CONSTRUCTION MANAGEMENT PLAN (CMP)

CITY OF WESTMINSTER

SITE ADDRESS

157 EBURY STREET
LONDON SW1W 9QN

DOCUMENT REF	ISSUE NUMBER	PREPARED BY	ISSUE DATE
CMP/157ES/V1	Version 1	South Downs Safety	18th March 2021

APPENDIX	DESCRIPTION	ISSUE NUMBER	DATE PREPARED
A	CoCP Appendix A (Checklist B-Basements)	N/A	16th March 2021
B	Site Plan	1441-P-001	February 2018
C	Swept Path Analysis Drawing	SDS 099 (P1)	23rd February 2021

NOTES
This document is considered to be a "*live document*" and as such is subject to updates throughout the duration of the development.

CMP STRUCTURE

The CMP is divided into the following **chapters**:

The CMP contains the following **figures:**

The CMP contains the following **tables**:

The CMP contains the following **appendices:**

1. GENERAL SITE INFORMATION

1.1 DATE OF ISSUE AND REVISION NUMBER OF DOCUMENT

DATE:	18th March 2021
ISSUE NO.	Version 1
PREPARED BY:	Mark Edgar/South Downs Safety Ltd
TELEPHONE:	07545 898 726
EMAIL:	mark@southdownssafety.co.uk

1.2 FULL ADDRESS OF THE SITE

ADDRESS:	157 Ebury Street, London SW1W 9QN

No. 157 Ebury Street is a non-listed residential building within the Belgravia Conservation Area, and forms part of a nineteenth century terrace of mostly 5 storey buildings situated between Elizabeth Street and Semley Place. The terrace is generally two windows wide at first floor and upper levels, flat fronted with a variety of brick and stucco painted elevations and mansard attic storeys.

