Construction (Environmental) Management Plan
Land Off, Britannia Road, Golcar HD3 4QB

Project: Britannia Road.
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Construction (Environmental) Management Plan

INTRODUCTION
This document has been prepared to support the submission of information to Kirklees Council Planning Dept to discharge planning conditions associated with a previous planning approval (planning ref: 2021/62/92062).

This document addresses the following planning Conditions;
No.3 Construction (Environmental) Management Plan
No.4 Protection of Public Rights of Way

This construction Method Statement is intended to be read in conjunction with drawing '23-035/103 – Works Arrangement' shown in Appendix B.

PURPOSE

The purpose of the Construction Method Statement is to outline our approach to managing the construction works for the proposed works. This document includes specific comments on the site establishment, logistics, and the process of managing the overall environment surrounding the property. It will also ensure that the construction works cause the minimum disruption to the adjacent residents with a safe working and living environment maintained. The information provided in this document is an overview of the key project activities, all generic statements herein are to be further developed into plans, procedures, and detailed method statements as the project develops.

All personnel will be made aware of the relevant requirements in this Plan at the initial site induction and in subsequent toolbox talks. The Plan will be available in the site office for inspection at any time

For planning purposes the development shall be carried out strictly in accordance with the C(E)MP so approved throughout the period of construction and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

Reason: In the interests of amenity, to ensure the highway is not obstructed, in the interests of highway safety, to ensure harm to biodiversity is avoided, and to accord with Policies LP21, LP24, LP30 and LP52 of the Kirklees Local Plan. This pre-commencement condition is necessary to ensure measures to avoid obstruction to the wider highway network, to avoid increased risks to highway safety, and to prevent or minimise amenity and biodiversity impacts are devised and agreed at an appropriate stage of the development process.

PROJECT DESCRIPTION
Developing a steeply sloping site for residential purposes comprising the erection of 9 residential units, hard & soft landscaping and associated works.

SUMMARY OF CONTENTS

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2) Access During Construction;
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3) Plant and Materials;
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    b. security lighting of the construction site.
6) Site Drainage;
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    b. Disposal of surface water.
    c. Methods to manage silt.
7) Cleaning
    a. Measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site,
    b. including the provision of adequate wheel washing facilities within the site;
    c. Street sweeping;
    d. Measures to control and monitor the emission of dust and dirt during construction;
8) Waste Management
    a. Site waste management, including details of recycling/disposing of waste resulting from construction works;
9) Noise
    a. Mitigation of noise and vibration arising from all construction-related activities, including restrictions on the hours of working on the site including times of deliveries;
10) Engagement
    a. with local residents and occupants or their representatives; and
    b. Engagement with the developers of nearby sites to agree any additional measures required in relation to cumulative impacts (should construction be carried out at nearby sites during the same period).
11) Protecting Public Rights of Way during construction
12) Contacts
    a. Site manager and resident liaison officer contacts, including details of their remit and responsibilities.

1 Timescales

a) phasing of development.

Due to it's relatively small size there is no intention to phase the development which shall be undertaken in one single phase

b) timetable of all works.

It is envisaged that the full construction period will not take longer than 12 months, with a built-in contingency of 3 months for any project delays, including weather delays, delivery delays and to consider any unexpected events during construction.

c) Hours of works.

8.00 am to 6.00 pm – Monday to Friday
8:00 am to 1:00 pm – Saturday
No working on Sundays and Public Holidays

2 Access During Construction

a) Access Arrangements.

Refer to site layout plan for access points into site which will be from Britannia Road. Due to the site shape and size it is proposed to operate a one way 'in and out' arrangement for delivery vehicles.

b) Construction vehicle sizes and routes.

Due to the size of the site, on-site traffic will be limited to 5mph on unmade roads, this will be clearly signposted throughout the site. The speed limit will be enforced by the Site Manager who will operate a 'Red Card' system where persistent offenders will be cautioned & ultimately refused entry to the site. All records will be maintained in the site office. It is advised that construction vehicles avoid difficult routes such as Dodlee and Longwood Gate. Construction vehicles shall approach from the south and west. Deliveries will be via scar lane which is to be accessed from the "Aldi' junction on Market Street.

c) Numbers and times of construction vehicle movements.

Construction workers will generally arrive / leave around the times noted above. Materials will be brought to site on a 'just in time' basis as noted below. The frequency will be dictated by the stage of construction which will be controlled by the site manager.

d) Locations of HGV waiting areas and details of their management.

