



MEC
Consulting Group

TRANSPORT



Forest House, Leicester Lane, Desford
Construction Traffic Management Plan
May 2025

Report Ref: 27239-TRAN-0805

**Forest House, Leicester Lane,
Desford
Construction Traffic Management Plan
May 2025**

REPORT REF: 27239-TRAN-0805

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REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked By	Approved By
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1.0 INTRODUCTION

Background

- 1.1 Hinckley & Bosworth Borough Council stipulated that a Construction Traffic Management Plan (CTMP) is required to discharge Condition 5 of the planning consent for application reference 22/01160/OUT, which approved the Outline application for:

Proposed commercial unit (Class E(g)(i, ii, iii) (outline application – access only)

- 1.2 Therefore, this document has been prepared on behalf of Savage Marine Ltd with the aim to reduce the impact of the development during the construction phase on the transport and highway networks, along with neighbouring properties and occupiers.
- 1.3 This document should be considered a live document that will be updated as necessary by the Main Contractor's (MC) appointed Site Manager throughout the construction period. At this stage the main contractor has not been determined although part of their role will be to comply with this document.
- 1.4 The proposed works involve the construction of a new commercial unit with associated access roads, car parking and landscaping, as illustrated on the scheme layout drawing contained within **Appendix A** of this document. The site is currently part of Desford House gardens and land that includes fields and ancillary buildings.
- 1.5 Vehicular access to the development will be gained via a new priority-controlled junction with Leicester Lane, which will provide vehicular access for construction vehicles.

Objectives

- 1.6 The overall objective of this CMP is to ensure that robust management policies are implemented throughout the construction phase of the above development referencing the National Planning Policy Framework 2024 with the aim to:
- Reduce the impact of the development during the construction process on the local area.
 - Deliver a resource efficient construction process, achieving both waste reduction and improved business efficiency and cost savings.
 - Develop good neighbour relationships and heightened employee morale.

Site Description

- 1.7 The site is located approximately 2.5km south east of Desford on the southern side of Leicester Lane (B582), as shown on **Figure 1.1** below. Leicester Lane is a single two-way carriageway that operates under a 40mph speed restriction and provides a footway on the northern side of the carriageway and in the vicinity of the site. The proposed vehicular access that will serve the proposed commercial unit utilises the existing Forest House access to Leicester Lane. The proposed access will run parallel to Forest House driveway on the western side to form a dedicated commercial access, as shown scheme layout drawing in **Appendix A**.

Figure 1.1: Site Location

Source: [googlemaps.co.uk/](https://www.googlemaps.co.uk/)



2.0 LIAISON AND COMMUNICATION

2.1 When appointed, the Main Contractor (MC) will identify a contact who will be responsible for fulfilling the role of Community Liaison Manager (CLM) for the development as a whole prior to any works commencing on-site. The CLM's responsibilities will include the following:

- Recording and responding to enquiries or complaints from the local community, including local businesses and the general public.
- Communicating to the local community, including local businesses, the nature of the construction work that will be carried out.
- Communicating the program of work to the local community, including local businesses, specifically highlighting any works that may result in complaints (e.g. noisy or dusty activities).
- Updating the local community, including local businesses, of any changes to the nature of the works or program of works as necessary.
- Establishing and maintaining good relationships with local stakeholder groups.

2.2 The CLM will inform stakeholders of the complaint's procedure as part of the communication program. The complaints procedure must satisfy the following requirements:

- Publication of contact details for all relevant contacts, including their telephone numbers and email contact details.
- Implementation and maintenance of a complaints register which records all communications (whether verbal or written) received from the general public or stakeholders.
- Classification of the nature of each communication (above) by category (e.g. complaint, enquiry, comment etc.)
- If a communication requires action the CLM will assign the task to an appropriate Management Team member.
- Ensure completion of actions and ensure the complaints register is updated with a record of all actions and outcomes.

2.3 The CLM will ensure that all procedures are put in place prior to the time that their implementation is necessary, or the associated tasks are carried out.

CMP Compliance

2.4 A responsible person, Site Manager, shall undertake regular site inspections to monitor compliance with the CMP and to ensure that nuisance is not caused to surrounding uses. Where non-compliance is identified, corrective measures, where possible, will be put in place and recorded in the site office. If complaints are received these will be logged and investigated. If complaints are found to be in breach of this CMP, appropriate action will be undertaken to ensure that the requirements of this CMP are adhered to immediately.

