



Construction (Environmental) Management Plan (CEMP) Cummins Huddersfield Bridge Project



Client:

Cummins Turbo Technologies

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This Revision

Role	Name	Signature ¹	Position
Checked by	J Thomas		Engineering Manager
Approved by	J Thomas		Engineering Manager

¹ This CEMP will be monitored on a regular basis to ensure that work is progressing according to its content and will be updated/amended to record details of any changes to its content and justifications for these changes.

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1.0 **INTRODUCTION**

1.1 **Background**

1.1.1 This Construction (Environmental) Management Plan (CEMP) outlines the environmental and management strategies for the construction of the new pedestrian footbridge across St Andrews Road at the Cummins Turbo Technologies site in Huddersfield. This project is necessitated by the need to enhance safety for employees, visitors, and contractors who currently must cross a busy road to move between buildings. Recent incidents, including serious accidents, have emphasized the urgency for this safe crossing solution. The footbridge aims to provide a secure, environmentally responsible, and efficient means of traversing St Andrews Road, significantly reducing the risk of accidents.

1.2 **Aims & Objectives**

1.2.1 The aim of this CEMP is to outline how the development works will avoid, minimise, or mitigate impacts on the environment within their defined work locations along with the surrounding local area. This CEMP includes:

- Details of the project management structure, roles and responsibilities with regard to managing and reporting on the environmental impact of the construction phase.
- Programme of Works.
- Description of Works to include site preparation, enabling & groundworks, access and highway works, drainage, foundation and buildings, landscaping and utilities.
- Construction plant & machinery.
- Hours of construction work.

1.2.2 The key objectives of this CEMP include, but are not limited to:

- Defining key stakeholder roles and responsibilities.
- Conforming with applicable environmental legislation and other statutory requirements.
- Outlining those Environmental Management Systems Procedures relevant to the demolition and construction activities (referencing standards such as ISO14001:2015).
- Describing the operational controls for each of the identified environmental aspects.
- Ensuring that any adverse environmental impacts are avoided, minimised, or mitigated.
- Promoting best practice environmental options (BPEO) and best practicable means (BPM).

1.2.3 The scope of this CEMP will cover the following environmental aspects that are considered applicable to this project:

Air quality (dust & particulate matter), Noise & vibration, Artificial lighting, Waste, and Pollution prevention.

1.3 **Planning Policy, Consent & Regulatory Framework**

1.3.1 This CEMP considers best practice environmental management in the construction and demolition sectors including, but not limited to:

- Section 61 of Control of Pollution Act 1974.
- The Institute of Air Quality Management's 'Guidance on the Assessment of Dust from Demolition and Construction' and 'Guidance on Air Quality Monitoring in the Vicinity of Demolition and Construction Sites'.
- BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites'.
- BS 7385-2:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground borne vibration.
- BS 6472-1:2008 'Guide to evaluation of human exposure to vibration in buildings - vibration sources other than blasting.
- Relevant Construction Industry Research and Information Association (CIRIA) and Building Research Establishment (BRE) practice notes.

2.0 SITE INFORMATION & PROJECT DETAILS

2.1 Site Location & Description

- 2.1.1 The development site is located within the premises of Cummins Turbo Technologies in the Metropolitan Borough of Kirklees, central Huddersfield. The site is bisected by St Andrews Road, Huddersfield, HD1 6RA. The National Grid Reference for the site is SE 15072 16970.
- 2.1.2 The operations at the Cummins site are extensive, involving multiple buildings on either side of St Andrews Road. The proposed bridge will connect these buildings, facilitating safe pedestrian access across this busy road. The current site includes office spaces, manufacturing facilities, and extensive vehicle parking areas.
- 2.1.3 The main access to the site is directly from St Andrews Road, with additional accesses for emergency and service vehicles strategically positioned around the perimeter to ensure operational efficiency and safety.
- 2.1.4 A detailed Site Location Map & Planning Boundary showing the exact position of the proposed footbridge, adjacent buildings, and other relevant site features is included in Appendix A – Drawings.

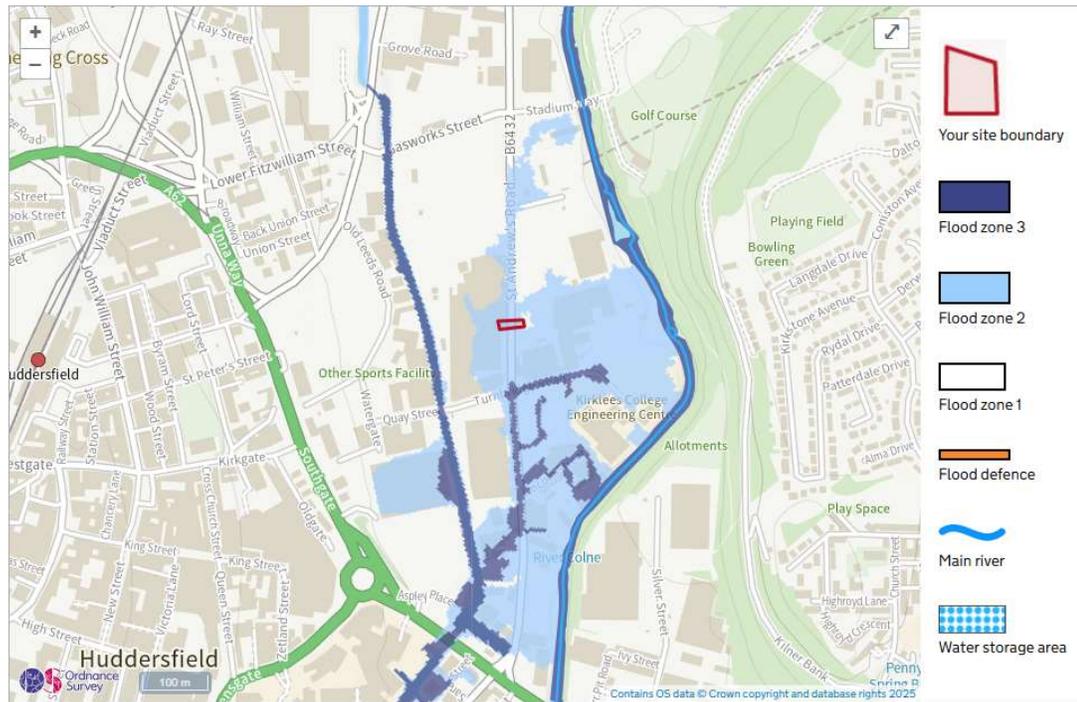
2.2 Surrounding Land Use

- 2.2.1 The Cummins site on St Andrews Road is primarily surrounded by a mixture of industrial and commercial properties. This includes other manufacturing and engineering facilities, which form a significant part of the local industrial landscape, characteristic of this sector of Huddersfield.
- 2.2.2 To the east, the area gradually transitions into residential zones. These are interspersed with commercial establishments, providing essential services and amenities to the local population, thus supporting the area's mixed-use character.
- 2.2.3 South of the site lies a predominantly residential neighborhood. This area provides housing for many who work in the industrial and commercial sectors along St Andrews Road.
- 2.2.4 West of the site, the land use continues to be industrial and commercial.

2.3 Environmental Site Setting

2.3.1 A review of the Environment Agency's Flood Risk Map indicates that the proposed site for the Cummins Huddersfield Pedestrian Footbridge is within Flood Zone 2, which suggests a medium probability of flooding. An extract from the Environment Agency Flood Zone Risk Map is presented in Figure 1 below.

