



# CONSTRUCTION MANAGEMENT PLAN

19 South Street, London, W1K 2XB

A report detailing how the construction traffic and the site will be managed  
whilst undertaking redevelopment works at 19 South Street

ADL Planning Limited  
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## **List of supporting plans**

Route to site – ADL-19SS-RP\_01

Site set up plans – ADL-19SS-APX-B Rev A and ADL-19SS-APX-TR\_02

Tracking plan – ADL-19SS-TR\_01 Rev A

Hoarding details – ADL-19SS-APX-C1 Rev A and ADL-19SS-APX-C2 Rev A

## **1.0 SITE ADDRESS, DESCRIPTION and PURPOSE OF REPORT**

- 1.1 The application site is a three storey mid-terrace property located in South Street. It is situated on the north side of the street.
- 1.2 This CMP is being submitted to the Environmental Services department in order to seek their agreement on the management of the site, including the construction traffic, as part of a formal application for planning permission for the demolition and rebuild of the property to provide four floors above a basement level.
- 1.3 As part of the submission, and in accordance with the guidance contained in the City of Westminster's Basement SPD and the requirements of Appendix A, the Applicant is providing this report detailing the proposed movements of construction traffic to and from the site and how the site will be managed.
- 1.4 It is anticipated that this report will give the neighbouring residents and businesses and the City Council reassurance that the development is well-planned and that it is the Applicant's intention to safeguard the amenity of the neighbours by minimising impacts of the development that may otherwise give rise to unacceptable nuisance.
- 1.5 This report details how the main contractor, once appointed, will seek to minimise the impacts of the development with regards to environmental impacts as well as identify the routing and timings of the construction traffic associated with the development.

### **The Works**

- 1.7 The works comprise the following:
  - Erection of scaffolding
  - Demolition of existing building comprising staged removal of the various elements. Materials will be recycled wherever possible.
    - asbestos removal if any
    - structure removal
    - facade removal
    - junction with next door property (bricks are interlinked with n°17)
  - Excavation of basement level
  - Construction of above ground building
  - Internal fit out at all levels
- 1.8 Being a development comprising both demolition and excavation to a residential property, the main contractor will mitigate noise and vibration wherever possible.
- 1.9 The properties most effected by the works will be 17 and 21 South Street which are the adjoining buildings to the east and west. Details are provided in Section 9 on how the main contractor will mitigate noise, vibration and dust across the project. Movement monitoring will be in place throughout the development works.

## **Sequence of works**

- Mobilisation including, site welfare facilities, boundary hoardings, capping of existing services, informing of neighbouring properties of the commencing works
- Carefully install temporary works throughout the property as per a temporary works engineers detailed design as required
- Scaffold tin hat and monoflex wrap to property as per a scaffolding engineers detailed design as required
- Carefully demolish the building as per engineers detailed design, recycling materials wherever possible
- Asbestos removal if any found
- Carefully commence underpin basement construction and excavation including forming the basement slab and then the structural framing by floor including the floor slabs
- Construction of new structure and envelope
- Commence fitout to the internal fabric of the building
- Complete external decorations and lower external scaffold.

## **2.0 NEIGHBOUR CONSULTATION and LIAISON WITH OTHER SITES**

2.1 All units within the following properties have been consulted on the details of the CMP as they are the closest to the proposed works:

- 15 South Street
- 17 South Street
- 18 South Street
- 20 South Street
- 21 South Street
- 22 South Street
- 24 South Street
- 10 Balfour Mews
- 8 Rex Place
- 10 Rex Place
- 12 Rex Place
- Embassy of Egypt, South Street

2.2 To date, no responses to the consultation have been received. Should any be forthcoming during the course of the formal application, these will be passed to the Council. Any comments made during the statutory consultation period will be considered in the final version of this document that will need to be submitted for approval by the City Council ahead of works starting on site.

2.3 Other developments in the surrounding area and on the route have been reviewed and consideration has been given to how the sites may impact each other.

2.4 There is a pending application with the Council for works to 21 South Street. These works include the provision of an extension along with remodelling works. These works are a much smaller scale than those proposed at no.19. Nevertheless, if both sites are constructing at the same time, there is likely to be some conflict with construction traffic, particularly if no.21

wishes to utilise the space on South Street outside their property. It is unclear from the submission when the works will take place but an option, if the two sites were to be overlapping, would be use the parking bays on Balfour Mews for the construction traffic at no.21. As the formal application at no. 19 is progressed, this matter will be raised with no.21 and a suitable solution sought to avoid conflicts should the need arise.

- 2.5 Nos. 8 to 20 South Street have recently commenced a refurbishment scheme that is expected to last 18 months. This site is opposite the application site. Given a clearway of 3m is maintained past our application site and the considerable street frontage that nos.8-20 has, it is not considered that the two sites being operational at the same time would give rise to significant disruption to the local area. The progress of works at the opposite site will be monitored throughout the planning process and liaison with the site undertaken should it be deemed necessary to minimise disruption.
- 2.6 There are a number of small-scale, extant proposals affecting properties on nearby streets such as Rex Place and Balfour Mews. It is not considered that these proposals give rise to any significant concerns as the application site will maintain a clearway of at least 3m past the site so vehicles can all travel safely past the area. The proposal makes use of the yellow line outside the site and a public parking bay so it is not considered that the availability of parking in the area will be detrimentally impacted as a result of multiple sites having construction works at similar times.
- 2.7 The main contractor will be the point of liaison with the neighbours during the construction period. The 24-hour emergency contact details of the contractor will be posted outside the site for the duration of the works should an issue arise. Once appointed, the contractors details will be added to this document.
- 2.8 The main contractor will also publish a regular Newsletter which is delivered to neighbours, advising them of how the project is developing and of any imminent activities that may be a cause of curiosity or concern. A copy of the newsletter will also be sent to WCC as evidence of the ongoing dialogue with the surrounding community. A log of any responses to the consultation exercise will be kept by the main contractor and all complaints dealt with initially by the site manager.
- 2.9 The Council shall be notified of any complaints or other incidents related to noise and vibration within 2 days of the complaint being received.
- 2.10 A list of the full team and their contact details will be kept on site and made available to any interested party.