3.0 ENABLING WORKS, SITE SECURITY AND LIGHTING

- 3.1 In order to ensure that the site is secure and safe to the public it is proposed to erect good quality 'Heras' style fencing at the entrance to the site as shown on drawing number 27239_08_020_005 in **Appendix B**. Existing boundary fences will be maintained throughout the construction period that provide a secure site boundary. The location of the fencing is such that construction related vehicles can pull off Leicester Lane and drive down the access, which will be constructed first, to the commercial unit construction site. The site will be made secure during out of hours, where it may be patrolled by security guards if deemed necessary. It is the responsibility of the MC to ensure that the whole development site is adequately protected to prevent unauthorised persons from entering the site.
- 3.2 All materials and plant will be stored within secure metal containers during the construction phase of the works, with the exception of bulky materials such as gravel, pallets of bricks/blocks, etc which will be stored within the storage area adjacent to the secure containers, as shown on drawing number 27239_08_020_005 in **Appendix B**. The storage areas have been selected as the south western part of the development comprises of garden / car park, which would be one of the last areas to be constructed.
- 3.3 It should be noted that all construction related vehicles will be parked within the site boundary in areas where construction is not taking place. It is considered that construction related vehicles would largely be transit style vans, drawing number 27239_08_020_005 in **Appendix B** illustrates parking for 6 transit style vans, although other areas of the site would be available if additional parking was required.
- 3.4 All visitors to the site will be required to report to the site office, which will be clearly signed, and will be appropriately inducted and registered.
- 3.5 Contractor identification signage will be displayed, prior to commencement of works, indicating the builder's or contract person's name and contact phone number. A contact telephone number will be provided on the sign which will be available 24 hours a day 7 days a week.
- 3.6 At this stage it is not intended to provide lighting during out of hours due to the semi-rural location of the site, although security may patrol the site as necessary.
- 3.7 If any lighting is deemed necessary during out of work hours any potential implications on neighbouring residents or businesses or wildlife etc will be considered. Whilst it is not envisaged that night-time lighting will be required any lighting that is required will accord with the following;
- Where possible, perimeter and inner lighting should always be facing inwards towards the centre of the site;
 - Construction lighting should never be aimed upwards;
 - Lighting will be organised and operated to minimise excessive illumination;
 - Lighting is to be kept at low level, as practicably possible, and aimed downwards.

- In areas of the site where bats reside, 'bat sensitive lighting' will be used as advised by a suitably qualified ecologist.
- Any lighting during out of working hours will use the 3 phase mains electric that is available on site. No generators are to be used to power any lighting.

3.8 Unnecessary discomfort glare is caused when a light source is aimed in the direction of an observer, by keeping the lighting at an elevated height, the risk of glare is reduced. The Contractor shall ensure that any mobile or fixed lighting does not cause unnecessary discomfort glare either within the construction site itself or towards the roads or properties adjacent to the site. In the event of providing any temporary lighting it must conform to the above considerations.

3.9 At this stage a detailed program of works is not available but will be included in **Appendix C** of this document following the appointment of the MC and prior to any construction work taking place.

3.10 All appropriate Health and Safety (H&S) signage will be displayed in accordance with H&S requirements.

4.0 TRAFFIC MANAGEMENT, PARKING AND STORAGE

- 4.1 The MC will recognise that traffic movements arising as a result of activities will require a management strategy, during each stage, in order to minimise the impact of such movements on the surrounding road network in relation to congestion, access problems and noise.

Access

- 4.2 To minimise the potential impact of construction traffic movements on the local road network, a number of management controls will be implemented. The following are based on measures designed to work in respect of the site and surrounding sensitive receptors.

- Traffic movements, both to and from the site, during peak hours (08:00-09:00 and 17:00-18:00 Monday to Friday) will be minimised to reduce the risk of traffic congestion on local roads and any potential impact in the vicinity of the site during peak traffic hours.
- All deliveries will be booked in and allotted a time to carry out the delivery to ensure that multiple deliveries do not arrive at site at any one point.
- All deliveries will take place within the demise of the site, which is accessed via the proposed development access road off Leicester Lane.
- All deliveries will take place out of peak traffic periods or any local events in the vicinity of the site.

