



Construction Environmental Management Plan (CEMP)

Wakefield Road

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1.0 Introduction

1.1 Background

This document presents a Construction Environmental Management Plan (CEMP) for the proposed residential development of 221 no dwellings and associated works, located at Land at Wakefield Road, Smithies, Barnsley, S71 1NX (The "Site"). The CEMP highlights the principles and procedures that will be followed for environmental management during construction.

Planning permission for the residential development has been granted (Application No. 2022/0633). Gleeson Developments Ltd (the Developer) was granted consent by Barnsley Metropolitan Borough Council (BMBC) on 31 October 2024 under Section 92 of the Town and Country Planning Act 1990.

Condition 5 of the Approval of Reserved Matters requires a CEMP to be submitted to and approved in writing by the Local Planning Authority prior to commencement of development, as detailed below:

'No development (including construction, land raising and demolition if required) shall be carried out other than in accordance with a Construction Environment Management Plan (CEMP) that is first submitted to, and approved by, the local planning authority.'

Reason: To reduce or remove adverse impacts on health and the quality of life, especially for people living and/or working nearby, in accordance with Local Plan Policy POLL1.'

The CEMP is a fluid document that may evolve during the execution of the project. As such, it would be subject to constant review to address:

- to ensure it reflects best practice at the time of construction;
- to ensure it incorporates the findings of any new or ongoing Site investigations;
- changes resulting from the construction methods used by the contractor(s); and
- unforeseen conditions encountered during construction.

1.2 Aims and Objectives

The CEMP would be maintained and updated on site and would be augmented by associated design specifications and Construction (Design and Management) (CDM) 2015 Regulations documentation such as the Principal Contractor's Construction Phase Plan.

Where appropriate, the CEMP, or plans within the CEMP, would form part of the Site induction which would be mandatory for all employees, contractors and visitors attending the site. All employees and contractors would need to familiarise themselves with the relevant contents of the CEMP and supporting appendices as directed.

Management practices and mitigation measures have been developed for those aspects of the construction works that could potentially affect the environment.

The objectives of the CEMP are to:

- outline the proposed mechanisms for ensuring the delivery of environmental measures to avoid or reduce environmental effects identified;
- ensure procedures are in place so that there is a prompt response to effects requiring remediation, including reporting and any additional mitigation measures required to prevent a recurrence;



- provide an outline of the content that would be supplied in the construction method statements and strategies that would be prepared in order to secure mitigation measures in relation to different design aspects of the proposed development;
- ensure compliance with legislation and identify where it would be necessary to obtain authorisation from relevant statutory bodies;
- ensure that appropriate proposed development monitoring and reporting would be in place;
- provide a framework for reporting, compliance auditing and inspection to ensure environmental aims would be met; and
- set out the applicant's expectations to guide contractors on their requirements with regards to environmental commitments and environmental management.

1.3 Site Setting

The Site is located west of Wakefield Road (A61) in Athersley, near Barnsley, South Yorkshire, centred at approximately 434724E, 408742N (OSGB).

The site covers approximately 7.73 hectares and consists of two main areas separated by a hedgerow running from the northeast to the southwest. The western section features paddocks for grazing horses and a gently sloping grass field, while the eastern section consists of undulating grassland and scrubland. A drainage pipe leads from this area to a channel and pond located at the southern boundary.

The northern boundary of the site is adjacent to the former East Gawber Hall Colliery, which is now filled with spoil and demolition waste. Residential properties are located to the north and east of the site. Overhead power lines run across the area, while mature trees and hedgerows define much of its perimeter.

1.4 Project Description

The proposed project involves the construction of approximately 221 dwellings with vehicular access taken from Wakefield Road. See Appendix A.

The proposed development will include the following:

- Site preparation, including earthworks to create suitable development platforms.
- A temporary construction compound during the construction period.
- Installation of both temporary and permanent surface water and foul water drainage systems.
- Formation of a new road network to serve the residential properties.
- Provision of utility infrastructure (gas, electricity, water, and communications) along main routes, branching off to individual plots.
- Construction of homes ranging from one to four bedrooms in size.
- Incorporation of landscaped public areas and green spaces.
- Installation of sustainable drainage (SuDS) ponds to enhance the overall amenity of the development.

1.5 Environmental Considerations

This CEMP will take into consideration the following key environmental restrictions that could affect the works on site;



- Archaeology;
- Presence of protected species of animals and their habitats;
- Ecology;
- Forestry;
- Hydrology and water quality;
- Sustainability;
- Dust Management;
- Air Quality;
- Light pollution;
- Noise Management; and
- Waste Management

1.6 Monitoring of the CEMP

The Principal Contractor will ensure that

- The CEMP is continually reviewed and updated to ensure that all the requirements set out by the CEMP are still valid and being adhered to;
- Future works are reviewed and if required amendments to the CEMP are implemented before the works begin; and
- That all HSEQ processes are reviewed and are suitable and effective.



2.0 Implementations

2.1 Implementation and Controls

Compliance with the CEMP is the key control measure required during construction to ensure mitigation is appropriately addressed. It documents the principles and processes to be followed to implement all relevant agreed environmental mitigation.

The Principal Contractor would be required to prepare a series of method statements. These method statements would detail how the contractor intends to implement the mitigation set out in the CEMP and would be integrated with their detailed Construction Method Statements.

If any significant changes are required due to changing environmental sensitivities, results of pre-construction surveys, unforeseen events or for any other reason, these would be discussed and agreed with statutory bodies in advance of any amended works being carried out.



3.0 Roles and Responsibilities

During construction there would be key responsibilities for each of the involved parties and their teams. Establishing roles and responsibilities in relation to construction would be important in order to ensure the successful construction of the proposed development, including the implementation of the CEMP.

3.1 Health and Safety

The construction works would be undertaken in accordance with primary health and safety legislation, namely:

- Health and Safety at Work Act 1974 [1]; and
- Construction (Design and Management) (CDM) Regulations 2015 [2].

The construction works for the proposed development would fall under the CDM Regulations 2015. As such, the Principal Contractor would provide a Construction Phase Plan in accordance with the CDM Regulations. This plan would include (but not limited to) a construction programme, emergency procedure, site layouts and fire plans, method statements and details of the proposed induction programme. This induction programme would include both the Principal Contractor’s site-specific rules as well as the Client’s requirements.

An induction would be required for all workers (permanent/temporary/contractor/subcontractor), site visitors, applicant representatives or other 3rd parties. Inductions would be documented.

Plant operators and construction staff would adhere to Gleeson’s internal Spills guidance (EnvGN 4.1 Spills), a copy of which can be found in Appendix C, with regard to spill prevention/mitigation measures and procedures and in the use of relevant mitigation material (e.g. spill kits).

Staff and subcontractors employed by the Principal Contractor would be trained and have to prove certification for any plant, vehicle or use of specialist equipment such as electrical and hot works.

3.2 Responsibilities

The roles and responsibilities of the Construction Contractor and details on their specific inputs and duties will be as follows:

Table 3-1: Responsibilities Table

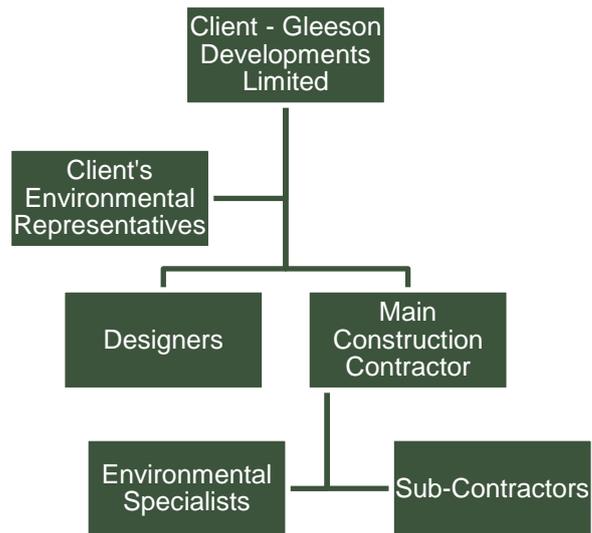
Position	Areas of Designated Responsibility
Construction Contractor’s Project Manager	<ul style="list-style-type: none"> • Hold and maintain for the duration of the project, an Environmental Management System (EMS) certified to the international standard ISO14001. • Co-ordination of environmental requirements into construction programmes. • Support development and submission of Consents, Licenses or Authorisations. • Integrate the environmental design and construction as a key part of the Proposed Development and ensure the core environmental commitments, statutory requirements and



Position	Areas of Designated Responsibility
	<p>measures are implemented on programme and in accordance with the contract.</p> <ul style="list-style-type: none"> • Co-ordinating and arranging all the pre-construction, construction and post construction environmental survey and monitoring requirements. • Check prior to the commencement of any element of the Works that the proposed mitigation measures are consistent with the CEMP. • Co-ordinate the activities and liaise with the Contractor's Environmental Team. • Incorporate the environmental working group's agenda into the monthly project meetings. . • Discuss suggested changes to the environmental aspects of the works with the Contractor, the Contractor's Designer, environmental specialists and appropriate environmental bodies. • Ensure integration of the mitigation measures being implemented. • Take responsibility for investigating, mitigating and correcting any non-conformances noted or observed.
<p>Construction Contractor's Waste Manager</p>	<ul style="list-style-type: none"> • Ensure waste sub-contractors are licensed. • Ensure waste disposal sites are licensed to accept relevant waste streams. • Maintain site waste facilities. • Establish and monitor recycling facilities. • Establish a scheme for recycling/disposal of waste resulting from demolition and construction works. • Method for dealing with existing drainage pipework that may include asbestos pipes. • Method to record the quantity of recovered material (re-used on or off-site) • Monitor quantities of waste removed from site. • Maintain waste file. • Ensure site registered as Hazardous Waste Producer. • Ensure Site Waste Management Plan is updated as required.



3.3 Project Organisation Chart



4.0 Construction Staging

4.1 Site Access

To comply with planning condition 4, all noise-generating construction work and heavy goods vehicle (HGV) movements to and from the site must be limited to the following hours:

- Monday to Friday: 08:00 to 18:00
- Saturday: 09:00 to 14:00
- No work is permitted on Sundays, bank holidays, or public holidays.

Additionally, no construction deliveries to or from the site will be allowed outside of these specified times.

Site access will be gained from Wakefield Road (A61), with construction traffic routed to the M1 via A628, avoiding Common Road. A right-turn ghost island will be created from the A61 into the site. Pedestrian and cycle access will be provided from the new vehicular junction onto the A61, featuring 2.0-meter-wide internal footways that connect to a 3.0-meter shared footway/cycleway along Wakefield Road. To the south of the site access, a 2.0-meter-wide pedestrian island will be installed to facilitate safe crossing to the southbound bus stop located on the east side of the A61.

Staff and contractor parking will be on-site, with vehicles reverse-parked for safety. The Principal Contractor will select, monitor, and enforce a suitable speed limit, ensuring compliance with vehicle load capacities per the Construction Traffic Management Plan (CTMP).

4.2 Construction

The following stages would be taken into consideration for the construction works:

Phase 1 (Initial Works):

- Arrival on site and mobilisation;
- Marking and setting out proposed areas;
- Preparation of access routes and temporary signage;
- Installation of site hoarding, welfare facilities, and security measures;
- Vegetation clearance and general site clearance;
- Protection of non-work areas (e.g., tree protection, fencing);
- Initial drainage works for site entrance;
- Survey and assessment of any existing watercourses or culverts; and
- Building control inspections (as applicable)

Phase 2 (Enabling & Groundworks):

- Earthworks to form development platforms;
- Installation of temporary and permanent drainage systems;
- Formation of temporary and permanent access roads;
- Installation of base and sub-base layers for roadways;
- Installation of packaged plant/pump stations (as necessary);



- Setting out and excavation for foundations;
- Protection of utility corridors (gas, water, electricity, communications);

Phase 3 (Superstructure & Fit-Out):

- Construction of foundations and ground floor slabs;
- Erection of buildings;
- Installation of roofing and external finishes;
- First-fix services (mechanical, electrical, and plumbing);
- Second-fix joinery, plastering, and internal finishes; and
- External wall finishes and windows.

Phase 4 (External Works & Landscaping):

- Installation of footpaths, driveways, and parking areas;
- Completion of final drainage and sustainable drainage (suds) features;
- Hard landscaping (retaining walls, paving, street furniture);
- Soft landscaping (turfing, planting, and tree planting);and
- Demobilisation of temporary works and facilities.



5.0 General Construction Good Practice

The proposed development is located in Athersley, near Barnsley, along Wakefield Road (A61), an area that includes existing residential properties and businesses. During construction, there will be an increase in traffic volumes due to construction vehicles accessing the site via Wakefield Road and the M1 via the A628. The impacts of construction traffic may include noise, general disturbance, dust and potential contamination from vehicles such as fuels/oils and mud/dirt.

5.1 Public Engagement

During construction, a relationship with surrounding neighbours should be established. This would entail:

- Get to know the neighbours, be concerned about them and try to understand any problems they may have. Relevant information will be displayed on a site team board located outside the site compound to keep communication channels open.;
- Create a good impression by running a tidy and efficient site which includes keeping public roads clean. If public roads are messed by construction works, a street sweep must be employed to resolve the problem;
- Ensure lines of communication by nominating a point of contact for issues relating to the site. Means of communication should be made available around the site boundary;
- Follow up all complaints with correspondence and action.

5.2 Statutory Consents, Licenses and Permits

All operations shall be planned in close liaison with the statutory environmental bodies and other interested bodies where appropriate. The relevant consents, licences and permits shall be applied for as required. All copies of the application forms and consents shall be kept in the site filing system.