### **3.0 CONSTRUCTION TRAFFIC ROUTE TO SITE**

- 3.1 The proposed route to site from the nearest major roads (A or B roads) is detailed on the accompanying routing plan ADL-19SS-RP01.
- 3.2 Swept Path Analysis has been undertaken on the corners of the route to demonstrate that the manoeuvres can be undertaken safely. These plans are provided in ADL-19SS-TR-01 Rev A. These should be read in conjunction with the route to site drawing and the site set up plan (ADL-

19SS-RP01 and ADL-19SS-APX-B Rev A). All the relevant plans are enclosed at the end of this document.

- 3.3 As the supply route and swept path analysis illustrate, the construction traffic would access the site by traveling southbound along the A4202 before turning left into South Street and proceeding to site.
- 3.4 Vehicles can pull up directly outside the site through the yellow lines and into the designated loading bay as illustrated on ADL-19SS-APX-B Rev A.
- 3.5 To exit the site, the vehicles will continue along South Street to its junction with South Audley Street. Vehicles will turn left and proceed north up South Audley Street to its junction with Mount Street.
- 3.6 At this junction, vehicles will turn left again and proceed along Mount Street before turning left back onto the A4202 Park Lane to leave the borough.
- 3.7 When attending the site, all construction vehicles will park within the loading/unloading area outside the application site as illustrated in drawing ADL-19SS-APX-B Rev A.
- 3.8 The 10.5m loading/unloading area will be created by suspending a length of single yellow line and 5m (one bay) of the public parking outside the front of the property. By using this area, a minimum 3m clear running lane would be maintained to ensure traffic can pass the site freely.
- 3.9 Outside of site operating hours, all temporary suspensions will be lifted and the parking bay and yellow line returned to normal use. The 10.5m suspension is considered to be the maximum needed and there will be periods of time when just the single yellow line will be needed to take a delivery of materials.
- 3.10 The site will be serviced by a wait and load process. The wait and load vehicle will pull into the loading area and the chute for spoil will be lowered into the vehicle and spoil transferred from the site via a conveyor.
- 3.11 The conveyor will be housed on a gantry over the pavement. Pedestrian access will be maintained beneath the conveyor as the gantry will create a tunnel for people to walk safely through past the site.
- 3.12 Given the location of the site, there is no opportunity for river transport for deliveries or the removal of spoil.
- 3.13 The site will not require the closure of any roads nor will any abnormal loads be attending site in order to implement the development.

#### **4.0 WORKING HOURS AND SITE MANAGEMENT**

- 4.1 All contractors, sub-contractors, delivery companies and visitors will be advised of, and be required to adhere to the specified route and all the other terms of this document. All known

visitors will be provided with a verbal briefing and issued with a copy of the on-site restrictions and routing requirements prior to formal engagement.

- 4.2 The site will only be operational during normal working hours (8am to 6pm Monday to Friday and 8am to 1pm on Saturday). Deliveries and collections will only take place within the specified core hours to avoid any additional congestion on surrounding streets.
- 4.3 Only non-noisy works shall take place on Saturdays. Piling, excavation and demolition work will only take place between 08.00 and 18.00 Monday to Friday.
- 4.4 The site shall also operate with 'quieter periods'. During quieter periods, work shall not create excessive noise. Quieter periods are 10:00-12:00 (noon) and 14:00-16:00 Monday to Friday.
- 4.5 The main contractor for this site is yet to be appointed. As soon as they are appointed, their contact details, including an emergency 24-hour contact will be posted outside the site throughout the duration of the works. Their details will also be added to this document.
- 4.6 The Site Manager will be the Environmental co-ordinator of the project and as such is responsible for ensuring the instruction of workers, implementation and overseeing of the works. The Project Manager will monitor the effectiveness and accuracy during the routine site visits with the Site Manager.
- 4.7 The Site Manager will be responsible for the day to day running of the procedures put into place by the main contractor and in-line with this Construction Management Plan and any associated Method Statements. This information will be filtered down through the supply chain to the subcontractors and suppliers.
- 4.8 The site will be registered with the Considerate Constructors Scheme (CCS) prior to any works commencing on site.
- 4.9 A site set up plan has been provided and is labelled as ADL-19SS-APX-B Rev A. Hoarding plans have also been provided and are labelled as ADL-19SS-APX-C1 Rev A and ADL-19SS-APX-C2 Rev A. The plans show the following information at the site:
  - all points of site access
  - where materials and plant will be stored
  - position of hoarding and scaffolding
  - potential position of welfare facilities
  - where construction vehicles will wait to load/unload
  - a clear footway to be retained at all times between the site hoarding and the edge of the pavement
  - a clear carriageway to ensure that development activity does not block the free flow of traffic along South Street.
- 4.10 The locations of potentially sensitive noise receptors have been indicated in Appendix 1. The control of noise arising from the site is discussed further in section 9 below.

