



**JONES HOMES (YORKSHIRE) LIMITED  
RESIDENTIAL DEVELOPMENT OF LAND AT GOLCAR PHASE 2**

**CONSTRUCTION MANAGEMENT PLAN**

**30<sup>TH</sup> JANUARY 2024**

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**REPORT NUMBER: 001**  
**VERSION: V1**

## Construction Management Plan

The approved contents of this CMP must be complied with unless otherwise agreed with the Kirklees Network Co-ordination Team in writing. The project manager shall work with the Kirklees Network Coordination Team to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Local Planning Authority (LPA) and the Kirklees Network Co-ordination Team and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

### **Full postal address of the site and the planning reference relating to the construction works.**

Century View, off Swallow Lane, Golcar, HD7 4NB

### **Contact details for the person responsible for submitting the CMP.**

Jones Homes (Yorkshire) Ltd

### **Contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from residents and businesses.**

Ben Bowan, Contracts Manager - 07764 662315

### **Contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from above.**

Ben Bowan, Contracts Manager - 07764 662315

### **Contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.**

Jones Homes (Yorkshire) Limited | Green Bank House | Cleckheaton | West Yorkshire | BD19 5LQ

### **Site location plan and a brief description of the site, surrounding area and works proposals for which the CMP applies.**

The site of the proposed development covers approximately 0.741 hectares of land (1.83 acres), approximately 4 miles West of Huddersfield.

Site Description - Works unit and rough ground Eastern half generally with eastern boundary adjoining our Phase 1 development, the western half is currently used as a residential garden with a number of garage type buildings and a large metal container.

Surrounding Area Description - The site is located to the west of Golcar, situated between the village centre of Golcar to the east and Scapegoat Hill to the west. The site is bound by terrace housing on Swallow Lane to the north, by housing along Heathwood Drive to the west, by fields to the south and by the first phase of the development of 19 homes to the east.

Work Proposal – Erection of 21 dwellings and associated works. A phased site wide earthworks scheme will be undertaken to achieve the development levels based on External Works Drawing. There is an existing workshop to be demolished on site.

Site Location Plan:-



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**Brief description of the construction works including the size and nature of the works and details of the main issues and challenges (such as strategic route traffic disruption, narrow streets, close proximity to residential dwellings etc).**

Work Proposal – Erection of 21 dwellings and associated works. A phased site wide earthworks scheme will be undertaken to achieve the development levels based on External Works Drawing. There is an existing workshop to be demolished on site.

Traffic route off Swallow Lane, leading to Century View (Jones Homes Phase 1) development past residential houses. The new road will adjoin the existing road left for in place ready for Phase 2.

Vehicular and pedestrian access to the site is proposed via an extension of the cul de-sac site access road, located to the east of the site, that serves Phase 1 of the development.

Swallow Lane, in the vicinity of the site access junction, is subject to a 30mph Speed Limit and is a single carriageway road, approximately 5 metres wide. Swallow Lane runs in an east-west direction from Town End to the east towards Scapegoat Hill to the west.

Street lighting is provided on either side of the carriageway and a footway runs along the north of the road. Following the highway improvements associated with the Phase 1 development, a short section of footway is provided to the south of Swallow Lane in the vicinity of the site access junction. This footway runs for approximately 10 metres to either side of the new access junction. This section of footway was built to assist pedestrians crossing, with dropped kerb crossing facilities provided on both sides of Swallow Lane to the east of the junction.

**Proposed start and end dates for each phase of construction as well as an overall programme timescale.**

- Commence first infrastructure – Q3 2024
- Complete first phase infrastructure – Q4 2024
- Complete site wide construction works – Q4 2025

Standard working hours for the site Name:

- 0800 to 1800 Monday to Friday
- 0800 to 1300 Saturday and
- No working on Sunday or Public Holidays

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity to manage these impacts.

The Kirklees Network Co-ordination Team expects meaningful consultation.

Evidence of who was consulted, how the consultation was conducted, and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Works promoters are advised to check proposed approaches to consultation with the Highway Authority before carrying them out.

**Details of consultation of draft CMP with residents, businesses, local groups (such as residents/tenants and business associations) and Councillors.**

Discussed at pre-application stage with Kirklees Planning Department.

**Considerate Constructors Scheme (CCS) registration, if so registered. Please provide a CCS registration number that is specific to the above site.**

N/A

**Plan/s of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site.**

This development is Phase 2 of the Century View Development. Please note the majority of Construction Traffic accessing Phase 2 will have to travel through Phase 1 off Swallow Lane. See Traffic Management routes on the CMP 'JHY-1354-CMP Layout'.

