

Barton and Redman condition 3 CMP



Condition 3.

To Safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012)

a) Methods for the mitigation of noise and vibration from building works, including any piling works, and from the operation of any temporary power generation or pumping plant which will operate overnight.

Noise Control Measures

The following listed below will be applied to control Noise:

Compressor, generator, and engine compartment doors will be kept closed and plant turned off when not in use.

- In the event of piling being necessary then CFA augured piling to be adopted to mitigate vibration and noise etc.
- All pneumatic tools will be fitted with silencers/mufflers.
- Care would be taken when unloading vehicles to avoid un-necessary noise.
- The use of particularly noise plant will be limited, i.e. avoiding use of particularly noisy plant early in the morning.
- Restrictions on the number of plant items in use at any one time.
- 5mph speed signs will be erected to reduce the speed of vehicle movements.
- Vehicles should be prohibited from waiting within the site with their engines running.
- Hours of operation will be strictly enforced and any deviations other than those previously identified will be programmed and managed effectively.

b) Methods for dust control and suppression.

Standard controls to minimise dust for all our projects include offsite machining of materials as far as necessary, on-tool dust suppression and / or extraction for any cutting which must be carried out onsite. All spoil heaps will be sealed and sheeted/netted as necessary, preventing wind-blown dust and rainfall wash-off. In the event of prolonged spells of dry weather, internal traffic routes will be spray misted to minimise dust generated from plant and vehicle movements, and tarmac areas base coated as early as practical to seal them.

Sensitive receptors have been identified around the site and control measures will be in place to mitigate any negative dust impacts including:

- Damping down any haul routes with water.
- Ensure bulk materials which are stored on site and materials that are transported from site are covered.
- All cutting operations which generate dust will adopt water fed dust suppression methods.
- Ensure Wilson Road is swept on a regular basis to prevent dust build up and transfer.
- The crusher used to process the demolition material will have water dust suppression.

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The site manager will monitor dust continuously during their day-to-day management, with dust soiling checks will take place during periods of high activity or during periods of dry and or windy weather. Monitoring records will be kept on the Procore project management daily log. Along with this, a complaint logbook will be available so that in the event of any adverse outcome the cause can be identified, and appropriate measures taken to correct and prevent recurrence.

Key Activities:

- Site clearance
- Demolition
- Cut & Fill
- Earthworks
- Site traffic
- Site delivery
- Cutting materials.

Dust Generating Sources and Control Methods:

Item	Dust Source	Dust Control Methods
1	Haulage Routes, Vehicles and Construction Plant	
1.1	Site traffic routes	The site will be stoned up at the earliest opportunity to minimise dust and dirt. The stone will be dampened down with a mobile bowser as required
1.2	Smithfield Market and Other Public Roads around the site	A road sweeper will be used to clean the public road as required
1.3	Site traffic management	The site speed limit will be limited to 10mph, which help prevent dust clouds
2	Plant and Machinery	
	Exhaust smoke	No black smoke will be permitted. Only well-maintained plant and machinery will be used on site. This is supervised by our own Plant Manager
2.2	Dust	Demolition plant will have dust suppression equipment.
2.3	Operation	All vehicles will be switched off if not in use
2.4	Location of plant and equipment	Consideration to neighbouring units will always be given. Regular sharing of construction activities with neighbours to manage expectations
3	Material Handling	
3.1	Material handling	Minimise double handling of materials on site.
3.2	Transport of materials	Use of closed/sheeted tankers/lorries
3.3	Loading of materials	Dampen down dusty materials prior to handling, with drop heights kept to a minimum
4	Material Storage	
4.1	Bulk mortar and cement	Stored in designated area, covered at all times

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4.2	Fine dry materials	Stored in containers, protected from the weather/wind
4.3	Storage location	See designated area on site plan
5	Stockpile Management	
5.1	Location	Positioned to minimise double handling and ensure ease of distribution of materials around site
5.2	Stockpile height	Maximum height 2m, fully sheeted with protective secondary fence as required
5.3	Stockpile dust	Stockpiles will be dampened down as required
6	Waste Management	
6.1	Disposal method	No burning will be permitted on site. A dedicated area for storage of waste is identified. All skips will be sheeted. Skips will be emptied regularly
7	Construction Activities	
7.1	Earthworks	Dampened down as required, stoned up and sealed upon completion of activity
7.2	Cutting, grinding, drilling, sawing	Where possible avoided, but if needed to be carried out, we will use noise suppressing equipment and techniques and dust extraction. Water will be used to minimise dust.
7.3	Cutting external paving's and masonry	Use of diamond blade saws with water pumped through to prevent dust

c) Control of transfer of mud out of the site - details of wheel washing facilities including location and type

A method to wash wheels using a jet wash will be employed, as and when needed. We intend to keep hard surfaces down as long as possible to the entrance areas to avoid mud being taken out of the site. A road sweeper will maintain a clean carriageway as required when necessary. We will ensure that an appropriate means of preventing debris from reaching the public highway will be adopted. This will be by good vehicle management on site, good levels of site cleanliness.