- 4.11 In addition, level monitoring will be carried out during the ground works to monitor any foundation movement.
- 4.12 Level monitoring points are fixed to a building footprint evenly spaced approximately 300mm above ground level, these monitoring points act as fixed markers that will move with the building. Level monitoring points are referenced to a datum point, datums can include unaffected areas of the building you are monitoring.
- 4.13 Base readings are recorded and return visits will be scheduled for the duration of the groundworks.
- 4.14 To the front of the site, it is proposed to use a length of public parking bay and single yellow line to house all construction traffic. To ensure that other vehicles can still pass along South Street, the width of the loading area will be kept to the minimum needed. The correct licences and signage will be displayed as well as suitably qualified Traffic Marshalls being stationed outside the site to assist any motorists that may need help.
- 4.15 A minimum of 1.2m clear footway width will remain between the hoarding surrounding the site and the pavement edge in order to allow pedestrians, wheelchair users and push chairs to pass unaffected. The exception to this is when the crane is present on site. The pavement will need to be closed for these occasions as detailed further in Section 6 below. Pedestrians will be diverted via traffic management to the opposite pavement and back again once the obstruction has been passed.
- 4.16 There will be a small area for storage of materials within the site. These materials will be stockpiles of sand, blocks and timber. All materials will be covered to prevent debris being blown from the area.
- 4.17 Materials will be unloaded within the area of suspension and immediately carried through the building to their storage area. A suitably qualified Traffic Marshall will be present at all times to ensure the free flow of pedestrian movement and to prevent injury to the public and workers. Deliveries will be carefully scheduled to ensure that adequate room is maintained within the site for their storage. As space is limited a just-in-time system will be operated.
- 4.18 Suitably qualified Traffic Marshalls will assist when delivery vehicles are parking on the highway adjacent to the site. The Traffic Marshalls will ensure the safe passage of pedestrians and vehicular traffic when vehicles are being loaded or unloaded.
- 4.19 At no time will the dedicated disabled bay near the site be obstructed by construction traffic.
- 4.20 Site staff will not be permitted to park their personal vehicles in South Street. Their vehicles will use pay and display bays or other publicly available car parks in the local area. Staff will be encouraged to use public transport or to share transport where possible.

## **5.0 SPOIL REMOVAL**



- 5.1 Spoil will be removed using a conveyor belt system housed to the front of the site to a wait and load vehicle located in the dedicated loading area directly outside as illustrated on Site Plan ADL-19SS-APX-B Rev A.
- 5.2 The conveyor belt system will be covered and protected with hoarding as detailed in drawings ADL-19SS-APX-C1 Rev A and ADL-19SS-APX-C2 Rev A. The lorry will be removed when full. The process is not continuous and a vehicle will only be parked in the loading area whilst spoil is being transferred.
- 5.3 All movements by the wait and load vehicle will be under the supervision of a Traffic Marshall to ensure the safety of all other road users and pedestrians. Two lollipop signs will be used by Traffic Marshalls to hold traffic whilst the lorry pulls into position if needed.
- 5.4 The excavations/spoil will be loaded quickly and easily between the conveyor and the lorry in front of the property using direct loading. This makes the exchange process safe and quick. At all times the procedure will be overseen by a suitably qualified Traffic Marshall.
- 5.5 The location of the gantry can be seen on the site set up plan. Further details of the conveyor belt location and pedestrian access past the site are given in ADL-19SS-APX-C1 Rev A.
- 5.6 As the whole conveyor system is covered, it is unlikely that any spoil will end up on the highway. However, the site manager and the Traffic Marshall will ensure that it is removed without delay should this happen. A general site clearance will also be undertaken at regular intervals throughout the working day to ensure that the area around the site is kept tidy.
- 5.7 All temporary suspensions will be removed at the end of the working day so the parking bays and yellow line can be returned to general use.
- 5.8 A licenced waste removal contractor will be used and materials will be recycled where possible. The main contractor will appoint the waste removal contractor.
- 5.9 Given the location of the property, it is not possible to use river transport for the removal of spoil from the site.

## **6.0 PROGRAMME OF WORKS AND DETAILS OF VISITING VEHICLES AND SCHEDULING**

### **Scheduling**

Anticipated start date: July 2021 – Completion: February 2023

<b>Phase</b>	<b>Timeframe</b>
Preliminaries/Site set up	2 weeks
Demolition	6 weeks
Excavation	19 weeks
Construction	30 weeks
Fit out	20 weeks
<b>Total</b>	<b>77 weeks</b>

### **Vehicles**

### **Wait and load vehicle – removal of spoil**

- 6.1 The wait and load vehicle is 10.2m in length with a width of 2.5m. Maximum weight 32 tonnes.
- 6.2 There will be up to 4 collections a day during the excavation stage with an average dwell time of 1 hour per vehicle. During the construction and fit out periods, vehicles will be needed on an ad-hoc basis for the removal of non-soil refuse.
- 6.3 Vehicle engines will be turned off during dwell time to help with reduction of noise disturbance. Drivers will remain with the vehicle at all times should the need arise to move the vehicle due to an emergency situation.

### **Concrete**

- 6.4 This will be a concrete mixer or similar with a length up to 8.36m and with a width of 2.4m. Maximum weight 18 tonnes when fully loaded with 6 cubic meters of concrete.
- 6.5 There will be 35 concrete deliveries to site throughout the programme.
- 6.6 These occurrences have an off-loading time of approximately 1 hour. Vehicle engines will be turned off during dwell/discharge time to help with reduction of noise disturbance.
- 6.7 Deliveries will take place during the construction phase of the programme. A separate pump will be required for the concrete pours and will be situated behind the concrete lorry. The existing loading area is sufficient to house the concrete vehicle and the concrete pump.
- 6.8 The concrete will be discharged into a mobile pumping unit located behind the concrete truck and then pumped directly to the site via a pipe. The pipe will be placed along the gantry to ensure that pedestrian movement is not affected by the works.
- 6.9 The concrete delivery will take place from the area of suspension outside of the site as illustrated on ADL-19SS-APX-B. More than 3m width of clear roadway will be maintained in order that other vehicles can pass the site unaffected.
- 6.10 Drivers will stay with their vehicles just in case they need to be moved in an emergency situation.

### **Crane – lifting required for steels and roof structure**

- 6.11 This will be a small, mobile crane that will be parked within the designated loading area. The vehicle measures 7.2m in length and 2.5m in width without the support arms extended. The support arms extend to a total width of 4.4m.
- 6.12 The crane will have support arms that will extend wider than the loading area required for all other vehicles as illustrated on APX-TR\_02. However, the use of the crane will not require the closure of the road and a clearway of at least 3m can be maintained past the operation as illustrated. Appropriate matting will be used under the support arms wherever needed in order to protect the highway at all times.

