

ORANGE DESIGN STUDIO.

ARCHITECTURAL PRACTICE

YEW TREE FARM, FARNLEY TYAS

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

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INTRODUCTION.

This purpose of the CEMP is to provide a general guide to how the environmental aspects to the construction phase of the project at Yew Tree Farm are going to be managed.

The CEMP has been requested by Kirklees Council under condition 7 of the approval of 2021/93006.

The Condition Reads;

Prior to development commencing (including any groundworks) a Construction Environmental Management Plan (CEMP) shall be submitted to and agreed in writing with the Local Planning Authority. The CEMP shall describe in detail the actions that will be taken to minimise adverse impacts on occupiers of nearby properties and highway safety by effectively controlling:

- *Noise and vibration arising from all construction related activities. This should also include suitable restrictions on the hours of working on the site including times of deliveries
 - *Point(s) of access for construction traffic.**
- *Vehicle sizes and routes, times of vehicle movements, identify the location of any HGV waiting areas and include details of the management of said areas.*
- *Dust arising from all construction related activities, which should include measures to monitor and record the emissions of dust during construction.
 - *Signage.*
 - *Any phasing of development.**
- *Site waste management, including details of recycling/disposing of waste resulting from construction works*
- *Measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site, including the provision of adequate wheel washing facilities within the site and street sweeping.
 - *The parking of vehicles of site operatives and visitors*
 - *Loading and unloading of plant and materials.*
 - *Storage of plant and materials used in constructing the development.**
- *Artificial lighting used in connection with all construction related activities and security of the construction site.*

A communications plan detailing the responsible person, their contact details and how this will be communicated to local residents and the Local Authority must be included. The agreed plan shall be adhered to throughout the construction of the development and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

The Site Management Team (Principle Contractor) and Project Manager will continuously review the Construction Management Plan during the work during progress and make appropriate statements at the regular site and design team meetings during the works.

This Plan also forms the Construction Environmental Management Plan relative to the impact of works on the taking place.

All site personnel will be made aware of the construction phase Health and Safety requirements on site and best practice will be implemented. Risk Assessments and Method Statements will be prepared and reviewed by appropriate site management for both main contractor and any subcontractors visiting/working on site.

PROJECT BRIEF.

PROJECT OVERVIEW;

The redevelopment of a disused farmstead forming seventeen dwellings consisting of eight conversions and nine new builds. The works incorporate the associates demolition, engineering, landscaping and access works.

SCOPE OF CONSTRUCTION WORKS;

- Demolition of existing agricultural buildings
- Demolition of existing Farmhouse
- Partial Demolition of existing Barn structures
- Erection of new boundary treatments
- Installation of site access on to the Village
- Installation of site roadways
- Erection of nine new build homes
- Conversion of three barn structures to form eight converted properties
- Installation of Drainage network
- Installation of Services Network
- Installation of site landscaping

DESCRIPTION OF DISTURBANCE;

Properties affected are to the north and east of the site along roads known as 'The Village', 'Farnley Road', 'St Lucius Church' and 'Manor Road'

TIMING OF WORKS;

Site works will commence on the 26th of February 2024, with a continuous construction programme of works expecting to last 24 months through to February 2026.

The current programme of works aims to flow without proposed phasing, or staged pauses in construction. The demolition works and new build development will precede the development to the listed building, allowing for conditions to be discharged according to the build timeline.

PROPOSED SITE PLAN;



SITE DESCRIPTION.

The site at Yew Tree Farm in Farnley Tyas is a disused farmstead and agricultural site. The site was allocated in the adopted Kirklees local plan for housing in 2019. Subsequently in 2021 an application was made to the develop the site for housing. In 2023 the site was approved for the redevelopment for housing, which is made up of nine new build homes and eight converted properties, which utilize the three listed bans on site.

The site is accessed from The village, and also has a secondary access from the eastern side directly onto Manor Road. However, this access will not be used during construction.

The site as an increase in level towards the south wester corner, with the main road sloping up to this point.

The site is adjacent to a number of TPOs on the western boundary, works in these areas should be in line with the AMS.

The listed buildings on site should be dismantled carefully, and any works in close proximity to them should be monitored and implemented with care.

ROLES & RESPONSIBILITIES.

