisance to the surrounding area all suppliers and contractors will be made aware of traffic routes.

Site entrances will be maintained and kept clean and clear. There will be a road sweeper in operation when required and in line with the works activities to ensure no mud is left on the live highway.

Clearly marked turning and maneuvering areas will be within the site boundary and clearly demarcated shown on the Site TMP.

During Stage 1 works vehicles will generally be 20t tipper lorries approx. 9.8m long.
Refer to Stage 1 Plan for vehicles routes in and out of site.
During stage 1 works vehicles will be involved in the delivery of filling material to the site and will be subject to a delivery schedule so as not to congest the site. There is sufficient space to hold a number of HGV’s on the haul road should one HGV arrive before the previous one has left.

During stage 2 works the scale of the site will generally only require the use of fixed back ridged vehicles up to approx. 11m length. Some materials will be delivered via articulated HGV’s at a maximum of 22m length.
Refer to Stage 2 Plan for vehicles routes in and out of site.
During stage 2 works there is sufficient space on the new road layout to provide a waiting area for an additional HGV should one vehicle arrive before the previous HGV has left site. (refer to Stage 2 Pan).

During stage 1 & 2 works a banksman will be available to manage the maneuvering of HGV’s in and around the site.

Site working hours are stated in Section 3.2 above and deliveries can be made during these times however, discussions will be held with local school(s) to review if deliveries could be times to be outside school drop off and pick up times.

**Condition 5 d – Vehicle Parking of Site Operatives & Visitors**
During Stage 1 works there will be a limited number of operatives on site at any one time(circa 6 – 8 nr). Sufficient space is available on site to accommodate operative and visitor parking. Refer to Stage 1 Plan for location of parking.

During Stage 2 works two areas will be used for site staff and operatives parking. Refer to Stage 2 Plan for location of parking.
Visitors will use the parking adjacent to the contractor staff parking.

During the fit out stages of the programme were a greater number of operatives will be present, individual parking spaces to each plot will be available for use as operative parking.

**Condition 5 e – Signage**
Signage is proposed to be located on Newsome Road and Hart Street advising of “Ste Entrance Ahead” and “Site Traffic Turning” on the approach to the site
Specific locations are to be agreed with the Highways department of the Council.

**Condition 5 f – Loading & Unloading of Plant & Materials**
During Stage 1 Works plant will be unloaded directly off the haul road.
There will be very few materials delivered during Stage 1 works, most material delivered will be the filling material for the pond areas. This material will be unloaded direct in to the voids or adjacent.
Plant will be stored in the compound when not in use.
Refer to Stage 1 Plan for location of haul road and compound / materials storage.

During Stage 2 Works plant and materials will be unloaded on road 2 adjacent the compound / materials storage. Plant will be stored in the compound when not in use.
Refer to Stage 2 Plan for location of compound and materials storage.

**Condition 5 g – Storage of Plant & Materials**
During Stage 1 Works Plant will be stored in the compound when not in use.
Refer to Stage 1 Plan for location of haul road and compound / materials storage.

During Stage 2 Works Plant will be stored in the compound when not in use.
Refer to Stage 2 Plan for location of compound and materials storage

**Condition 5 i – Measures to Prevent mud, grit and dirt being carried onto the public highway.**
Urban will ensure throughout the works the roads will be kept clean, this will be through a combination of site personnel and mechanical cleaning equipment (road sweepers) as required.
‘Site entrance ahead ’signs shall be displayed on all approaches during working hours;
Wheel washing facilities as stated above, will be provided for both Stage 1 and Stage 2 of the works.
Every effort to clean mud/debris off vehicles before the vehicle leaves site will be made using wheel wash pressure washing when necessary.

Signs will be available (on site) and deployed at the first signs mud being deposited on the adopted highway i.e. slippery road sign with ‘Mud on Road’ sub plates and a Road Sweeper will be deployed.

