# STATEMENT OF CONSTRUCTION PRACTICE

## DfT T5 NCN 665 Wetherby Railway Path



Client: Walk Wheel Cycle Trust (formerly Sustrans)

Principal Contractor: BDS Yorkshire Ltd

Planning permission 24/02776/FU — Leeds City Council

Submitted in discharge of Planning Condition 8

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## Document Control

| Category | Details |
|---|---|
| Document title | Statement of Construction Practice (Principal Contractor Site Management Plan) |
| Document reference | BDS-33333-SCP-001 |
| Project | DfT T5 NCN 665 Wetherby Railway Path (BDS Contract No. 33333) |
| Client | Walk Wheel Cycle Trust (formerly Sustrans) |
| Planning reference | 24/02776/FU — Condition 8 (Leeds City Council) |
| Revision | P02 — revised in response to Leeds City Council Transport Development Services consultation comments (ref. TDS02169 / 26-04314-1, dated 28/08/2026) on Condition 8(a), and to the traffic management and delivery arrangements discussed with Leeds City Council Network Management. Changes in this revision are shown in green. |
| Prepared by | Gareth Mason & Mathew Atkin, BDS Yorkshire Ltd |
| Date | 07/10/26 |
| Status | For submission to Leeds City Council (revision P02) |

This Statement of Construction Practice follows the format used and previously accepted by Walk Wheel Cycle Trust (formerly Sustrans) for BDS Yorkshire principal contractor projects, presented as a series of numbered appendices for ease of cross-reference with Planning Condition 8. It is a controlled document: the current approved revision is held by the Site Manager within the site office and on the BDS Yorkshire digital management system (Samsara). It complies with, and does not duplicate, the Construction & Environmental Management Plan (13702-N-RE-05-05) and agrees with the construction methods set out in the Construction Phase Plan (BDS-33333-CPP-001).

This revision responds to the Leeds City Council Transport Development Services consultation comments on Condition 8(a) (ref. TDS02169 / 26-04314-1, 28/08/2026) and to the discussions with Leeds City Council Network Management. Text shown in green is new or revised in this submission.

# Contents

Appendix 1 — General Information5

Appendix 2 — Site Logistics (Condition 8a)8

Appendix 3 — Traffic Management and Protection of the Public (Condition 8a)14

Appendix 4 — Mud, Dust and Environmental Controls (Condition 8b / 8c)17

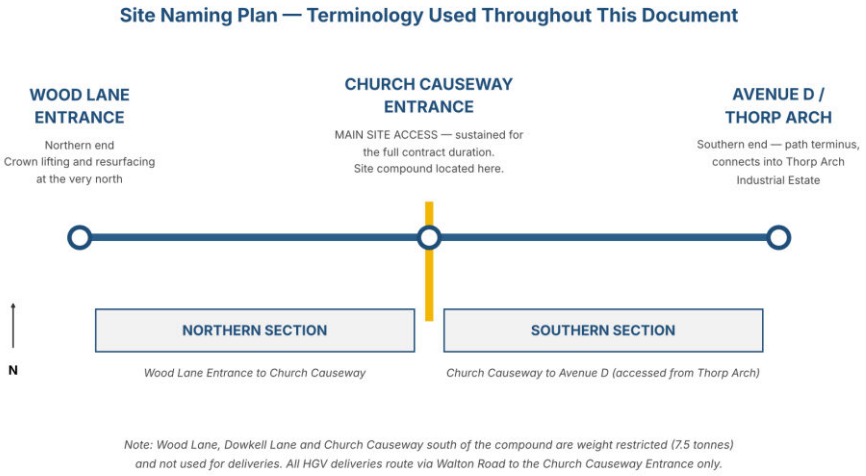
Appendix 5 — Emergency Arrangements, Monitoring and Public Availability (Condition 8d)19

Appendix 6 — Supporting Drawings and Documents21

Appendix 7 — Legislation, Standards and Guidance22

## Site Naming Plan

To avoid confusion, the diagram and key below set out the names used consistently throughout this Statement for each part of the path and each access point.




*Note: Wood Lane, Dowkell Lane and Church Causeway south of the compound are weight restricted (7.5 tonnes) and not used for deliveries. All HGV deliveries route via Walton Road to the Church Causeway Entrance only.*

# Appendix 1 General Information

## Purpose of this Statement

This Statement has been prepared by BDS Yorkshire Ltd, appointed Principal Contractor under the Construction (Design and Management) Regulations 2015, and is submitted to Leeds City Council in discharge of Condition 8 of planning permission 24/02776/FU (granted 2 December 2025). It describes how BDS Yorkshire will manage construction logistics, traffic, mud, dust and public communication so that the works are carried out safely and with minimal disruption to local residents, highway users and the Thorp Arch Estate.

## Planning Condition 8

Condition 8 of planning permission 24/02776/FU states:

"Development shall not commence on any Phase of development until a statement of construction practice has been submitted to and approved in writing by the Local Planning Authority, the statement of construction practice shall include full details of: (a) the construction vehicle routing, means of access, location of site compound, storage and parking (including workforce parking), means of loading and unloading of all contractors' plant, equipment, materials and vehicles and associated traffic management measures; (b) methods to prevent mud, grit and dirt being carried on to the public highway from the development hereby approved; (c) measures to control the emissions of dust and dirt during construction; (d) how the statement of construction practice will be made publicly available by the developer. The approved details shall be implemented at the commencement of works on site and shall thereafter be retained and employed until completion of the works on site. The Statement on Construction practice shall be made publicly available for the lifetime of the construction of development in accordance with the approved method of publicity."

## Condition 8 Cross-Reference

This table maps each requirement of Condition 8 to the appendix that addresses it, so the Local Planning Authority can check discharge quickly.

| Condition 8 requirement | Addressed in |
|---|---|
| 8(a) Construction vehicle routing and means of access | Appendix 2 |
| 8(a) Location of site compound and storage | Appendix 2 |
| 8(a) Parking, including workforce parking | Appendix 2 |
| 8(a) Loading and unloading of plant, equipment, materials and vehicles | Appendix 2 |
| 8(a) Associated traffic management measures | Appendix 3 |
| 8(b) Prevention of mud, grit and dirt on the public highway | Appendix 4 |
| 8(c) Control of emissions of dust and dirt | Appendix 4 |
| 8(d) Public availability of the Statement | Appendix 5 |

Where matters are covered by other pre-commencement conditions — Condition 3 (CEMP: Biodiversity), Condition 4 (PS:RAMMS for Badgers), Condition 5 (Bat Reasonable Avoidance), Condition 6 (Himalayan Balsam Method Statement) and Condition 7 (Arboricultural Method Statement and Tree Protection) — this Statement references and complies with those approved documents rather than duplicating them.