5.3 Handling of Excavated materials

The construction of foundations and hardstanding areas as well as the establishment of the construction welfare would require the stripping and excavation of soil and its reuse or temporary storage. Excavations would generate material comprising granular and cohesive made ground. Excavated soils would be used for reinstatement works associated with formation levels for foundations and hard standing. Only material identified as not suitable for reuse would be exported.

Excavated material would be reused as soon as practicable and as close as possible to the area it was excavated from; however, some temporary storage would be required. Soils in areas taken for temporary use will ideally be stockpiled close to the excavation location. A material management plan will be developed to guide this process.

5.4 Materials Storage

Granular, non-organic material required to be stored temporarily would be compacted, to reduce the potential for erosion and transfer of sediment, then stockpiled in designated areas at least 50m from a watercourse in accordance with GPP5 [12]. Temporary stockpiles would need to be appropriately sited away from marshy grassland, bog or heath where possible, with the locations agreed in advance and clearly indicated on the relevant drawing.



Where soils could not be transferred immediately to an appropriate restoration area, short term storage would be required. In this case, the following good practice would apply:

- soil would be stored around the excavation perimeters at a sufficient distance from the cut face to prevent overburden induced failure;
- local gullies, diffuse drainage lines (or very wet ground) and locally steep slopes would be avoided for storage;
- stored upper turves (incorporating vegetation) would be reinstated adjacent to similar habitats;
- monitoring of stockpiles/excavation areas would occur during and following rainfall events; and
- if material is stockpiled on a slope, silt fences shall be utilised to reduce sediment transport in accordance with CIRIA guidance C532 [3]. Additional measures may also be necessary to control flow of water and sediment transport on Site in accordance with this guidance.

Silt fences shall be employed in combination with the measures described in 'CIRIA Control of water pollution from construction sites [3]. Guidance for consultants and contractors (C532)' where required to minimise sediment levels in run-off. The location of silt fences will be shown on the relevant drawing, they will form part of the groundwork package, and they will be installed early.

All designated areas for waste, parking, storage, etc. must ensure they are positioned so as not to affect any sensitive receptors.

5.5 The Management and Movement of Materials

5.5.1 Accidental Spillage

Appropriately sized spill kit(s) would be provided and maintained onsite, consideration would be given to suitable locations across the active areas of the Site and to having vehicles, including plant, carry a spill kit, in accordance with EnvGN 4.1 (see Appendix C). This kit would contain materials, such as absorbent granules and pads, absorbent booms and collection bags. These are designed to halt the spread of spillages and would be deployed, as necessary, should a spillage occur elsewhere within the construction compound.

5.5.2 Vehicle Washing

Wheel washing facilities in the form of a stiff broom and hose will be provided near the exit of the site. This must be used by all vehicles that have come into contact with earthworks—whether dry or wet—so as to ensure minimal mud and dust leave the site and are transferred onto public highways. This will be monitored and enforced by the principal contractor. Should any material make its way onto the public highway, a mechanical road sweeper will be required to clear the public highway.

Vehicles transporting concrete will follow the same cleaning process at the site exit using a stiff broom and hose, with no additional washing undertaken outside this designated area. The facility's location will be signposted, and all Site contractors will be informed accordingly..

5.5.3 Concrete Pouring

To prevent pollution, it is important that all concrete pours are planned, and specific procedures would be adopted in accordance with Construction Industry Research and



Information Association (CIRIA) C532 Control of water pollution from construction sites, document: guidance for consultants and contractors. These procedures would include:

- ensuring that all excavations are sufficiently dewatered before concrete pours begin and that dewatering continues while the concrete cures. Construction good practice would be followed to ensure that fresh concrete is isolated from the dewatering system;
- ensuring that covers are available for freshly placed concrete to avoid the surface of the concrete washing away during heavy precipitation; and
- Drainage to have silt traps where appropriate in accordance with Procedure 035 Environmental (see Appendix H).

The excavated area would be backfilled with compacted layers of graded material from the original excavation, where this is suitable, and capped with peat or soil. The finished surface around the base of the foundation, would be capped with crushed aggregate providing a walkway to allow for safe personnel access.

5.6 Surplus and Waste Materials

5.6.1 Waste Management Plan

The Principal Contractor would prepare a Construction Site Waste Management Plan which will identify how waste produced during construction will be managed in accordance with legislation and good practice and will be the responsibility of the Principal Contractor throughout the works. Gleeson will review and confirm that the plan is in place and accurate.

The contractor will set waste targets from the beginning of the works and continually review the effectiveness to ensure high standards are met and continual improvements are made.

Appropriate waste management, disposal and waste carrier documentation and licences would be obtained (e.g. complete waste transfer notes prior to waste leaving Site, ensure all waste carriers have a valid waste carrier's registration certificate, ensure wastes are disposed of at a correctly licensed site, complete notification for hazardous waste to the Environment Agency).

Waste streams would include wastes generated by plant, machinery and construction workers over the period of the works, for example waste oils, sewage, refuse (paper, carton, plastic etc.), wooden pallets, waste batteries, fluorescent tubes etc.

Recycling initiatives will be implemented to minimise levels of waste to landfill and encourage re-use where possible. The waste tarmac generated during the construction works will be disposed of in accordance with legislation and good practice, ensuring proper waste management and disposal.

5.6.2 Soils and Spoils

It is planned that any materials excavated on Site in the course of the construction works would be stored on Site, ideally close to the excavation location, and re-used where it is appropriate to do so. Offsite disposal of this material would be minimised. The storage locations will be indicated on a plan and will comply with the relevant Temporary Works (TW) details.

The Contractor will create a detailed method statement and risk assessment to highlight correct practices for handling soils on site. The method statement will clearly identify how the soils stored will be handled and stored to minimise damage to the soil structure. The correct stripping, handling, storage, and placement practices will be detailed to avoid overly



compacting the material or moving soils in unsuitable weather conditions. This detailed method statement must be approved by the Environmental Manager.

5.6.3 Hazardous and Other Wastes

Table 5-1 lists some of the waste types that may be generated during the construction works. Although some waste types may be generated across the site such waste materials would be stored within a designated area only, away from any sensitive receptors such as watercourses and ecological constraints. Waste materials generated would be taken to the designated area on a daily basis to be managed thereafter.

Table 5-1: Common Construction Wastes

EWC Code	Description
13 01 10*	Used mineral hydraulic oil (non-chlorinated)
13 02 08*	Other waste engine, gear or lube oil
13 02 05*	Waste engine, gear or lube oil (non-chlorinated)
13 02 08*	Other waste engine, gear or lube oil
16 01 07*	Oil filters
20 01 23*	Discarded equipment containing CFCs e.g. waste fridges & freezers
16 06 01*	Lead batteries
16 07 08*	Oily waste from transport and storage tanks
16 10 01*	Hazardous liquid wastes to be treated off-site
20 01 21*	Fluorescent tubes and other mercury-containing waste
20 01 33*	Hazardous batteries and accumulators that are collected separately
15 02 02*	Absorbents, filter materials, wiping cloths, clothing contaminated by dangerous substances
15 01 01	Cardboard or paper packaging
15 01 02	Plastic packaging e.g. toner & ink cartridges, polythene sheeting
15 01 03	Wooden packaging e.g. timber pallets
15 01 04	Metallic packaging e.g. drink cans, paint tins
16 01 03	Tyres
16 01 15	Antifreeze fluids that do not contain dangerous substances e.g. Coolants
16 01 17	Ferrous metal from vehicles e.g. car parts
16 02 14	Non-hazardous waste electricals e.g. washing machines, power tools
16 05 05	Gases in pressure containers i.e. gas cylinders
17 01 01	Concrete
17 02 01	Wood from construction or demolition e.g. timber trusses, supports, frames, doors
17 04 11	Cables that do not contain dangerous substances e.g. electric cabling
20 01 01	Paper & card similar to that from households e.g. office paper, junk mail
20 01 30	Non-hazardous detergent e.g. flushing agent/universal cleaner
20 01 39	Separately collected plastics e.g. plastic containers, bottles



EWC Code	Description
20 03 01	Mixed waste similar to that from households e.g. mixed office, kitchen & general waste
20 03 04	Septic tank sludge

*Denotes Hazardous Waste, as categorised by the European Waste Catalogue.

Foul water from the onsite facilities at the construction works compound would be removed from Site by an appropriately licensed contractor (see also Section 7.5).

5.6.4 Regulatory Compliance

Waste would need to be transferred to a licensed waste management Site or Site with a waste exemption. The Principal Contractor would need to check that the Site is licensed and that the licence permits the Site to take the type and quantity of waste involved. Copies of the waste management licence or waste exemption license would need to be held on file.

For Hazardous waste, a 'Waste Transfer Note' must be completed by all parties involved and must be retained for a period of two years. Sub-contractors excavating and hauling waste offsite must complete their own Waste Transfer Notes and copy them to the Principal Contractor.

It would be the responsibility of the Principal Contractor to ensure that other parties involved in the transport, storage and disposal of waste were legally entitled to carry out their duties.

5.7 Dust Mitigation

Dust mitigation measures on-site will include daily road sweeping, localised damping down (particularly when grinding or earthmoving activities occur), and proactive monitoring by the Site Manager. Earthworks and stockpiling areas will be moistened if they remain dry for more than four consecutive days, and additional damping down will be carried out based on prevailing weather conditions. All damping down measures will be included in the ground works price.

Any activities likely to generate dust will first be subject to a risk assessment, ensuring that suitable control measures are in place. The Gleeson Homes Site Manager holds responsibility for these requirements and has the authority to suspend any works if dust suppression is deemed inadequate. Noise assessments have also been undertaken, and no noise pollution above recommended levels is anticipated.

Good practice measures such as those listed in **Table 5-2** would also be adopted during construction to control the generation and dispersion of dust such that significant impacts on neighbouring habitats should not occur. The hierarchy for mitigation would be prevention – suppression – containment.

Table 5-2: Dust Mitigation Measures

Task	Mitigation Measures
Excavation and Earthworks	<ul style="list-style-type: none"> - working areas shall be stripped as required in order to minimise exposed areas; - during excavation works drop heights shall be minimised to control the fall of materials reducing dust escape; and - temporary cover may be provided for earthworks if necessary and completed earthworks and other exposed areas shall be covered with topsoil and re-vegetated as soon as it is practical in order to stabilise surfaces.



Task	Mitigation Measures
Stockpiling of loose materials	<ul style="list-style-type: none"> - ensure that stockpiles exist for the shortest possible time; - material stockpiles shall be low mounds without steep sides or sharp changes in shape; - material stockpiles shall be located away from the Site boundary, sensitive receptors, watercourses and surface drains; and - material stockpiles shall be sited to account for the predominant wind direction and the location of sensitive receptors.
Track works/ traffic movements	<ul style="list-style-type: none"> - water bowsers shall be available onsite and utilised for dust suppression where required; - daily visual inspections shall be undertaken to assess need for use of water bowsers; - daily visual inspections shall be undertaken to assess the condition of the junction of the Site track with Wakefield Road and its approaches; and - vehicle loads to be covered.

5.8 Noise Management

Construction noise on-site is expected to be temporary and will vary in both location and duration as different stages of the project progress. Primary noise sources include large plant and equipment, such as bulldozers, diesel generators, vibration plates, concrete mixer trucks, and rollers. Noise may also increase temporarily due to heightened construction traffic entering and leaving the site. The magnitude of noise generation will depend on the specific construction activities at any given time.

All noise management measures will follow the principles outlined in BS 5228-1:2009 ('Noise Control on Construction and Open Sites; Part 1 – Noise') [6] and adhere to the 'best practicable means' concept defined in Section 72 of the Control of Pollution Act 1974 [7].

The following noise mitigation measures will be implemented where appropriate and in line with further guidance from BS 5228-1:

- consideration will be given to noise emissions when selecting plant and equipment to be used on Site. where appropriate, quieter items of plant and equipment will be given preference;
- all equipment should be maintained in good working order and fitted with the appropriate silencers, mufflers or acoustic covers where applicable;
- stationary noise sources shall be sited as far as reasonably possible from residential properties and, where necessary and appropriate, acoustic barriers installed to further reduce the impact;
- the movement of vehicles to and from Site will be controlled; and
- employees will be instructed to ensure compliance with the noise control measures adopted.

Rotary cutting tools, may produce brief bursts of noise but are not expected to exceed noise pollution limits. If unforeseen activities result in excessively high noise levels, temporary acoustic barriers may be deployed. Should there be any suspicion of excessive noise levels, random noise testing will be conducted to ensure compliance with regulatory limits and to protect the surrounding community from undue disturbance.



5.8.1 Operational Noise Mitigations

5.9 Site Lighting

Temporary Site lighting will be required at the construction compounds for security purposes and to ensure that a safe working environment is provided to construction staff. In addition, temporary lighting may be required to ensure safe working conditions across the site during construction. It is intended that the type of lighting shall be non-intrusive and specifically designed to negate or minimise any effect to local properties and any other environmental considerations.

Given the nature of the tasks, there will be some elements of the work undertaken during periods of the year when natural daylight is limited.

Artificial lighting may, therefore, be required to facilitate the work, such as vehicle and plant headlights, construction and compound lighting, office complex lighting, and localised floodlights/mobile lighting units. There should be limited requirement for artificial lighting in the summer months with natural light during normal working hours. All temporary lighting installations will be downward facing and all lights will be switched off during daylight hours.

A light pollution study will be conducted as part of this project. The principal contractor will be required to implement and adhere to all mitigation measures and recommendations outlined in the study to ensure compliance with relevant standards and minimize any adverse impacts.

