



Premier Inn Huddersfield Central

## CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

on behalf of Premier Inn Hotels Ltd

2024/7846/CEMP02

October 2025

## DOCUMENT CONTROL

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**Drawings**

2024/7846/001

Swept Path Analysis – Large Tipper

## **1 INTRODUCTION**

### **1.1 Document Context**

- 1.1.1 RGP Consulting Engineers Limited is instructed to provide input at the Premier Inn Huddersfield Central hotel, St Andrews Road, Huddersfield, West Yorkshire, HD1 6SB ("the site").
- 1.1.2 The existing site comprises a 52-bedroom Premier Inn hotel and associated circa 200 cover Table Table restaurant. Car parking is provided on-site for the shared use of the hotel and restaurant in the order of 90 spaces.

### **1.2 2024/91828**

- 1.2.1 A planning application (reference. 2024/91828) was submitted to Kirklees Council for a net 22-bedroom extension to the existing hotel through the removal of the associated branded restaurant – car parking will be provided in the order of 105 spaces post-development for the use of the hotel, only. In support of the application, RGP prepared a Transport Statement to provide an overview of the highways and transport impacts of the Proposed Development.
- 1.2.2 The application was approved in January 2025 with this Construction (Environmental) Management Plan prepared with consideration to Condition Three of the Decision Notice.

### **1.3 Construction (Environmental) Management Plan**

- 1.3.1 This document is prepared to realise clean, efficient and safe construction works.
- 1.3.2 This document is informed by the Canal & River Trust Code of Practice Part One: General Information and Part Two: Detailed Information.
- 1.3.3 This document is prepared by RGP but will be the responsibility of an appointed Principal Contractor.
- 1.3.4 The Contractor will be responsible for implementing the management measures of this document.

## **2 PRINCIPAL CONTRACTOR**

### **2.1 Principal Contractor**

2.1.1 A Principal Contractor will be appointed to oversee all construction works. The Principal Contractor will be responsible for ensuring all construction is completed as per the requirements of this document and / or relevant planning policies within the Development Plan.

2.1.2 The name and contact details will be provided to Kirklees Council following their appointment and will be provided at the site for the duration of construction works i.e. on hoarding at the site.

### **2.2 Construction Biodiversity Champion**

2.2.1 It is recommended a Construction Biodiversity Champion is appointed for the duration of the construction programme – it is anticipated the Principal Contractor would be appointed the Biodiversity Champion, or if not, another individual with significant influence, during the construction programme.

### **2.3 Considerate Constructors Scheme**

2.3.1 It is anticipated the Principal Contractor will be a member of the Considerate Constructors Scheme. The Scheme commits Contractors to observe and implement the Code of Considerate Practice. The Code focuses on three key sections:

- Respecting the community - Constructors must manage their impact on their neighbours and the public to support a positive experience.
- Caring for the environment - Constructors must minimise their impact and enhance the natural environment.
- Valuing the workforce - Constructors must create a supportive, inclusive, and healthy workplace.

2.3.2 The Contractor will ensure all on-site personnel and visitors to the construction site operate in a manner consistent with the Code.

### **2.4 Liaison and Consultation**

2.4.1 The Principal Contractor will identify all neighbours and specify individuals and groups who may be affected by, and consulted with, regarding activities at the site, this will include:

- Local Planning Authority.
- Local Highway Authority.
- Local community groups.

- Neighbours and premises which may be affected by the site's activities.
- Other interested parties.

2.4.2 The Contractor will consider a letterbox drop

## **2.5 Collaboration**

2.5.1 The Principal Contractor will identify other construction sites locally to explore the feasibility of collaboration. Collaboration can positively contribute to:

- Common procurement.
- Consolidation of vehicle movements.
- Shared-waste management.

2.5.2 Should the Contractor observe the cumulative impacts of construction and that of another construction site be severe, additional management measures, above and beyond those as listed in this document, will be employed.

## **2.6 Construction Vehicle Schedule**

2.6.1 The Principal Contractor will prepare a Construction Vehicle Schedule for all construction vehicle movements to ensure that only one vehicle is present at the site at any one time, and that movements are undertaken in a timely manner. As a Schedule will be prepared, it is not anticipated vehicle holding areas will be required.

