KEEPMOAT HOMES
CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN
Revision 01

Cliffe Lane - Gomersal



Revision	Description
01	First Issue

This Construction Environmental Management Plan (CEMP) has been produced to define the environmental management measures, controls, and responsibilities necessary to minimise the environmental impacts of the construction works related to planning application ref 2023-9266, as approved by Kirklees Council.

This document has been submitted to discharge Condition 13 of the above planning approval, as quoted below;

Prior to development commencing, (including demolition, ground works, vegetation clearance) a Construction Environmental) Management Plan (C(E)MP) shall be submitted to and approved in writing by the Local Planning Authority. The C(E)MP shall include details of:

a) Any phasing of development and timetable of all works;

b) Hours of works;

c) Details of construction access arrangements:

d) Construction vehicle sizes and routes;

e) Numbers and times of construction vehicle movements;

f) Locations of HGV waiting areas and details of their management;

g) Parking for construction workers;

h) Loading and unloading of plant and materials;

i) Storage of plant and materials;

j) Signage;

k) Measures to be taken to minimise the deposit of mud, grit and dirt on public highways by vehicles travelling to and from the site, including the provision of adequate wheel washing facilities within the site;

l) Street sweeping;

m) Measures to control and monitor the emission of dust and dirt during construction;

n) Site waste management, including details of recycling/disposing of waste resulting from construction works;

o) Mitigation of noise and vibration arising from all construction-related activities, including restrictions on the hours of working on the site including times of deliveries;

p) Artificial lighting used in connection with all construction-related activities and security of the construction site;

q) Site manager and resident liaison officer contact details, including information of their remit and responsibilities;

r) Means of engagement undertaken, and means of ongoing engagement proposed, with local residents, occupants and/or their representatives; and

s) Engagement with the developers of nearby sites to agree any additional measures required in relation to cumulative impacts (should construction be carried out at nearby sites during the same period).

The development shall be carried out strictly in accordance with the C(E)MP so approved throughout the period of construction and no change therefrom shall take place without the prior written consent of the Local Planning Authority.

The purpose of this plan is to outline how Keepmoat and its employed contractors will control and mitigate environmental issues onsite and during the construction works to minimise as much as possible the impact of the development activities on local community and environment

Through this plan, Keepmoat ISO 14001:2015 certified Environmental Management System and the sites Construction Phase Plan, Keepmoat and its contractors will ensure that throughout the duration of the development best practice environmental controls will be adhered to alleviating any potential issues.

i. Summary of the Project:

The site comprises approximately 3.8 hectares of agricultural land off Cliffe Lane, Gomersal. The site is bounded by existing property boundaries to the east and south, a PROW with residential housing & a scouts facility beyond to the west, and vegetation / field boundaries with a PROW beyond to the north.

The site is proposed for the development of 97 residential dwellings, with 81No open market plots and 16No S106 affordable plots. Dwellings comprise of 85No 2 and 2.5 storey 2,3 & 4 bed properties of traditional construction and 12No 3 storey 1 and 2 bed apartments of traditional construction.

The site contains 2No recorded mineshafts, and these will require treatment and capping as part of the initial enabling works.

Access to the site is taken via an existing residential property (271 Cliffe Lane) which is to be demolished. A new bellmouth will be formed onto Cliffe Lane at this location to provide access, with diversion of utility apparatus required. Other infrastructure works associated with delivery of the site include site clearance, earthworks, utility installations, highways, drainage and landscaping. Surface water will be attenuated via a concrete attenuation tank before discharging at an agreed rate to a watercourse to the north-west of the site, whilst foul water will be pumped via a new adoptable pump station to the YW sewer in Cliffe Lane.

The site is to be delivered as a single phase, with details of the build route contained in the Construction Method Statement accompanying this development; specifically on the plan Y127.103 Rev D as included at Appendix 1.

Works are expected to start October 2026, with first plot completions programmed for July 2027 and site completion by April 2029.

At the time of preparation of this CEMP, no other developments are under construction in the immediate vicinity of the site. Should any other developments commence, Keepmoat will liaise with these to ensure the combined disruption on the local community is minimised.

The Construction Method Statement should be referred to for site-specific details beyond those included in this CEMP. Sections of this report should be read in conjunction with the CMS and this will be noted throughout.

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1. Keepmoat Responsibilities

As the Client, Keepmoat is ultimately responsible for the content and implementation of this CEMP. This involves ensuring that all project staff comply with the requirements of the CEMP.

Keepmoat will comply with all elements of this CEMP and shall be responsible for:

- Developing and maintaining site specific environmental controls to implement the CEMP through the Construction Phase Plan
- Communicating the requirements of the CEMP to all relevant sub-contractors;
- Liaising with all project team members on environmental issues;
- Maintaining an up-to-date register of legislation and meeting legislative requirements;
- Maintaining a register of actions carried out; and,
- Liaison with Local Planning Authority and General Public.

Assurance

A key part of maintaining environmental standards is regular monitoring, audits, and inspections. For the entire construction phase Keepmoat will undertake the following, all including environmental checks:

- Weekly Site Manager inspections
- Monthly Contract Manager inspections
- Monthly Director EHS inspections
- Monthly BP EHS inspections
- Annual Environment, Health and Safety audits

If any concerns are raised as a result of the above inspections, actions will be raised for the relevant persons on Keepmoat's health and safety portal to action.

Site Manager

Keepmoat's appointed Site Manager will be responsible for ensuring the delivery to the Client, of the environmental requirements of the contract.

Sub-Contractors

All contractors are responsible for leading the work of their particular discipline on the project.

They are responsible for ensuring that the requirements of the CEMP are communicated to and understood by all workers.

