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CONSTRUCTION MANAGEMENT PLAN



Project	**Manox, Coleshill Street, Manchester**	*Postcode*	**M40 8HH**
Work Element	**Slab Lift, Remediation & Earthworks**		
Produced for	**Equans**		
Prepared by	**Andy Gasse**	**April 2023**	

ISO 9001 REGISTERED FIRM

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DOCUMENT CONTROL

Project Name	**Manox, Coleshill Street, Manchester**
Document Title	**Construction Management Plan**
Revision	**02**
Date	**August 2023**
Status	**Planning**

REVIEW AND APPROVAL

RECORD OF ISSUE

Rev	Status	Author	Date	Reviewed	Date
00	Planning	AG	10/03/2023	JC, MH	
01	Planning	MH	27/04/2023	JC	
02	Undated to including monitoring of noise, dust, vibration and VOC's and working hours.	JC	31/08/2023	MH	31/08/23

EXTERNAL DISTRIBUTION

Organisation Name	Name	Format
Equans	Chris Langdon	Email

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EXECUTIVE SUMMARY

The Construction Management Plan (**CMP**) outlines the commitments, methods and measures that will be adopted by McAuliffe Environmental Limited (McAuliffe) during the remediation and earthworks phase of works.

It relates to discharge of Condition 6, 23 & 52 of application number 131895/JO/2021 attached to Planning Permission ref. 125596/FO/2019 which has been approved. Discharge of the conditions are required prior to the commencement of this phase of work.

The **CMP** will be complied with at all times during the construction work to avoid congestion on the surrounding roads and to protect the amenities of nearby public areas.

Specifically, the **CMP** will address the following items under Condition 6 for the Remediation, and Enabling Phase of Works:

Item	Section
• Routing of construction traffic, including advisory routes to site	3.2
• Vehicular activity associated with the works	1.4
• Location of parking and welfare facilities	3.1, 3.2, 3.3, 3.4
• Construction site access points	3.1, 3.2
• Control of dust and mud on the highway, including wheel cleaning	4.2, 5.3
• Site working hours	3.7
• Site emergency out of hours contact	2.6
• Highway condition survey	1.4

In addition, the **CMP** refers to the following other conditions:

Item	Section
• Condition 23: Safeguard local air quality / pollution prevention	5.2
• Condition 52: Recruitment of local labour	1.4

This **CMP** will be reviewed as this phase of the development proceeds and updated accordingly. Environmental controls and methods will be followed to protect the environment and reduce the environmental impact of the works.

1 INTRODUCTION

This Construction Management Plan **(CMP)** has been prepared for the Project and Scope of Works as outlined in **Section 1.2** below. The **CMP** sets a number of standards to ensure that the site is operated in an environmentally acceptable manner through managing the significant environmental risks associated with the works.

These standards will be adopted by McAuliffe, who are employed as Principal Contractor for these works, and will be a basis for the communication of such to all contractors and their employees involved.

The standards set out in this **CMP** will also form the basis against which the site will be measured during environmental audits.

1.1 Site Description

Historically the site was occupied by industrial buildings now demolished to slab level and remains as overgrown disused open land. Construction access to the site will be via Coleshill Street from the A6010 Alan Turning Way / Hulme Hall Lane.

1.2 Scope of Works

The project involves remediation and earthworks to prepare the site for re-development, and includes the following main activities:

- Site clearance
- Removal of slabs & foundations
- Remediation
- Cut & Fill earthworks

1.3 Objectives of the CMP

This plan has been developed with aims and expectations revolving around the following areas:

- Care about **Appearance** – contractors should ensure sites are professional and well managed
- Respect the **Community** – contractors should give utmost consideration to their impact on neighbours and the public
- Protect the **Environment** – contractors should protect and enhance the environment
- Secure everyone's **Safety** – contractors should attain the highest levels of safety performance
- Value their **Workforce** – contractors should provide a supportive & caring work environment

The **CMP** provides details of the measures which McAuliffe propose to implement to minimise and mitigate the construction impacts on the environment at the development site and surrounding areas.

The **CMP** sets out the control of traffic ingress / egress, the construction process, site operations, traffic logistics and the environmental control measures which will be undertaken during construction to comply with the above objectives.

1.4 Planning Conditions

This **CMP** will be submitted to the Client for use or submission to the Local Planning Authority (**LPA**), namely Manchester City Council, to enable discharge of Condition 6, 23 & 52 of the Planning Permit.