Figure 1: Environment Agency Flood Risk Map Extract



2.4 Proposed Development

- 2.4.1 The approved planning application for the Cummins Huddersfield site pertains to the construction of a pedestrian footbridge. This bridge is designed to enhance connectivity and safety for employees traversing between the east and west sections of the Cummins Turbo Technologies premises, crossing over St Andrews Road. The specifics of the project include the installation of stair and lift towers at both ends of the bridge to ensure accessibility for all users.
- 2.4.2 In addition to the main bridge structure, the project includes associated alterations such as landscaping in the visitor car park area and modifications to existing building entrances to integrate seamlessly with the new bridge access points.
- 2.4.3 The plan also incorporates essential safety and security measures including the erection of security barriers and adequate lighting along the bridge and its approaches to ensure user safety at all times.
- 2.4.4 Details of the project's layout, including the positioning of the bridge, stair and lift towers, and associated works are detailed in the Development Layout Plan, provided in Appendix A. This plan has been developed to minimize disruption to the existing site operations during construction while ensuring full functionality upon completion.

3 DUTY HOLDERS

3.1 Client & Developer

3.1.1 Table 1 details the contact information of the Client and Developer for this project.

Table 1: Client & Developer Details

Name	Position	Address	Contact Number	Email
Gareth Cooper	Cummins Huddersfield Facilities Leader	Cummins Turbo Technologies Address: St Andrews Road, Huddersfield, HD1 6RA	07786975800	gareth.cooper@cummins.com

3.2 Principal Contractor

3.2.1 Table 2 details the contact information for the key staff involved in the development of the site. Due to the project being in the early stages of the discharge of conditions, there has been no contractors appointed for the development. These details will be updated as and when contractor's details are confirmed post assignment of suitable contractors.

Table 2: Principal Contractor

Name	Position	Address	Contact Number	Email
J Thomas Construction Marine Ltd	Engineering Manager	The Coach House Gledhow Park Drive Chapel Allerton Leeds LS7 4FE	07921 387505	j.thomas@cml.uk.com

3.3 Contractor Administrator – Cummins Turbo Technologies

3.3.1 Table 4 details the contact information for the contract administrator involved in the development of the site. These details will be updated in future to reflect changes.

Table 4: Contract Administrator Contact Details

Name	Position	Address	Telephone Number	Email Address
Gareth Cooper	Huddersfield Facilities Manager	Cummins Turbo Technology St Andrews Rd Huddersfield Kirklees HD1 6RA	07786975800	gareth.cooper@cummins.com

4 ROLES AND RESPONSIBILITIES

4.1 Client & Developer

4.1.1. The following information describes the key responsibilities of the Client/Developer regarding the environmental management aspects of the earthworks and construction phase elements of this development:

- Ensure that the CEMP has been prepared prior to the commencement of the development phases as required by the planning consent.
- Appoint a competent consultant to support the production and implementation of the CEMP.
- Appoint a Principal Contractor to implement the CEMP and manage all other key contractors working on all the phases of the development. A copy of the CEMP should be issued to the Principal Contractor ensuring they review and provide any comments or feedback prior to implementation.
- Sharing responsibility with the Principal Contractor for reviewing, refining, and revising the CEMP, as necessary, to ensure that all roles and responsibilities are clear as the project progresses.
- Overseeing the submission of the CEMP to the local planning authority to discharge the applicable planning consent conditions.

4.2 Principal Contractor

4.2.1 The following information describes the key responsibilities of the Principal Contractor regarding the environmental management aspects of the earthworks and construction elements of this development:

- Obtaining a copy of the CEMP and ensuring it is fully reviewed and, if necessary, providing any comments of feedback before its formal implementation.
 - Ensuring that the CEMP is fully implemented, and the current version is continually available at the site.
 - Ensuring that the significant environmental aspects and impacts are identified pre- construction and relevant information required by the planning consent is addressed.
 - Introducing specific controls for those significant environmental aspects and impacts and ensuring they are implemented to minimise or mitigate the risk of damage to the environment (including resources to handle environmental incidents).
 - Controlling access to the site so those entering the site avoid any environmental hazards or pollution incidents. This includes emergency access and egress arrangements in the event of a pollution incident.
 - Updating the CEMP as work progresses and ensuring that all site operatives and visitors at the site are aware of the CEMP content and fully co-operate with it.
 - Providing suitable site induction, information, and training to ensure employees, contractors and site visitors engage in the aims and objectives of the CEMP and these are understood and achieved.
 - Ensuring full regulatory compliance with the environmental legislation associated with the applicable environmental aspects and impacts. The Principal Contractor will ensure that all contractors are fully
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compliant with applicable environmental legislation before allowing them to undertake works at the site (Pre-Qualification Process).

- Undertaking frequent recorded checks/inspections/audits to ensure compliance with applicable environmental legislation and this CEMP.
- Investigating and reporting any environmental incidents and near misses. Formal records of the investigation to be retained.
- Acting as the first point of contact with members of the public and recording any complaints and CEMP non-conformance and corrective actions as a direct result of any complaints or environmental incidents.

4.3 Key Contractors

4.3.1 All key contractors and site operatives on the site must conform to the arrangements they have been shown in respect of the CEMP. Site operatives are also responsible for:

- Ensuring that any control measures identified in the CEMP which are associated with their work activities are fully implemented.
- Conforming to the requirements stipulated in respect of any applicable environmental legislation associated with their activities.
- Ensuring their work activities do not cause pollution of the environment, harm to human health or serious detriment to local amenities.
- Informing Principal Contractor of any non-conformances in respect of the CEMP or associated control measures.
- Reporting of any environmental hazards or incidents where there is an immediate risk to human health and the environment.

4.4 Information for Contractors & Visitors

4.4.1 All contractors and visitors to the site will be made aware of the CEMP and the controls applicable to their presence and activities on site including but not limited to:

- Method statements
- Site induction
- Environment briefings
- Toolbox talks

4.4.2 The Principal Contractor Site Management team will be responsible for monitoring communications between all relevant parties involved in the project. This will ensure that all environmental matters relating to the development are discussed and managed with all observations and communications documented in

regular meetings and, if necessary, issued via email. All applicable records and correspondence will be retained on site by the Principal Contractor.

- 4.4.3 Relevant site layout and location plans/development drawings detailing the location and construction of the site compound, storage locations and car parking are to be displayed on an information board at either the site entrance or main site office.

5 CONTRACT WORKS & CONSTRUCTION PROGRAMME

5.1 Contract Works

- 5.1.1 This section provides a summary of the construction and earthworks activities associated with the Cummins Huddersfield Pedestrian Footbridge, as outlined in the approved planning permissions. The key activities include:

Excavation and Earthworks: Prepare the foundation for the footbridge by excavating and regrading adjacent land areas to ensure a stable platform for the bridge and access structures.

Temporary Construction Access: Establish a temporary access route on St Andrews Road to facilitate the movement of construction materials and equipment without disrupting the normal operations of the Cummins facilities.

Bridge Construction: Erect the main pedestrian bridge structure spanning across St Andrews Road, including stair and lift towers at both ends to ensure accessibility.

Service Installations: Implement necessary service installations, including electrical and communication lines, to support the functionality of the bridge, particularly lighting and security systems.

Hard Standing Areas: Develop new hard standing areas around the bridge landings for safe and efficient material handling and storage during the construction phase.

Landscaping and Security Features: Perform soft landscaping works around the newly developed areas to enhance aesthetic appeal and integrate with existing site landscaping. Install security features such as fencing and surveillance equipment to enhance safety.

Lighting Installation: Install adequate lighting along the bridge and its approaches to ensure safety during hours of darkness.

- 5.1.2 The detailed layout of the proposed development, including the exact locations of the bridge, access routes, and auxiliary facilities, is shown in the Development Layout Plan included in Appendix A.

5.2 Construction Programme

- 5.2.1 The full programme of works will be completed post discharge of planning conditions and the CEMP will be updated to reflect proposed programmes. A copy of the interim construction programme is included in Appendix B of this CEMP.