Keepmoat will ensure all contractors are competent and have effective environmental controls in place as follows:

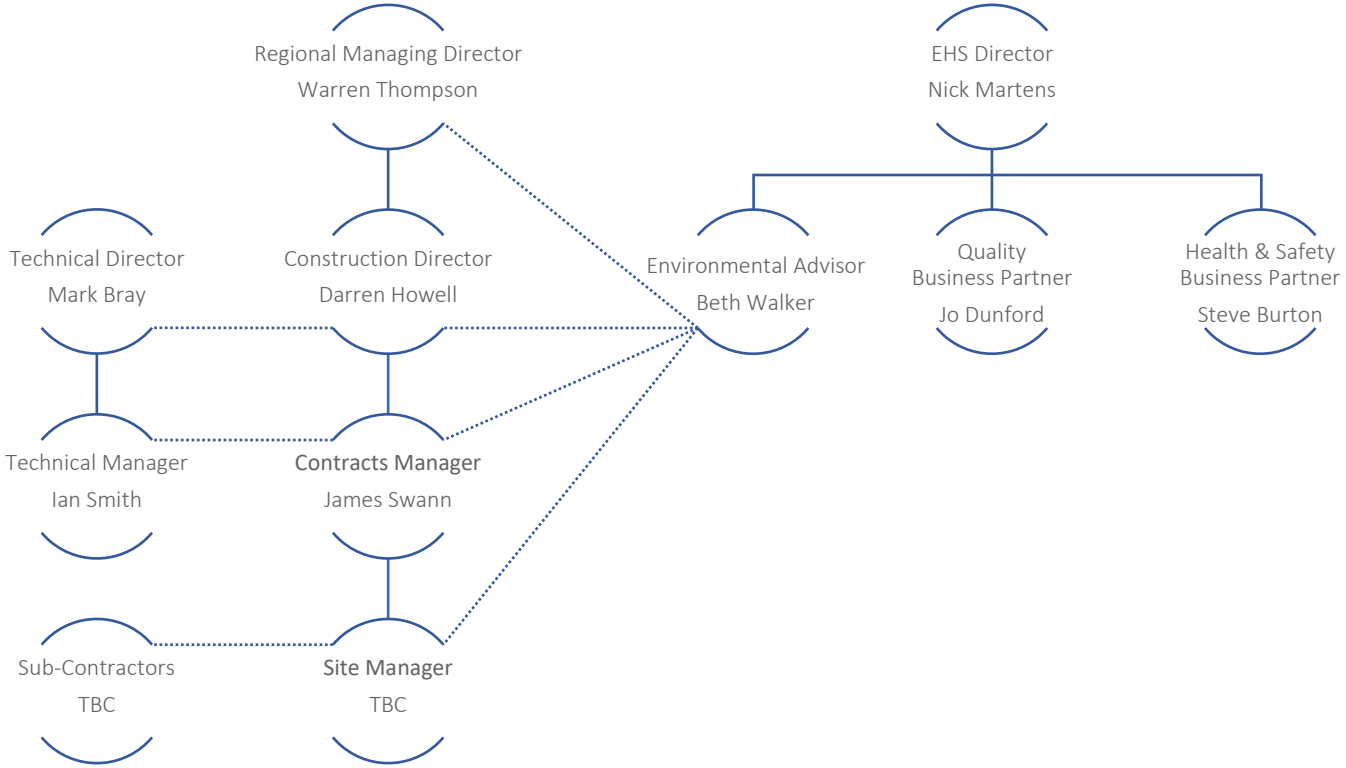
- All contractors are assessed by CHAS at the Advanced level. This includes environment and sustainability credentials and ensures only competent contractors work on site.
- Through tendering and on-boarding processes all sub-contractors are provided with and sign up to Keepmoat Trade Specification including minimum environmental standards.
- Before starting on site all contractors RAMS and environmental controls will be reviewed and accepted by the Construction Team, where a significant environmental risk exists these will be escalated to the Environment, Health, and Safety Team

1.1. Key Contacts

Name and address	Contact name	Telephone number	E-mail
Client	Keepmoat Homes	0113 388 6600	Consultation@Keepmoat.com
Principal Designer	Mark Bray	0113 388 6600	Mark.Bray@Keepmoat.com
Designer (layout)	Keepmoat Homes	0113 388 6600	
Designer (Civils)	OEC Consulting		
Designer (Structural)	OEC Consulting		
Designer (Housetypes)	BE Design		
Principal Contractor	Keepmoat Homes		
Keepmoat Regional Managing Director	Warren Thompson	0113 388 6600	Warren.Thompson@Keepmoat.com
Keepmoat Technical Director	Mark Bray	0113 388 6600	Mark.Bray@Keepmoat.com
Keepmoat Technical Manager	Ian Smith	0113 388 6600	Ian.Smith@Keepmoat.com
Keepmoat Construction Director	Darren Howell	0113 388 6600	Darren.Howell@Keepmoat.com
Keepmoat Contract Manager	James Swann	0113 388 6600	James.Swann@Keepmoat.com
Keepmoat Site Manager	TBC	0113 388 6600	
Temporary Works Engineer	Structa LLP		
Keepmoat Regional Health & Safety Business Partner	Steve Burton	0113 388 6600	Stephen.Burton@keepmoat.com
Keepmoat Sustainability Director	John Bowden	0113 388 6600	John.Bowden@Keepmoat.com
Keepmoat Environmental Advisor	Beth Walker	0113 388 6600	Sian.Helmkay@Keepmoat.com Beth.Walker@Keepmoat.com
Keepmoat Ecology Advisor	Charlotte Gray	0113 388 6600	Charlotte.Gray@keepmoat.com

Keepmoat Quality Business Partner	Jo Dunford	0113 388 6600	Jo.dunford@keepmoat.com
Surface Water Management Advisor	RSK		

Management Structure for the Project



1.2. Construction Working Hours

It is proposed that the following times will constitute the normal working hours (excluding public holidays) on the construction site:

- Monday to Friday
  - 7.30am – 18.00pm
- Saturday
  - 8.00am - 13.00pm
- No Sunday or Bank Holiday Working

No plant and machinery will be used outside of these hours
No deliveries or collections will be made out of these hours
No access is available to site more than 30 minutes prior to the opening times above
These hours will be followed unless otherwise agreed in writing by the relevant planning authority.

Deliveries are to be controlled where practical to avoid peak / rush hour and school times – this is considered 7:30a.m – 9:30a.m and 4:00p.m – 6:00p.m Monday to Friday. Management of this will be via order requests and delivery booking via our site and commercial teams.

Outside the above periods the following working is permitted:

a) pre-planned construction works to highway infrastructure requiring possessions where first notified to the relevant planning authority and local residents;
b) emergency works; and
c) works which do not cause noise that is audible at the boundary of the Order limits

Any emergency works carried out must be notified to the relevant planning authority within 72 hours of their commencement.

1.3. Construction Traffic

Good relations with people living and working in the vicinity of the site are of paramount importance to Keepmoat. Therefore, businesses and residences located within proximity to the site shall be notified of the works by the Keepmoat Construction Team, including a summary of the proposed phasing and details of the proposed operating hours two weeks in advance of starting works on site. In addition, a contact telephone number will be provided in the event of complaints from the public and a procedure adopted to respond to such complaints.