As deliveries will be on a 'just in time' basis HGV waiting outside the site boundary shouldn't be an issue but any vehicles which do need to idle shall do outside of the site entrance on the right-hand side. This is to give sufficient distance from the current bus stop which is located outside the site exit. A secondary delivery vehicle location is signified northeast to the site along Britannia Road. Both waiting areas are shown on the proposed construction site plan.

e) Parking for construction workers.

Once the existing sloping site topography has been re-shaped a small car park area will be formed within the site, close to the office and welfare provisions. The area will initially provide 8 spaces. This number shall be increased, if necessary, as works progress and additional areas of hard standing formed. Safe pedestrian routes will be formed from the car parking/site welfare area to other parts of the site. It is envisaged that up to 10 operatives may be working on site at peak periods during the build. Operatives (and Sub-contractors prior to appointment) will be encouraged to share transport to site to minimise the number of vehicles arriving at site, where travel by public transport is not possible.

On street parking is possible but this will directed to the eastern end of Britannia Road close to the scrap yard which is away from existing residential properties and is generally clear.

Although it is envisaged most operatives will arrive by car, Britannia Road is on the 396 bus route which has a direct link to Huddersfield city centre.

3 Plant and Materials;

a) Loading and unloading of plant and materials.

Materials will be brought to site on a 'just in time' basis to ensure safe routes around site are always maintained. All deliveries will be made onto site via the main site entrance from Britannia Road. These will be carefully timed by the Site Manager for off peak times to minimise disruption and inconvenience which could possibly be caused to residents and general traffic in the area. Large deliveries into site from Britannia Road should be overseen by a banks man to negate disruption and ensure the safety of residents using the lane for access.

All deliveries to the site will be carried out using suitably sized vehicles and will enter the site in a forward direction. Once within the site the need for reversing will be minimised. Where reversing is required a competent banks man will be in attendance at all times. All delivery vehicles entering or leaving site will be suitably covered to prevent escape of materials during transportation.

b) Storage of plant and materials.

All materials will be stored safely and securely in a designated area, sand and other aggregates will be stored in dry bunded areas which will be monitored, and any damaged/spilled materials will be cleaned up and removed to prevent misuse. All bulk cement will be stored in silos with suitable emissions controls fitted in accordance with supplier's/manufacturers recommendations.

4 Security & Signage

a) Security

until the permanent boundary treatments are erected a temporary herras fence will be erected around the perimeter of the site and along the residential boundary wall. A personnel site entrance gate will be installed at the front, along Britannia Road. All fencing will be regularly checked and maintained in a clean and tidy condition.

b) Signage

signage will be positioned so it is clearly visible to warn members of the public of any potential hazards surrounding the site.

5 Lighting;

a) Artificial lighting used in connection with all construction-related activities.

Every part of a construction site that is in use should, as far as possible, be arranged so that natural light is available for people to see to do their work and move about the site safely. Where natural light is inadequate or not available, artificial lighting should be provided;

- Where work will continue outside daylight hours or the building or structure is enclosed, artificial lighting will be required.
- Make sure that any artificial lighting does not change the apparent colour or visibility of any safety signs or other safety related items such as fire extinguishers.
- With both daylight and artificial light, shadows can obscure hazards both at the workplace e.g. making it difficult to see the blade of a cutting disc or a drill bit and on the site generally e.g. at stairwells. If necessary, provide extra lighting to illuminate shadow areas.
- Where failure of the primary artificial lighting would be a risk to the health or safety of anyone e.g. someone working on a tower scaffold in a basement may fall while trying to descend in the dark, provide emergency lighting.
- Where it is not possible to have lighting that comes on automatically when the primary lighting fails, torches or other similar lights may provide suitable lighting.
- Emergency routes (corridors, passageways etc. that people must follow in an emergency to escape from danger) should be kept well-lit while there are workers on the site. Where daylight provides adequate lighting, no further action is required.

- Where emergency routes need artificial light, provide emergency lighting that comes on if the primary lighting fails e.g. battery or emergency generator-powered lighting.
- Emergency lighting does not have to provide the same level of lighting as under normal circumstances; merely enough to enable escape.

b) security lighting of the construction site.

sufficient site lighting is crucial in reducing the areas of comfort for potential thieves. The site manager will ensure well-placed and properly illuminated lighting fixtures are positioned to eliminating dark corners and shadows, to create an environment that is less attractive to thieves and can serve as a deterrent, discouraging criminals from targeting your construction site.

