

**Storthes Hall, Kirkburton  
Highway Condition Survey**

July 2025 (Initial Issue)

Prepared on behalf of  
**Ubrique Investments Limited.**

## Quality Management

Storthes Hall, Kirkburton - Highway Condition Survey Project No: 18092				
<b>File reference</b>	O:\Storthes Hall, Kirkburton\TEXT\REPORTS\250704 Storthes Hall, Kirkburton - Highway Condition Survey.docx			
<b>Issue/revision</b>	<b>Initial Issue</b>	<b>Revision 1</b>	<b>Revision 2</b>	<b>Revision 3</b>
<b>Remarks</b>	Draft			
<b>Date</b>	4 <sup>th</sup> July 2025			
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# 1. Introduction

## 1.1 INTRODUCTION

1.1.1 Application ref. 2023/60/93667/E was recommended for approval on the 10<sup>th</sup> April 2025 for the provision of the following at Storthes Hall Student Village, Storthes Hall Lane, Kirkburton:

*“Demolition of buildings and outline application, including the consideration of access for vehicle into the site, for the erection of residential development (up to 261 dwellings), including redevelopment of Lodge Cottage and Administration Building for residential use, two vehicular access points off Storthes Hall Lane, and associated works”.*

1.1.2 Following the recommendation for approval, Kirklees Council (KC) Highways Officers have agreed the proposed Demolition Environmental Management Plan (DEMP) a copy of which is contained within Appendix A.

1.1.3 KC Highway Officers requested the provision of a pre-start highway condition survey to cover the proposed DEMP HGV route between the Site and the Penistone Road/Storthes Hall Lane junction.

1.1.4 This Highway Condition Survey has therefore been prepared by Optima Highways and Transportation consultancy (Optima) on behalf of Ubrique Investments Limited, in order to satisfy the request of Highway in support of the proposed demolition works.

## 1.2 SURVEY SCOPE

1.2.1 It has been agreed with KC Highways Officers that a detailed survey shall be undertaken along the agreed c. 1.5km DEMP HGV route between the existing southern site access and the Penistone Road/Storthes Hall Lane junction, via Storthes Hall Lane. The agreed route has also be surveyed via video in both directions and is available on request.

1.2.2 The agreed survey scope is identified within Image 1.1 below.





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## 2. Survey Results

### 2.1 INTRODUCTION

2.1.1 Given the route extents, an overview assessment has been provided of Storthes Hall Lane, with reference to the site visit photos provided within Appendix B, alongside a more detailed assessment, identifying individual defects within the following key areas of interest:

- Section 1: Storthes Hall Lane/Southern Site Access;
- Section 2: Storthes Hall Lane/Northern Site Access; and
- Section 3: Storthes Hall Bridge & Storthes Hall Lane/A629 Penistone Lane Junction.

### 2.2 STORTHES HALL LANE

2.2.1 Along Storthes Hall Lane between Sections 1 and 2, the carriageway is in some disrepair with examples cracking, fretting and damaged ironworks. Minor fretting was also observed along the centreline and road markings were slightly worn. Photographic evidence for this section of Storthes Hall Lane is shown in Images 09 – 60 contained at Appendix B.

2.2.2 The remaining stretch of Storthes Hall Lane between the northern Site access and the junction with A629 Penistone Road sees some defects along the carriageway and footway such as areas of kerb damage, cracking, fretting and instances of blocked gullies. Along this portion of Storthes Hall Lane centreline and 'SLOW' road markings were worn and some ironworks were severely defected. Photographic evidence for this area is shown in Images 67 – 157 contained at Appendix B.

### 2.3 SECTION 1: STORTHES HALL LANE/SOUTHERN SITE ACCESS - DETAILED SURVEY

2.3.1 Section 1 covers the Storthes Hall Lane/Southern Site Access junction. The carriageway within this area is in some disrepair with examples of cracking and fretting along the carriageway, damages kerbs, ironworks and worn road markings.

2.3.2 Photographic evidence of the general highway condition is shown in Images 01 – 08 contained within Appendix B, the locations of which are identified on drawing 18092/IN/08 contained at Appendix C.

2.3.3 Individual defects within Section 1 are identified below and illustrated on drawing 18092/IN/09 contained at Appendix D.



Table 2.1 Defect 1 (Image 2)

DEFECT	
Location	Facing northbound at Storthes Hall Lane/Southern Site Access junction.
Summary	Minor areas of fretting and cracking, slightly worn road markings and kerb damage.
	

Table 2.2 Defect 2 (Image 3)

DEFECT	
Location	Facing west at Storthes Hall Lane/Southern Site Access junction.
Summary	Carriageway fretting, fatting and sunken ironworks.



Table 2.3 Defect 3 (Image 6)

DEFECT	
Location	Facing north-west at Storthes Hall Lane/Southern Site Access junction.
Summary	Fretting and patchwork.
	

Table 2.4 Defect 4 (Image 8)

DEFECT	
Location	Facing northbound at Storthes Hall Lane/ Southern Site Access junction
Summary	Significant area of fretting, cracking. Examples of sunken ironworks, damaged Cat's Eyes and footway patchwork.
	

## 2.4 SECTION 2: STORTHES HALL LANE/NORTHERN SITE ACCESS - DETAILED SURVEY

2.4.1 Section 2 covers the Storthes Hall Lane/Northern Site Access junction. The carriageway within this area has examples of examples of cracking along the carriageway, rutting and worn road markings.

2.4.2 Photographic evidence of the general highway condition is shown in Images 61 –66 contained within Appendix B, the locations of which are identified on drawing 18092/IN/08 contained at Appendix C.

2.4.3 Individual defects within Section 2 are identified below and illustrated on drawing 18092/IN/09 contained at Appendix D.

**Table 2.5 Defect 5 (Image 62)**

DEFECT	
<b>Location</b>	Facing northbound at Storthes Hall Lane/Northern Site Access junction.
<b>Summary</b>	Fatting along carriageway.
	

Table 2.6 Defect 6 (Image 64)

DEFECT	
<b>Location</b>	Facing northbound at Storthes Hall Lane/Northern Site Access junction.
<b>Summary</b>	Severe rutting along southern flank of Storthes Hall Lane and cracking along Site access. Examples of cracked kerbs and worn road markings.
	

Table 2.7 Defect 7 (Image 65)

DEFECT	
Location	Facing northbound at Storthes Hall Lane/Northern Site Access junction.
Summary	Examples of patchwork along carriageway and poor footway surfacing.



## 2.5 SECTION 3: STORTHES HALL LANE/A629 PENISTONE LANE JUNCTION - DETAILED SURVEY

2.5.1 Section 3 covers the Storthes Hall Lane/A629 Penistone Road junction and Storthes Hall Bridge. The carriageway within this area has examples of examples of cracking along the carriageway, rutting and worn road markings.

2.5.2 Photographic evidence of the general highway condition is shown in Images 158 – 180 contained within Appendix B, the locations of which are identified on drawing 18092/IN/08 contained at Appendix C.

2.5.3 Individual defects within Section 3 are identified below and illustrated on drawing 18092/IN/09 contained at Appendix D.

**Table 2.8 Defect 8 (Image 158)**

DEFECT	
<b>Location</b>	Facing northbound on Storthes Hall Lane at Storthes Hall Bridge.
<b>Summary</b>	Fatting along carriageway, cracking and kerb damage.
	

Table 2.9 Defect 9 (Image 162)

DEFECT	
Location	Facing northbound on Storthes Hall Lane, just east of Storthes Hall Bridge.
Summary	Fatting along carriageway, patchwork and worn road markings.



Table 2.10 Defect 10 (Image 163)

DEFECT	
Location	Facing southbound on Storthes Hall Lane, just east of Storthes Hall Bridge.
Summary	Slightly damaged and faded 'no-entry' sign.



Table 2.11 Defect 11 (Image 167)

DEFECT	
Location	Facing northbound on Storthes Hall Lane, just south of A629 Penistone Road junction.
Summary	Cracking along carriageway.
	

Table 2.12 Defect 12 (Image 167)

DEFECT	
Location	Facing northbound on Storthes Hall Lane, just south of A629 Penistone Road junction.
Summary	Patchwork along carriageway edge and cracking along centreline.



Table 2.13 Defect 13 (Image 173)

DEFECT	
<b>Location</b>	Facing northbound on Storthes Hall Lane at the A629 Penistone Road junction.
<b>Summary</b>	Patchwork along carriageway, cracking, worn road markings and damaged railings.



Table 2.14 Defect 14 (Image 177)

DEFECT	
Location	Facing southbound on Storthes Hall Lane at the A629 Penistone Road junction.
Summary	Patchwork along carriageway and cracking along give-way line.



### 3. Summary

3.1.1 This highway condition survey has been undertaken by Optima, on behalf of Ubrique Investments Limited to assess the existing condition of the proposed HGV DEMP route, agreed in support of application ref. 2023/60/93667/E.

3.1.2 The survey has been carried out in accordance with the scope agreed with Kirklees Council and includes a detailed photographic walkover survey of a section of Storthes Hall Lane, between the southern Site Access and the junction with A629 Penistone Road, as well as a video survey.

3.1.3 A number of defects were identified along Storthes Hall Lane around the Site accesses and junction with A629 Penistone Road as part of the detailed, photographic survey.

3.1.4 Whilst undertaking the Site visit, it was noted that an asphalt storage area is currently operating immediately opposite to the northern Site access, and it was observed that a number of large, rigid HGVs entered and exited the compound via the proposed HGV route between the northern site access and Penistone Road/Storthes Hall Lane junction.