## 4.3 - Site Material & Plant Storage

All materials will be loaded within the site compound/boundary of the working zone to minimise congestion. Materials will be stored within a material compound or within the onsite storage containers. No Plant movement will be allowed outside the site boundary unless prior arrangements are in place with the local authority. The plant expected on site includes FLT, excavators, dumpers, rollers, piling rig, mobile crane. All plant will be secured at night to prevent unauthorised use.

## 4.4 - Erection & Maintenance of Security Hoarding

The site will be secured by a mix of solid hoarding and Herras temporary fence panels. Relevant pedestrian and vehicle access gates will be incorporated to meet the site and health and safety regulation requirements. The delivery and personnel access gates will be controlled by the Site Management team. The fencing will be maintained to a high standard throughout the development and will be checked, maintained in line with temporary works procedures and recorded within the site managers weekly site tour.

## 4.5 - Crane Position

Crane use on this development will be minimal and the works nature is short duration. Considerations will be made in regard to the crane size and time restrictions when programming the works on site. All crane lifting procedures are regulated via a lifting plan completed by qualified personnel.

## 4.6 - Temporary Lighting

Due to the nature of the works and surrounding residential properties no perimeter lighting will be provided, the lighting will be provided by existing street lights. Temporary lighting will be required within the compound and will be managed via timers to minimise the effect on surrounding residents. Task lighting will be used as required.

## 4.7 - Access to Existing Properties & Business

The current proposal considers the possible impact on the local school, residents and businesses in the immediate area, management procedures are in place to minimise them. Residents and businesses will always be given priority. The specified hours of work will be communicated to the workforce and delivery companies from inception to completion of the development.

## 4.8 - Faced Access

Plot perimeter scaffold will be required throughout the development to allow construction works to progress. The scaffolds will be designed and erected by qualified competent operatives in line with legislative erecting and dismantling methods. The scaffolds will be inspected by a competent person at practical completion and following any break in site presence and after adaption. All works will be undertaken within the site boundary.

## 4.9 - Construction Methods

The method of construction of the plots will consist of:
Stage 1

- Culver Diversion in Newsome Road.
- New combined sewer connection in Newsome Road into site.
- Installation of gully protection to prevent detritus discharging from site.
- De watering of Newsome Mill Ponds.
- Engineered filling of previous ponds.

Stage 2

- New sewers and road construction to base course.
- Plot foundations.
- Plot drainage.
- External envelope
- Timber trussed roof with a felt and concrete tile covering.
- Upvc window and door systems
- Internal timber walls.
- Internal finishing.
- External plot service installation, footpath formation and plot landscaping.
- Topping of footpaths and highways.
- Adoption by local authority.

## 5.0 Construction Programme

The detailed Construction Programme will be made available for review in the site office.

The key dates presented in the programme (subject permits and approvals) are as follows:

| | |
|---|---|
| Project Start | 11th April 2022 |
| Compound Setup | 18th April 2022 |
| Culvert Diversion | 11th April 2022 – 15 April 2022 |
| Site Enabling Works | 25th April 2022 (16 Weeks) |
| Construction works commence | 15th August 2022 |
| Project Completion | 03 July 2023 |

## 6.0 Roles & Responsibilities

## 6.1 - The Site Manager is responsible for:

- Ensure the site and all stored materials and chemicals are safe and secure.
- Ensure F10 notice, signage indicating where and whom visitors should report to are clearly displayed.
- The site is kept in a tidy and orderly fashion. Waste will be managed in conjunction with Urban’s procedure as applicable.
- Controlled access arrangements as so those entering site may avoid hazards.

