

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Discharge of Condition 13 (and associated Condition 18 measures)

Site	Old Railway Goods Yard, 42 Scar Lane, Milnsbridge, Huddersfield, HD3 4PN
Client	Dag Services / Benjamin Good
Document	Revised CEMP following Kirklees Council initial review
Issue	Revision 2
Issue date	20 August 2026
Status	For approval prior to commencement

COMMITMENT

The measures in this CEMP will be implemented for the full construction period. No works will commence until the Local Planning Authority has approved the CEMP in writing. The Site Manager may strengthen controls but must not relax them without the necessary written approval.

Revision 2 - response to Kirklees Council initial review

Council comment	Revision 2 response	CEMP section
Vehicle size, routes, times, HGV waiting areas and management missing	Vehicle schedule, mandatory route, timed booking system, on-site holding/unloading bay, call-ahead and no-highway-waiting procedure added and shown on the logistics plan.	Sections 7-11 / Appendix A
No signage details	Entrance, traffic, pedestrian, parking, storage, environmental and emergency signage schedule added.	Section 12 / Appendix A

Council comment	Revision 2 response	CEMP section
No phasing details	Phase 1 is defined as Units 1 and 2 with four delivery stages. Phase 2 is unconfirmed and subject to review before commencement.	Section 4
No designated parking details	A controlled operative/visitor parking zone around and immediately in front of the existing green rectangles is defined, with a maximum capacity of 12 vehicles and strict highway-parking controls. The zone is highlighted blue on Appendix A.	Section 13 / Appendix A
No material/plant storage details	Dedicated material storage compound and plant bay to the left of Unit 1, with fuel/chemical and stability controls, added and shown.	Section 14 / Appendix A

1. Site management and responsibilities

A Principal Contractor will be appointed in accordance with CDM 2015. The named Site Manager will be responsible for daily implementation of this CEMP, delivery bookings, traffic control, inspections, complaint handling and corrective action. Subcontractors, suppliers and drivers must follow the Site Manager's instructions.

- A trained banksman will control HGV entry, reversing where unavoidable, unloading and departure.
- The Site Manager will maintain the delivery log, inspection records, complaints log and waste-transfer documentation.
- Non-compliance may result in work or deliveries being stopped until controls are restored.

2. Contact information and site display

A weatherproof information board will be displayed at the entrance showing the Site Manager's name and telephone number, an emergency contact, permitted working hours, the delivery booking requirement and the complaints contact. Details will be completed before commencement and kept current.

3. Induction and training

All personnel will receive a recorded induction covering working hours, vehicle and pedestrian routes, banksman authority, railway/interface restrictions, parking, storage, noise, dust, pollution prevention, waste, spill response, emergency arrangements and complaints. Task-specific RAMS and toolbox talks will supplement this CEMP.

4. Detailed construction phasing

Phase	Principal activities and controls
Phase 1A - site set-up for Units 1 and 2	Secure gates, welfare, information and safety signs, pedestrian route, controlled parking area above Unit 2 with capacity for up to 12 vehicles, HGV holding/unloading bay, storage compound to the left of Unit 1, plant bay, spill equipment and drainage protection. Survey and mark all controlled boundaries.
Phase 1B - groundworks for Units 1 and 2	Controlled clearance, service identification, excavation, spoil removal, drainage, foundations and floors. This is the highest HGV stage; movements will be booked and staggered. Excavations and stockpiles will be inspected daily.
Phase 1C - superstructure for Units 1 and 2	Scheduled deliveries of masonry, timber, steel and roof components. Just-in-time ordering will minimise stored quantities. Temporary stability and lifting controls will apply.
Phase 1D - fit-out and external works for Units 1 and 2	Internal trades, services, surfacing, drainage completion and landscaping. Predominantly vans and smaller deliveries; temporary traffic and environmental controls remain until completion.
Phase 2 - future development	The scope and timing are not yet confirmed. Phase 2 will not commence until the programme, logistics layout, traffic demand and environmental risks have been reviewed. This CEMP will be revised and any further approval or Network Rail engagement required at that time will be obtained before work starts.

5. Working hours

Works will be restricted to Monday-Friday 07:30-18:00 and Saturday 08:00-13:00. There will be no Sunday or Bank Holiday working. No noisy operation will take place outside these hours without prior written approval.