# Appendices



# Appendix A Agreed DEMP





**Demolition Environmental Management Plan**

**Storthes Hall Lane, Kirkburton, Huddersfield, HD8 0WA**



Client & Principal Contractor:	South Street Asset Management
Issue Date:	Draft Copy – June 2025
Author:	R. Hughes (Contracts Manager)
Reviewed by:	D. Hughes (Managing Director)
Revision:	5

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## **1. Introduction**

This environmental plan documents the significant environmental aspects of the works to be carried out as part of the Storthes Hall Lane redevelopment project and describes how these aspects are to be managed during the demolition phase of the project.

The plan describes the procedures in place to ensure compliance with relevant legislation and other applicable requirements. The plan has been prepared in accordance with D Hughes Demolition & Excavation Limited Environmental Policy and Objectives.

This document forms part of the project documentation and should be read in conjunction with the Construction Phase Plan (CPP).

## **2. Project Detail**

Proposed demolition of buildings at Storthes Hall and construction of up to 261 residential dwellings and redevelopment of the Lodge cottage for a residential use and associated works on land south of Storthes Hall Lane.

## **3. Structures and surrounding areas**

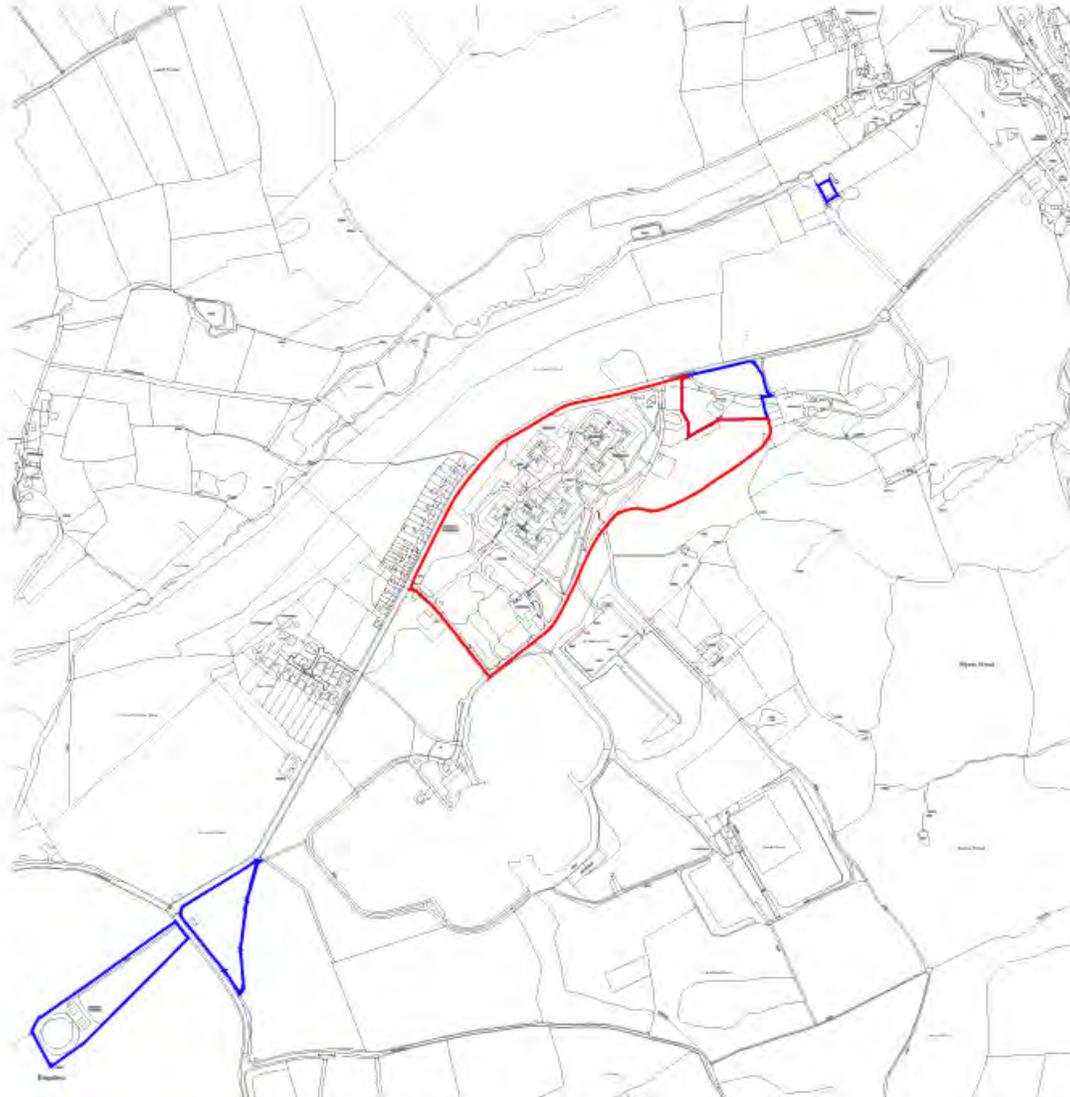
The site comprises of student accommodation buildings with other associated buildings including a reception and administration building, a gym and the Venue building which contains a bar, function rooms and study areas.

The north and west boundaries are defined by Storthes Hall Lane beyond which lies residential properties, woodland and open countryside. Sports pitches are situated to the east of the site and to the south-west, construction work is being conducted on the former Storthes Hall Hospital.

The majority of the structures have a concrete construction in a bay format. The external walls are faced with stone, while the inner walls are reinforced with concrete.

#### 4. Site Location Plan

### LOCATION PLAN WITH LAND OWNERSHIP - STORTHES HALL, KIRKBURTON



## 5. Scope of Works and Duration

The scope of works, as described within the project contract documentation is summarised below.

The works comprise, but are not limited to, the following main elements;

- Pre-demolition services including environmental surveys such as Ecological and Asbestos demolition surveys and associated asbestos removal – commissioned and co-ordinated by client in advance of demolition phase of works.
- Decommissioning of existing utilities – commissioned and co-ordinated by client in advance of demolition phase of works
- Enabling works – Heras Fencing, Hoarding, security protection, tree protection.
- Demolition Soft-strip works
- Demolition of the existing structures
- Grubbing up of slabs and foundations to building footprints.
- Crushing and stockpiling hardcore material for re-use redevelopment
- Load away waste arisings from site
- Backfill of footprint and voids



The following is the order in which the buildings will be demolished with an estimated programme:

A – 2 weeks  
B – 1 week  
C – 3 weeks  
D – 1 week  
E – 1 week  
F – 1 week  
G – 2 weeks  
H – 1 week  
K – 1 week  
J – 3 weeks  
L – 1 week  
M – 1 week  
N – 1 week  
P – 1 week  
V – 1 week  
U – 1 week  
T – 2 weeks  
Q – 2 weeks  
S – 1 week  
R – 3 weeks

The demolition works are planned to be completed over a 30-week period.

The working hours of the site will be:  
7:30am – 5pm Monday to Friday

Follow on construction works for the development of new residential dwellings.

## **6. Traffic Management**

The Traffic Management Plan will identify the specific controls related to highway activities and people / plant interface at the point of work. Consideration will be given to the precautions required to protect pedestrians, including designated walkways on site and in the compound area.

Assessments will be made of both pedestrian and vehicles movements within the proposed access and egress roads. Pedestrian walkways will be segregated by hoarding / fencing to protect the public from demolition activities.

All traffic movements on and off site will be monitored to ensure cleaning / wash down of adjacent roads to prevent build-up of mud / debris and waste etc.

The Traffic Management Plan (see pg 10) will detail the following:

- Traffic routes / turning areas.
- Parking
- Vehicular / pedestrian access / egress from site

- Material unloading areas.

D Hughes Demolition are aware of the constraints of the site and will install and adhere to the described logistics regime to cope with them in a manner that ensures that the safety of the sites neighbours and the public remains paramount and that the effects on their day-to-day activities are minimal.

Segregation of public and vehicles/personnel will be achieved by a clearly defined site boundary, and a banksman positioned preventing personnel and vehicles coming into contact with each other, site operatives and members of the public using the footpaths outside the site during site entry/exit.

All vehicles entering or leaving the site will be directed under the guidance of a dedicated banksman who is suitably competent, trained and experienced, and identifiable from their hi-vis jackets. Clear signage will be placed at crucial points around site to show HGVs routes. Clear signage will also be placed at the entrance to the site on Storthes Hall Ln.

D Hughes Demolition will plan the works, vehicle movement restrictions and facilities to ensure that the safety of the public is maintained at all times.

It is anticipated the lorries will be pre-booked with the site management team and all deliveries and collections from site will be recorded in the site log, and waste movements recorded for use in the Site Waste Management Plan. The maximum number of HGVs the site can accommodate in one day will be at 11. The maximum amount of HGV movements for the site in any one hour will be limited to 2. HGV movements will avoid network peak periods, with inbound/outbound HGV movements taking place between 9:30am to 3:00pm only. Combining all these requirements will help prevent congestion on major traffic routes and still meet the requirements of the project.

The use of mobile phones may be utilised (when it is safe and legal to do so) to ensure communication is maintained between D Hughes Demolition drivers and the site so that the arrival of vehicles can be suitably planned.

All D Hughes Demolition staff working on the project will receive a traffic management induction prior to works commencing. Third-party contractors will be advised of site traffic routes upon arrival at site.