NAME	COMPANY	EMAIL	RESPONSIBILITIES
David Goodfellow	Howell Goodfellow	Davidg@howellgoodfellow.co.uk	Client Representative / PQS
John Radcliffe	Radcliffe Developments (Farnley)	Jshr@jradcliffe.com	Client
Dean Atkinson	MCA	dean@mca-ltd.co.uk	Site Works & Project Management
Jake Hinchliffe	Orange Design Studio	jake@orangedesignstudio.co.uk	Planning & Design

During the construction phase, all forms of communication in regards to building works should be to the main contractor directly.

For any out of hours communication in the presence of an emergency, the following contact number should be used:

07531812823

Any written representation or complaints are to be posted to the on site mailbox at the entry to site. This will be monitored and recorder by the site foreman within the administrative site cabin.

A site noticeboard will also be set up alongside this post box that will be used to post about the current works on site, visible for local inspection.

Any complaints will then be addressed in due course.

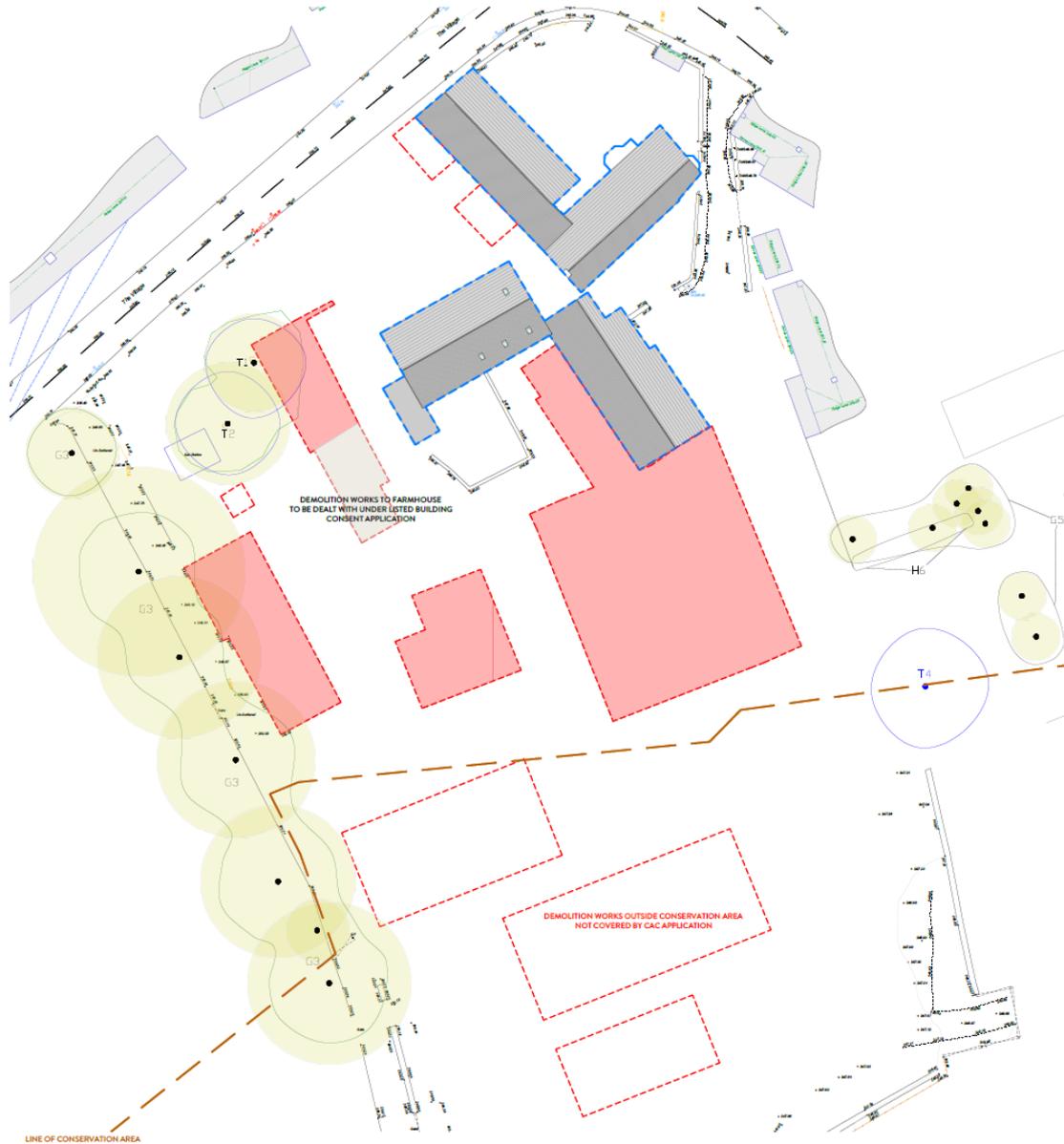
D. Atkinson at MCA will have over responsibility for the running of the project reporting directly to the client.

