

ORANGE DESIGN STUDIO.

ARCHITECTURAL PRACTICE

30 LIGHTRIDGE ROAD, FIXBY

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 30 Lightridge Road are going to be managed.

The CEMP has been requested by Kirklees Council under condition 1 of the approval of 2024/92052

The Condition Reads;

Development shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The CEMP must include, as a minimum, details of the following: (i) Parking provision for site operatives and visitor vehicles; (ii) The location(s) for the loading and unloading of plant and materials; (iii) Proposed access routes for construction traffic and how such traffic will be managed including hours of deliveries which takes account of hours of school opening and closing at Fixby Junior and Infant School to the south east of the site; (iv) The location(s) for the storage of all construction plant, equipment and materials; (v) Wheel washing facilities and any other measures to prevent the transfer of mud and debris being brought on to the public highway; (vi) Contractors' compounds and storage arrangements for cranes and plant, equipment and related temporary infrastructure; (vii) The enclosure of the parts of the site associated with each phase of development and the erection and maintenance of security hoarding, including decorative displays and facilities for public viewing, where appropriate; (viii) Signage (types and location) for directing construction traffic; (ix) Access/egress by emergency vehicles; (x) Measures to manage and minimise dust emissions; (xi) Measures to manage and minimise noise emissions; (xii) A scheme for recycling/disposing of waste resulting from demolition and construction works; and (xiii) Construction lighting (type and location). All demolition, engineering and construction works must be undertaken in accordance with the approved CEMP(s) which must be fully implemented and adhered to throughout the construction phase(s) of the development.

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 vacant residential site to create three dwellings and an outbuilding. The works consists of construction, engineering, landscaping and access works.

SCOPE OF CONSTRUCTION WORKS;

- Erection of new boundary treatments
- Installation of site access on to Lightridge road
- Installation of site roadways
- Erection of three 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, south & west of the site along road known as Lightridge Road. As well as this Fixby Junior & infants school could be affected which is to the south-east of the site.

TIMING OF WORKS;

Site works will commence in October 2025, with a continuous construction programme of works expecting to last 18 months through to April 2027..

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;

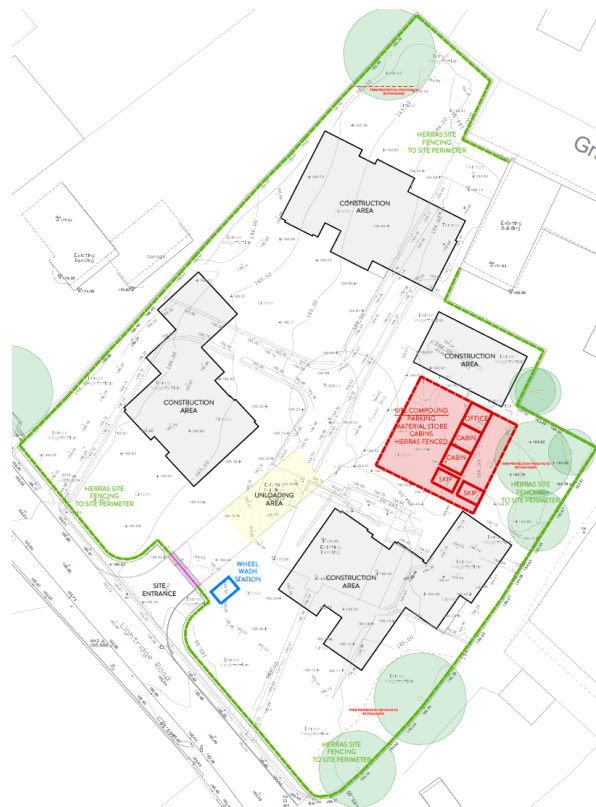


SITE DESCRIPTION.

The site at 30 Lightridge Road, Fixby is now a vacant site in a well established residential area. The site previously housed Lightridge House until 2024 when the house was demolished ahead of the approved residential development of three homes.

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

CONSTRUCTION PHASE SITE PLAN.



The construction phase site plan makes provision for the following;

1. Secure site compound to the north-east of the site which provides spaces for material storage, skip and waste management, site cabins, 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. Wheel wash facility on the site entrance & exit point.
4. Material and plant off loading area adjacent to the site office and northern site compound.
 5. Site Office in main compound
 6. Secure 'Herras' fenced site
7. Tree protection measures in line with BS.
8. Operator parking is available in the areas highlighted red, but further parking is available around the site, on the areas that will be driveways & parking areas when the development is complete. In total there is approximately 10 off-road operator parking spaces available during the whole of construction. Operators are aware that no on-road parking is available.

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 two 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.

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 Fixby J&E School located adjacent to the site on Fixby 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 Lightridge Road, turning into the site through the approved access and egress from the highway.

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.

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 Lightridge Road.

If the site rules are ignored the delivery will be declined and sent away.

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.