6 ENVIRONMENTAL ASPECTS, IMPACTS & CONTROLS

6.1 Introduction

- 6.1.1 The following information details those environmental aspects and their potential impacts that have been identified as significant in respect of the planned site activities Environmental Impact Assessment.
- 6.1.2 For each of the significant environmental aspects and impacts, this CEMP defines the physical and procedural control measures that will be implemented to either mitigate or minimise the impacts on human health and the environment.

6.2 Air Quality: Dust & Particulate Emissions

Aspect

- 6.2.1 Air Quality within the vicinity of the site and immediate surrounding development area could be impacted by dust and particulate matter emissions during the demolition and construction activities. The main sources of these emissions are likely to be from:

- Delivery haulage vehicles and mobile construction plant.
- Demolition of hardcore materials such as brick & concrete.
- Groundwork activities including excavations.
- Loading of soil and stone into stockpiles or into 8-wheel tipper vehicles.
- Weather exposed earth/made ground.
- Concrete cutting.

Impacts

- 6.2.2 Receptors prone to dust and particulate matter impacts include:
- Human receptors both on and adjacent to the site through inhalation and contact with eyes.
 - Settlement of dust and particulate matter on local property (cars, buildings etc).

Mitigation Controls

- 6.2.3 The potential to generate dust and particulate matter will be minimised through the implementation of the following Best Available Techniques (BAT) and Best Practical Means (BPM) measures.
- **Dust – Groundworks**
 - Dampening of exposed soil and material stockpiles using sprinklers/bowsers/hoses when necessary to prevent dust and particulate matter from becoming mobile.
 - Stockpiles of soils and materials to be located as far as possible from sensitive receptors, taking account of prevailing wind directions and seasonal variations.
 - Surface areas of stockpiles would be minimised (subject to health and safety and visual constraints regarding slope gradients and visual intrusion) to reduce the area of surfaces exposed to wind pick-up.
 - Material drop heights will be kept to a minimum.

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- Where appropriate, windbreak netting/screening will be positioned around material stockpiles and vehicle loading/unloading areas.
 - **Dust – Demolition & Excavation Operations**
 - Water will be utilised as a dust suppressant.
 - Any cutting equipment employed shall have a dust suppression system (water or an extraction) or suitable local extract ventilation.
 - Any cutting equipment will be undertaken in a designated, isolated area to ensure that any dust generated whilst suppressed cannot cause any unnecessary nuisance.
 - Enclosed chutes and covered skips shall be used at the site to control dust generation from the waste handling activities; and
 - If a screener/crusher is to be used at the site, then the applicable contractor shall:
 - Operate to the appropriate Part B Environmental Permit registered with their Local Authority and notify them of its use by issuing the appropriate deployment form.
 - Keep a copy of the permit on-site and adhere to the conditions therein at all times; and
 - Complete all activities in line with Process Guidance note PG 3/16 (04)12 and use BAT according to this guidance at all times.
 - **Dust – General Activities**
 - Visual inspection of the external site areas to check for dust deposition (evident as soiling and marking) on vegetation, cars, and other objects. Implementation of remedial measures will be carried out, if necessary, with the agreement with the impacted persons.
 - Operatives will use appropriately designed vehicles when handling material and design controls for the use of construction equipment and vehicles. All construction plant and equipment are maintained in good working order (see section 7.5).
 - Dust-suppressed tools will be used for all operations; and
 - No unauthorised burning of any material will be carried out anywhere on site.
 - **Dust – Construction Traffic**
 - Surfaced and un-surfaced site access roads will be dampened as necessary using a water bowser and surfaces kept in good order.
 - Regular inspection of local highways and site boundaries to check for dust deposits shall be carried out. A road sweeper shall be employed to ensure site road and local highways are kept free of deposits; the frequency of visits shall be varied depending on the condition noted during the inspections.
 - Vehicles carrying loose aggregate and dry soil/stone should always be sheeted when not unloading.
 - If required, wheel cleansing measure in the form of surface mounted rumble strip and sump pit will be located inside the development area adjacent to the site exit point onto Crosland Road. All delivery and bulk haulage vehicles will be required to enter the wheel cleansing facility before leaving the site.
 - A supplementary high-pressure jet wash will also be used in conjunction with the rumble strip. Vehicles will remain stationary on the rumble strip whilst washing occurs. All water emissions will be collected in the sump pit and drained when full for offsite disposal.
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- Construction traffic shall be routed to avoid sensitive roads (i.e. residential areas, etc.); and
- Speed limit around the site will be maintained at 10 mph.

- **Particulate Matter – Fumes**

- Engines of all vehicles and plant on site will not be left running unnecessarily.
- Ultra-low sulphur diesel fuel will be used in plant and vehicles.
- Ensuring that plant and vehicles are well maintained and hold a valid MOT.
- All commercial road vehicles and construction plant, including stationary plant must comply with any legislative requirements including the European Emission Standards.
- Wherever possible, the use of electrically powered plant and vehicles will occur.
- Short-term releases may also occur during start-up of diesel engines, etc. Regular visual checks and routine maintenance would be applied in accordance with the plant specification, to minimise releases. Faulty site plant will be taken offline until repairs are carried out and it has been tested and found to be operating satisfactorily.

6.3 Air Quality: Odour

Aspect

6.3.1. Air Quality within the vicinity of the site and immediate surrounding development area could be impacted by malodorous emissions during the various development phases. The main sources of these emissions are likely to be from, but not limited to:

- Excavated organic/putrescible material (including contaminated ground).
- Fumes/odour from materials used in the construction process (chemicals, paints, solvents etc.).
- Burning of plastics/insulation.

Impacts

6.3.2. Receptors prone to malodorous impacts include:

- Human receptors both on and adjacent to the site through inhalation and loss of amenity.

English law defines a nuisance as 'an unlawful interference with a person's use or enjoyment of land or of some right over, or in connection, with it'.

Odour Emissions Management

6.3.3 All factors considered in the review have indicated that there is an overall low risk of odour release as a result of the activities due to the following considerations:

- Low odour source potential of excavated material especially in respect of polycyclic aromatic & petroleum hydrocarbons.

6.3.4 Based on the stated factor, and site investigation it is considered that there is a negligible risk of odour impact as a result of the works and no specific mitigation is proposed. However, daily sensory observations in the immediate vicinity of activities will be undertaken. If significant odours are noted on a consistent/repetitive basis, a review of operations will be undertaken and if required appropriate remedial action implemented to control emissions.

6.4 Noise & Vibration

Aspect

6.4.1 Noise and vibration at the site will be generated from several sources during construction activities at the development. The key sources of noise and vibration will include, but not be limited to:

- Traffic movements.
- Plant movements.
- Demolition/excavation operations.
- Steel erection.
- Drilling & Piling operations.
- General construction activities.

Impacts

6.4.2 Generally, noise can be defined as any unwanted sound and in most cases occurs unexpectedly and is either too loud or repetitive. At certain decibel levels, it is hazardous to health, with low-frequency noise just as damaging. Noise accounts for most of the complaints that local councils receive about environmental pollution and is a major source of stress.

6.4.3 English law defines a nuisance as *'an unlawful interference with a person's use or enjoyment of land or some right over, or in connection, with it'*.

6.4.4 Significant ground-borne vibration can lead to human health impacts a reduction in the quality of life of nearby residents and the working efficiency of commercial building occupants. Very high levels of vibration have the potential to cause damage to nearby structures and infrastructure.

Mitigation Controls

6.4.5 To mitigate the potential impacts of noise the following measures shall be adopted across a range of activities that are planned at the site.