D. Atkinson at MCA will be responsible for the supervision and management of all site-based staff

employed by the main contractor including the Site Foreman.

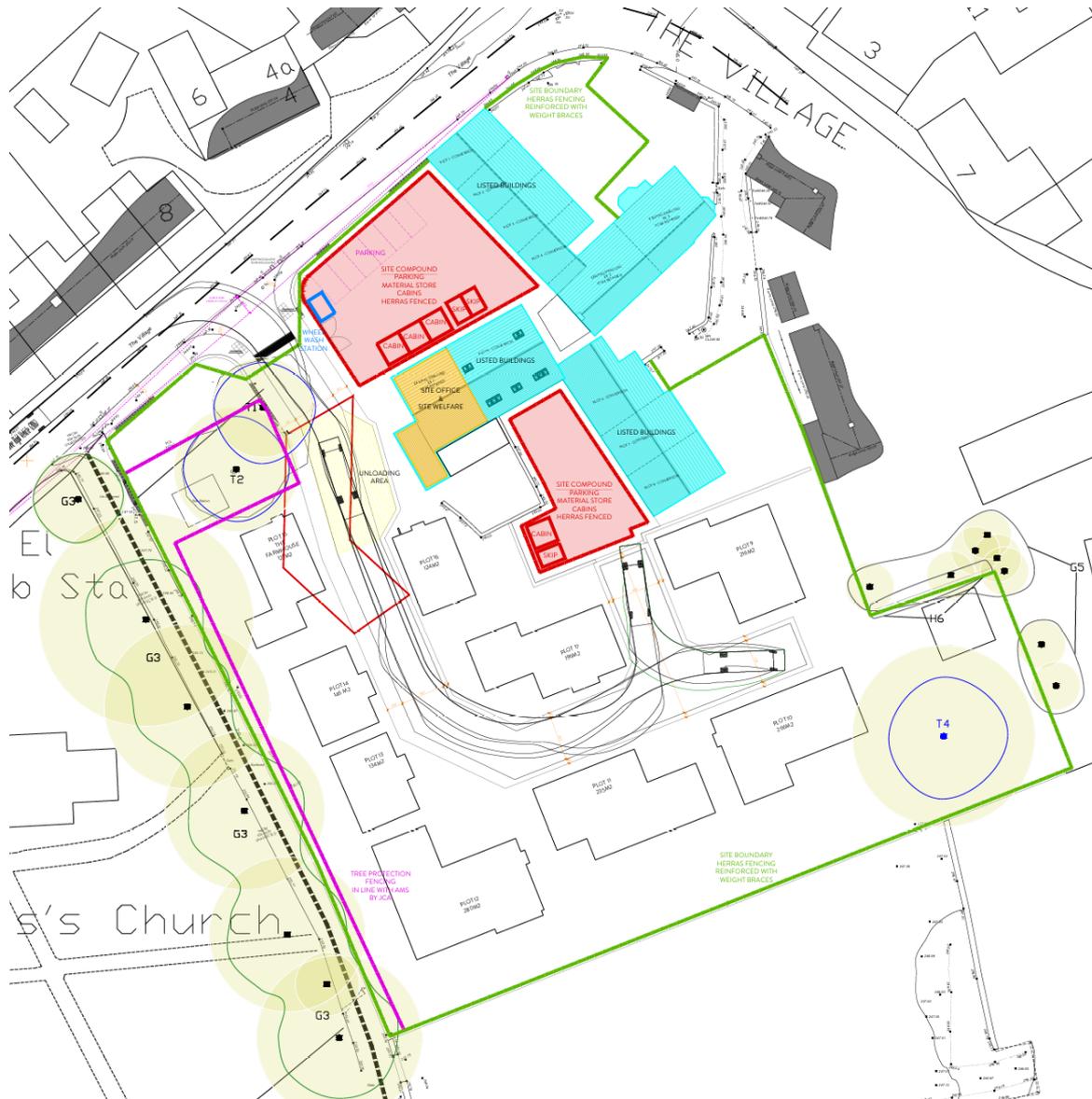
Site Foreman will be responsible for organizing construction works on site. To ensure the Health & Safety of all personnel on the site.