Keepmoat shall provide clear and prominent signage at the main access points to the site and at other appropriate locations around the site perimeter warning that construction works are in progress and that the site is hazardous. Signs shall identify the potential hazards associated with the proposed construction works. Signs shall include emergency telephone numbers and other relevant contact details.

Construction Traffic Access

The clear establishment of an appropriate traffic access to the site is required to prevent the likelihood of accidents occurring and to minimise the disruption to the local residents and road users as far as possible. Access to the site will initially be taken via the existing dropped crossing to 271 Cliffe Lane, with the permanent S278 access constructed as soon as practicable.

Keepmoat has set out specific measures below which will be implemented to reduce the impact of construction traffic both on and in the wider areas surrounding the site.

- The contractor must agree the principles and routes for material haulage to and from the Site with the Local Highways Authority and Highways Agency as appropriate. The preferred delivery routes would be via Cliffe Lane > West Lane > A651 Oxford Road/Bradford Road for material haulage and plant – see Appendix 1 for plan.
- Routes to the west of the site via Cliffe Lane > Balme Road, and to the south of the site via the existing residential areas including but not limited to via Fusden Lane and Woodlands Road will be prohibited to HGV's
- A Traffic Management Plan will be put in place for all s278 works, identifying protection of pedestrian routes to be maintained during the course of the works.
- Prior to any closures required to allow s278 works to be implemented, letters will be issued to residents affected by the closure, notifying them of the start and end date of the closure and measures to be put in place to allow pedestrian access.
- Keepmoat will operate a traffic management system across the site, which is relayed to all personnel during induction. This will include:
    - Deliveries will report to the site office and all delivery drivers will sign in and out on completion of delivery.
    - Banksmen will be present during reversing operations, where operator's view is obscured.
    - Flashing beacons will be fitted to all on site vehicles and plant.
    - Plant is to be fitted with traverse alarms to ensure safe manoeuvring.
- The general site speed limit across the site will be limited to 10mph, although alternative limits may be applicable in certain areas.
- The provision of temporary signalling will be considered where vehicle access to the site is likely to cause congestion or the potential for access.

- The movement of construction vehicles will be limited to non-peak hours where possible to limit any disruption to the local highway network.
- All construction traffic entering and leaving the site will be closely controlled and HGVs making deliveries to the site or removing construction material etc, shall avoid prohibited routes.
- Vehicles will be loaded and unloaded clear of the public highway.
- Emergency escape routes will be designated prior to commencement of work.
- The site labour force will be encouraged to car-share and to use sustainable modes of transport.
- Suppliers will be provided with details of the site restrictions, rules, opening times and the avoidance of nuisance when delivering to site

Should it become apparent that at any point during the construction programme that an alternative access is required, details of this change would be submitted and agreed in writing with the Local Planning Authority prior to making these changes.

HGV vehicle movements during construction will vary according to the works being undertaken at any one time, with estimated figures as per the table below;

Stage of development	**Estimated HGVs/day**
Initial enabling works	20 – 30
Earthworks / Export of soils	50 – 60
House-building	10 – 20

Cleanliness of the Public Highway

The construction works will involve the regular use of the local highways network by construction related vehicles. As such, Keepmoat will put measures in place to minimise dust emissions and the deposition of mud and debris on the local road network through the following measures;

- A permanent wheel wash facility will be provided. This will take the form of a water bowser & jetwash which will be sited on a stoned-up area, with the location of the wheel wash moved to suit the location of the site operations ongoing at the time. Construction vehicles leaving the site will be monitored by a site operative who will jetwash each vehicle prior to exit on to the highway network as required.
- Site haul roads will be regularly scraped to assist in the removal of debris and reduction of 'track-out'
- All road surfaces affected by site works shall be swept clean as and when required. This will include a full-time attendance of a road sweeper during any soil export/import operations. Outwith these times, the frequency will drop to one visit per day, although this will be continuously monitored and increased where necessary. Any mud or debris deposited on the highway because of the development will be cleared as soon as practicable, but in any case, by no later than the end of the working day.
- The Keepmoat site manager and groundworks site manager will be responsible for monitoring the cleanliness of the existing highways throughout the construction period.

Vehicle Parking

The clear establishment of an appropriate construction compound and parking area is required to prevent and minimise the disruption to the local residents and road users as far as possible. See Appendix 2 – Compound Plan

Construction worker parking will be restricted to designated areas within the site compound and no parking will be permitted on the public highway. If such parking is unavoidable, a Keepmoat Parking permit will be issued for each vehicle detailing the number to call if the vehicle requires to be moved and is causing a nuisance.

The vehicle parking area will be positioned within the site compound to minimise the disturbance of the surrounding area. The parking area will be positioned immediately next to the access road to reduce the amount of vehicular movement on site and therefore reduce the likelihood of vehicles taking mud/debris onto the existing highway network when they leave the site.

A designated area will be situated within the compound for the specific loading and unloading of materials and plant. This will be the most appropriate location as the compound is in close proximity to the access road and is also the location where materials and plant will be stored.

1.4. Temporary Site Start and Site End Arrangements

During the early stages of the development, the appointed Groundworker, in their role as Principal Contractor (PC), will have their own temporary compound and storage locations on site whilst the initial infrastructure is established. An element of flexibility for storage and compound locations will be required during this time due to site conditions and early works phases. We envisage this stage to cover the initial 6 months of the development before Keepmoat take over the role of PC and the final compound and storage area is completed. Refer to the drawing contained within the Construction Method Statement.

Towards the final stages of the development, and as space becomes restricted, the main compound will be dismantled and be replaced with smaller ‘Oasis’ type units. This will also dictate that the placement of the Oasis unit, alongside the storage of materials for the final stages of the development, will predominantly use available open spaces or visitor parking bays as the best practicable means leading up to completion and subsequent exit from the site.

2. Archaeology & Cultural Heritage

Keepmoat is committed to ensuring that adequate measures are in place to protect sensitive archaeological and heritage resources and ensuring all control measures stipulated within the relevant licence, consent, building preservation notice, working brief or other legal document are fully implemented

Archaeology and Heritage aspects of the site have been assessed by Technical teams through production of a desk-based assessment of heritage assets on or adjacent to the site.

