Construction & Environmental Management Plan Rev B.

February 2026.

Application Number: 140867/FO/2024

Proposal: Erection of 70no. two and three storey dwellings (consisting of 44 no. houses and 26 no. apartments) together with associated landscaping, boundary treatments, car parking and highway works.

Location: Land to the South of Alderford Parade, the East of Waterloo Road, the North of Deerhurst & Dinnington Drive and the South of Tamerton Drive; & Land to the West of Starmoor Drive & the North and East of Heatherdale Drive, Manchester.

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1. Construction Programme.

The works at Alderford Parade/Heatherdale Drive, Cheetham Hill, Manchester consists of the construction 70 No. two and three storey dwellings (consisting of 44 no. houses and 26 no. apartments) together with associated landscaping, boundary treatments, car parking and highway works. These works will be carried out in three overlapping phases with a total build period of 109 weeks.

2. Emergency Contact Details.

To contact J Greenwood (Builders) please phone [redacted] This number is monitored 24/7. These details will be displayed in a publicly accessible location for the duration of the works.

3. Site Working Hours.

Any audible works within the site or outside the site will be carried out within the following hours:

- Monday to Friday 07:30hrs to 18:00hrs
- Saturday 08:30hrs to 14:00hrs no works will be carried out on Sundays or Bank holidays

Deliveries to and from site will be carried out within the times noted above.

4. Construction traffic routes.

It will be noted on all material and subcontract orders that access to site is from the primary road systems to the North and South of the site.

From the North traffic will exit the M60 at Junction 19 (Heaton Park) and follow the A576 Middleton Road, A665 Bury Old Road, B6180 Waterloo Road before turning onto the estate roads of Alderford Parade/Alderglen Road/ Deerhurst Drive/Heatherdale Drive.

From the South traffic will head along the A56 Bury New Road, B6180 Waterloo Road before turning onto the estate roads of Alderford Parade/Alderglen Road/ Deerhurst Drive/Heatherdale Drive.

Please see Appendix 1, Construction Traffic Routing.

5. Expected vehicular traffic on site.

It is expected that no more than one large vehicle will be on site at any one time. Delivery times will be allocated for large vehicles to ensure that they can be efficiently dealt with. The delivery times will avoid peak rush hour times. During the construction phase of the works it is not expected have more than ten large deliveries being made to site each week, these will be split into am/pm deliveries to ensure the efficient handling of materials and minimise traffic disruption.

Hauliers will be advised that only rigid vehicle deliveries will be accepted as this will result in more efficient access/egress and manoeuvring on site.

Deliveries of large plant will be on articulated flat bed trailers, this will occur on a very limited number of occasions and is covered in more detail in section 7.

Materials will be sourced from local merchants and we will reduce the number of vehicle movements by having mixed materials on a single delivery, this will also reduce the carbon footprint as much as possible. The re-use of site waste, efficiencies in cutting materials and ordering suitably sized materials will be explored in order to reduce the overall waste produced on site and therefore reduced the number of skip movements required.

To ensure that the expected vehicles can safely transit to and from each of the entry points onto site swept path analyses of the approach roads has been carried out, please see Appendix 2 for each of these instances.

6. Vehicle entry points onto site.

Vehicle entry points onto the three work phases have been identified and marked on the drawing in Appendix 3. Two access points per phase have been identified, this provides the following benefits:

- Minimises any potential traffic delays by using the most appropriate of the entrances
- Minimises the length of travel on site which minimises the risk of contamination of the vehicle tyres/dust generation
- Allows materials to be delivered more effectively to the workface to minimise on site movement, reducing dust and noise production

7. Arrangements for abnormal loads.

It is expected that a small number of large/abnormal loads will be delivered to site, these will be to deliver the large mechanical plant on articulated flat bed trailers. The deliveries will be timed to avoid peak times in order to reduce traffic build up. Advance dialogue will be had with our immediate neighbours to advise of these deliveries. Banksmen will temporarily control any traffic during the off loading/loading operations in order to maintain the safety of all parties and to negate any traffic delays.

8. Measures to protect vulnerable road users.

Warning signage will be posted to advise vulnerable road users of a construction site entrance. All vehicles will be banksman controlled when they enter and exit site.

At the site induction, all operatives will be advised that extreme caution is to be used when entering/exiting the site as vulnerable road users may be in the vicinity.

9. Details of the location and arrangements for contractor parking.

All of the work zones will be available from the outset of the project so until phase 3 commences we will park trades vehicles on site. After this point we will need to park some vehicles off site. Areas of on road parking that is not outside local residents houses is available on Waterloo Road, Bellott Street and Heywood Street.

The phase 3 works are due to start approximately twelve months into the contract so the on-site parking will greatly reduce the impact on local streets.

The Manchester Fort shopping centre is within close walking distance of the scheme, we will advise site visitors to take advantage of the free 4 hour parking available here.

10. Measures to prevent the deposit of dirt onto the public highway and airborne dust.

During the construction process there is the potential for contractors' vehicles to carry deposits of mud and building materials on their tyres out onto the adjacent highway.