Care will be taken not to obstruct neighbouring occupants, businesses, roads and footpaths.

The access road to the site shall be kept clean and clear from obstructions at all times. When HGVs have been loaded/offloaded, drivers will proceed to the wheel wash station area to prevent spread of dirt/mud/grit on public roads. The wheel wash station will be positioned near the site exit. (see pg 11)

Arrangements will be made for the road/s to be cleaned dependent upon weather / site conditions.

Vehicular access to the site will be facilitated via Storthes Hall Lane off Penistone Rd, with all contractors required to comply strictly with existing road regulations and local authority directives. HGVs exiting the site must proceed eastward along Storthes Hall Lane before merging onto Penistone Road, travelling north. The HGVs will then proceed to follow primary routes classified as A roads to the destinations. Under no circumstances should HGVs turn south onto Penistone Road, as the sharp angle of the turn poses significant safety risks and is unsuitable for such vehicles.

Inbound and outbound HGV movement will be planned and controlled, so that HGV will not meet

within the vicinity of Storthes Hall Bridge and the junction of Storthes Hall Lane/Penistone Road. An HGV staging area will be used to reduce congestion. Drivers will maintain contact with one another when joining onto Peniston Rd either aiming to enter or leave the site. See below staging area and routes on maps

Local speed limits apply throughout the area.

A designated area will be set aside for unloading deliveries etc.

A wheel washing station will be positioned near the site exit.

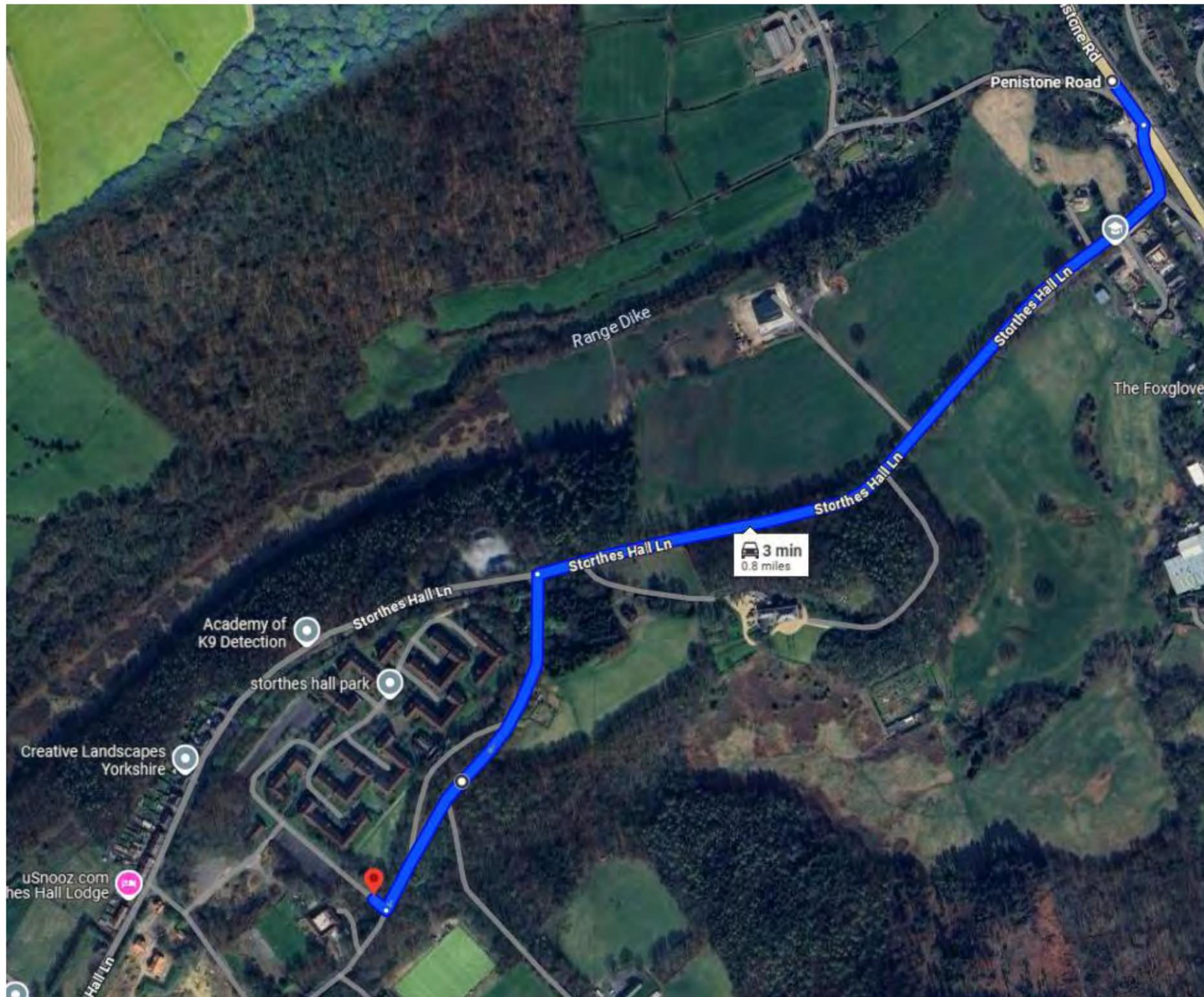
The report should also confirm that any additional off-site signage (or other traffic management arrangements) requested by the Highway Authority will be agreed and implemented, as required.

That the maximum length of any HGV will be 12m with exceptions for abnormal loads required for the transportation of machinery. This maximum length is determined by the narrow entrance of Storthes Hall bridge at the east of Storthes Hall Ln. The exceptional cases of the abnormal loads involve varying weights and dimensions, contingent on the specific machinery and wagons employed. Permits issued by the local authority will be required for abnormal loads, providing detailed specifications regarding their weight and dimensions.

Should any issues arise along the HGV route during the demolition phase that are raised by the Highway Authority, additional safety measures (e.g. additional warning signage / TM /off-site banksman etc) or alternative arrangements will be agreed and implemented.



KEY	
Site entry/exit point	
Welfare area	
Staff parking	
HGV waiting area, Unloading, loading Of storage of plant And materials	
Site boundary	
Vehicle routes	
Signs	
Wheel wash	
Dust monitoring station	

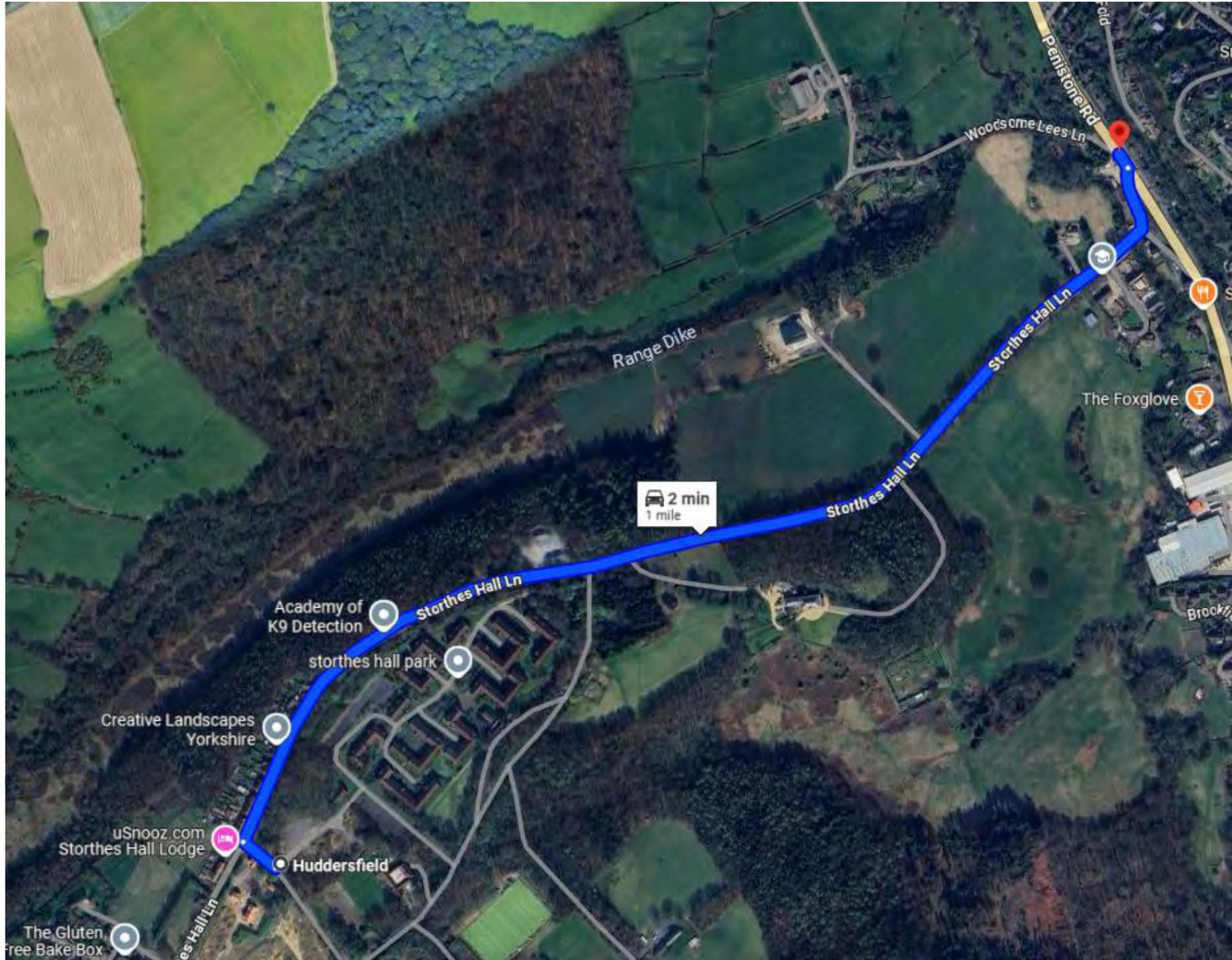


HGV Route entering site

Penistone Rd  
Kirkburton, Huddersfield HD8 ORB

- ↑ 1. Head south-east on Penistone Rd/A629 towards Woodsome Lees Ln  
190 ft
- ↘ 2. Use any lane to turn right onto Storthes Hall Ln  
0.5 mi
- ↙ 3. Turn left  
0.3 mi
- ↘ 4. Turn right  
59 ft

