Construction Method Statement

P/2014/00883
Received 11/07/14

Doc. Ref: JR/St Modwen Homes/Uttoxeter/CMS-V1.1
Date: June 2014
Author: John Rutter

Project: The development of this site includes 58 units, 2, 3 & 4 bedroom properties. The works include installation of services and infrastructure and associated hard and soft landscaping.

“Safety is, without doubt, the most crucial investment we can make. And the question is not what it costs, but what it saves.”
- Robert E McKee

Client:
St Modwen Developments Limited
Sir Stanley Clarke House
7 Ridgeway
Quinton Business Park
Quinton
Birmingham
B32 1AF
Tel: 0121 222 9400

Principal Contractor:
St Modwen Homes,
3rd Floor,
Park Point,
17 High Street,
Longbridge,
B31 2UQ
Tel: 0121 222 5747

CDM Co-ordinator:
Mark Dyche
RFS Consultancy Limited
Broad Oak Barn
Old Woodhouses
Whitchurch, Shropshire
SY13 4AG
Tel: 01984 871373

Safety is, without doubt, the most crucial investment we can make. And the question is not what it costs, but what it saves.

- Robert E McKee

St Modwen Homes
3rd Floor, Park Point
17 High Street
Longbridge
B31 2UQ
## Construction Method Statement Revision Sheet

### Record of Amendments

<table>
<thead>
<tr>
<th>Version No</th>
<th>Date</th>
<th>Brief Description of Amendment</th>
</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>18/06/2014</td>
<td>Initial issue</td>
</tr>
<tr>
<td>One.One</td>
<td>20/06/2014</td>
<td>Following comments from R Rees.</td>
</tr>
</tbody>
</table>
# Contents

1.0 Project Summary .................................................................................................................................................. 4  
  1.01 Location & description of project.................................................................................................................. 4  
  1.02 Planning and Conditions ............................................................................................................................... 8  
2.0 Traffic Management and protection of the general public .................................................................................. 8  
  2.01 Traffic management plan & co-ordination of traffic/pedestrians ................................................................. 8  
  2.02 Routing of construction traffic ...................................................................................................................... 11  
  2.03 Timetable for implementations, Schedule and timing of movements ......................................................... 13  
  2.04 Turning and wheel washing facilities .......................................................................................................... 14  
  2.05 Measures to remove any mud or deleterious material deposited on the highway .................................... 15  
  2.06 Deliveries and loading .................................................................................................................................. 15  
  2.07 Security and temporary warning signs .......................................................................................................... 16  
  2.08 Working hours and control of noise ............................................................................................................... 17  
  2.09 Dust control .................................................................................................................................................... 18  
  2.10 Vibration ......................................................................................................................................................... 18
1.0 Project Summary

1.01 Location & description of project

The site is located off Bramshall Road, Uttoxeter. Grid reference: 52° 54’ 12.21” N / 01° 53’ 33.88” W. See Images 1 & 2 below.
The site comprises approximately 50.7 hectares of agricultural land on the western edge of Uttoxeter. The site is predominantly undeveloped, with the exception of a single storey farmhouse and associated farmyard at Parks Farm, which is situated towards the northern boundary.

The site is bound by the A50 Trunk Road to the north, a public house/restaurant, residential properties and public open space to the east, Bramshall Road to the south and open countryside to the west. The application site also abuts two residential properties on its western boundary at Park Fields and Moss Beds.

The northern part of the site is relatively flat, sloping gently downwards towards the A50. The site is bisected by a stream running approximately east west across the site from The Inn on the Park to a pond situated towards the centre of the site. Land slopes upwards from the stream towards Moss Beds to the south. The site is gently undulating between Moss Beds and Bramshall Road. The site contains several established hedgerows and mature trees.