## Description of Project

Improvement works to a 2.5km section of NCN Route 665 along the former railway alignment between Walton Road / Wood Lane (northern end, CH 0+000) and the Thorp Arch Estate (southern end, CH 2+330), under planning permission 24/02776/FU:

- Type A — scrape, sweep and re-use existing surface, tack coat and 35mm AC14 overlay (approx. CH 0+010–0+480).
- Type B1/B2 — no-dig 3D cellular confinement root protection (with and without 3m widening) within Root Protection Areas.
- Type C — widening both sides to 3m: 210mm excavation, geotextile separation and 150mm Type 1 sub-base.
- Type D — widening one side to 3m, same build-up as Type C.
- Tree protection fencing (≈ 3,650 lm), temporary ground protection/trackway (≈ 500 m²), vegetation clearance and crown lifting to three mature trees.
- Removal, storage and reinstatement of bollards and access controls; new Broxap Provincial cast-iron bollards; new retroreflective signage; thermoplastic road markings; [redacted].

## CDM Duty Holders and General Information

### Client

Organisation: Walk Wheel Cycle Trust (formerly Sustrans) Name: Katrina Adam Phone: 07824 998745 Email: katrina.adam@walkwheelcycletrust.org.uk

### Principal Contractor

Organisation: BDS Yorkshire Ltd Name: Mathew Atkin, Quantity Surveyor Phone: 07880 601 057 Email: Mathewa@bdsyorkshire.com Name: Matt Cragg, Commercial Manager Phone: 07976 063 635 Email: MattC@bdsyorkshire.com

### Site Manager

Phil Atkinson — SSSTS, First Aid at Work 07512 332 701

## Projected Start/End Dates and Site Hours

Construction works will be carried out between October and February, per CEMP Section 6.3 (13702-N-RE-05-05, dated 14/07/2026). Site clearance and any development works are restricted to 1 October to 15 May inclusive, per CEMP Section 5.6, to avoid the Himalayan Balsam flowering/seeding season.

Proposed start date: 3 November 2026, for site establishment and crown lifting, to enable discharge of condition 7b, then main works to start 10th November subject to Network Management approval of the temporary traffic management. Proposed completion date: February 2027, as per the programme and within the CEMP window.

No artificial lighting or night working is permitted on site at any time (CEMP Section 4.7, bat sensitivity); actual working hours will therefore be shorter in practice than the permitted envelope below, particularly in winter.

Normal working hours: Monday to Friday, 07:30 to 18:00 (Specification clause 1.9.7 / CEMP Section 6.4). Work outside these hours will not be permitted without the prior agreement of the Client and, where required, the Local Planning Authority. Work requiring 3-way traffic control will be limited to the hours of 0930 and 1430 as per the agreed TM conditions.

Prior to works starting, BDS will support the Client in notifying local businesses affected by the works — including Breedon Concrete and the Thorp Arch Estate Management Team — of the start date and the use of laydown areas.

## Site Constraints

This Statement has been written around the specific constraints of this site rather than generic assumptions:

- The path runs from the Wood Lane Entrance at its northern end, down to the Church Causeway Entrance (where the site compound is located and Church Causeway cuts through the path), and continues from Church Causeway to Avenue D of the Thorp Arch Industrial Estate at its southern end.
- The Breedon Concrete plant entrance sits next to the Church Causeway Entrance. The site compound is entered through the Breedon yard entrance, inside the three-way signal control, and the Breedon yard is used as a turn-around and holding area with Breedon Concrete's written agreement. The compound layout and delivery arrangements are designed so that site traffic and loading do not obstruct Breedon's operations.
- A 7.5-tonne vehicle weight restriction applies to Wood Lane, Dowkell Lane (the minor loop west of Church Causeway) and Church Causeway south of the compound — all excluded from delivery and HGV use. A permanent 7.5-tonne bridge restriction also applies further south-west near Thorp Arch Park. All deliveries approach and leave via Walton Road to the north.
- The site is adjacent to HMP Wealstun; no plant, materials or works will be arranged in a way that could compromise the security of the prison estate.
- The path is an active commuting and leisure corridor between Wetherby and the Thorp Arch Estate; per the Site Logistics Plan and Design and Access Statement, public access will be maintained at all times other than the active working length, and the Pre-Construction Information warns that some path users may still attempt to enter the active working area.
- Disused railway overbridges NES142/15 (CH 0+494 approx.) and NES142/14 (CH 0+932 approx.) are Grade II listed structures constraining plant selection and movement. Ad-hoc field measurements (WWCT, July 2026) recorded headroom at NES142/15 as approximately 3.14–3.16m at the path edges, widening to approximately 5.07m at the centre; NES142/14 is considerably more generous at approximately 5.38–5.77m at the edges, widening to approximately 7.17m at the centre. These are rough, ad-hoc measurements pending a full survey and should be treated as indicative only. Retained walls (CH 0+850–1+130 approx.), a memorial stone (CH 0+045) and a culvert (CH 0+525) further constrain plant selection and movement. Two further Grade II listed buildings (the former Station House and Shed) stand near Walton Road, west of the path.
- Ditches and wet soft ground are present alongside the route between CH 0+000 and CH 1+450; no storage of materials or compounds is permitted within 10m of any watercourse.
- [redacted]
- The site is a significant distance from emergency access points along much of its length.
- No intrusive ground investigation has been undertaken; ground conditions will be verified ahead of laden plant movements.




# Appendix 2 Site Logistics — Access, Compound, Storage, Parking and Deliveries (Condition 8a)

## Means of Access and Construction Vehicle Routing

The path runs from Wood Lane, at its northern end, down to Church Causeway, which cuts through the path partway along its length, and then continues from Church Causeway to Avenue D of the Thorp Arch Industrial Estate at its southern end. Everything north of Church Causeway up to Wood Lane is the northern section of the path; everything south of Church Causeway is the southern section. The northern section is accessed from the Church Causeway Entrance and the Wood Lane Entrance, the latter also being used for the resurfacing at the very north. The whole of the southern section is accessed from the Thorp Arch Estate. The access points are used very differently:

- Church Causeway Entrance — MAIN SITE ACCESS, approached via Walton Road: the sustained access point for the duration of the works, used for all deliveries and HGV movements serving the northern section, and the site compound access. Controlled by three-way portable traffic signals (Roadway Traffic Management drawing RW-JAC-BDS-0003-001 (Rev P01)) operating between 09:30 and 14:30 only, with Stop & Go boards retained on site as a manual backup in case of signal failure. A Traffic Management Operative (TMO) is present throughout; all entry and egress at the compound is controlled by a trained vehicle marshal.
- Wood Lane Entrance — access to the northern end of the path, used for crown lifting and for the resurfacing at the very north: controlled by Stop & Go traffic management (Roadway Traffic Management drawing MC8313) for the duration of those works, operating normal working hours. The existing gate and barriers at the Wood Lane Entrance are removed and the opening is tracked over its full width; road plates are used across any unmade areas at the Wood Lane gate to prevent damage to the footway, verge and any affected underground services. It is not used for the remainder of the northern section, which is served from the Church Causeway Entrance. Crown lifting at the entrances is limited to 3–4m in accordance with the Arboricultural Method Statement.
- Wood Lane, Dowkell Lane (the minor loop to the west of Church Causeway) and Church Causeway south of the compound are not used for through-traffic or deliveries: all carry a 7.5-tonne vehicle

weight restriction. Deliveries approach the Church Causeway Entrance from Walton Road to the north, the approved HGV delivery route, and leave the same way. A permanent 7.5-tonne bridge restriction also applies further south-west near Thorp Arch Park, and no delivery vehicle uses that route.

