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Stakeholder Communication Plan

Prior to the development commencing we will engage with local residents by means of a letter drop. The letter will be distributed to properties in the following streets;

- Crosland Hill Road
- Greystone
- Mason Court
- Farmhouse Court
- 667-669 Blackmoorfoot Road, Huddersfield, HD4 7AE (Matlock House)

The letter will be distributed to all local residents of the above streets, prior to start on site.

The letter will also be distributed to the following commercial enterprises prior to start on site;

- Johnsons Wellfield – Crosland Hill Road, Huddersfield, HD4 7AB
- The Sand House – Blackmoorfoot Road, Crosland Hill, Huddersfield, HD4 7AE
- Residents at Hill Tree Park – Blackmoorfoot Road, Huddersfield, HD4 7EE
- Crosland Heath Golf Club – Felks Stile Road, Crosland Heath, Huddersfield, HD4 7AF
- Any offices open for business of Lowdham Leisureworld, Huddersfield, HD4 5NU (as applicable)

We will also have copies of the letter available on site (in the site cabins) to distribute to stakeholders who approach our site team. An example letter is provided – explaining which developer is responsible for which parcel and giving specific contact details for the Site Manager for queries and concerns regarding the Vistry Homes parcel.

Notices and signage will be positioned at the site entrance (via Standard Drive initially and then off the Blackmoorfoot s278 entrance in due course) and on the corner of Blackmoorfoot Road and Felks Stile and in a few locations on the PROW to the north of site to ensure pedestrians walking the routes to the north of site are made aware of the works being undertaken. Locations of proposed signage are detailed on the Construction Management Plan (“CMP”) annexed to this document.

Parking for Site Operatives

Initially, the entrance to site will be via Standard Drive – via an existing access road which is already tarmacked. During demolition and remediation this access will be used throughout and there is ample car parking available on site already on areas of existing hard standing. During this demolition and remediation phase there will be sufficient parking for the operatives of the demolition contractor and the remediation contractor.

Once the remediation process has been completed for the entrance to site and the phase 1 cut and fill process completed, the site compound (site offices, welfare, on site parking) will be set up to the south of site in the area allocated for the local centre – see the area shaded green on the CMP. A site operative's car park area will be formed within this site compound area, initially providing spaces for the groundwork contractor operatives during the groundwork phase. The number of spaces will be increased 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 80 operatives may be working on site at peak periods during the build. Operatives (and Sub-contractors prior to appointment) will be encouraged to make use of public transport and/or share transport to site to minimise the number of vehicles arriving at site. During this period, there will be up to 40 spaces provided but this will be kept under review and increased as necessary.

We operate a car sharing policy within the business to ensure all Vistry Homes (West Yorkshire) staff share journeys to site, this is policed by the Directors of the business and we regularly challenge attendees at site meetings on their transportation arrangements.

Deliveries/Unloading

Materials will be brought to site on a 'just in time' basis to ensure safe routes around site are maintained at all times.

All deliveries will be made onto site via Blackmoorfoot Road. HGV routes will prioritise the use of primary routes and companies delivering to Vistry Homes will be briefed to prevent approaching via Deep Lane or Dodlee Lane. All sub-contractors, operatives, delivery companies will be briefed to ensure they approach site using primary routes only.

Deliveries will be carefully timed by the Site Manager for off peak times to minimise disruption and inconvenience which could possibly be caused to local residents and general traffic in the area. Deliveries will be avoided between 8.30am to 9.15am and 3.00pm to 3.45pm to avoid peak traffic periods and school traffic congestion.

Where possible, deliveries will be made in full loads in order to minimize traffic movements. 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.

On-site traffic will be limited to 10mph on surface roads, 5mph on unmade roads. The speed limit will be enforced by the Site Manager who will operate a 'Red Card' system where persistent offenders will be cautioned and ultimately refused entry to the site. All records will be maintained in the site office.

All materials will be stored safely and securely in the designated area as shown on the CMP. Sand and other aggregates will be stored in dry bunded areas which will be monitored and any damaged/spilled materials will be cleaned up, removed to prevent misuse.

All bulk cement will be stored in silos with suitable emissions controls fitted in accordance with supplier's/manufacturers recommendations. The intended position of the silos is noted on CMP - within

the site compound areas.