The following items, also to be discharged, will be included in the McAuliffe Remediation and Enabling scope of works:.

- Condition 6: Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment). Careful planning of the way machinery, materials, and our work force travel to and from site will help limit the number of vehicle movements, and reduce the impact on existing infrastructure and the local community.

  Based on the current scope of works we expect around 4,000 HGV movements throughout the remediation phase, which we hope to further reduce by the sustainable re-use of excavated material on site. To ensure that vulnerable road user risks are mitigated McAuliffe will:

  - Ensure all HGVs visiting the project are covered by the Fleet Operator Recognition Scheme (FORS) at Silver Level in order to uphold minimum standards;
  - use a vehicle management system at site gates to make sure that operator compliance with the standard is controlled;
  - ensure vehicle operator legal compliance;
  - ensure minimum levels of vehicle safety equipment;
- Condition 6: A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. A dilapidation survey will be undertaken prior to the commencement of site activities to provide a factual summary of existing conditions, and to identify any defects and/or damage within the immediate vicinity of site. Visual assessments will be substantiated with photographs and site plans to in orders
- Condition 52: Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development. During remediation activities McAuliffe will partnership with local recruitment agencies to supplement our site personnel with local resources, providing the local area with further economic and regenerative. McAuliffe are committed to maximising the skills, employment, and educational impact of the development to leave a regeneration legacy across the local area.

Following completion of the McAuliffe works management of the above will transfer to the Client for the construction phase.

Any resulting requirements affecting the project are to be advised to McAuliffe so that works can be planned accordingly and remain compliant.

1.5 Legal Compliance

Considerable environmental and Health & Safety Legislation applies to the works to be undertaken. Prior to commencing on site all relevant legislation, including requirements for licences, exemptions, permits and consents will be identified and confirmation of full compliance obtained and kept on site.

2 CONTROL OF THE CONSTRUCTION PROCESS

2.1 Roles & Responsibilities

McAuliffe will be Principal Contractor for the remediation and earthworks phase of the development using its own direct resources supplemented by the appointment of external specialist consultants and subcontractors. The **CMP** will be implemented through its employees and contractual arrangements with its subcontractors.

McAuliffe will hold overall responsibility for the implementation of the **CMP** and oversee any environmental issues. McAuliffe will:

- Appoint a suitably qualified Project Director to oversee the scheme
- Verify that appointed Contractors have allocated sufficient resources to allow delivery of the **CMP**
- Participate in communication with the Client, his agents, the LPA and other third parties as required
- Arrange for periodic review and update of the **CMP**, including phase reviews
- Provide specific responsibilities for those who will be employed on the scheme as provided below

Project Site Manager

The Project Site Manager will be appointed by McAuliffe to be responsible for the day to day management of the works. They will implement the **CMP** at site level and report to the appointed Project Director on such matters. The Project Site Manager shall:

- Review and comment on the appointed sub-contractors detailed plan for delivering the **CMP**
- Participate in Contractor performance reviews as required
- Management of environmental complaints
- Ensure, in conjunction with the Project Director, that all legal consents, licences, permits, exemptions etc. are in place and up to date
- Ensure requirements of the **CMP** are being adhered to and met
- Conduct performance review meetings as required
- Contribute to communication on environmental matters between project partners and any relevant statutory consultees
- Carry out or arrange for inspections, environmental inspections and audits, as necessary
- Implement any corrective action identified and communicate accordingly

All Staff & Subcontractors

Through detailed site induction and specific documented toolbox and awareness talks **ALL** staff and subcontractors shall:

- Work to agreed plans, methods and procedures to limit environmental impacts
- Understand the importance of adjacent sensitive sites and locations of nearby residents and the significance of environmental risks, including how to respond in the event of an incident to avoid or limit environmental impact

- Report all incidents to their line manager - this needs to be escalated by each line manager in turn to ensure the Project Director is notified
- Monitor the workplace for potential environmental risks and alert their immediate line manager if any are observed - this needs to be escalated by each line manager in turn to ensure the Site Manager and Project Director are notified
- Co-operate as required, with site inspections and audits

2.2 Training & Raising Awareness

All site personnel and visitors will be required to report to the site office for the appropriate level of site induction.