- Emergency egress arrangement so those leaving site in the event of a pollution or spillage incident may do so safely.
- Have a Urban Site Induction including briefing on environmental issues pertinent to the project and relevant toolbox talks.
- Understand and obey the Site Rules.
- Are made aware of the Emergency egress arrangements, Muster points, First Aid facilities and First Aiders, spill and clean up procedures.
- Read and understand the site hazard board.
- Have current certification for activities as required.
- Are aware of all environmental matters which arise on site.
- There are First Aid Facilities and appropriately trained First Aid staffs, spill kits are available and appropriately trained staff.
- Have, task specific risk assessments and method statements (RAMS) in place identifying any environmental issue which may be applicable.
- Are carried out in accordance with the requirements of any associated RAMS.

## 6.2 - The Project Manager is responsible for: -

- Any enquires regarding the CEMP can be directed to Urban Group's Head of Construction, Craig Stevens who has overall responsibility for this scheme.
- Ensuring that the CEMP is developed & held on site and that it is implemented throughout all phases of the project. Ensuring the CEMP details are updated as and when relevant information is provided.
- Maintaining the CEMP and ensuring that all contractors and visitors comply with it.
- Ensuring that environmental issues identified within the Pre-Construction Information and the pre-construction site surveys and relevant information gathered from agencies, local councils etc are addressed.
- Producing environmental project specific controls for all significant risks identified and implementing control measures to minimise the risk of damage to the environment. Communicating the CEMP and other related document to employees, contractors and client representatives.

## 6.3 - Contractors and visitors to the project will be responsible for: -

- Ensuring that the control measures identified from environmental surveys are implemented as they are relevant to their work / visit.
- Ensuring that the project management team are notified of any nonconformance of control measures or environmental incident where the environment has been put at risk.

## 6.4 - The site HSEQ Advisor is responsible for:

Ensuring work is carried out:

- In a safe manner.
- In accordance with any manufacturers 'instructions etc., good standards of workmanship.
- Ensure site staff are working in accordance with agreed Risk Assessments and Method Statements (RAMS) particularly where activities have the potential to cause environmental harm.
- Health and safety advisor to complete the site waste management plan and ensure it is followed. Ensuring that the CEMP is implemented throughout all phases of the project.

## Monitoring HSEQ issues by:

- Weekly checks and “toolbox talks” carried and recorded. Weekly site audits.
- Consulting workers on the effectiveness of measures to reduce risk to the environmental, reviewing and improving conditions or methods/procedures where appropriate.
- Keeping records of and reporting any incidents and close calls (near misses).

## 7.0 Contractor & Visitor Information

### 7.1 - General Information

All contractors and visitors to the site will be made aware of the Site rules, Environmental policy and the controls applicable to their presence and activities on site including but not limited to:

- Method statements
- Risk Assessments
- Site induction which include Environment briefings
- Tool box talks.

### 7.2 - Information Management

The Site Manager and Contracts Manager will be responsible for monitoring communications between all relevant parties to the project ensuring that all environmental matters to the project are discussed and managed and observation of the communications will be documented in the weekly site meetings and sent by e-mail.

### 7.3 - Displayed Information

Relevant site contacts, developer contacts, layout and location plans/ CDM drawing detailing the location and construction of the site compound, storage locations and car parking are to be displayed on an information board at the site entrance.

## 8.0 Environmental & Ecology Assessment

This development has had an Ecological Survey detailed in appendix A, considering key features and habitats within the phase of construction and mitigation in accordance with the principles in the approved Protected Species Mitigation Strategy, this is to be submitted to and approved in writing by the Local Planning Authority. The development of that phase is to be completed thereafter in accordance with any mitigation measures (a Protected Species Mitigation Scheme) required by the submitted survey.
The survey examined the following:

- Bats
- Badgers
- Reptiles
- Great Crested Newts
- Birds
- Trees & Woodland
- Invasive & Injurious Plant Species

## 9.0 Monitoring

### 9.1 Site Waste Management Plan

A site waste management will be operated to enable the recording and monitoring of all waste streams, recycling, energy consumption and FSC timber usage. The information obtained can be used against industry benchmarks to record actual waste production with a view to implement waste minimisation actions, forecast waste amounts and produce duty of care notes.
All waste streams will be segregated where possible on site before being removed by a licensed carrier. Any mixed waste will be processed at a licensed transfer station to segregate and assist with recycling/reusing waste to avoid land fill.

