SITE MANAGEMENT BRIEFING NOTE

Wheel-Washing Arrangements and Dust Suppression Measures

Project: Northern Gateway – NT02 Development, Manchester
Planning Permission: 136814/FO/2023
Planning Condition: Condition 14 – Construction Management Plan
Prepared by: Main Contractor
Purpose: To define the proposed arrangements for preventing mud, dirt and dust from construction activities affecting the public highway and surrounding environment.

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1. Purpose and proposed approach

This briefing note sets out the proposed operational arrangements for managing wheel washing, highway cleanliness and dust suppression during the construction phase.
The intention is to adopt a proportionate, practical approach using the following measures:

- Wheel washing and vehicle cleanliness: Jet washing at the site exit, supported by regular inspections and road-sweeping operations.
- Highway cleanliness: Deployment of a mechanical road sweeper as required to remove mud, dirt and debris attributable to construction traffic.
- Dust suppression: Use of a water bowser and telehandlers equipped with suitable water-spraying attachments to dampen site roads, haul routes, working areas and exposed materials.
- Site monitoring: Regular inspections by the site management team, with additional controls implemented when conditions or site activities increase the risk of mud or dust migration.

These arrangements will be reviewed throughout the construction phase and adjusted where necessary to maintain effective control.

2. Wheel-washing arrangements

2.1 Proposed system

A dedicated permanent wheel-wash installation is not proposed as the initial arrangement. Instead, the site will utilise a controlled jet-washing facility positioned at, or immediately adjacent to, the site exit, subject to the approved site layout and available space.
The arrangement will comprise:

- A suitable jet washer and water supply available during relevant vehicle movements.
- A designated vehicle-cleaning area within the site boundary, positioned to minimise the risk of contaminated water reaching the public highway.
- Inspection of vehicle tyres, wheels, mudguards and other areas where mud may accumulate before vehicles leave the site.
- Jet washing of wheels and tyres where inspection identifies mud or other material likely to be deposited on the highway.
- Further cleaning before departure where the initial cleaning is insufficient.
- Supervision by the site team or a designated traffic marshal during periods of increased vehicle movements or elevated contamination risk.

The intention is to ensure that construction vehicles leave the site in a condition that does not result in mud, dirt or debris being deposited on the public highway.

2.2 Road-sweeping arrangements

A road-sweeping contractor will be engaged to maintain the cleanliness of the site access and affected sections of the public highway.

Road sweeping will be undertaken on a frequency appropriate to the level of construction traffic and the prevailing site conditions. Additional sweeps will be arranged where inspections identify mud, dust, debris or other material attributable to the works.The site management team will:

- Inspect the site entrance and adjoining highway during the working day.
- Arrange additional sweeping where contamination is identified.
- Ensure significant accumulations are dealt with promptly rather than left until the next scheduled sweep.
- Review vehicle movements and site conditions to identify recurring sources of contamination.
- Increase cleaning frequency during periods of heavy vehicle movements, wet weather or earthworks.

Road sweeping will supplement the wheel-cleaning arrangements and will not be relied upon as a substitute for preventing excessively contaminated vehicles from leaving the site.

2.3 Vehicle management

All construction vehicle movements will be managed to minimise the transfer of mud and debris beyond the site boundary. Where necessary, vehicles will be held within the site until appropriate cleaning has been completed. Traffic marshals will assist with vehicle movements and ensure the exit remains controlled. Where loads are liable to release dust, soil or loose material, appropriate covering and load-security measures will be implemented before vehicles leave the site.

3. Dust suppression measures

3.1 General approach

Dust generation will be controlled at source through a combination of water suppression, good housekeeping, controlled vehicle movements and active site monitoring.
The primary dust-suppression equipment will comprise a water bowser and telehandlers fitted with suitable water-spraying equipment. These will be deployed to dampen exposed surfaces and working areas where dust generation is anticipated or observed.

3.2 Water bowser and telehandler deployment

The water bowser and telehandler-mounted spraying equipment will be used, as appropriate, to:

- Dampen internal haul roads, temporary access routes and site circulation areas.
- Suppress dust from earthworks, excavation, filling and other ground-disturbance activities.
- Dampen exposed soils, stockpiles and loose materials where practicable.
- Control dust generated by vehicle movements and material handling.
- Provide additional suppression during dry, windy weather or periods of intensive construction activity.

Water application will be proportionate to the prevailing conditions and the nature of the activity. Excessive watering will be avoided to prevent standing water, muddy surfaces, runoff and additional contamination of the highway.