Huddersfield  
HD8 OWG



HGV route exiting site

Huddersfield  
HD8 0YA

- ↑ 1. Head south-west 26 ft
- ↪ 2. Turn right towards Storthes Hall Ln 164 ft
- ↪ 3. Turn right onto Storthes Hall Ln 0.9 mi
- ↶ 4. Turn left onto Penistone Rd/A629 66 ft

Penistone Rd  
Kirkburton, Huddersfield HD8 0RB



## **7. Site lighting and security**

During soft strip activities, 110v powered lights may be used by operatives.

There is sufficient natural light for the demolition of structures that no further arrangements will be required.

Security will be the client's responsibility outside of working hours of 7:30am to 5pm.

## **8. Legal and other Requirements**

The D Hughes Demolition & Excavation Limited Environmental Management Procedure sets out the procedure for identifying legal requirements applicable to the works as well as other requirements (i.e., contractual).

Compliance is periodically evaluated during audits in accordance with the project audit schedule. The register of environmental legislation applicable to D Hughes Demolition & Excavation Limited operations is updated regularly.

D Hughes Demolition & Excavation Limited use the following sources to ensure that management is aware of the legal and other environmental obligations:

- Industry bodies and/or websites
- Croners Environmental Management
- Specialists' publications
- Specialists' waste disposal contractors
- The Environmental Agency
- Local Authorities

## **9. Environmental Policy Statement**

D Hughes Demolition & Excavation Limited environmental objectives have been drawn up in line with the Quality and Environmental Policy and are monitored to ensure continual improvement (See Appendix 1).

D Hughes Demolition & Excavation Limited environmental policies and company environmental objectives are communicated to all personnel through induction procedures, specific designated workshops and toolbox talks.

Relevant policy documents are available to view internally and posted on site notice boards.

## **10. Planning**

D Hughes Demolition & Excavation Limited Management Procedure sets out the procedure to identify significant environmental aspects related to our works and outline mitigation measures that are required to reduce the risk of environmental impact arising from that aspect.

One of the criteria used to assess the significance of each aspect is associated legislation of contractual

requirements.

As a result of the assessment of environmental aspects, all significant ones have been identified and measurable objectives set against them to reduce the impact of D Hughes Demolition & Excavation Limited operation and service provision.

## 11. Implementation and Operation

### Roles and Responsibilities

Contracts manager:	Ryan Hughes –	07968 551318	<a href="mailto:Info@dhughesdemolition.co.uk">Info@dhughesdemolition.co.uk</a>
Site Manager:	Reece Hughes –	07815772352	<a href="mailto:info@dhughesdemolition.co.uk">info@dhughesdemolition.co.uk</a>
Site Supervisor:	Craig Steel –	07926 758623	<a href="mailto:info@dhughesdemolition.co.uk">info@dhughesdemolition.co.uk</a>
Client liaison:	Adnan Shaikh –	07738 543261	<a href="mailto:adnanshaikh@southstreetam.co.uk">adnanshaikh@southstreetam.co.uk</a>

The responsibilities for the implementation of the integrated management system are set out in the Quality and Environmental Manual. The key project-specific roles that have been outlined to implement, maintain and improve the environmental management system are:

Managing Director: Dale Hughes – D Hughes Demolition & Excavation Limited

He has overall responsibility for the safe and proper execution of the contract works. He will ensure the demolition programme is carried out with consideration of the environment.

Safety Health and Environment (SHE): Director, Ryan Hughes - D Hughes Demolition & Excavation Limited.

Ryan Hughes will visit the site with total responsibility for the implementation of safe systems of work.

He will direct and advise staff and site personnel in respect of safety and environmental legal requirements. Responsibilities also include liaising with the project team to ensure compliance with environmental requirements as well as planning, implementing and reporting the environmental monitoring of noise, vibration and dust, as required. Ryan is also responsible for the dissemination of environmental information and maintaining awareness of the work force of the environmental implications of their actions.

The site Supervisor will be resident on site. He will be responsible for ensuring the works are completed in accordance with this plan and all applicable legislation. The Site Supervisor is responsible for maintaining the SWMP ensuring all waste carriers are registered, all waste transfers are accompanied by a waste transfer note or consignment note as required, and waste records are kept in accordance with internal procedures and legal requirements.

## 12. Competence, Training and Awareness

Before entering site, all staff, subcontractors and operatives are required to attend a site induction to be briefed about the particulars of the project, including environmental awareness.

D Hughes Demolition & Excavation Limited ensures that all personnel who have specific responsibilities as described within this plan are competent by means of experience or training. Training is managed by the D Hughes Demolition & Excavation Limited Head Office who reviews training needs periodically as

part of an annual performance review process.

Evaluation of sub-contractors is conducted initially through assessment of the approved supplier / sub-contractor questionnaire prior to appointment to conduct any sub-contracted works. This evaluation includes review of quality and environmental credentials.

Competency requirements for specific activities will be described in relevant Method Statements. All staff and operatives involved will be briefed on the method statement before each activity commences.

### **13. Communication**

Key business information, performance against targets and effectiveness of the Construction Phase Plan, method statement and risk assessments is communicated to the Management Team at periodic meetings. Communication with operatives is normally conducted during toolbox talks or daily task briefings.

Communication with the key stakeholders regarding environmental performance takes place during progress meetings and is recorded via minutes and progress reports which can include results of monitoring, incidents, complaints, progress and status of licences applications.

### **14. Documentation**

The following documents comprise the integrated management system documentation:

- Environmental policy, objectives and targets.
- SHE Manual
- Set of Management Procedures
- Set of Standard Operating Procedures
- Project-specific quality and environmental plans
- Records of site inspections

### **15. Control of Documents**

The majority of the company's management system documents are stored in an electronic format on the company server. Access to this information is available to all staff and management. It is the responsibility of the Site Supervisor to ensure that the site records are set up in line with the management systems. Document management relating to the environmental records are inspected as part of the audit inspection process.

A register is kept for all controlled documents and hard copies of the manual and associated procedures / process documents are maintained as reference-controlled copies.

### **16. Operational Control**

All activities that may have an impact on the environment will be controlled by the implementation of procedures and method statements. A competent person within the D Hughes Demolition & Excavation Limited site management team will review each procedure and method statement. This is to ensure that they are in line with this plan as well as other applicable environmental requirements.

Within the management system documentation various standard operating procedures have been documented. This DEMP forms an integral part of the management system and includes environmental aspects assessment and their corresponding mitigation measures

## **17. Monitoring and Measurement**

Compliance with the environmental policy and objectives as well as compliance with the project environmental plan will be evaluated through periodic internal audits. The main monitoring tools are:

- Periodic site inspections
- Physical monitoring
- Watching brief activities (ecology and contamination)
- Physical monitoring (noise, vibration and air pollution) where required.
- Waste
- Internal audits

## **18. Evaluation of Compliance**

The D Hughes Demolition & Excavation Limited management system states that the evaluation of compliance with applicable legal requirements is included in the internal auditing activity and management Review.

Project specific requirements and schemes will be included as part of this evaluation if applicable.

In addition to this, the Director, Ryan Hughes, will carry out site inspections as required and raise non-conformance reports or corrective / preventive actions when necessary. The requirements covered in the inspection include:

- Compliance with the requirements of waste duty of care.
- Complaints, disruption and working hours.
- Results from physical monitoring (noise, vibration, dust) if applicable

## **19. Non-conformity, Corrective and Preventive Actions**

Non-conformances can arise from failure to comply with a system document, including this plan, as well as from failure of the actual method of work to prevent or reduce an environmental impact caused by the works.

The following procedures form part of D Hughes Demolition & Excavation Limited environmental management system and will be implemented to the works as required:

- Emergency Preparedness and Response
- Inspection, Test and Control of Non-conformances

## **20. Emergency Preparedness and Response**

The Emergency Preparedness and Response Procedure describe the processes to identify potential emergency situations and potential accidents that can have an impact on the environment, and how D Hughes Demolition & Excavation Limited responds to such events.

The project's Construction Health and Safety plan (CPP) includes procedures to deal with fire,

explosion, gas release, structural collapse and release of chemicals.

The emphasis of the CPP is on protection of staff and members of the public and includes focus on the protection of the environment that is required in some of these emergency situations, particularly fire and release of chemicals.

Action plans for environmental incidents have been prepared for the following situations:

- Oil and fuel spillage
- Water pollution
- Bat sightings
- Dust and noise

## **21. Ecological Assessment**

Enzygo Limited have produced a Preliminary Ecological Appraisal.