## 9.2 Air Quality Plan

Dust generated through all work activities will be controlled at the source using recognised methods and in line with legislative requirements.

### Fugitive dust control during the remediation of former Mill Ponds

The works to remediate the two former mill ponds have the potential to create dusts from various construction processes. Urbans' carefully selected mitigation techniques and effective management will substantially reduce the adverse effects on, individuals working on the site, local receptors including surrounding residential areas, businesses, environmental resources, local public, and transport routes.

The control measures will vary during the works, tailored to the characterisation of the site at different stages.

### Implementation and Management

It is important to Urban that all personnel working on the site understand their responsibilities for ensuring that generation of dusts is kept to an absolute minimum. Responsibilities will be allocated to specified personnel and supply chain partners, ensuring dust generation is actively controlled.

- **Training** – Urban will provide training to site personnel on the safe, and effective use of control measures deployed. This will include training on specific plant and equipment used in the control processes. This will be delivered to personnel during inductions to the site, and regular toolbox talks. Urban will place emphasis on the demonstration of active dust control within the method statements of the wider supply chain.

- **Reporting & action plans** – Urban will determine reporting procedures, and action plans giving guidance on what is required in instances where dust emissions breach the guidelines set for that particular stage of the works.

- **Inspections** – A continuous inspection regime adopted by Urbans' key site management team will collect and collate real time data on dust generation, affording the ability to react and adapt control measures as required. Frequency of inspections will be daily as an absolute minimum, but increased subject to; weather conditions, particularly in sustained periods of dry weather, or excessively windy conditions.

- **Personal protective equipment (PPE)** – Urban will ensure that all site personnel is properly equipped, and trained in the use of suitable PPE, specific to the works tasks undertaken.

- 

**Monitoring methods**

Monitoring of the site will be undertaken, particularly around the boundaries of the site, and in high receptor areas. Monitoring will ensure the works activities are not in exceedance of the site guidelines, will demonstrate that the control techniques are being properly employed and are effective, will provide factual data, and enable alerts to modify controls where exceedance is measured, prompting the reporting and action plans referred to above.

- **Handheld monitors** – handheld sampling equipment will be used during low-risk activities, or for areas of isolated works, supplementary to the primary control equipment. Handheld devices by their nature, can be easily transported around the site, and will be used for walk-over surveys, pre, during and post dust susceptible operations. Examples of this may be; during management of on-site spoil heaps, the loading and un-loading of delivery vehicles within the curtilage of the site.

- **Indicative monitors** – indicative monitoring equipment will be established around transient site logistics routes, and in areas of high concentration, large excavation, and 'filling' locations. The data provided by the monitoring equipment will demonstrate compliance with legislative requirements, and provide informed decision making, on actions required to develop or maintain current measures.

**Materials management**

- **Deliveries of aggregates, spoil, and reagent materials** – bulk materials during the remediation works delivered to the site will typically be on 8-wheel rigid body 'tipping' vehicles. It will be a requirement of the Urban, that all vehicles are covered by tarpaulin type sheeting to prevent dust migration into the environment, around the site and wider transport routes. This 'beyond the gate' management strategy will be carefully monitored and upheld. Sheet coverings will be well affixed and properly utilised. Sheet covering will not be retracted during the 'tipping' process. Wherever possible, within the limited circulation spaces of the site, 'tipping' will be undertaken in areas of the site away from receptor areas. Localised suppression, typically via water sprays, hoses and the like will be used to dampen deposits and reduce dust generation. Handheld monitors will be used to verify compliance, and operation within the site guidance.