5.10 Vehicle Storage

Appropriate areas would be provided adjacent to or within the Site compound to allow staff and visitor vehicles to be parked. In addition, appropriate provision would be made for the layover of HGV traffic, to ensure that the adjacent road remains clear and available for use at all times. The appropriate area must also be away from any sensitive receptors such as watercourses and ecological constraints.

5.11 Security Hoardings

The principal contractor will provide security hoarding for the full site and will maintain it as and when required.

5.12 Fire Safety

The principal contractor will ensure that there is strictly no burning of waste or construction materials onsite.



6.0 Pollution Prevention Measures

6.1 Re-Fuelling of Vehicles, Plant and Machinery

Generally, re-fuelling of mobile plant and machinery would be carried out at a designated location within the Site in accordance with PPG 7 [14]. Appropriate signage will be erected to ensure these locations are demarcated and designated to carry out re-fuelling safely.

Vehicle re-fuelling would take place either at a dedicated impermeable refuelling pad or by mobile double bunded bowzers at their place of work. The refuelling pad would have an impermeable base and bund with a capacity of 110% with sumps provided such that they do not drain directly into the surface water drains. Where practicable, drainage will be passed through oil interceptors prior to discharge. Refuelling would be carried out using an approved mobile fuel bowser with a suitable pump and hose. Absorbent material (spill kits) would be available onsite and would be deployed to contain drips and small spillages.

All other fuels, oils and potential contaminants, as well as waste oils, would be stored in secure, fit for purpose containers within bunded containment as appropriate and in accordance with Environment Agency guidance GPP 2 [9] and PPG 26 [17]. The bunded containment would have a capacity of 110% of the volume to be stored and would have impervious, secured walls and base. Maintenance of mobile plant would take place within the construction compounds only and would comply with Environment Agency PPG 7 [14] (The safe operation of refuelling facilities, July 2011).

There would be no fuel storage outside the contractors designated site. Plant would be maintained in good operational order and any fuel/oil leaks recorded for attention. Absorbent pads/granules in the case of an accidental leak/spillage would be available at the temporary construction compound.

6.2 Spillage

Spillage of fuel, oil and chemicals would be minimised by implementation of the Emergency Spill Control (E03 – Emergency Spill Control), a copy of which can be found in Appendix D, which has been prepared by the Principal Contractor. In the event of any spillage or pollution of any watercourse the emergency spill procedures as described in the Water Pollution and Control Document (EnvPD004), a copy of which can be found in Appendix E, would be implemented immediately. Procedures developed in the Environmental Guidance Notes, Tanks and Bunds (EnvGN 4.2), a copy of which can be found in Appendix F, will be adhered to for storage of fuels and other potentially contaminative materials to minimise the potential for accidental spillage.

6.3 Other Storage

Stone material stockpiles would generally be limited to within work areas. This material would be transported and deposited directly to the point of use from the storage point.

Stripped topsoil/superficial soil would be stockpiled in a suitable location away from the area of movement of heavy vehicles, machinery and equipment, to minimise compaction of soil. Stockpiling of excavated material would be managed such that the potential contamination of down slope water supplies and/or natural drainage systems is mitigated/minimised.

Low mound stockpiles would be formed from excavated material, adjacent to construction areas, away from open drains.

Waste storage and raw material would be at the construction works compound and will be suitably stockpiled in a safe manner that prevents any migration of silts/contamination.



6.4 Prevention of Mud and Debris on Public Roads

Mud will be prevented from migrating onto public roads primarily through careful on-site management, including a stiff broom and hose or jet wash as needed, with regular sweeping and monitoring of traffic routes.

6.5 Cement

It is anticipated that typically ready-mixed concrete would be brought onto the construction Site from an offsite source for use as required.

Any bagged cement would be stored within a soil bunded area on pallets above the ground and covered with secured plastic sheeting to minimise the risk of wind-blown cement and uncontrolled washout occurring.

Any spilled cement would be removed by shovelling/excavator and suitably disposed offsite.

6.6 Waste and Litter

Waste storage/recycling materials would be segregated into the following skips:-

- Timber
- Plaster and plaster board
- Brick and block rubble including concrete and mortar droppings
- All other wastes

Waste will be removed from site by Gleeson's licensed third party waste carriers and recycled/tipped accordingly. The waste carrier is to provide monthly records of all materials removed from site, detailing volumes/amount of skips removed and volume of products recycled.

Section 5.6 details principles for waste minimisation, recycling and disposal of waste streams. With respect to the control of litter on site, all such waste would be collected and stored within sealed containers within the Site compound and serviced by a registered waste carrier. No disposal of litter would be permitted at other locations.

6.7 Hydrocarbon Contamination

6.7.1 Vehicle Maintenance

As noted in Section 5.0, plant and machinery would be regularly maintained to ensure that the potential for fuel or oil leaks/spillages is minimised. All maintenance would be conducted on suitable absorbent spill pads to minimise the potential for groundwater and surface water pollution. All machinery would be equipped with drip pans to contain minor fuel spillage or equipment leakages.

6.7.2 Chemical Storage

All fuels, oils and other chemicals would be stored in secure, fit for purpose containers within bunded containment as appropriate and in accordance with Environment Agency guidance. The bunded containment would have a capacity of 110% of the volume to be stored and would have impervious, secured walls and base.

The bunded area would be underlain by an impermeable ground membrane layer to reduce the potential pathways for contaminants to enter watercourses and groundwater.



7.0 Drainage and Surface Water Management

7.1 Introduction

Control of water is of great importance during construction to prevent exposed soils eroding and silting up surrounding drainage channels and downstream watercourses. It is essential that the works have little or no impact on the existing hydrology in order to minimise potential impact on ecology and environmental quality of the surrounding countryside.

The following principles are intended to demonstrate measures that could be used across the Site to adequately protect hydrological, and related, resources. Detailed proposals for such measures would be documented prior to construction and would provide the same or greater protection for the water environment as those described in this document. The measures are proportionate to the risk and, where greater risk is highlighted at specific locations prior to construction, specific measures would be agreed for those locations.

7.2 Site Induction and Training

All employees and contractors would undergo a Site induction to ensure that they were familiar with the Site rules prior to any work commencing on site. In addition, the Principal Contractor would ensure that all operatives and contractors responsible for handling fuel, oil, concrete or cement or other potential pollutants undergo a thorough induction programme with respect to the relevant proposed pollution control measures. The relevant programme would include, as a minimum, the following:

- waste management;
- emergency response procedures;
- materials management;
- habitat and species protection,
- surface water management;
- potential sources of pollution and their effects on the environment;
- requirements of the contract and legislation with respect to pollution;
- the Principal Contractor's pollution avoidance plan;
- traffic management and routing, including areas where access is not permitted; and
- training in the use of pollution control equipment.

7.3 Site Drainage

During the construction phase of the proposed development, measures would be adopted, in order to prevent silt, chemicals and/or other contaminants from being washed into existing watercourses. Areas exposed due to the removal of vegetation are more susceptible to erosion during heavy rainfall so areas would be reinstated as soon as possible to minimise this effect.

This would include specific guidance in relation to drainage (and control of pollution to the water environment) around the following aspects of Site infrastructure:

- access routes;
- foundations;
- hardstanding areas and new structures



The appropriate methodologies to cover water control and the means of drainage from all hard surfaces and structures within the Site are described in the following sections.

7.4 Management of Sediment and Surface Waters

Good practice construction techniques would be adopted for the management of sediment and surface water run-off generated during the construction phase of the proposed development. Sustainable Drainage Systems (SuDS) would be used where applicable. The systems would be designed for approval by Environment Agency prior to the construction phase of the proposed development.

Drainage from the Site include elements of SuDS design. SuDS replicate natural drainage patterns and have a number of benefits:

- SuDS would attenuate run-off, thus reducing peak flow and any flooding issues that might arise downstream;
- SuDS would treat run-off, which can reduce sediment and pollutant volumes in run-off before discharging back into the water environment; and
- SuDS measures, such as lagoons or retention ponds, correctly implemented would produce suitable environments for wildlife.

In addition, a wet weather protocol would be implemented to manage activities during periods of heavy and prolonged precipitation to be approved by BMBC in consultation with Environment Agency.

Heavy or prolonged rainfall during construction and operation may lead to sediment transport or vegetation causing blockage to infrastructure drainage channels or watercourse crossing structures. Regular monitoring and prompt maintenance of these assets will ensure that the drainage system continues to function as designed.

Existing watercourses will be monitored daily to check flow level and for any excessive silt run-off, by the Gleeson site team. Spill kits will be provided to the site compound for use in the event of accidental chemicals/fuels spillage. Any spillages will be recorded in line with Gleeson in-house H&S policies. These measures, plus whereabouts of any existing watercourses will be identified in the site induction that is mandatory for all site operatives.

7.5 Foul Drainage

Effluent and waste from onsite construction personnel would be captured and stored for offsite disposal by Gleeson's licensed third-party waste carriers, in accordance with Guidance for Pollution Prevention (GPP) 4 [11]: Disposal of wastewater where there is no connection to the public foul sewer.



8.0 Construction Phase

8.1 Introduction

The following section provides a more detailed description of the main construction components and their potential impact on the environment. The construction Management Plan shown in Appendix B include more information about the construction phase and specify the measures to be taken to minimize the environmental impact of the construction activities.

8.2 Temporary Compound

The works would include the construction of a Temporary Construction Compound (TCC). The Site compound and plant storage area will be hoarded utilizing solid steel compound fencing.

The temporary construction compound is likely to contain the following:

- temporary modular building to be used for Site offices, the monitoring of incoming vehicles and welfare facilities including toilets with provision for sealed waste storage and removal;
- parking for construction staff, visitors and construction vehicles;
- secure storage for tools and small parts;
- reception area;
- fuelling point, or mobile fuel bowser to comply with Environment Agency PPG 7 [14] (The safe operation of refuelling facilities, July 2011), and GPP 2 [9] (Above ground oil storage tanks, January 2018); and
- wheel wash facilities.

Welfare facilities would be provided for the duration of the construction period in accordance with the Construction (Design and Management) Regulations 2015. Facilities for waste management, refuelling, power, water supply and chemical/material storage would be provided.

Where and when compound lighting is required, it would be designed to minimise light pollution to the surrounding area. All lights would angle downwards and face inwards.

The compound would also be used as a storage compound for various components, fuels and materials required for construction.

Any areas requiring clearing would first involve stripping topsoil or unsuitable finishes and regrading, then laying geotextile and an imported stone layer. The stripped topsoil and other materials would be stored adjacent to the compound in a linear bund typically no greater than 2m in elevation. Superficial soil would be stripped and stored separately from the topsoil. This would be stored in a similar manner to the topsoil but would depend on the volume which is required to be excavated.

It is recommended that uncontaminated surface run-off from the compound is accommodated in a swale or soakaway which would be constructed as a perimeter ditch to avoid contamination of watercourses should there be a spillage and from fines washout. All other run-off from the Site would follow natural drainage patterns and newly installed drainage routes.



8.3 Welfare Facilities and Services

Welfare facilities would be provided in accordance with the Construction (Design and Management) Regulations 2015 during the construction period and would include mobile toilets with provision for sealed waste storage and removal. Sewage waste would be tankered offsite by a licensed approved waste contractor. Alternatively, a septic tank could be installed and maintained for the duration of the works in accordance with Environment Agency's GPP 4 (see Section 5, including regular emptying by an approved contractor.

Potable water would be imported as bottled water. The water would be used for messing purposes during the construction phase.

The welfare facilities will most likely have in-built water bowsers to provide a water supply for sanitation etc.

Electricity would be provided by onsite generators. All electrical equipment and its installation and maintenance would be undertaken by a qualified and competent person.

8.4 Access Routes

8.4.1 Management of Surface Water

Temporary access routes would be designed to have adequate cross fall or camber to avoid ponding of rainwater and surface run-off. Run-off from the access routes and existing drainage ditches would be directed into temporary swales that would be designed to intercept, filtrate and convey the runoff.

The Principal Contractor would be responsible for the management of all surface water runoff, including the design and management of a temporary drainage scheme compliant with SuDS principles.

8.4.2 Protection of Watercourse Crossings

Watercourse crossings would be appropriately designed so that they do not alter the natural drainage and can accommodate flow. Authorisation from the Environment Agency under Land Drainage Consent (Owning a watercourse - GOV.UK (www.gov.uk)) would be obtained prior to construction of the watercourse crossings.

8.4.3 Loose Granular Material

Loose material would be prevented from entering watercourses by utilising the following measures:

- silt fences would be erected between areas at risk of erosion and watercourses;
- silt fences and swales would be inspected daily and cleaned out as required to ensure their continued effectiveness;
- excess silt would be disposed of in designated areas at least 50m away from any watercourses or drainage ditches;
- water bars would be implemented on slopes greater than 1 in 20;
- culverts, swales and drains would be checked after periods of heavy precipitation;
- the inlets and outlets of settlement lagoons, retention basins and extended detention basins would be checked on a daily basis for blockages; and
- the access tracks would be inspected on a daily basis for areas where water collects and ponds.



8.4.4 Onsite Vehicle Movements

During the periods of delivery of the large components, the Contractor would use appropriate Site communications and access control techniques to enable safe one-way operation of the tracks. Internal access routes would also be used to facilitate multiple options for construction traffic movement. This would allow vehicle to move more direct between construction locations and double as passing places.

8.4.5 Signage

Sufficient signage would be employed onsite, for both Site personnel and the public, to clearly define the boundary of the works, to maintain separation and to ensure they do not coincide.