6 Site Drainage;

a) Temporary drainage arrangements.

A site assessment will be undertaken to establish the foundations for an effective drainage system. The Structural Engineer will Identify;

- existing drainage systems and natural drainage patterns
- Analysing soil types and their infiltration capabilities
- Determining potential issues related to surface water runoff, such as slope stability and erosion risks
- Evaluating the surrounding environment, including nearby water bodies, vegetation, and wildlife habitats

b) Disposal of surface water.

The main aim is to contain and deal with rainwater accumulation through natural percolation within the boundary of the site. The SE will establish the ground capabilities as part of the initial assessment and it's not envisaged at this stage to artificially collect & discharge any surface water into any the local water course(s).

c) Methods to manage silt.

Based on the SE's finding the temporary drainage solution will be designed accordingly and – if necessary – could include the following measures,

- Silt fences to capture sediment and slow down water flow
- Sediment basins or sediment traps to settle out sediment particles from the runoff
- Drainage ditches or swales to collect and convey water away from the construction site
- Temporary ponds or check dams to store water and allow sediment to settle.

7 Cleaning

a) Measures to be taken to minimise the deposit of mud, grit and dirt

An area close to the site exit will be provided to allow vehicles wheels to be washed down by a jet wash (detergent free) prior to entering the public highway. The jet wash if required will be connected to our temporary mains water supply and will be provided with a lance to ensure all wheels can be reached and adequately cleared of any debris. Initially this is to be installed at the egress point on Britannia Road, (indicated point A on provided plan). Drivers will check their wheels for possible trapped stones or objects within rear wheels prior to leaving the site and vehicles carrying waste will be adequately sheeted and measures will be taken to ensure that mud and detritus is not swept into gullies. To minimise the inconvenience site roadways will be established during the early stages of the project to provide clean access for vehicles. On-site traffic will be segregated from delivery vehicles where possible to further reduce the spread of mud. Access routes will be kept clear and scraped/swept on a regular basis. The Site Manager will carefully plan the project including bulk loading and tipping areas to ensure that road going vehicles always remain on the site road to prevent the transfer of mud from working areas. The Site Manager will check the weather forecast for the area on a regular basis and prepare as necessary for poor weather and the possible transfer of mud from the site. It will be the site managers responsibility to check and ensure wheels are clean, considering that

deliveries from unaware 3rd parties will take place. Wheel wash equipment is to be sited on hard standing laid to a fall, leading to a drainage gully spanning the full width of the hard standing to collect water runoff. These systems will be supplemented by a silt trap and debris free water discharge into the public water sewer. As this cleaning station will be exclusively for wheel cleaning, there is risk of contaminated water entering the sewer.

b) wheel washing facilities within the site;

As noted above and indicated point A on provided plan

c) Street sweeping;

If at any point the public highway becomes heavily contaminated with site based debris the main contractor will employ a street sweeping contractor to clean down the affected highway.

d) Dust and dirt Control;

The emission of dust and dirt will be controlled via the following methods during construction works:

- Site Manager will plan works to limit dust causing activities and ensure they are kept away from sensitive receptors.
- The development will be fenced securely with solid hoarding to prevent dust issues in sensitive areas.
- All fencing will be maintained and cleaned (hosed down) as required and determined necessary by the Site Manager.
- Where activities are such that there is potential for dust generation the Site Manager will carry out daily site checks and these should include a comprehensive assessment of the site activities, any prevailing environmental conditions and the associated risk of dust being deposited off site.
- Method statements and risk should suitably mitigate and identify any issues/risks and procedures should be implemented according to the findings of the assessments. A written record of the assessment along with the corresponding method statement for dust suppression will be maintained on site and made available to the local authority for inspection should the need arise.
- Haul roads will be formed and hard surfaced wherever possible.
- All vehicles to switch off engines – no idling vehicles.
- All loads entering and leaving site will be covered.
- An appropriate speed limit will be enforced on site.
- Use of water as dust suppressant where applicable
- Stockpiles will be enclosed or securely sheeted.
- Regular toolbox talks will be held with all sub-contractors/site personnel with regards responsibilities for mitigating dust on site and records of these will be kept within the site safety files.