All staff will undergo environmental awareness training relevant to the site, initially as part of the induction process and through regular tool box talks as the site evolves, in order to be made aware of the roles and responsibilities, procedures to be followed and to ensure environmental management procedures are adhered to at all levels.

2.3 Reporting & Audits

Reporting procedures will be defined by McAuliffe and the overseeing Client with overall responsibility held by the Project Site Manager providing feedback on Environmental performance of the works.

2.4 Monitoring, Continual Improvement & Review

The Project Site Manager will hold the responsibility of communicating to the Project Director any actions required from environmental monitoring or reviews.

The **CMP** will be a live document and updated during the life cycle of the project to ensure that it remains suitable and relevant to effectively deliver the project environmental commitments.

2.5 Environmental Complaints & Incidents

All complaints and incidents will be recorded and acted upon. These are to be reported by the Project Site Manager to the appointed Project Director, who will provide advice on how to deal with the incident and escalate if required.

Training shall be provided to prevent environmental incidents and to ensure that personnel are aware of the actions to be taken in the event that they identify an incident.

2.6 Public & Community Relations

There will be regular and proactive liaison with the **LPA** and other third-party groups as appropriate on environmental issues throughout the project implementation.

Signs will be displayed at the site entrance providing contacts details for the Site Manager and Head Office during work hours. The Head Office number can also be used for emergency or out of hours contact.

3 SITE ESTABLISHMENT

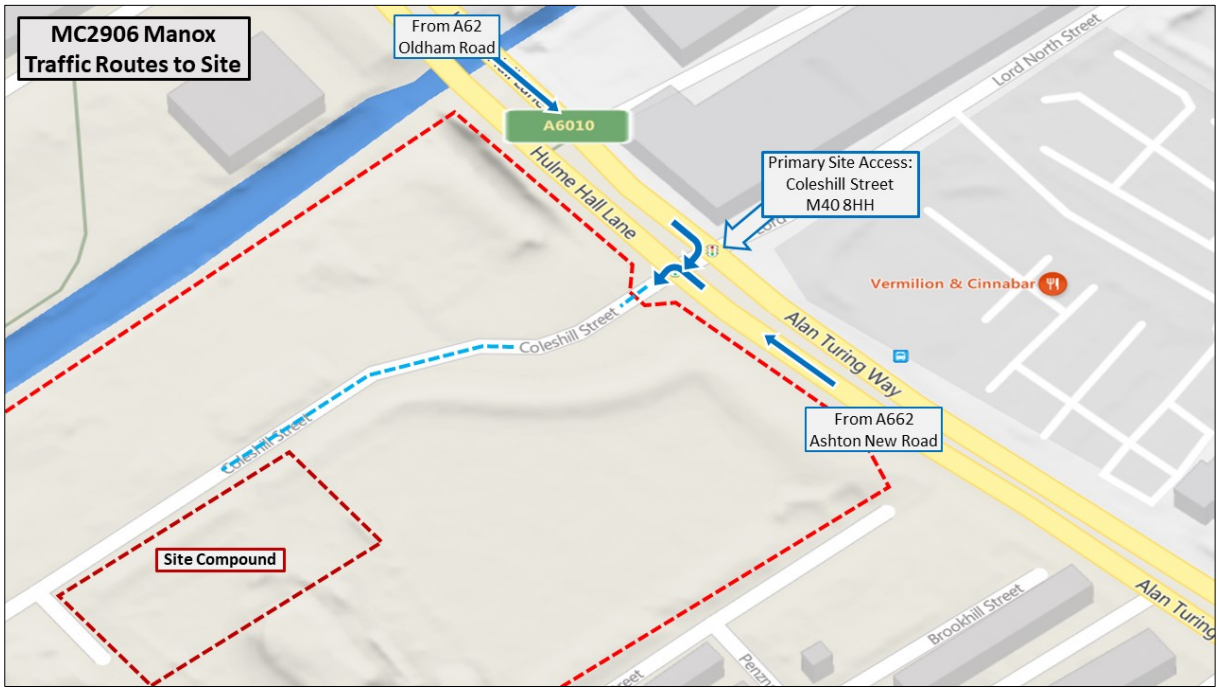
3.1 Site Layout

The Site Layout Plan is shown below:



3.2 Site Traffic Access Routes

Site access will be gained via the existing access into Coleshill Street from the A6010. This is the **PRIMARY ACCESS** to be used for McAuliffe works.