2.6.2 The Contractor will ensure all vehicle movements are booked in advance, at minimum 48 hours prior to the day of arrival. All drivers will be requested to telephone prior to their arrival at the site so the necessary steps can be undertaken to enable a smooth and efficient delivery or collection. All drivers will be notified of the intended vehicle routing to ensure their compliance with the route.

## **2.7 Personnel Travel Plan**

2.7.1 The Principal Contractor will implement a personnel Travel Plan.

2.7.2 The location of the site results in opportunities for personnel to travel by active (walking and cycling) and sustainable (public transport) modes.

2.7.3 The Contractor will consider the use of personnel who reside locally, to minimise the overall impact of personnel movements on the local highway network.

## **2.8 Enquiries and Complaints**

2.8.1 The Principal Contractor will establish a method for the handling of enquiries and complaints. The Contractor will keep a handbook to an enquiry / complaint received, to include recording details of:

- The nature of the enquiry / complaint.
- The cause of the enquiry / complaint.
- The remedial action taken (where appropriate).

2.8.2 The Contractor will aim to respond to any enquiry or complaint in a timely a manner as practicable and take remedial action where deliverable and justifiable.

## **2.9 Licences**

2.9.1 The Principal Contractor will apply for all relevant licenses as required.

### **3 CONSTRUCTION PROGRAMME**

#### **3.1 Programme**

3.1.1 The construction programme would be as follows:

- Site setup and demolition.
- Basement excavation and piling.
- Sub-structure.
- Super-structure.
- Cladding.
- Fit-out, testing and commissioning.

3.1.2 The construction programme will be confirmed by the Principal Contractor following their appointment.

#### **3.2 Site Hours**

3.2.1 The construction site will be operational as follows:

- Monday to Friday – 08:00 to 18:00
- Saturday – 09:00 to 13:00.

3.2.2 No construction works will be completed on Sundays, Bank or Public Holidays.

#### **3.3 Vehicle Movements**

3.3.1 The Principal Contractor will confirm the number of vehicle movements associated with construction, with it ensured the site will accommodate all peak vehicle movements so as not to exceed the capacity to accommodate said vehicles.

3.3.2 However, owing to the modest scale of construction works, the overall number of construction vehicles will be relatively limited and will not have any significant impact on the surrounding highway network.

#### **3.4 Vehicle Hours**

3.4.1 Construction vehicles hours will be within the above construction site hours:

- Monday to Friday – 08:00 to 18:00

- Saturday – 09:00 to 13:00.

3.4.2 Construction vehicle movements will not be completed on Sundays, Bank or Public Holidays.

3.4.3 The Principal Contractor will aim for all construction vehicle movements to be timed outside of peak (after 09:30 and before 16:30) hours on the highway network, as far as is reasonably practicable.

### **3.5 Incidents and Emergencies**

3.5.1 Incidents and emergencies could arise where it is not possible or practicable to comply with the above construction site hours, the measures of this document or relevant planning policies.

3.5.2 In any such instances, the Principal Contractor will be permitted to complete emergency works with the Local Planning Authority advised and contacted with the details provided to the nature of the works.

3.5.3 The Principal Contractor will record details of any emergency works to include:

- The nature of the incident or emergency.
- The cause of the incident or emergency.
- The remedial action taken (where appropriate).

3.5.4 An Incident /Emergency Log will be kept as appropriate.

## **4 CONSTRUCTION SITE**

### **4.1 Contractors Compound**

- 4.1.1 The Principal Contractor will establish a Contractors Compound on-site.
- 4.1.2 The Compound will be secured with plywood faced hoarding (2.4 metres in height) and heras fencing (2.0 metres in height) to prevent unauthorised access. The hoarding will be painted purple and adorned with Premier Inn graphics.
- 4.1.3 The Compound will comprise a site office and welfare facilities, additionally, provision will be made for the storage of construction materials and waste and wheel wash facilities. Cabins and containers will be stacked as appropriate to minimise the footprint of the Compound.
- 4.1.4 The composition of the Compound will be reviewed by the Principal Contractor throughout the construction programme to ensure it can contain all construction related facilities, materials and waste.