8.5 Soil Storage

Superficial soils would be excavated and stored temporarily. It is anticipated that most of the soil resources within areas directly affected by construction activities would be able to be stored and reinstated as close as possible to where they were excavated in accordance with DEFRA best practice [19], so that the Site would be restored with minimal movement of material from its original location.

At foundations topsoil would be stripped keeping the top 200mm of turf intact. This material would be stored adjacent to the base working area and would be limited in height to 2m to minimise the risk of overheating. Sub-soil and overburden material, not classified as topsoil, are permitted to be stockpiled at a height greater than 2m, however an assessment should be undertaken to determine the safe height and slopes of any stockpile, based on the material type. Superficial soil would then be stripped and stored, keeping this material separate from the topsoil.

The risk of water pollution from excavation works in terms of sediment loss would be prevented/ mitigated by the following measures:

- stripped topsoil/superficial soil would not be stored adjacent or in close proximity to watercourses, where a construction area requiring soil stripping is close to a watercourse, the soil would be stored a suitable distance from the watercourse;
- soil would be stored in accordance with best practice in order to remain intact as the soil would be re-used where possible;
- where turf requires excavation for construction, an excavator would lift turf and place it aside, leaving space between the edge of the excavation and the embankment to be constructed. The soil stored by the side of the excavation would be graded by an excavator and the turves would be replaced by the excavator over the graded soil beside the works.
- excavated soil would not be placed onto water reservoirs, or placed where it would block established surface or drainage channels



9.0 Pre-Construction Surveys, Protected Species and Monitoring

9.1 Pre-Construction Surveys

Prior to the commencement of the construction of the proposed development, preconstruction habitat and protected/ notable species surveys would be required to inform appropriate management and protection plans. Additional surveys for protected species will be undertaken by a suitably qualified Ecologist in tune with the locations and programme of works. Survey outcomes will inform the designers/engineers in selecting appropriate working methods.

9.2 Land Quality

Reference must be made to the 'Phase 2 Geo-Environmental Ground Investigation Report' completed by Rodgers Leask Environmental (January 2018) [20] prior to commencing any works on site. This report details the historic colliery activities (including associated rail lines, made ground, and potential mine shafts) that occurred between the late 1890s and the 1920s/30s, as well as the more recent agricultural and grazing uses. Although the findings indicate the site is generally suitable for residential development, areas of made ground and possible shallow coal workings may require localised remedial measures.

All contractors are required to maintain a watching brief during groundworks to identify any previously undiscovered contamination. Should any potentially hazardous materials be encountered, works must cease in that location and the matter referred to a suitably qualified environmental specialist for further guidance. This approach ensures that the development proceeds in accordance with best practice and any relevant planning conditions.

9.2.1 Geo-Environmental Ground Investigations

The Phase 2 Geo-Environmental Ground Investigation Report, produced by Rodgers Leask Environmental in (January 2018) [20], identified varying levels of made ground across the site, primarily due to past colliery operations and railway infrastructure. Testing indicated that most of the site is suitable for residential development; however, localised areas contain contaminants, including hydrocarbons, heavy metals, and potential asbestos, which may require targeted remedial measures. Additionally, coal seams and former shallow workings are present in parts of the site, necessitating further assessment where any ground disturbance intersects these zones.

Remedial recommendations in the report include the removal or encapsulation of any discrete hotspots of contaminated materials, the provision of a clean capping layer in garden and landscaped areas where elevated contaminant concentrations are encountered, and the incorporation of appropriate gas protection measures where monitoring indicates a risk from ground gases associated with made ground or shallow coal seams. Basic radon protection measures may also be required, in line with current Building Regulations.

All works must adhere to best practice to mitigate fugitive dust, surface water run-off, and cross-contamination risks during excavations. Should any unidentified contamination be discovered, operations in that immediate area must cease, and specialist advice sought to determine further actions. This ensures ongoing compliance with planning conditions and protects both site workers and the wider environment.

9.2.2 Asbestos

The Phase 2 Geo-Environmental Ground Investigation Report indicates that there may be fragments of asbestos-containing material (ACM) present within the made ground, especially



in areas historically associated with colliery infrastructure. Although the overall risk to human health is considered low, strict control measures must be implemented during any excavation activities. If any suspected ACM is identified, work should stop immediately. The materials must then be assessed and, if necessary, removed by a licensed asbestos contractor. Site personnel must receive asbestos awareness training, wear appropriate personal protective equipment (PPE), and ensure that all handling, transport, and disposal of asbestos or ACMs comply with current legislative requirements.

9.3 Archaeology / Heritage

York Archaeology undertook an archaeological evaluation at The Smithies, Athersley, Barnsley, in late 2022 (Evaluation Report Ref. 3548, December 2022) [21]. Their investigation identified remnant structures associated with the former East Gawber Hall Colliery (mid-19th to early-20th century), including brick walls, drainage features, and potential circular gas-holder bases. These remains were deemed to be of low heritage significance, reflecting the area's industrial past. Made ground and demolition materials indicate that substantial landscaping and remediation took place following the colliery's closure and clearance. No significant earlier archaeological deposits were encountered.

In line with the recommendations, any further ground disturbance in areas of higher archaeological sensitivity (particularly where shafts or adits may be present) should follow specialist advice, and a watching brief or additional targeted investigations may be required. Unexpected discoveries or remains of high importance must be reported immediately, and works adjusted as appropriate to safeguard the site's heritage. Further detail on archaeological findings and any remedial measures is outlined in York Archaeology's Evaluation Report [21].

9.4 Ecology

AES Ltd completed both a Bat Survey Report (Ref. 20171451, 2017) [22] and a Breeding Bird Report (Ref. 20171451, 2017) [23]. These documents provide a detailed appraisal of protected species activity and propose specific mitigation and enhancement measures for bats and breeding birds, as summarised below.

9.4.1 Bats

Bat surveys carried out during the 2017 breeding season recorded several species, including common and soprano pipistrelle, noctule, Myotis species, and occasional brown long-eared bats. Overall activity was described as low to moderate, with bats primarily foraging or commuting along hedgerows, scrub corridors, and around wetland features in the southern portion of the site. No potential roosting features (e.g., mature trees with cavities or suitable structures) were identified on-site, indicating that bats mainly use the area as a feeding and movement corridor. The presence of linear habitats (hedgerows, scrub edges) was found to be significant for maintaining connectivity with off-site roosts and high-value foraging grounds in the wider landscape.

The recommended approach for mitigation and enhancement include:

- Preserving existing hedgerows, scrub belts, and boundary features, ensuring continuous corridors for bat commuting.
- Reinforcing hedgerows through gapping-up with native species (e.g., hawthorn, blackthorn) and allow them to develop taller, denser canopies.
- Using low-level, directional, or cowled lighting to minimise illumination of hedgerows and woodland edges.



- Restricting lighting to essential areas only; consider motion sensors or time-limited lighting regimes where possible.
- Incorporating features such as wildlife-friendly grasslands or wildflower margins to boost insect abundance.
- Introducing night-scented species (e.g., evening primrose) that attract nocturnal insects, enhancing foraging opportunities for bats.
- Conducting periodic post-construction bat activity surveys to detect any shifts in bat usage.
- Adjusting maintenance regimes (e.g., hedgerow cutting frequency) based on monitoring outcomes to sustain and improve habitat quality.

9.4.2 Breeding Birds

During breeding bird surveys May to July in 2017, a total of forty species was noted, with around half of these showing evidence of either possible, probable, or confirmed nesting activity. Key species of conservation interest included bullfinch, house sparrow, dunnock, linnet, mistle thrush, and song thrush—most commonly associated with the dense scrub, boundary hedgerows, and areas of young woodland. The site's mosaic of grassland, scrub, and hedgerows was identified as a moderate-quality nesting resource, providing both feeding and sheltering opportunities for a range of farmland and garden/woodland bird species.

The recommended approach for mitigation and enhancement include:

- Avoid clearing hedgerows, trees, or scrub between March and August (the core nesting period).
- If essential works are required during this period, engage a suitably qualified ecologist to carry out pre-works nest checks.
- Preserve existing hedgerows and scrub stands where feasible, focusing on key nesting habitats.
- Reinforce hedgerows by introducing additional native shrubs (e.g., hawthorn, blackthorn) to increase nesting cover and fruiting resources.
- Install a variety of nest boxes (e.g., open-fronted boxes, house sparrow terraces) on retained mature trees or integrated into built structures.
- Include ground-feeding stations or small uncut margins in grassland areas for species like thrushes.
- Implement a rotational cutting regime for hedgerows/scrub to maintain structural diversity—ideally leaving sections uncut each year.
- Adopt low-intensity mowing or grazing regimes in proposed wildflower grasslands to support seed availability and invertebrate prey.
- Carry out occasional breeding bird checks post-development to confirm that retained or created habitats are functioning as intended.
- Adapt mowing, grazing, and other site management practices in response to monitoring results to maximise breeding success for key species.

9.5 Tree Protection

An arboricultural assessment of the site [26] has identified numerous individual trees, groups, and a narrow woodland belt that collectively contribute to the landscape and



ecological character of the area. Under the outline design principles, key tree belts and boundary groups can be retained, while lower-quality or self-seeded specimens within the central parts of the site may require removal or replacement. All works in the vicinity of retained trees must follow the guidance in BS 5837:2012 (Trees in relation to design, demolition, and construction) to ensure long-term viability and stability.

The Arboricultural report recommends that contractors avoid altering soil levels within Root Protection Areas (RPAs) whenever possible, as such changes can harm tree roots. If level alterations are unavoidable, it is important to seek arboricultural advice and consider using no-dig or minimal-dig solutions.

The report also advises against storing materials, machinery, or chemicals within RPAs, and emphasizes the importance of keeping site compounds, refuelling areas, and temporary structures well clear of these areas. If construction traffic must pass near retained trees, temporary ground protection, such as load-spreading mats, should be used under arboricultural supervision.

Service runs, drains, and soakaways should be designed to avoid or minimize encroachment into RPAs. If incursion is essential, trenchless or hand-dug methods should be employed, with roots pruned according to best practices. An Arboricultural Clerk of Works (ACoW) should be appointed to periodically inspect fencing, ground protection, and tree works. The ACoW should record any remedial actions on a Tree Work Schedule and ensure compliance with BS 3998:2010.

Protective fencing should be maintained until all major construction work is completed. If trees are removed or damaged, compensation should be provided by planting native or locally appropriate species in designated areas. Newly planted or retained trees should be monitored for three to five years, with formative pruning, watering, and replacements as necessary to ensure their establishment.

9.5.1 Pre-Commencement Measures

- Clearly mark the Root Protection Areas (RPAs) for trees to be retained, as defined in the Arboricultural Impact Assessment (AIA).
- Erect protective fencing or barriers around the RPAs before any site clearance or machinery access. The fencing must be robust (e.g., steel mesh “Heras” panels) and remain in place throughout construction, forming a Construction Exclusion Zone (CEZ).
- Display clear signage on fencing stating “Construction Exclusion Zone – No Access.



10.0 Construction Traffic Management Plan

10.1 Introduction

During the works, Wakefield Road (A61) and the surrounding road network in proximity to the site will experience an increase in traffic volume due to construction-related vehicle movements. This may have temporary impacts on nearby residential properties and businesses, including potential noise, dust, general disturbance, and contamination from construction vehicles such as fuel spills, oil leaks, and mud/dirt tracked onto the road. Measures will be implemented to manage and mitigate these impacts, ensuring minimal disruption to the local community and maintaining safe access routes for all road users.

Measures are proposed to minimise the transport impacts of the construction phase, many of which are provided throughout this CEMP. This Section lists the transport related measures. The strategy for managing work-related traffic will include the following main elements:

- Construction operatives will be encouraged to use alternative transport methods such as walking, cycling, and public transport;
- Deliveries and site traffic will be scheduled to avoid peak hours to reduce congestion on surrounding roads;
- Construction vehicles will be directed to use the main arterial roads, avoiding smaller residential routes such as Common Road to prevent unnecessary disturbance to the local community; and
- A 2.0m pedestrian island will be installed near the site access to improve safety for workers and local residents crossing Wakefield Road;

10.2 Site Layout

All construction activity will be undertaken within the boundary of the site and not on the public highway. This includes all material storage, vehicle reception, vehicle turning, staff welfare and parking/waiting.

The layout will be managed based on the following principles:

- the site will be fully secured to prevent access by unauthorised people with hazard warning signage at boundaries;
- pedestrians and vehicles will be segregated on site wherever possible; and
- welfare facilities will be located away from main construction areas.

10.2.1 Temporary Construction Compound

As per Section 8.2 of this CEMP, the works would include the construction of a Temporary Construction Compound (TCC). The TCC is likely to contain the following:

- temporary modular building to be used for Site offices, the monitoring of incoming vehicles and welfare facilities including toilets with provision for sealed waste storage and removal;
- parking for construction staff, visitors and construction vehicles;
- secure storage for tools and small parts;
- reception area;
- fuelling point, or mobile fuel bowser; and



- wheel wash facilities.

10.2.2 Parking

During construction, designated parking areas will be provided on-site.

Appropriate areas would be provided adjacent to or within the TCC to allow construction staff and visitor vehicles to be parked. In addition, appropriate provision would be made for the layover of HGV traffic, to ensure that the adjacent road remains clear.

10.3 Construction Operatives Travel Options

10.3.1 Pedestrian Access

The site benefits from existing pedestrian infrastructure along Wakefield Road (A61), which provides direct access to local amenities, including shops, healthcare facilities, and public transport links. The development will include 2.0m internal footways connecting to a 3.0m shared footway/cycleway along Wakefield Road, ensuring safe pedestrian movement. A 2.0m wide pedestrian island will be installed to facilitate crossing and improve access to the southbound bus stop on the east side of Wakefield Road.