Figure 1: Site Location Plan

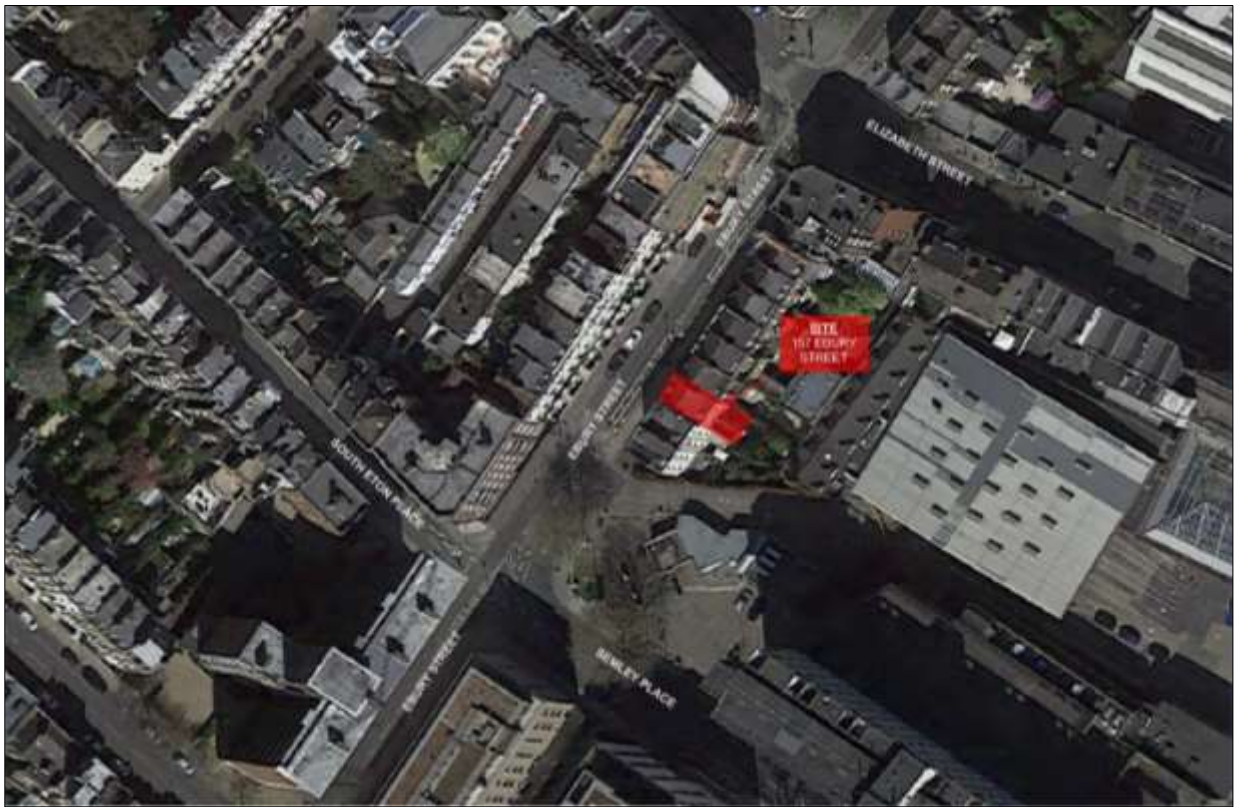


Figure 2: Site Street View

1.3 PLANNING PERMISSION REFERENCE

PLANNING REFERENCE NO.	18/02218/FULL

1.4 ESTIMATED START DATE AND DURATION OF WORKS

ESTIMATED START DATE	TBC, dependant on planning
ESTIMATED DURATION OF WORKS	30 weeks

1.5 CONTACT DETAILS FOR CONTRACTOR COMPLETING THE PROJECT

ROLE	TBC
COMPANY NAME	TBC
CONTACT NAME	TBC
POSITION	TBC
TEL	TBC
EMAIL	TBC

2. PROGRAMME OF WORKS (DEMOLITION AND CONSTRUCTION)

The programme for these works will be an estimated **30 weeks** with an anticipated start date **TBC, dependant on planning.**

Table 1: Programme of works

TABLE 1

SITE ACTIVITY	SCHEDULE (WEEK)
Site set-up	0-2
Demolition	0-3
Structural works	3-12
1st fix	10-16
Closing up	16-20
2nd fix	20-24
Finishes	24-28
Completion/snagging	28-30
TOTAL DURATION	**30 CALENDAR WEEKS**

3. WORKING HOURS

Table 2: Working hours

TABLE 2

GENERAL CONSTRUCTION WORKS	
Monday - Friday	08:00 – 18:00
Saturday	08:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted
NOISY WORKS - PILING & EARTHWORKS	
Monday - Friday	08:00 – 18:00
Saturday	Not Permitted
Sunday	Not Permitted
Bank Holidays	Not Permitted
HIGH IMPACT WORKS - DEMOLITION, CONCRETE BRAKING	
Monday - Friday	08:00 – 18:00
Saturday	Not Permitted
Sunday	Not Permitted
Bank Holidays	Not Permitted

4. DEMOLITION AND CONSTRUCTION METHODOLOGY

Demolition and Construction Method Statements will be supplied by the Principal Contractor following appointment.