The route to site for ***all*** vehicles – cars, HGV's, deliveries etc, will be via the A6010 into Coleshill Street at the traffic lights, either from the northwest along Hulme Hall Lane and turning right into site, or

from the southeast along Alan Turing Way, turning left into site. HGV's and delivery vehicles should not use the residential roads immediately surrounding the site.

Access to site will be controlled by utilising a **Double Gate System** which allows vehicles to enter a controlled holding zone directly from the public highway. Generally, the Site Manager will be aware of incoming vehicles and can control safe and timely access into site. However, the double gate system will also allow safe access for vehicles that arrive unexpectedly, without restricting the highway.

When required an experienced banksman wearing high visibility clothing will be posted at the site entrance to protect pedestrians and supervise vehicular access.

3.3 Parking

A dedicated car park located on site will be provided for the use of site personnel and visitors. Sufficient turning space will be available to either reverse park cars, or to turn around so that vehicles exit the site compound forwards.

3.4 Site Compound, Accommodation & Welfare Facilities

Welfare facilities arranged will be suitable and sufficient to accommodate the planned number of resources on site in compliance with **Schedule 2** of the **CDM 2015 Regulations**.

Welfare facilities will be located in the compound on site as shown on the **Site Layout Plan**. A detailed site plan will be drawn up with access points for the compound. Visitors will be directed into a designated parking area.

Consideration for accommodation and welfare facilities to be provided has been given to the following:

- Toilets (male & female)
- Washing Facilities
- Changing Facilities
- Decontamination Unit
- Canteen Facilities & Drinking Water
- First Aid (in Site Office)
- Drying Room for wet clothing
- Conference / training room

3.5 Storage of Plant Fuel & Materials

Fuel & oils for plant used on the site have the potential to cause pollution. Their storage and re-fuelling areas will be restricted to designated areas only and the EA Pollution Prevention Guidance followed.

Bunded fuel tanks will be used and spill kits will be located in storage areas along with clear written instruction and **COSHH** assessments on how to address a spillage if it occurs.

The site compound will be kept clean and tidy at ***ALL*** times. Contained skips and bins will be used for the storage of waste.

Stockpiling of material shall be carried out to prevent any collapse or slips ensuring that all stockpiles are made safe and sealed up at the end of each shift.

3.6 Site Security

The perimeter is partially secured with existing walls and fences and partially open where there is no existing fence or wall. Temporary fencing will be erected to secure the perimeter.

Initially this will be done during mobilisation to target open boundaries or areas exposed to breach to fully secure the site prior to works commencing. Any boundary fences or walls removed during the works will also be replaced with temporary fencing to ensure the site remains fully secure.

3.7 Site Hours

The normal hours of the site will be within the following times:

- **Monday – Friday:** **07:30 to 18:00hrs**
- **Saturday:** **08:30 to 14:00hrs** (not usually worked unless required)
- **Sunday / Public Holidays:** **None**

In any event, works on site will not exceed any that are stipulated by the Client or Planning Conditions. Personnel (but NO deliveries) may arrive to site prior to the permitted start time to prepare for the works and attend daily site briefings with respect to health, safety and environmental issues.

3.8 Travel Plan for Construction Workers

Workers for this phase of works will need to travel in their own specialist trade vehicles to carry required tools. The frequency of their attendance to site will generally be intermittent according to the programme associated with their element of works.

Sufficient parking will be provided on site for the anticipated number of vehicles required so that no construction related traffic will need to park outside the boundary of the site.

4 TRAFFIC & SITE MANAGEMENT

4.1 Traffic Management

Due to the nature of the works undertaken by McAuliffe involving heavy plant and hazardous work areas, a key document will be the specific **Site Traffic Management Plan (STMP)** which will show safe traffic & pedestrian routes between work areas and compound / welfare and will be displayed on site.

The **Site Layout Plan** referred herein will form the basis of the **STMP** which will be a live document to be updated during the course of the works in accordance with progress and prevailing site conditions.

4.2 Management of Site Roads & Highways

The current site has existing roads & hardstanding covering most of its area. The sequencing of the work will ensure that all traffic entering and leaving the site will do so on established roads thus avoiding construction traffic transferring mud on the wheels.

Generally existing hardstandings will be utilised for as long as possible to minimise dust and mud on site. Clear signage will also be provided to direct traffic onto the site and prevent any congestion on the surrounding roads.