6. Site logistics layout and segregation

Before commencement, the following areas will be physically marked on the existing yard hardstanding and identified by signs. The arrangement must remain visible and unobstructed:

- Main vehicle access: the existing gated access from Scar Lane.
- HGV holding/unloading bay: wholly inside the gate on the existing hardstanding, kept clear before each booked delivery so an arriving vehicle can leave Scar Lane immediately.
- Pedestrian route: a signed route from the gate/welfare point, segregated from vehicle turning and unloading wherever practicable.

- Operative/visitor parking: confined to the blue designated parking zone around and immediately in front of the existing green rectangles, outside the HGV holding/unloading bay, turning area and pedestrian route. The Site Manager will set out and control up to 12 vehicles before works commence; individual bays are not overlaid on Appendix A.
- Material and plant compound: a signed secure area to the left of Unit 1, kept within the yard boundary and clear of access, turning and pedestrian movements.

The Site Manager will review the layout as phases change. No change may cause parking, storage, queuing or unloading to move onto Scar Lane or obstruct emergency access.

The proposed arrangement is shown on Appendix A - Proposed Site Logistics Plan, which forms part of this CEMP. The marked areas will be verified on the ground before commencement and maintained throughout Phase 1.

7. Vehicle types and maximum sizes

Vehicle	Maximum anticipated size	Likely stage/frequency	Control
Cars and light vans	Up to 3.5 t / approx. 6 m	Daily	Designated parking/loading only.
Rigid merchant or HIAB HGV	Up to 26 t / approx. 12 m	Predominant large delivery vehicle	Booked slot; banksman; on-site unload.
Concrete mixer	Rigid / approx. 10 m	Foundation and slab pours	Timed sequential slots; contained washout.
Grab/tipper	Rigid / approx. 10 m	Clearance and groundworks	Sheeted load; one at a time; road check.
Low-loader/plant delivery	Rigid or specialist vehicle up to approx. 12 m	Mobilisation/demobilisation only	Specific booking and unloading plan.
Articulated HGV	Up to 44 t / 16.5 m	Occasional only	Advance booking; dimensions confirmed; bay and route cleared; banksman throughout.

Most large deliveries will use rigid wagons. Articulated vehicles up to approximately 16.5 m will attend only occasionally. Each articulated movement must be booked in advance, with vehicle dimensions confirmed and the on-site waiting/unloading and manoeuvring area cleared before arrival. The banksman will control the complete movement. No vehicle will be accepted unless it can enter the yard immediately and wait, unload and manoeuvre wholly within the site.

8. Mandatory construction traffic route

Construction traffic will use the strategic/classified road network and approach the site from the A62 Manchester Road via Scar Lane to the existing access at 42 Scar Lane. Vehicles will leave by the same route in reverse. Drivers will not use minor residential roads as shortcuts. The route and access pin will be issued with every delivery booking.

- The on-site speed limit is 10 mph and walking pace at the gate or around pedestrians.

- Entry and exit will be in forward gear where practicable. Any necessary reversing will occur wholly within the yard under banksman control.
- No vehicle or load may oversail, encroach upon or create a risk to Network Rail land or infrastructure.

9. Vehicle movement and delivery times

Construction deliveries, collections and vehicle movements will take place between 07:30 and 17:00 Monday-Friday and between 08:00 and 13:00 on Saturdays, within the approved site working hours. No construction vehicle movement is permitted on Sundays or Bank Holidays except for a genuine emergency authorised by the Site Manager. Deliveries will be staggered and booked to prevent simultaneous arrivals or queuing.

10. Booking, arrival, unloading and departure

- Every large delivery will have a named supplier, vehicle type/size and 30-minute arrival slot entered in the delivery diary.
- Only one HGV will be accepted at a time. The gate and internal holding/unloading bay will be cleared before the vehicle is called forward.
- Drivers must call before leaving their depot or agreed lawful off-street holding point and again before final approach if instructed.
- The banksman will meet the vehicle at the gate, stop internal movements, protect pedestrians and direct the vehicle to the holding/unloading bay.
- Unloading will take place wholly inside the site. Loads will not be suspended over the highway, adjoining land or Network Rail property.
- Before departure the banksman will confirm that the gate, footway and carriageway are clear. Arrival/departure times will be logged.

11. HGV waiting area and queue prevention

NO HIGHWAY WAITING

HGVs must not wait, queue, park, load or unload on Scar Lane or any neighbouring road, footway or verge. HGVs, including occasional articulated wagons, can wait wholly within the yard in the signed holding/unloading bay immediately inside the main gate.