The result of this process allows effective controls to be implemented on site to prevent damage to any archaeology or heritage asset

Key Controls

- All Risk Assessments and Method Statements where risk of harm exists will consider the protection of areas of historic/archaeological importance. Control measures will include:
    - Reducing vibration by using hand tools for excavation when in close proximity
    - Avoiding haul routes past structures sensitive to vibrations
    - Considering ground conditions and likely foundations when excavating close to protected structures
    - Fencing off areas of interest to prevent damage or encroachment
    - Clearly marking any important historic/archaeological areas
    - Identifying and marking the location of buried services which could impact on an archaeological site
    - Raising awareness with staff onsite through inductions, toolbox talks and site signage
    - Photographing before and after works to prevent fraudulent claims of damage
- Should any unidentified remains be found during works they will be reported to the Construction Director immediately and no works continue that could damage the asset.

3. Carbon and Energy

Limiting and continually reducing our energy consumption and associated carbon emissions are key sustainability objectives for Keepmoat. To achieve this, we will:

- Procure of 100% renewable electricity for all site operations and all plots (until CML).
- Provide “eco cabins” (insulated to reduce heating requirements, movement sensors and LEDs for light)
- Ensure that utility services are installed on site as soon as practicable to minimise generator use
- Where generator use is required, these will be sized to minimise fuel use and screened to prevent nuisance to local communities
- Avoiding the use of propane and butane heaters in preference of electric alternatives wherever practicable.

4. Dust and Air Quality

If not adequately controlled, dust arising from construction activities can lead to increases in concentrations beyond the site boundary, which may affect local amenity and influence local air quality.

In order to control construction dust and prevent escape beyond the site boundary Keepmoat will develop a Dust Management Plan (DMP), aligned to the IAQM guidance on the assessment of dust from demolition and construction. This plan will be included in the Construction Phase Plan and be specific to the scale and type of activities on site and the surrounding sensitive receptors.

The following controls will be included as a minimum and be enhanced where necessary to reflect the scale of the site works and sensitivity of local receptors:

Communication

- Display the name and contact details of Site Manager at the site entrance
- All contractors will sign-up to the DMP.

Monitoring

- Regular inspections to monitor compliance with DMP, recorded as part of the weekly Site Manager Inspection.

Preparing and Maintaining the Site

- Effective controls to avoid site runoff of mud (see section 9)
- Removal of materials that have a potential to produce dust from site as soon as possible, unless being reused on site
- Site layout planned so that machinery and dust causing activities are located away from receptors, as far as is possible
- Ensuring an adequate water supply is available on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible.

Operations

- Only using cutting, grinding, or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g., suitable local exhaust ventilation systems.
- Minimising drop heights from loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.

Fleet, Plant and Deliveries

- Ensuring all vehicles switch off engines when stationary - no idling vehicles.
- On site speed limit of 5mph
- Regular sweeping of haul routes
- Avoiding the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where practicable
- Where practicable, HGV's and non-road mobile machinery used on site to be of the latest EU vehicle emission standard and stage IIIA as a minimum.

Demolition

- Ensure effective water suppression is used during demolition operations.
- Any crushing operations are done so under the provisions of a Local Authority issued permit
- A Section 80 notice will be sought where applicable

Track – out

- Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport
- Planning vehicle movements and deliveries around the site avoid sensitive receptors, either through route or timing (e.g., rush hour / schools)
- Road sweeping on the public highway where track-out is identified during inspections.

5. Ecology, Biodiversity & Invasive Species

The protection and enhancement of plant and animal life is a key requirement of all Keepmoat sites. As part of the development process, all Keepmoat sites are subject to a detailed preliminary ecological survey that identifies any ecological & biodiversity features, plus any constraints associated with invasive and/or injurious species.

Following the preliminary ecological survey, the table below summarises the ecology and biodiversity features and invasive species that have been identified, alongside the management controls to be implemented:

Category	Applicable (Y/N)?	Control Measures	RAMS / Document reference
Protected Species e.g. Birds	Y – Nesting Birds	**Nesting Birds:** Check by Ecological Clerk of Works prior to works on vegetation removal	Doc Ref SF3386, 'Ecological Impact Assessment'
Trees & Hedgerows e.g. TPO's Retained Trees & root protection measures	Y – Retained trees	Root protection measures and exclusion zones to be employed in line with Keepmoat std detail and Ecologist recommendations	Doc Ref: ARB/CP/3075 'Tree Arboricultural Impact Assessment'

6. Noise and Vibration

The management of site activities by Keepmoat and associated subcontractors is required to avoid causing a nuisance to sensitive receptors such as local residents / neighbours, Keepmoat customers, schools, hospitals, businesses, and wildlife. This is to ensure full compliance with legislation and codes of practice, and to maintain a strong positive relationship with the local community. Nuisance can occur from, but is not limited to, noise, dust, smoke, fumes, vibration, light pollution, and odour.

In accordance with the requirements of the Control of Pollution Act 1974 (CoPA), noise and vibration will be controlled and limited so far as reasonably practicable so that sensitive receptors are protected from excessive noise and vibration arising from construction. The site will be managed to ensure that the 'Principal Contractor' will apply the principles of "best practicable means", as defined in Section 72 of the Act and following guidance as defined by 'BS5228: Code of Practice for noise and vibration control on construction and open sites - Part 1'.

The site itself is located in Gomersal, Cleckheaton, West Yorkshire and is bounded by existing property boundaries to the east and south, a PROW with residential housing & a scouts facility beyond to the west, and vegetation / field boundaries with a PROW beyond to the north.

