ORANGE DESIGN STUDIO.

ARCHITECTURAL PRACTICE

MARSH LANE

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 Marsh Lane are going to be managed.

The CEMP has been requested by Kirklees Council under condition 12 of the approval of 2024/62/91202/E

The Condition Reads;

Prior to construction commencing, a schedule of the means of access to the site for construction traffic shall be submitted to and approved in writing by the Local Planning Authority. The schedule shall include the point of access for construction traffic, details of the times of use of the access, the routing of construction traffic to and from the site, construction workers parking facilities and the provision, use and retention of adequate wheel washing facilities within the site. Unless otherwise agreed in writing by the Local Planning Authority, all construction arrangements shall be carried out in accordance with the approved schedule throughout the period of construction.

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.

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PROJECT BRIEF.

PROJECT OVERVIEW;

The development of a vacant site to form eight new homes with associated external and highway works.

SCOPE OF CONSTRUCTION WORKS;

- Erection of new boundary treatments
- Installation of site access on to the Village
- Installation of site roadways
- Erection of eight new build homes
- Installation of Drainage network
- Installation of Services Network
- Installation of site landscaping

DESCRIPTION OF DISTURBANCE;

Properties affected are to the north, east and west of the site along the street scene of Marsh Lane.

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TIMING OF WORKS;

Site works will commence on the 28th of April 2025, with a construction programme of works expecting to last 16 months through to August 2026.

PROPOSED SITE PLAN;



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SITE DESCRIPTION.

The site at Marsh Lane in Shepley is a disused & vacant agricultural site. The site is unallocated in the adopted Kirklees local plan.

In 2024 the site was approved for the redevelopment for housing, which is made up of eight new build homes.

The site is accessed from Marsh Lane, Shepley.

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

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

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ROLES & RESPONSIBILITIES.

NAME	COMPANY	RESPONSIBILITIES
John Castle	Halstead Homes	Contractor
Scott Hall	Halstead Homes	Client
Lauren Hall	Halstead Homes	Site Works & Project Management
Jake Hinchliffe	Orange Design Studio	Planning & Design

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

John Castle at Halstead Homes will have over responsibility for the running of the project reporting directly to the client.

John Castle at Halstead Homes 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.

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SITE SECURITY.

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.

WORKING HOURS.

Monday to Friday – 07:00 to 18:30

Saturdays – 07:00 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.

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.

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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 schools.

All plant and materials will be unloaded/loaded within the site and not within the highway.

All vehicles will be required to drive on and leave in a forward direction. Refer to the drawing

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 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.

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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.

The primary route for all traffic to the site will be via Marsh Lane, turning into the site through the approved access and egress from the highway.

Adequate parking will be provided for contractors and visitors in the designated area in the compound to avoid any offsite parking.

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 Marsh Lane. 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 were 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.

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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 avid 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 with 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.

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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.