The site is traversed by two public footpaths. Footpath Uttoxeter Town 52 runs along the western boundary of the application site between Bramshall Road and Moss Beds, and cuts across the site in a south-west to north-east direction connecting with Tunnicliffe Way. Footpath 52 forms part of the Uttoxeter Circular Walk. Footpath 21 Uttoxeter Town cuts across the extreme southern portion of the site, connecting Bramshall Road and Footpath 52.
The first phase of the development is intended to comprise 250 dwellings, accessed entirely from Bramshall Road via the southern site access. Phase 2 comprises the remaining 450 dwellings, which are currently proposed to be accessed from both Bramshall Road via the southern site access as well as the A522 New Road via the northern site access. See image three for the phases.

Image 3

The outline and proposal for the whole site is the erection of up to 700 dwellings, 10 ha of employment (B1/B2/B8), a mixed use local centre, a school and green infrastructure. It’s proposed a mixed-use development comprising:

- Up to 700 dwellings;
- 10 hectares of employment development falling within Classes B1, B2 and B8;
- A single form entry First School;
- A mixed use local centre including small scale retail, leisure, social, cultural, community and health facilities to meet local needs;
Green infrastructure including habitat creation, retained vegetation, landscaping including new woodland and tree planting, open space, sports pitches and play areas, retained public rights of way and new walking and cycling routes;

A new primary access road through the site;

Associated engineering works including ground modelling, infrastructure provision, car parking and lighting;

The demolition of Parks Farm and associated outbuildings.

The project consists of the development of the site to include 58 units, 2, 3 & 4 bedroom properties. The works include installation of services and infrastructure and associated hard and soft landscaping.

Image 4 is a CGI street scene of an area of the site. The CGI gives an indication of the type of buildings which will be constructed by St Modwen Homes. Image 5 shows the layout of Phase 1.
1.02 Planning and Conditions

This Construction Method Statement has been drawn up to discharge the proposed planning condition of:

“Submission and approval of a construction management plan specifying routing of construction vehicles, parking facilities for vehicles of site personnel, operatives and visitors, arrangements for loading and unloading plant and materials, areas of storage for plant and materials during the construction of the proposed development, hours of construction, an assessment of construction noise together with associated mitigation measures and measures to prevent mud/material being deposited on the highway”

---

2.0 Traffic Management and protection of the general public

2.01 Traffic management plan & co-ordination of traffic/pedestrians

St Modwen Homes will comply with Regulation 36 (Traffic Routes) and Regulation 27 (Vehicles) of CDM 2007, by providing a traffic management plan which will be displayed in the site office, welfare facilities and included in briefing sessions. The objectives of the plan will ensure:

- The safe and efficient working environment for all staff, visitors and contractors when on the site;
- To ensure visiting traffic and deliveries arriving and leaving the site can operate within definitive areas;
- To ensure that any contractors on site can operate their workforce, plant and equipment in a safe manageable environment.

The plan will detail for the site traffic management only:

- Speed restrictions;
- Traffic flow directions;
- Road crossing points;
- Turning circles;
- Wheel wash locations (where necessary);
- Ingress and egress points (both vehicular and pedestrian);
- Fencing type and positioning thereof;
- Site office;
- Welfare provision;
- Material storage areas;
- Visitor car parking;
- Staff and contractor car parking;
- Emergency evacuation assembly points;
- Segregated pedestrian walkways;
- Footprint boundaries.

The project is due to start on completion of a Section 278 works on Bramshall Road. These works will improve the layout of the road system, and will provide a safe entrance to the site. As part of these works a new bell mouth junction will be created as a main access to the site. These measures will provide a safe access and egress to the site, with clear lines of site along Main Street.
An initial traffic management plan has been drawn up, see image 6 below.

Image 6

The site entrance will be constructed so that there will be sufficient space to allow a delivery vehicle/lorry to park off the access road to Park Fields farm, whilst still being outside the site. This will reduce congestion on the access road and ultimately Bramshall Road, in the event that delivery vehicles get to site prior to the shift starting. If required the access road to Park Fields can be used as a short term buffer, but it is anticipated that this will not be required. The practice of very early deliveries to site will be discouraged as much as possible.