- 4.3 The hours of working which will include hours of delivery, will be limited to the following:

- Monday to Friday 08:00 to 18:00 hrs
- Saturday 08:00 to 13:00 hrs
- Sunday/Bank and Public Holidays No working (unless otherwise agreed with the Planning Authority).

Delivery Vehicle Routing

- 4.4 All deliveries will be informed of the Routing Agreement as shown in **Figure 4.1** below. If any companies do not adhere to the planned routes materials may be ordered and delivered from alternative suppliers. The proposed routing to and from the site allows for vehicles accessing the site from either the M69 Junction 3 or M1 Junction 21, which permit access from the national motorway network or the Leicester ring road that gives access to the centre of Leicester where some deliveries may originate from. The planned routing reduces any potential effect on residential roads by using main roads once arterial routes have been left.
- 4.5 The development will be carried out in a phased approach, the MC will keep the programme of works updated as works progress during each stage of the works, including durations and the number of deliveries expected with each stage.

Figure 4.1: Delivery Vehicle Routing



Source: [googlemaps.co.uk/](https://www.googlemaps.co.uk/)

Wheel Washing Facilities

- 4.6 A jet wash and/or a bath type jetted vehicle washer, with rumble strips to loosen any mud, will be used on the wheels of construction related vehicles, as necessary, as they leave site to ensure that no mud or debris is taken off the site. During the jet washing process, filter protection to the drains will be used so only water passes through rather than mud. The jet wash will be connected to a mains water supply and located on site and available from the commencement of site works so that mud does not transfer onto the public highway during construction. Should the road become contaminated, any debris will be removed by either sweeping or spade and jet wash. Both types of washing facilities will remain in place until construction vehicles cease entering / exiting the site. It is proposed that the initial 50m of the access road will be surfaced in a bituminous material and for this to be kept clean throughout the construction process.
- 4.7 The Site Manager will ensure that pro-active measures are taken to prevent slurry/ spoil from vehicles leaving site during the works being deposited on the public highway. The cleanliness of site roads will be inspected regularly by the Management Team.

Delivery Arrangements

- 4.8 In respect to vehicle scheduling the Contractor will undertake the following methodology:
- Suppliers will be provided with delivery restrictions / route information and timescale information when an order is placed.
 - All lifting operations will be undertaken in accordance with lifting operations and lifting equipment regulations 1998 (LOLER).
- 4.9 Delivery/tipper wagons will be accompanied when entering and travelling through the site by a banksman, who will be always in advance of the wagons. Generally, deliveries will be undertaken by smaller wagons, where possible, and the Contractor will make merchants aware of the preferred access route when arranging deliveries. Any deliveries are by articulated lorries will be supervised by a banksman throughout the delivery process to ease general traffic movements and promote safe working.
- 4.10 During deliveries undertaken by large HGVs Contractors vehicles will be parked in areas of the site to provide sufficient space for large HGVs to turn within the site and exit in forward gears. The swept path of a large tipper lorry shown on drawing number 27239_08_020_05 in **Appendix B** demonstrates the turning arrangements without impacting on partially construction buildings.
- 4.11 All waste material generated by the construction processes will be transported to the nearest suitable recycling centre using the agreed routes shown in **Figure 4.1**. The MC will establish their preferred local recycling centres dependant on the material being disposed of.

5.0 AIR QUALITY AND DUST MANAGEMENT

- 5.1 Air pollution and nuisance dust emissions from construction activities are issues that require close attention and consideration, with relevant legislation as detailed in **Appendix D**.
- 5.2 Dust emissions escaping the work area may cause nuisance through, for example, surface soiling, loss of visibility due to deposition, and the effects on flora and fauna. Since it is difficult to suppress dust once it is airborne, it is preferable to prevent dust from being generated in the first place.
- 5.3 Numerous construction activities have the potential to produce dust emissions, e.g. the movement and placing of granular materials and plastering of internal walls. Such activities have the potential to affect sensitive (local) receptors (e.g. local residents).
- 5.4 The key dust management /mitigation controls known to minimise dust emissions and represent good practise guidance are outlined in **Table 5.1** below:

Table 5.1: Key Dust Mitigation Measures

Aspect	Mitigation Measures
Site Planning	No bonfires
	Plan site layout – machinery and dust causing activities should be located away from sensitive receptors
Construction Traffic	All vehicles should switch off engines when not in active use – no idling vehicles
	All vehicles should switch off engines when not in active use – no idling vehicles
	All loads entering and leaving site to be covered
	No site runoff of water or mud
	All non-road mobile machinery (NRM) to use ultra low sulphur tax-exempt diesel (ULSD) where available
Demolition Works	Use water as dust suppressant
	Cutting equipment to use water as suppressant or suitable local exhaust ventilation systems
	Securely cover skips and minimize drop heights
Site Activities	To employ best practicable means in the control of dust
	Minimise dust generation activities
	Use water as dust suppressant where possible
	Keep stockpiles for the shortest possible times
Site Management	Appointment of a site agent whose contact details are provided to the LPA's Environmental Health Department and local residents prior to construction works starting.
	Agent to provide immediate response to any complaints by logging details of complaint and investigating source of complaint to establish whether routine mitigation measures have been properly implemented. If necessary, appropriate steps to be taken to mitigate against any adverse effects, and details of actions to be logged.

- 5.5 The IAQM guidance on the mitigation measures needed to deal with low, medium or high risk effects are also set out in **Appendix D**.
- 5.6 Other than the monitoring activities outlined above, it is not anticipated that routine monitoring to assess environmental nuisance will be required during construction works, provided the control measures outlined

above are put in place. However, if the MC receives a complaint, appropriate action to deal with the problem will be taken.

6.0 NOISE AND VIBRATION MANAGEMENT

- 6.1 The potential sources of noise from work undertaken in connection with the construction of this project are likely to included (but not restricted to):
- Plant machinery usage on-site
 - Vehicle deliveries
 - Piling activities, if necessary
- 6.2 The MC will implement the necessary management and operational controls to minimise any adverse noise and vibration impacts on the local community from works activities, referencing the relevant legislation as presented in **Appendix E**.
- 6.3 The MC will control construction noise in accordance with the recommendations established in the relevant British Standard for the control of noise on construction and open sites (BS5228-1:2009 and BS5228-2:2009). Noise is to be controlled at source where practicable. Vibration will be restricted, where practicable by limiting the use of percussion machinery.
- 6.4 The MC shall also normally limit vibration levels arising from site activities at any residential building between normal working hours (para. 4.2) to a peak particle velocity of 1.5mm/second in the vertical direction. No perceptible vibration is permitted in such buildings at any other time. Exceptionally for short periods not exceeding 2 hours in any weekday, vibration levels of up to 2mm/second may be permitted at the discretion of the Environmental Health Officer. Where vibration occurs, reference should be made to ISO2631 – Whole Body Vibration and BS6472 – Human Response to Vibration in Buildings.
- 6.5 Where possible plant will be electrically powered rather than motorised. Other control measures are to include:
- Work practices will be adopted such that noise emissions are kept to a minimum, i.e. plant will be switched off when not in use.
 - Vehicle noise will be kept as low as possible (e.g. excessive revving of vehicles will not be permitted).
 - Modern, silenced and well-maintained plant will be used, conforming to standards set out in the EU directives.
 - Percussive plant will be avoided where alternative non-percussive plant is available for a given task.
 - Where possible noisy plant and equipment will be sited away from sensitive boundaries where practicably possible.
 - Deviation from approved method statements will only be with the prior approval of the Local Planning Authority.
 - Noise complaints, breaches or exceedances of action levels will be reported to, and investigated by the Site Manager.