- Avenue D, Thorp Arch Industrial Estate (southern end): the path terminus, connecting into the estate. Private estate road, used only for plant, light vehicles and personnel access under permit. Permits obtained before this phase commences, facilitated by the Client.
- Thorp Arch Estate — Street One / Avenue E West (southern end, serving CH 2+330–1+460) — access for the whole of the southern section (Church Causeway to Avenue D), confirmed by the Thorp Arch Estate Management Team: private estate roads, which can take larger wagons. Because the whole of the southern section is accessed from the estate, no deliveries or construction vehicles for the southern section use the Church Causeway Entrance or the traffic-managed section of Walton Road, so no traffic signals or TMO are needed for it. Permits to be obtained before this phase commences; estate speed limits and permit conditions briefed to all drivers. This access is subject to the same principles as the Church Causeway Entrance (booking, marshalling, exclusion zones).

Deliveries and HGV movements use the ordinary public highway, not the path corridor. At the Church Causeway Entrance, materials are delivered by grab wagon, which loads swivel dumpers directly from the wagon; the swivel dumpers then run along the path corridor towards Wood Lane, within the path's 8-tonne laden weight limit. No tipper wagon tips within the Church Causeway works area: materials are loaded to the swivel dumpers by grab wagon, which stands in the coned-off lane controlled by the three-way signals, under TMO supervision, with the footpath kept open. The resurfacing at the very north is served from the Wood Lane Entrance, and the whole of the southern section is served from the Thorp Arch Estate, where larger wagons can be used, as set out above. No HGV travels along the path itself. Plant is delivered by swan-neck low-loader.

- Vehicles by location:
- Compound: 7.5-tonne vehicle and pick-up (Amarok) only.
- Church Causeway Entrance (end of the northern path): DAF CF 450 FAD (8x4) grab wagons loading swivel dumpers for the northern section; swan-neck low-loaders for plant.
- Wood Lane Entrance: delivery wagons for the resurfacing at the northern end; swan-neck low-loaders for plant.
- Thorp Arch (Street One / Avenue E West): larger wagons delivering materials to the southern section; swan-neck low-loaders for plant; 7.5-tonne vehicle and pick-up (Amarok).

While works are underway on one section of the path, the other section remains open to the public: the southern section stays open while the northern section is being worked, and vice versa.

There is no off-site holding point on the public highway: drivers arriving early or unbooked use the Breedon Concrete yard to turn and wait until called forward by the marshal, by agreement with Breedon Concrete, confirmed in writing. The lay-by on Walton Road is a secondary fall-back only and is not relied upon.

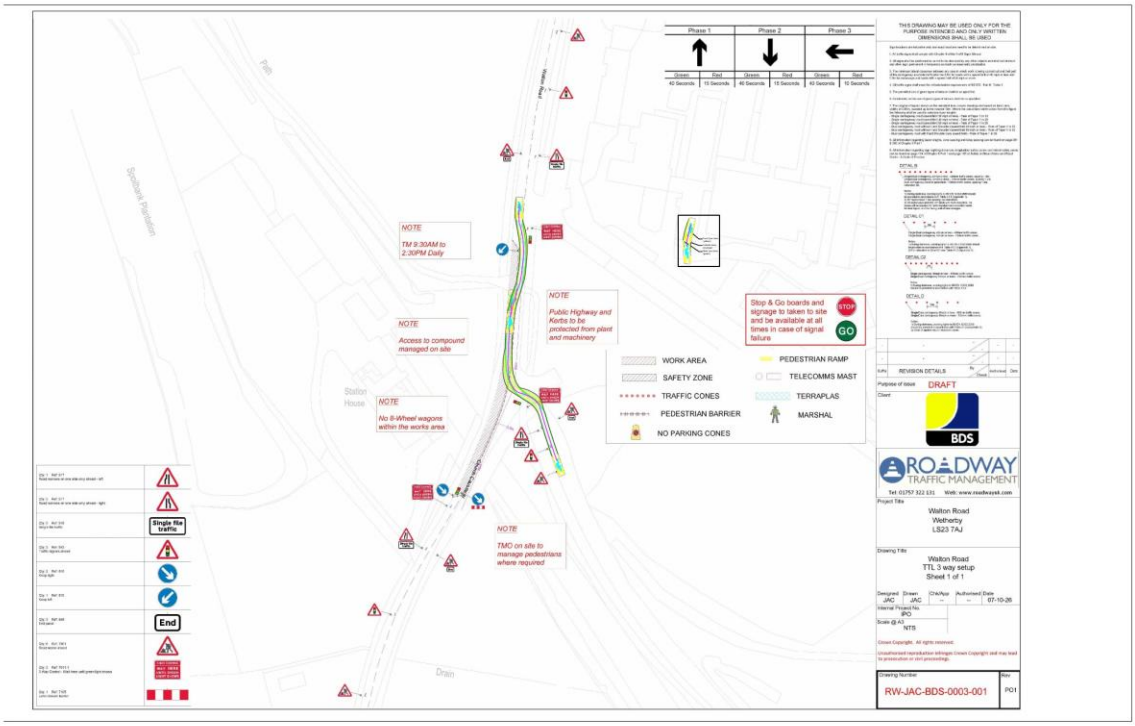
On the path itself, plant and the swivel dumpers will run only along the existing path, the approved working corridor (max. 5m) or approved temporary ground protection, within the path's 8-tonne laden weight limit. Movements beneath the overbridges will take account of reduced headroom (see Appendix 1), with height restrictions briefed to operators.