- **Noise – General Activities**
- Construction/demolition works shall be confined to the following hours (as stipulated in the decision notice):
 - Monday – Friday 07:30 – 18:30
 - Saturday 08:00 – 13:00
 - Sundays/Bank holidays: No work

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- Workforce may arrive on site 30 minutes prior but no working outside these times. Noise is to be kept to a minimum in the first hour.
 - Any proposal for out of hours works shall be submitted to Kirklees Metropolitan Borough Council and approved, at least 3 weeks in advance of such works commencing.
 - General induction training and toolbox talks will be undertaken by Principal Contractor for site operatives who have responsibility for particular aspects of controlling noise and vibration at the site.
 - Drop zone and loading areas will be placed away from sensitive receptors.
 - Where appropriate, prior consent will be sought from the local authority under Section 61 of the control of Pollution Act 1974.
 - If required local residents and business will be kept informed of when activities producing excessive noise and vibration is planned.
 - Stationary plant such as generators will be located as far as possible away from the nearest sensitive receptor.
 - Where generators are operated overnight, measures shall be taken to minimise noise levels impacting adjacent receptors.
 - Plant will be used in accordance with the manufacturer's recommendations.
 - Appropriate screens or enclosures will be provided where practicable, around the perimeter of the site by the Principal Contractor which will reduce the noise pollution by 10dB.
 - Radios will not be permitted to be used anywhere on site.
 - All vehicle and plant engines will be turned off when not in use and where possible electrically powered machinery shall be used instead.
 - Only plant and machinery that are in good repair and conform to the manufacturers or legislative/British Standards BS 5228-2:2009 will be used.
 - Care will be taken when erecting scaffolds and steelwork to avoid impact noise. All operatives undertaking such activities will be instructed on the importance of handling the scaffolding/steelwork to reduce noise to a minimum; and
 - Contractors must use Best Practicable Means (BPM) to minimise the nuisance from noise and vibration; this is to include compliance with BS 5228, Noise Control on Construction and Open Sites.
 - **Noise – Traffic Movements**
 - All delivery vehicles shall be required to adhere to the Traffic Management Plan (TMP) (See Appendix C) for the construction and demolition activities. The TMP shall be displayed in prominent locations to ensure all visitors are aware of how to navigate the site.
 - Internal haul routes will be well maintained to prevent uneven driving surfaces.
 - Deliveries will be programmed to arrive during permitted hours only. Care will be taken when unloading vehicles to minimise noise. Delivery vehicles would be routed to minimise disturbance to local residents and businesses. Delivery vehicles will be prohibited from waiting on the highway or within the site with their engines running.
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- **Noise – Mobile Plant Movements**
 - Use of operating plant and equipment appropriate to the works with emission levels limited to relevant EC Directive/ UK Statutory Instrument levels and the levels quoted in BS5228.
 - Rubber tracked excavators will be used to dampen any possible vibration emitted on roads or tarmacked surfaces.
 - Internal haul routes will be well maintained to prevent uneven driving surfaces.
 - Intermittently operating plant will be shut down in the intervening periods between operations (including during breaks and down time of more than 30 minutes).
 - Any compressors/pumps brought on to the site should be silenced or sound reduced models fitted with acoustic enclosures.
 - All pneumatic tools will be fitted with silencers or mufflers.
 - Where possible, noisy plant shall not be used simultaneously and/or in close proximity to each other, to avoid cumulative noise impacts; and
 - Site inspections will be undertaken and will include checks to ensure that plant is being operated with any specified acoustic covers in place. Excessively noisy plant shall be removed from the site for repair or maintenance.
 - Use of broadband (i.e. white noise) reversing alarms rather than tonal will be used.

 - **Noise – Demolition & Excavation Operations**
 - The development has had no noise or vibration limits set. Works will be undertaken in the proscribed operating hours.
 - Contractors shall be required to ensure that plant is operated with all specified acoustic covers in place. Regular inspections of plant shall be undertaken to ensure this measure is being followed.
 - The drop height of materials should be minimised.
 - Equipment to be switched off when not in use (including during breaks and down times of more than 30 minutes).
 - Compressors to be fitted with properly lined and sealed acoustic covers which should be kept closed whenever in use.
 - Pneumatic percussive tools to be fitted with mufflers or silencers of the type recommended by the manufacturers.
 - Equipment that breaks concrete, brickwork, or masonry by bending or bursting or “nibbling” shall be used in preference to percussive tools where practicable. Avoid the use of impact tools where the site is close to occupied premises.
 - Where practicable, equipment powered by mains electricity shall be used in preference to equipment powered by an internal combustion engine or locally generated electricity; and
 - Plant shall be maintained in good working order so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
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6.4.6 Additional information is included in the Noise Assessment Report as requested to be undertaken in Condition 16 of the Planning Decision Notice.

6.4.7 It should be further noted that the site is situated in a cutting into the hillside. This will help to afford protection to nearby sensitive receptors from noise as the external boundaries of the site will create a dampening effect on construction related noise on the site.

6.5 Artificial Lighting

6.5.1 The main sensitive receptors to excess lighting are the nearby residential receptors to the east of the site boundary. To minimise the impact on these receptors no works within the site are planned to be undertaken in periods of darkness and therefore it is unlikely that task lighting will be required.

6.5.2 However, during the operation on the site, should there be a need for the installation of temporary lightning around the site to ensure the safety of operatives at the site these will be over short periods of time and all lighting will be positioned so as not to directly impact nearby receptors.

6.5.3 In addition to this, no lighting will be directed upwards and only at specific areas of work to reduced light pollution emitted from the site boundary.

6.5.4 The sensitive receptors nearby the site will be further protected from light pollution from the site due to the topography of the site which lies in a cutting of the surrounding landscape. This cutting will absorb a significant portion of the light being emitted from the site.

6.5.5 The general design objectives that will be used to ensure that adverse effects of lighting associated with the construction are minimised are listed below:

- Luminaires will be appropriately designed for the required task;
- Louvres and shields will be used to prevent undesirable light break-out;
- Construction lighting will be directed away from all sensitive receptors;
- For the illumination of large areas, in order to limit light trespass, glare and sky glow from the plant, preference will be given to several, lower lighting units rather than tall, wide beam lighting units;
- Vehicle lights will be properly directed (conforming to MOT requirements) and lenses will be intact to prevent un-necessary glare and light intrusion;
- Lighting will be reduced or switched off when not required for safety purposes;
- Security lighting will be kept at the minimum level needed for visual and security protection;
- Best efforts will be undertaken to maintain 'dark corridors' along hedgerows onsite and any other linear features by avoiding light encroaching on these areas. This will avoid the fragmentation of habitat used by species such as bats and other mammal species that use these features to move at night-time; and
- If appropriate, the use of infra-red floodlighting and CCTV systems will be considered for security to reduce the need for visible lighting outside working hours.

6.5.6 These temporary lighting systems will be removed upon completion of the works with some permanent lighting structures put in place for site operations. These permanent lighting structures will be designed to match existing lighting along site boundary and within the site, this will help to limit the future impact.

6.6 Waste Emissions

6.6.1 The following section describes the proposed approaches for the waste management and minimisation options of the identified waste materials generated as part of development works.

Waste Hierarchy

6.6.2 The revised Waste Framework Directive (rWFD) came into force in December 2008 and establishes the overarching legal framework for the management of waste across the European Union. Contained within the rWFD is the 5-point waste hierarchy which prioritises the order for how any waste material generated is treated considering the BPEO. In England, The Waste (England & Wales) Regulations 2011 implements the waste hierarchy aspect of the rWFD. Specifically, regulation 12(i) requires that:

6.6.3 'Any establishment or undertaking which imports, produces, collects, transports, recovers or disposes of waste, or which a dealer or broker has control of the waste must, on the transfer of the waste, take all such measures available to it as are reasonable in the circumstances to apply the following waste hierarchy as a priority order'

- **Prevention** (do not generate in the first place)
- **Preparing for Re-use** (re-use of the waste as many times as possible e.g. wooden pallets, bulk bags etc.)
- **Recycling** (recycle waste types e.g. conversion of concrete, bricks, ceramics into aggregates)
- **Recovery** (such as converting organic waste as a fuel to generate electricity)
- **Disposal** (residual waste that is sent to landfill or incineration)

Figure 3: The Waste Hierarchy



6.6.4 All waste transfer documentation requires the waste holder to confirm that all waste types generated have been considered in respect of the duties applied by Regulation 12 of The Waste (England & Wales) Regulations 2011.