Security

Site security is paramount on two fronts, one to prevent loss / theft from site and two to prevent accidents on the site by visitors (un-authorised). The whole site area for the Vistry Homes parcel will be secured using existing palisade fencing that is already in place and supplemented as necessary with 2m high Heras type anti climb security fencing which will be double clipped at the joints and secured to posts with debris netting attached. All heras fencing is to be fully seated within moulded feet and rakers attached where required to provide stability installed at suitable intervals internally to prevent trips.

All heras fencing is to be suitably secured and fixed securely to prevent possible accidental or deliberate displacement. Suitable individual access gates will be installed within the perimeter fencing to provide both vehicular and pedestrian access to various areas.

The boundary between the Miller and Vistry parcel will also be fenced to separate the two developer parcels.

The main access gates will initially be on Standard Drive, approximately 15m from the junction between Standard Drive and Blackmoorfoot Road which will allow large HGV vehicles to turn off Blackmoorfoot Road and have sufficient room to stand idling off the main road. Once the new access off Blackmoorfoot Road has been installed, the same arrangements will be replicated with the access gates being sufficiently within site to allow HGVs to pull off Blackmoorfoot Road entirely before idling and awaiting access via the gates.

A main contractor's compound is to be created on site in a designated area which will be secured using 2m high Heras fencing to segregate it from the wider site. A specific pedestrian access route is to be created from the compound area to the individual working areas using suitable interlocking barriers, this route will have designated crossing points with red topped hooped barriers where vehicles routes are present. The Site Manager is to ensure that the site compound, both working areas and all access routes to all areas of the site are secured at all times and free of obstruction.

Further fencing and exclusion zones will be erected and maintained in line with the provisions of the CEMP:Bio and associated licences granted to ensure that necessary exclusion zones for local species (including badger setts) are adhered to and preserved. Where necessary a qualified ecologist will be instructed to do a watching brief if works do need to be undertaken within the exclusion zones.

The Site Manager will inspect the hoarding daily to ensure the security of the site is maintained. Due to the nature of the works being undertaken, we will position the following safety signage on the site compound fencing:

- Work in Progress
- No Unauthorised Access
- Children Disclaimer
- Do Not Enter
- Site Office

- Emergency Contact Numbers
- Wearing of PPE is mandatory - No Hard Hat, No Safety Boots, NO ENTRY

The wording on notices posted on site may differ to those above but will portray the same message, and will minimise interaction and endeavor to prevent accidents and any unauthorised access.

Wheel Washing Facilities & Run Off Mitigation

During periods of wet weather mud may well pose an issue during the project. Initially during the demolition and remediation phase, the access and egress via Standard Drive is over a tarmacked road which will assist with minimising mud and debris being carried on to Blackmoorfoot Road. To ensure we minimise the inconvenience the new access roadway and on-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 to further reduce the spread of mud. The site roadway 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 remain on the site road at all times to prevent the transfer of mud from working areas.

Where water is likely to pond or run off the site area we will ensure an earth bund is in place to contain mud and surface water on site. This bund will be inspected and maintained regularly by the Site Manager. Where slurry has collected behind the bund, this will be removed to a stockpile and allowed to dry out.

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.

An area close to the site exit (initially on Standard Drive and then on the new access off Blackmoorfoot Road as shown on the CMP) will be provided to allow vehicles' wheels to be washed down by a jet wash (detergent free) prior to entering the public highway. This will be operated as and when required if there is a risk of mud or dust being pulled onto the main road. This situation will be monitored and managed by the Site Manager. The jet wash will be connected to our temporary water supply and will be provided with a lance to ensure all wheels can be reached and adequately cleared of any debris.

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. The Site Manager will be responsible for ensuring the wheel washing facilities are used whenever necessary dependent on the weather conditions and the conditions of vehicles exiting site.

The on-site haul routes will be constructed and where mud transfer becomes an issue a water- assisted road sweeper will be deployed to maintain the access road in good condition. The Site Manager will request this sweeper on an as required basis. Dry sweeping of large areas will be avoided.

The condition of the haul roads will be inspected regularly and any necessary repairs/actions undertaken immediately and recorded within the site diary. In the event that any mud, dirt or debris from site is carried onto the public highway, this will be immediately cleared/removed.

Construction Dust Management Plan

The site will comply with the Institute of Air Quality Management (IAQM) *Guidance on the Assessment of Dust from Demolition and Construction v1.1 February 2014*.