10.3.2 Cycle Access

As indicated in the Travel Plan for the Proposed Development [24] Cycling is a viable option for construction operatives, with dedicated cycle-friendly infrastructure planned for the development. A proposed 3.0m wide shared footway/cycleway along Wakefield Road will link into the local cycle network, allowing easy access to surrounding areas. The whole of Barnsley Town Centre can be reached within a 15-minute cycle from the site, and Barnsley Train Station is accessible within 10 minutes.

Secure cycle storage facilities will also be provided on-site to encourage sustainable travel options.

10.3.3 Public Transport Accessibility

The site is well-served by public transport, with the nearest bus stops located along Wakefield Road. Bus services 1 and 11 operate frequently, providing connections between Barnsley Interchange and Staincross. These services run at a frequency of three buses per hour on weekdays and Saturdays, with reduced service on Sundays.

Barnsley Rail Station, approximately 2.5km south of the site, offers additional connectivity, with services running to Huddersfield, Sheffield, and Meadowhall. The station is accessible via a 30-minute walk, a 10-minute cycle ride, or a short 7-minute bus journey.

10.4 Site Traffic management

10.4.1 Control Measures

Measures for control of construction traffic within the site and on the surroundings highway network will include:

- A clear signage strategy will be agreed and implemented in accordance with the CTMP to ensure that construction traffic utilises designated routes to minimise the impact on the surrounding road network;
- Each phase will identify the likely vehicle movements and vehicle types, for that phase. HGV movements will be restricted as far as reasonably possible, so as to avoid peak traffic flow periods (i.e. from 0800-0900 and 1700-1800);



- A banksman will be designated to control all on-site plant and vehicle movements, particularly where they have a need to reverse. All plant storage areas will be on hard standings;
- All site traffic movements will be in accordance with local authority requirements;

Clear instructions will be provided to staff and contractors regarding preferred vehicle routing, both for light vehicles and heavy vehicles/plant, as to minimise the impacts on local residential areas and other sensitive receptors.

10.4.2 Monitoring and Enforcement

- A Site Manager will be appointed by the Principal Contractor and will be responsible for monitoring and enforcing the agreed construction and transport delivery/haulage routes;
- Personnel working on site will be advised of the access routes and parking will be provided within the site compound or where agreed;
- Visitors will be noticed in advance on the route that have to follow to access to the site; and
- The HGV routing plan will be distributed to HGV drivers on site and reinforced by internal signage.

10.5 Implementation

10.5.1 Site Induction and Training

As per Section 7.2 of this CEMP, all employees and contractors would undergo a Site induction to ensure that they were familiar with the Site rules prior to any work commencing on site. The relevant programme would include traffic management and routing.

10.5.2 Traffic Management

Traffic management will be undertaken in accordance with HSP 020 Traffic Management procedure, shown in Appendix G.

In particular, consideration must be given to:

- Identification of any hazards;
- Identifying who may be at risk;
- Controlling the risk through effective control measures;
- Recording findings and produce a traffic management plan; and
- Regular reviews

10.5.3 Monitoring and Enforcement

A Site Manager will be appointed by the Principal Contractor and will be responsible for monitoring and enforcing the agreed construction and transport delivery/haulage routes.

Spot checks will be undertaken on the local highway to ensure that they are free of debris.

Contact details will be provided at the site access gates so that stakeholders can report any feedback/complaints.



11.0 References

11.1 Reference Documents

Doc. Ref.	Reference Documents
1.	HSE, 1974. Health and Safety at Work Act.
2.	HSE. 2015. Construction (Design and Management) Regulations 2015. [online] Available at: http://www.hse.gov.uk/pubns/priced/l153.pdf .
3.	Masters-Williams, H. et al, 2001. Control of water pollution from construction sites, C532. London: CIRIA.
4.	British Standards Institution. (2009). BS 5228-1:2009: Noise Control on Construction and Open Sites - Part 1: Code of Practice for Basic Information and Procedures for Noise Control.
5.	UK Government, 1991. Environmental Protection (Duty of Care) Regulations.
6.	BSI, 2009. BS 5228-1:2009 'Noise control on construction and open sites; Part 1 – Noise
7.	Control of Pollution Act 1974.
8.	Guidance for Pollution Prevention (GPPs) http://www.netregs.org.uk/environmental-topics/pollution-prevention-guidelines-ppgs-and-replacement-series/guidance-for-pollution-prevention-gpps-full-list/
9.	PPG1 Understanding your environmental responsibilities – good environmental practices: PPG 1, July 2013
10.	GPP2 Above Ground Oil Storage Tanks: GPP 2, January 2018
11.	PPG3 Use and design of oil separators in surface water drainage systems: PPG 3, April 2006
12.	GPP4 Treatment and disposal of wastewater where there is no connection to the public sewer: GPP 4, November 2017
13.	GPP5 Works and maintenance in or near water: GPP 5, January 2017
14.	PPG6 Working at Construction and Demolition Sites: PPG6, 2012
15.	PPG7 Safe Storage – The safe operation of refuelling facilities: PPG 7, July 2011
16.	GPP 8 Safe storage and disposal of used oils: GPP 8, July 2017
17.	GPP21 Pollution incident response planning: GPP 21, July 2017
18.	PPG26 Safe Storage – drums and intermediate bulk containers: PPG 26, March 2011
19.	Environment Agency. (2011). PPG 26: Safe Storage – Drums and Intermediate Bulk Containers. Available at: https://www.gov.uk/government/publications/storing-and-handling-drums-and-intermediate-bulk-containers-ppg26 .
20.	Department for Environment, Food & Rural Affairs (DEFRA). (2013). Payments for Ecosystem Services (PES): Best Practice Guide. Available: https://www.gov.uk/government/publications/payments-for-ecosystem-services-pes-best-practice-guide .
21.	Other Reports
22.	Phase 2 Geo-Environmental Ground Investigation Report – Prepared by Rodgers Leask Environmental, January 2018.
23.	The Smithies Archaeological Evaluation Report – Prepared by York Archaeology, December 2022.



Doc. Ref.	Reference Documents
24.	Bat Survey Report – Prepared by AES Ltd, 2017.
25.	Breeding Bird Report – Prepared by AES Ltd, 2017.
26.	Wakefield Road, Athersley Proposed Residential Development Travel Plan -Prepared by Optima Highways and Transportation Consultancy Ltd February 2025.
27.	The Smithies, Athersley, Barnsley Archaeological evaluation report – Prepared by York Archaeology 2022.
28.	Arboricultural Impact Assessment in Support Of Outline Planning – Prepared by The Environment Partnership September 2017.

11.2 Abbreviations

Abbreviation	Full Description
ACoW	Arboricultural Clerk of Works
AIA	Arboricultural Impact Assessment
BMBC	Barnsley Metropolitan Borough Council
BS	British Standards
CDM	Construction (Design and Management)
CEMP	Construction Environmental Management Plan
CMS	Construction method statement
CMT	Construction Management Team
C/TMP	Construction /Traffic Management Plan
EA	Environmental Agency
HGV	Heavy Goods Vehicle
HMP	Habitat Management Plan
PPE	Personal Protective Equipment
QA	Quality Assurance
RAMS	Risk Assessment Method Statements
RPA	Root Protection Areas
SHPP	Species & Habitat Protection Plan
SPA	Special Protection Area
SPP	Species Protection Plan
SuDS	Sustainable Drainage System
SWMP	Site Waste Management Plan
TCC	Temporary Construction Compound
TMP	Traffic Management Plan
WQMP	Water Quality Monitoring Plan





Appendix A Proposed Site Layout

Construction Environmental Management Plan (CEMP)

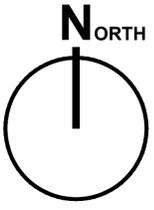
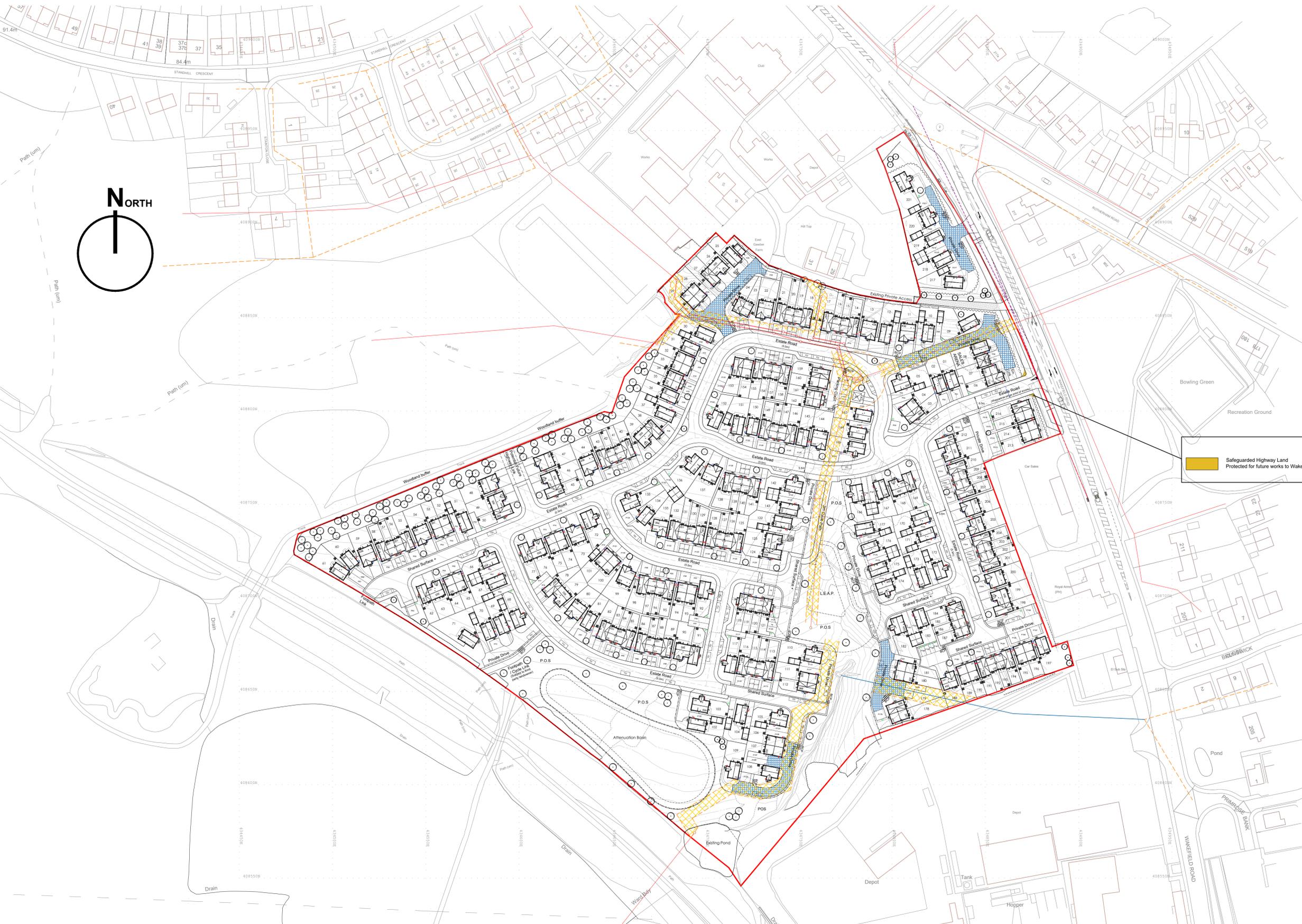
Wakefield Road

Gleeson Developments Limited

SLR Project No.: 405.065719.00001

22 April 2025

Wakefield Road, Athersley, Smithies, Barnsley



- Key:
- Fire appliance 17.5 tonnes spec to Block Paving
 - Rear bin storage
 - Wall mounted car charger (as per standard working drawing location)
 - Wall mounted car charger (deviating from standard working drawing location)
 - Freestanding bollard car charger

Safeguarded Highway Land Protected for future works to Wakefield Road.

AI	PB	Further layout amended following technical review. Type 351 renamed to 368.	17.01.25
AH	PB	Layout amended following technical review.	04.11.24
AG	PB	Parking amended to areas at plots 188-197 & 213-216.	22.08.24
AF	SH	Safeguarded highway land highlighted at site entrance.	02.08.24
AE	PB	External highway amended.	27.06.24
AD	SH	Plot 71 moved away from site boundary. Amends to plots 68-71 & 105-107.	15.05.24
Rev	By	Note	Date

Status	Planning
	Sketch Planning Tender Construction As Built

PRA Architecture
 55 The Tannery . Lawrence Street . York . YO10 3WH T:01904 653772
 E:mail@pra-architecture.com W: www.pra-architecture.com

PROJECT Smithies, Barnsley

TITLE Proposed Site Layout

CLIENT Gleeson

DATE 01.11.21 SCALE 1:1000@A1

DRAWING 1225.05 REVISION AI

DRAWN SH CHECKED SH

Do not scale from this drawing except for planning purposes. This drawing and any designs thereon are the copyright of PRA Architecture Ltd.

Proposed Site Layout

All plots to be built to M4(1) compliance only



1:1000



Appendix B Construction Management Plan

Construction Environmental Management Plan (CEMP)

Wakefield Road

Gleeson Developments Limited

SLR Project No.: 405.065719.00001

22 April 2025

Construction Planning

Site Hours & Deliveries

The site working hours will be 8.00am to 6.00pm Monday to Friday and 9.00am to 1.00pm on Saturdays. Deliveries will be taken only within these hours. No vehicle will be permitted to arrive or depart outside these hours or on Sundays and Bank holidays.