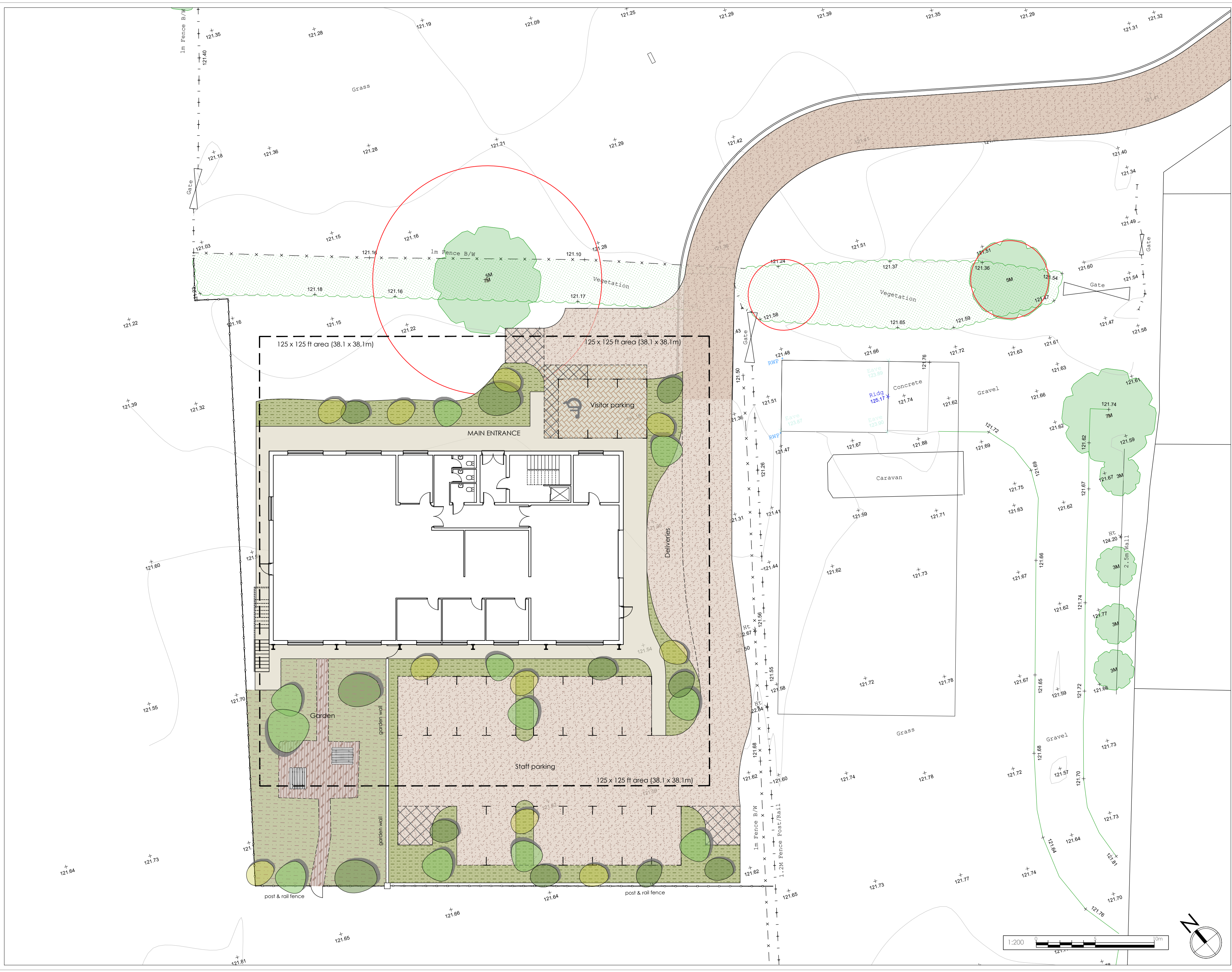


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APPENDICES



APPENDIX A



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Notes
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Responsibility cannot be accepted for alteration and/or deviation from this design without prior acknowledgement of HSP Architects Ltd.
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Prior to any work commencing on site, the engineer is to be contacted regarding the current status, revision or regulatory approval of this drawing.
All work to be to the entire satisfaction of the NHBC or Local Authority not withstanding anything shown or indicated on these drawings. All workmanship and materials to be the best of their respective kind and at least equivalent of the appropriate British Standard Code of Practice. All relevant dimensions and levels to be ascertained or checked and verified on site before specific areas of work are commenced.
This drawing is to be read in conjunction with clients specification/employers requirements and structural engineers design.