The emission of dust and dirt will be controlled via the following mitigation measures and 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.
- All fencing, barriers and scaffolding 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 produce a method statement for the suppression of the same, and action the implementation.
- Haul roads will be formed and hard surfaced wherever possible and will be regularly “damped down”/cleaned
- 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
- Earthworks and exposed areas/soil stockpiles will be re-vegetated or covered as soon as practicable, and covers will only removed in small areas during work.

Our H&S procedures (held on site) requires 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 used at all times such as water spray. Water Suppression/ “Damping Down” will be undertaken during Cut/Fill works as needed. An adequate water supply will be available on site to facilitate this. 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. Materials that have the potential to produce dust will be removed from site as soon as possible, and covered when in use.

This is policed by our Site Manager, Contracts Manager and also by our independent Safety Advisors who report to the Board. Our Site Manager’s details will be displayed on the site boundary, along with regional office contact details.

Our Site Manager is responsible for carrying out daily checks on the site and surrounding areas, including haul routes, 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 / windy weather and where site activities are such that dust is more likely to be generated. Monitoring locations can be agreed with the LPA where required, A daily monitoring log will be held on entrance to site to monitor dust and record daily inspection results.

All dust and Air Quality complaints/incidents are to be recorded, investigated and monitored daily. If further amendments to our strategy are required, we will update and educate our site staff through toolbox talks.

There are demolition works on this project therefore specific control measures will be in place. Demolition will be one of the first operations to be carried out on this site as and when the necessary planning conditions have been discharged and the necessary demolition licences are in place. Demolition works to the buildings are expected to take place spring 2025 and last for 16 weeks. Some demolition cannot be undertaken until the necessary ecological constraints have been dealt with including operations to move badgers setts and bat roosts but all demolition should be completed by the end of summer 2025.

RAMS will be produced by the demolition contractor once appointed but they will cover the following principles;

- Exclusion zones;
- Signage;
- Banksman to keep personnel from the demolition areas;
- Qualified supervisory operatives on site;
- CAT scans of the site areas prior to commencement;
- Modern plant equipment - insulated for sound certification and to avoid vibration;
- Full PPE including respiratory masks, eye protection, protective gloves;
- Dust suppression via mobile water spray as required;

An asbestos survey has been carried out prior to demolition which confirms the presence of asbestos in some buildings on site. The relevant processes will be followed involving the asbestos material being removed in line with the Control of Asbestos Regulations 2012 by an approved sub-contractor with a valid HSE licence. A safe system of work will be drawn up and notified to HSE for the notifiable works which will be undertaken by a licensed sub-contractor.

Ground asbestos will be dealt with in line with all documentation submitted and approved under condition 33 of the outline planning permission.

Complaints/Comments

Any complaints from stakeholders will be logged in the site diary by the Site Manager and recorded on the Complaints/Comments/Compliments Record located on the site notice board. All logs and reports are held on site and are available for inspection by the LPA as required.

A copy of any complaints will be forwarded to the local office in Wakefield where an electronic log of complaints is maintained by the Customer Services department. This allows any repeat complaints to be identified and these are dealt with via a suitable escalation process to ensure they are appropriately dealt with as swiftly as possible.

All complaints will be acknowledged and investigated within 3 to 5 working days and the root cause of the issue will be identified and mitigation measures will be put in place as soon as possible to ensure no reoccurrence.

The Site Manager will be contactable via the below correspondence address:

Vistry Homes Limited

1 Red Hall Avenue, Paragon Business Village Wakefield
WF1 2UL

Telephone – 01977 555 550

Site Manager (David Williams) – 07717 200027

The Site Manager will send correspondence out to the neighbours before works commence and will be the point of contact onsite and for resident liaison.

Control of Noise and Vibration

- Stationary noise sources will be sited as far away as possible from neighbouring properties.
- All workers on site will 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.
- 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 our 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 our intention to monitor noise and vibration levels on the site and where necessary take action in accordance with statutory guidance.
- Where vibratory equipment is used we will wherever reasonably practicable ensure that they are of “low vibration” and are within the HSE’s Exposure Action Value. The Site Manager will ensure that job rotation amongst suitably trained operatives is carried out when using vibratory equipment to reduce their “trigger time”. Operatives will be issued with gloves in order to keep their hands warm and to encourage good blood circulation to the hands and fingers. Vibratory equipment will be used in accordance with the manufacturer’s guidelines and any defective equipment will be quarantined.
- The use of driven piles may be required. All works will be conducted within noise and vibration levels and in compliance with hours of work restrictions imposed by the Local Authority or other Statutory Authority. A method statement will set out in full detail any attendances, such as piling mats, water supply and removal of arisings and any other services to be provided by others. Additionally, the method statement will include:
 - Methods and areas for storing and disposing of drilling wastes
 - Methods for managing concrete washout waters from both ready-mix truck deliveries and accompanying agitator (if used)
 - Control measures to be adopted to minimise pollution risks
 - Emergency response measures to prevent contamination of controlled waters e.g., via

concrete and / or Bentonite spills.