DEMOLITION WORKS.



The site plan above shows the exiting buildings that will be demolished or partially demolished as part of the development.

CONSTRUCTION PHASE SITE PLAN.



The construction phase site plan makes provision for the following;

1. Secure site compound to the north of the site which provides spaces for material storage, skip and waste management, site cabins, wheel wash facility, and site operative parking spaces.
2. Secure site compound to the middle of the site which provides space for material storage, skip and waste management, site cabin and site operative parking spaces.
3. Site office and welfare within one of the existing buildings.

4. Material and plant off loading area adjacent to the site office and northern site compound.
5. Wheel wash facility on the site entrance.
6. Secure 'Herras' fenced site
7. Tree protection measures in line with the recommended AMS by JCA.

SITE SECURITY.

The construction site including compound storage, accommodation turning areas and parking is shown in Appendix 1.

The whole construction site, including a secure compound will be fenced off with 'Heras' fencing or other approved suitable fencing and posts and gates together with applicable warning signs.

The integrity of the security fencing will be checked on a regular basis and repaired, replaced or upgraded if necessary. The gates to the site entrance will be locked when the site is closed.

All tools, plant and equipment will either be taken away or locked in a secure store/compound each night.

Later in the development, as 2nd fix and fit out equipment arrives on site, an increased level of security will be maintained.

WASTE MANAGEMENT.

The site is to be provided with three secure skip locations for waste management. Three primary methods of management will be implemented throughout the build:

Adopting efficient construction practices and minimizing over-ordering of materials.

Reuse and recycle: Maximise the reuse and recycling of construction materials and components where possible. This may include the re-use of excavation waste as fill material. One skip location is to be for recyclable waste and on-site sorting is to be carried out throughout the build.

Ensure that any trade waste is disposed of responsibly in compliance with relevant legislation.

WORKING HOURS.

Monday to Friday – 07:30 to 18:30

Saturdays – 08:00 to 13:00

Sundays & Bank Holidays – No noisy activities.

Any work carried outside of the above periods, will be restricted to exceptional work and safety.

The development is programmed for 24 months. The start date is expected to be the 26th of February 2024.

It is anticipated deliveries to site will be outside of peak time periods where practicable. If they are required, deliveries during peak time periods will be kept to a minimum. This will avoid unnecessary build-up of local traffic during the construction period, refer to the Traffic Management Plan section for further details.

LOADING & UNLOADING OF PLANT AND MATERIALS.

All deliveries should be restricted to avoid the AM/PM drop off and pick up times for the nearby Farnley Tyas C of E first school on Butts Road.

All plant and materials will be unloaded/loaded within the designated area, refer to Appendix 2. No loading or unloading will take place off site.

All vehicles will be required to drive on and leave in a forward direction. Refer to the drawing Appendix 2 for the location of the turning area and drop off zones. All wagons fitted with a Hiab will be required to comply with LOLER.

Deliveries are to be outside of the hours of 8:20-9:20 and 14:45-15:45

STORAGE OF PLANT & MATERIALS.

Materials will be stored on site as close to their place of use as possible and in an orderable fashion. Lay down areas will be set out for trades such as blockwork and insulation and suitably fenced off.

Plant will be stored onsite in an orderable fashion.

Keys will be removed, shutters fitted and isolators if fitted will be activated. No fuel for plant will be stored on site but delivered when required.

Risk and Method Statements (RAMS) will be assessed by the main contractor prior to any delivery of materials to ensure that it can be stored safely on site. This will determine whether any additional measures need to be taken on site for that particular delivery. The main contractor will programme in delivery of materials on site to avoid any materials standing for a long period of time.