The delivery wagon is a DAF CF 450 FAD (8x4) rigid, which is 2.55m wide at the front axle. Swept-path vehicle tracking for the Church Causeway Entrance, with the vehicle entering and leaving, is shown below on the Roadway Traffic Management three-way signal layout, together with draft tracking for the Wood Lane Entrance. The road within the traffic management area is a minimum of 6.3m wide at all points. The tracking

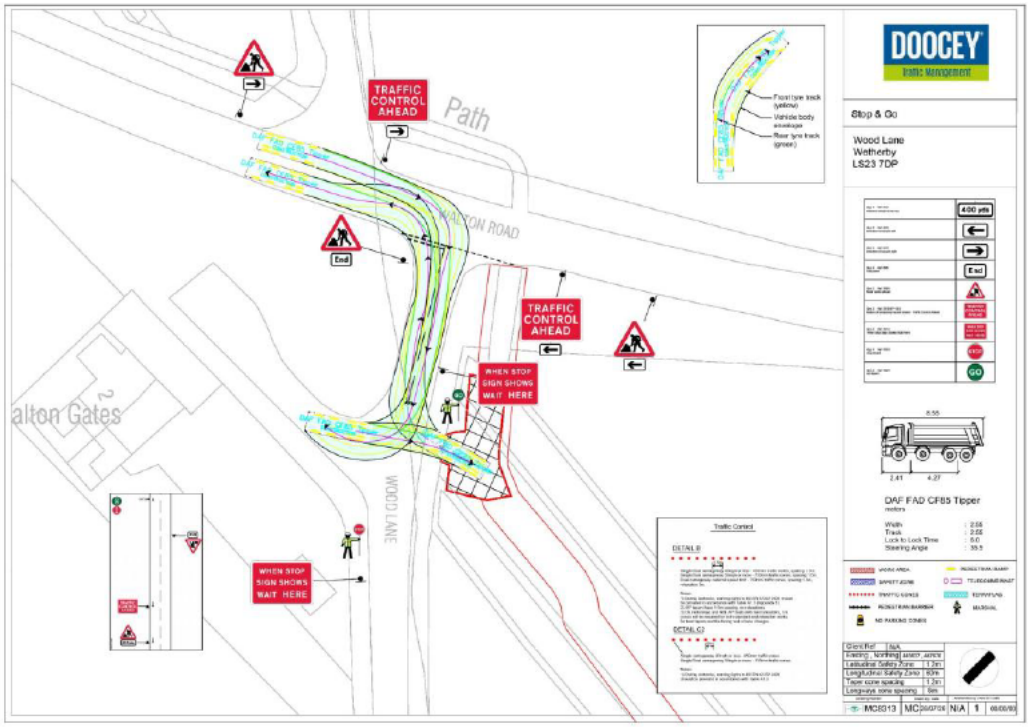
demonstrates access, turning and egress without reliance on the adopted highway to turn. Tracking for the Thorp Arch Estate entrance will be added if required by the Local Planning Authority.

ADD IN TRACKING

**Swept-path tracking — Church Causeway Entrance, DAF CF 450 FAD entering (drawing RW-JAC-BDS-0003-001)**




**Swept-path tracking — Church Causeway Entrance, DAF CF 450 FAD leaving (drawing RW-JAC-BDS-0003-001)**

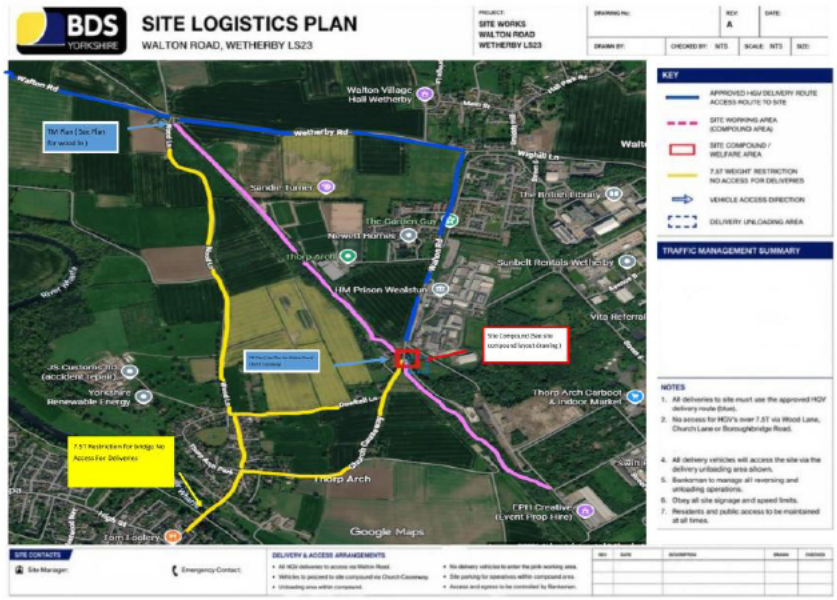



**Swept-path tracking — Wood Lane Entrance (draft)**

- GS6 — overhead electric lines: safe clearance assessments from Northern Powergrid (see Appendix 4) apply to all grab and boom operations. Grab wagon booms and plant are not raised within the safety zones, and operators are briefed on clearances before work begins. The 275kV line is not a constraint to the works; the lower-voltage lines are the controlling constraint.
- No overhead lines are present at the Church Causeway Entrance.
- Branches overhanging the entrance to the path are crown lifted under arboricultural supervision, within the 3–4m limit of the Arboricultural Method Statement, before plant enters; the clearance is checked against the grab wagon and low-loader dimensions.

**Planning Condition 8(a) — Compliance Statement**

This appendix defines the means of access and construction vehicle routing: the Church Causeway Entrance as the main, sustained site access, controlled by three-way signals (09:30–14:30) with TMO supervision; materials for the northern section delivered by grab wagon loading swivel dumpers; the Wood Lane Entrance used for crown lifting and the resurfacing at the very north, with Stop & Go control; the whole of the southern section accessed from the Thorp Arch Estate, without traffic signals or a TMO; and Wood Lane, Dowkell Lane and Church Causeway south of the compound excluded from through-traffic due to the 7.5-tonne weight restrictions.




## Site Compound, Storage and Welfare

The site compound is located southeast of the highway at the Church Causeway Entrance, reached directly from the public highway — not via the path corridor. The compound measures 10m x 8m (80m², perimeter 36m) on Type 1 hardstanding, enclosed by Heras fencing with anti-climb mesh (BDS Yorkshire drawing BDS-COMP-01). No compound or storage will be placed other than on hardstanding within the Local Wildlife Site, and none within 10m of any watercourse. Crown lifting will be completed under arboricultural supervision at both the Church Causeway and Wood Lane entrances before each is established/used.