The phasing of the works is to construct the site infrastructure and road system first. This will provide a robust road system to reduce the spread of dust and mud, and to manage the pedestrian and vehicle traffic on site during construction. These works will include the construction of the show home car park area, which can be used as visitor parking during the earlier stages of construction.

No vehicles, materials, accommodation, access or works will be allowed on any land outside the site boundary. Access routes to the completed show homes and marketing suites will be directed along the newly constructed permanent road.

In order to maintain the visual and structural integrity of the tarmacadam surfaced access routes, only vehicles with tyres will be allowed to utilise these routes.

As the works progress St Modwen Homes will update the initial traffic management plan, with phased traffic management drawings of how vehicular traffic will be maintained and protected whilst the developing construction works are to take place.

Car parking will be in marked/segregated areas with safe access and egress to the site offices, as shown in the plan above the site parking will be adjacent to the site welfare. Safe pedestrian routes from the site office and
welfare facilities to the workplace will be in place, with clear signs and instructions. These will be along the planned internal road system and haul roads, and will be segregated using suitable barriers such as pedestrian barriers with clear crossing points in place, as demarcated above.

St Modwen Homes will implement traffic routes and means of segregating vehicles and pedestrians to reduce the possibility of vehicles overturning or hitting pedestrians, other vehicles or structures, including scaffolding.

The site entrance will be clearly signed to raise delivery driver’s awareness to the site entrance ensuring sufficient direction is given so that no confusion can be made, which would result in vehicles missing the site entrance and causing unnecessary congestion on the road system of Bramshall Road. The site will have adequate advanced warning signs placed along Bramshall Road (including concealed entrance signs) in accordance with Chapter 8 of the Traffic Signs Manual.

St Modwen Homes will impose a speed limit of 5 mph on site vehicles, when operating within the works. All drivers will be notified individually of the limit. Speed limit signs will be posted at the entrance and at regular intervals through the site.

St Modwen Homes will put in place a Drivers Induction Card to raise delivery drivers’ awareness of any increased risks on site. All materials, plant and equipment will be off loaded and loaded in a designated area as shown above, off the proposed haul road adjacent to the car parking area.

Delivery vehicles will enter the site off Bramshall Road where there will be a display board giving information guiding vehicles to the site office, they will then be directed to the unloading area, where they will be met by the appropriate contractor’s supervisor or his representative. Under the supervision of the contractor the delivery vehicle will be directed to the contractor’s designated offloading/storage area. The offloading of delivery vehicles will be carried out by each contractor for their materials.

The use of a competent banksman will be adopted wherever applicable to direct and co-ordinate movement of construction vehicles into, around and off the site and compound area. St Modwen Homes will formulate a site layout to reduce the reversing of vehicles on site and where reversing cannot be eliminated the nominated, identifiable and trained banksman will be used, the banksman will wear orange high visibility clothing at all times.

All haul routes will be kept free from mud and detritus at all times, if necessary by regular use of a mechanical road sweeper.

St Modwen Homes will ensure that all plant/vehicles on site have:

- An audible reversing alarm fitted;
- All round visibility aids fitted, i.e. additional convex mirrors, cameras…etc.; and
- All audio/visual aids are in good order at all times i.e. flashing beacons.

St Modwen Homes will ensure the safety of visitors and workers by including, where appropriate, marked and segregated pedestrian walkways, road crossing points and no go areas to pedestrians. Instructions relating to visitors and non-authorised persons will be clearly displayed at the site entrance.

St Modwen Homes will address slips, trips and falls on the same level, for visitors and site personnel, which can result in broken bones. Consideration will be given to:

- Surfaces – e.g. potholes in roads, site debris and excavations;
- Changes in level caused by temporary road surfaces or reinstatements, excavation covers, heavy plant tracks, ramps and chamber lids not clearly marked;
- Slippery surfaces caused by water, mortar, oils, fuels, silt and mud;
- Site rules not enforced – e.g. inappropriate footwear, running or not taking care on site; and
- General obstructions in walkways such as trailing cables.