Vehicles entering and leaving the site will be monitored and the highway will be inspected at regular times during the day to check for mud deposits. Wheel cleaning facilities will be provided as necessary and supplemented with road sweeping as required.

The following principles will be used to keep site roads and public highways free from mud and debris associated with the works:

- Tarmac or concrete haul roads will be used if available
- Haulage wagons to be sheeted, dump trucks will not be overfilled and tailboards to be secured
- During haulage off-site, vehicle wheels to be inspected and cleaned before leaving site. If necessary a power wash will be used to clean wheels
- Site roads will be kept clean by periodically scraping the surface
- A road sweeper will be utilised to further clean the site roads and public highways if required

4.3 Management of Construction Traffic

Construction traffic movements to and from site will be carried out within the normal operating hours specified above.

All deliveries will be required to report to the site compound where they will be directed to the designated area for loading or unloading. No vehicles will be required to wait on the public highway thereby preventing any congestion.

Turning areas will be provided at prominent locations so that vehicles can turn around on site ready to exit forwards. This area shall be kept free of materials and plant at all times and have a good visibility for reversing with no obvious obstructions.

5 ENVIRONMENTAL MANAGEMENT

5.1 Pollution Prevention

To prevent pollution from fuel or chemical spillage, or minimise the effect of this, the following methods will be utilised:

- Locate fuel storage areas away from sensitive receptors and pathways to these, such as watercourses, drainage channels, gullies etc.
- Use lockable, bunded fuel bowsers for fuel storage if possible. Drip trays to be used - if possible use drip trays with an internal interceptor. Plant nappies can be used for re-fuelling small plant if drip trays are not practical.
- Non-bunded fuel containers should be stored on drip trays.
- Pump out sumps of bowsers and drip trays prior to moving.
- Minimise using other containers to transfer fuel from the bowser to the plant – if possible locate the bowser so that the hose can reach for direct fuelling of plant and the compound generator. If this is not possible, separate bowsers may be required, subject to site constraints.
- Spill kits to be available on site.
- Prevent unauthorised access to stored fuel.
- Secure the site to reduce potential for fuel theft, particularly out of hours
- Any existing tanks discovered will remain undisturbed until the contents have been identified, removed / decommissioned as necessary and confirmed as safe for removal.

5.2 Air Pollution

To mitigate against excessive air pollution caused by construction plant, site vehicles and traffic, best practice methods will be adopted to keep noise levels down.

- Modern fleet of vehicles, plant & equipment from reputable manufacturers to comply with recommended emission levels (minimum European Stage VI non-road emission standards)
- Regular servicing and maintenance will be undertaken to keep vehicles, plant & equipment in good working order and compliant.
- Although not applicable to the Manox Site, the principles outline in “Non-Road Mobile Machinery (NRMM) Practical Guide V5.0, April 2022” will be followed where applicable. Further information can be found at https://www.london.gov.uk/media/47992/download .

5.3 Noise, Dust and Vibration Monitoring

During the enabling works (including remediation phase) Noise, Dust, Vibration and VOC’s will be monitored on a continuous basis using fixed monitoring stations on the boundary as shown below;



Location of Fix Continuous Monitoring Locations



EnviroGuard Unit

Each of the 6 monitoring station is proposed to be a EnviroGuard fixed logging enclosure comprising of:

- 1 No. Class 1 Noise monitors (BS EN 61672-1 & 3:2014 compliant)
- 1 No. PM10 dust & particulate monitors (MCERT device)
- 1 No. Tri-Axial vibration sensors with wall/floor bracket (BS EN 5228:2009)
- 1 No. Fixed VOC detector (0.01-50ppm)

In addition 1 of the EnviroGuard units will be fitted with;

1 No. Digital Weather Station.

Each EnviroGuard unit will record the above parameters but can also alert the site team (via SMS or email) of exceedance. Each unit for each parameter will have 2 alarm levels set, the exceedance level but also a warning level. The warning level can alert the site team to take mitigation measure before the exceedance levels are reached. The alarm warning levels can be set for each unit should a location specific requirement arise.

The data is recorded on a secure server and will be available for inspection on site. The data will be formally reported monthly and on project completion.

5.4 Dust Control

General

During this phase of works, there will be various activities undertaken which will have the potential to generate dust. The potential for dust release is dependent on the activities and climatic conditions, which will be assessed prior to and throughout works.