As part of the site works, the following general activities and equipment will be used on site as construction works are undertaken:

- Diesel Generator for site power (24h operation) during early stages of development
- Bulldozer and tracked excavator for site levelling, excavations, and material shift
- Dust and track out suppression via Road sweeper (planned minimum site attendance of 3 x per week)
- Driven piling on site using precast concrete piles. These works are limited to 10No plots in the centre-north of the site
- Dumper truck for the movement of materials
- HGV deliveries onto site
- Use of Stihl Saw and Nail Guns
- Use of telehandler for unloading deliveries and movement of products and materials around the site

Best practicable means will therefore be employed to ensure that the level of noise generated on site is as low as reasonably practicable. In order to mitigate noise during the works and reduce the risk of disturbance / complaints, the following control measures will be employed:

- Letter drop to be undertaken to neighbouring properties prior to works commencing on site (2 weeks in advance)
- No deliveries will occur outside of the hours identified in the CEMP where practical
- No access will be allowed to site over 30 minutes before opening times
- All drivers to be reminded and expected to have radio's turned off or at very low volume when on site / waiting to access site
- Careful selection of working methods and programme
- Where applicable, selection of quietest working equipment available and suitable for the task through collaboration with our supply chain and sub-contractors
- Where practicable, positioning equipment behind physical barriers, i.e., existing features, site hoarding

- Ensuring that regularly maintained and appropriately silenced equipment is used
- All plant will be properly maintained (greased, blown silencers replaced, saws kept sharpened, teeth set and blades flat, worn bearings replaced etc. etc.)
- Plant will operate at low speeds, where possible, and incorporate automatic low speed idling
- Machinery to be turned off when not in use to prevent idling
- Handling all materials in a manner which minimises noise, such as minimising drop heights;
- Switching all audible warning systems to the minimum setting (or white noise function) required by the Health and Safety Executive
- Inductions and refresher Toolbox talks (TBT's) to be provided to the site team regarding the need to minimize the need for reversing on site through use of best practice in use of heavy machinery and plant traversing the site
- Where processes could give rise to significant levels of noise for extended periods of time, noise levels should be monitored regularly by a suitably qualified person with the survey results kept on file
- In terms of on-site employees, appropriate actions should be undertaken with regard to the Noise at Work Regulations including the requirement for the use of ear defenders and appropriate warning notices.

Further to the above, operatives are to be trained to employ appropriate techniques to keep site noise to a minimum and will be effectively supervised to ensure that best working practice in respect of noise reduction is followed. All employees will be advised regularly of the following, as part of their onsite induction / training:

- The proper use and maintenance of tools and equipment
- The positioning of machinery on site to reduce the emission of noise to the neighbourhood and to site personnel
- The avoidance of unnecessary noise when carrying out manual operations and when operating plant and equipment
- The protection of persons against noise
- The operation of sound measuring equipment (selected personnel).

This site requires piling activities to be undertaken using a hydraulic hammer method. In order to help mitigate the impact of any intrusive noise from the piling activities, the following controls will be adopted:

- Shrouding / enclosure of the piling hammer rig when in use
- Consideration will be given to the location and layout of the piling plant in relation to receptors for efficient operation and noise control of generators and any electric or hydraulic motors used by plant
- Concrete pour sizes and pump locations will be considered with concrete pours aiming to start as early as possible within normal working hours to avoid overruns
- Where obstructions are encountered, works will be stopped, and a review of the approach undertaken
- Preparation of pile caps will be done so using methods / procedures which minimise the use of breakers (e.g., using hydraulic splitters to crack the top of the pile)
- Where required by the Planning Authority / EHO, sound level monitoring of the piling activity will be undertaken by suitably trained personnel

7. Community engagement & Code of Considerate Contractors

Although Keepmoat are not party to the code of considerate contractors' scheme, best endeavours will be made to keep residents informed. This will consist of the following:

- Letter drop to be undertaken to neighbouring properties prior to works commencing on site.
- Regular community engagement meetings to be held monthly during site remediation phase.

Our dedicated customer Care team will act as resident liaison, and any enquiries or complaints should be directed to them on 0808 124 0041 or via email at KHWY.CustomerCare@keepmoat.com.

Our customer care team will be able to contact the relevant team to then deal with said complaint in a timely manner.

8. Pollution Prevention (spill)

The appropriate management of site activities is required by Keepmoat and its contractors in order to prevent pollution of the site and the surrounding area. The controls employed follow the Source-Pathway-Receptor model and are aimed at preventing spills at source (e.g., a leaking fuel tank) therefore ultimately protecting the potential receptor (e.g., bare soils, surface water feature). In general terms, the following good practice measures will be adopted:

- Drip trays will be utilised to collect leaks from diesel pumps or from standing plant (such as generators)
- Oil/fuel interceptors will be fitted to all temporary discharge points from the compounds and from any temporary oil storage or refuelling areas; and
- Within the construction compound there will be the provision of spill containment equipment such as absorbent material
- Vehicles and plant will be subject to regular inspections to check for possible leaks and/or damage and maintained in a good working condition
- Concrete / mortar storage will only be permitted where this is in line with the relevant Keepmoat Standard detail (ref: 2012SD (095)) with sufficient bunding, hard standing and contained wash run-off facilities
- Storage of waste materials in dedicated and weatherproof containers
- Security fencing to surround the site with this to be locked and monitored to avoid potential trespass and arson
- Storage of hazardous materials / liquids within locked and weatherproof containers when not in use.

Across the site, the following minimum standards will be employed specifically in relation to spill kits and fuel tanks:

Spill Kits:

- Be the appropriate absorbent for the activity being carried out (all spill kits for diesel must be oil spill kits)
- Be located next to all diesel tanks on site, visible and easily accessible
- Be at least 90L and stored in a yellow wheelie bin
- Remain closed to prevent rainwater ingress

- Always remain stocked and not be used for litter
- Be referred to on the site's EHS-FO-001-Spill-Spill Response Poster
- Once the equipment is used, including any unmade ground that has been spilled on, material to be disposed of as hazardous waste by a licensed waste contractor.

Fuel Tanks:

- Be 110% internally bunded
- Pressure tested and externally inspected every 2 years and internally inspected every 5 years (with records of such checks kept on site)
- Accompanied by a drip tray (used for all fuelling operations).
- Sited with an oil spill kit – either 90 or 120 litres (with yellow bin for external storage)
- Visually inspected weekly to identify any leaks, damage, or spills
- If on unmade ground or permeable hard standing the tank/bowser will be placed on the Diesel Tank Standard Detail (2008/SD/126)
- If located on impermeable hard standing the location must be at least 10m from any down slope drain
- No vehicle refuelling at any other locations on site.

9. Remediation and Soil Management

Keepmoat typically (c80%) work on and develop brownfield sites. Such sites, by their nature, are more likely to pose a risk from potential historic contaminated land and may require remediation prior to any construction activities taking place. Furthermore, subsequent soil management on site (whether contaminated or not) will require careful management and control to prevent harm to the environment and neighbouring land/property. Effective soil management strategies are also required to maximise the use of on-site resources and avoid the generation of waste materials.