To mitigate the amount of debris that can potentially enter the public highway all vehicles on site will remain on maintained stone hard standings to prevent the tyres becoming contaminated. The site and road conditions will be monitored and swept when necessary to maintain cleanliness and prevent any debris being carried onto the highway at any time. Before exiting site, vehicles will be checked for the cleanliness of their tyres, chassis and bodywork and cleaned with a jet wash if required, they will also be checked to confirm that they are sheeted to prevent the escape of materials during transport.

In the event that debris does get transferred onto the highway, this will be brush cleaned by hand in the first instance, if this does not cure the issue, mechanical road sweeping will be used to clean the highway.

During the construction phase of the works all efforts will be made to reduce the release of dust/fume particles into the atmosphere. Prior to tasks taking place they will be assessed to determine if they may create dust/fumes and the following mitigation measures will be taken:

<u>Communication</u>

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site
- Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary
- Display the head or office contact information
- Develop and implement a Dust Management Plan, which may include measures to control other emissions, approved by the LA

<u>Site Management</u>

- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken
- Make the complaints log available to the LA upon request
- Record any exceptional incidents that cause dust and/or air emissions, either on or offsite, and the action taken to resolve the situation in the log book

Monitoring

- Carry out regular site inspections, record inspection results, and make an inspection log available to the LA upon request
- Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions

Site Preparation

- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible
- Erect solid screens or barriers around dusty activities or the site
- Fully enclose site or specific operations where there is a high potential for dust production and they are active for an extensive period
- Avoid site runoff of water or mud
- Keep site fencing, barriers and scaffolding clean using wet methods
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used
- Cover, seed or fence stockpiles to prevent wind whipping

Operating vehicles/machinery and sustainable travel

- Ensure all vehicles switch off engines when stationary - no idling vehicles
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable
- Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials

Operations

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques
- Ensure an adequate water supply on the site for effective dust suppression, using non-potable water where possible and appropriate
- Use enclosed chutes and conveyors and covered skips
- Minimise drop heights and use fine water sprays wherever appropriate
- Ensure equipment is available to clean any dry spillages, and clean up spillages as soon as reasonably practicable using wet cleaning methods

Waste management

- All waste will be sent off site to a registered waste handling facility, no burning of waste on site will be permitted.

Construction

- Avoid scabbling (roughening of concrete surfaces) if possible
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery
- For smaller supplies of fine powder materials, ensure bags are sealed after use and stored appropriately to prevent dust

Trackout

- Use water assisted dust sweeper on the access and local roads to remove, as necessary, any material tracked out of the site
- Avoid dry sweeping of large areas
- Implement a wheel washing system, if required

The Site Manager is tasked with reviewing site conditions and weather forecasts to ensure that the correct suppression equipment is on site and being used. The Site Manager also discusses dust suppression with the site operatives during their site induction and then further reinforces this with toolbox talks. The site management team will check for dust generation regularly during the course of the day and take the relevant measures to address it, as detailed above.

11. Control/reduction of noise during the works.

All works will be carried out in accordance with the principles of Best Practicable Means as described in BS 5228: 2009 Parts 1 & 2.

During all aspects of the construction phase of works regular noise monitoring will be carried out, within and outside of the site boundary, these readings will logged and recorded in the environmental section of the Weekly Inspection Report carried out by the site management team. If, when programming a work activity, it is deemed to have potential for excessive noise all attempts will be made to mitigate the risk, for example, well serviced, modern equipment will be used, work rates can be amended, screening can be used, all as highlighted in BS 5228:2009 Part 1.

The work methodologies that are most likely to cause raised noise and vibration issues are the foundation solutions currently recommended by

the Structural Engineer. The majority of the foundations and a deep strip (traditional) foundation,20t tracked excavators and 2t dumpers will be used to form these, but several sets of foundations are vibro piled, it is this operation that will cause the most noise and vibration. The size of the rig will be carefully selected so that it is correct for the site ground conditions and the required depth of pile and the amplitude of the noise and vibration can be varied to prevent intrusive off-site vibration.

Appendix 4 contains a marked-up drawing showing the proximity of the vibro piled foundations to the closest houses and a nursery, the nearest of which is approximately 9m away. Also included are the noise and vibration assessments of the proposed rig (ABI TM13/16 with MRZV925 VS variable moment vibrator) and an extract from the Noise Impact Assessment. To summarize these documents, the potential noise impact outside of the closest receptor is on a par with, or less than, the noisiest background noise impact of the existing traffic on Waterloo Road. The potential vibration caused at the closest receptor will be approximately 2mm/second, because of this the rig will be detuned to ensure that no more than 1.0mm/s ppv will be generated at the site boundary. Appendix 4 also shows the approximate locations where noise and vibration monitoring will be carried out as these works progress. The vibro-piling activity on site will take approximately two weeks to complete and each set of foundations will take approximately one day to complete before moving around the site to the next foundation ie. the works will not be stationary in one area for the duration of the operation period.

We do not intend on using generators on site, a temporary mains electric supply will be procured for the site and operatives will use battery tools where applicable.