The following pictures show the welfare and site compounds used on similar projects, which will be utilised on this scheme. The compound and associated amenities will be placed in Phase 1B, which will then not impact on the construction of Phase 1A. As the project develops the Construction Phase Plan will be updated and will show where the welfare will be placed to allow Phase 1B to be constructed. This will be in a location where it will not impacted on the residents of the newly constructed Phase 1A.
2.02 Routing of construction traffic

All construction traffic will utilise the public highway infrastructure in place. All vehicles will leave the A50 at the Uttoxeter roundabout, and travel along the B5030 Ashbourne Road. This road will cross a roundabout and lead into A522 Cheadle Road (High Street).

Cheadle Road will meet the pedestrian area of Uttoxeter town centre. The road turns to the right along Smithfield Road. This road leads into the B5027 Bramshall Road. As Bramshall Road leaves the built up area of Uttoxeter, the site signage will be picked up warning drivers of the construction site entrance.

All site personnel, visitors and delivery companies will be advised to use this route, and not to follow their satellite navigation devices, which may take them down residential streets. It is proposed that all construction traffic do not congest public residential areas.
On leaving site traffic will reach the A50 by following the reverse of the access route.
The B5027 at Bramshall is subject to a 30mph speed restriction, however, the highway through its width and broad appearance encourages drivers to disregard the speed limit. In respect to west bound traffic, this leads to a sharp reduction in carriageway width near to Bennetts Lane, where, to compound the problem, the road lacks footways or verges. This creates a real danger for pedestrians and vehicles using Bennetts Lane and Church Lane, due to the high speed of oncoming traffic.

Eastbound traffic, having endured the undulating, winding nature of the road west of Bramshall, finds that the road improves somewhat after the level crossing and also tends to increase speed on climbing into the village.

The main constraints are the B5027 through Bramshall also carries a high volume of HGV traffic, to and from Bramshall Industrial Estate. The existing traffic calming measures are seen to have little effect on the control of traffic speeds, especially noticeable during AM and PM peaks. Although accident records do not indicate any number of serious accidents at this section of highway, there have been numerous accidents at both sides of the area.

Due to these restrictions construction traffic will not access the site from Bramshall, but will use the prescribed route.

Public footpaths run through the site from the middle of the eastern boundary at Tunnicliffe Lane west toward Moss Beds. This route then leads south along the western boundary and divides at a point south of Park Fields heading east, west and south. This route forms part of the Uttoxeter Circular Footpath Route. These footpaths will be maintained at all times.

2.03 Timetable for implementations, Schedule and timing of movements

The proposed timetable is that the Section 278 works, undertaken by others, will be completed first. This will include the construction of the site entrance bell mouth.

St Modwen Homes will start on site following these works. There will be a 16 week programme to construct the site infrastructure, which includes attenuation measures, site drainage, site roads and pavements and services to site.

There will be an 18 weeks programme to construct the show homes and marketing suit. The following phases will then start on 18 – 20 weeks programme, depending upon the phase. It is proposed to construct out of the Phase 1 site.

As the project gets near to start on site a full schedule, including timing of movements will be drawn up.
2.04 Turning and wheel washing facilities

It is proposed to utilise parts of Phase 1B to construct a permanent turning circle. This will consist of the newly constructed site road, and a sacrificial section of road to complete the circle.

As stated earlier the infrastructure and roads will be constructed in the first phase of the build, this will greatly reduce/eliminate any mud and dust being brought off site. As part of the initial stage the area of the show homes and marketing suit will be enabled. This will be the initial location of a wheel wash facility, if deemed necessary.

The initial works will include the following plant:

- 360° excavator x 2;
- Dumpers x 2;
- Roller x 1;
- Telehandler x 1.

It is proposed to use an environmental wheel cleaning device. This will be able to remove both mud and dust from off delivery vehicles and removes the requirement for water, settlement tanks and removal of waste. This works on the undulating surface dislodging any material lodged to the chassis of the vehicle.
2.05 Measures to remove any mud or deleterious material deposited on the highway

It is proposed to wherever possible to prevent any mud or deleterious material from being brought on to the highway, by constructing the site infrastructure as soon as possible, and by the use of mechanical wheel/chassis cleaning devices.