Remediation

Through our Land & Partnerships and Technical teams, the site has passed through a detailed assessment in order to identify the risk of contaminated land and required remediation strategy. This assessment has been undertaken in line with the Environment Agency's guidance on Land Contamination: Risk Management. The intrusive site investigation has been completed in partnership with a competent and suitably qualified consultant. The site, with the exception of the existing property to be demolished, is greenfield, with 2No recorded mineshafts present requiring treatment. Some localised made ground is present in the vicinity of the shafts which contains elevated levels of arsenic. Topsoil across the site is suitable for re-use.

The development requires the following preparatory works:

- Demolition of 271 Cliffe Lane
- General Site clearance of surface materials and vegetation
- Topsoil strip & stockpile for re-use with disposal offsite of the surplus.
- Removal from site of all materials arising from the demolition
- Grouting & capping of the 2No recorded mineshafts
- Removal offsite or isolation beneath hardstanding/clean cover system of the made ground found in the vicinity of the mineshafts
- Re-grade of site to formation levels

Upon completion of the above points, our Technical Team complete a 'Risk Register' (HSS-RE-001-Risk) to inform the construction phase that identifies remaining contaminated land risks and suitable control measures. This is provided in a detailed Pre-Construction Information (HSS-FO-007-CDM) pack. As a result of the above process, the site construction team is then responsible for ensuring the following is achieved:

- The Pre-Construction Information (PCI) (HSS-FO-007-CDM) and Risk Register (HSS-RE-001-Risk) are reviewed to understand the key contaminated land risks on site and associated remediation strategy
- Suitable controls are implemented on site based on the information provided in the PCI and Risk Register
- Keepmoat staff and sub-contractors are briefed on key contaminated land issues on site
- Any land contaminated by site work activities or if contaminated land is suspected on site (which has not been identified in the Site Investigation Report, Risk Register or PCI) is separated with barriers from Keepmoat staff and reported on EcoOnline immediately for further investigation by a specialist.
- Ground Investigations taking place during the construction phase have suitable permits in place (HSS-FO-003-Permit-Permit to Dig).
- Contractors on site working with contaminated land during the construction phase are competent and have the correct licenses/permits in place.

Soil Management

Keepmoat and its contractors recognise that robust environmental controls for responsible soil management are required throughout the pre-construction and construction stages for the Cliffe Lane site. As per the 'Definition of Waste Code of Practice' (DoW CoP), Keepmoat utilise a Materials Management Plan (MMP) approach, following the CoP to provide a clear, consistent and efficient process that enables the reuse of excavated materials on-site or their movement between sites in England and Wales.

***Note** – where an MMP approach is not undertaken, applicable environmental permits / exemptions are registered if any soil that is not "clean and naturally occurring" (e.g., contaminated soil or made ground [demolition waste]) is planned to be re-used on site.*

Summary of Pre-Construction Controls:

- MMP developed (HSS-PL-001-Waste - Materials Management Plan (MMP)) by the Technical Team following review of the site remediation strategy, contaminated land risks and ground investigation report
- MMP reviewed and approved by a qualified person registered to CL:AIRE
- The indicative locations for the stockpiling of soils on site will be provided within the MMP. The locations will be spatially isolated to allow topsoil, contaminated soil and those soils which are being stored for ecological reasons to be kept separately and prevent cross contamination.

The MMP for this site identified the following quantities and types of material to be managed on site:

Site Materials:

- Topsoil is suitable for re-use on site and the volume required to service the development will be retained on site. Surplus topsoil is to be removed from site.
- Natural arisings to be re-used on site
- Small volume of made ground to be re-used on site
- Surplus naturally occurring subsoils to be removed from site.

Following the Pre-Construction phase, the detailed pre-construction information (PCI) (SF-TEC-12), associated risk register and MMP are passed to the site construction team for implementation as part of the site works. The site construction team will ensure the following controls are implemented on site:

Construction Phase Controls:

- Actively supervising the careful stripping of topsoil/subsoil for reuse activities
- Soil being re-used on site is appropriately stockpiled to avoid mixing or contamination as per the MMP
- Keeping soil storage periods as short as possible
- Stripping to be completed in the driest condition possible using tracked equipment where applicable to reduce compaction
- Ensuring the Technical team are consulted if there is a change to haul routes and stockpile locations so that the site MMP and Traffic Management Plan are updated accordingly
- Ensuring that the soil structure is not over-compacted where heavy machinery and large volumes or soils are stored to help avoid poor soil establishment, increased surface water runoff, failure of planting and surface ponding
- Any re-spreading stockpiled soil or the importation of soil is suitably supervised on site in order to provide structured, un-compacted and well-aerated soil profiles
- Areas of soil to be protected from construction activities (retained trees, protected habitats, archaeology, invasive species) are clearly marked out by barrier tape and exclusion signs
- Ensuring that stockpiles are not be positioned within the root or crown spread of trees, or adjacent to ditches, watercourses or existing or future excavations
- Once a stockpile has been completed the area will be cordoned off with secure fencing to prevent any disturbance or contamination by other construction activities
- Where soil is to be stockpiled for more than six months, the surface of the stockpiles will be seeded to minimise soil erosion and to help reduce infestation by nuisance weeds that might spread seed onto adjacent land
- All materials subject to excavation, disposal, treatment and/or reuse are suitably tracked throughout the project with evidence
- Ensuring that all waste soil materials are compliant with the applicable waste 'Duty of Care' requirements
- Assist with the completion of the verification report at the end of the project to fully satisfy the requirements of the DoW CoP.

10. Surface Water runoff and management

To prevent pollution of surface or ground waters with silt as a result of site construction and development activities, Keepmoat and its contractors aim to maintain regulatory compliance and negate environmental harm through the implementation of a Surface Water Management Plan (SWMP). The site specific SWMP is designed to identify the risks associated with the site and ensure effective and appropriate environmental controls are implemented as a result.

Production of the SWMP follows a risk-based process and involves:

- Identifying sources of potential contamination (surface and silt water run-off, fuel and chemical storage, excavation pumping operations etc.)
- Determining the receptors (water courses, ground water and foul drains) for any potential discharge and identifying whether this site is a 'High' risk development.
- Developing and implementing controls for minimising risk, through control and treatment.
- Utilising appointed technical consultants to assist in developing appropriate and effective methods of control
- Ensuring effective monitoring and maintenance of pollution prevention measures.
- Preparation of an associated Spill Response Poster for emergency situations (HSS-FO-001-Spill)
- Assurance of effectiveness through the implementation of inspection, monitoring and sampling measures, using the associated HSS-FO-001-Water- Water Management & Pollution Prevention Inspection Checklists found on EcoOnline (online reporting tool).