All efforts will be made to limit excess noise being generated from works on site. All plant being used during the works will be checked to ensure that it is well maintained and in good condition to ensure that it is operating within its prescribed working parameters. Prior to tasks taking place they will be assessed to determine if they may create excessive noise and suitable preventative measures will be taken, as per BS 5228:2009 Part 1, this will usually take the form of adopting alternative methodologies/equipment. If this is not possible then the use of acoustic baffles or screens will be adopted to prevent excess noise being heard at the site boundary. Continual noise loggers will be used which will alert the site manager, via a desktop portal, if the noise levels at the boundary approach and exceed 75dB, at this point the task will be suspended and further suppression/alternative methods will be applied. The above will be monitored and recorded in the environmental section of the Weekly Inspection Report carried out by the site management team.

12. Dilapidation survey of adjacent highway and footpath.

A highway dilapidation survey has been carried out, please follow this link: Highway Delaps Alderford Parade to view the videos taken on 12th January 2026. The survey covers Alderford Parade, Alderglen Road, Deerhurst Drive, Dinnington Drive, Heatherdale Drive, Thorngate Road, Heywood Street, Tamerton Drive and Magnolia Drive.

A further dilapidation survey will be carried out immediately prior to works commencing on site to record any changes in the period.

13. Methods of communicating the Construction Management Plan.

The Site Manager will be issued a copy of the Construction Management Plan with his documentation pack to ensure that he is fully aware of what is required. The relevant sections of the plan will be appended to material and subcontract orders and discussed with site operatives and visitors during their site induction. Any other interested party will be advised as necessary.

14. Details of public relations measures/dealing with complaints

The scheme will be registered with the Considerate Constructors Scheme (CCS) and a target of at least “very good” will be achieved.

If any complaints are raised, these will be recorded within the CCS site file and on the CCS portal. The Site Manager will respond to complaints within a 12 hour period and log both the response and the action taken. The complaints log will be made available to MCC on request.

Prior to and during the construction phase, regular news letters will be issued to the local stakeholders and residents keeping them informed of upcoming works, progress on site and any activities that may impact them (works in the highway/drain connections, large deliveries etc). We will welcome feedback and amend our actions if necessary.

Records will also be kept of local labour employment, apprentices participating in the scheme, the recycling of site waste materials, the use

of power and water to construct the scheme and the carbon footprint of operatives and materials journeys to and from site.

A 24 hour contact number for J Greenwood (Builders) Ltd will be displayed at the site boundary.

Appendix 1.

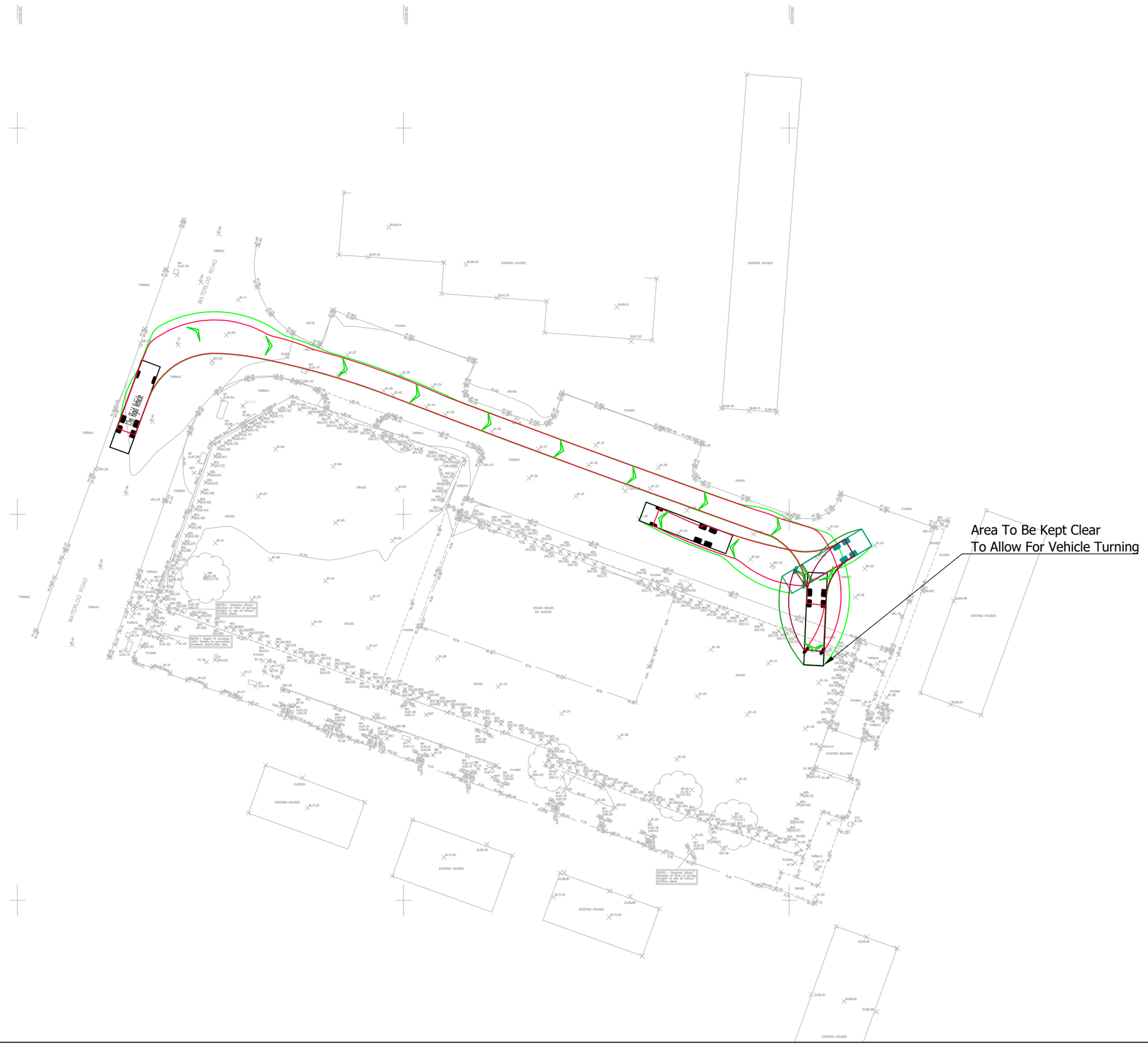
Construction Traffic Routing.