Construction Vehicle Route

The construction compound will be sited as indicated and expanded to a greater area if necessary. Construction vehicles will work from the compound utilising the access road. A designated turning area will be provided. Adequate signage (and barriers as necessary) will be installed to warn traffic of a construction vehicle crossing points, to ensure pedestrian and vehicle segregation and to ensure adherence to the designated site traffic routes. Construction traffic and offsite route to site from Wakefield Road (A61) to M1 via A628 utilizing main arterial roads and avoiding access via Common Road.

The contractors car park will be placed where indicated on plan.

Plant and materials will be loaded/unloaded in the designated materials store and loading/unloading area. Materials to be stored in the designated storage area.

Site Hoarding etc

Site compound and plant storage area to be hoarded utilizing solid steel compound fencing and painted with the company colours.

Wheel Washing Facilities

Contractors vehicles leaving the site will be cleaned where necessary. Wheel Washing facilities will consist of a clean water bowser with hose attachments and stiff brushes in the location shown on plan. The location of the wheel washing facilities will move further into the development as construction progresses.

To control mud from being deposited on the highway

- Regular scrape of the on-site roads when required
- Daily sweep of road footprint using forklift brush/water attachment
- Following wet periods where Mud is more included to be generated or during operation's that would create a greater risk of mud collecting on the roads a mechanical road sweeper is to be deployed for the duration of the higher risk operations.

Health and Safety

The plans will be formulated by the in-house H&S professional employed directly by Gleeson Homes who will co-ordinate CDM activities and inspect on a monthly basis.

Dust and Noise Pollution

Dust will be controlled by damping down using a bowser or road brush attachment to the forklift and if necessary a daily road sweep. Construction dust such as grinding dusts will be reduced locally by use of the damping down system.

Earth moving and stockpiling operations will be subject to localised dust suppression firstly by damping down ground formations which have been under a dry climate greater than 4 consecutive days. Further damping down will be assessed by the site manager dependant on prevailing weather conditions and the operations being carried out.

Prior to any works which may involve or be likely to give rise to dust emissions from the site must first be the subject of a risk assessment where the forthcoming and current weather conditions are taken into account to ensure that appropriate dust control measures are employed.

All the above works and requirement thereof are the sole responsibility of the Gleeson Homes site manager in attendance at the time.

In all circumstances where Gleeson considers inadequate dust suppression is being provided, we retain authority to stop said works progressing until suitable measures have been implemented. Noise assessments of the processes have been undertaken and we do not anticipate any noise pollution above recommended levels.

Rotary cutting tools on site will produce noise but short bursts of usage will not exceed noise pollution limits. Acoustic barriers may be employed should unforeseen, excessively noisy activities need to be undertaken. Random noise testing will be conducted should excessive noise be suspected.

The site management team's contact details and Gleeson's complaint procedure are to be displayed on signage along the site boundary and at main access and egress points. Any complaints made to the site team will be recorded in the site diary and escalated through customer care team.

Waste and Recycling

All site waste to be segregated into the following skips:-

- Timber
- Plaster and plaster board
- Brick and block rubble including concrete and mortar droppings
- All other wastes

Waste will be removed from site by Gleeson's licensed third party waste carriers and recycled/tipped accordingly. The waste carrier is to provide monthly records of all materials removed from site detailing volumes/amount of skips removed and volume of products recycled.

Protection of Existing Watercourses

Existing watercourses will be monitored daily to check flow level and for any excessive silt run-off, by the Gleeson site team. Spill kits will be provided to the site compound for use in the event of accidental chemicals/fuels spillage. Any spillages will be recorded in line with Gleeson in-house H&S policies. These measures, plus whereabouts of any existing watercourses will be identified in the site induction that is mandatory for all site operatives.

Emergency Access

Emergency access provided via estate roads as identified. Route to be kept clear at all times to allow access and turning space for emergency vehicles. The nearest A&E hospital is Barnsley located 2.3 miles to the South.

Artificial Lighting

The use of artificial lighting will be minimised during the construction period with permanent street lighting being installed as the development progresses. Compound area/ car park lighting will be angled downwards and where possible away from the surrounding area.

Signage

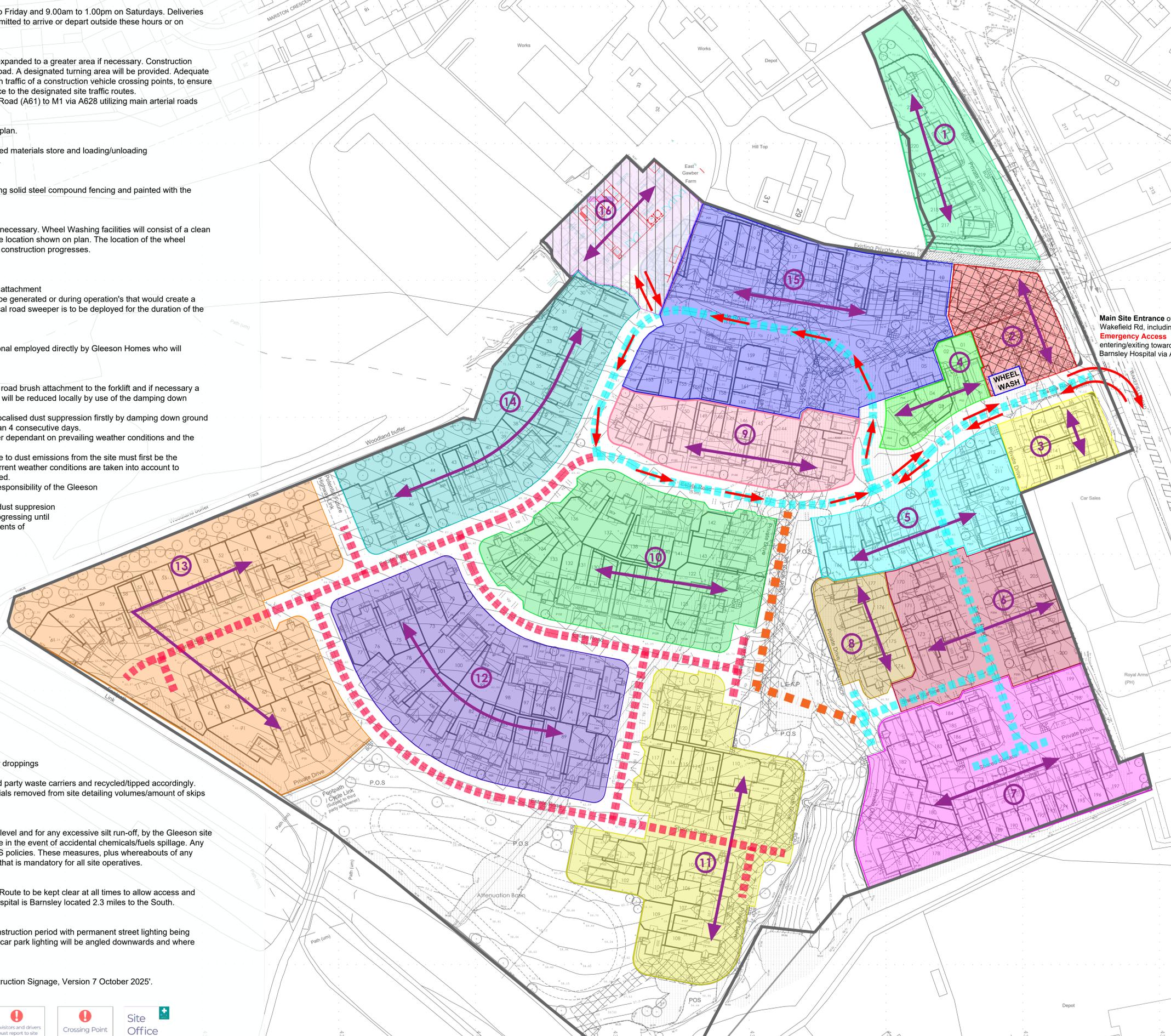
For exterior temporary construction signage, refer to 'Construction Signage, Version 7 October 2025'.



General Notes

This drawing is © copyright protected. All dimensions to be checked on site. Any discrepancies to be reported to the Developer immediately. This drawing should not be scaled.

- ↔ Site Traffic
- Phase 1 Roads
- Phase 2 Roads
- Haul Road
- Build Route
- Site Compound
- Sales Arena (refer to separate Sales Area plan for detail)



Main Site Entrance off Wakefield Rd, including Emergency Access entering/exiting towards Barnsley Hospital via A61

No.	Revision/Issue	Date
Gleeson Unit 3 Sheffield Business Park Sheffield S9 1XE Tel: 0114 2898080		
Project Name and Address Wakefield Road Smithies		
Drawing Construction Management Plan		
Date	Scale	
17/02/25	1:500	
Drawing No.	Drawn By	
3145-005	AB	



Appendix C Spills Guidance (EnvGN 4.1)

Construction Environmental Management Plan (CEMP)

Wakefield Road

Gleeson Developments Limited

SLR Project No.: 405.065719.00001

22 April 2025



Water Pollution & Control

Environmental Guidance Notes – EnvGN 4.1

Spills Management

1.0 Introduction

This guidance note has been developed to support the site operations manage spills appropriately and confidently. It will cover how to prevent an incident and what to do if you need support. This guidance note supports **EnvPD004 for Water & Pollution Control**

2.0 Legislation

- Waste, England and Wales, regulations 2011
- COSHH, regulations 2002
- Control of pollution Act, 1974
- Water Act, 2003 & relevant amendments

What this means for sites

- Contamination events should be prevented at all costs.
- Spill kits must be readily available and kept on sites, being replenished when used.
- All waste from spill containment must be managed in accordance with waste regulations.
- Hazardous liquids should be contained (bunded) and managed with care.
- Staff on site must have spills training to manage any incidents and prevent contamination of a water source.

3.0 Managing

All sites must have spill kits, these must be practical and suitable for each site – this will be dependent on factors like size of build, activities that could increase the potential for a spill, and sensitivity of receptors. This means each site must have at least 1 spill kit, it is recommended to get a 240L bin and a smaller more portable spill kit to keep handy on site.



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Water Pollution & Control

Environmental Guidance Notes – EnvGN 4.1

- Ensure spill kits are the correct ones, **to be used on fuel.**
- Spill kits should be routinely checked and restocked once used.
- Ensure spill kits are identifiable to site, correctly labelled and numbered for sites that have many spill kits to manage.
- Spill kits should not be used as a regular bin.
- FLT drivers should have a small supply of spill kit material (pads, snakes, ect)

Do's

Have sufficient spill kits placed across site (In the compound & near any high-risk areas)

Always carry refill kits on site

Train staff to use spill kits

Report any incidents ASAP

Don'ts

Dispose of used spill kits in general waste, must be managed as hazardous waste

Leave spills, clean them up immediately

Use spill kits as regular bins

4.0 Documentation required

- Planning documentation
- SWMP

5.0 Further guidance

Toolbox talk – Spills. To be used as a training tool for site staff.

6.0 Contact details

If you experience an incident, ensure it is reported on the SHE incident documentation and reported to your regional SHE team advisor. For any major incidents report straight to group and seek advise on managing the incident.

Shelbey Thomson, Group Environmental Manager – 07773197900

Matt Gibb, Group Sustainability Manager – 07824502259

Nathan Preston, Group SHE Manager – 07826877567

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Appendix D Emergency Spill Control (E03)

Construction Environmental Management Plan (CEMP)

Wakefield Road

Gleeson Developments Limited

SLR Project No.: 405.065719.00001

22 April 2025

Emergency spill control

Reason	Spills on site damage the environment and can harm animals, plants, fish and humans. If you know how to act following a spill you can help to protect the environment and avoid costly clean-ups.
Outline	This talk covers some of the methods used and the equipment involved to control spills.



Clearly label spill kits so they can be used quickly



A spill could have a devastating effect on the environment



Spill station



Spill kit in use



It is important that everyone on site knows how to control a spill to minimise its impact. You should also know what equipment is available and where to find it.

Emergency spill control

Reason	Spills on site damage the environment and can harm animals, plants, fish and humans. If you know how to act following a spill you can help to protect the environment and avoid costly clean-ups.
Outline	This talk covers some of the methods used and the equipment involved to control spills.

Emergency spill control

1. Accidental releases of fuels, oils and chemicals from construction sites make up many of the pollution incidents that happen each year.
2. Most spillages can be avoided with proper planning, care and control.
3. It is very important that everyone on site knows how to control a spill, what equipment is available and where it is, so they can help to minimise the impact. They also need to know who to report it to and how to correctly dispose of spilled material.
4. Spill kits come in a variety of forms, including absorbent pads, socks, granules, pillows and wipes. Drain covers and barriers are also used.
5. An assessment of the potential areas of harm should be carried out on site and suitable kits placed in appropriate areas.

Control measures

1. Know where the spill kits are on site. Make sure you know what to use, how and when, and what protective measures you need, including personal protective equipment (PPE).
2. Stop work to deal with any spill.
3. If the spill is likely to be flammable remove potential ignition (heat) sources.
4. Contain the spill with either a spill kit or use available materials to create a bund to prevent it from spreading and tell your supervisor as soon as possible.
5. Clean up manageable spills and place used absorbent material into hazardous waste bags for later safe disposal.
6. Ask your supervisor to get spill kits replenished after they have been used.