6.6.5 The works associated with this CEMP will be performed in such a way that, as far as is reasonably practicable, the amount of waste generated and disposed of will be kept to a minimum.

Waste Prevention & Reduction

6.6.6 Waste prevention and reduction measures are the most preferred option and provide the biggest gains for waste avoidance. By adopting waste minimisation practices this will ensure that the overall quantity of materials not beneficially used is kept to a minimum.

6.6.7 The following factors will be continually considered during the remediation and earthworks phase to minimise waste generation at the site:

- Good design factoring the minimal amounts of materials to achieve the desired results.
- Detailed calculations for the quantity of any input materials needed for the remediation and earthworks.
- Strong procurement procedures and the avoidance of over ordering input materials.
- 'Just in Time' delivery of materials.
- Maintain inventory 'stock checks' of input material delivered to site.
- Raw materials, where possible, are to be kept in locked or covered storage until the time of use (avoiding damage from vandalism, weather, theft, impact etc.).
- Empower both site management and operatives to oversee all site waste management and minimisation activities.
- Engage designated site personnel to manage and monitor specific waste management and minimisation options.
- Recording and monitoring of all waste movements and amounts.
- Use of skilled and competent tradesmen and plant operators so little waste is generated through poor use and handling of materials.

Preparing for Re-use

6.6.8 Where avoidance of waste is not possible, the waste types identified should be assessed and recorded for the possibility of re-use (in its original form) before they are considered for recycling. Materials such as topsoil. Subsoil etc. can be stored separately and be considered for either re-use on site or other contractor or local developments. Storing re-usable materials in separate areas/containers reduces the potential for cross-contamination and encourages the re-use of materials. Options for re-use will consider:

- Use of any reclaimed materials
- Re-use of packaging materials (such as pallets)
- Repair of materials and equipment for re-use.

Recycling

- 6.6.9 Recycling of applicable waste materials will either occur at the site or removed by a licensed waste carrier to a competent waste recycling/reprocessing organisation specialising in construction and demolition wastes.
- 6.6.10 Where possible, the Principal Contractor will undertake recycling/reprocessing of waste in situ using their own equipment or via specialist sub-contractors (in compliance with applicable material management plans, waste exemptions or environmental permits).
- 6.6.11 The most likely form of on-site waste recycling is the generation of a recognised grade of recycled aggregate meeting the requirements of an applicable British Standard. Examples of graded recycled aggregates include (6F2/6F5). In order for recycled aggregates to achieve 'end of waste' status, they must meet the conditions stipulated in the WRAP Quality Protocol for Recycled Aggregates, after which they are considered a product and no further waste legislation applies. Surplus aggregates can also be taken from the site and used at other developments without the need to conform to Duty of Care requirements.
- 6.6.12 If a suitable area is available, separate skips/containers will be retained at the site to actively segregate those waste types that have been identified for recycling. This may include waste types such as metals (ferrous and non-ferrous), wood/timber, paper, card, green waste, hardcore (if they are to be processed off-site), high grade plastics, glass etc.
- 6.6.13 Where space constraints are an issue a larger waste container will be used to store mixed recyclable wastes. This material will then be forwarded to a suitable waste management plant that can process mixed waste through a 'materials recycling facility' and separate off the various recycling fractions. This process will include the provision of a percentage breakdown of the recyclates segregated based on the mass of each skip/container processed. The results of which will be used in the calculation of wastes generated from the site.

Recovery

- 6.6.14 For any waste types generated where there is currently no recycling/reprocessing option or is in a condition that renders it unsuitable for recycling, will be considered for Refuse Derived Fuel (RDF) generation. RDF waste materials have a calorific value that allows it to be burned with the resultant heat used to generate electricity. Typical examples of RDF type waste material include:
- Contaminated plastics (excluding uPVC).
 - Single use plastic packaging (polymer, film including food packaging).
 - Timber fragments.
 - Contaminated card & paper.
 - Smaller fragments of recyclable material.

6.6.15 This material is sometimes referred to as a general or residual waste and is generally considered as suitable for the production of RDF although moisture content and calorific value are the key tests of its suitability. General waste will be stored independently of the other segregated recyclates. Should a lack of available space require all waste to be placed in a mixed waste container/skip then this material, once transferred to a materials recycling facility, will be separated accordingly including those which would be considered suitable for RDF production. As with waste for recycling, figures will be obtained as to the percentage of the mixed material that was utilised for RDF production.

Disposal

6.6.16 All remaining wastes which cannot be processed to the higher levels of the waste hierarchy should either be disposed of to a regulated landfill site or taken for incineration (waste type dependent). Whether this waste is contained with the general/residual waste container or as part of the mixed waste volume, this remaining fraction of material should be separated at a materials recycling facility before being forwarded to the final outlet.

Duty of Care

6.6.17 Prior to any processing/treatment of waste on site or any off-site removal, detailed checks will be undertaken for every applicable waste management organisation used during the development. Examples of applicable waste management organisations will include, but not be limited to:

- Waste carriers/hauliers.
- Waste transfer stations.
- Materials recycling facilities.
- Reprocessing facilities.
- Landfill sites.
- Waste to energy facilities.

6.6.18 A register of each applicable organisation will be maintained by the Co-ordinator and will include the following details:

- Organisation name/address/contact details
- Carriers licence/environmental permit/waste exemption ref no.
- Expiry dates (where applicable)
- Applicable waste (description & waste code)
- Waste destinations

6.6.19 Electronic copies of applicable duty of care documentation will be retained by the Principal Contractor for the duration of the project. This register will also include details of any waste types and waste management organisations associated with the activities of sub-contractors (where applicable).

6.6.20 Audits may also be undertaken of those organisations detailed in the register with records of these audits being retained by the Principal Contractor. Any waste organisation not providing the applicable level of service or non-compliant in respect of their activities will be removed from the register and an alternative competent organisation will be actively sought as a replacement.

6.7 Traffic & Transport

Aspects & Impacts

6.7.1 Traffic and transport activities associated with the development can lead to several environmental aspects, some of which have already been considered in this CEMP. These include:

- Noise
- Dust
- Traffic congestion
- Safety hazards from moving vehicles

Mitigation Controls

6.7.2 To mitigate the potential impacts from development associated traffic and transport, the following measures will be adopted across a range of activities that are planned at the site:

- **Traffic & Transport – General**
 - A traffic Management will be implemented on site in line with the approved Transport Statement (Ref: 21029 Crosland RD TS, Dated 22.11.2021). A copy of the TMP will be included in Appendix C and the Transport Statement in Appendix D of this CEMP. This plan outlines the routes and timings of deliveries to be taken by hauliers to minimise disruption to local residents and businesses. This includes the potential risk for noise disturbance as well as minimising additional traffic during peak periods.
 - In order to reduce the number of vehicles attending the site the Principal Contractor will target the following best practice suggestions:
 - Procurement of local sub-contractors and labour.
 - Procurement of local suppliers.
 - Combined deliveries.
 - Cycle parking on-site for development operatives.
 - Encourage/reward car sharing.
 - Encourage the use of public transport, timetable and routes should be available to all operatives at the site.
 - Site meetings should be timetables for after peak hours or utilisation of video conferencing such as Zoom or Microsoft Teams.
 - Where necessary the Principal Contractor will make arrangements for temporary traffic management measures and will utilise banksmen to control vehicle maneuvering.
- **Traffic & Transport – Vulnerable Road Users**
 - Cyclist activity is considered to be in general unhindered, however, during site deliveries, a banksman will be utilised to ensure cyclist safety in conjunction with other road users around the entrance of the site.