- **Loading of waste disposal vehicles** - bulk materials disposed from the site during the remediation works will typically be via 8-wheel rigid body 'tipping' vehicles. It will be a requirement of the site, that all vehicles leaving the site, are covered by tarpaulin type sheeting to prevent dust migration into the environment, around the site and wider transport routes, in the same manner as materials delivered to the site. Waste materials will be placed in a controlled manner, and 'drop-heights' will be kept to a minimum. During the loading of waste vehicles, the suppression methods noted above will be used. Likewise, handheld monitoring will act as an immediate means of control.

- **On-site vehicle movements & turning** – the site logistics plan will provide pre-determined transport routes for both personnel and vehicles. The site will adopt a

'through-route' for delivery vehicles, and vehicles transporting waste from the site. This 'through-route' will limit the need for vehicles to turn on site and reduce the exposure to dust created through wheel turning. Vehicles will enter the site, park in dedicated waiting/loading areas, and continue to leave the site in one continuous path. Movements of 'site' vehicles specific to the works activities, excavators, dumpers, rollers, and the like will be kept to a minimum at all times. The reduction in on-site vehicle movements will aid the maintenance of haul roads and will prevent running surfaces from being disturbed and aggravated, creating instances of dust emission.

- **On-site haul roads & speed limits** – on site temporary haul roads will be formed during the remediation works, until the time we are able to progress with the new permanent highways. Temporary roads will be formed using bulk aggregates, typically 3-to-5-inch clean stone, with limited fines. A 'capping' layer of finer grade material will be placed over to 'knit' the material together and allow for greater compaction, thus limiting fines emissions into the environment. During the forming of these roads, the methods of importing material, unloading & suppression will be utilised. In periods of drier weather, the roads will be continually maintained to prevent degrading of the surface layer, breaking down and having the ability to emit dust. Water suppression will be used when required to dampen down surfaces. Speed limits of typically 5mph will be set on the site. Vehicles moving at slower speeds, with 'gentler' wheel movements will reduce aggravation of the surface layer and the potential to create dusts. Slower speed limits will prevent the need for heavy breaking.

- **Vehicle & wheel washing** – vehicles on the site, whether visiting or working as part of the remediation works will be well maintained, and regularly cleaned. Importance will be given to vehicle tracks, and wheels, ensuring that these parts of the vehicle are clean and free of dirt, and dusts, to prevent the spread of dusts around the site, and to public highway & footways when leaving the site. Vehicles will have moving parts supressed with water to limit the exposure to dust migration when in operation. The bodies of vehicles will be inspected and cleaned also, to ensure deposits of materials 'stuck' to vehicle sides are removed before leaving the site, to reduce the risk of materials falling onto transport routes outside of the site.

- **Management of spoil heaps** – on site temporary spoil heaps will be formed in a strategic manner, wherever possible, away from the boundaries of the site. Double handling of materials will be kept to an absolute minimum to reduce the frequency of potential dust creating activities. Spoil heaps will be kept to the lowest height possible, ideally, below the height of the main boundary fencing & hoardings. Spoil heaps will be formed with gentle sloping sides, no greater than the natural self-supporting capacity of the materials. Plateaus will be formed at the heads of heaps, to limit 'peaks' more susceptible to dust 'whipping'. The sides of heaps will be well compacted, and regularly suppressed with water. In the event of spoil heaps with close proximity to boundaries screening will be placed around the heap, typically heras type fencing panels wrapped with dust protection membranes. Whilst it is not envisaged to have temporary heaps on site for any sustained period of time, where this might occur, seeding would be considered to help stabilise the exposed faces of heaps, to reduce the risk of dust spreading.