The site manager will assess the site conditions, taking into account site activities and weather conditions. This will determine when further measures are required. These will be the use of a power washer, or a mechanical road sweep. Internal roads will be cleaned using a road sweep attachment for the telehandler.

St Modwen Homes will take all reasonable measures to avoid mud being deposited on public roads. Adjacent roads and footways will be regularly inspected and cleaned.

Measures to be adopted will include:

- The provision of easily cleaned and properly drained hard standing for vehicles entering, parking on and leaving the site;
- The provision of mechanical wheel-washing facilities;
- The use of approved mechanical road sweepers, to clean hard-standings and any mud or debris deposited by site vehicles on roads or footpaths in the vicinity of the site;
- Secure sheeting of lorries carrying spoil or other particulate materials.

St Modwen Homes will take all reasonable measures to minimise sedimentation of highway drainage systems. This will include the use of sediment traps and/or barriers to prevent mud and/or contaminated materials entering the system.

St Modwen Homes will provide, where required, on the exit of the site a wheel wash station to wash down exiting vehicles to stop mud and dirt spreading on the surrounding roads.

2.06 Deliveries and loading

There will be a requirement for deliveries throughout the construction phase. There will also be the need for the removal of materials and waste from the site, this will be managed in a “just in time” basis as to minimise the likelihood of congestion.

No deliveries of construction materials, including delivery vehicles entering or leaving the site via Bramshall Road will be allowed to take place during the hours of 08:30 – 09:15 and 14:45 – 15:30 Monday to Friday. This will elevate any congestion on the public highway through Uttoxeter during peak times. A letter instructing all delivery companies of the constraint will be attached to all orders by the Quantity Surveyor. If delivery companies knowingly break this constraint, a warning letter will be issued. If this is repeated the offending company will be removed from our supplier list and not used again.

Contractors will ensure that material suppliers will select applicable delivery vehicles which will enter the site as long as the delivery can be received and offloaded in a safe and proper manor. A site speed limit of 5 mph will be in force.

Vehicles delivering and removing materials will access the site off Main Street and will be directed by signage to the construction area. Drivers when reaching the construction site will be instructed to stop and report to the site office before entering the site by signage local to the site entrance gates, which will commonly be kept shut. Drivers will be directed to the offload area by use of traffic signage.

To reduce the hazards caused by air borne dust, vehicles carrying loose aggregate and workings, will be sheeted if required. Stockpiles of soils and materials will be located as far as possible from sensitive properties, taking account of prevailing winds.
The surface areas of stockpiles will be minimised (subject to health and safety and visual constraints regarding slope gradients and visual intrusion) to reduce the area of surfaces exposed to wind pick-up.

The unloading/loading area will be pedestrian free due to the amount of reversing during the unloading/loading of vehicles. All audible and visual devises will be used on plant undertaking loading/unloading i.e. reversing alarm and flashing beacon. Personnel working in the storage area will wear high visibility clothing at all times.

Where reversing operations are required vehicles will be restricted from such operation unless managed by a banksman, each contractor will supply a trained and competent banksman to oversee their operations.

It is not thought that any abnormal loads will be used on this project. Where possible, deliveries will be broken down in size, so that smaller deliver vehicles are used. If abnormal loads are delivered to site the local constabulary will be contacted. All recommendations from the police will be adhered to.

If larger than normal vehicles are used, for whatever reason, then the delivery vehicle will contact site prior to leaving the A50. A site vehicle with double flashing beacons will meet the vehicle at the roundabout of the A50 and will escort them to site. If required banksman will be used to temporarily marshal the vehicle on to site. The same measures will be used to get the vehicle safely back onto the A50.

### 2.07 Security and temporary warning signs

Temporary directional signage will be placed along the route to the site, to advise all delivery vehicles and visitors to site, the correct route to take. This will prevent unnecessary traffic on local roads not affected by the project.