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- HGV movements during cycling peaks may require Traffic Marshals to guide HGVs onto the site road.
 - This may help reduce the risk of collision between cyclists and an HGV. They will be encouraged to use Direct Vision Standard of the highest star rating.
 - Access gates will be established along the site boundary to secure the site and prevent unauthorised access.
 - Any deliveries that are required to take place from the carriageway will be managed so as to maintain existing pedestrian routes where practicable.
 - Signage will be erected highlighting any risks including plant, vehicles and general health and safety to pedestrians. Banksman will guide pedestrians, particularly during deliveries to the site, along the safest route.
 - Pedestrian routes will not be blocked during deliveries and collections unless a temporary road or footway closure is in operation. In such circumstances appropriate alternative routes and signage will be provided.
 - Principal Contractor will conduct routine daily/weekly checks to ensure the safety and security of pedestrians around the Site. This will form part of the overall monitoring strategy, reporting to the Kirklees Council and local parties as necessary.
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- **Traffic & Transport – Routing**
 - During the demolition and groundworks phases, when possible, vehicles will enter the site for loading/unloading operations by entering through the temporary site access gate off Crosland Road. Access to the site gates will be marshalled by a banksman.
 - All delivery vehicles will be directed to enter Crosland Road via Lindley Moor Road (A643) for unloading. Refer to Figure 4 for a visual aid.
 - Deliveries and collections should undertake on a 'just-in-time' basis and only a single vehicle will be loaded or unloaded at any given time. Deliveries arriving without a pre-booked slot will be refused and will exit the area by the nearest and safest route as instructed by the banksman and return to the site after an agreed period.
 - Traffic routing will be undertaken in line with Kirklees Council guidance and will ensure the carriageway remains open at all times (unless subject to a Temporary Road Closure). If required, notifications and applications to Kirklees Council will take place in good time.
 - All deliveries to the site will be carefully controlled and managed by the Principal Contractor and their procurement team.
 - Vehicles being offloaded shall switch off their engines to avoid nuisance whilst idling. Delivery vehicles will be offloaded within the site curtilage where possible.
 - At all stages, safe offloading procedures will be followed, in accordance with health and safety requirements.
 - Car parking for site workers will be provided on-site. Limited short-stay waiting capacity will be available for those construction staff with site-specific needs e.g. transporting significant apparatus etc.).
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The available area will be reviewed throughout the construction periods to ensure the potential overspill to surrounding streets is negligible.

- All site operatives will be kept informed about travel and parking arrangements during the works.

- **Traffic & Transport – Control of Site Traffic**

- In the interests of public safety, and avoiding disruption to the local area, the method and route of deliveries to the site will be controlled in agreement with the relevant authorities.
- The site plan will be posted at the site and will outline timings of deliveries and routes to be taken by hauliers to ensure minimal disruption to local residents and businesses. This will include potential risk for noise disturbance as well as minimising additional traffic during peak periods (as reflected in this CEMP).
- The traffic management will be reviewed and a formal monitoring regime established to ensure all appropriate measures are put in place. Any additional risks will be identified, scheduled, assessed and managed. The complaints procedure (see section 7.3) will be formalised and circulated to local parties) and the Kirklees Council.

6.7.3 The above points should be read in conjunction with the approved Transport Statement prepared by Via Solutions (Ref: 21029 Crosland Rd TS, Dated 22/11/2021). A copy of this report can be observed in Appendix D of this report. Specific reference should be made to Appendix B which details the layout of the temporary access layout in more detail (Drawing Ref: MTCR-MWA-XX-XX-DR-A-0010-P6)

6.8 Hazardous Substance Storage & Pollution Prevention

Aspect

6.8.1 Hazardous substances such as chemicals, fuels and lubricants will be stored and used during the construction and demolition phases. Examples associated with construction activities are primarily the following substances:

- Fuels (red & white diesel, petrol, kerosene).
- Oils (hydraulic, lubricant).
- Solvents.
- Cleaning agents.
- Adhesives/resins.

Impact

6.8.2 Poor handling, storage and use of liquid hazardous substances can result in spillages that can impact both the natural environment and human health. Specific examples of the impacts can include:

- Pollution of foul and surface water sewers.
- Direct discharge and contamination of surface waters.
- Land and groundwater contamination.
- Inhalation, dermal contact and ingestion of hazardous substances by humans (site workers, visitors, public).

Mitigation Controls

6.8.3 Measures will be developed, implemented, maintained, and monitored by Principal Contractor to comply with the Water Resources Act 1991, Environmental Protection Act 1990 and other associated regulations.

6.8.4 All deliveries will be supervised by a competent person capable of dealing with any spills or other incidents that may occur. The level of all storage tanks will be checked before delivery to prevent overfilling and to ensure that the product is delivered to the correct tank.

6.8.5 A designated fuel and hazardous storage area will be set up within the site compound to ensure containment of any ongoing and potential accident spillage.

6.8.6 The following list shows measures that will be put in place to prevent pollution and would conform to the best practice policy proposed by the EA via the Pollution Prevention Guidance (online):

- The handling, use and storage of hazardous materials to be undertaken in line with the EA's Pollution Prevention Guidance (e.g. Oil Storage Regulations for Business, Prevent Groundwater Pollution from Solvents etc.).
- Adequately bunded and secure areas with impervious walls and floor for the temporary storage of fuel, oil, and chemicals on site during construction.
- Drip trays will be in use to collect leaks from fuel pumps or from standing plant. Water pumps and generators

used on the site will have integral drip trays where possible.

- All valve and trigger guns must be protected from vandalism and unauthorised use. When not in use they should be turned off and securely locked. Any tanks or drums should be stored in a secure container or compound, which should be kept locked when not in use. Bowsers must also be stored within secure compounds when not in use.
 - Drip trays and bunded areas shall be inspected and kept free of accumulated rainwater, as necessary. Any cleaning/arising/oily water from drip trays etc. will be assessed and disposed of in accordance with EA waste classification guidance (WM3).
 - Small quantity of fuel in approved fuel cans can be temporarily stored over an absorbent pad when in use in a work area.
 - To help limit the impact of any spills, all hazardous substance storage areas should be located at least 10 metres away from any fowl/surface drain or watercourse.
 - Re-fuelling activities will only be undertaken in designated areas, by suitably qualified persons. Toolbox talks will be communicated to site staff and contractors so that they are fully informed of refuelling procedures.
 - Oil interceptor(s) fitted to all temporary discharge points and for discharge from any temporary oil storage/ refuelling areas (where applicable).
 - Development of pollution control procedures in line with the EA's Pollution Prevention Guidance, and appropriate training for all construction staff.
 - Provision of spill containment equipment such as absorbent material on site. Spill kits will be regularly inspected and immediately replaced if used. These spill kits will contain absorbent pads, absorbent granules, and methods of disposal of materials and used kit. These kits will be located at appropriate points around the site which are at a higher risk of pollution (e.g. refuelling area and next to fuel tanks).
 - All hazardous liquids e.g. oils, lubricants, chemicals, paints will be stored in a segregated area in a suitable locked COSHH container and in accordance with the Safety Data Sheet. COSHH assessments will be available nearby for information in the event of a spillage.
- 6.8.7 Although the EA Pollution Prevention Guidelines (PPG's) have now been superseded by the EA online pollution prevention guidance they still provide a suitable structure for legislative compliance and reflect BPEO. This project will also consider the information that is included in the following PPG's:
- 6.8.8 **PPG2: Above ground oil storage tanks:** Provides information about storing oil in above- ground storage tanks, for new installations and existing tanks. The guidance is for small to medium size commercial oil storage. It gives advice on choosing, installing, using, and maintaining oil tanks and how to deal with spills.
- 6.8.9 **PPG3: Use and design of oil separators in surface water drainage systems:** provides information about choosing and using oil interceptors to comply with environmental law and prevent pollution. It gives information about choosing, installing, and maintaining an oil separator. Oil separators can be fitted to surface water drains to protect the aquatic environment.
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6.8.10 **PPG7 Refuelling facilities:** It includes guidance on planning, designing, operating, and maintaining refuelling facilities, plus information on storing other related, non-fuel products and dealing with environmental incidents.