Revision Notes:

Drawing Status:

INFORMATION

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Project:
Proposed SME Commercial Unit
Forest House, Leicester Lane
Desford
Savage Marine Lighting

Title:
Proposed Site Plan

Scale: 1:200	Drawn: KES	Checked: NUC	Date: Dec 2024
Drawing No: 8658_0302_1001	Revision: -		

HSP A2

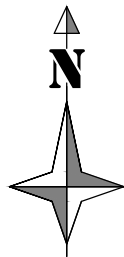


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APPENDICES



APPENDIX B



EXISTING FENCE TO
REMAIN THROUGHOUT
CONSTRUCTION PHASE

PROPOSED 'HERAS'
FENCING TO SECURE
CONSTRUCTION SITE

LOCATION OF
PROPOSED WHEEL
WASHING FACILITIES

PROPOSED MATERIAL
STORAGE AREA

PROPOSED SECURE
STORAGE CONTAINERS

PROPOSED SITE OFFICE
AND WELFARE UNIT

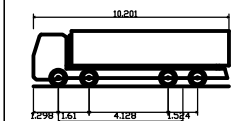
EXISTING FENCE TO
REMAIN THROUGHOUT
CONSTRUCTION PHASE

PROPOSED SITE LAYOUT

1.02m LONG LARGE TIPPER LORRY ENTERING, TURNING
AND EXITING CONSTRUCTION SITE

NOTES:

1. DO NOT SCALE FROM THIS DRAWING.
2. SWEEP PATH ASSESSMENTS CARRIED OUT USING AUTODESK'S SOFTWARE, AUTOTrack.



Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 3.850m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m

LARGE TIPPER LORRY PROFILE

REV:	FIRST ISSUE	DG	LG	CH	28/01/25
REV:	AMENDMENTS:	DRN	CHK	APP	DATE:

PROJECT:
PROPOSED SME COMMERCIAL UNIT
FOREST HOUSE, LEICESTER LANE
DESFORD

DRAWING TITLE:
PROPOSED ACCESS ARRANGEMENTS
WITH SWEEP PATHS

CLIENT:
SAVAGE MARINE LTD

DRAWING NUMBER:
27239_08_020_02

REVISION:	SHEET SIZE:	SCALE:
-	A1	1:500

STATUS:
FOR INFORMATION / APPROVAL

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APPENDICES



APPENDIX C

PROGRAM OF WORKS

(TO BE COMPLETED BY MAIN CONTRACTOR WHEN APPOINTED)



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APPENDICES



APPENDIX D

RELEVANT AIR QUALITY LEGISLATION

Relevant Legislation	Description
Clean Air Act	Bans emissions of dark smoke from chimneys and furnaces, sets minimum chimney heights, and creates smoke control zones
Climate Change Act 2008	Sets 2050 as the target for reducing greenhouse gas emissions, outlines a carbon budgeting system, greenhouse gas emissions trading scheme, financial incentives for businesses to reduce waste and recycle more and powers to charge for single use bags
Environmental Permitting (England and Wales) regulations 2007 SI3538	Introduces a scheme for environmental permits (and exemptions) for industrial activities and waste operations, including landfill and waste incineration, and sets out the powers, functions and duties of the regulator.
Environmental Protection (Control on Ozone-Depleting Substances) Regulations 2002 SI528	Controls the production, marketing, use of, trade in, emission and transport of specified ozone-depleting substances.
Volatile Organic Compounds in Paints, Varnishes and Vehicle Refinishing Products Regulations 2005 SI2773	Sets maximum levels of organic solvents that can be contained in paints, varnishes and vehicle refinishing products (such as cleaners, primers and fillers).

Mitigation for all sites: Communications

Mitigation measure	Low Risk	Medium Risk	High Risk
1. Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.	N	H	H
2. Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager.	H	H	H
3. Display the head or regional office contact information	H	H	H

Mitigation for all sites: Dust Management

Mitigation measure	Low Risk	Medium Risk	High Risk
4. Develop and implement a Dust Management Plan (DMP), which may include measures to control other emissions, approved by the Local Authority. The level of detail will depend on the risk, and should include as a minimum the highly recommended measures in this document. The desirable measures should be included as appropriate for the site. In London additional measures may be required to ensure compliance with the Mayor of London's guidance. The DMP may include monitoring of dust deposition, dust flux, real-time PM ₁₀ continuous monitoring and/or visual inspections.	D	H	H
Site Management			
5. 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.	H	H	H
6. Make the complaints log available to the local authority when asked.	H	H	H
7. Record any exceptional incidents that cause dust and/or air emissions, either on- or off-site, and the action taken to resolve the situation in the log book.	H	H	H
8. Hold regular liaison meetings with other high risk construction sites within 500m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes.	N	N	H
Monitoring			
9. Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked. This should include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of site boundary, with cleaning to be provided if necessary.	D	D	H
10. Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked	H	H	H
11. Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.	H	H	H
12. Agree dust deposition, dust flux, or real-time PM ₁₀ continuous monitoring locations with the Local Authority. Where possible commence baseline monitoring at least three months before work commences on site or, if it a large site, before work on a phase commences. Further guidance is provided by IAQM on monitoring during demolition, earthworks and construction.	N	H	H
Preparing and maintaining the site			
13. Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible.	H	H	H
14. Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.	H	H	H
15. Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period	D	H	H
16. Avoid site runoff of water or mud.	H	H	H
17. Keep site fencing, barriers and scaffolding clean using wet methods.	D	H	H