Plant will be operated in such a manner as to keep the impact from dust to a minimum, such as not driving at excessive speed.

The Project Site Manager will constantly assess activities with regard to the potential for dust generation. Consideration of current and forecast weather conditions will also be made e.g. wind speed, direction, rain. Daily diary entries will record weather conditions.

Dust suppression equipment will be available on site and other measures utilised to prevent emissions of dust arising from the site operations. Regular checks on the wind direction will dictate positioning of dust suppression equipment.

In all cases, the drop heights of material will be kept to an absolute minimum.

All haulage vehicles leaving the site containing soil arisings will be securely sheeted or enclosed at all times.

Traffic & Haul Routes

A site speed limit of 10mph will be enforced for mobile plant and vehicles on site which will minimise the potential to cause dust release. If required, plant and vehicles will reduce speed even further, particularly during dry spells.

Surfaced (tarmac or concrete) haul roads should be used as much as possible within the site where available and these will be regularly cleaned to reduce the potential for dust. All haul routes on site will be kept damp if required which will greatly minimise the potential for dust to be released. Any potential dust release will be suppressed using fine water spray.

For the movement of materials on or off site, haulage wagons should be sheeted, dump trucks are not to be overfilled and tailboards, where fitted, are to be secured as this will prevent any materials over spilling onto haul routes.

Earthworks Activities

In order to suppress any dust that may be generated, dust emissions will be controlled by water spray targeted at the source of the dust.

Mains water sourced on site will provide the water feed and the quantity of water emitted will be regulated and controlled to prevent any flooding at ground level (if mains water is unavailable a licensed standpipe will be used, provided accessible hydrants are available).



Dust Control during Earthworks

Depending on the level of dust generated, either or a combination of the following dust control methods will be utilised:

- Towed water bowser or tank (pictured) with spray / spreader plate
- Piped water feed to spray bars fitted to plant (e.g. excavators, crushers, screeners)
- Dust Fighter unit or water cannon: creates a damp curtain to prevent dust migration
- Natural suppression (damp weather conditions)

Dust monitoring will be undertaken periodically to confirm the control measures in place are effective. If required, methods and control measures will be reviewed if dust levels become excessive or are elevated unacceptably during the course of the works. Consideration of current and forecast weather conditions will also be made e.g. wind speed, direction, rain.

Soil / Material Stockpiles

Stockpiles of materials such as soil are a potential source of dust during dry and windy conditions and will be effectively managed:

- Stockpiles will be located away from sensitive receptors
- Stockpiles will be profiled, consolidated and clearly delineated to minimise dust emissions
- Stockpiled materials can be kept damp by turning over stockpiled materials using the excavator
- When necessary, stockpiles will be sprayed with water or covered to minimise dust emissions

5.5 Noise

To prevent nuisance from noise generated by the site works, best practice methods will be adopted to keep noise levels down.

A modern fleet of plant and equipment will be used from reputable manufacturers to comply with recommended noise levels for plant. Regular servicing and maintenance will be undertaken to keep plant & equipment in good working order and compliant.

Plant & vehicles on site will adhere to site speed limits, avoid excessive revving and switched off when not in use e.g. during break times. No activities will be carried out outside of the permitted site hours.

5.6 Vibration

The activities on site need to be approached in a manner to limit any vibration issues to existing underground services and nearby structures, in particular the use of breakers for substructure removal and compaction plant for earthworks.

Low vibration frequency methods will be used where possible to carry out the works, especially when working within 20m of an existing structure, in particular occupied properties:

- Rippers, munchers & pulverisors can be used in certain situations as an alternative to impact hammers and breakers.
- Vibrating rollers can be used dead weight i.e. with the vibration function switched off.
- The transfer of vibration emitted through the ground can also be reduced if required by providing break joints or slit trenches.

There are clear limits mentioned in BS 5228-2 for vibration due to construction and demolition. Table B1 of BS 5228-2 below provides the guidance on effects of vibration levels. These levels set out the human response to vibration, as in nuisance:

BS 5228-2 Table B1: Guidance on effects of vibration levels (nuisance)

Vibration Level	Effect
0.14 mm/s	Vibration might be just perceptible in the most sensitive situation for most vibration frequencies associated with construction.