Stand
Besses o' th' Barn
Park Lane
M60
Rhodes
Moorclose
Alkrington Garden Village
Higher Blackley
Heaton Park
A56
A576
Blackley
Charlestown
White Gate En
Hilton Park
Crumpsall
Rainsough
Broughton Park
New Moston
Moston
Kersal Dale
Harpurhey
Failswort
Lower Kersal
The Cliff
A6010
Charlestown
Strangeways
Collyhurst
Newton Heath
Brindle Heath
A56
Miles Platting
Pendleton
A6042
Seedley
A6
A5063
Clayton
SALFORD
Ancoats
MANCHESTER
Beswick


Felthorpe Dr
Brentfield Ave
Alderford Parade
Alderford Parade
Catacombs Trust
Brentfield Ave
Heywood St
WMB Hillcity Day Nursery
Tamerton Dr
Dinnington Dr
Huxley
Heywood St
Alderglen Rd
Parkview Residence
Alderglen Rd
Waterloo Rd
Cheetham Hill Test Centre
A6010
Barnsdale Dr
Herbert St
Amina Rd
Alderglen Rd

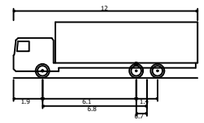
Appendix 2.

Vehicle swept path analyses, drawing nos. RHC-24-024-07, 08, 09, 10.1 & 10.2.



Notes:

1. Do Not Scale This Drawing Unless For Planning Purposes Only. Any Dimensions Shown Are Indicative Only And Are Subject To Verification Onsite.
2. Topographical Survey Provided By Client. This Drawing Is For Information Only And Should Not Be Used For Construction.
3. Swept Paths May Vary Subject To The Dimensions And Specifications Of Vehicles Used