The boundary of the site will be secured with a mix of timber hoarding and heras fencing with access gates. The main access to the site will be off Bramshall Road. The security gates will be locked out of hours, no personnel will be allowed on site without authorisation from the Client and St Modwen Homes, and this will include weekend work.

St Modwen Homes will be responsible for security of the Site and for maintaining adequate warning signage to ensure the health and safety of our own staff and visitors. Site security outside working hours will also be the responsibility of St Modwen Homes and be sufficient to minimise the risk of unauthorised access onto the site and harm to the public, such as securing excavations. To this end, the site will be monitored by a tagged security system which will be monitored off site by a response team who will have direct contact with the Site Manager.

The boundary fence will be erected by a specialist contractor, who will design and install the boundary hoarding and heras fencing. The hoarding will consist of timber supports concreted into the ground at a suitable depth to support the timber boarding. The boarding will be screwed to the supports to a height of approximately 2.4 meters. The hoarding will be painted St Modwen Homes Blue and will support any necessary signage and visual panels. All hoarding will be controlled through the temporary works register.
2.08 Working hours and control of noise

Great consideration will be given to the neighbouring community at all times with regard to noise, which is hereby defined as ‘any unwanted sound’.

It is proposed that no construction work on this site shall be undertaken outside of the hours of 07:30 to 19:00 (Monday – Friday), and 08:00 to 14:00 Saturday, with no working on Sundays or Bank Holidays. If work outside of these hours is required then it will be first agreed in writing by the Local Planning Authority. Site management will ensure that this is enforced. St Modwen Homes will comply with any time restraints imposed by the Local Planning Authority, through any planning conditions imposed, and also following advice from the Local Constabulary.

Site radios will be at the discretion of St Modwen Home’s Site Manager, where allowed on site the volume will be kept at a reasonable level. The hierarchy of Eliminate, Reduce, Isolate, Control and Discipline (E.R.I.C. P&D) will be used on site to manage noise pollution.

St Modwen Homes will achieve the lowest reasonably practicable noise levels by utilising items of equipment, which have been specifically designed and/or modified to reduce the noise of normal operations. All static equipment will be so located and installed as to minimise nuisance to persons living or working in the vicinity.

Where construction occurs close to an occupied property or sensitive areas all practical measures will be taken by the St Modwen Homes to minimise noise. Unless specified otherwise the recommendations in B.S. 5228:1984 Code of Practice for Noise Control on Construction and Open Sites, Guide to Noise Control Legislation for Construction and demolition including Road Construction and Maintenance, will be adhered to for noise levels at the site boundary and occupied buildings within the site. St Modwen Homes will at all times comply with The Noise at Work Regulations 1989.

Noise assessments will be completed for all plant, machinery and tasks to help ensure employees, contractors, visitors and neighbours to the site are protected where necessary and with a minimum of disruption to occupants of the neighbouring houses and the local community.

St Modwen Homes will employ suitable measures to reduce and contain any noise at source. These measures will include well maintained plant and machinery, preventative maintenance on plant and equipment, the use of temporary baffles and sensible positioning of plant and equipment, and utilise technological advances e.g. suppressed/insulated equipment.

Only sound-reduced compressors will be used, with properly lined and sealed acoustic covers fitted in accordance with the manufacturer’s instructions and kept closed whenever the machines are in use. All ancillary pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturer.

When plant/equipment exceeds the recommended noise levels St Modwen Homes will remove it from site and find an alternative; as a minimum PPE i.e. ear defenders, will be provided in accordance with operator’s manuals and recommendations, not only to the operator but to all personnel who have to undertake tasks in the vicinity of the noise.

Machines in intermittent use will be shut down in periods between work periods or throttled down to a minimum. Pumps and mechanical static plant will be enclosed by acoustic sheds. St Modwen Homes will remove from the works any item of plant which in the opinion of the Site Manager is ineffectively silenced.

St Modwen Homes recognises that compliance with the above clauses and the related noise schedule does not relieve the PC of his general obligations under the Environmental Protection Act, 1990.

