Development Hart Street Newsome, Huddersfield



Construction Management Plan (CMP)

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
4	27 May 2022	Richard Smith	Pre-Construction Manager

Introduction

This construction method statement has been produced to provide further detailed information in support of Planning application 2016/60/91479/E and APP/Z4718/W/17/3173711 appeal decision.

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 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.



Description of the works



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 Council.

Official site working hours would be:

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

Construction Methods

The method of construction of the plots will consist of:

Stage 1

- Culvert 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.

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 - 15th April 2022
Site Enabling Works	25th April 2022 (16 Weeks)
Construction works commence	15th August 2022
Project Completion	03 July 2023

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.
Visitors will use the parking adjacent to the contractor staff parking.
Refer to Stage 2 Plan for location of 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.

Public transport and cycle to work will be promoted and actively encouraged wherever possible.

Location of site compound, welfare and delivery areas.

Refer to Stage 1 Works Plan and Stage 2 Works Plan at Appendix A for the propsoed site logistic welfare, unloading.
All delivery vehicles can entre and exit the site in a forwards gear.

Hoarding

Refer to Stage 1 Works Plan and Stage 2 Works Plan at Appendix A
The site is to be secured by solid timber hoarding to the Newsome Road frontage and with Heras type anticlimb fencing to all remaining boundaries.

Deliveries and off-loading of materials – Movement of vehicles.

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.

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 above.
Deliveries will be schedueld to avoid peak drop-off and pick-up time at nearby schools. Consultation has been held with the local Hillside School to confirm what the peak drop off and pick-up times are. Urban will there avoid deliveries to site between the following times:

- Monday – Thursday: 08.30 - 09.00 and 15.00 – 15.30.
- Friday: 08.30 – 09.00 and 14.45 – 15.30.

All materials will be unloaded in a safe manner using lifting equipment where possible within the curtilage of the development.
Deliveries will be undertaken whenever possible, outside peak hours but within the HGV movement time frame restrictions as highlighted above. Any traffic management measures required on the highway are to be communicated with as much lead in time as possible.

Storage - Due to the restrictions of space on the site Urban will plan phased timed deliveries directly to site. All deliveries will be marshalled via a banks-man on and off of site. Deliveries will be planned wherever possible, outside peak hours. Urban will have a full-time banks-man to oversee all deliveries and site traffic and movement of the tele-handler on site. All equipment will be delivered via the site compound or directly onto site with deliveries being phased and co- ordinated so as not to congest the site access routes. Materials will always be stored in designated areas within the site; these areas may change/move during the project to suit construction activities with any changes being documented on the site traffic management plan. All materials will be unloaded in a safe manner using lifting equipment where possible. All materials will be stored and stacked safely in the allocated areas.

The methods to be employed to prevent mud, grit and dirt being carried onto the public highway.

Site Cleanliness – 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.

Air Quality and Measure to control the emissions of dust and dirt during construction.

Subcontractors will be expected to take measures to minimise the presence of air borne dust during construction. Dust will be controlled on site using dampening techniques when required and housekeeping will be kept to the highest level to maintain levels of dirt.
Subcontractors will be expected to take measures to minimise the presence of air borne dust during construction such as using Dust Suppression Systems that are already widely used and readily available. For example, all cutting of dust producing materials will only

take place with water spray dust suppression attached. There is to be no burning of materials on site.
Urban will ensure that all paths and access routes around the site will be kept clean, this will be through a combination of site personnel and mechanical cleaning equipment (road sweepers) as required. The site team will monitor this and arrange cleaning as required. Where there is the potential for a high incidence of dust to occur water suppressant will be employed to keep dust levels down to an acceptable level. All plant and machinery will be in good order and maintained in line with service schedules and requirements.

With regard to dust control during the treatment and stabilization of the silt Urban proposed the following measures to be implemented:

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.

Noise and Vibration.

Noise and Vibration will be kept to a minimum throughout the duration of the development. Urban will ensue that the latest machinery and tools are used with noise and vibration reduction features, and that this plant is maintained in line with manufacturer requirements to ensure that it performs as designed.
In addition to the above Urban will comply with the following:

- All statutory or other identified noise control limits
- Where necessary, plant and equipment will be silenced, screened and/or enclosed in accordance with the guidance of BS5228 and particularly noisy activities will be shielded by the erection of hoardings or screening.
- No explosives are to be used on site.
- The use of radios on-site is to be banned so that it does not cause a nuisance. Where it is deemed appropriate a Section 61 for "Prior Consent for Works on Construction Sites".
- Vibration levels will be considered in line with BS 5228-2:2009+A1:2014.
- Noise levels during noisy operations will be monitored and recorded at the site boundary

Waste Management.