12m Rigid Vehicle	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

-	-	

Client: J Greenwood (Builders) Limited

Project: Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester

Drawing Title: Swept Path Analysis Alderford Parade

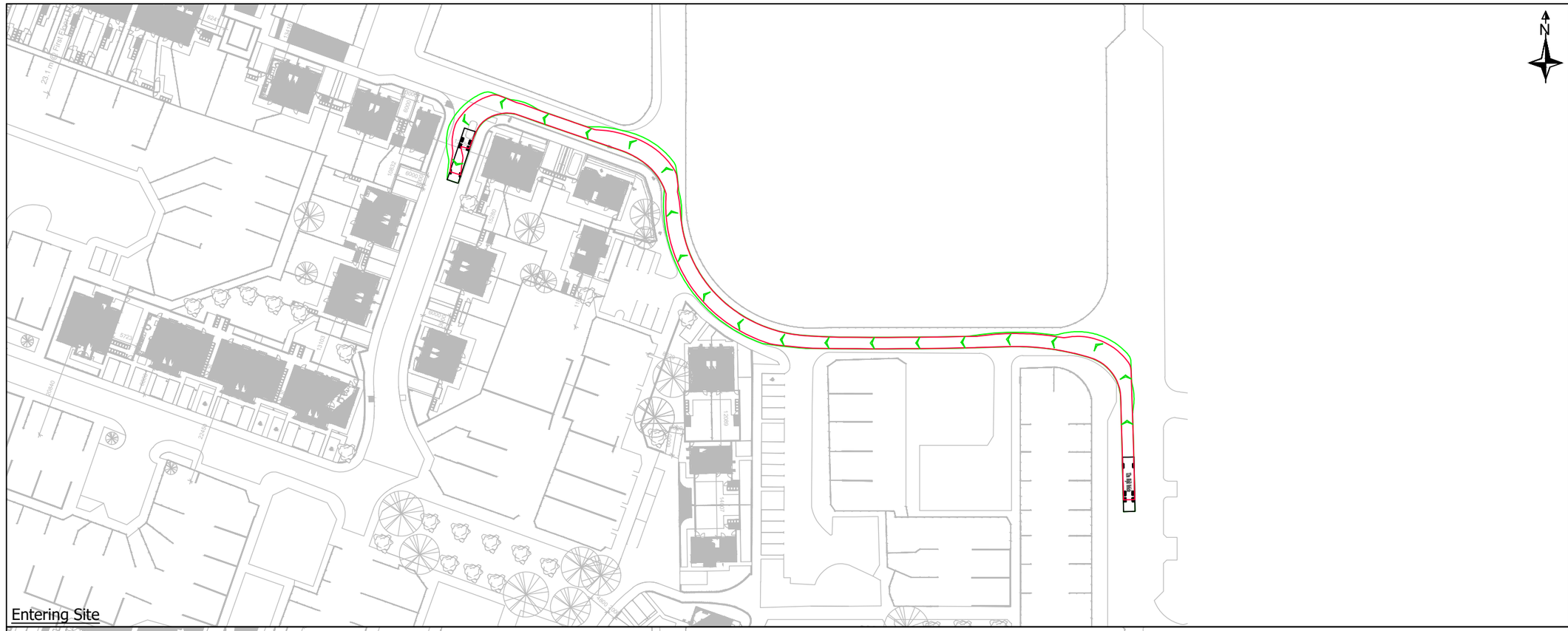
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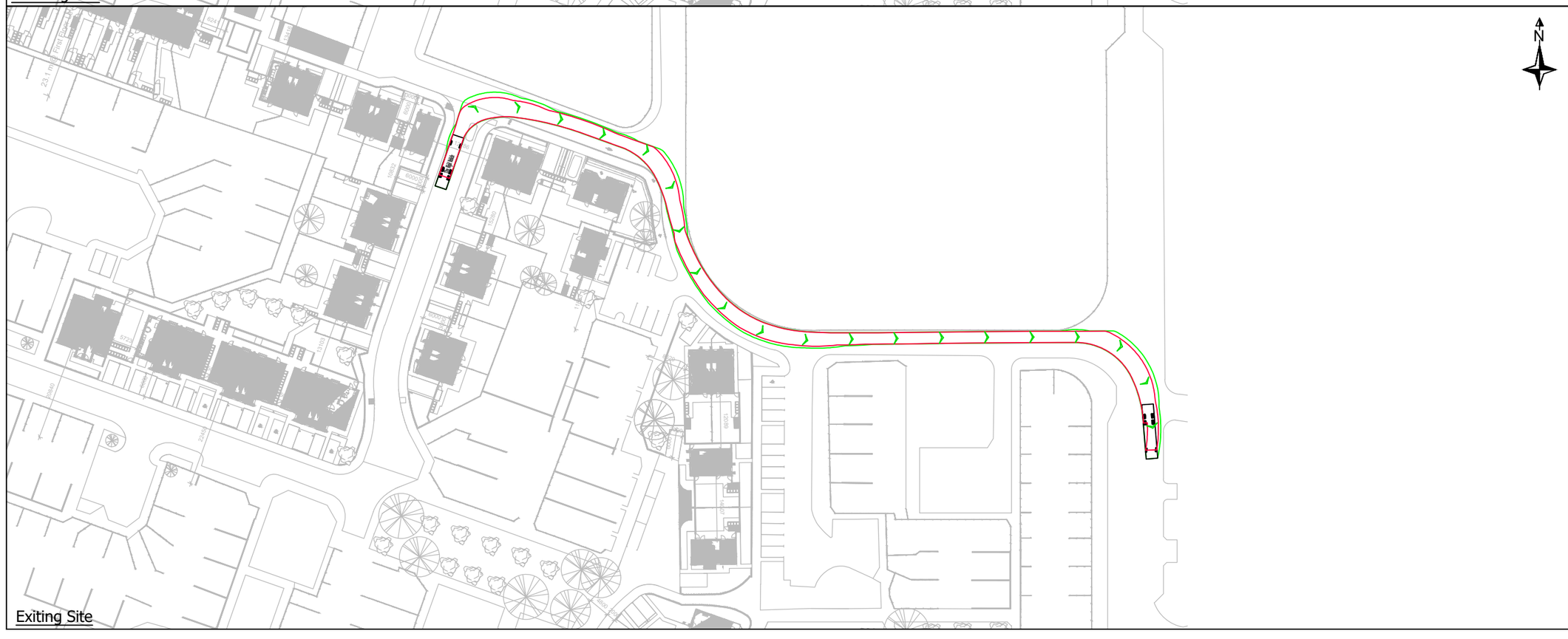
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Drawn & Checked By:	**Date:**	**Status:**
AR	13/10/2025	Information

E: enquiries@robertshighwayconsultants.co.uk
P: +44 (0)7935 229255
W: www.robertshighwayconsultants.co.uk

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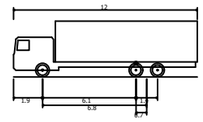
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2. This Drawing Is Based On OS Mapping And Is For Information Only. This Drawing Should Not Be Used For Construction.
3. Swept Paths May Vary Subject To The Dimensions And Specifications Of Vehicles Used.