A working platform will be maintained across the site comprising of approx. 300mm crushed stone. This will significantly reduce mud and debris being transported on the wheels of the wagons. We will ensure that an appropriate means of preventing debris from reaching the public highway will be adopted. This will be by good vehicle management on site, good levels of site cleanliness. A method to wash wheels using a jet wash will be employed. A road sweeper will maintain a clean carriageway as required when necessary.

Standard controls to minimise dust for all our projects include offsite machining of materials as far as necessary, on-tool dust suppression and / or extraction for any cutting which must be carried out onsite. All spoil heaps will be sealed and sheeted as necessary, preventing wind-blown dust and rainfall wash-off. In the event of prolonged spells of dry weather, internal traffic routes will be spray misted to minimise dust generated from plant and vehicle movements, and tarmac areas base coated as early as practical to seal them.

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Smithfield Market, contains units with fruit and veg, fish and meat units, strict procedures/control measures will be in place to mitigate any negative dust impacts including:

- Damping down any haul routes with water.
- Ensure bulk materials that are stored on site and materials that are transported from site are covered.
- All cutting operations that generate dust will adopt water fed dust suppression methods.
- Ensure Wilson Road is swept on a regular basis to prevent dust build up and transfer.

Efficacy of the controls will be continuously monitored by the site manager with recorded inspections weekly by the site team and at monthly by the HSEQ auditors.

d) The areas for the storage of plant and materials.

The site is small, so organisation of plant and material needs to be well organised. Programming of plant movement and deliveries will be key to avoiding clogging up Smithfield Market.

Delivery vehicles will vary, with the largest deliveries on articulated lorries and 20 tonne 8 wheeler rigid wagons. Instructions are included in all material and subcontract purchase orders. The site traffic management plan is displayed in the site office and copy is attached below.



e) A programme of works including phasing

A programme of works is enclosed, identify the works is attached for the development.

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Barton and Redman
Programme.pdf

- f) **Layout of the site compound including identification of areas for the storage of plant and materials, loading/unloading and turning areas for delivery vehicles [for each phase as necessary].**

The site is currently fully fenced on all boundaries, the only site entrance will be utilised for staff/visitors and delivery vehicles. A contractor's compound, plant, small material storage and contractor's parking are to the north of the site. Whilst deliveries will be through the same gate, deliveries will be planned after the work force arriving.

- g) **Management of deliveries including prevention of waiting/layover of construction related traffic on the highway, measures for the control of traffic to and from the site and consideration of any temporary traffic management arrangements which may be necessary during periods of construction. Note reversing on the highway is not permitted without a Banksman**

Management of deliveries is covered in item f above, our supply chain will receive details of how to access site and a contact number to arrange a meeting time at the entrance gates, where site staff can organise safe access.

- h) **Construction staff parking arrangements**

A staff car park is identified on the TMP and Staff will access the car park via the site entrance and will be marshalled to the compound area via pedestrian fencing.

The site manager will brief all Contractors at their site induction about parking on site and procedures for arriving on site. A temporary compound is located within the site area, with limited contractor parking.

It is anticipated there will be a maximum of 20 contractor vehicles on site at any one time. Car sharing will be encouraged, and this traffic plan shared with all contractors via our file share system, the Procore project management portal.

The site is large enough to accommodate all contractor parking throughout the construction period.

See site plan for location of contractor parking, welfare, material laydown/storage and site access points.

- i) **Hours of construction**

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BCL buying department will inform Suppliers on the site restrictions (Listed Below) when placing orders, instruction included on every purchase order:

Site Delivery Times:

Deliveries to site will be expected between 9.00am – 16.00pm.

Inform Site 30 minutes before arrival:

Banksman made aware so he can escort delivery driver and assist with manoeuvring.

Construction Hours:

Monday to Friday: 07.30 to 16.30

Saturday: 8am to 1pm

Sunday: No works

j) Methods to be used to minimise waste and implementation of measures to achieve efficient use of resources including designing out waste and minimisation of off-site disposal.