Plant & Equipment

Due to the works being undertaken we will utilise the following plant, tools and equipment –

- Heras Fencing
- Site Cabins – lockable steel cabins for Storage and Office Accommodation
- Mechanical excavator's
- Mechanical Dumpers
- Piling rig
- Lorry Mounted Crane and associated lifting equipment
- Lorries
- Small plant machinery
- Small/Large Hand Tools
- Independent Access Scaffolding
- Mobile tower scaffolds
- Fall Arrest Systems / Safety Crash Deck Systems
- Telescopic Forklift
- Stihl saw (abrasive discs and diamond tipped blades)
- Electrically Operated Tools
- Battery Operated Tools, Apparatus
- Transformers
- Wheelbarrows

The above list is non exhaustive and will / may be added to throughout the duration of the project.

It is not envisaged that the use of conveyors, loading shovels or hoppers will be required during this project therefore no control measures are required.

All works will be undertaken using a combination of basic hand held tools, all hand tools will be in a good state of repair, and battery operated equipment which will be tagged with its maintenance/inspection date.

The majority of mobile plant will be provided by subcontractors and it will be a condition of the 'Terms and Conditions' of the order that machinery must meet the highest emission standards and be maintained in accordance with current statutory regulations.

All plant machinery tool and equipment will be inspected daily and a full recorded inspection carried out every 7 days in accordance with the PUWER Regulations. All plant machinery will be maintained in good condition and be operated by competent person at all times with any defective equipment removed from service until repaired or replaced. All attachments will be fully compatible with the equipment.

All mobile plant and vehicles will have full all round vision available i.e. mirrors, CCTV etc. and these will be in good condition and set correctly.

Subcontractors deployed to the works will be informed of the above and on commencement of works the Site Manager will make a visual inspection of their equipment and tools. Any found to be out of test date or in poor repair will be confiscated and replaced accordingly. Copies of maintenance records will be

obtained for all hired plant/machinery. The relevant test certificates will accompany all lifting gear and crane.

All mobile plant including MEWPS etc., will be operated by competent plant operators trained to CPCS / C.I.T.B / C.T.A. standard or the equivalent. The above will apply to all subcontractor and hire company supplied plant/machinery.

The Site Manager or nominated plant operative will complete the appropriate Plant Inspection Register every seven days whilst the plant is on site. All plant/equipment will be in good state of repair and the maintenance of the site plant will be undertaken within the site compound area so as not to contaminate the construction area of the proposed property. When plant is left unattended at the end of the working day the keys will be removed and the plant made secure with lockable shuttering. This will prevent joy riders accessing the plant.

Fuel Storage & Handling

- Tanks, drums or other containers will be strong enough for the weight of oil, fuel etc., will be in good and leak-proof condition, and properly supported (both the container and all vulnerable pipework)
- Be bunded to contain 110% of the contents; the bunds to be impermeable to leaks
- To have drip trays or bunding to catch oil drips and spills from any vulnerable points, particularly at the filling and delivery points
- Be checked regularly for leaks and damage
- Permit only authorised and competent persons to re-fuel plant/vehicles; nominate authorised key-holders
- Fuel delivery orders will be carried out only by Site Manager
- All deliveries will be under the control of a competent person
- Any drips or spills (even minor) will be contained quickly and removed (using an absorbent material, e.g. sand, if necessary).
- Remember that materials used to soak up spills will be "Special Waste" in significant quantities.
- Major spillages will be notified to the EA immediately – EA Hotline No. 0800-80 70 60. Do NOT wait; the EA can help contain or control the effects.

The Site Manager will induct all plant operatives into the procedures for delivery and/or re-fuelling, instruct that all drips and spills must be contained, cleared up and notified immediately.