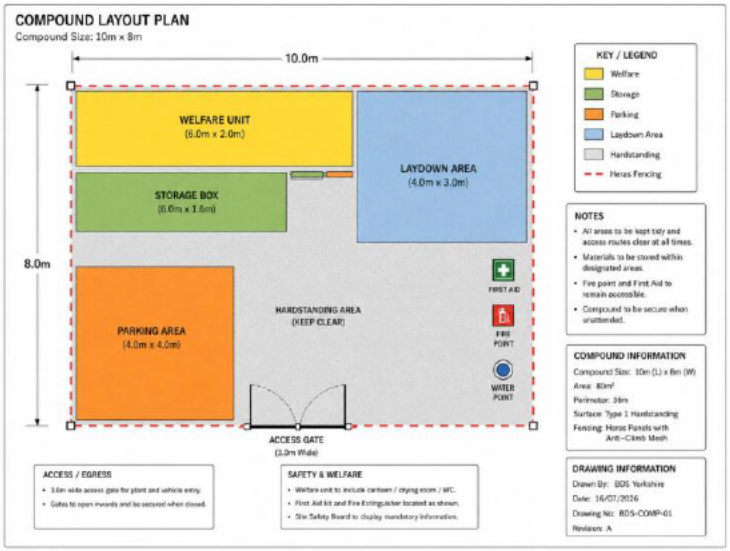
Compound location: What3Words ///mistress.presenter.indirect; Grid Reference SE 43927 46515 (Eastings 443927, Northings 446515).

### Compound layout

- Welfare Unit (6.0m x 2.0m)
- Storage Box — not used: the storage box shown on compound drawing BDS-COMP-01 (Rev A) is omitted, and materials are delivered just-in-time and loaded straight to swivel dumpers
- Laydown Area (4.0m x 3.0m) — flexible general-purpose staging area, used for whatever materials or items are required at that stage of the works (e.g. fencing, trackway, bollards, signage), not restricted to a single material type
- Parking Area (4.0m x 4.0m)
- Hardstanding area (kept clear as an access route)
- First Aid point, Fire Point and Water Point as shown on the compound layout drawing
- 3.0m wide access gate, opening inwards, secured when closed

### Security

The compound will be fenced (Heras panels with anti-climb mesh) and locked outside working hours, with keys removed from unattended plant. Because the site adjoins HMP Wealstun, no plant, materials or trackway will be positioned or stacked in a way that could compromise the security of the prison estate.




**Planning Condition 8(a) — Compliance Statement**

This appendix defines the location of the site compound (at the Church Causeway Entrance), its layout and dimensions per drawing BDS-COMP-01 (Rev A, without the storage box), the use of just-in-time delivery instead of on-site storage, and the environmental restriction on storage locations.

## Parking, Including Workforce Parking

Workforce and visitor parking is limited to five vehicles in total, split across the compound at the Church Causeway Entrance, clear of the public highway, and a side road within the Thorp Arch Estate, adjacent to HMP Wealstun, confirmed by the Estate Management Team: What3Words ///faded.concluded.landlords; Grid Reference SE 43939 46572. HMP Wealstun has been directly consulted and has confirmed no objection to this arrangement, and has asked to be kept informed once start dates are confirmed. No workforce, visitor or delivery vehicle will park on any uncontrolled stretch of the local highway network, to avoid displacing local resident parking; Wood Lane specifically is not suitable for any vehicle parking, being a narrow carriageway with no footways. Car sharing from the BDS Yorkshire depot at Driffield will be encouraged. Plant will be parked overnight only in the designated compound area, keys removed and attachments grounded.

No more than five contractor vehicles will park daily in total, split across the compound and the Thorp Arch Estate side road.

**Planning Condition 8(a) — Compliance Statement**

This appendix defines the parking arrangements, including workforce parking: no more than five vehicles in total, contained within the compound at the Church Causeway Entrance and the agreed Thorp Arch Estate side road, off the public highway, with an explicit prohibition on parking on the surrounding highway network.

## Loading, Unloading and Delivery Management

The Church Causeway Entrance is the main, sustained site access and is used for deliveries and HGV movements via the ordinary public highway — not along the path corridor. All deliveries will be booked with the Site Manager at least 24 hours in advance; every booking confirmation will state in writing that drivers must approach and leave the Church Causeway Entrance via Walton Road to the north, not Wood Lane, Dowkell Lane or Church Causeway south of the compound. Materials for the northern section arrive by grab wagon, which loads swivel dumpers directly; the dumpers then serve the northern section (towards

Wood Lane) along the path corridor. The southern section is accessed from the Thorp Arch Estate, as set out above.

- On arrival, drivers report as instructed and do not start loading until authorised by the marshal; all manoeuvres are controlled by the marshal, with the TMO managing the signals and the open footpath.
- All delivery drivers will call ahead before final approach, so the marshal and TMO are prepared for arrival, minimising time spent waiting on the highway.
- Pre-booking is managed so that no two HGVs attend site at the same time. Any vehicle arriving without having called ahead will be directed to the Breedon Concrete yard to turn and wait until called forward.
- The grab wagon loads the swivel dumper from within the coned-off lane controlled by the three-way signals, under TMO supervision, with the footpath kept open. Where a pedestrian arrives, loading stops until they have passed. No vehicle reverses on the public highway.
- Breedon Concrete has agreed in writing to the use of its yard as a turn-around and holding area.
- Loading takes place only within the coned-off lane at the entrance and the designated areas shown on the compound layout and Site Logistics Plan — nothing is stored or left on the public highway or estate roads. The compound is entered through the Breedon yard entrance; loading keeps clear of Breedon's operations so that neither obstructs the other.
- An exclusion zone is maintained around all lifting, tipping and unloading operations; works pause if it cannot be maintained.
- No vehicle is loaded or unloaded without the marshal's authority to load/unload.
- Grab and boom arms will not be raised beneath or near the overbridges, the overhead pylon (CH 2+060) or telegraph pole (CH 1+550), and are kept outside the GS6 safety zones.
- The Site Manager retains authority to refuse any delivery that cannot be unloaded safely.
- Before departure, every vehicle is visually checked (see Appendix 4), sheeted where carrying dusty loads, and released by the marshal.

**Planning Condition 8(a) — Compliance Statement**

This appendix defines the means of loading and unloading of all contractors' plant, equipment, materials and vehicles: grab wagons loading swivel dumpers from the coned-off lane under TMO supervision, plant delivered by swan-neck low-loader, pre-booked deliveries with written routing instructions, marshalled arrival and departure, the Breedon yard as turn-around and holding area (agreed in writing with Breedon Concrete), and exclusion zones around all lifting and loading operations.

## Appendix 3 Traffic Management and Protection of the Public (Condition 8a)

### Temporary Traffic Management

Temporary traffic management on the public highway is provided at two locations on Walton Road/Wetherby Road, to drawings issued by Roadway Traffic Management, for very different durations:

BDS Yorkshire (Matt Cragg) will submit the temporary traffic management application to Leeds City Council Network Management (raswa.forms@leeds.gov.uk) at least four weeks before the start of works, and the proposed start date is subject to Network Management approval. The arrangements are being agreed with Network Management; they are not yet confirmed. Any Heras fencing sited on the public highway will be the subject of a separate licence from Network Management; temporary traffic management on the highway uses cones only.

Leeds City Council Network Management (Kasia Krawczyk) has advised: “Please see the attached Temporary Traffic Management Application, which would need to be completed and submitted to us at least four weeks before the proposed start date of the works.”