Mitigation measure	Low Risk	Medium Risk	High Risk
18. Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below.	D	H	H
19. Cover, seed or fence stockpiles to prevent wind whipping.	D	H	H
Operating vehicle/machinery and sustainable travel			
20. Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone and the London NRMM standards, where applicable	H	H	H
21. Ensure all vehicles switch off engines when stationary - no idling vehicles.	H	H	H
22. Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable.	H	H	H
23. Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the local authority, where appropriate)	D	D	H
24. Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.	N	H	H
25. Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, walking, and car-sharing)	N	D	H
Operations			
26. Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.	H	H	H
27. Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.	H	H	H
28. Use enclosed chutes and conveyors and covered skips.	H	H	H
29. Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.	H	H	H
30. Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.	D	H	H
Waste management			
31. Avoid bonfires and burning of waste materials.	H	H	H

Measures specific to demolition

Mitigation measure	Low Risk	Medium Risk	High Risk
32. Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust).	D	D	H
33. Ensure effective water suppression is used during demolition operations. Hand held sprays are more effective than hoses attached to equipment as the water can be directed to where it is needed. In addition high volume water suppression systems, manually controlled, can produce fine water droplets that effectively bring the dust particles to the ground.	H	H	H
34. Avoid explosive blasting, using appropriate manual or mechanical alternatives.	H	H	H
35. Bag and remove any biological debris or damp down such material before demolition.	H	H	H

Measures specific to earthworks

Mitigation measure	Low Risk	Medium Risk	High Risk
36. Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable..	N	D	H
37. Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable	N	D	H
38. Only remove the cover in small areas during work and not all at once	N	D	H

Measures specific to construction

Mitigation measure	Low Risk	Medium Risk	High Risk
39. Avoid scabbling (roughening of concrete surfaces) if possible	D	D	H
40. Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place.	D	H	H
41. 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.	N	D	H
42. For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.	N	D	D

Measures specific to trackout

Mitigation measure	Low Risk	Medium Risk	High Risk
43. Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being continuously in use.	D	H	H
44. Avoid dry sweeping of large areas.	D	H	H
45. Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport.	D	H	H
46. Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable.	N	H	H
47. Record all inspections of haul routes and any subsequent action in a site log book.	D	H	H
48. Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowzers and regularly cleaned.	N	H	H
49. Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable).	D	H	H
50. Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits.	N	H	H
51. Access gates to be located at least 10m from receptors where possible.	N	H	H

Key to Tables:

H	Highly recommended
D	Desirable
N	Not required



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APPENDICES



APPENDIX E

RELEVANT NOISE & VIBRATION LEGISLATION

Relevant Legislation	Description
Control of Pollution Act 1974 SI1974/40	Part III of COPA sets out control of noise pollution, and specifically sections 60-61 set out requirements for construction sites.
Control of Noise (Codes of Practice for Construction and Open Sites) (England) Order 2002	Approves four British Standards Institution codes of practice for appropriate methods of minimising noise and vibration from construction and open sites in England. Compliance with the British Standards cited in the Order ensures compliance with COPA.
Environmental Protection Act 1990 (Sections 79-81) SI 1990/43	Defines within England, Scotland and Wales the legal framework for duty of care for waste, contaminated land and statutory nuisance, which includes noise. Local Authorities are empowered to deal with noise nuisance.
Clean Neighbourhoods and Environment Act 2005 SI2005/16	Sets out mechanisms by which noise nuisance caused by intruder alarm may be dealt with.
Noise Emission in the Environment by Equipment for Use Outdoors Regulations 2001 SL1701	Establishes maximum noise levels for equipment used outdoors, mainly in construction and land maintenance, such as generators, lawn mowers, compact machines and concrete breakers.



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