Waste materials will be placed in skips on site, with waste spoil being stored in a designated area on site until disposed of via a licensed waste contractor. Skips will be segregated wherever possible into separate waste streams, and be clearly labelled.
All waste transfer notes will be retained by head office.

Protection of Watercourse

The following activities may give rise to potential risks to water course contamination, and the following proposed mitigating measures against this have been identified.

a) Deliveries
Special care is to be taken during deliveries, especially when fuels and hazardous materials are being handled. All deliveries are to be supervised by a responsible person so that storage tank levels are checked before delivery to prevent overfilling and that the product is delivered to the correct tank. Contingency plans are to be agreed and suitable materials available to deal with any incident that occurs. All employees are to be briefed on the actions that are required in the event of a spillage. Any spillages are to be recorded and advised to Urban who will inform the LA if they deem it significant.

b) Storage
Many of the materials used in construction operations, such as oil, chemicals, cement, cleaning materials and paint have the potential to cause serious pollution. All fuel, oil and chemical storage must be sited on an impervious base within a bund and secured. The base and bund walls must be impermeable to the material stored and of an adequate capacity. Leaking or empty oil drums must be removed from the site immediately and disposed of via a licensed waste disposal contractor. The contents of any tank are to be clearly marked on the tank, and a notice displayed requiring that valves and trigger guns be locked when not in use.

c) Security
All valves and trigger guns are to be protected from vandalism and un-authorised interference and turned off and securely locked when not in use. Any tanks or drums are to be stored in a secure container or compound, which is to be kept locked when not in use. Bowsers will be stored within site security compounds when not in use.

d) Silt
Water containing silt is never to be pumped directly into the water course or surface water drains. Silty water can arise from excavations, exposed ground, stockpiles, plant and wheel washing.

e) Excavations
Measures are to be taken to prevent water from entering excavations. This could be using cut-off ditches to prevent entry of surface water and well point dewatering or cut-off walls for ground water. Personnel and/or plant are not to disturb water in the excavation.

f) Site roads
These are to be kept free from dust and mud deposits. In dry weather dust suppression measures may be required.

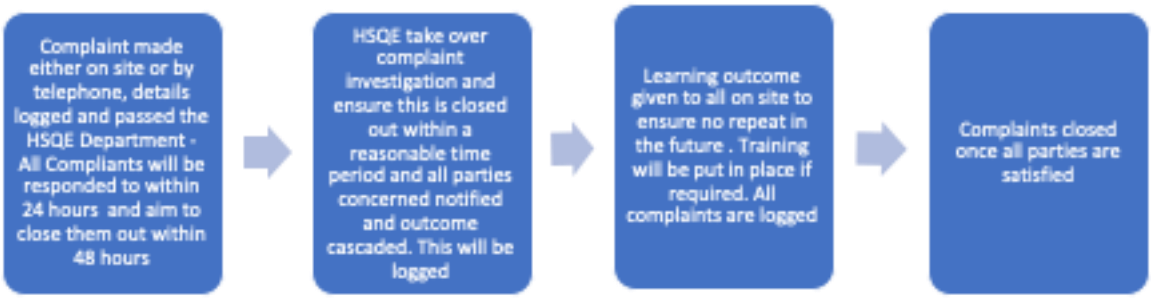
g) Concrete
Concrete is highly alkaline and corrosive and can have a serious impact on watercourses. It is essential to take particular care with all works involving concrete and cement. Suitable provision is to be made for the washing out of concrete mixing plant or ready-mix concrete lorries so that washings do not flow into any drain or watercourse or seep underground. In the event of a spillage on site, the material must be contained (using an absorbent material such as sand or soil or commercially available booms). All spillages are to be reported to the Urban who will inform the LA and the Environment Agency In the event of any significant occurrence.

Engagement with local Residents

The scheme is to be registered with the Considerate Constructor Scheme (CCS) and the schemes code of practice is to be adopted. As part of the CCS registration we are expected to deal in a considerate manner with any complaints or concerns resulting from the site's, company's or supplier's activities dealt with by the Scheme's public liaison officer who will mediate between the complainant until the matter has been satisfactorily resolved.

Urban will write to all local residents in the immediate area notifying them of our plans for the works and provide them with the Site Managers contact details. Urban will also post signage on the hoarding.