Most of the foundations for this project are of a traditional build, but there is a small area of the site, which will require a piled solution. By keeping the piling to a minimum, this will greatly reduce the main source of unwanted sound on the construction site.

St Modwen Homes will use a competent contractor for the piling whose piling rigs are fitted with a ‘quiet hammer’ system to reduce noise associated with driven piles. Rather than an exposed hammer, an encase hammer will be used, which greatly reduces noise. They will use a short sectional pile which reduced the overall high of the rig’s mast therefore the area of influence from the hammer. BS 5228 Part 1 suggests that during the working hours of 8am to 6 pm the noise trigger threshold is 75 dB. As you can see from the attached noise output level map, at 20 metres, levels are 73 dB.
2.09 Dust control

Dust control is essential and will almost certainly be required at various stages of development - the need will be assessed at the time of contract start-up. Water bowers with spray attachments will be held in readiness and roadways will be kept as clean as possible at all times through regular cleaning patterns.

As stated earlier the road system will be constructed early in the build programme, which will greatly reduce the amount of dust generated and the spread of dust.

The location of the site and the planned construction activities do not give rise to a serious risk to air quality. However contractors will be expected to take measures to minimise the presence of airborne dust during construction. It is anticipated that dust will travel a considerable distance from where it is generated.

The principle mitigation measure to avoid contamination to the neighbouring houses, buildings and infrastructure is to reduce dust at source with water and/or vacuumed extraction measures.

As well the following additional measures will be taken:

- Haul routes will be constructed with tarmac or stoned up to a suitable standard;
- Design controls will be implemented for construction equipment and vehicles, and appropriately designed vehicles are to be used for materials handling;
- Completed earthworks will be vegetated as soon as practicable;
- The site will be regularly inspected and site boundaries checked for dust deposits and removed as necessary, particularly to the pools area. In addition local roads are to be checked and cleaned when necessary.

The site management will have in place dust prevention and mitigation measures bearing in mind the principles and recommendations of the ‘Control of dust and emissions from construction and demolition – Best Practice Guide’ (London Councils 2006) and the ‘Control of dust from construction and demolition activities’ (Building Research Establishment 2003) or similar documentation.

2.10 Vibration

St Modwen Homes will reduce the hazard from Hand-Arm Vibration and Whole Body Vibration in line with the Control of Vibration at Work Regulations 2005.

Where prolonged use of vibrating tools or where vibration exposure is likely to regularly exceed the action level for a particular tool/activity, the following actions will be considered and implemented:
Trying to find a way of completing the task without using high vibration tools i.e. using a remotely controlled vibrating roller;

Looking for mechanical methods for completing the task i.e. using a vibrating wacker plate attached to a mini-digger;

Correct tool selection for the task;

Selection of competent operatives to undertake the task;

Ensuring new tools or hire tools are fitted with vibration controls built-in;

Reducing the exposure period for the operative through job rotation;

Ensure operatives stay dry and warm to maintain blood circulation e.g. correct PPE;

Training and awareness.

The prolonged use of vibratory tools will be discouraged and managed to avoid exceeding the general recommendations. Maintenance of all driven plant will include checking suspension and the adequacy of the seats to reduce the effects of full body vibration.

St Modwen Homes will adhere to the recommendations in BS 5228-2: Noise and Vibration Control on Construction and Open Sites (Part 2). St Modwen Homes will assess and monitor the effects of vibration to neighbouring structures and buildings.

Most of the foundations for this project are of a traditional build, but there is a small area of the site, which will require a piled solution. St Modwen Homes will use a competent contractor for the piling. At the commencement of piling operations, the rate of vibration decay with the distance will be established through site specific vibration monitoring during the installation of piles.

Ground vibration monitoring will be undertaken at the closest facade of the locations identified. A trigger warning level will be set below the criterion level of 10 mm p/s PPV for residential properties. In the event of trigger level exceedance, pile installation will cease and an alternative will be sought. The likely outcome would be to install an open ended driven tubular steel pile which greatly reduced vibration levels due to its much smaller surface area at the toe of the pile.