6.8.11 **PPG13: Vehicle washing & cleaning:** provides information on how to comply with the law and prevent pollution when washing and cleaning vehicles. It includes advice on dealing with effluent, waste management and storing and using chemicals.

6.8.12 **PPG26 Drums and intermediate bulk containers:** gives information to store and handle drums and intermediate bulk containers (IBCs). It provides advice on choosing drums and IBCs, designing storage areas, delivery and handling, maintenance, dealing with spills and waste management.

7 ENVIRONMENTAL MANAGEMENT SYSTEMS PROCEDURE

7.1 Management of Contractors

7.1.1 When applicable, contractors will be required to provide method statement(s) and risk assessments covering all their activities and state the environmental aspects and impacts of their activities along with the associated control and mitigation measures. This information must be issued to the Principal Contractor prior to their commencement to allow for suitable review and scrutiny.

7.1.2 Contractors will be instructed that their method statement(s) should include as a minimum:

- A description of the works being undertaken.
- Descriptions of the impacts to the environment caused by their works based on a review of surveys and information available for the development. The impacts should consider areas such as hazardous substances, waste, noise, dust, and vibration etc.
- Details of the activities to be undertaken, equipment to be used, hours of operation, site access arrangements, vehicle movements and details of waste and emissions expected to be generated.
- Management and mitigation measures.
- Monitoring and measurement processes; and,
- Emergency preparedness and response procedures.

7.1.3 The method statement(s) must also confirm that the following specific control measures are incorporated into their work activities:

- All waste is to be segregated (where applicable) and placed in a suitable waste container.
- All fuel is to be stored in suitable double-skinned bowsers, tanks or within a bunded area.
- Drip trays or absorbent blankets to be placed under all static plant.
- All hazardous chemicals to have an up-to-date COSHH assessment, be appropriately labelled and be stored in a locked container.
- Emergency arrangements for spill response.
- Spillages to be reported immediately.
- Vehicle and plant engines to be turned off when not in use; and
- All excavations work to cease immediately if unknown contamination and waste hotspots are identified.

7.1.4 Furthermore, the Principal Contractor shall ensure that contractors are communicated with prior to commencing on site to cover the following:

- Each contractor will nominate an individual who will be on site and who will control quality, health, safety and environmental affairs on behalf of the subcontractor.
- Contractor employees must comply with any quality, safety and environmental instructions given by Principal Contractor representatives.
- All contractors and their employees will attend a Sit Induction Talk at times arranged with the Principal Contractor.

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- Any personal injury, damage, loss or negative environmental impact sustained or caused by contractor employees must be reported immediately to Principal Contractor Site Manager.
 - No contractor will subcontract all or part of the contract without prior approval of Principal Contractor.
 - Contractors must advise Principal Contractor Site Management of any deviation from methods of work or materials use and seek approval before proceeding.

7.1.5 Only those contractors that have been formally assessed in line with the Principal Contractor's. Safety and environmental pre-qualification process will be allowed to undertake work activities on site as part of this development.

7.2 Training & Competency

7.2.1 Site operatives, either working directly for the Principal Contractor or for sub-contractors, will be competent to perform their respective roles especially those which have the potential to cause significant environmental impacts. Competence is defined in terms of appropriate qualifications, training and work experience. Assessment of contractor competency forms part of Principal Contractor safety and environmental pre-qualification process.

7.2.2 All site operatives will receive an environmental induction prior to the commencement of any site works and this induction will include:

- Summary of the CEMP and its contents.
- Project duty holders & management structure.
- Key roles & responsibilities.
- Details of the applicable environmental aspects and impacts of the development

Air Quality (dust and odour emissions)

Noise & vibration

Waste management

Hazardous substances

- Pollution prevention & control measures
- Emergency preparedness & response (use of spill kits, reporting of incidents, incident investigation, non-conformance/corrective actions).
- General environmental awareness.

7.2.3 A record of all the inductions undertaken will be kept by the management of the Principal Contractor, this will include the names and signatures of each delegate and their respective organisation, along with the date the induction was completed. This will form part of all the records generated as a result of the implementation of this CEMP.

7.3 Communication & Complaints

Internal Communication

- 7.3.1 A copy of this CEMP will be retained on site throughout the duration of the works. A copy will also be distributed to the project team, including any contractors, to ensure that all the applicable environmental management requirements are communicated effectively. Key activities and environmentally sensitive operations will also be briefed to staff and contractors through the induction process and supplementary toolbox talks. Project, client and Principal Contractor environmental policies shall be displayed on site.
- 7.3.2 A site environmental management meeting will be scheduled (either weekly or monthly) and undertaken following a structured agenda that will include discussion items including:
- All internal and external environment communications and complaints (including those from statutory bodies such as the EA).
 - Environmental incidents and near misses.
 - Amendments to the CEMP or site working practices.
 - Environmental training (including inductions and toolbox talks).
- 7.3.3 Internal communication occurs on an on-going basis and is achieved through various mechanisms that include, but are not limited to:
- Email
 - Toolbox Talks
 - Team meetings and briefings
 - Noticeboards
 - Minutes of meetings
 - Training sessions
- 7.3.4 A register will be maintained by the Principal Contractor site management which must be signed and dated by all attendees along with details of the organisation they represent.
- 7.3.5 At the end of every Toolbox Talk the site operatives shall have the opportunity to raise any concerns which shall be recorded in the comments section of the toolbox Talk Record Sheet.

External Communication

- 7.3.6 Procedures may be implemented to clearly demonstrate how the local community will be informed of the consequences of applicable work activities and how the Principal Contractor will control or mitigate any impact they could have on them. These procedures will also detail who the key point of contact is at the site for the local community to approach should they wish to discuss any aspect of the development works.

7.3.7 Liaison arrangements will be maintained throughout the development period and will include elements such as:

- Consultation with the relevant statutory bodies (e.g. Local Authority, EA) in conjunction with the Principal Contractor (when applicable).
- Information to local community representatives regarding the future programme of works, (if required).
- Advance notification to those most affected by particular environmental impacts (verbal discussions or written correspondence).

Complaints

7.3.8 Any concerns the local community or statutory bodies wish to raise can be brought to the attention of the Principal Contractor. Any complaints received by other site operatives shall be immediately reported to the Principal Contractor site management. Site operatives will be informed about the process to deal with complaints from members of the public as part of their site induction.

7.3.9 When a complaint is reported the following information shall be recorded on a Complaints Log by the Principal Contractor:

- Details of the issue leading to the complaint.
- Details of the complainant.
 - Date
 - Name
 - Address
 - Contact number
 - Preferred contact method

7.3.10 It is the responsibility of personnel receiving such complaints to notify the Senior Management Team. All complaints will be investigated where necessary and appropriate corrective and preventative actions put in place.

7.3.11 If a complaint has been previously made, details of the previous incident should also be recorded on the complaint record form and checks should be made as to the corrective actions considered and implemented as a result of the previous complaints.