Traffic routes should be carefully considered, and risk assessed, including the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

Consideration should also be given to weight restrictions, low bridges, and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route/s to and from the site should be suitable for the size of vehicles that are to be used.

**Show vehicle approach and departure routes between the site and the Golcar's Road Network. Note that routes may differ for articulated and rigid HGVs.**

**Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.**

See Appendix 1 – Traffic Routes

See Appendix 7 – Transport Statement

It was demonstrated through the Phase 1 Transport Statement that Phase 1 of the development will be accessible using sustainable modes of transport. This Transport Statement for Phase 2 has been prepared to demonstrate that the impact of the proposed development on the local highway network will be minimal, with particular regard given to the sustainability of the site and the likely trip generation of the site.

**Confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.**

Our commercial team will inform any contractor and delivery company upon placing the order of any restrictions or preferred route. Pre-start meetings will be held with contractors prior to them starting on site and inductions will be undertaken by anyone entering onto site.

In traffic sensitive areas and streets construction vehicle movements should be restricted to the hours of 10.00am to 4.00pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive on site before 8.00am if they can be accommodated on site. Where this is the case, they must then wait with their engines switched off.

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

**Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.**

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Rigid/ Hiab lorry: 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

**Cumulative effects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other works in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.**

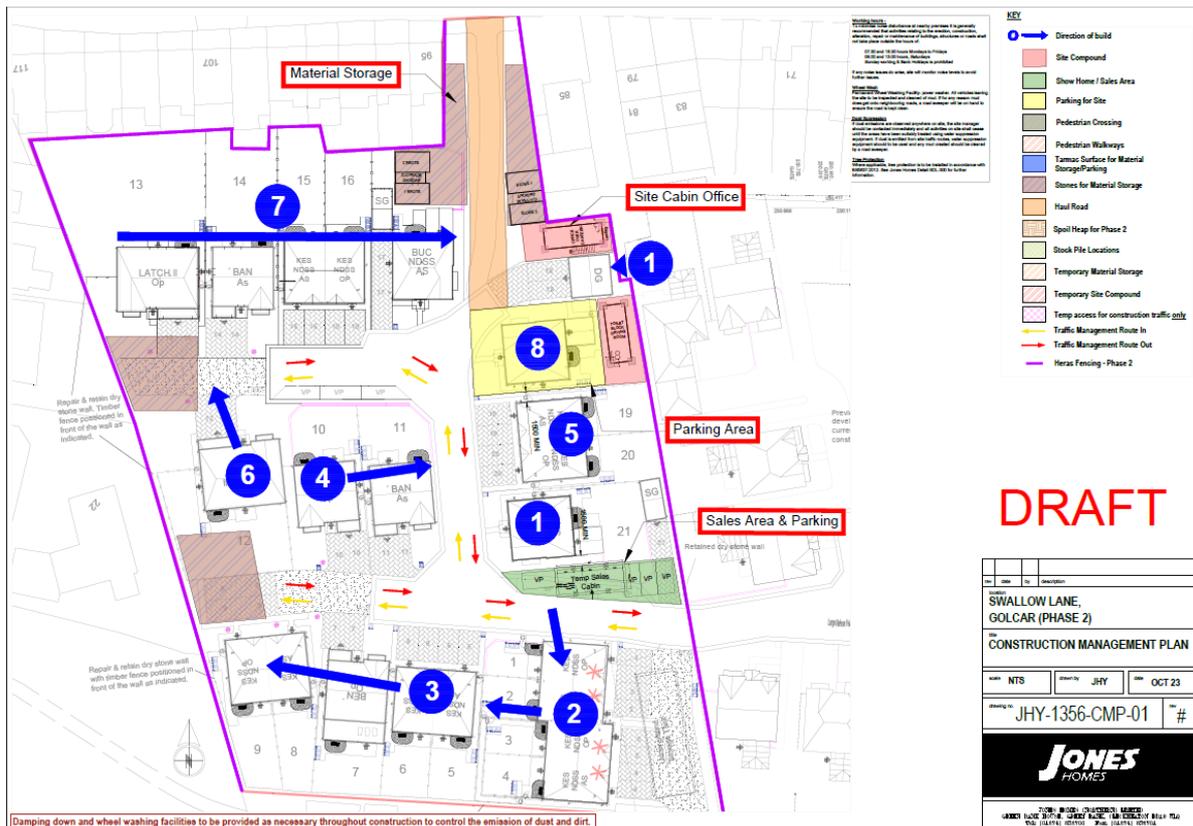
No other works are being carried out in the area

**Provide swept path analyses for any constrained manoeuvres along the proposed route.**

Not applicable. All road networks are sufficient for all types of vehicles

Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

**Identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.**



**Delivery numbers should be minimised where possible. Investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.**

This exercise will be undertaken by our commercial team before placing any orders for materials.