The findings from the report concluded that the site provides opportunity to incorporate appropriate measures to mitigate any potential impacts to ecological features and to demonstrate biodiversity net gain in accordance with NPPF and local planning policy.

There has been a specific DEMP (Biodiversity) document produced specifically covering ecology and therefore this document should be cross-read in conjunction with the DEMP (Biodiversity) document.

As such, no significant residual impact can be expected which would prevent a positive determination of re-development of the site in ecological terms.

## **22. Bat Survey Report**

Enzygo Limited have produced a Bat Survey Report.

In summary, a combination of the PRA, DNA analysis of droppings and the nocturnal emergence/re-entry surveys in 2018 and 2022 have confirmed the presence of a total of eleven bat roosts at the existing buildings, comprising eight roosts of Common Pipistrelle and three roosts of Brown Long-eared Bat (*Plecotus auritus*).

The buildings where confirmed roosts have been identified comprise: Building 1, Building 3, Building 9, Building 16, Building 18 and Building 20.

In all cases the detected emerging bats were observed flying directly to the mature trees which border the site, or entering the site from these boundary habitats; no use of building/roof lines commuting to/from roosts was observed (the environmental conditions within the identified roosts (i.e. temperature, humidity, lighting, disturbance levels, aspect/orientation, surrounding habitat) will be fully detailed within the EPS licence application).

In addition, due to the size and nature of the remaining buildings (with the exception of the smaller two storey buildings of Building 2 and Building 22), it was not possible to observe all roof aspects from ground level, and as such it is possible low status roosts may have gone unobserved at Buildings 3 to 14, Building 17 and Building 19.

However, to avoid the risk of killing/injury of roosting bats, works to Building 1, and Buildings 3 to Buildings 21 (i.e. all buildings with the exception of Buildings 2 and 22) will only proceed under an EPS Licence from Natural England. As a condition of this EPS Licence, demolition works (i.e. disturbance of potential roosting features) will be timed to avoid periods when bats are likely to be present (i.e. avoiding the late-Spring to early-Autumn period), and a licensed bat ecologist/accredited agent will directly supervise the removal/disturbance of all suitable roosting materials (i.e. roofs & timber fascias).

The principal contractor will need to provide scaffolding/a cherry picker to allow the ecologist safe and clear access to these features. Any bats encountered will need to be immediately relocated to an undisturbed roosting location (as no bats are expected to be encountered temporary roosting features installed on nearby trees will be sufficient for this purpose or if the new roost has been completed bats will be relocated to the new roost).

### **23. Wildlife**

No ponds or large areas of suitable terrestrial habitat are present on-site or within 500m of the site. It is therefore considered negligible that Great Crested Newt will be impacted by the development.

In the event of wildlife being discovered during the works that have not already been previously identified, works will cease when safe to do so.

The wildlife will be assessed and either the works will cease until mitigation measures are implemented such as translocation or a watching brief will be carried out during the works to monitor any potential disturbance.

### **24. Invasive Species**

No invasive, non-native species were present on site at the time of the field survey.

### **25. Listed Buildings:**

The Built Heritage Statement, prepared on behalf of Ubrique Investments, set out an assessment of the potential impacts upon the built historic environment arising from proposals for the residential development of land off Storthes Hall Lane, Kirkburton. Two designated heritage assets, recorded on the National Heritage List for England (NHLE), fall within the Site, both are Grade II listed. These are located at the existing entrance to the campus off Storthes Hall Lane to the north-east corner of the Site and comprise The Lodge (list entry number 1184008) and Gate Piers and Gates at the Lodge (1135347).

In the event of archaeological features being discovered during the works that have not already been identified, works will cease when safe to do so.

The archaeological features will be assessed and either the works will cease until mitigation measures are implemented or a watching brief will be carried out during the works to monitor any potential disturbance

### **26. Trees**

It is specifically recommended to allow for the retention and protection of the mature trees along both

Storthes Hall Lane (unless they have been assessed as being “unsuitable for retention”- BS Category U) and the access road along the south-eastern and north-eastern site boundary. The mature trees along the western access road, in particular G34 and T231- T235 including their dense understorey, should be preserved to ensure some screening is maintained between the site and the potential development site to the south-west, where mature trees have already been removed. The retention of G28 in the centre of the site should also be retained to preserve some maturity within the centre of the site.

Trees to be removed are those assessed as being “unsuitable for retention” (BS Category U). The Tree Survey Schedule in Appendix 1 of the Arboricultural Survey helps to identify which trees fall into this “BS Category U”.

All trees to be retained will be protected throughout the demolition works. These will be fenced around their circumference using Heras type fencing.

## **27. Environmental Rules**

D Hughes Demolition & Excavation Limited will execute the works sympathetically to the surrounding environment. The site will therefore be subjected to the following environmental rules:

- During the works a watching brief will be in place to ensure the controls in place to control dust migration are sufficient
- Demolition dust will be controlled by applying wet suppression
- All reasonable measures will be taken to prevent dirt being deposited on the site access road including good housekeeping on site and effective traffic management
- Any re-fuelling required will be in the designated area away from drains/water courses with a spill kit available
- All fuel bowsers are either to be double skinned or fully banded
- Any static plant will be supplied with a drip tray to prevent environmental contamination
- All wastes are to be disposed of in the correct waste streams
- No substances are to be discharged into drains or Controlled Waters (Controlled Waters include all watercourses and water contained in underground strata)

## 28. Oil and Fuel Spillages

### Responsibilities: Site Supervisor & Director (Environment Manager)

Item	Leaks, spills or releases of chemicals or oils during delivery, storage and use of fuels and oils.
Source	Storage and movement of fuels and oils on site. Accidental spills during refuelling of plant and equipment Leaking plant and equipment. Infiltration of spilled oils and fuels into the ground and groundwater Discharge of effluent from cleaning procedures
Preventive Action	<p>Refuelling and tank filling should only be carried out in designated areas suitably protected.</p> <p>The fuel requirements for all plant and equipment will be stored in 45-gallon drums stood on nappy pads within the sealed compartment of the works vehicle.</p> <p>The vehicle will be locked at all times and spill kits will be readily available.</p> <p>Fuel will be pumped into the machine directly from the drums still positioned in the vehicle; drip trays will be placed directly under the point of re-fuelling.</p> <p>There should be an emergency spill kit ready in case of spillage in the main fuel storage / refuelling area and one in every bowser. The kit should be stored in a marked bag.</p> <p>If any component from the spill kit is used, it should be replaced immediately and the used materials should be disposed in accordance with waste regulations.</p> <p>Trained personnel must supervise all refuelling operations.</p> <p>Valves and taps will not be left open unattended and will be locked when not in use. Funnels must be used when refuelling small plant and equipment.</p> <p>All minor spillages must be cleaned up immediately.</p> <p>All spare fuels and oils should be returned to designated storage areas immediately.</p> <p>Personnel carrying out refuelling will be made aware of this protocol and trained in the use of spill kits and emergency procedures.</p>
Target	Prevent accidental contamination Respond to accidental spillages
Monitoring and observation	<p>Site personnel to monitor oil and fuel storage and movement to detect spillages and leaks.</p> <p>Should a spill occur the project environment manager would prepare a report including the following information: Date, time and location of spillage, substance spilled, and action taken to contain it.</p>

Further action required	In the event of a spill incident the following actions will be taken: Inform the site supervisor immediately Stop work where required to manage spill adequately and prevent further spilling. Eliminate sources of ignition (engines, tools, etc.) Remove the cause of spillage Contain the spillage using the emergency spill kit. Block pathways to drains. Bund drains and manholes to stop migration of contaminants. Clear up the spillage. Request a specialist spill contactor if required. If the incident is a major spill and cannot be contained the Environment Agency will be notified
Reference to further information	Control of pollution (Oil Storage) (England) Regulations 2001 COSHH 2002 Environment Agency Emergency Hotline: 0800 80 70 60

## 29. Water Pollution

### Responsibilities: Site Supervisor & Director (Environment Manager)

Item	Water pollution incidents
Source	Oils and fuels. Organic and Inorganic
Preventive Action	All foul water and surface water drains downstream of the site works as well as the relevant water authority will be identified. Underground services will be investigated and identified to avoid damage to them. All containers and tanks will have clear notices of their contents and how to handle them. Stockpiled material will be protected to reduce rainwater infiltration. In the event of a spillage causing pollution to water (i.e. discharged into drains)
Target	To protect receiving water bodies from accidental pollution.
Monitoring and observation	Water consumption for site facilities, water used for damping down as well as other water supply sources will be monitored by the environmental manager. Unusually high consumption of water will be investigated to prevent undiscovered leaks.
Further action	Prevention of spills during refuelling on site (See fuel and oils spills)
Reference to further information	Water Act 2003 Water Industry Act 1991 Environment Agency Pollution Prevention Guideline PPG6: Working at construction and demolition sites. Environment Agency Emergency Hotline: 0800 80 70 60