A copy of the SWMP and diagram of the layout of the identified surface water management features can be provided on request. For the purpose of this CEMP, a summary of the management controls and maintenance requirements for the site identified by the SWMP are as follows:

Management Controls:

- Prior to commencement of any construction works, earth bunds/silt barriers are to be provided to all boundaries where run-off would enter 3rd party land/existing residential dwellings/existing highways and potentially cause a flood risk if excessive flows were generated.
- Surface water is to be re-routed to less sensitive areas.
- The proposal tries to avoid over-pumping, but if required, a suitable outfall location will be agreed.
- Construction of an attenuation tank with a holding capacity of circa 960m3
- A silt barrier is proposed to be installed along the northern border of the site.
- Intermediate barriers, largely running in a SW to NE direction at appropriate intervals.
- As the site works progress and permanent features are established, road sweepers will be used to clean roads on regular intervals to reduce build of sediment on (and off) site
- All road gullies, when constructed, will be fitted with gully bags to prevent blocking and limit required maintenance (sucking/jetting).

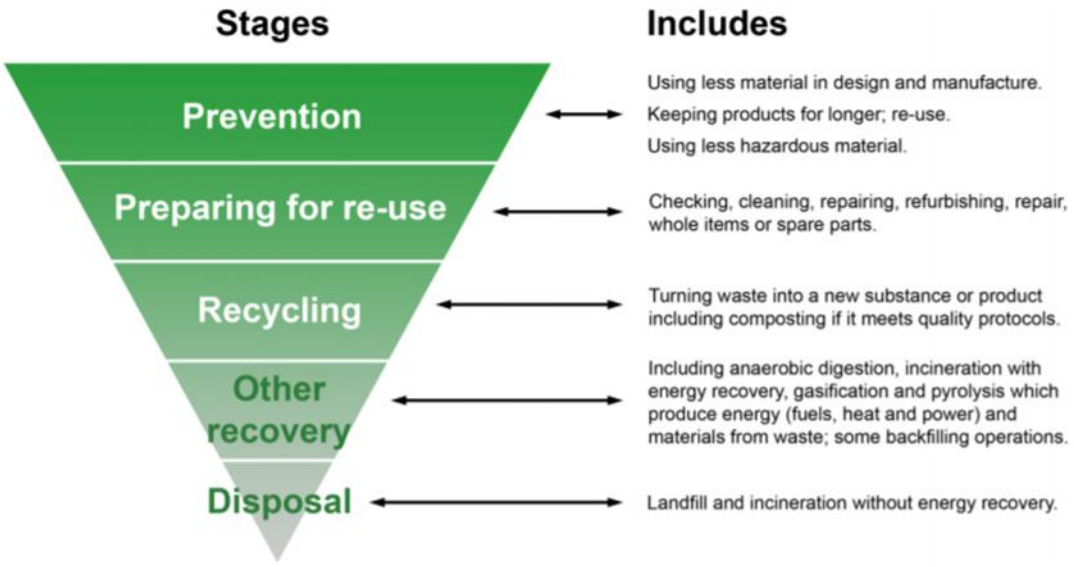
Maintenance Requirements:

- All catchpits to be inspected regularly and emptied of any silts/gravels when required. Inspection regime to suit site conditions and to be adjusted to ensure catchpits are emptied before filling with debris
- Silt barriers to be inspected weekly and any damage to be immediately repaired. Any accidental damage is to be immediately reported to site management

- Silt build-up against barriers is to be periodically removed and disposed off-site to an approved and licensed tip
- On completion of the construction works, all catchpits are to be emptied and the attenuation basin floor levels checked to ensure there is no silt build-up. The final surface water network is to be CCTV surveyed and jetted where necessary to clear any silt/gravel obstructions.

11. Waste Management

Effective waste management by Keepmoat and its contractors is essential in order to ensure the efficient use of resources and to minimise environmental impact through the construction activities on site. Therefore, the principals of the waste hierarchy will be adopted on site as detailed in the diagram below:



In line with the hierarchy, the generation of construction waste should, as the first priority, be avoided wherever practicable (through measures such as 'just-in-time' deliveries, careful storage of materials on site, minimisation of packaging and use of re-useable packaging). When waste is generated, it will be sent for reuse and recovery, in preference to disposal. Wherever practical, uncontaminated spoil will be reused on site for backfill and the regrading of excavations (please refer to Section 8 for further detail).

All waste materials removed from site will follow the 'Duty of Care' for waste requirements through the use of registered and licensed haulage contractors for transport and the use of appropriately licensed disposal sites for each waste stream. Waste monitoring information will be compiled by the site team using the company's online Waste Management portal, with monthly updates monitored through the monthly site management progress meetings.

General controls to facilitate and achieve the principals of the waste hierarchy on site will be as follows:

General site controls for effective and compliant waste management:

- All waste sent for disposal will be directed to sites which hold valid waste management licenses issued by the EA and which are authorised to accept the type and quantity of waste
- All contractors used for transport of waste will hold a valid waste carriers licence
- Transport of wastes will be minimised where possible through the selection of local disposal sites
- No disposal of waste by dumping or open burning will be permitted on site
- All waste will be subject to controlled collection, segregation, and storage on site
- Waste totals and costs monitored through the provision of online waste management information

- All works will be monitored for compliance with any registered waste exemptions / permits registered to the site activities

In order to fully facilitate the segregation and management of non-hazardous and hazardous waste materials generated on site, the following minimum standards will be adhered to:

Minimum standards for non-hazardous waste segregation:

- Separate skips will be provided for general mixed waste, timber, and plasterboard as a minimum (where space is available, further segregation will be expected to reduce landfilling and costs)
- Skips must be clearly signed
- Skips must not be overfilled and will be monitored by the forklift truck driver for contamination
- All non-hazardous waste removed from site must be accompanied by a fully completed and signed Waste Transfer Note (the Keepmoat copy must be filed and retained for 2 years).
- No disposal of waste by dumping or open burning will be permitted on site
- All waste will be subject to controlled collection, segregation, and storage on site

Minimum standards for use of mini skips:

- Skips will be clearly signed on all 3 sides with colour coded magnetic strip signs according to the following waste stream:
  - Green – Light mixed waste
  - Orange – Inert (brick/rubble)
  - Yellow – Timber
  - Purple – Plasterboard
  - Blue – Metal
  - Red – General waste
- Not be overfilled
- Be subject to regular inspection to ensure they are in good condition