**Maintenance of site roads & public highways**

- **Road sweeping** – road sweeping will be adopted during the full duration of remediation works. This will be via the use of visiting road sweepers, focusing primarily on the public highway network around the boundaries of the site, ensuring no build-up of material deposits that when dry will degrade, create dust, and be translocated into other adjoining areas. Urban will have an 'on-site' sweeping facility, a smaller road sweeping machine, or a purpose made 'attachment' for use with on site vehicles. The road sweeping will be supplemented via the use of compressed water, and lances, operated by site personnel to give attention to parts of the highways not accessible by sweepers.
- **Footway maintenance** – the compressed water and lances, by site personnel will be used to keep public footways clean and clear of debris materials and will regularly dampen surfaces to 'trap' falling dusts that would otherwise spread. Brooming of surfaces will be kept to a minimum to limit dust creation, rather shovels and the like will be used to lift up material deposits. Emphasis will be given to access and egress positions of the site, that may be crossed by the general public.

**Weather conditions** – Urban will continually monitor the weather conditions. In times of higher winds, or periods of drier weather, dust emitting activities will be minimised. Excavations and material movements around the site will be reduced, and where not entirely avoidable, the dust control measures described above will be 'heightened'. Monitoring of the site conditions will become more frequent, and the action plans to remedy any susceptible activities will be utilised.

## 9.3 Control of Detritus

To control material being transferred onto local roads or accessing water courses at the development's infancy appropriate measure when installing sewers and forming roads need to be implemented, Bunging and tankering of existing sewers, a wheel wash facility, scraping of roads once formed, installing driveways to plots and applying an appropriate planned TMP. Further controls to gully's will be installed, a filter bag system that will be maintained regularly.

## 9.4 Vibration & Noise

Risk Assessments and Method Statements (RAMS) from contractors will be scrutinised and authorised before work commences to ensure the requirements Noise and vibration statutory nuisance are controlled under the Environmental Protection Act 1990 are understood, factored into working methods and adhered to.

## 9.5 Water Consumption

Reduce the risk of uncontrolled water use: e.g. sensor-actuated devices (such as infra-red actuated taps and occupancy sensors).
Minimise the risk of leakage: leak detection equipment (including pulsed meters for regular monitoring); ensure valves and overflows are visible for early detection of water loss and easy to access for maintenance.
Influence user behaviour: Creating a culture that changes attitude and behaviour to accepting ownership of water efficiency is fundamental to improving the use of water in an efficient manner.

Good housekeeping (e.g. reporting/repairing leaks, turning off taps which are not in use, and generally using water in an efficient manner) can assist the site reduce its overall water use. The provision of information on appropriate use of fittings and appliances; awareness raising of the costs and environmental importance of water efficiency via Tool Box Talks; guidance on processes for identifying and reporting water leakage / poorly-performing fittings; method for providing feedback to building occupants on water.