H&S procedures (held on site) require dust suppression techniques to be applied when cutting or sawing. Externally whilst cutting any masonry materials the Site Manager is to ensure that suitable dust suppression is always used such as water spray. All operatives associated with dust creating works are to wear respiratory protection to FFP3 level i.e. either half face mask, full face mask or disposable mask and have a current Face Fit Test Certificate. In addition to this operative will also wear suitable eye and ear protection.

Internally when commencement of proposed works, natural ventilation will be used, i.e. windows and doors opened to minimise the amount of airborne dust. Where practical equipment will be fitted with suitable dust suppression, areas will be dampened down to minimise the amount of dust becoming airborne and we will continuously sweep the areas. This is to be policed by the Site Manager.

The Site Manager is responsible for carrying out daily checks on the site and surrounding areas to determine whether the dust suppression techniques we have adopted are adequate and are working. The frequency of these inspections may be increased in periods of hot / dry weather and where site activities are such that dust is more likely to be generated. If further amendments to our strategy are required, the site manager will update and educate our site staff through toolbox talks.

Any complaints from stakeholders will be logged in the site diary and recorded on the Complaints/Comments /Compliments Record. All logs and reports are held on site and are available for inspection by the LPA as required. All complaints will be investigated, and the root cause of the issue will be identified, and mitigation measures will be put in place to ensure no reoccurrence.

8 Waste Management

a) Site waste management plan

The site waste manager would report to the contract manager and would be responsible for overall waste management issues arising from the project. These would include :

- Implementation and monitoring of waste minimisation, segregation and safe disposal measures.
- Dissemination of waste reduction and waste management procedures to all relevant personnel on site.

A variety of different materials will be used for construction of the development. The project also involves removal of existing buildings and services which will produce waste materials.

A key requirement for the contractor would be to manage waste production throughout the construction period. Sustainability is likely to be one of the selection criteria for suitable contractors for the project. Waste management will comply with Waste Management regulations 2008

The key to minimising the production of waste is to implement the waste hierarchy of reduce, reuse, recycle, dispose. Reducing the amount of materials used also has the effect of minimising use of natural resources and reducing costs. Careful management and phasing of the development will ensure that this is the case.

Refer to Appendix A for general Site Waste Management Plan

9 Noise

a) Mitigation of noise and vibration;

Stationary noise sources should be sited as far away as possible from neighbouring properties. Acoustic barriers consisting of site materials such as bricks, earth mounds or proprietary types should be constructed when noise cannot be sufficiently reduced by careful siting of noise sources.

Due to the residential nature of the site, all workers on site must be made aware of the need to keep noise and disruption to a minimum from building works, equipment, plant and machinery, radios, music, vehicles or any other sources. Radios will not be allowed on site. Construction process and traffic movement noises will be controlled to the maximum ensuring that they conform to all the health and safety legislation.

Site working hours as noted above. However, out of hours working where deemed necessary, will be carried out in consultation with local stakeholders to minimise the effect of any noisy operations on site. Noisy operations will be carried out using appropriate equipment by specialist contractors. All potential noise emitting works will be carried out at suitable times as to minimise any possible disruption to the area. Wherever possible it is the intention to reduce noise and vibration caused as part of the works, where the method of reduction does not

impose undue risks to operatives. It is the intention to monitor noise and vibration levels on the site and where necessary act in accordance with statutory guidance.

10 Engagement

a) With local residents and occupants or their representatives

The main contractor & developer will - prior to the development commencing - engage with adjacent neighbours and residents that might reasonably be affected by the construction. Letters will clearly explain the proposed development, why views are being sought and what will happen to comments. Written documents will be easy to navigate and include a non-technical summary. Additionally, the site manager will knock on the doors of the sites surrounding houses and local businesses.

b) Engagement with the developers of nearby sites

The main contractor & developer will - prior to the development commencing and during construction – engage with any local construction sites to agree any additional measures required in relation to cumulative impacts in the surrounding areas should construction be carried out at nearby sites during the same period.

11 Protecting Public Rights of Way during Construction

As noted above the perimeter of the site will be bound by a secure and stable herras type fence. The fence line follows that of the existing boundary wall which maintains vehicular access to the surrounding homes, therefore means the public rights of way will be accessible throughout construction.

The topography of the site around the perimeter adjacent to the PRoW will be re-shaped to eliminate retaining walls where necessary therefore eliminating the chance of locally undermining the ground level during construction. Where retaining walls are required these have been pulled into the site to further prevent localised undermining whilst the construction works are in progress. The retaining wall works will be complete in sections so each one can be complete in the shortest time frame to maintain structural integrity around the perimeter at all times.