We will display Emergency Contacts List which includes EA Hotline number on the site notice board.

A spill kit will be located in the storage area, suitable signage displayed and the following will be followed in the event of a spillage

- STOP WORK immediately
- Inform Site Manager immediately
- If spillage is flammable, extinguish all possible sources of ignition

- Identify the source of the spill and remedy
- Contain the spillage – on land use earth/sand to construct a bund around the spill to stop it spreading. Use booms to contain oil spills that have already entered a water course
- Wear appropriate PPE
- Protect sensitive areas (e.g. watercourses or surface water drains – use drain covers or construct a bund
- Clean up the spill. Use absorbent granules/pads to mop up spills. Large pools of oil or spills which cannot be absorbed should be removed by gulper
- Dispose of all contaminated materials (soil/absorbent materials) correctly those containing substances such as oil, diesel or paint will be classed as hazardous waste.
- Ensure any contaminated water is taken to an appropriately licensed disposal site

Site Waste Management

A full Site Waste Management Plan will be implemented on the project in line with our company policy. Vistry utilise the CITB GE700 as its operating manual to set out the company's arrangements for the identification, management and control of waste on Vistry developments.

All waste will be transported from the work areas to external waste skips positioned within the agreed designated area and all operatives will practice good housekeeping and maintain the site clear from rubble, debris and redundant waste, therefore minimising the chances of an accident / incident occurring. Enclosed chutes, conveyors to be used where possible.

All waste will be removed from site by an approved waste carrier and where, due to site constraints the segregation of all waste will take place off site. Waste management contractors are to provide assurance and supporting evidence to demonstrate legal compliance for each destination site, before any waste leaves Vistry site/premises. For any waste leaving a Vistry site and/or premises the following will be obtained prior to its disposal:

- Waste Carriers Licence
- Environmental Permit/Exemption
- Waste Transfer Note.

The hierarchy of waste management is a legal requirement and will be applied across all Vistry sites and premises to promote circular economy and reduce the amount of waste sent to landfill.

- **Reduce** - adopting practices that reduce the potential to generate waste, e.g., secure storage of raw materials and avoidance of over ordering practices
- **Reuse** - using a product or material more than once in its original form, for its original purpose or for an alternative, with or without reconditioning, e.g., reusing wood pallets or returning empty toner cartridges
- **Recycle** - recovering value from a product or material that would otherwise be discarded, e.g., use of secondary aggregates or chipping plant matter for landscaping purposes
- **Disposal** - discarding wastes to landfill.

Site will record waste via a monthly data sheet.

The Site Manager will ensure that the SWMP is updated regularly and all waste transfer notes retained on site for the duration of the works.

It is the policy of Vistry Homes (West Yorkshire) that there will be no bonfires or burning of waste on any construction project under our control as Principal Contractor.

Working Hours

We propose construction working hours for the development shall be as set out in the Planning Decision Notice and are as follows;

07.30 to 18.30 - Mondays to Friday

08.00 to 13.00 - Saturdays

With no noisy activities on Sundays or Public Holidays

Programme

The build programme will involve the following – timings in line with the enabling programme and phasing plan accompanying this document;

1. Initial Strip and Demolition – access via existing Standard Drive access
 - a. To commence as soon as necessary planning conditions discharged
 - b. Final demolition cannot and will not take place to any buildings affected by badgers until August 2025 and due to complete September 2025. Demolition to buildings affected by badgers will take place under licence from Natural England and within the permitted timings for moving badgers (post July 2025)
2. Remediation – due to commence August 2025 – initial access via existing Standard Drive access
3. Compound installed as per location on CMP – expected August 2025
4. Groundworks – access initially via Standard Drive access
 - a. Opening of new s278 as access – dependent on s278 approvals process but expected November 2025
 - b. Closure of Standard Drive – expected to be actioned as soon as new s278 access in place
5. Compound moved to secondary location – dependent on timings of sale of local centre parcel
6. Plot delivery to be divided into 5 phases as per the attached Phasing Plan;
 - a. Phase 1 – 129 plots including show homes
 - b. Phase 2 – 82 plots
 - c. Phase 3 – 124 plots
 - d. Phase 4 – 52 plots
 - e. Phase 5 – 82 plots

Liaison with Other Developers

Where required we will liaise with other local construction projects (within 500m) and ensure that all activities that are likely to cause excessive disruption to the local infrastructure or local residents are coordinated to minimize any joint disruption our activities may present. For this site, this will obviously

entail regular liaison with Miller Homes delivering 231 homes on the neighbouring parcel.