TRAFFIC MANAGEMENT PLAN.

An identified entrance and exit point will be the only access and egress for the site, the entrance gates will be set well into the site so as to provide a safe waiting zone off the main highway, see Appendix 2.

The primary route for all traffic to the site will be via The Village, turning into the site through the approved access and egress from the highway. Exiting traffic will return the same way onto The Village. The access/egress created will form a left in left out arrangement for all traffic during the construction phase.

The only entrance and exit onto site will be via the compound gate shown in appendix 2, it will provide a safe waiting zone off the main road and will avoid any queuing traffic behind any delivery vehicle. The delivery vehicles will be directed into position on site by the site banksman.

Adequate parking will be provided for contractors and visitors in the designated area in the compound to avoid any offsite parking. Refer to layout of parking in Appendix 1 & 2.

Suppliers and third-party contractors will be notified of this policy to avoid other local roads, they will be provided with delivery instructions including a map of the local area and site compound.

The instructions will state to use the A629 leading onto Woodsome Road, Leading onto The Village. To access the site vehicles will head west onto The Village and turn left to access the temporary site entrance which will operate a left in, left out policy.

Each delivery vehicle will be given a specific time slot to avoid any congestion on the local network. It will be emphasized to every delivery vehicle that it will not be acceptable for them to park and wait on The Village or Woodsome Road. If the site rules are ignored the delivery will be declined and sent away.

Deliveries will be scheduled to arrive during normal working hours and will be staggered to avoid congestion.

The delivery vehicles will be directed to drive onto the site, where they will be unloaded before leaving. All delivery vehicles will be supervised whilst on site and assisted where necessary whilst reversing. The site plan shows where the designated turning point is.

All haulage trucks will be required to use integral cover sheets prior to leaving the site.

Road vehicles will be prevented from entering any muddy areas of the site and will be directed to stay on the hard-standing areas.

No vehicle will be allowed to leave the site with excess dirt on its wheels, refer to wheel wash arrangements section for further details

NOISE AND VIBRATION MANAGEMENT.

There are no construction activities that will require specific vibration monitoring.

The development of the main building work is spread across the site, but is limited around the northern and eastern boundaries with construction works having a good stand off distance to shared boundaries.

All construction plant items will be fitted with effective silencers and comply with current regulatory noise limits where relevant.

All plant will be sited to minimize impact on neighbours.

CONTROLLING THE EMISSIONS OF DUST AND DIRT DURING CONSTRUCTION.

Work to minimize dust arising from the ground prevalent in dry spells, generated by wind and plant traversing the site will be controlled as recommended in line with the main contractors RAMS.

Site plant and equipment will not be left running when not in use and all vehicles will be subject to a 5mph limit.

When handling materials this will be to a minimum to avoid double handling, all materials that could cause dust will be kept to a minimum and where possible delivered for immediate use, any that need to be stock piled will be protected.

The main contractor will carry out site inspections and record any exceptional incidents in the daily diary and recorded in the minutes of a fortnightly on-site construction meeting.

The site weather forecasts will be monitored, and any extended dry periods will be acted upon with site wide implementation of dust control, during extended dry periods a daily inspection will be made.

As the development plot is inbound potential dust issues are naturally reduced in risk.

WHEEL WASHING ARRANGEMENTS.

A wheel cleaning procedure will be used in order to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the construction site. An area close to the site exit will be utilized for wheel washing prior to vehicles leaving site.

A power washer will be used to wash off any mud from the vehicle's wheels, with excess mud / slurry being collected and disposed of. It is anticipated that this will only be required during the initial weeks of the development when the existing ground is removed and the footings for the new buildings are constructed. However, the wheel wash station will remain on site until the development is complete. The proposed wheel cleaning procedure will consist of:

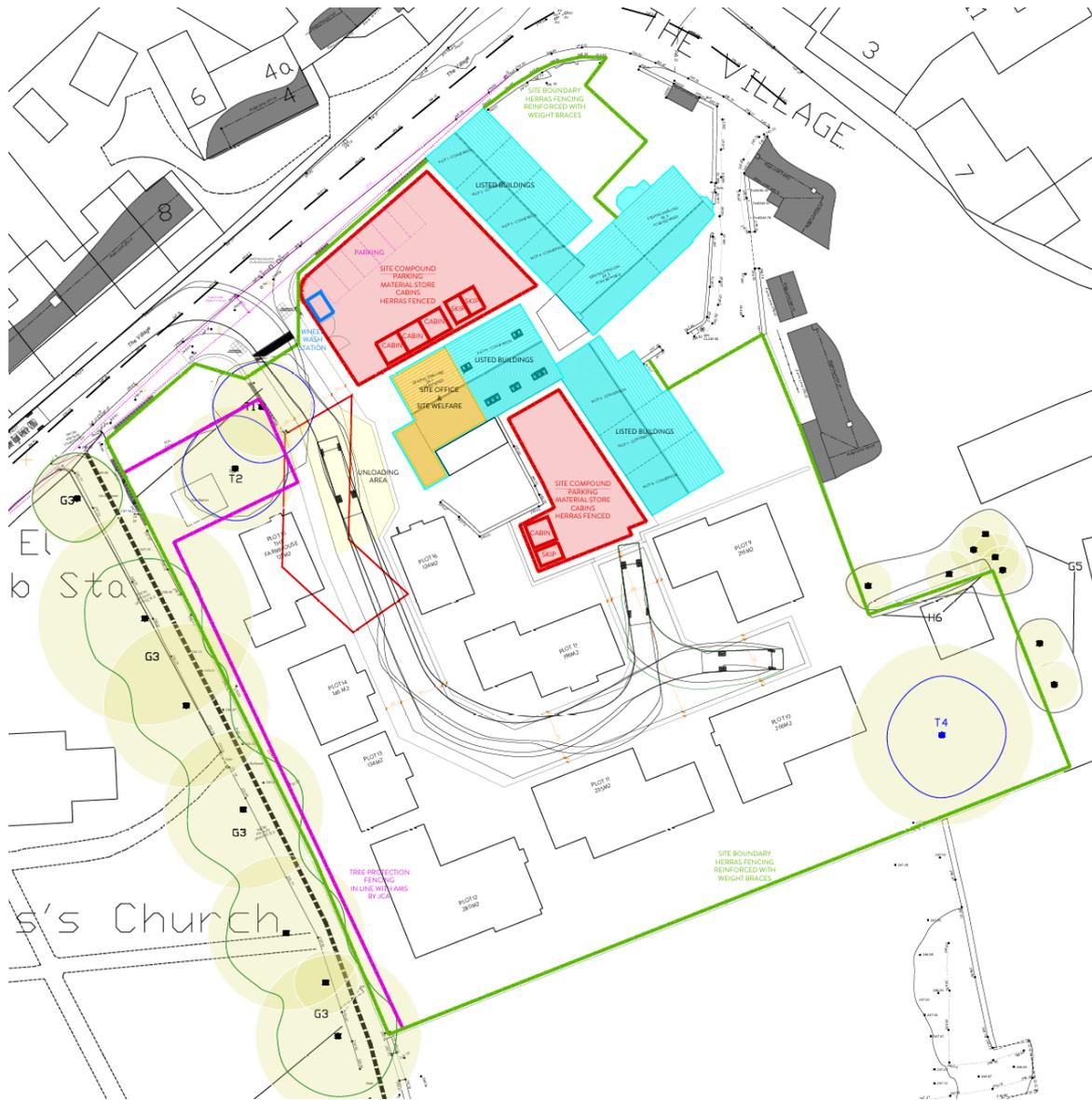
1. Before leaving the site, vehicles will be inspected for any heavy deposits left on wheels. If present, these will be removed manually.
2. Following inspection, all wheels are to be washed down using a high pressure jet wash until clear of all deposits.
3. Vehicles will be permitted to leave site following approval of the site manager / site representative that the above steps have been completed to a satisfactory standard.

In situations where weather conditions mean mud run off is inevitable, the main contractor will arrange for street cleaning to be carried out. This will be monitored daily and cleaned when required.

EXTERNAL LIGHTING.