Barnfield_Construction SWP / RMP will be pursuant to policies EN19 and DM1 of the Manchester Core Strategy and fully compliant with Greater Manchester Joint Waste Development Plan Document (GMJWDPD) and National planning guidance (PPS10) inclusive of the points below;

- Details of persons responsible for the SWMP/WA (i.e. the developer and principal contractor)
- Process for update of plan/audit as project develops through pre-construction and construction phases
- Process to ensure staff and sub-contractors are aware of SWMP/WA requirements (e.g. toolbox talks)
- Waste prevention actions (including designing out waste)
- Waste reduction actions (e.g. safe storage of materials)
- Waste recycling actions (on and off site)
- Forecast waste types (European Waste Codes desirable)
- Forecast waste arisings (tonnages)
- Planned waste carriers and facilities
- Planned waste fate(s) (recycling/recovery/disposal) and forecast tonnages
- Actual waste types (European Waste Codes desirable)
- Actual waste arisings
- Actual waste carriers and facilities
- Actual tonnages by waste fate(s) (recycling/recovery/disposal)

Waste reduction Strategy.

- The existing buildings to be demolished will have the resulting suitable material crushed and reused as fill on site.
 - A cut and fill operation will be implemented on site.
 - Existing topsoil will be reused on site.
 - Parts of the existing steel structures on site will be reused.
 - Certain concrete elements of the buildings will be manufactured as pre-cast units off site by specialist suppliers.

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- Any waste generated on site will be collected by a waste management company resulting in the waste being sorted and the amount of waste taken to landfill minimised.

Waste Management.

Everyone on site will comply with the waste 'duty of care'; this means we will:

- Store our waste safely and securely on site, (e.g. prevent wind-blown materials such as plastics leaving your site; covered skips and bins will assist in this).
- Prevent any liquid wastes leaching from bins or skips – this includes dry wastes that may become wet, e.g. through exposure to rain; check our waste storage has no holes or damage.
- Develop a site procedure for selecting and managing waste contractors, those that remove our waste, to ensure that they meet our duty of care requirements.
- Only pass our waste to authorised persons and companies.
- Have appropriate duty of care documentation, i.e. completed waste transfer notes or consignment notes for hazardous waste for each load of waste removed from the site.
- Prevent hazardous wastes being mixed with other hazardous wastes or non-hazardous wastes.
- Keep all waste transfer notes and consignment notes for 2 and 3 years respectively.

k) Details of relevant pest control measures during construction.

Drainage

Rats live in sewers and move through drainage systems. They come to the surface and enter buildings through breaks and faults in the drainage system. Capping of drainage systems should be carried out where appropriate to isolate old redundant sewers /drains, including those servicing properties that have been vacated and are awaiting clearance and demolition. Redundant drains and sewers will be grubbed out and the connection with the sewer effectively sealed. Live sewer connections will be appropriately sealed and capped while construction works are in progress to prevent rat egress from the sewers. To prevent rat egress from live drains and sewers to new systems, the live systems should be temporarily sealed off with expanding drainage stoppers until connection to new drainage is completed.

Monitoring

If deemed appropriate Pest monitoring and baiting programmes will be instigated, including a proactive surface monitoring baiting programme during the demolition / construction process. Exposure of construction staff to risks associated with a rodent infestation may contravene the Health and Safety at Work, Etc. Act 1974. An all-encompassing sewer rat monitoring programme, if required, will be implemented in the sewer systems within the project area for the duration of the project. Sewers and drains should be cleared of any remaining building debris. Accumulations of surplus or damaged building materials can act as harbourage for pests and will be removed and disposed of promptly and safely. Construction staff will not leave food debris within buildings under construction, as this will encourage pests to become established. Staff site facilities including canteens, accommodation and sanitary provision will be constructed and maintained in a clean and hygienic manner and in accordance with relevant regulations and codes of practice. Waste will be stored safely in

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suitably located, pest resistant, closable containers and removed frequently. Drainage exposed during the construction process to be sealed to prevent spread of rodent activity.

I) Methods for the mitigation of noise and vibration from building works, including any piling works, and also from the operation of any temporary power generation or pumping plant which will operate overnight.

Noise Control Measures

The following listed below will be applied to control Noise:

Compressor, generator, and engine compartment doors will be kept closed and plant turned off when not in use.

- Noise monitoring to be carried out throughout the construction process
- Vibration monitoring to be carried out during the demolition process
- All pneumatic tools will be fitted with silencers/mufflers.
- Care would be taken when unloading vehicles to avoid un-necessary noise.
- The use of particularly noisy plant will be limited, i.e. avoiding use of particularly noisy plant early in the morning.
- Restrictions on the number of plant items in use at any one time.
- 5mph speed signs will be erected to reduce the speed of vehicle movements.
- Vehicles should be prohibited from waiting within the site with their engines running.
- Hours of operation will be strictly enforced and any deviations other than those previously identified will be programmed and managed effectively.
- A generator will be in use at the opposite side of site from the housing. This will be low noise and only used when necessary.
- All vehicles fitted with a reversing beeper will have a white noise beeper fitted instead.

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Mr Richard Coathup – Contracts Manager for Barnfield Construction Ltd