### 30. Bat Sightings

#### Responsibilities: Site Supervisor & Director (Environment Manager)

Item	Bats or bat roosts
Source	Not present on site
Preventive Action	<p>Notify the workforce that it is an offence for anyone intentionally to kill, injure or take any wild bat, or sell, offer or expose for sale any live or dead bat. It is also an offence to damage, destroy or obstruct access to any place used by bats for shelter or as a breeding site, whether they are present or not.</p> <p>If a bat is found in any crack of a structure being demolished, works will stop immediately. If the bat(s) does not fly out voluntarily, then the aperture will be carefully covered to protect it leaving a gap for escape. Covering will be free from grease or other contaminants and will be a non-fibreglass base material.</p> <p>If any bats fall out of structures or are injured, they will be gently placed in a secure ventilated box and left in a cool dark place. The licence holder or the bat conservation trust helpline will be contacted immediately for advice.</p> <p>If possible, contain the bat in a closed room and restrict access to this area.</p> <p>If the bat is dead, keep it pending advice by Natural England. If for any reason the bat needs to be moved, wear gloves and use a tool to avoid direct contact with it.</p>
Target	To protect an endangered species.
Monitoring and observation	Demolition will be monitored by the Site Supervisor to detect any unexpected finds.
Further action required	<p>In the event of discovery of bats or bat roosts notify the Director,(environment manager) and site supervisor. Stop works that might disturb bats or their roosts.</p> <p>Further action will only be taken following advice given by Natural England. Only when Natural England and DEFRA (if the work is licensable) are satisfied that the risk to bats is acceptably controlled should works recommence. Obtain licence from DEFRA if appropriate.</p>
Reference to further information	<p>Wildlife and Countryside Act 1981</p> <p>Bat Conservation Trust Helpline - 0845 1300 228</p> <p>Natural England Bat Advice contact: 0300 060 3900.</p>

## 31. Dust

### Responsibilities: Site Supervisor & Director (Environment Manager)

Item	Dust
Source	Present on site
Preventive Action	<p>The dust plan, presented below, will be agreed by the client prior to works commencing:</p> <ul style="list-style-type: none"> <li>• Background baseline data provided by SLR Ref: 410.064608.00001 suggests the following controls: <ul style="list-style-type: none"> <li>➤ Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).</li> <li>➤ Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed.</li> <li>➤ In addition high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.</li> <li>➤ Avoid explosive blasting, using appropriate manual or mechanical alternatives.</li> <li>➤ Bag and remove any biological debris or damp down such material before demolition.</li> </ul> </li> <li>• Location of monitoring stations (See Traffic management plan)</li> <li>• Frequency of checks (3 checks a day, 8am, 12pm and 5pm)</li> <li>• Frequency of reporting to the Client (weekly)</li> </ul> <p>At regular and key periods of the project, the dust monitors will be utilised and the data analysed weekly, which will then be passed in the form of a report to the client. Any issues highlighted in the report will be addressed immediately and control measures adjusted to suit.</p> <p>A water supply will be established for the use of both dust suppression and a wheel wash area. The wheel washing area will be located in designated area (see traffic management plan) for heavy vehicles visiting site and good housekeeping will be maintained at all times to prevent debris on the local roads causing nuisance to the local residents.</p> <p>If necessary, road sweepers will be utilised and all haul roads will be dampened down to minimise dust production.</p> <p>In the event of any mud, grit and dirt on public highways occurring, this would be cleaned immediately, and actions taken to prevent any reoccurrence.</p> <p>To control dust and debris leaving the site, sheeting of vehicles will be implemented for the transporting of materials to and from site. Extra care will be taken when loading materials onto trucks or when excavation work is taking place.</p>

	<p>Wind-blown dust from large, disturbed areas will be reduced by dampening down the surface and where possible, restricting the extent of such areas.</p> <p>Should dust levels be elevated the following action will be taken:</p> <ul style="list-style-type: none"> <li>• Stop work until approval by the site supervisor.</li> <li>• Notification to D Hughes Demolition &amp; Excavation Limited site supervisor and community relations representative.</li> <li>• Reference to the site dairy to find a possible cause for exceeded dust levels, either related to the works or external.</li> <li>• Inspection of monitoring equipment if a fault is suspected.</li> <li>• Notification to the relevant local authority if required.</li> <li>• Issuing of an explanatory report to affected residents if required.</li> </ul>
Target	To identify the source of higher-than-expected dust levels, take corrective action when necessary and prevent re-occurrence.
Monitoring and observation	Record daily dust monitoring site log any exceedances: Weather Site activities including major deliveries and unplanned works Emergency situations Traffic incidents and presence of emergency vehicles.
Further action required	If it is found that the demolition works are causing dust levels higher than the specified tolerances, a review of the suppression techniques and construction methods will be carried out to establish modifications that would reduce dust emissions to acceptable levels.

### **32. Control of Records**

The control of records and data that provide evidence of conformance to requirements of the supplied products and services and the effective operation of the quality system is documented in the control of records procedure.

All documents referenced are stored in either hard copy or electronic form for the retention time specified. This retention time is based on business, regulatory and customer requirements.

All key records required by this plan are listed below. For records that are required to be kept for legal reasons, the time for which they should be retained is also noted.

Waste Transfer Notes - 2 years

Hazardous Waste Consignment Notes - 3 years

Environmental Permits

Any correspondence with environmental enforcement agencies

Results of internal and external audits

Minutes of meetings including environmental management performance

Noise, Vibration and Dust monitoring records

Environmental reports (Incidents)

Discharge consents / licenses

### **33. Internal Audit**

The procedure for carrying out internal audits is documented as part of the SHEQ guidelines and site inspection requirements. This includes management system audits as well as project environmental plan implementation audits which will be carried out at least once to ensure that each key activity is audited at least once during the execution of the works

Internal audits will be carried out by a D Hughes Demolition & Excavation Limited environmental Director or qualified auditor that is independent from the project management team and reports to a D Hughes Demolition & Excavation Limited Group Director.

### **34. Environmental Aspects**

The following environmental issues have been identified as significant for the works:

- Subcontractors
- Noise and vibration
- Site plant and vehicles
- Waste
- Water
- Energy
- Storage of Hazardous materials

In the following sections, each aspect will be assessed and a set of control and mitigation measures will be devised to serve as a guide to the personnel involved in each of them.

### **35. Procurement**

The procedure to evaluate and assess each supplier will be managed by the D Hughes Demolition & Excavation Limited Head Office team. The Head Office team will take into account quality, environmental, safety and sustainability criteria in addition to technical criteria.

### **36. Noise and Vibration**

Noise and vibration monitoring will be arranged by D Hughes Demolition & Excavation Limited and will take action accordingly to ensure disturbance is kept to a minimum at all times. Best practical means as defined in the Control of Pollution Act shall be applied at all times.

All plant used on site will comply with the noise limits quoted in the directive 2000/14/EC/United Kingdom Statutory Instruments (S) 2001/1701. Adopt recommendation of BS 5228-1: 2009.

As far as reasonably practicable, plant or equipment liable to create noise and /or vibration will be located away from sensitive receptors. Barriers will be used whenever possible.

Plant and equipment will be maintained in good working order, including noise control measures.

Electrically powered plant, equipment's and tools will be preferred over diesel or petrol driven.

When reasonably practicable, effective exhaust silencers will be fitted and maintained in good working order.

Machines not in use will be shut down or throttled down to a minimum.

Notifications will be given to receptors in advance of works with high levels of noise and / or vibration giving details of duration and likely impacts.

Toolbox talks will be carried out to make staff aware of the sensitivity of the site location.

Adequate lubrication to all plant including cranes and working platforms will be provided to control unnecessary noise.

Materials will be carefully handled to minimise noise and vibration.

#### **Residential / Local Businesses**

BS 5228 provides practical information on demolition and construction noise and vibration reduction measures and promotes a 'Best Practicable Means' (BPM) approach to control noise and vibration.

There are no current national standards or guidelines that provide specific noise limits for construction sites. However, as a guide, typical daytime levels for noisy temporary works at neighbouring premises usually lie in the range of 70 – 80 dB LAeq.

It is therefore recommended that the following good practice limits apply to construction noise levels at each identified noise-sensitive receptor:

- 70dB LAeq, Monday – Friday; and
- 70dB LAeq, Saturday and Sunday

A semantic scale for description of the magnitude of construction noise effects is shown in the table below:

Description	Magnitude of Impact
Daytime noise levels more than 10 dB below existing background levels	Neutral
Daytime noise levels less than or equal to 65 dB LAeq	Negligible
Daytime noise levels between 65 and 70 dB LAeq	Minor
Daytime noise levels between 70 and 75 dB LAeq	Moderate
Daytime noise levels greater than 75 dB LAeq for a total of less than 10 days in any 15-day period, or for a total of days less than or equal to 40 in any 6-month period	High
Daytime noise levels greater than 75 dB LAeq for a total of more than 10 days in any 15-day period, or for a total of days more than 40 in any 6-month period	Substantial

### Vibration

Vibration producing tools will be subject to a HAVS assessment to identify the safe working times.

A(8) Daily Exposure Levels Control of Vibration at Work Regulations 2005

- Exposure Action Value 2.5 m/s<sup>2</sup>
- Exposure Limit Value 5 m/s<sup>2</sup>
- Exposure Action Value 0.5 m/s<sup>2</sup>
- Exposure Limit Value 1.15 m/s<sup>2</sup>

D Hughes Demolition & Excavation Limited will ensure that workers operate equipment within the recommended guidelines. Information is provided in the site files.

Vibration from construction activities, in particular demolition, may impact on adjacent buildings. The target criteria used in this assessment relate to the potential for cosmetic damage, not structural damage.

The table below details potential vibration levels measured in terms of 'Peak Particle Velocity' (PPV), and provides a semantic scale for description of construction vibration impacts on human receptors.