## 10.0 Public Relation

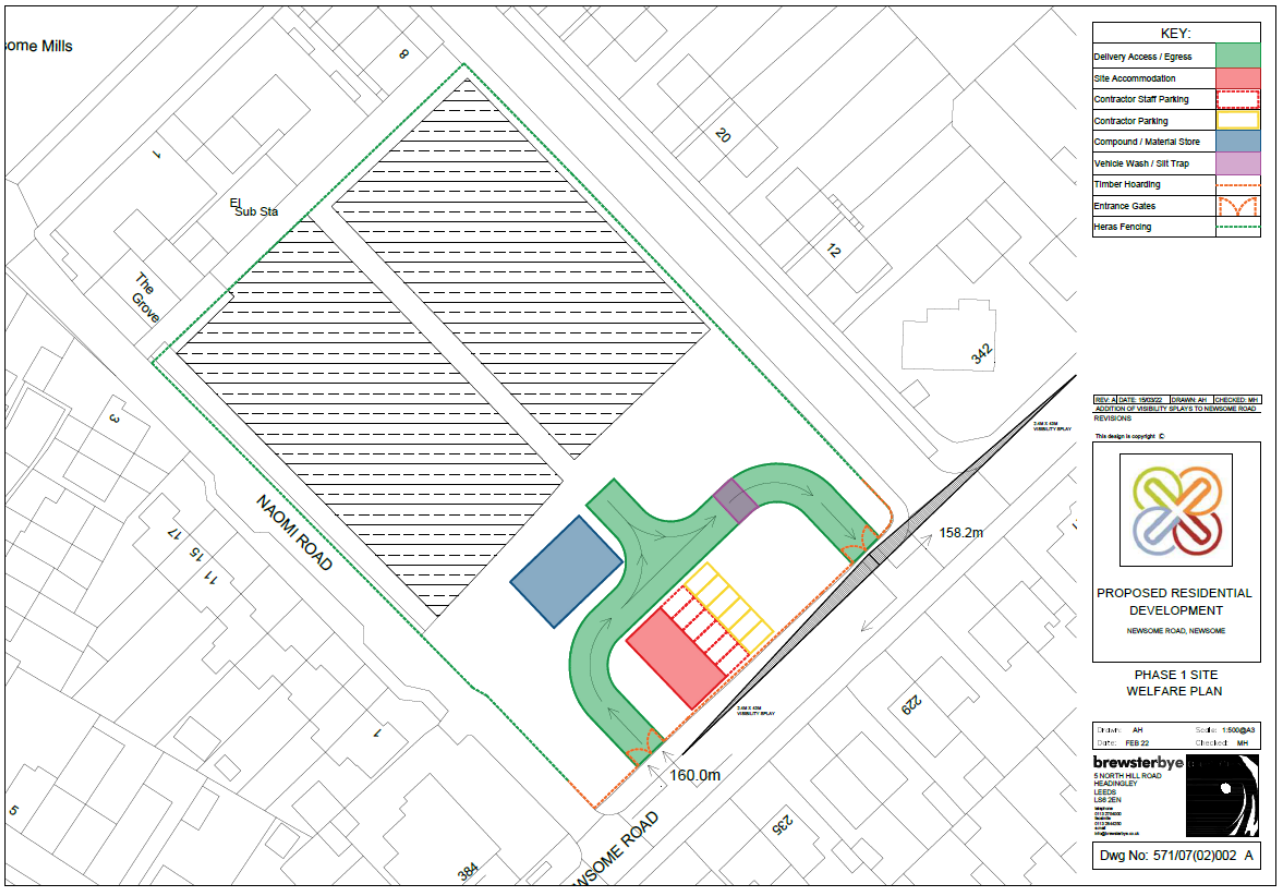
## 10.1 Community Schemes

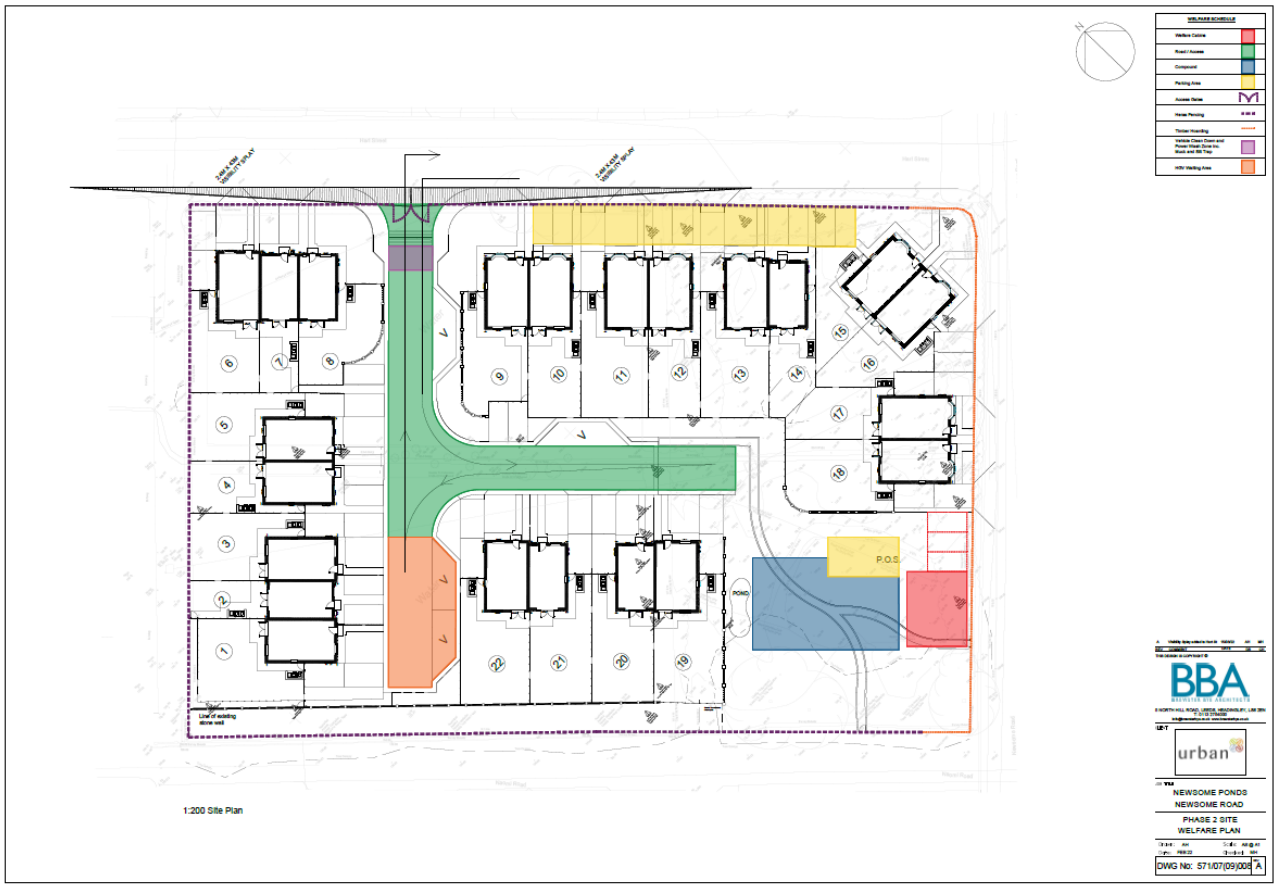
Where required by the client Urban will register the site on the Considerate Constructors Scheme to promote the Code of Considerate Practice, designed to encourage best practice beyond statutory requirements and improve the local area that the development is located.

## 10.2 Engagement with local Residents

News letters will be issued on regular basis and when any key works are to be undertaken, to the local residents and Kirklees Metropolitan Borough Council, to ensure that all stakeholders are informed of the works.
A contact name and telephone number will be clearly identified at the site entrance

# APPENDIX A


ome Mills
El Sub Sta
The Grove
NAOMI ROAD
NEWSOME ROAD
158.2m
160.0m
KEY:
Delivery Access / Egress
Site Accommodation
Contractor Staff Parking
Contractor Parking
Compound / Material Store
Vehicle Wash / Silt Trap
Timber Hoarding
Entrance Gates
Heras Fencing
REV: A DATE: 15/03/22 DRAWN: AH CHECKED: MH
ADDITION OF VISIBILITY SPLAYS TO NEWSOME ROAD
REVISIONS
This design is copyright ©
PROPOSED RESIDENTIAL DEVELOPMENT
NEWSOME ROAD, NEWSOME
PHASE 1 SITE WELFARE PLAN
Drawn: AH
Date: FEB 22
Scale: 1:500@A3
Checked: MH
brewsterbye
5 NORTH HILL ROAD
HEADINGLEY
LEEDS
LS6 2EN
Dwg No: 571/07(02)002 A


P.O.S.
ROAD
1:200 Site Plan
BBA
urban
NEWSOME PONDS
NEWSOME ROAD
PHASE 2 SITE WELFARE PLAN
DWG No: 571/07(09)005 A