Minimum standards for hazardous waste segregation:

- The site will have a designated hazardous waste station
- Containers are to be sealed to prevent rainwater ingress
- The containers will be appropriately and clearly signed
- All hazardous waste storage will take place well away from surface water drains
- Each hazardous waste load removed from site must be accompanied by a fully completed and signed consignment note (Keepmoat copy must be retained for 3 years)

12. Associated Keepmoat Environmental Standards

(copies available upon request)

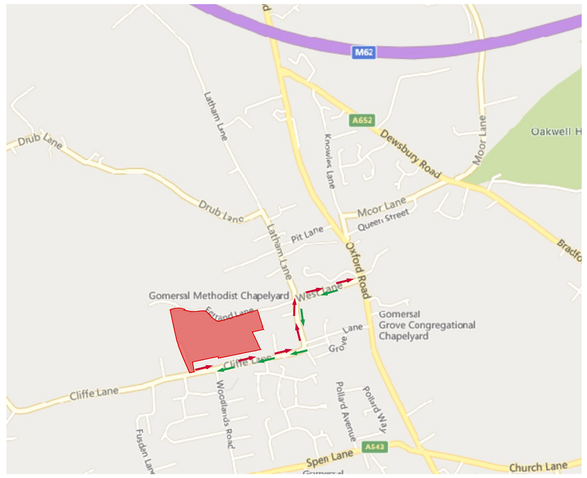
The following table lists all supporting policies, standards, plans and reports that provide the framework for the site activities being undertaken and management controls to be applied:

Keepmoat Policy, Standard, Plan or Report Reference	Applicable Section of CEMP	Location (TBC)
General Keepmoat Policies:		
HSS-PO-002-Policy – Environmental Policy	All	KM Intranet
SUS-PO-001-Policy – Sustainability Policy	All	KM Intranet
Keepmoat Standards:		
HSS-ST-001-Archaeology – Archaeology & Heritage Standard	2	KM Intranet
HSS-ST-001-Energy – Carbon & Energy Management	3	KM Intranet
HSS-ST-002-Dust – Construction & Demolition Dust Controls	4	KM Intranet
HSS-ST-001-Nuisance – Nuisance Standard	4 & 6	KM Intranet
HSS-ST-001-Ecology – Ecology & Biodiversity	5	KM Intranet
HSS-ST-001-Spill – Pollution Incident Response Standard	8	KM Intranet
HSS-ST-001-Land – Contaminated Land	9	KM Intranet
HSS-ST-001-Soil – Soil Management	9	KM Intranet
HSS-ST-001-Waste – Waste Materials Management	11	KM Intranet
HSS-ST-002-Waste – Materials Management Plan	9	KM Intranet
HSS-ST-001-Water – Surface Water Management	10	KM Intranet
EHS-ST-001-MSS – Minimum Site Health, Safety & Environmental Standards	All	KM Intranet
2008SD(122) – Tree Protection Details	5	KM Intranet
2008SD(126) – B – Diesel Tank Details	8	KM Intranet
2012SD(083) – C – Mortar Silo Foundation	8	KM Intranet
2012SD(094) – Material Stockpile (Granular Soils)	8 & 9	KM Intranet

2012SD(095) – Material Stockpile (Wet or Plastic Soils)	8 & 9	KM Intranet
Trade Specifications – Sub-Contractor General Obligations	All	KM Intranet
Supporting Site Specific Plans		
EHS-PL-001-CDM – Construction Phase Plan	All	Site File
EHS-PL-002 – Dust - Dust Management Plan	4 & 6	Site File
EHS-PL-001 – Water – Surface Water Management Plan	10	Site File
EHS-PL-001 – Waste – CLAIRE Materials Management Plan	9	Site File
EHS-PL-002 – Waste – Waste Management Plan	11	Site File
Arboricultural Impact Assessment Plan	5	Site File
Ground Investigation Report	9	Site File
Construction Management Statement	All	Site File

Appendix 1 - Construction Management Plan

NORTH



Delivery/Construction Routes to Site
NTS

KEY:

- Loading Bays
- Material storage / lay-down areas
- Pedestrian Routes
- Haul Road
- Delivery waiting area / material unloading
- Delivery Route In to site
- Delivery Route Out of site

NOTE
Telehandler to utilise adopted road network and haul roads (as shown) only.

A	Delivery routes added	AC	21.09.26

DATE	04/09/2026	DRAWN	TW
SCALE	1:500 (A1)	CHK	

Cliffe Lane, Gomersal

Construction Management

Dwg No	Y127.101	Rev
		A

Keepmoat, South Central, Global Avenue,
Beeston, Leeds, LS11 8PG
Tel: 0113 338 6600 www.keepmoat.com

Keepmoat® Homes

0 5 10 25 50m
1:500

Appendix 2 - Compound and Parking Plan



Boundaries

- Knee Rail
- External Hoarding (2.4m)
- Post & Rail

Note: for further reference please refer to temporary works details (Keepmoat standard detail 6000 series)

External Material

- Crushed stone base with tarmac finish
- Crushed stone base with concrete finish
- Clean stone (no fines)

C	Material store adjacent compound added	AC	July '26
B	Amended to Moduflex units	AC	July '26
A	Amended compound location	AC	July '26

DATE	03/06/2026	DRAWN	TW
SCALE	1:200	CHK	

Cliffe Lane, Gomersal

Compound Location

Dwg No	Y127.104	Rev
		C

0 2 4 10 20m

1:200

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Keepmoat® Homes

Appendix 3 – Build Route

NORTH



Sales Area

Compound

Car Parking

Silo Location

Material storage/lay down areas

FW Pump Station

Temporary access/egress for plots 75-90

Road 1

Road 2

PP Planned Pause

Note: for detailed compound and car parking please refer to drawing ref: Y127.104 - Compound Layout

D	Planned pause annotation added to plot 79. Material storage nr compound added		AC	July '26
C	Addition of 2nd silo & lay down areas for build routes 10-15		AC	July '26
B	Amended build route & compound/car park location		AC	July '26
A	Addition of Roads 1/2, FW SPS and amendment to sales area		AC	June '26
DATE	03/06/2026	DRAWN	TW	
SCALE	1:500	CHK		

Cliffe Lane, Gomersal

Build Route

Dwg No	Y127.103	Rev D

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0 5 10 25 50m

1:500