- 6.13 As lifts will be taking place over the pavement, the pavement will be closed for these short periods and a pedestrian diversion set up as illustrated on TR\_02. Suitably qualified (Lantra or similar) Traffic Marshalls will be placed on both sides of the closure to assist pedestrians should they require help. Ramps will be used at all necessary points to ensure level access for all users. Advanced warning signs will be placed on the approach to the works.
- 6.14 The crane will only be needed on site at certain, designated intervals during the construction works. At this early stage, the exact timings for this is not known but it is anticipated that these incidences will be of single day durations and will not exceed five in total. The exact details will be refined and will form part of the highway licence applications made by the main contractor once works are due to start. All local neighbours and businesses will be notified of the days and times by the main contractor.

**Flat bed-truck – steelwork and other construction materials –scaffolding**

- 6.15 This will be a vehicle with a length up to 9m in length with a width of 2.4m. Maximum weight 18 tonnes.
- 6.16 Deliveries will take place during the preliminary, excavation, construction and fit-out phases of works as shown on the Works Programme.
- 6.17 There will be 120 deliveries over the works programme. The vehicles have an off-loading time of 30 minutes for each vehicle.
- 6.18 Vehicle engines will be turned off during dwell/discharge time to help with reduction of noise disturbance.

**Transit Van – Delivery of small equipment/materials**

- 6.19 This will be a vehicle with a length up to 5.3m in length with a width of 2.0m. Maximum weight 3.5 Tonnes.
- 6.20 There will be 6-8 deliveries per week throughout the project. These vehicles will have a dwell time of 20 minutes.
- 6.21 Vehicle engines will be turned off during dwell/discharge time to help with reduction of noise disturbance.

**General issues**

- 6.22 All vehicles have been selected to ensure a clear 3m roadway is available at all times so other vehicles can safely navigate past the site within the available running lane.
- 6.23 Delivery drivers will stay with their vehicles at all times should the need arise to move the vehicles due to an emergency situation. Vehicles engines will be turned off during the dwell/delivery times to assist with the reduction of noise disturbance.
- 6.24 With the exception of the concrete lorry and mobile pumping unit, no more than one vehicle associated with the development will be positioned within the area of suspension at any given time.

- 6.25 All deliveries shall be pre booked and allocated set arrival times.
- 6.26 Delivery instructions shall be sent to all suppliers and contractors including the anticipated dwell times specified above.
- 6.27 Suppliers shall call the site a minimum of 20mins before their vehicle arrives at site to confirm that the loading area is available. If the loading area is unavailable construction vehicles shall not proceed to the site.
- 6.28 The site manager will ensure the loading/unloading area is clear of vehicles and materials before the next lorry arrives.
- 6.29 In the unlikely event that works overrun, the Main Contractor will follow the Council's standard procedure for out of hours working. Namely, the Main Contractor will be required to submit dispensation and variation applications to the appointed Environmental Health Officer for approval.

## **7.0 PARKING SUSPENSIONS AND HIGHWAYS LICENCES**

- 7.1 The length of loading area and the duration and frequency of those suspensions shall be the minimum necessary to carry out the development while maintaining at least 3m of clear roadway for vehicular passage along South Street.
- 7.2 As illustrated in the Site Plan ADL-19SS-APX-B Rev A, it is proposed to use the area directly in front of the site to house construction traffic. By creating this loading area, the site can be safely managed and the safety and security of all other road users, cyclists and pedestrians can be ensured.
- 7.3 As detailed in Section 6 above, when the crane is on site the width of the clearway will be reduced to accommodate the support arms of the crane. However, a clearway of 3m can still be maintained to ensure that other vehicles can pass the site. No additional parking suspensions are required to accommodate the crane.
- 7.4 The personal vehicles of the construction team will not be allowed to park at the site. They will be instructed to use pay and display bays or other publicly available parking facilities within the local area. They also will be encouraged to use public transport where possible.

## **8.0 IMPACT ON OTHER HIGHWAY USERS AND EMERGENCY PROCEDURES**

- 8.1 The site will protected by lockable hoarding, preventing erroneous ingress into the site. This will contain all relevant signage and lighting as required by highway regulations and any forthcoming highways licence. The hoarding will only surround the application site and will not interfere with the neighbouring properties or their accesses in any way.
- 8.2 A gantry will be erected at the front of the site. Please see ADL-19SS-APX-B Rev A, ADL-19SS-APX-C1 Rev A and ADL-19SS-APX-C2 Rev A for further details of the hoarding arrangements including the safe passage for pedestrians underneath the installation.

- 8.3 When the crane is present at the site, the pavement outside the application site will need to be closed to avoid the situation of pedestrians passing under an area where the crane is carrying out a lift. The set up for these situations is detailed in APX-TR\_02. Pedestrians will be diverted to the opposite pavement and then back across the road once the obstruction is passed. Traffic Marshalls will be present and ramps will be used to ensure level access for all users. Advanced warning signs will be placed on the approach to the site from both sides to warn pedestrians of the activities taking place.
- 8.4 A suitably qualified Traffic Marshall will be present during the hours of work and will make sure the road is clean and obstruction free. They will help ensure the safety of pedestrians and road users throughout the site working hours.
- 8.5 All contractors and suppliers will be required to provide safety aids such as safety bars, additional mirrors and advisory signage as set out in London Council's and Transport for London's Consultation for a Safer Lorry Scheme to further ensure the safety of other road users.