12m Rigid Vehicle	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Client: J Greenwood (Builders) Limited

Project: Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester

Drawing Title: Swept Path Analysis Heywood Street/Tamerton Drive

Drawing Number: RHC-24-024-08

Revision:	Sheet Size:	Scale:
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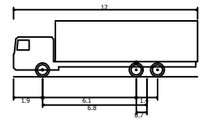
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Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Client:	J Greenwood (Builders) Limited	
Project:	Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester	
Drawing Title:	Swept Path Analysis Deerhurst Drive/Dinnington Drive	
Drawing Number:	RHC-24-024-09	
Revision: -	Sheet Size: A3	Scale: 1:500
Drawn & Checked By: AR	Date: 13/10/2025	Status: Information

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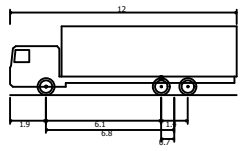
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Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

Client:	J Greenwood (Builders) Limited	
Project:	Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester	
Drawing Title:	Swept Path Analysis Heatherdale Drive (Entering Site)	
Drawing Number:	RHC-24-024-10.1	
Revision: -	Sheet Size: A3	Scale: 1:500
Drawn & Checked By: AR	Date: 13/10/2025	Status: Information

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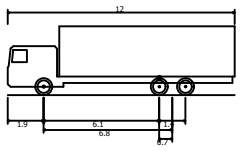
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Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

-	-	-

Client: J Greenwood (Builders) Limited

Project: Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester

Drawing Title: Swept Path Analysis Heatherdale Drive (Exiting Site)

Drawing Number: RHC-24-024-10.2

Revision:	Sheet Size:	Scale:
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Drawn & Checked By:	**Date:**	**Status:**
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Appendix 3.

Vehicle entry points onto site.

Vehicular entry points onto site

Heatherdale Drive Accommodation Schedule:

Type A - 71m² 2b3p House Blocks 7, 8, 14 & 15	7No.
Type B - 83m² 2b4p House Blocks 20 & 24	4No.
Type C - 68m² 3b4p House Blocks 6, 9, 10, 11 & 21	9No.
Type D - 96m² 3b5p House Blocks 13 & 22	2No.
Type F - 51m² 1b2p Apartment @ Ground Floor + 57m² 1b2p Apartment @ First Floor Block 16	2No. 2No.
Type G - 50m² 1b2p Apartment @ Ground Floor + 55m² 1b2p Apartment @ First Floor Block 23	5No. 5No.
Type H - 121m² 4b7p House Block 12	1No.
Type J - 113m² 4b6p House 3 Storey Blocks 2, 3, 4 & 5	16No.
Type K - 105m² 3b5p House 3 Storey Block 1	5No.
Type L - 60m² 2b3p Apartment @ Ground Floor + 64m² 2b3p Apartment @ First Floor + 63m² 1b2p M4(3) Apt @ Ground Floor Blocks 17, 18 & 19	2No. 6No. 4No.

All to Manchester Emerging Space Standards — Total: 70No.

Total GIA for all houses: 5,744m²

100% Car Parking (all in curtilage or adjacent properties)

Accommodation Schedule

1 : 500

Underground Utilities Easement

Underground Utilities to be Adjusted

Current site boundary

EV EV Charger

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- Drawing not to be scaled
- Report Errors and Omissions to the Architect
- Check all dimensions on site
- Drawing to be read in conjunction with the Health and Safety Plan and all relevant Risk Assessments

BowkerSadler

Project: Heatherdale Drive

Client: Mosscare St. Vincents

Drawing: Proposed Site Plan - Master

Scale	Sheet Size	Drawn	Checked	Date
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Project No. 21-028 - Originator BSA - Zone XX - Level XX - Type D - Discipline A - Number 2004 - Revision A

Status: Tender

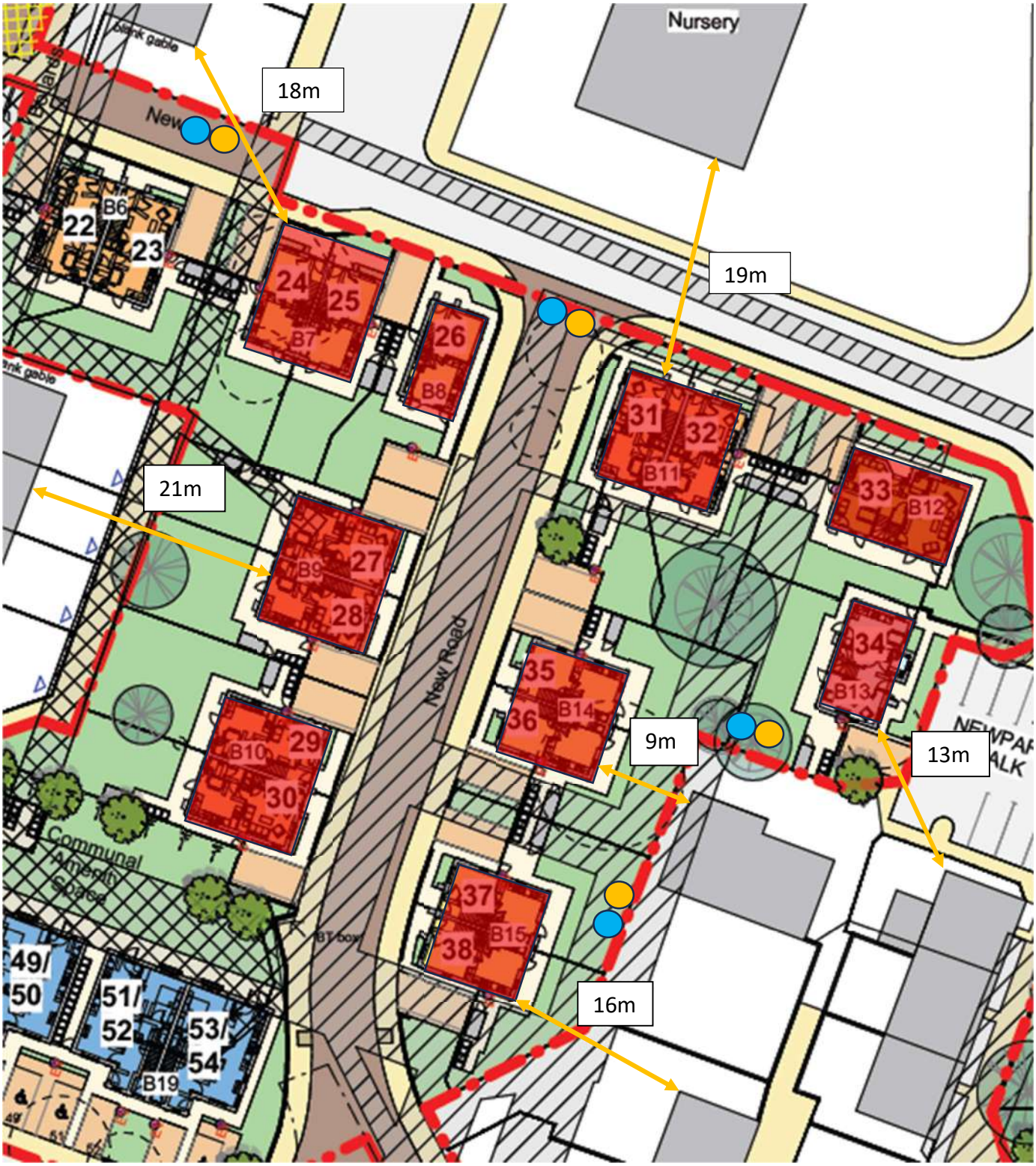
Hatherlow House, Hatherlow, Romiley, Stockport, SK6 3DX
0161 406 7203 mail@bowker-sadler.co.uk www.bowker-sadler.co.uk