7.4 Emergency Preparedness & Response

Emergency Spill Control

- 7.4.1 Immediately after observing any leakage or spillage of oils, fuels, or chemicals at the site; works should cease immediately until deemed safe to continue by the Principal Contractor.
- 7.4.2 If the spillage consists of flammable liquids all possible sources of ignition should be extinguished, and the Principal Contractor informed immediately. The Principal Contractor should contact the Client as soon as reasonably practical to inform of the incident.
- 7.4.3 It will be the responsibility of Principal Contractor & Site Operatives to identify the source of the leakage/spillage and seek to rectify the problem or reduce the amount of material that could continue to leak out. On open ground use absorbent pads as a barrier to any further contamination. If required put on appropriate Personal Protective Equipment prior to coming into direct contact with any leaked/spilled material.
- 7.4.4 Once the possibility of any further spillage/leakage has been stopped the Principal Contractor site management should seek to contain the spillage taking into consideration the following:
- On land - use suitable material to construct a bund around the spill to stop it from spreading.
 - Use booms to contain oil spills that have entered or about to enter drainage.
 - In internal buildings use absorbent pads or oil absorbent granules; and,
 - Any contaminated soils will be excavated, taken to the quarantine area, and sampled to identify for waste classification purposes (EA Technical Guidance WM3). Further validation sampling will be undertaken at the land around the 'hot spot' of contamination to provide clarification that all contaminated material has been removed.
- 7.4.5 It is crucial to protect any spillage from entering a sensitive receptor area. Should any spillage enter a sensitive receptor and cause a pollution incident it will be the responsibility of Principal Contractor site management to inform the EA on the emergency pollution incident number 0800 807 060.
- 7.4.6 In the event of an incident that requires the emergency services attendance dial 999.
- 7.4.7 Once all spilled materials have been contained, clean-up of the material should commence. All contaminated materials (soil, sand, absorbent granules) should be disposed of as hazardous waste in line with current waste regulations. Materials should be placed in the hazardous waste wheelie bin; however, for bigger spillages a larger waste receptacle such as a self-contained skip should be used. These can temporarily be held at the quarantine area. All contaminated material must be forwarded to an appropriately licenced recovery or disposal site as specified by a technically competent manager or environmental consultant.
- 7.4.8 All leaks and spills must be fully investigated by the Principal Contractor along with the immediate replenishment of any materials and items taken from the emergency spill kits.

Incident Investigation

7.4.9 All environmental incidents will be reported directly to the Principal Contractor immediately and to the Client as soon as reasonably practicable.

7.4.10 Examples of environmental incidents can include:

- Spillage of hazardous substance onto ground, into drains or a watercourse.
- Damage to the habitat of protected species.
- Releases of significant dust, particulates and odours that cause a nuisance to the local community.
- Incidents involving fugitive releases of waste or the non-compliant transfer of waste.
- Noise emissions leading to human health impacts and/or statutory nuisance.

7.4.11 All Environmental Incidents must be notified to the Project Environmental and safety incidents to the Safety Manager. The Emergency Coordinator will notify the client of the incident and ensure they are kept up to date with any close out actions taken.

7.1.1. The Project Environmental Officer will report to the Principal Contractors Environmental Officer as outlined in the Principal Contractors Environmental Procedure. The Site Manager will verbally notify all major environmental incidents to the Principal Contractors Environmental Officer within one hour. This notification will be followed up within 24 hours by sending a copy of the Non-Conformance Report relating to the incident to the Principal Contractors Environmental Officer with a written explanation of the cause and the proposals to prevent recurrence of the incident.

7.4.12 The Principal Contractor will complete a formal written investigation by completion of a Non-conformance Report. The investigation must be carried out in a timely manner and should focus on gathering evidence and information including but not limited to:

- Description of events.
- Photographs.
- Drawings, sketches.
- Details of applicable substances.
- Witness statements.
- Description of damage.
- Analysis and physical investigation of any contamination.

7.4.13 The information gathered during the investigation should be analysed to determine:

- Factors contributing to the incident and root causes; and,
- Opportunities for corrective and preventative actions.

7.4.14 All site operatives connected to the incident may be included in the investigation process when required by the incident investigator.

7.4.15 On completion of the incident investigation, the Principal Contractor will identify a suitable corrective and preventative action to mitigate the incident from occurring again. On completion, Principal Contractor should also conduct a review of the CEMP and any associated environmental aspects and impacts evaluations and make suitable amendments if required.

7.4.16 Table 5 below displays the key emergency contact information.

Table 5 – Emergency Contact Details

Contact	Address	Contact Details	Role/Function
Environment Agency	Lateral City Walk Leeds	03708 506506	Environmental protection and pollution control

Contact	Address	Contact Details	Role/Function
	LS11 9AT		
Kirklees Council	Civic Centre 3 Market Street Huddersfield HD1 2EY	01484 221 000	Planning & Environmental Health
Site Manager (TBC)	TBC	TBC	Principal Contractor
Environmental Manager (TBC)	TBC	TBC	Principal Contractor

7.5 Maintenance of Plant & Equipment

7.5.1 The Principal Contractor has implemented procedures that describe the controls applied to ensure that their plant & equipment is capable of meeting a defined level of performance or a known standard of accuracy in circumstances where performance is critical to the quality of the work to be undertaken.

7.5.2 Every new vehicle or plant asset purchased by the Company is given a fleet number. The following details are noted on a master file located within the main plant office:

- Description
- Serial number
- Date of registration
- Service mileage / Hrs. interval

Details for plant machinery are entered into Syrinx, the document control software for the Plant Department.

7.5.3 Service intervals are agreed upon and identified by the Engineering Department and a sticker system implemented, whereby the next service date/hrs is identified on a sticker placed in a prominent position on the item e.g. 12,000miles, 500hrs or 6 weekly for 7.5tonne and above.

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- 7.5.4 Servicing may be undertaken by the Principal Contractor or a third party depending on the vehicle location and agreements at time of plant and machinery purchase. Both the Company and third party vehicle service records will be retained in the appropriate vehicle folder, together with the daily driver checklists and any defect sheets. Records of plant servicing and repair records are retained on file.
 - 7.5.5 All hired plant is subject to service schedules controlled by the relevant hire company.
 - 7.5.6 Plant will be inspected on a daily basis by the operator, any damage / defects will be recorded in a Daily Plant Inspection Checklist book. These sheets will be actioned as required by the Principal Contractor.
 - 7.5.7 When plant is transferred to a new project, a Plant Handover Form shall be completed and returned to the Engineering Department. Any defects/repairs shall be detailed on this form. The person receiving the equipment is responsible for returning the Plant Handover Form.
 - 7.5.8 During plant operation, any losses and damages shall be reported to the Site Manager immediately, who shall then report it to the Plant/Engineering Manager.
 - 7.5.9 Repairs to plant machinery will be attended to on site by a fitter. Serious repairs may need to be returned to Head Office.
 - 7.5.10 All Non-Road Mobile Machinery (NRMM) will be maintained and operated in line with the NRMM Guidance set out by the Vehicle Certification Agency.

7.6 Monitoring & Audit

- 7.6.1 Appropriate monitoring of the environmental effects of Principal Contractors activities enables the effectiveness of environmental mitigation to be evaluated. It also allows environmental issues to be identified and responded to at an early stage. Monitoring will also assist the Principal Contractor to identify and implement environmental improvements which will contribute to the overall environmental performance of the project.
- 7.6.2 The Principal Contractor will carry out appropriate environmental inspections and monitoring of environmental performance on a monthly basis. An audit checklist will be used which provides the mechanism to monitor and assess compliance against all the Principal Contractor's requirements and standards.
- 7.6.3 In addition, the Principal Contractors Site Manager and supervisors are responsible for monitoring Contractors to ensure work is being undertaken in accordance with the agreed safe system of work, environmental procedures and to the standards of quality required.

END OF CEMP

APPENDIX A

Drawings