#### **Emergency procedures**

- 8.6 The site will be carefully managed and at least one employee who is first aid trained will be on site throughout site operating hours.
- 8.7 Nearest Fire Station:  
Kensington (G33) Fire Station, 13 Old Ct Pl, Kensington, London, W8 4PL
- 8.8 Nearest Hospital:  
St. Mary's Hospital, Praed St, Paddington, London, W2 1NY
- 8.9 The Site Manager is to display Emergency Evacuation Procedures at prominent positions around the work areas.
- 8.10 The Site Manager is to ensure that:
- Adequate means of escape and access for emergency vehicles is allowed for during all stages of construction.
  - Fire emergency exit routes to be established, adequately signed and kept free of obstructions.
  - The fire assembly point will be located outside the property. This will allow emergency services ease of access to the site in case of an emergency.
  - Emergency procedures follow a logical sequence if more than one incident needs to be tackled at a time.
  - Full co-operation is established with other contractors, so that all personnel are aware of the risks, safety zones, access routes etc.
  - All work areas are adequately protected against fire hazards by the provision of appropriate fire extinguishers, and compliance with current fire regulations.
- 8.11 It is the responsibility of any individual who detects a fire to immediately evacuate the building and notify the emergency services.

8.12 If feasible, attack the fire with the appropriate extinguisher, but you should not take any personal risk and the Fire Service must be notified first.

8.13 The following information must be given when reporting a fire:

- Name of person reporting the fire.
- Type of fire i.e. Building/waste container/fuel/vehicle etc.

### **Spillage**

8.14 In the event of a major spillage of diesel, chemicals etc, the Site Manager is to contain the substance with the best methods possible, and then inform the Project Manager.

8.15 In the case of a spillage, the telephone numbers of the emergency services and contact details will be listed in the Construction Health and Safety folder.

8.16 In the unlikely event that such an incident should occur, the Council will be informed promptly and will be duly reimbursed for the cost of any repairs.

## **9.0 NOISE AND VIBRATION**

9.1 Appendix 1 has been provided that shows the location of potentially sensitive noise receptors and where the monitoring equipment for noise levels at the site will be located.

9.2 All staff engaged on the project will be inducted on all site-specific matters including acceptable noise and vibration levels and timings associated with noisy activities. It will be planned so that strict timings will be enforced to alleviate constant noise, and that appropriate tooling will be utilised to mitigate unnecessary vibration.

9.3 The induction will cover the Principles of Best Practicable Means (BPM) pertaining to site activities. All staff will operate with the utmost courtesy to neighbouring residents. The site management will be available to the local residents should they wish engage about the works taking place.

9.4 Continuous noise monitoring will be carried out by site management so that it does not have adverse effects on the local community. If the activities are deemed to be too noisy, or where the management feel the levels are unacceptable then that activity will be stopped until effective control measures are in place.

9.5 The applicant is committed to ensuring the site is well managed and operates in the most practicable manner. To this end, noise and vibrations emanating from the site will be strictly controlled and monitored at all times in accordance with Best Practicable Means (BPM).

## **10.0 MEASURES TO REDUCE DUST AND OTHER ENVIRONMENTAL IMPACTS**

10.1 The site manager will be responsible for operating a clean and safe site.

- 10.2 As detailed above, noise emanating from the site will be controlled in a number of ways. Working hours will be contained to those allowed under Environmental Health legislation so as not to be unsociable. Best Practicable Means (BPM) shall be adhered to at all times.
- 10.3 The Main Contractor will work collaboratively to carefully select any plant equipment needed to carry out the works to keep noise and emissions to a minimum. The project falls within the central activity zone therefore all plant selected for the project is required to be registered with the Non-road mobile machinery website.
- 10.4 Dusty activities that cannot be eliminated at source by “designing out” the process will be carefully planned, managed and monitored by the site team to ensure third-parties are not affected.
- 10.5 Engineering control measures will be employed such as dust extraction on tools or where this is not possible, damping down. If the above processes are proving inadequate, activities will cease until an alternative solution can be sought. This may include choosing to use manual labour rather than machinery to carry out the tasks.
- 10.6 The main contractor will be requested to carefully select any equipment needed to carry out the works to keep noise to a minimum. This may include choosing to use manual labour rather than machinery to carry out some tasks if the machinery required is considered to be unneighbourly.
- 10.7 Dust and dirt will be controlled by the site manager and qualified Traffic Marshalls. The site will be kept clean and tidy at all times and, in the unlikely event that any debris does make its way onto the pavement or highway it will be removed without delay. A tidy site will also seek to help control dust emanating from the project. The use of dust sheets and the use of water sprays will be engaged should they be required in order to dampen dust during the heavier digging stages.
- 10.8 As construction vehicles will not enter the site and will remain on the highway at all times, it is not considered necessary to provide wheel wash facilities.
- 10.9 All necessary protection measures shall be employed in order to avoid damage to the road and pavements. In addition, no existing installations will be impacted by the works as the works are all contained wholly within the site. Best Practicable Means (BPM) shall be adhered to at all times.
- 10.10 The site and its immediate surroundings will be regularly cleaned throughout the working day and a final end-of-the-day clean-up will be undertaken.
- 10.11 Air compressors which are required for some machinery will be located within the site and behind hoarding, and if required will be kept in purpose-built acoustic enclosures. This will be implemented by the main contractor.
- 10.12 All mechanical plant will be switched off when not in use and will be subject to regular maintenance checks and servicing to mitigate noise impact.