Proposed Site Plan - Master

1 : 500

Appendix 4.

- Closest receptors to vibro piled foundation activities.
- Noise assessment of ABI TM13/16 vibro piling rig
- Predicted vibration levels of the operation with the ABI TM 13/16 vibro piling rig
- Extract from the Noise Impact Survey carried in the vicinity of the site



Closest receptors to vibro-piled foundation activities.

The vibro-piled foundations are to plots 30-38 only.

Indicative noise and vibration monitoring locations as works progress

TOWN & COUNTRY
VIBRO LTD

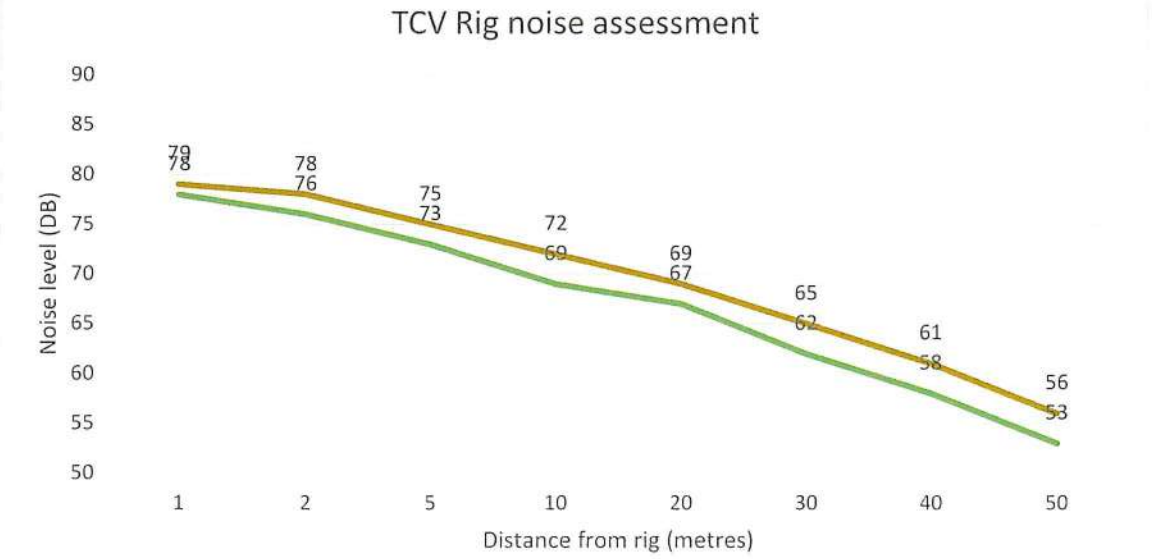
Town and Country Vibro Ltd Vibro Rig noise assessment