Precautions

1. Do not put yourself in danger of exposure to harm from spills that you cannot identify. Seek advice.
2. Do not hose down or bury spills.
3. Do not allow spilt materials to enter a drain, gully or watercourse.
4. Do not store harmful materials within 10 m of a drain or watercourse.
5. Do not refuel plant and equipment unless authorised and in a protected area.



Why is it important to prevent spillages?

When should you report a spillage and to whom?

What is the most important thing to remember with regard to personal safety?

What should you do with contaminated equipment and materials from a spillage?

How should you use your spill kit?



Now inform your workers of the company provision for emergency spill control.



Appendix E Water Pollution and Control (Env PD004)

Construction Environmental Management Plan (CEMP)

Wakefield Road

Gleeson Developments Limited

SLR Project No.: 405.065719.00001

22 April 2025



Water Pollution & Control

Environmental Policy Document – EnvPD004

1.0 Introduction

Gleasons' sites have a range of processes and operations which can give rise to the potential for water pollution. The business recognises the need to act in compliance with duties imposed through legislation to control potential pollution risks and be in possession of appropriate licences and consents for activities involving water source use.

2.0 Policy Requirements

- To ensure that no trade effluent discharges are made to public sewage network without relevant consent to discharge and that any such discharges are monitored.
- To ensure that no trade effluent discharges are made to controlled water sources without a relevant permit and that any such discharges are monitored.
- To ensure that general operations and processes do not give rise to any contaminated releases and plan appropriately for emergency responses to any accidental release.
- To ensure that hazardous substances and fuels are stored onsite within the compound, in compliance with legal requirements.
- To ensure that no abstraction of water takes place without relevant licences and that any such abstraction is monitored for compliance with consent parameters

3.0 Management Duties

- To ensure that no trade effluent discharges are made to public sewage network without relevant consent to discharge and that any such discharges are monitored.
- To ensure that no trade effluent discharges are made to controlled water sources without a relevant permit and that any such discharges are monitored.
- To establish appropriate emergency arrangements in line with the group emergency response procedures.
- To ensure appropriate and sufficient spill kit provisions are available across site and maintain accurate drainage plans for site.
- Ensure ground workers provide their own spill kits, and their diesel bowser/bund is kept within the compound.
- Ensure there is no washing of vehicles on site using chemical cleaning agents.
- To plan storage of oil and other environmentally hazardous chemicals to ensure compliance with legal storage requirements.
- To ensure that any installed water fittings drawing water from public supplies are fitted with appropriate backflow controls.
- To ensure that any spills are reported to the correct managers following the incident report flow chart and is managed by a competent person.

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Water Pollution & Control

Environmental Policy Document – EnvPD004

4.0 Employee's Duties

- To ensure that refuelling and liquids management is undertaken in accordance with the policy to prevent spillages.
- To ensure that no discharges are made to public sewer or controlled water sources other than those set out by Site Management
- To be aware of site's emergency response plans for spillage incidents and appropriate actions to be taken
- Ensure there is no washing of vehicles on site using chemical cleaning agents.
- To ensure that any hazardous substances are not stored outside of storage areas provided (other than for local use of chemicals during work operations)
- To minimise movement of equipment requiring refilling, keeping equipment within the compound when not in use.
- To ensure a drip tray is always used when refuelling, when generators are being used, and when using small handheld petrol equipment.
- To ensure that any spills are reported to the site manager and managed by a competent person

5.0 Guidance on Policy Compliance

1. Discharges to public sewer

Site management should ensure that there are no substances discharged to sewer, that those covered within a permit. No liquid waste from the build process should be disposed of down the surface water drains on site, for example drip trays, bund contents, mortar wash out, or paint brush water. Any accidental discharges should be recorded and reported to Group immediately following the incident report flow chart. Where sites require any liquid removal, this should not be pumped into a water source or sewer, it should be dealt with as a waste product and removed from site by a licensed contractor.

2. Discharges to controlled water sources

Site management should ensure that there are no substances leaving directly from site to a controlled water source, all surface water must drain in accordance with the sites approved drainage plan, generally this would be through a SuDS system. Site management should ensure regular checks of the SuDS and discharge points. Site management should ensure that no contaminated runoff water or spills are discharged into controlled waters. Where sites are required to remove contaminated surface water, this should be managed and removed from site by a licensed contractor.

Discharges must be managed in accordance with RPS 261, conditions for discharges can be found on the GOV UK website [Temporary dewatering from excavations to surface water: RPS 261 - GOV.UK](#).

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Water Pollution & Control

Environmental Policy Document – EnvPD004

3. Drawing from water sources

The abstraction of water from any source (rivers, lakes, & aquifers) is not permitted without the appropriate water abstraction licence. Any site considering drawing water from controlled sources in the first instance discuss the proposal with the Group Environment and Sustainability Managers who will assess whether it is appropriate to progress with an application for an abstraction licence. If a license is granted site management shall ensure that the water abstracted is undertaken in line with the authorisation which will detail parameters such as volume, flow rate, and method of abstraction, and maintain any appropriate required records of abstraction monitoring.

Where dewatering is required, sites must do this in accordance with government guidance RPS 261. Conditions for dewatering can be found on the GOV UK website [Temporary dewatering from excavations to surface water: RPS 261 - GOV.UK](https://www.gov.uk/guidance/temporary-dewatering-from-excavations-to-surface-water-rps-261). This applies only to clean water (surface water/un-contaminated ground water), Site management must seek additional support and guidance where required.

4. Provision of spill kits and other pollution response requirements

Site management shall ensure that adequate emergency and spill response equipment (spill kits) are available at a range of locations across a site to ensure that access in the event of a spill is possible within an adequate time. If appropriate, maps or plans shall be established clearly annotating where spill kits are located. Management should routinely check bins and ensure when they have been used the spill kits are used and refilled, and that the bins are being used appropriately (to store spill kits and not rubbish). Management should ensure spill kits are labelled up correctly

Site management should ensure an up-to-date copy of the surface water management plan (SWMP), and site drainage mapping is always accessible and have knowledge of any drains that feed into a controlled water source e.g. river or beck.

Site management shall ensure that an appropriate number of employees are trained in the use of spill kits, and site-specific emergency response plans. All site managers and assistant site managers should have completed the IHasco training on spills and are responsible for ensuring that other employees have general awareness training on emergency spill response. This can be done through toolbox talks and demonstrations on site, Group can supply resources to support with this upon request.

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Water Pollution & Control

Environmental Policy Document – EnvPD004

5. **Washing of vehicles on-site**

Site management should ensure that no washing of vehicles on-site takes place where any chemical cleaning agent is in use, all vehicle cleaning should be undertaken in accordance with the conditions set out in the site planning decision notice. Site management should ensure that any cleaning process is monitored to ensure that no contamination (leak or spillage from vehicles) which may later be discharged to a controlled water source.

6. **Storage/management of hazardous liquids**

Storage of hazardous liquid on sites represents a significant risk for the environment in the case of a spillage or emergency escape, with risks of land contamination, groundwater pollution and controlled waters pollution.

Hazardous liquids can be stored in tanks, drums, IBC's or other appropriate containment methods for primary containment, as they are hazardous, they should be held within a secondary containment system (bund) that is either 110% capacity of the container **OR** 25% capacity of all containers held, whichever is the largest amount. In the case of any other fuel or chemical storage (IBC's or Drums) such secondary containment must be provided by portable plastic bunds or drip trays where the volume of the liquid is above 201L.

Twin skinned tanks (tanks which have two layers of containment) that do not have an integral 110% bund capacity are not compliant with these requirements in themselves and should be situated in a compliant secondary containment. Tanks which have a fully integrated internal 110% bund may not be compliant if the means of filling or decanting from the tank sits outside the integrally banded area. In such cases, the tank should be situated on a drip tray to catch any spillage. All sites must have a integrally banded diesel bowser and it should be placed within a secondary containment built to the technical specification provided by group – TWD 903.

Site management should ensure that where secondary containment is provided in the form of bunds, or drip trays that these are regular checked for rainwater (or spill) build up which could lead to loss of containment capacity. Where liquid waste is generated from pumping out of secondary containment, this should be treated as hazardous waste for disposal purposes due to risk of contamination from spillage or drips from the main containment unit.

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Water Pollution & Control

Environmental Policy Document – EnvPD004

7. **Technical requirements for water fittings**

Site management commissioning any new installation work including fitting of water fittings should ensure that the contractor is aware of backflow fittings requirements and provides a scheme of work demonstrating installation of such fittings.

8. **Related work Instructions & guidance**

EnvGN 4.1 Spills

EnvGN 4.2 Tanks & Bunds

EnvGN 4.3 Drainage

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Appendix F Environmental Guidance Notes, Tanks and Bunds (EnvGN 4.2)

Construction Environmental Management Plan (CEMP)

Wakefield Road

Gleeson Developments Limited

SLR Project No.: 405.065719.00001

22 April 2025



Water Pollution & Control

Environmental Guidance Notes – EnvGN 4.2

Tanks and bunds

1.0 Introduction

This guidance note has been developed to support the site operations manage tanks and bunds requirements. It will cover Group requirements, how to prevent an incident and what to do if you need support. This guidance note supports **EnvPD004 for Water Pollution & Control**.

2.0 Legislation

- Waste, England and Wales, regulations 2011
- COSHH, regulations 2002
- Control of pollution Act, 1974
- Water Act, 2003 & relevant amendments

What this means for sites

- Contamination events should be prevented.
- All liquid containers above 200L must be bunded, bunds must be 110% capacity of the largest liquid container.
- Any waste (used spill kits or waste fuel) needs to be removed as hazardous waste by a licensed contractor.
- Staff on site must have spills training to manage any incidents and prevent contamination of a water source.

3.0 Managing

All sites must build bunds around fuel bowser following group specification, the bowser must be built following Temporary Works Detail 903. Regional technical teams can provide the most up to date specification for sites requiring it.

The fuel bowser must be managed appropriately, ensure the following.

- The bowser is bunded
- The bowser is locked when not used
- All site staff use drip trays when re-filling any equipment
- Any stolen fuel **must** be reported to region and group

Any fuel storage must be kept within the compound, this includes fuel provided by the ground workers. With any fuel being stored on site, there must be a spill kit stored close by, and ground workers must provide spill kits for their own fuel bunds.

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Water Pollution & Control

Environmental Guidance Notes – EnvGN 4.2

4.0 Documentation required

- Planning documentation
- SWMP
- TWD 903 – Diesel Bowser Detail

5.0 Contact details

If you experience an incident, ensure it is reported on the SHE incident documentation and reported to your regional SHE team advisor. For any major incidents report straight to group and seek advice on managing the incident.

Shelbey Thomson, Group Environmental Manager – 07773197900

Matt Gibb, Group Sustainability Manager – 07824502259

Nathan Preston, Group SHE Manager – 07826877567

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Appendix G Traffic Management Procedure (HSP 020)

Construction Environmental Management Plan (CEMP)

Wakefield Road

Gleeson Developments Limited

SLR Project No.: 405.065719.00001

22 April 2025



Procedure (020) Traffic Management

1. General Details

- 1.1. The purpose of this procedure is to outline how safe movement of pedestrians and traffic management will be achieved to comply with the Construction (Design & Management) Regulations 2015
- 1.2. Construction sites must be organised so that vehicles and pedestrians using pedestrian routes can move around the site safely
- 1.3. The majority of traffic management related incidents typically involve:
 - Vehicles or their loads striking pedestrians
 - Vehicles striking services such as overhead power lines (OHPL)
 - Inadequate training of drivers, banksmen, or vehicle marshals
 - Unsafe loading and unloading of materials
 - Manufacturers operating instructions not being adhered to
- 1.4. Site specific traffic management should be details within the site induction
- 1.5. A site traffic management plan (TMP) which is reflective of site conditions must be displayed within the site compound and maintained to stay current

2. Planning

- 2.1. Consideration for the planning on all site traffic management must be considered during the planning phase by all those involved
- 2.2. In particular, consideration must be given to:
 - Identification of any hazards
 - Identifying who may be at risk
 - Controlling the risk through effective control measures
 - Recording findings and produce a traffic management plan
 - Regular reviews
- 2.3. The site manager must ensure that the TMP board is reviewed regularly (at least weekly), and any changes are made to reflect site conditions. Build & Contracts managers must monitor that this is being carried out during their site visit
- 2.4. The TMP should have a 'Last reviewed' date added to demonstrate to site personnel that it is a live document
- 2.5. As well as adding a date to the TMP itself, the **HSF 034 Traffic Management Review Sheet** should also be completed by site management and significant changes briefed to site personnel
- 2.6. Good planning will allow alternate arrangements to be made prior to anticipated disruptions e.g. service installations. This will ensure that safe, segregated pedestrian routes are maintained at all times to working areas

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3. Pedestrian Routes

- 3.1. Safe pedestrian routes must be provided to ALL working areas from the site compound at all times
- 3.2. Where site conditions and build route allows, pedestrian access routes should be installed away from haul roads and other vehicle routes so risk of contact between the two is kept to a minimum
- 3.3. Scaffold ladders should be placed on opposite elevations to scaffold loading bays, so pedestrian access is kept well away from the vehicles access areas serving the loading bays
- 3.4. Where there is risk of vehicles and pedestrians coming into contact with one another, walkways must be physically segregated through robust continual protection such as pedestrian 'crowd' type barriers or heras panels

Orange netting and road pins are not suitable for physical segregation of walkways, and should only be used where there is no risk of contact between vehicles and pedestrians e.g. in-between plots when used as a channelling tool