- 10.13 Concrete pours will be completed within the permitted hours for noise generating work. A suitable contingency period will also be factored in between the contractor and concrete supplier to ensure that the works do not overrun. Should this occur, the Council's notification of an overrun procedure will be strictly adhered to.
- 10.14 Dust suppression equipment (water sprays, 'Dust Boss', pressure washers, etc.) will be used during activities where substantial levels of dust are generated. The main contractor will ensure compliance with this through good site management.
- 10.15 Stockpiles of sand or similar dust-generating materials will be sealed and covered when stored within the site to prevent debris being blown from the area.
- 10.16 Contact details for the person responsible (Site Manager) for dust and emissions generated from the site will be displayed clearly on the hoarding at the front of the site so that local residents are able to contact the contractor to raise any issues that they may have and report complaints.
- 10.17 The site will be fully hoarded and the hoarding will be cleaned regularly using wet methods, where practicable, to prevent re-suspension of particulates. The Site Manager will be responsible for coordinating this.
- 10.18 All the necessary permission will be sought prior to the start of the works. The hoarding around the site will be lit in accordance with the standard requirements of such licences thus ensuring it is fully visible to pedestrians, cyclists and motorists.
- 10.19 All vehicle engines will be switched off during delivery/dwell time in order to minimise any potential for noise disturbance.
- 10.20 Welfare facilities will be provided within the scaffold gantry that over sails the pavement as shown on APX/B Rev A and APX/C2 Rev A. The correct licence for this will be obtained prior to works starting on site. The welfare facilities will be accessed from within the site.
- 10.21 The site manager will ensure that domestic and commercial waste collections are not disrupted.
- 10.22 Any waste will be disposed of in a responsible manner. Any materials that can be recycled will be sent to the appropriate location, including local reclamation yards. Any materials that will be reused will be safely stored and protected in order to ensure their appropriateness for reuse.
- 10.23 All spoil removal will be done so in accordance with Best Practicable Means (BPM). The requirement to safely dispose of any waste will be conveyed to the spoil removal company prior to formal engagement.







Notes:

- Key:
- Access Route From Park Lane (A4202) Towards Site.
  - Exit Route From Site Towards Park Lane (A4202).
  - Vehicle Tracking Location. See Drg No. ADL/19SS/TR/01



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Client		Title	
ADL Planning Ltd 29 Highmarsh Crescent Newton-le-Willows Merseyside WA12 9WE		ADL HIGHWAYS Project 19 SOUTH STREET	
ADL Planning Ltd 29 Highmarsh Crescent Newton-le-Willows Merseyside WA12 9WE		SITE ACCESS / EGRESS ROUTING PLAN	
Date JANUARY 2021		Filename RP_01.dwg	
Scale N.T.S.		Rev	
Drawing number ADL/19SS/RP_01			







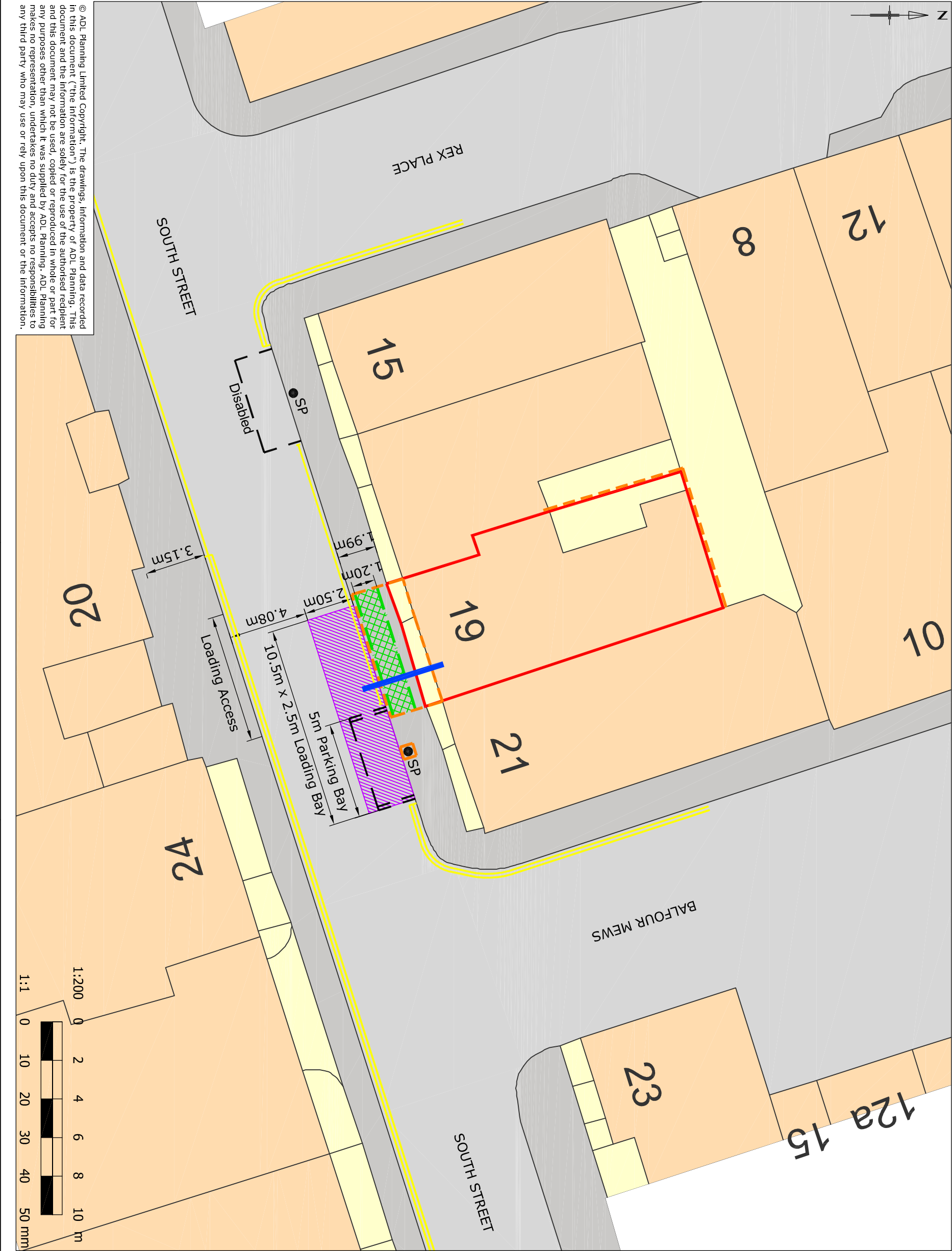
A3 ORIGINAL  
NOT FOR CONSTRUCTION

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Notes:

Key:

- Site Boundary
- Proposed gantry
- Loading / Unloading Bay
- Proposed hoarding
- Proposed Min. 1.2m wide pedestrian route under scaffolding and site hut
- Existing parking restrictions sign post protected with hoarding
- Existing yellow line parking restrictions

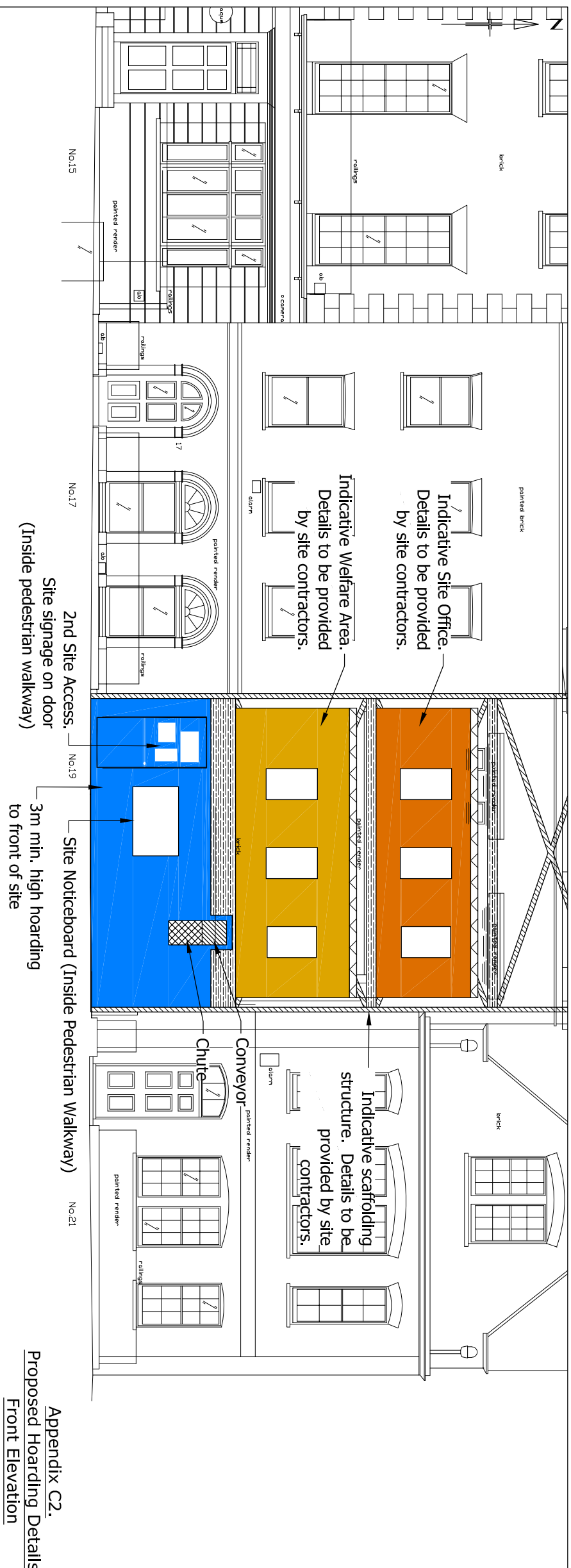


ADL Planning Ltd 29 Highmarsh Crescent Newton-le-Willows Merseyside WA12 9WE		Client ADL HIGHWAYS Project 19 SOUTH STREET	Title SITE WORKS & PARKING BAY SUSPENSION DETAILS APPENDIX B
Date JANUARY 2021		Scale 1:200 @ A3	Filename APX-B.dwg
Drawing number ADL/19SS/APX-B		Rev A	

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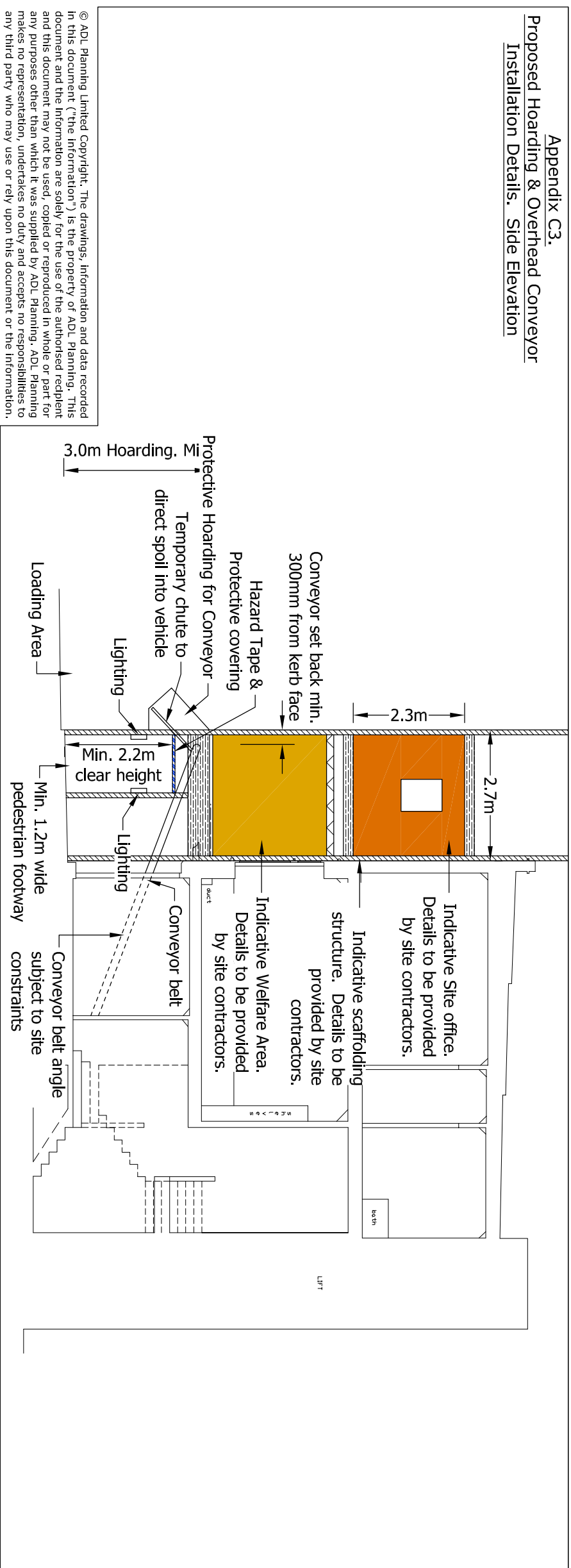
Notes:

1. Elevation details provided by Totem Studio London.



## Appendix C3.

### Proposed Hoarding & Overhead Conveyor Installation Details. Side Elevation



A	Details revised to client comments.	08/02/21
rev	description	date

Date JANUARY 2021	
Scale 1:100@A3	Filename APX_C1_C2-C3.dwg
Drawing number ADL/19SS/APX_C2-C3	Rev A






**A3 ORIGINAL  
NOT FOR CONSTRUCTION**

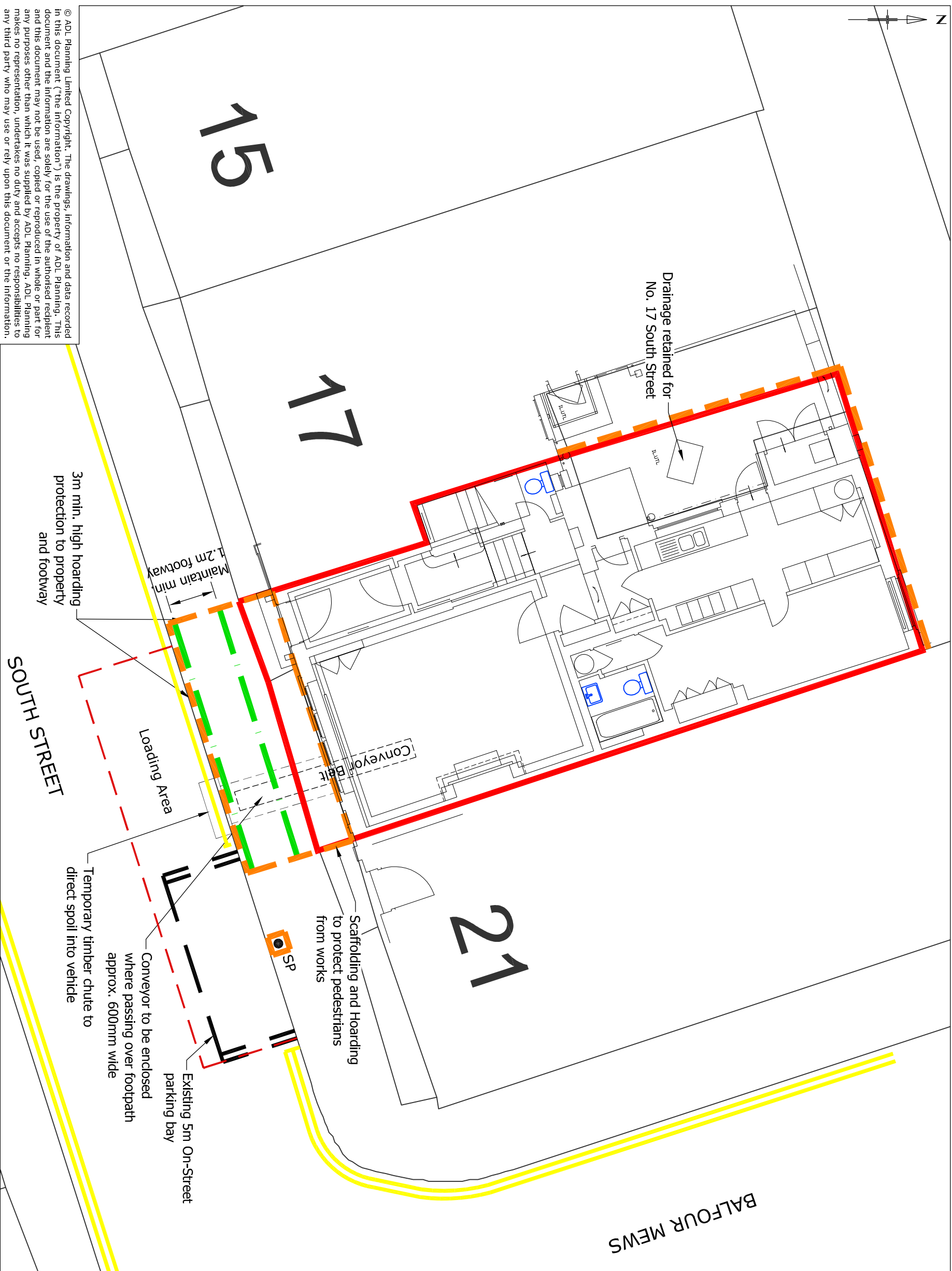
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## Notes:

1. Ground Floor Plans provided by Totem Studio London.

**Key:**

- |   |   |   |
|---|---|---|
|  |  | Proposed Hoarding   |
|  |  | Proposed Loading Area   |
|  |   | Existing parking restrictions sign post protected with hoarding |



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Client  
ADL HIGHWAYS  
Project  
19 SOUTH STREET

Title  
PROPOSED HOARDING &  
OVERHEAD CONVEYOR INSTALLATION DETAILS  
PLAN VIEW  
APPENDIX C1

A	Site boundary revised. Details updated.	08/02/22
rev	description	date

Date	JANUARY 2021		
Scale	1:100@A3	Filename	APX_C1_C2-C3.dwg
Drawing number	ADL/19SS/APX_C1	Rev	A