BS 7385 establishes the basic principles for carrying out vibration measurements and processing the data, with regard to evaluating vibration effects on buildings.

The table below details potential vibration levels measured in terms of 'Peak Particle Velocity' (PPV), and provides a semantic scale for description of construction vibration impacts on human receptors.

<b>Peak Particle Velocity Level</b>	<b>Description</b>	<b>Magnitude</b>
0 mm/s	No vibration perceptible	Neutral
0.14 mm/s	Vibration might be just perceptible in the most sensitive situations for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration.	Negligible
0.3 mm/s	Vibration might be just perceptible in residential environments.	Minor
1.0 mm/s	It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation has been given to residents.	Moderate
10 mm/s	Vibration is likely to be intolerable for any more than a very brief exposure to this level.	High
15 mm/s	Vibration will be intolerable	Substantial

At values of 1.0mm/s it is likely that complaint will be caused in residential environments but may be tolerated if prior warning is given to residents; at vibration levels of 10mm/s vibration is likely to be intolerable for any more than a very brief exposure.

## 37. Waste

In order to minimize the generation of waste and waste disposed to landfill, all spoil, demolition arising's and wastes will be managed in accordance with the waste hierarchy and relevant regulatory controls.

The site supervisor has been appointed to prepare and maintain a site waste management plan. The plan will estimate the amounts of each waste type to be produced by the works and establish opportunities to dispose of the waste stream in compliance with the environmental objectives.

Measures to reduce excessive quantities of material storage on site will include adopting a just in time approach to material deliveries.

Compliance with all aspects of the Duty of Care (Environmental Protection Act 1990) will be achieved during demolition in order to protect the interests and safety of other from the potential effects of handling, storing, transporting and disposing of materials and wastes arising from the works.

Proposals for dealing with waste arising from the demolition works of this project:

- Storing and reusing demolition materials to negate the export and import of inert
- Reduction of site generated waste through waste minimisation and re-cycling initiatives, including the source segregation of re-usable and recyclable materials
- Appropriate methods of waste disposal linked to a robust waste disposal audit trail
- Construction and demolition arising's being re-used within the site as structural or non-structural fill
- Detailed procedures and guidance would be developed and implemented through the construction process to minimise the import of non-sustainable raw materials and for identifying opportunities for re-using or re-cycling materials
- All waste generated during the course of this organisation's activities shall be deemed 'controlled waste' and disposed of in a responsible manner in accordance with our duty of care under the Environmental Protection Act.
- D Hughes Demolition & Excavation Limited will ensure that all waste materials are stored and disposed of in accordance with the company procedures and relevant legislation.

All 'non-hazardous waste' will be accompanied and recorded through a system of signed 'waste transfer notes'

Disposal of waste from site will be carried out by a licensed waste carrier.

Copies of waste transfer notes for non-hazardous wastes will be kept for a minimum of 2 years

If waste is deposited, kept or treated on the site, a Waste Management License or an exemption will be obtained

Copies of documentation for the transport of hazardous waste will be kept.

Prior to any works taking place, the buildings will be inspected for any substances either within the structure or left within the building. Any substances found which appears to be a hazard to health will be reported to the client and procedures will be arranged for dealing with such matters. Any amendments will be made to the CPP.

### **38. Water**

Compromise to all water bodies and facilities are to be minimised as far as reasonably practicable.

Adapted working methods are to be established to ensure protection of surface and groundwater from pollution arising from project activities.

Preventive actions to protect water include:

- Trade effluent will only be discharged to sewers once permission has been granted and a water discharge license is in place.
- Containers of contaminating substances will be leak proof and kept secure to prevent spills and vandalism.
- The containers and areas for transfer will be protected by temporary impermeable bunds with a capacity of 110% of maximum stored volume.

All refuelling, oiling and greasing will take place above drip trays or on an impermeable surface that provides protection to ground and away from drains.

Vehicles will not be left unattended during refuelling.

Only vehicles and demolition equipment free of leaks will be permitted on site. Drip trays will be placed below static mechanical plant.

All wash down of vehicles and equipment will take place in designated areas and wash water will be prevented from passing untreated into watercourses and will comply with EA PPG13 (Environment Agency Pollution Prevention Guidance)

### **39. Energy**

D Hughes Demolition & Excavation Limited environmental objectives included a reduction of energy consumption as well as emissions of CO<sub>2</sub>. In line with this goal, D Hughes Demolition & Excavation Limited Development will sign up to energy saving initiatives championed by the key stakeholders.

### **40. Storage of Hazardous Materials**

Contractors will be made aware of their responsibilities and any such materials will be suitably stored in areas where they will not affect others or the environment. The arrangements for storage of such items will be detailed in the risk assessments/method statements provided by the subcontractors.

D Hughes Demolition & Excavation Limited will follow the Considerate Constructor Scheme site code

### **Care About Appearance**

Ensure the site appears professional and well managed  
Ensuring that the external appearance of sites enhances the image of the industry;  
Being organised, clean and tidy;  
Enhancing the appearance of facilities, stored materials, vehicles and plant;  
Raising the image of the workforce by their appearance

### **Respect the Community**

Give utmost consideration to their impact on neighbours and the public  
Informing, respecting and showing courtesy to those affected by the work;  
Minimising the impact of deliveries, parking and work on the public highway;  
Contributing to and supporting the local community and economy;  
Working to create a positive and enduring impression, and promoting the Code

### **Protect the Environment**

Protect and enhance the environment  
Identifying, managing and promoting environmental issues;  
Seeking sustainable solutions, and minimising waste, the carbon footprint and resources;  
Minimising the impact of vibration, and air, light and noise pollution;  
Protecting the ecology, the landscape, wildlife, vegetation and water courses

### **Secure Everyone's Safety**

Attain the highest levels of safety performance  
Having systems that care for the safety of the public, visitors and the workforce;  
Minimising security risks to neighbours;  
Having initiatives for continuous safety improvement;  
Embedding attitudes and behaviours that enhance safety performance

### **Value Their Workforce**

Provide a supportive and caring working environment  
Providing a workplace where everyone is respected, treated fairly, encouraged and supported.  
Identifying personal development needs and promoting training;  
Caring for the health and wellbeing of the workforce;  
Providing and maintaining high standards of welfare.

All D Hughes Demolition & Excavation Limited Development sites will have hoarding erected around the perimeter clearly displaying emergency out of hours contact details whilst maintaining a clear line of sight to prevent accidents or fear of crime issues.

Light will not be blocked out from any neighbouring properties and any changes will be discussed with the relevant authorities and parties involved.

## **Appendix 1 Environmental Policy**

### **D Hughes Demolition & Excavation Limited**

#### **Environmental Policy Statement**

D Hughes Demolition & Excavation Limited is committed to the conservation and improvement of the environment and recognises its responsibility to manage and minimise the environmental impacts of our activities, products and services.

- To identify the significant environmental impacts of our activities;
- To develop suitable objectives, targets and management programmes, applying appropriate operational procedures to minimise our significant environmental impacts during normal, abnormal and emergency conditions.
- Comply with relevant legislation, regulation and other requirements relating to our significant environmental impacts.
- To prevent pollution, minimise our inputs of utilities and resources and the outputs of emissions to the atmosphere, effluents to waters/sewers and wastes to disposal facilities; endeavouring to re-use, recover or recycle materials where practicable, or safe disposal where not.
- Take into account the principles of sustainable development in conducting its administrative, commercial and social activities, using the procurement of materials from local, sustainable sources.
- To ensure that environmental responsibilities are defined, communicated and understood at all levels within our organisation through the provision of appropriate training.
- To ensure that suppliers and contractors understand the Company Policy and assist them in developing appropriate systems and a responsible approach with regard to environmental issues.
- To communicate, co-operate and respond to the views of interested parties, including stakeholders, customers and the general public, on environmental issues, where this is practicable and likely to result in an overall improved environmental performance.
- To strive for continual improvement in overall environmental performance.