Rig number / type *6 - ABI TM13/16 with MRZV925 VS variable moment Vibrator*

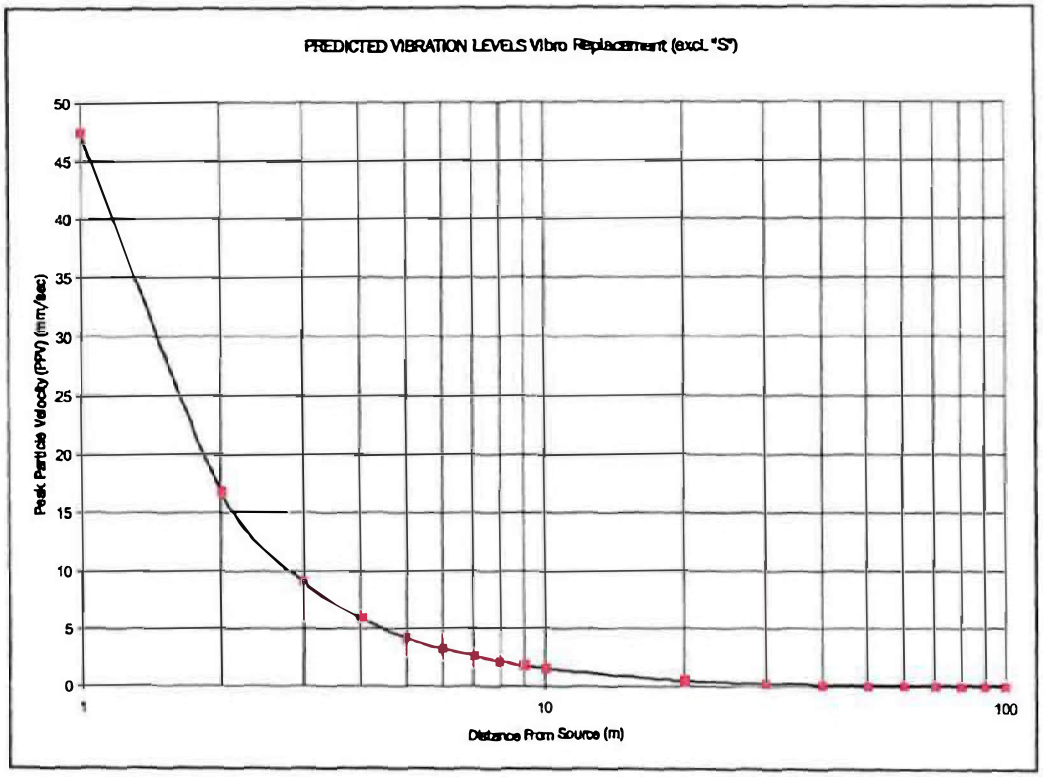
Recorder *WENSN WS1361 with 30-130db range*

Activity *Vibro pile installation*

Distance (m)	Noise level (Decibels)		Comments
	Min	Max	
1	78	79	
2	76	78	
5	73	75	
10	69	72	
20	67	69	
30	62	65	
40	58	61	
50	53	56	



PREDICTED VIBRATION LEVELS.
Vibro Replacement (excl. "S")



GUIDANCE FOR ACCEPTABLE LEVELS CAN BE FOUND IN CIRIA TECHNICAL NOTE 142 – 1992

Examples from table 9 of this report are;

Commercial & Industrial Buildings
20 to 40 mm/sec

Dwellings / Buildings of Similar Design
5 to 15 mm/sec

Structures of Great Intrinsic Value
(e.g buildings under a preservation order)
3 to 8 mm/sec

IMPORTANT NOTE; Above values are guidelines only. The maximum / acceptable PPV on any structure is to be specified by the Structural Engineer

2.2 Summary of Measurements

2.2.1 Noise Survey

The following table summarises the results of the noise measurements undertaken at the proposed site in terms of the average daytime and night-time noise levels.

Location	Period	L_{AFmax}	L_{Aeq}	L_{A10}	L_{A50}	L_{A90}
1) Waterloo Road	Day	86.1	70.1	72.3	64.8	57.7
1) Waterloo Road	Night	85.5	68.7	72.8	58.1	45.1
2) Tamerton Drive	Day	64.1	51.0	52.6	49.6	47.9
2) Tamerton Drive	Night	54.3	42.1	44.1	41.0	39.2
3) Dinnington Drive	Day	62.1	48.6	50.0	47.7	46.0
3) Dinnington Drive	Night	49.3	39.7	40.5	38.9	37.6
4) Heatherdale Drive	Day	60.6	49.3	50.3	48.3	47.0
4) Heatherdale Drive	Night	47.2	39.8	40.7	39.5	38.5

Table 1 – Summary of noise measurements

Full results of the noise levels recorded during the course of the survey are included in Appendix B of this report.

2.2.2 Assessment of Night-time L_{Amax} Data

Azymuth has carried out an assessment of the available night-time L_{Amax} noise level data for the noisiest measurement position, Position 1 (referenced to ~2m from the roadside). The highest measured L_{Amax} values were in the range of 82-85dB and the duration of the night-time survey at this position was exactly 30 minutes hence it is estimated that the 10th highest L_{Amax} value over the entire 8hr night-time period is likely to be around 85-87dB.

2.3 Description of Noise Climate

The main source of noise affecting the site originates from traffic along Waterloo Road which sees a modest traffic flow day-to-day.

During the first daytime measurement procedure there was noise originating from nearby construction hence additional daytime measurements were undertaken. The second set of measurements were taken with no construction noise and as such can be deemed most representative of the typical ambient noise levels. These measurements have been used to inform the overall noise impact assessment.

The weather during the measurement procedure was dry with wind speeds ranging from 5 to 10mph.