We are committed to working collaboratively with Miller Homes and propose monthly meetings to take place on site between the respective Site Managers to discuss any issues that may arise and implement strategies to assist with efficient and effective delivery of the developments with as little disruption as possible. Where possible, any large deliveries using large vehicles will be discussed with Miller Homes in advance to stagger such deliveries.

We will seek to keep regular contact with employees and representatives from Johnstone Wellfield to discuss any problems or issues that may arise, given their use of HGVs in the local vicinity.

Site Power

The site has the benefit of mains power supply to the site accommodation, limiting the need for diesel powered generators.

Health and Safety Management

We are committed to promoting a positive safety culture. The enforcing authority for health and safety on construction sites is the Health and Safety Executive who will be notified of all construction works prior to their commencement on site.

Vistry Homes (West Yorkshire), the main contractor will maintain a register of accidents, incidents, near misses and complaints. Contractors failing to maintain the required safety standards may be excluded from site and removed from the approved tender list for future work.

All works will be legally compliant and all Codes of Practice and site rules relating to the works will be observed.

Whilst Vistry is not intending to sign up to the Considerate Constructors Scheme, it operates within strictly applied internal procedures and inspection processes to ensure compliance with applicable codes of best practice. Our Vistry Group SHE team (operating as an independent department from the West Yorkshire business unit) conduct monthly scored site inspections as well as conducting SHE advisory visits to work collaboratively with the site team to ensure all appropriate SHE procedures are being followed. Our clients (purchasing bulk numbers of plots including affordable units) also conduct monthly site meetings including checking of H&S matters and reporting.

Vistry uses the M2i SHEQ software designed specifically for the unique demands of the Construction Industry, with the necessary tools to simplify safety management. This system offers real-time tracking of safety measures, generating comprehensive reports to ensure compliance with critical procedures – to deliver a successful project whilst safeguarding our workforce.

The SHE team includes specialist environmental representatives that also conduct advisory visits for every site (both at pre-development stage and during the live construction phase), working collaboratively with the site team to monitor any impact the site may have on the environment. Each site has its own Environmental Aspect and Impact Register to ensure that a site is assessed in terms of its

risk to environmental receptors and that suitable control measures are implemented to mitigate those specific risks.

Therefore, in line with the focus of the Considerate Constructors Scheme, the site would be monitored for performance in the same key areas of respecting the community, caring for the environment and valuing our workforce.

Lighting

Works will be carried out during daylight hours. The only artificial lighting used on site will be within the cabin and compound the location of which is marked on the appended CMP. This lighting will all be elevated flood lighting, situated at the site cabin and directed into site so that no surrounding areas are affected.

Traffic Management

Construction traffic will arrive at the site via Blackmoorfoot Road.

Offsite, no traffic management or speed restrictions are required. At the site entrance a wheel wash will be established for vehicles to pass through. Site signs will be positioned as to not impact on the visibility displays for vehicles exiting site. On arriving at the site, the sign in register will be completed.

The Site Set Up and Traffic Management Plan is set out on Page 14. It will be the responsibility of the Site Manager to ensure this Plan is adhered to on site. The measures and routes will be regularly reviewed and updated where necessary to ensure that the measures continue to be appropriate and effective.

To minimise impact of development on the highway network, the site junction and access, together with the initial roadways, will be established during the early stages of the project.

Road Condition Survey

An internal road condition survey will be carried out prior to works commencing by the sites' Contract Manager on behalf of Vistry Homes (West Yorkshire). The road condition survey will be carried out in line with the requirements of Principal Technical Officer for Highway Maintenance.

Temporary Drainage and Surface Water Run Off

The site will continue to drain naturally until such time the road corridor is constructed. At this stage the surface water from the road corridor will be discharged to the gullies.

Vehicle Details and Movements

Due to the works being undertaken the following vehicles will access site –

- Mechanical excavator's
- Mechanical Dumpers
- Lorry Mounted Crane and associated lifting equipment
- Lorries
- Small plant machinery
- Telescopic Forklift

This list is non exhaustive and will / may be added to throughout the duration of the project. These vehicles will access site via the route on the CMP, during working hours.

Construction Management Plan

Enabling Programme

Phasing Plan