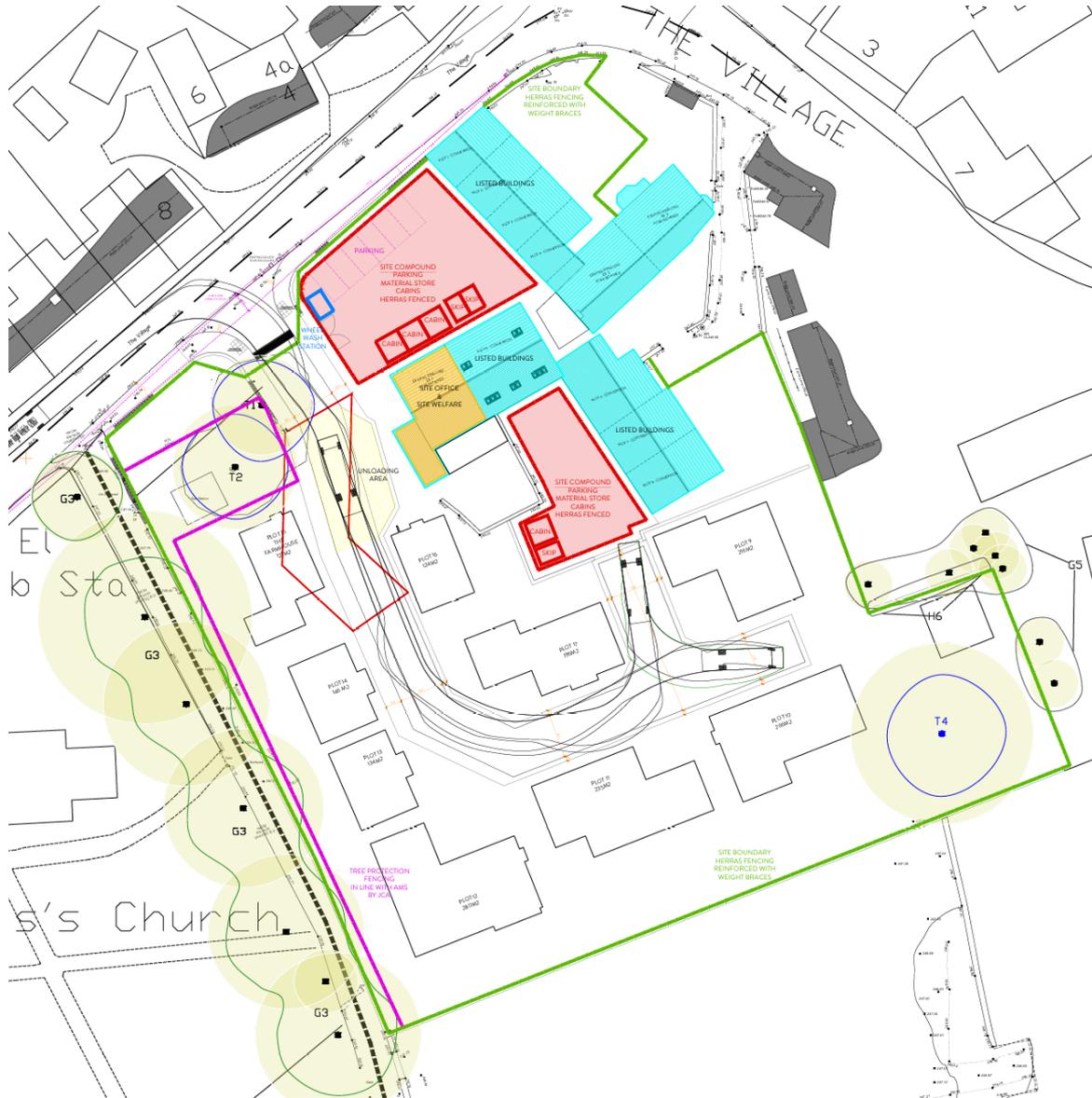
The site will have temporary security lighting installed during the construction phase. This will act as a deterrent to break-ins and theft. They will also assist in securing the site via monitored CCTV.

APPENDIX I.



Construction site plan including compound storage, accommodation, location of the turning areas, drop off zones and parking indicated

APPENDIX II.



Plant and materials to be unloaded/loaded within the designated area shown and vehicular movement indicated on the construction site plan. Identified entrance and exit point to be the only access and egress for the site, the entrance gates will be set well into the site so as to provide a safe waiting zone off the main highway