Leeds City Council Network Management (Kasia Krawczyk) has advised: “…road plates should be used across the footway at Church Causeway and across any unmade areas at the Wood Lane gate to prevent damage to the footway, verge, and any potentially affected underground services. In addition, heavy-duty kerb ramps should be used to extend the dropped kerb at Church Causeway and prevent damage caused by vehicle wheels mounting the kerb.”

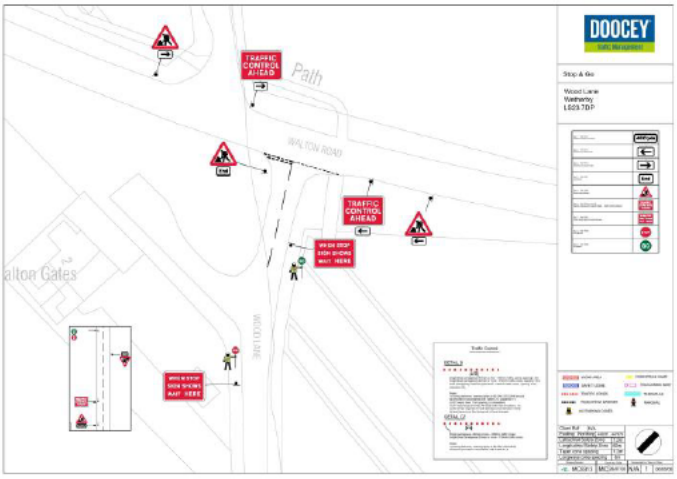
- Church Causeway Entrance (Roadway Traffic Management drawing RW-JAC-BDS-0003-001, Rev P01): three-way portable traffic signals controlling the main site access for the full duration of the contract, on a 40mph road, operating between 09:30 and 14:30 only. Stop & Go boards and signage retained on site at all times as a manual backup in case of signal failure.
- Wood Lane Entrance (drawing MC8313): Stop & Go (two-way alternate) control, required for the crown lifting and the resurfacing at the very north, for the duration of those works, in normal working hours.

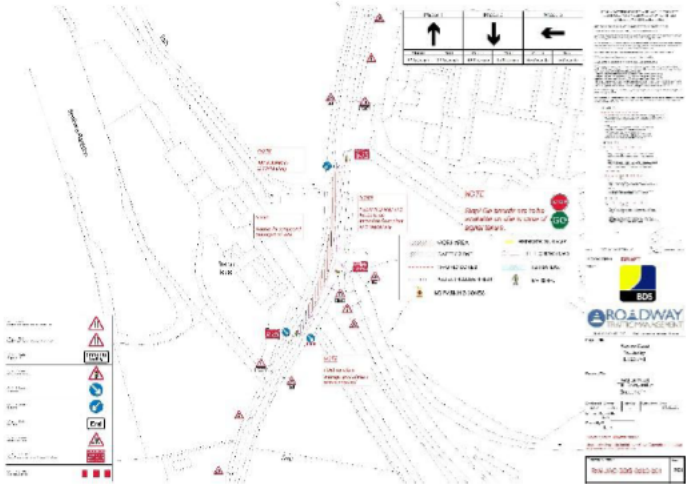
Streetworks and temporary traffic management applications are being agreed with the Highway Authority; the layouts are not yet agreed.

- Compliance with “Safety at Street Works and Road Works — A Code of Practice” and, where applicable, Chapter 8 of the Traffic Signs Manual.
- Installation, maintenance and removal by the appointed traffic management subcontractor, Roadway Traffic Management, NRSWA/12D qualified. Contact: Steve Anderton, Assistant Contracts Manager — Tel 01757 322 131, Mob 07842 025 595, email steve.anderton@roadwayuk.com; out of hours (6pm to 6am Monday to Thursday and 6pm Friday to 6am Monday) 01757 322 131. Unit B, A19 Business Park, Selby, YO19 6QR.
- Signal timings set and reviewed to minimise queuing on Walton Road.
- Twice-daily recorded inspection and after adverse weather; a 24-hour contact number displayed for out-of-hours reporting.
- Layouts maintain access for emergency vehicles at all times, including to HMP Wealstun and the Thorp Arch Estate businesses.
- Footpath: the footpath remains open at all times. A TMO supervises, and where a pedestrian arrives, works cease to allow them to pass. No footpath or road closure is proposed.
- Dropped crossing: road plates are used across the footway at Church Causeway, and heavy-duty kerb ramps extend the existing dropped kerb at Church Causeway, to prevent damage from vehicle wheels mounting the kerb; at the Wood Lane gate road plates are used across any unmade areas.
- Bus stop: the bus stop is not suspended and remains in use while the signals are in place.
- Condition surveys: BDS Yorkshire will carry out before and after condition surveys of the footway, verge and kerbs at each access point, and any damage will be made good.

**Planning Condition 8(a) — Compliance Statement**

This appendix defines the associated traffic management measures: three-way portable signals at the Church Causeway Entrance (09:30–14:30), Stop & Go control at the Wood Lane Entrance for the crown lifting and northern resurfacing, TMO supervision, an open footpath, protection of the dropped crossing, and before and after condition surveys, to Roadway Traffic Management drawing RW-JAC-BDS-0003-001 (Church Causeway) and drawing MC8313 (Wood Lane), with the traffic management application being agreed with Network Management and daily recorded inspection with maintained emergency access.




## Protection of Pedestrians, Cyclists and the Public

The path is a live commuting and leisure corridor between Wetherby and the Thorp Arch Estate. Per the approved Site Logistics Plan (BDS Yorkshire) and the Design and Access Statement, residents and public access will be maintained at all times; the path will not be closed along its full length for the duration of the works. Works will instead be phased so that only the active working length is closed at any time, with the remainder of the path remaining open to pedestrians, cyclists and equestrians. This is not a highways scheme. Information showing optional alternatives in the wider area will be provided, but no formal diversion is required and no alternative route will be recommended or signed — the active working length is simply unavailable to path users for its duration.

### Closure controls

- Physical barriers and signage at both ends of the active working length, moving with the works as each phase progresses.

- Clear advance signage at the ends of the active working area stating the works and their expected duration, so path users are aware the section is closed for the duration of the works.
- The Pre-Construction Information notes that members of the public may still attempt to use the path despite signage. Fencing/signage will be checked daily and after weekends, with any breach reinstated the same day; any person found within the active working area will be escorted out immediately and the incident recorded.
- Site noticeboards will be updated as the working length moves, so path users always know the current position of the closure.
- The path will be fully reopened on practical completion of all works.

### Communication

Site noticeboards at each access will display the Site Manager's name, a contact telephone number for enquiries and complaints, the current phase of works, the expected completion date and emergency contact details. Complaints will be logged, investigated and responded to by the Site Manager, with the log available to the Client and Local Planning Authority.