## Appendix B Site Visit Photos



Survey Extents 1: Storthes Hall Lane

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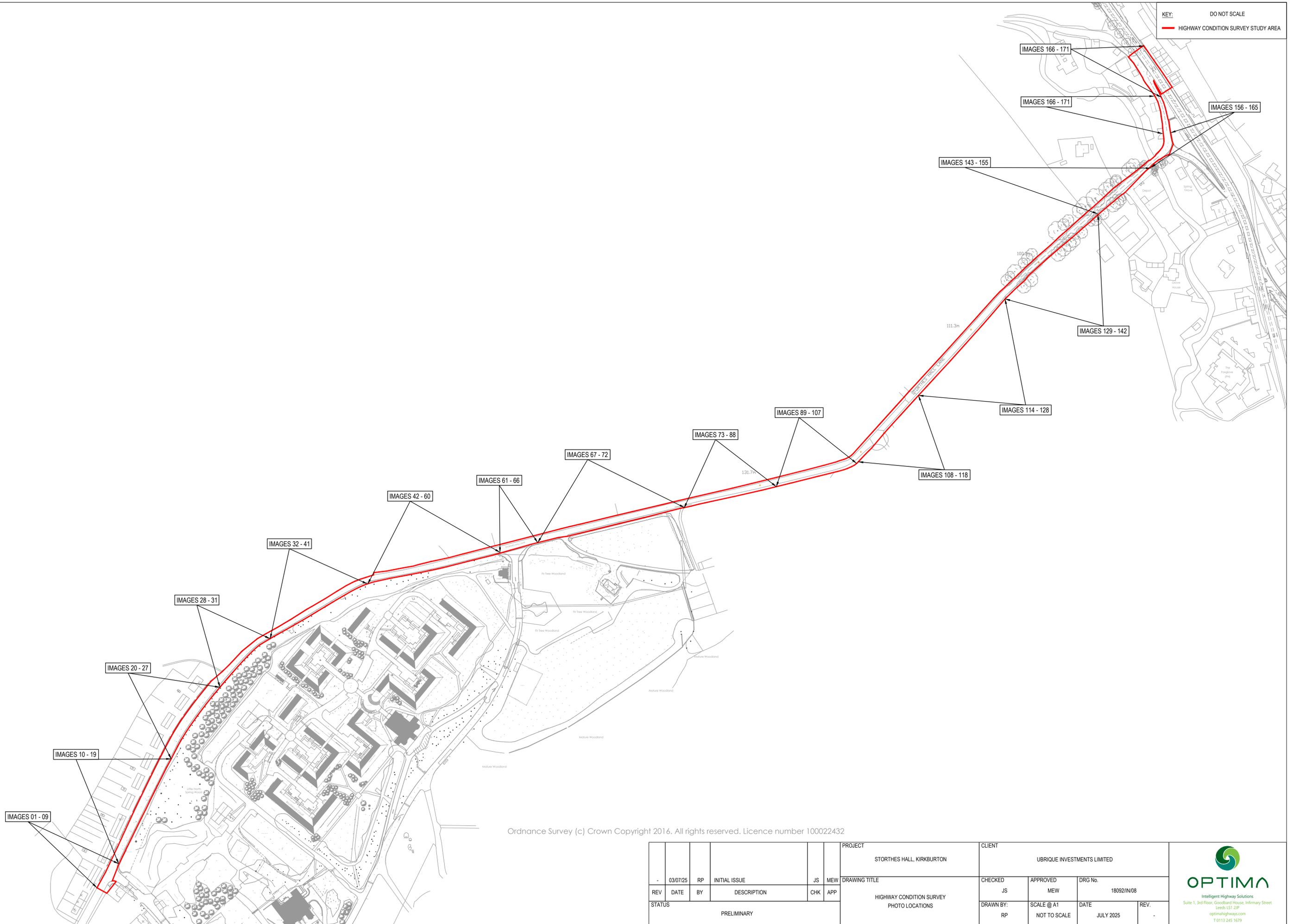


## Appendix C Photo Locations (Optima Drawing No. 18092/IN/08)





KEY: DO NOT SCALE  
 — HIGHWAY CONDITION SURVEY STUDY AREA



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					PROJECT		CLIENT			
					STORTHES HALL, KIRKBURTON		UBRIQUE INVESTMENTS LIMITED			
REV	DATE	BY	DESCRIPTION	CHK	APP	DRAWING TITLE	CHECKED	APPROVED	DRG No.	
-	03/07/25	RP	INITIAL ISSUE	JS	MEW	HIGHWAY CONDITION SURVEY	JS	MEW	18092/IN/08	
STATUS					PRELIMINARY		DRAWN BY:	SCALE @ A1	DATE	REV.
							RP	NOT TO SCALE	JULY 2025	-



## Appendix D Defect Location Plan (Optima Drawing No. 18092/IN/09)



- KEY:**
-  SECTION 1 (STORTHES HALL LANE/SOUTHERN SITE ACCESS)
  -  SECTION 2 (STORTHES HALL LANE/NORTHERN SITE ACCESS)
  -  SECTION 3 (STORTHES HALL LANE/A629 PENISTONE ROAD)
  -  STORTHES HALL LANE

**DEFINITIONS**

**SUBSIDENCE** - WHERE PART OF THE CARRIAGEWAY SUBSIDES TO A LOWER LEVEL

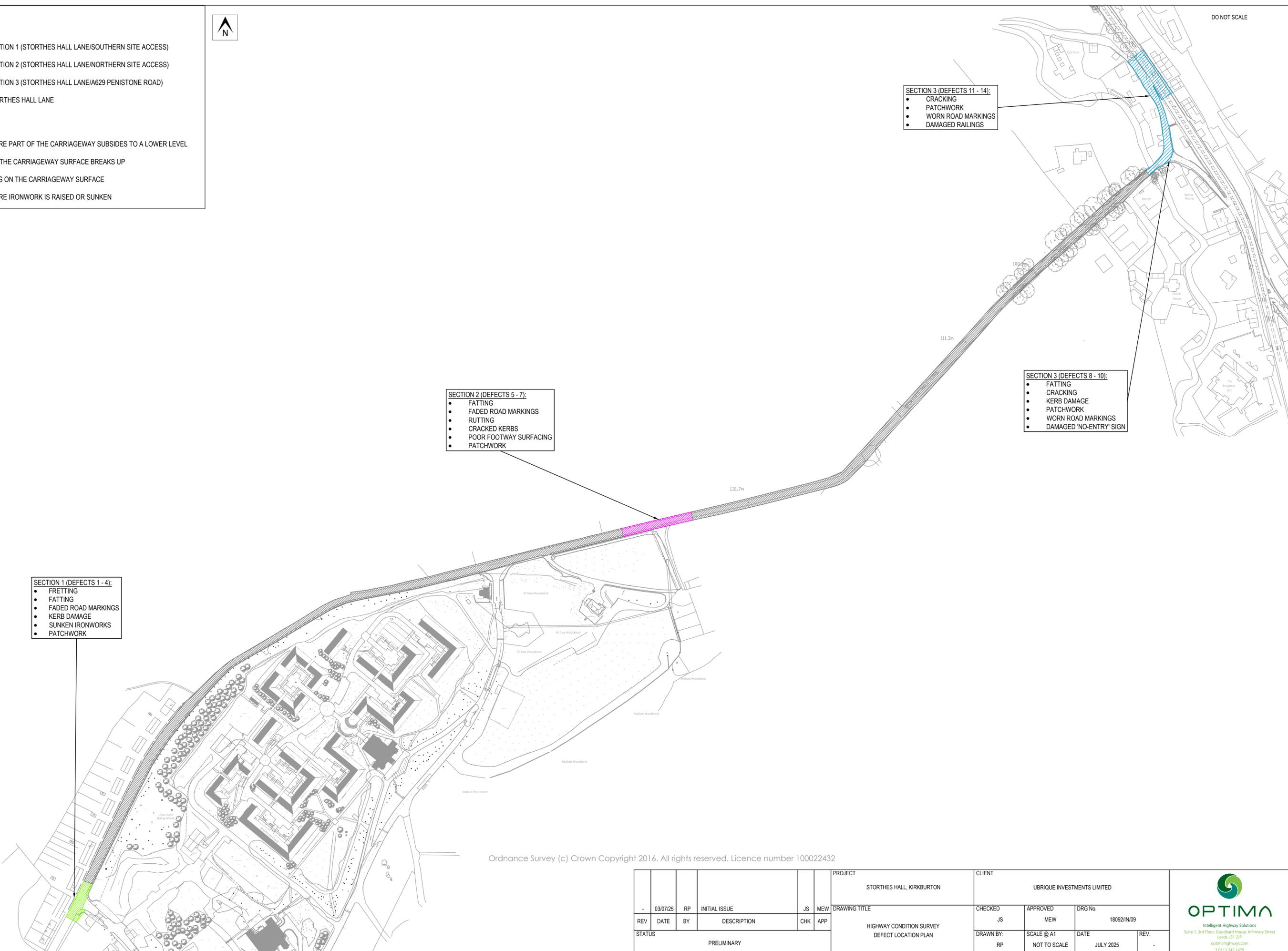
**FRETTING** - WHERE THE CARRIAGEWAY SURFACE BREAKS UP

**CRACKING** - CRACKS ON THE CARRIAGEWAY SURFACE

**IRON WORKS** - WHERE IRONWORK IS RAISED OR SUNKEN



DO NOT SCALE



- SECTION 3 (DEFECTS 11 - 14):**
- CRACKING
  - PATCHWORK
  - WORN ROAD MARKINGS
  - DAMAGED RAILINGS

- SECTION 3 (DEFECTS 8 - 10):**
- FATTING
  - CRACKING
  - KERB DAMAGE
  - PATCHWORK
  - WORN ROAD MARKINGS
  - DAMAGED 'NO-ENTRY' SIGN

- SECTION 2 (DEFECTS 5 - 7):**
- FATTING
  - FADED ROAD MARKINGS
  - RUTTING
  - CRACKED KERBS
  - POOR FOOTWAY SURFACING
  - PATCHWORK

- SECTION 1 (DEFECTS 1 - 4):**
- FRETTING
  - FATTING
  - FADED ROAD MARKINGS
  - KERB DAMAGE
  - SUNKEN IRONWORKS
  - PATCHWORK

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					PROJECT		STORTHES HALL, KIRKBURTON				CLIENT		UBRIQUE INVESTMENTS LIMITED			
					DRAWING TITLE		HIGHWAY CONDITION SURVEY DEFECT LOCATION PLAN				CHECKED		APPROVED		DRG No.	
					STATUS		PRELIMINARY				JS		MEW		18092/IN/09	
					REV		DATE		BY		DESCRIPTION		CHK		APP	
					-		03/07/25		RP		INITIAL ISSUE		JS		MEW	
					DRAWN BY:		SCALE @ A1		DATE		REV.		NOT TO SCALE		JULY 2025	
					RP											