The site team will ensure suitable water supplies and equipment are available when dust-producing activities are undertaken.

3.3 Good housekeeping and dust prevention

In addition to water suppression, the following controls will be applied where relevant:

- Site vehicle speeds will be controlled to minimise dust generation.

- Unnecessary vehicle movements will be avoided.
- Exposed soils and stockpiles will be managed to minimise wind-blown dust.
- Loose materials will be handled and deposited in a controlled manner.
- Materials and waste will be stored in designated areas and managed to prevent unnecessary disturbance.
- Dust-generating activities will be monitored, particularly during dry or windy conditions.
- Plant and equipment will be operated in accordance with appropriate working practices to minimise unnecessary dust emissions.

Where dust cannot be adequately controlled using the available measures, the relevant activity will be paused while additional suppression or revised working methods are implemented.

4. Environmental protection and water management

Jet washing and dust suppression will be managed to avoid creating a secondary pollution risk.
The designated cleaning area will be arranged, so far as reasonably practicable, to contain wash water and prevent uncontrolled discharge onto the public highway, into surface-water drainage systems or to the surrounding environment. Wash water containing mud, sediment or other contaminants will be managed in accordance with the site's drainage and environmental controls. Appropriate containment, collection or settlement measures will be provided where necessary. Water used for dust suppression will be applied in a controlled manner to minimise runoff and prevent sediment being washed into drainage systems.
No uncontrolled discharge of contaminated wash water or sediment-laden runoff will be permitted.

5. Inspection, monitoring and corrective action

The Site Manager or a nominated representative will be responsible for overseeing the effectiveness of the arrangements. Inspections will consider:

- The condition of vehicle wheels and tyres before vehicles leave the site.
- The cleanliness of the site entrance and adjoining highway.
- The effectiveness and availability of jet-washing equipment.
- The condition of internal haul roads and exposed surfaces.
- Visible dust arising from construction activities or vehicle movements.
- Weather conditions that may increase the likelihood of dust generation.
- The condition of drainage controls and the potential for contaminated runoff.

Where deficiencies are identified, corrective action will be taken promptly. This may include additional vehicle cleaning, an additional road-sweeper visit, increased water-suppression activity, revised vehicle routes or temporary suspension of the activity causing the problem.Inspection findings and any significant corrective actions will be recorded through the site's normal environmental and housekeeping inspection procedures.

6. Responsibilities

Site Manager

- Overall responsibility for implementing and reviewing the arrangements.
- Ensuring suitable equipment, resources and contractors are available.
- Authorising additional measures where required.

Traffic Marshal / Gate Operative

- Supervising vehicle movements where required.
- Checking vehicles for mud and debris before departure.
- Ensuring vehicles requiring further cleaning are retained within the site until suitably cleaned.

Site Operatives and Plant Operators

- Deploying the water bowser and telehandler-mounted spraying equipment as directed.

- Maintaining appropriate dust suppression during relevant activities.
- Reporting visible dust, highway contamination or failures of equipment.

Road-Sweeping Contractor

- Undertaking sweeping in accordance with the agreed operational requirements.
- Providing additional attendance when instructed to address identified contamination.

7. Review and escalation

The proposed arrangements will be reviewed as construction activities progress and in response to any complaints, inspection findings or evidence that the controls are insufficient. If jet washing and road sweeping do not adequately prevent mud from being deposited on the highway, the cleaning arrangements will be enhanced. This may include more intensive wheel cleaning, a revised exit arrangement or the introduction of a more comprehensive wheel-wash facility where necessary.

Similarly, if the water bowser and telehandler-mounted spraying equipment are insufficient to control dust, additional suppression measures or changes to working methods will be implemented.
The objective is to maintain effective control of mud, dust and construction-related contamination throughout the relevant construction phase.

8. Summary

The proposed arrangements provide a practical approach to satisfying the wheel-washing and dust-suppression elements of the Construction Management Plan through controlled jet washing at the site exit, supplementary road sweeping, water-bowser deployment, telehandler-mounted spraying equipment and routine site inspections.

The arrangements will be supported by active site management, appropriate environmental protection measures and a commitment to implement enhanced controls where monitoring identifies that the initial measures are insufficient.

Planning submission note: This briefing note is intended to support the discharge of the relevant requirements of Planning Condition 14. The Local Planning Authority's acceptance of the proposed arrangements should be confirmed through the formal planning submission process.