### Planning Condition 8(a) — Compliance Statement

**The phased closure of the active working length, with the remainder of the path kept open per the approved Site Logistics Plan and Design and Access Statement, the signage and public communication arrangements in this appendix form part of the traffic management measures required by Condition 8(a), addressing pedestrian, cycle and equestrian users of NCN Route 665 as well as vehicular traffic.**

### Estimated Construction Vehicle Movements

Preliminary estimates, derived from the Bill of Quantities and the BDS programme, so the Local Planning Authority can gauge the intensity of construction traffic. These are indicative: with deliveries made by grab wagon and larger wagons at the different accesses, the number of loads at each access will depend on the vehicle size used there.

| Traffic type | Estimated deliveries (contract total) | Basis |
|---|---|---|
| Asphalt surfacing (AC14) | Approx. 40–50 loads (≈800–1,000 tonnes) | Overlay and widened margins, Types A–D |
| Granular sub-base (Type 1 / Type 3) | Approx. 20–25 loads | Widening build-ups (Types B2, C, D) |
| Excavated material removed off site | Approx. 20–25 loads | 210mm widening excavations, net of re-use |
| Plant mobilisation / demobilisation | Approx. 6–8 movements | Phase-by-phase plant changes |
| Fencing, trackway, bollards, signage | 1–2 LGV/HGV per week | Protection and finishing works |
| Workforce light vehicles | 1–3 per day | Car sharing from the Driffield depot |

## Appendix 4 Mud, Dust and Environmental Controls (Condition 8b / 8c)

### Prevention of Mud, Grit and Dirt on the Public Highway

The risk of mud on the highway from this scheme is moderate and localised: excavation is shallow (max. 210mm), most vehicle running is on the existing bound surface, and the CEMP concludes that, due to the lack of any large excavation, a full wheel wash is not envisaged. Controls are proportionate and concentrated at each access point.

- Access aprons — the first length of each access maintained as clean, bound or granular hardstanding so vehicle wheels are self-cleaning before reaching the carriageway; track matting across soft verges.
- Visual wheel checks — every vehicle inspected by the marshal before leaving site; vehicles not released with contaminated wheels, bodies or tailgates.
- Jet wash and brushes maintained at the compound, doubling as the Himalayan Balsam biosecurity cleaning station.
- Loads sheeted where there is risk of spillage; tailgates checked closed before departure.
- Access mouths and adjacent highway lengths inspected daily and after wet weather; deposited material removed the same day; a road sweeper on call for excavation and widening phases.
- During prolonged wet weather, granular deliveries re-scheduled where practicable and additional trackway deployed.

Highway condition at each access point is a standing item on the daily site inspection. Any complaint is actioned immediately and recorded. If monitoring shows the measures insufficient, additional controls — extended hardstanding, a proprietary wheel-cleaning unit, or increased sweeping — will be implemented before excavation continues at that access.

### Planning Condition 8(b) — Compliance Statement

**This appendix sets out the methods to prevent mud, grit and dirt on the public highway: maintained hard access aprons, marshalled visual wheel checks, jet wash/brush facilities, sheeting of loads, daily inspection and same-day sweeping, wet-weather controls and a defined escalation if monitoring shows them insufficient.**

## Control of Dust and Dirt Emissions

A control-at-source approach is applied, consistent with the CEMP and IAQM guidance. Principal potential sources: scrape-and-sweep preparation, excavation of widening strips, planing within no-dig sections, and handling/tipping of granular material.

- No burning; no idling — engines switched off when not in use.
- Damping down of excavation, planing, sweeping and material handling during dry weather.
- Dust suppression on any cutting or grinding, restricted to locations agreed with the Project Ecologist.
- Limited drop heights; small, profiled stockpiles, damped or covered in dry/windy conditions.
- Vehicles carrying dusty loads sheeted before travelling on the public highway.
- Plant maintained so exhaust emissions do not breach statutory limits; daily pre-use checks.
- Temporary fencing or debris netting where monitoring identifies a persistent dust pathway to a sensitive receptor.

Dust is a standing item on the daily site inspection, reviewed against weather at the daily briefing. In dry or windy periods, damping frequency is increased and dust-generating operations may be suspended until controls are effective.

### Planning Condition 8(c) — Compliance Statement

This appendix sets out the measures to control emissions of dust and dirt during construction: a control-at-source strategy, prohibition of burning and idling, damping down, suppression on cutting operations, stockpile and sheeting controls, plant emission standards and daily recorded monitoring with defined escalation.

## Environmental Management, Ecology and Tree Protection

Environmental management is governed by the approved documents discharged under Conditions 3 to 7: the CEMP, [redacted], the Bat Reasonable Avoidance Method Statements, the Himalayan Balsam Method Statement and the Arboricultural Method Statement. This Statement does not duplicate those documents; it commits BDS Yorkshire to implementing them in full.

- Tree protection fencing (≈ 3,650 lm) installed to each working length before works commence; seven days' written notice given to the LPA before each phase (Condition 7).
- [redacted]
- Bats are a European Protected Species under the Conservation of Habitats and Species Regulations 2017 (as amended by the 2019 EU Exit Regulations); works comply with the approved bat method statements.
- Vegetation clearance and crown lifting timed and supervised to avoid harm to nesting birds, protected under the Wildlife and Countryside Act 1981 (as amended).
- Hedgehog, common toad and reptiles are also present and protected (NERC Act 2006 s41 priority species; Wildlife and Countryside Act 1981 for reptiles); open excavations left overnight will be covered or fitted with an escape ramp, and a fingertip search undertaken before works start in each phase.
- Himalayan Balsam (an invasive non-native species controlled under Schedule 9 to the Wildlife and Countryside Act 1981) biosecurity: machinery, tools and boots cleaned at agreed stations to prevent the spread of propagules.
- No storage or compounds within 10m of watercourses; fuel, oil and bitumen activities use drip trays, spill kits and bunded storage.
- Noise and vibration in accordance with BS 5228-1 and -2 (+A1:2014); best practicable means applied throughout.

### Planning Condition 8(a)–8(c) — Compliance Statement

The environmental controls in this appendix support Condition 8 by constraining where vehicles, storage and cleaning activities may take place, embedding the CEMP dust, mud and pollution controls within BDS Yorkshire's site management system.

## Utilities and Excavation Safety

Utility positions are desk-based and assumed inexact (Utility Search Report ref. 223673). Affected undertakers include Yorkshire Water, Northern Gas Networks, Northern Powergrid, National Grid Electricity Transmission, Openreach, Virgin Media, CityFibre and Leeds City Council apparatus. An overhead pylon (CH 2+060) and telegraph pole (CH 1+550) are present; Northern Powergrid GS6 Safe

Clearance Assessments have been obtained for the overhead lines at four locations along the route (see below).