Only one large delivery vehicle will be called forward unless the Site Manager has confirmed that sufficient space remains for safe independent access and manoeuvring. If the on-site bay is occupied or unavailable, the next vehicle will remain at the supplier's depot or a lawful, pre-arranged off-street commercial holding location. Early and unbooked vehicles will not wait outside and will be rescheduled. The Site Manager and banksman will keep the gate and internal route clear before each arrival.

12. Signage schedule

Location	Required signs	Purpose/management
Scar Lane/site entrance	Site name; Deliveries by appointment only; No HGV waiting; contact number; 10 mph; STOP/Report to Site Manager	Drivers receive advance route instructions; signs kept within site boundary without obstructing visibility.
Main gate	Construction site - Keep out; PPE; authorised access only; working hours; emergency contacts	Gate secured outside working hours; information checked weekly.
Internal traffic area	One-way/directional arrows where applicable; HGV holding/unloading; banksman control; pedestrian crossing/route	Separates vehicles and pedestrians and keeps turning area clear.
Parking area	Operative parking; visitor parking; no parking in access/turning area	Site Manager allocates spaces and prevents informal highway parking.
Storage/environmental areas	Material storage; plant parking; fuel/chemical store; spill kit; concrete washout; waste segregation	Prevents incompatible use and supports inspection.
Hazards/interface	Excavation; lifting exclusion; services; Network Rail boundary/no access or oversailing	Installed/removed as phase risks change.

13. Operative and visitor parking

The yard can safely accommodate up to 12 operative and visitor vehicles. Parking will be confined to the blue designated parking zone around and immediately in front of the existing green rectangles shown on Appendix A. Before commencement, the Site Manager will set out the usable parking area on the ground so that all vehicles remain outside the HGV holding/unloading bay, turning area, pedestrian route, storage compound and emergency access. Individual parking bays are intentionally not overlaid on Appendix A. The Site Manager will control allocation and will not allow parking beyond the safe marked capacity or 12 vehicles, whichever is lower.

- Operatives will be encouraged to car-share and arrive in coordinated vehicles.
- Visitors must arrange attendance in advance and will be allocated a marked visitor space or instructed to use a lawful pre-arranged off-site location.
- No contractor or visitor parking, waiting, pick-up or drop-off is permitted on Scar Lane, adjoining streets, footways, verges or neighbouring premises.

14. Materials, plant and fuel storage

Materials and plant will be stored only in the signed secure compound on firm, level hardstanding to the left of Unit 1, as shown on Appendix A. The compound will remain wholly within the yard and clear of the site access, HGV holding/unloading and turning area,

pedestrian route, drains, excavation edges, retaining structures and the Network Rail boundary/interface controls. The area will be kept orderly, with loose materials secured and stock quantities limited to the needs of the current stage.

- Bricks, blocks and palletised materials will be stacked level and within supplier limits. Stockpiles will be kept to the minimum needed for the current phase.
- Timber, insulation, roofing and lightweight materials will be covered, banded or restrained against wind.
- Plant will be parked in the marked plant bay with attachments lowered, keys removed and security/immobilisation applied. Refuelling will occur only in the designated controlled area.
- Fuel, oils and chemicals will be locked, labelled and stored on an impermeable base with secondary containment of at least 110% of the largest container. Spill kits will be adjacent.
- Dusty or cementitious materials will be sealed or covered and protected from rain. Concrete washout will use a designated contained facility.
- Waste will be segregated in covered/secured containers and removed by licensed carriers. Loose materials and litter will be controlled daily.

15. Highway cleanliness, idling and road safety

The access and highway will be inspected after HGV movements and at the end of each working day. Wheel cleaning will be provided when ground conditions could transfer mud. Any mud, debris or dust will be removed promptly by suitable road sweeping; it will not be washed into highway drainage. Engines will be switched off while stationary unless required for safe unloading or operation.

16. Noise and vibration

Noise and vibration will be controlled in accordance with BS 5228. Modern maintained plant, lowest-noise practicable methods, reduced drop heights and sensible positioning will be used. Radios/PA systems are prohibited. Vibration-intensive methods will be avoided where practicable; complaints or unexpected effects will be investigated and the work modified or stopped as necessary.