**Emissions from engine idling should be minimised where possible. Provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).**

Delivery vehicles will be routed within site so as to minimise disturbance to local residents. Delivery vehicles would be prohibited from waiting within the site with their engines running. Signage will be erected throughout the site to inform the drivers.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

**Detail the proposed site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.**

See Appendix 2 – Site Access

**Describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.**

Access to the site will be provided from the site access road junction with Swallow Lane which was provided for and currently serves Phase 1 of the development. The site access road / Swallow Lane junction has been constructed as a priority T junction. The access has been designed with a 5.5 metre carriageway width and 2.0 metre footways on either side, with 6 metre junction radii. Improvements carried out as part of the Phase 1 access arrangements include narrowing Swallow Lane in the vicinity of the site in order to provide footway provision at the junction and to meet the 2.4 x 41.3 metre visibility splay requirements set out in MfS 2 guidance. Signage will be erected to guide construction traffic through Phase 1.

**Provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.**

Not applicable

**Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed, and any run-off controlled. Note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used.**

Damping down and wheel washing facilities to be provided as necessary throughout construction to control the emission of dust and dirt. See Appendix 3 – Wheel Washing Run Off plan.

**This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.**

N/A

**Provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (such as delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices.**

See Appendix 1 – Traffic Routes detailing the onsite parking location for site vehicles.

**Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Provide detail of the way in which marshals will assist with this process, if this differs from detail provided above.**

Pedestrian walkways and crossings will be erected and signage to direct onsite traffic safely will be in place to assist the safety of all personnel.

Kirklees operates a road and street works permit scheme and full justification must be provided for proposed use of the public highway to facilitate works. The Golcar Network Co-ordination Team expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

Temporary Traffic Regulation Orders (TTROs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

Note that there is a statutory consultation process to take place as part of a TTRO details of which can be found on the Kirklees web site.

**Provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.**

See Appendix 4 – Surrounding Network showing extent of footways surrounding the site entrance bellmouth, on street parking, proposed site access location. There are no cycle lanes or street furniture to consider.

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a Temporary Traffic Order (TTO) for which there is a separate cost.

**Provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.**

Not applicable. All construction materials will be off the highway and contained within the perimeter of our site compound.

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council. If you propose such use, you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

**Provide justification of proposed occupation of the public highway for site storage.**

Not Applicable.

**Provide accurate scaled drawings of any highway works necessary to enable construction to take place (such as construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.**

Based on the Transport Statement in Appendix 7, it is considered that the proposed Phase 2 development will not have a material impact on the local highway network. Even when considered alongside the Phase 1 development. Therefore no operational assessment of junctions on the local highway network is required.

**Where applicable, supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.**

New services infrastructure Electric LV Point of Connection will be connected on the Junction of Swallow Lane and Woodroyd. 65 meters of offsite excavation mains laying and reinstatement will be required in the carriageway and footpath to run electric into our site via the POS area marked on the plan Appendix 5 – Utility Point of Connections.

The clean water infrastructure Point of Connection is 2 meters away from the carriageway on Swallow Lane.

We have allowed for both services to apply standard 2 way traffic management set up, as per the Safety at Street Works and Road Works Code of Practice, including a road opening notice.

When erecting scaffolds on the public highway pedestrian safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway. Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on

temporary structures/skips/hoardings etc. A secure hoarding will generally be required at the site boundary with a lockable access.

**Where applicable, provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.**

Signage will be erected for any footpath diversion and will be visible to assist pedestrians with crossing to the opposite side of the road to avoid danger. Any road crossings should be done in 2 half road closure sections with traffic light system, to allow the traffic to pass safely.

See Appendix 6 - Diversions plan

**Provide details of any other temporary structures which would overhang/oversail the public highway (such as scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.**

None

Indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (connections to public utilities and/or statutory undertakers' plant). Larger works may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (such as Yorkshire Water, Northern Powergrid, Gas, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals to support collaborative working.

**Supply details of your discussions.**

See Appendix 5 and the diversions section detailing the new infrastructure strategy.

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Kirklees Network Co-ordination Team. This may require the CMP to be revised by the major infrastructure and or development works planners and for it to be reapproved by the Kirklees Network Co-ordination Team. The project manager shall work with the Kirklees Network Co-ordination Team to review this Construction Management Plan if problems arise in relation to the construction of the works. Any future revised plan must be approved by the Kirklees Network Coordination Team and as/if required the LPA in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Signed: .....

Date: .....

Print Name: .....

Position: .....