- 3.5. Pedestrian walkways must provide sound underfoot conditions (level and compacted) and not expose those who use them to slip, trips or falls
- 3.6. Crossing points must be provided and clearly identifiable wherever there is a requirement to cross a vehicle route. These should allow full visibility of the vehicle route and have prominent signage displayed
- 3.7. Where segregation of vehicles and pedestrians cannot be achieved due to unforeseeable circumstances for short periods of time e.g. emergency utility repairs, then a banksman / vehicle marshal must be utilised to safely guide pedestrians through the area
- 3.8. Consider providing fully pedestrianised areas from which vehicles are excluded such as 'ground worker only zones'
- 3.9. When crossing near operating plant, the 'thumbs up' procedure should be followed to ensure both the pedestrian and the plant operator are aware of each-others presence
- 3.10. Site personnel must use the designated walkways provided for them at all times when moving around site. Walking down vehicle routes or crossing at points other than the designated areas should be treated as non-compliance by site management and actioned accordingly
- 3.11. Pedestrians and vehicles must not share the same entry and exit gate. A separate personnel gate should be installed to reduce the risk of contact between the two

4. Vehicle routes

- 4.1. Vehicle routes should be designed to minimise the need for reversing wherever practicable. This can be achieved through one-way systems, or designated turning areas. Consideration should be given for these measures at the planning stage
- 4.2. Where none of the criteria in section 4.1 can be met, then provision of a banksman / vehicle marshal is essential for all reversing vehicles. No vehicle should be reversing through site unaided
- 4.3. Haul roads should be installed to Gleeson Homes Standard details SD089 *Temporary haul road* to ensure compliance with the **HSP 002 Temporary Works Procedure**

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- 4.4. Vehicle routes should be kept level, firm and without excess gradient which is likely to increase the risk of overturning or toppling of vehicles using them
- 4.5. Roads must be wide enough to accommodate the largest plant and vehicles that will be using them
- 4.6. Vehicle routes should be clearly identified and must include a 10mph speed limit sign at entry and exit points as well as at regular intervals through site
- 4.7. Blind or sharp bends should be avoided wherever practicable as they may increase the likelihood of collisions. Where they cannot be avoided, then the use of a banksman / vehicle marshal should be utilised
- 4.8. Arrangements must be put in place to ensure roads are kept clear of excess mud which has arisen as a result of construction activity. Use of a regularly contracted road sweep in conjunction with the telehandler brush or bucket attachment can also be utilised. Control measures will be dependent on site activity e.g. muck shifts. Sweeping requirements must be closely monitored by Build & Contracts Managers as well as site management.

5. Loading & Unloading areas

- 5.1. Loading and unloading activities should be undertaken well away from pedestrianised areas and should be situated as close to the designated storage areas as possible
- 5.2. Storage areas should allow adequate space for movement of delivery vehicles and unloading, with suitable visibility aids for drivers (if risk assessment has identified this as a requirement)

6. Public Protection

- 6.1. Necessary steps to avoid harm to the public when operating plant or vehicles must always be taken
- 6.2. The site build sequence should be planned from the start so that a logical sequence is followed to reduce contact with the general public
- 6.3. Construction traffic should be excluded from occupied plots or existing residential areas wherever practicable to reduce the risks to the general public
- 6.4. Safe, designated car parking areas should be provided for visitors coming to site, and parking arrangements and access to sales arenas and show homes should also be provided
- 6.5. Some control measures which are applicable (but not exhaustive) include:
 - Provision of suitable vehicles for the task
 - Keeping members of public physically segregated from vehicular activity
 - Use of banksman / vehicle marshals for all activities which interface with the public
 - Regular reviews of the TMP to factor in changes to site layout such as site access & egress points or plots which are now occupied

7. Minimum requirements for all vehicles

- 7.1. Vehicles used on Gleeson Homes sites must ensure they are:
 - Capable of all-round visibility through the use of correctly adjusted mirrors and or vehicle cameras (if fitted)
 - Fitted with appropriate warning lights such as for reversing, directional indicators etc.
 - Fitted with functioning amber and green flashing beacons (for plant) when operating
 - Maintained and services in accordance with the manufacturer's instructions

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Related Documents

- [HSF 034 Traffic Management Review Checklist](#)
- [HSP 021 Site Security & Public Protection Procedure](#)
- Site Traffic Management Plan

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Appendix H Environmental Procedure (HSP 035)

Construction Environmental Management Plan (CEMP)

Wakefield Road

Gleeson Developments Limited

SLR Project No.: 405.065719.00001

22 April 2025



Procedure (035) Environmental

1. General Details

- 1.1. Everyone on site has a responsibility to ensure that they do not knowingly or unnecessarily contaminate or pollute their work areas or the surrounding environment
- 1.2. Contaminates coming into contact with the environment should be avoided as far as reasonably practicable. This can be achieved through control measures put in place such as:
 - Proper planning at pre-construction phase
 - Specialist surveys
 - Designated re-fuelling points
 - Using drip trays / plant nappies with associated plant/machinery
 - Storing fuel in purpose made containers
 - Quickly responding to oil spills
 - Silt Management Plans
 - Surface Water Management Plans

This list is not exhaustive

2. Oil / Lubricant Spills

All sites must be in possession of serviceable spill kits of suitable capacity to deal with any potential spills on site. Spill kits must be maintained in good order, and replaced where necessary

- 2.1. Locations of all spill kits should be communicated as part of the site-specific induction – especially to anybody who will be operating plant
- 2.2. Other equipment such as 110v generators or cement mixers must always be used in conjunction with a proprietary drip tray / plant nappy to catch any leaking fuel / contaminants. Contractors are responsible for providing their own trays
- 2.3. Any major spills must be reported to the site manager and the incident also recorded on the **HSF xxx Environmental Incident Report Form**. The completed form must be sent to the Contracts Manager and H&S Manager
- 2.4. COSHH assessments / Data sheets should be checked for any further controls when dealing with any fuels or oils

3. Fuel on Site

- 3.1. Under the Oil Storage Regulations 2001, any fuel on site must be stored in a bunded container with a secondary containment of no less than 110% of the maximum capacity
- 3.2. Only operatives competent in using the diesel bowser must operate the controls. The fuel pump should be subjected to daily visual checks, and a recorded inspection each week on **HSF 024 Work Equipment Register**. Any defects or leaks must be recorded on this inspection and raised with the site manager

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- 3.3. Designated smoking areas must be sited well away from any fuel / oil storage containers to reduce the risks from fire and / or explosion
- 3.4. Petrol which will be used for plant / machinery i.e. cut-off saws, plat compactors etc. must only be stored in purpose made containers, not water bottles, milk bottles etc. and stored away from the build area
- 3.5. Re-fuelling should only be carried out in designated areas away from sources of ignition. Any spills must be attended to

4. Protection of Water Courses (including Silt Management)

- 4.1. Steps must be taken to ensure existing courses are not contaminated with loose soil / silt etc which can affect the ecology and any wildlife in the area
- 4.2. Surface water run-off must be taken into account at the planning stage, and plans drawn up to ensure watercourses are not polluted either as a direct or indirect result of Gleeson Homes construction activity
- 4.3. Poorly planned water run-off management can also cause severe damage to sustainable urban drainage systems (SUDS) if not suitably controlled

4.4. Steps which can be taken to control water contamination could be:

- Phasing of works so there are not large areas of cleared vegetation
- Stripping of vegetation and topsoil in sequence, clearing only the areas which works are needed
- Minimise the amount of exposed ground and stockpiles of soil on site, this will help reduce amounts of silty water
- Phase works so mud from vehicles or roads can not enter surface water drainage areas already completed
- Protection of constructed gullies through installation of 'gully bags', straw or similar, ensuring these are changed regularly to maintain good drainage on site
- Use of 'silt traps', ' silt busters' etc. to filter sediments before water can reach water courses, land drains or SUDS. These must be maintained throughout the construction phase

4.5. Any known contamination of water courses must be reported to the H&S Dept and Regional Technical Manager as soon as possible upon discovery. The incident should be recorded on the **HSF TBC Environmental Incident Report Form**

4.6. Failure to report can result in severe penalties from Enforcing Authorities such as Environmental Agency, Canal & River Trust etc. Any contact with these bodies should be recorded on **HSF 013 Enforcing Authority Visit Report** and forwarded to the Ops Director, Contracts Manager, Technical Manager and H&S Manager

5. Tree Protection Orders

- 5.1. Any trees that are identified as having a Tree Protection Order present are to be clearly documented within the Pre-Construction arrangements, and are to be clearly marked on the site traffic management plan for operative's information
- 5.2. Protected trees are to be segregated from site activities by heras fencing to prevent accidental knocks from plant/vehicles, and signage clearly displayed identifying TPO . These measures must remain in place throughout the construction phase

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5.3. Trees under TPO's must not be damaged/removed under any circumstance unless express permission has been granted in writing by the Local Authority

6. Protected Species

6.1. Certain species are protected under UK law and cannot be forcibly removed or disturbed under normal circumstances. Common species include:

- Bats
- Badgers
- Great crested Newts
- Rare birds
- Common Dormice

6.2. Any existing protected species present are usually identified in initial ground investigation surveys carried out by specialist contractors. Any findings should be included within the Pre-Construction information and Construction Phase Plan

6.3. Any suspected protected species found on site that have not previously been identified through surveys must be reported immediately to the Ops Director, H&S Manager and Technical Manager for action.

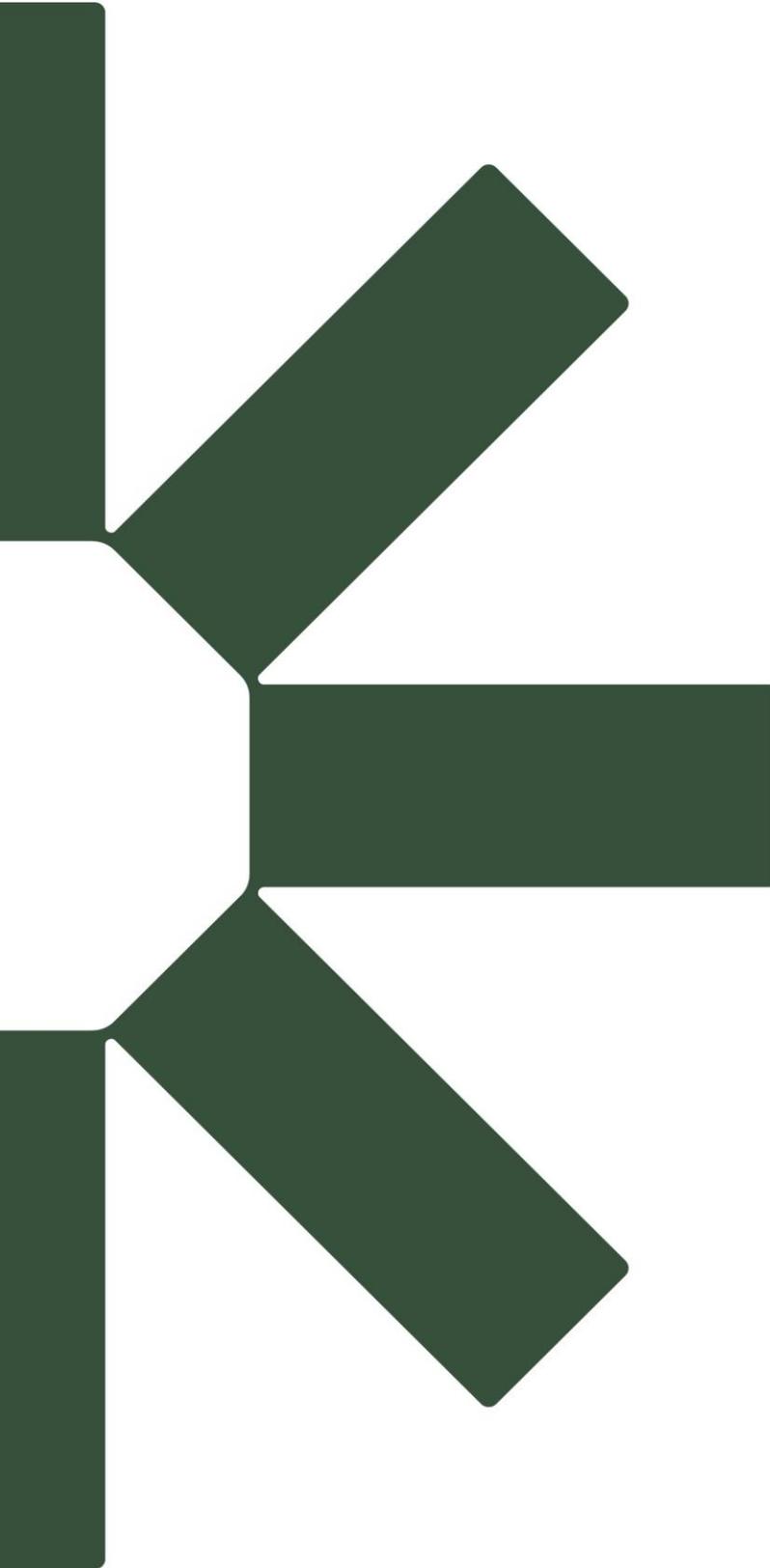
Works must not continue in the area until specialist advice has been sought

6.4. Under the Wildlife and Countryside Act & Natural Environment and Rural Communities Act, individuals can face severe fines and/or imprisonment for intentionally or recklessly killing, injuring, taking a protected species or destroying or damaging access to structures or places used by protected species as shelter, breeding or protection e.g. badger sett

Related Documents

- HSF 002 Pre-Construction Information
- HSP 003 Construction Phase Plan
- **HSF TBC Environmental Incident Report Form**
- HSF 013 Enforcing Authority Visit Report Form
- HSF 024 Work Equipment Register (PUWER)

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