Any disturbance to land outside the site boundary will be reinstated to match its previous condition prior to works commencing. The eastern boundary is a cobbled track with a wide soft landscaped margin adjacent the boundary and the northern boundary is an unmade track. The only disturbance will be to the soft landscaped/unmade elements. The cobbled track will not be disturbed.

12 Contacts

a) Site manager and resident liaison officer contacts,
Mark Walker (Site manager and resident liaison officer)
e: gl.properties@hotmail.co.uk

APPENDIX A – SITE WASTE MANAGEMENT PLAN

Training and Capability

1) Site procedures to manage waste will be communicated during Site Inductions and Toolbox Talks and supported by the appropriate Environmental Practice Notes.

Control Arrangements

2) All new sites must complete and operate a Site Waste Management Plan
3) Any project producing or holding more than 500kg of Hazardous Waste must be registered with the Environment Agency. Registration is valid for a period of 12 months from the date of registration.
4) Crushing machinery in use on site must comply with PPC Part B permit requirements. The relevant subcontractor should notify the Local Authority in advance of use.
5) The Site Waste Management Plan must identify how different types of waste are to be segregated and any recycling arrangements.
6) Where subcontractors have been contracted to remove waste on behalf of the main contractor, the activity and category of waste, appropriate tonnages, % of waste recycled, waste carrier details and references must be provided by the Subcontractor for each movement no less than quarterly and this information must be recorded in the Site Waste Management Plan.
7) Storage
    - Waste containers must be clearly marked with their intended contents
    - Covers and locks to containers/skips are to be provided, as appropriate, to prevent loss or contamination through such as wind or fly-tipping
    - Check skips are not corroded or worn out to minimise the risk of accidental spills or leaks or harm to site operatives
8) Do not burn or bury waste.
9) The segregation of inert waste from active waste is paramount to reduce disposal costs and landfill tax payments. Inert: rocks, ceramics, concrete, masonry, brick. Active: timber, plastic, empty/<10% dried-out paint cans, plasterboard and plaster, paper, metal, mixed waste, topsoil etc.
10) The segregation of Hazardous waste from non-hazardous is paramount as disposal will be charged at the higher rate associated with hazardous waste. Hazardous: asbestos, contaminated soil, paint or varnish remover, fuel oil and diesel, petrol, batteries, end of life lamps and tubes containing mercury and sodium (fluorescent tubes) All waste electrical and electronic equipment must be segregated and removed by a WEEE licensed contractor, in compliance with The Waste Electrical and Electronic Equipment (WEEE) Regulations.
11) All waste-leaving site must be accompanied by a WASTE TRANSFER NOTE (WTN) filled in.
12) Hazardous Waste must be accompanied by a Hazardous Waste Consignment Note, with copies kept on site.
13) In line with EA/SEPA guidelines, sites must retain copies of all WTNs for at least two years for active waste and three years for Hazardous/Special Waste.
14) Transportation of waste must be carried out by an appropriate Registered Waste Carrier. Copy of certificate of Registration to be kept on site.
15) Where waste is transported by any of the main contractors vehicles, typically in conducting refurbishment and maintenance works, from a remote location to a central disposal point, this activity is deemed compliant by the main contractors Waste Carriers Licence The activity should be reference in the project's Site Waste Management Plan.
16) Spot checks to ensure waste arrives at the correct tip are recommended at least once per contract, by telephoning the transfer station noted on the WTN and investigating whether the waste has arrived, or by following the collection vehicle to its disposal destination.
17) Where waste is taken directly to landfill, confirmation must be obtained from the site operator that they are licensed to accept this waste type (as per the European Waste Code). Copy of Licence to be kept on site.

18) Liquid waste from toilets, welfare facilities, cess pits or sceptic tanks, must be collected and removed by tanker or appropriate means using a registered waste carrier and accompanied by a Waste Transfer.
19) Skip Use;
    - Bulky items to be flat packed
    - Cardboard / other boxes to be flat packed
    - Reduce length of materials, to reduce voids
    - Segregate wastes where practicable
    - Hazardous Waste shall be stored/transported in sealed containers
20) Contact Details;
    - Environment Agency and SEPA Emergency Hotline: 0800 80 70 60

APPENDIX B - '23-035/103 – Works Arrangement Drawing.