17. Dust, cutting and air quality

Dust controls will be risk-based and include damping down during dry/windy weather, covered stockpiles, sheeting of loads, low site speeds, wet cutting or local extraction, sealed cementitious materials and prohibition of burning. Work will be reduced or stopped if dust cannot be contained within the site.

18. Lighting

Temporary lighting will be the minimum necessary, directed downward and away from homes, highways and the railway. It will be switched off when not required and will not cause glare to drivers or railway operations.

19. Pollution prevention and drainage

Drains will be identified and protected. No silt, cement wash water, fuel, oil, chemical or contaminated water will enter surface water drainage or ground. Spill kits will be available at

storage/refuelling and higher-risk work areas. Spills will be stopped, contained, cleaned, recorded and reported where required.

20. Waste and housekeeping

Waste will follow the waste hierarchy, be segregated, stored securely and removed by licensed carriers with transfer notes retained. Work areas, access routes and boundaries will be kept tidy. Windblown litter will be prevented by covered containers and daily checks.

21. Neighbour liaison and complaints

A contact number will be displayed at the gate. Complaints will be logged with date, time, contact details, issue, investigation and corrective action. The Site Manager will respond promptly and will stop or modify an activity where necessary to prevent recurrence.

22. Monitoring, records and review

The Site Manager will inspect compliance at least weekly and more frequently during groundworks, major deliveries, adverse weather or high-risk activities. Daily checks will cover access, signage, parking, HGV bay, storage, road cleanliness and railway/interface controls. The following will be retained: delivery diary, inductions, inspection forms, complaints, incidents, waste records and corrective actions.

This CEMP will be reviewed when the construction phase, method, vehicle type, site layout or environmental risk changes. Any material change to approved traffic, parking, waiting or storage arrangements will be referred to the Local Planning Authority where required.

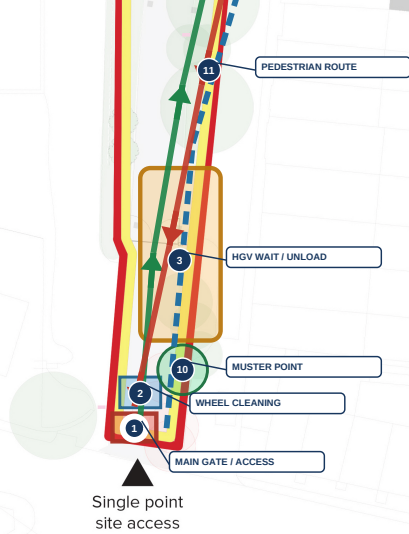
23. Pre-commencement implementation checklist

Required control	Complete	Initial/date
Site Manager and contact details appointed/displayed		
HGV holding/unloading bay marked inside gate		
Parking and visitor spaces marked		
Pedestrian and vehicle routes segregated/signed		
Material compound and plant bay marked		
Fuel/chemical store, spill kits and washout installed		
Delivery route and booking instructions issued to suppliers		
Required entrance/internal signage installed		

Required control	Complete	Initial/date
Wheel-cleaning/road-sweeping arrangements available		
Network Rail/interface restrictions marked and briefed		

24. Approval and controlled issue

Role	Name	Signature/date
Prepared for	Benjamin Good	
Principal Contractor / Site Manager		
Client approval		



APPENDIX A - SCALE 1:500 WHEN PRINTED A3 AT 100%

LOGISTICS MANAGEMENT NOTES

- Route: A62 Manchester Road via Scar Lane.
- Rigid wagons predominant; articulated wagons occasional.
- Movements: 07:30-17:00 Mon-Fri; 08:00-13:00 Sat.
- Large vehicles pre-booked and controlled by a banksman.
- No HGV waiting, loading or parking on Scar Lane.
- HGV waiting/unloading takes place wholly within the yard.
- Blue zone identifies designated parking; maximum twelve vehicles.
- Materials, plant and covered skips grouped left of Unit 1.
- Yellow route shows articulated HGV reversing under banksman control.
- Green arrows show entry; red arrows show exit.
- Phase 1: Units 1 and 2 only. Later phases subject to review.
- Base drawing later phases are indicative and not authorised by this CEMP.

project: Scarlane, Industrial Units	plan: Proposed Phasing
client: Private Client	drawing number: 211 - PL - 03
scale: 1:500	drawing status: Reserved Matters
sheet: A3	date: March 2021