- CAT & Genny scan before breaking ground at every excavation location, in accordance with HSG47.
- Permit to Dig issued for each working length before excavation; hand digging/vacuum excavation within 500mm of indicated services.
- On-site conflict between excavation and a utility: stop, notify the Client, agree a solution.
- GS6 Safe Clearance Assessments obtained from Northern Powergrid (enquiry ref. 260716-003162, assessed by Paul Baines, site visit 12/08/26) confirm safe clearances at four locations along the route: the 275kV line (National Grid tower line, conductor height 15.5m) has a safe working/passing clearance of 11.4–11.5m with a 4m no-encroachment safety zone — well clear of all site plant. The 11kV and 33kV lines are the practical constraint: safe clearance 4.8m (11kV), 5.2m and 4.3m (33kV, the latter with four separate passing points along its length, lowest conductor 7.3m). No plant, tipping body, boom or raised load will exceed 4.0m operating height within 3m of any of these lines without a specific, further Northern Powergrid clearance check.
- The culvert at CH 0+525 and retained railway structures protected from construction loading.

# Appendix 5 Emergency Arrangements, Monitoring and Public Availability (Condition 8d)

## Emergency Arrangements

The site is linear and, along much of its length, a significant distance from emergency access points.

- The Church Causeway Entrance, the Wood Lane Entrance (while in use) and the Thorp Arch Industrial Estate entrances kept clear for emergency use at all times; the current working front location and nearest access logged and briefed each morning.
- A site vehicle suitable for casualty evacuation available at the working front given the distances involved.
- A qualified first aider on site at all times, with kits at the compound and working front.
- Specific procedures for incidents involving members of the public at the path interface.
- Spill kits at fuel storage, on plant and at the working front, with a spill response procedure.
- A 24-hour emergency contact displayed in the site cabin and on the noticeboards at each access.

## Monitoring, Inspection and Compliance

- Daily site inspection on Samsara — accesses and adjacent highway, dust, traffic management, fencing/signage to closed sections, compound, storage, tree protection, plant and welfare.
- Weekly recorded health, safety and environmental inspection.
- Ecological and arboricultural supervision visits per the approved schedules.
- A complaints log maintained in the site office, available to the Client and Local Planning Authority on request.
- This Statement reviewed at each phase change, after any significant incident or complaint, and whenever monitoring shows a control ineffective; material changes agreed with the Local Planning Authority before implementation.

### Public Availability of this Statement

Condition 8(d) requires the Statement to be made publicly available for the lifetime of construction. The following method of publicity is proposed:

- A controlled hard copy of the current approved revision held in the site office at the compound (Church Causeway Entrance), available for inspection on request during working hours.
- Site noticeboards at the Church Causeway Entrance, the Wood Lane Entrance and the Thorp Arch Industrial Estate entrances stating the Statement is available for inspection, with the site contact telephone number and email through which a copy can be requested; requested copies issued within two working days.
- A PDF copy provided to the Client for publication on its project webpage for the duration of construction.
- A copy held by Leeds City Council as Local Planning Authority through the discharge-of-condition process, with any revised approved version supplied immediately upon approval.
- The Statement revision controlled — only the current approved revision displayed or issued.
- Public enquiries and complaints directed to the nominated site contact, recorded in the complaints log.

**Planning Condition 8(d) — Compliance Statement**

**This appendix sets out the approved method of publicity: a controlled copy available for inspection at the site office, availability advertised on the noticeboards at all three accesses with copies issued on request, publication via the Client's project webpage, lodgement with the Local Planning Authority, and revision control ensuring the current approved version remains publicly available for the lifetime of the construction works.**

## Appendix 6 Supporting Drawings and Documents

| Item | Content | Status | Where to find it |
|---|---|---|---|
| A | Site Logistics Plan (BDS Yorkshire) — accesses, compound, storage, delivery routes | Attached | Embedded in Appendix 2, after the access section, also provided as a separate file |
| B | Compound Layout Drawing (BDS-COMP-01) | Attached | Embedded in Appendix 2, after the compound section, also provided as a separate file |
| C | Traffic Management Layouts — Roadway Traffic Management drawing RW-JAC-BDS-0003-001 Rev P01 (Church Causeway Entrance, Walton Road three-way signals) and drawing MC8313 (Wood Lane Entrance) | Attached | Embedded in Appendix 3, after the Temporary Traffic Management section, also provided as a separate file |
| D | Planning Decision Notice 24/02776/FU (Condition 8 highlighted) | Attached | Provided as a separate file alongside this Statement |
| E | Vehicle swept-path tracking — Church Causeway Entrance (DAF CF 450 FAD, in and out) and Wood Lane Entrance (draft) | Attached (draft) | Embedded in Appendix 2, after the access section, also provided as a separate file |

*INSERT PHOTOGRAPH PAGES — site photographs of accesses, path condition and constraints (reviewers to select)*

This Statement should be read alongside the BDS Yorkshire Construction Phase Plan (BDS-33333-CPP-001), with which its construction methods agree.

# Appendix 7 Legislation, Standards and Guidance

## Environmental and Wildlife Legislation

- Wildlife and Countryside Act 1981 (as amended) — nesting birds and control of invasive non-native species (Schedule 9)
- [redacted]
- Conservation of Habitats and Species Regulations 2017 (as amended, including by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019) — European Protected Species (bats)
- Natural Environment and Rural Communities Act 2006, Section 41 — priority species (including hedgehog and common toad)
- Planning (Listed Buildings and Conservation Areas) Act 1990 — the two overbridges and the former Station House and Shed near Walton Road are Grade II listed
- Environmental Protection Act 1990 — waste duty of care
- Water Resources Act 1991 / Environmental Permitting (England and Wales) Regulations 2016 — protection of watercourses
- Town and Country Planning Act 1990 — the source of Condition 8 and the other conditions attached to permission 24/02776/FU

## Highways and Traffic Legislation

- New Roads and Street Works Act 1991 (NRSWA)
- Traffic Signs Regulations and General Directions 2016 (TSRGD)
- Safety at Street Works and Road Works — A Code of Practice (issued under NRSWA 1991)
- Chapter 8 of the Traffic Signs Manual

## Health and Safety Legislation

- Health and Safety at Work etc. Act 1974
- Construction (Design and Management) Regulations 2015
- Control of Substances Hazardous to Health Regulations 2002 (COSHH)
- Control of Noise at Work Regulations 2005

## Guidance Documents

- HSG47 — Avoiding Danger from Underground Services
- GS6 — Avoidance of Danger from Overhead Electric Power Lines
- BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014 — Noise and vibration control on construction sites
- IAQM Guidance on the Assessment of Dust from Demolition and Construction (2014)

| | | | |
|---|---|---|---|
| **PREPARED BY:** | **Gareth Mason, H&S Manager, BDS Yorkshire Ltd** | **SIGNED:** | **GM** |