### **4.2 Construction Vehicles**

- 4.2.1 All construction vehicles will access the site and Contractors Compound in a forward gear. All construction vehicles will manoeuvre on-site within the Contractors Compound. All construction vehicles will egress the site and Contractors Compound in a forward gear. All construction vehicles will be supported by Traffic Marshals. This arrangement is illustrated on drawing **2024/7846/001** attached hereto for illustrative purposes only.
- 4.2.2 The Principal Contractor will aim for the use of construction vehicles that benefit from the following features:
- Audible warning alert (i.e. reversing or when turning left).
  - Blind spot sensors.
  - Camera monitoring.
  - Class V and VI mirrors.
  - Moving off sensors.
  - Side under-run protection.
  - Warning signage.

### **4.3 Parking**

- 4.3.1 76 car parking spaces will be retained throughout construction works for the retained 52-bedroom Premier Inn hotel. The associated Table Table branded restaurant will be demolished, and therefore, car parking demand associated with this will be removed.
- 4.3.2 With consideration to the Car Parking Demand Assessment presented in RGP approved Transport Statement, the retained hotel could generate a peak car parking demand of 46 cars when operating at full capacity.
- 4.3.3 For reference, peak car parking demand is observed overnight, when guests are checked into the hotel, with it anticipated any construction personnel parking will be greatest during the operational hours of the site, therefore, facilitating its shared use.

## **5 NOISE & VIBRATION**

### **5.1 Management Measures**

- 5.1.1 The site will be planned to locate construction activities and plant that generate noise and vibration away from sensitive receptors as far as is reasonably practicable.
- 5.1.2 To manage noise and vibration, the following measures will be employed:
- Site hours will be restricted to those stated earlier in this document.
  - Construction vehicle movements will be minimised.
  - Plant will be quiet (where plant cannot be quiet, plant will have appropriate noise suppression equipment fitted).
  - Plant and vehicles will not be sited closer to the canal walls than two metres.
  - The Principal Contractor will consider screening / enclosing noisy plant.
- 5.1.3 The construction site will be operated to comply with BS 5228:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites.

## **6 DUST & ODOURS**

### **6.1 Management Measures**

6.1.1 The site will be planned to locate construction activities and plant that generate dust and odours away from sensitive receptors as far as is reasonably practicable.

6.1.2 To manage dust and odours, the following measures will be employed:

- The site will be hoarded to minimise dust migration.
- The site will be swept at the end of the day, or throughout, as required.
- Dust generating activities will be damped down.
- Materials held on site will be covered.
- Plant will be fitted with dust suppression technologies.
- Plant will be zero or low emission (where low emission, plant will have appropriate emission control equipment fitted).
- Dust and odour generating activities will be completed with consideration to the direction of wind as far as is reasonably practicable.
- Vehicles transporting waste from the site will be covered.
- Vehicles will have their wheels washed prior to leaving the site.

6.1.3 The construction site will be operated to comply with the Institute of Air Quality Management Guidance on the Assessment of Dust from Demolition and Construction.

## **7 LIGHT**

### **7.1 Management Measures**

7.1.1 The site will be planned to locate lighting installations away from sensitive receptors as far as is reasonably practicable.

7.1.2 To manage light, the following measures will be employed:

- Lighting during construction will be directed (or utilise baffles) so as not to cast over adjacent buildings or the canal.
- Lighting during construction will be designed to the minimum requirement as per relevant standards and guidance to ensure personnel safety and site security.
- The Principal Contractor will explore the feasibility of motion sensitive lighting during construction.

7.1.3 The construction site will be operated to comply with BS 12464-2:2024 – TC Light and lighting. Lighting of work places - Outdoor work places.

## **8 POLLUTION PREVENTION**

### **8.1 Management Measures**

8.1.1 The site will be planned to locate construction activities and plant that could generate pollution away from sensitive receptors as far as is reasonably practicable.