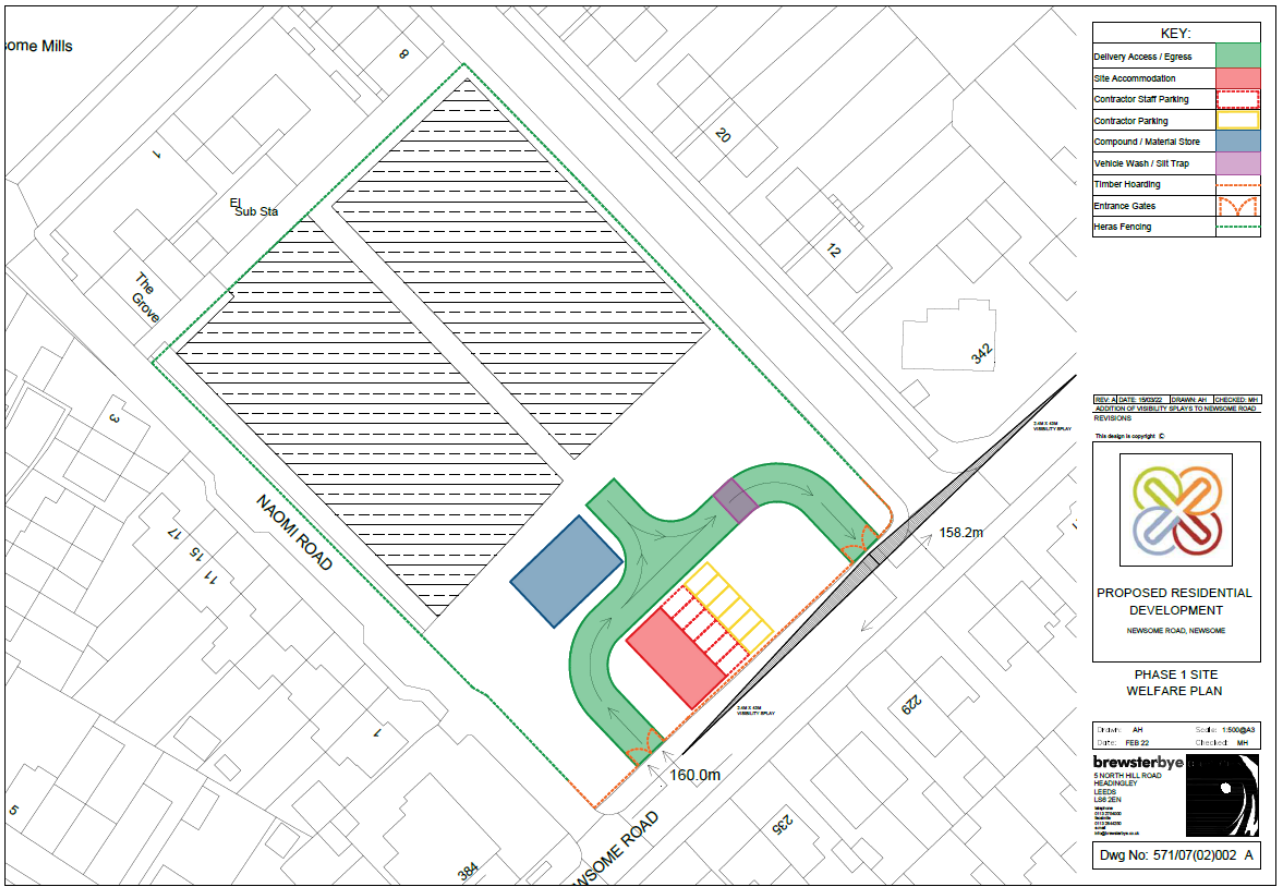
All complaints are logged and closed out. On site, Urban to carry out monitoring checks on a daily and weekly basis. The site manager will inform the SHEQ Manager of any complaints and a file will be opened. Urban will forward details of any complaints received to all the team involved and close out details and send copies as requested above.



Dilapidation Survey of adopted Highways

A survey of the surrounding public adopted highways will be undertaken and agreed with the Kirklees Council, Highways Department, prior to any works commencing on site and upon completion of the works.

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


WELFARE SCHEDULE
Welfare Cabins
Road / Access
Compound
Parking Area
Access Gates
Heras Fencing
Timber Hoarding
Vehicle Wash Down and Power Wash Zone inc. Wash and Silt Trap
HGV Waiting Area
P.O.S.
POND
Line of existing stone wall
1:200 Site Plan
BBA
urban
NEWSOME PONDS
NEWSOME ROAD
PHASE 2 SITE WELFARE PLAN
DWG No: 571/07(09)002 A