	At lower frequencies, people are less sensitive to vibration.
0.3 mm/s	Vibration might be just perceptible in residential environments.
1.0 mm/s	It is likely that vibration of this level in residential areas will cause complaint, but can be tolerated if prior warning and explanation has been given to residents.
10 mm/s	Vibration is likely to be intolerable for any more than a brief exposure to this level.

The level of vibration at the site boundary, in particular to sensitive existing structures and underground services, will be assessed by the Site Manager. This should be an initial qualitative assessment based on site activities and proximity of likely receptors using guidance in Table B1 above.

If there is any concern with vibration levels, vibration will be monitored near sensitive receptors and / or at the site boundary using a vibration monitor.

5.7 Silt & Surface Water Management

The activities on site need to be approached in a manner to prevent pollution or cross contamination of watercourses, waterbodies or other sensitive receptors and the surrounding area.

Surface water should not be allowed to exit the confines of the site without first having passed through a filtration system, either by natural means or man-made, to allow dispersion of and reduce the silt content that is carried.

The following methods are effective in reducing surface water silt content and all, or a combination of them, will be used on site when required and according to prevailing site conditions:

- Avoid excessive soil stripping - retain vegetation & topsoil within a stand-off zone of receptors for as long as possible
- Form bunds to contain surface water, emptied regularly to prevent overflow
- Create drainage grips & channels or re-profile the ground to divert water to vegetated areas for natural dispersion
- Likewise divert surface water to a sump area, emptied regularly to prevent overflow
- Install silt curtains along the edges or top of the bank of waterbodies and watercourses where these are lower than the site levels - ponds, lakes, field drains, ditches, streams, rivers, canals
- Prevent surface run-off entering gullies & manholes, alternatively, use a silt blanket or filter system over the cover / grating
- Avoid tracking or washing out next to drainage ditches, ponds or gullies
- Reduce soils from being transferred to the roads by minimising the frequency of plant moving off & on roads
- Monitor the weather forecast and consider the potential for wet weather

5.8 Preventing Surface Water Discharges onto the Highway

Site areas, in particular earthworks areas, will be locally graded so that surface water does not migrate onto the highway. This will be further enhanced to encourage surface water away from working areas and traffic routes to allow it to drain naturally through the underlying soils.

Reducing ponding will reduce the potential for site traffic to cause a 'wash' effect. If required, containment bunds will be constructed to keep surface water within the confines of the site.

5.9 Management of Waste

The project may produce a variety of material arisings including, but not limited to the following:

- General Waste
- Soils
- Metals
- Organic (Green) Waste
- Hardcore / Rubble
- Timber

All hardcore, brick and tarmac will be separately processed where possible. Any other waste will be segregated into specific waste streams, consigned and removed off-site for processing, recycling or disposal in accordance with current legislation and best practice.
Burning of waste materials or rubbish is strictly forbidden on site.

A copy of the Duty of Care - Waste Transfer Note, detailing description, producer and carrier of waste, will be kept on site and available for inspection. Waste or scrap materials handled / disposed of in accordance with the following regulations:

- Environmental Protection Act 1990
- Environmental Protection (Duty of Care) Regulations 1991
- Controlled Waste (Registration of carriers and seizure of vehicles) Regulations 1991
- Control of Pollution (Special Waste) Regulations 1980
- Builders Skips (Marking) Regulations 1984
- Waste Management (Licensing) Regulations 1994

Remediation of any contaminated soils and groundwater will be carried out in accordance with the regulatory approved Remediation Strategy and Environmental Permits.

Subject to the scope of works and specification, remediated soils may be deemed suitable for re-use on site following processing or treatment.

5.10 Processing Materials

Crushing of suitable hard arisings will produce graded aggregates on site. Prior to any crushing, the Environmental Health Officer of the Local Authority for the site will be notified of the activity, in accordance with the conditions of the crushing licence held.

Screening of soils or made ground will remove any rubbish encountered, generate individually sized material and separate into stockpiles suitable for re-use.

Environmental Considerations
The noise generated by the crushing process is comparable to road noise at the site boundary. Noise assessments will be carried out as required to determine ear protection zones.



Dust Control during Material Processing
The picture shows individual water feeds for suppression to the crusher and separate Dust Fighter unit on a site with residential gardens adjacent.

5.11 Restoration & Reinstatement of Public Highways

During this phase of works there will be minimal requirement to disturb the public highway. The exceptions to this will be temporary installations such as fence erection, which will be done to an approved designed standard suitable for the purpose.