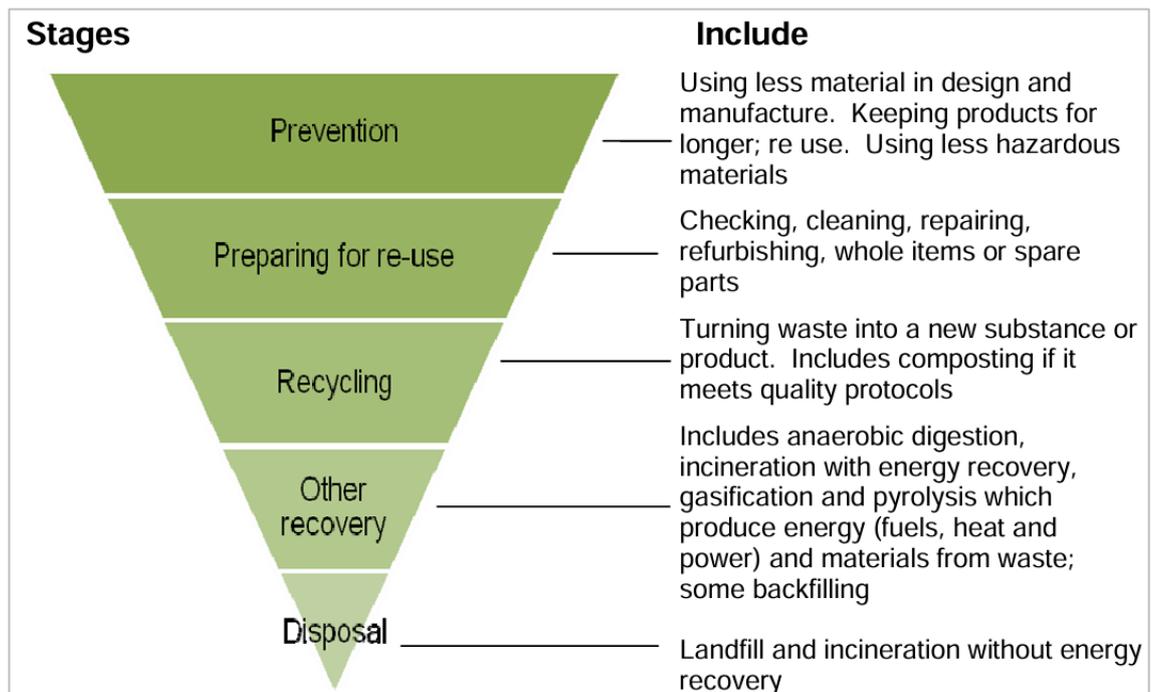
8.1.2 To manage pollution, the following measures will be employed:

- Hazardous materials will be located away from the waters edge / surface drains.
- Stockpiles will be located away from the waters edge / surface drains.
- Fuel will be located away from the waters edge / surface drains.
- The Principal Contractor will complete a Pollution Incident Control Plan.
- The Principal Contractor will, as far as is reasonably practicable, contain, limit and mitigate any effects of a pollution incident.

## 9 WASTE

### 9.1 Waste Hierarchy

9.1.1 All waste will be managed with consideration to the Waste Hierarchy. The Waste Hierarchy is illustrated in the figure below, reproduced from the Department for Environment, Food and Rural Affairs 'Guidance on Applying the Waste Hierarchy' (2011).



**Figure 1 The Waste Hierarchy**

9.1.2 The Guidance confirms the Waste Hierarchy "gives top priority to preventing waste in the first place. When waste is created, it gives priority to preparing it for re-use, then recycling, then recovery, and last of all disposal."

9.1.3 No waste will be stored within 10 metres of a watercourse.

### 9.2 Waste Collections

9.2.1 Where there is no option but for waste to be disposed of, the following measures will be adhered to:

- Waste will be collected by an Authorised Organisation which could comprise one of the following:
  - a) Holder of an Environmental Permit.
  - b) Registered Water Carrier.
  - c) Waste Collection Authority.

d) Waste Disposal Authority.

- Non-Hazardous waste will be transferred under a 'Waste Transfer Note'.
- Hazardous waste will be transferred under a 'Waste Consignment Note'.



# DRAWINGS



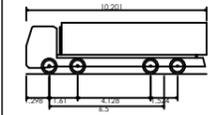
ACCESS SWEEP PATH

EGRESS SWEEP PATH

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

- SITE COMPOUND
- ▨ SCAFFOLDING
- WHEEL WASHING FACILITY



Large Tipper	10.201m
Overall Length	2.495m
Overall Width	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

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P1	GE	FIRST ISSUE	18/02/25
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Client	Whitbread Group PLC		
Project	Premier Inn Huddersfield Central		
Drawing Title	Swept Path Analysis Large Tipper		
Drawing No.	2024/7846/001	Rev.	P1
Scale	1:500	Drawn By	GE
		Checked By	SH
			A3



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