5. SITE PLAN

Please refer to Appendix B: Site Plan

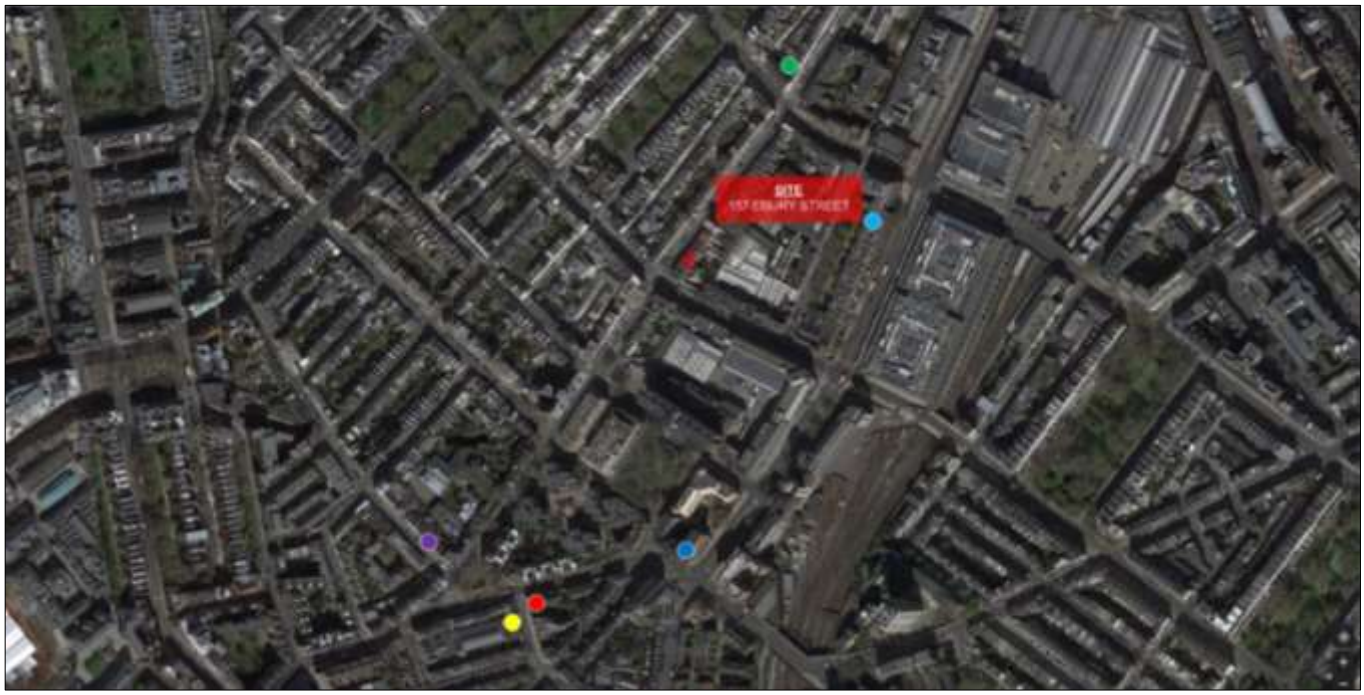
6. PLAN SHOWING LOCATION OF ANY POTENTIALLY SENSITIVE RECEPTORS

It is understood that the nearest sensitive receptors (NSR's) are those detailed within table 3 and shown in figure 3.

Table 3: Nearest Sensitive Receptors (NSR's):

TABLE 3		
ID	DESCRIPTION	APPROXIMATE DISTANCE FROM SITE BOUNDARY
	Eaton Square Nursery School	280m
	Boarding School Partnerships	240m
	Francis Holland School	270m
	St Barnaby's Primary School	260m
	Flower School Catherine Muller	285m
	Miss Daisy's Nursery School	195m

Figure 3: Nearest Sensitive Receptors (NSR's)



7. ENVIRONMENTAL MANAGEMENT STRUCTURE

The key roles and responsibilities for complying with environmental issues:

ROLE	Principal Contractor
NAME	TBC
COMPANY	TBC
ADDRESS	TBC
TEL	TBC
EMAIL	TBC

ROLE	Principal Contractor - Contracts Manager
NAME	TBC
COMPANY	TBC
ADDRESS	TBC
TEL	TBC
EMAIL	TBC

ROLE	Principal Contractor - Site Manager
NAME	TBC
COMPANY	TBC
ADDRESS	TBC
TEL	TBC
EMAIL	TBC

ROLE	Health & Safety Advisor
NAME	TBC
COMPANY	TBC
ADDRESS	TBC
TEL	TBC
EMAIL	TBC

8. ROLES AND RESPONSIBILITIES

The key roles and responsibilities for those involved within the project:

ROLE	Principal Contractor
NAME	TBC
COMPANY	TBC
ADDRESS	TBC
TEL	TBC
EMAIL	TBC

ROLE	Principal Contractor - Site Manager
NAME	TBC
COMPANY	TBC
ADDRESS	TBC
TEL	TBC
EMAIL	TBC

ROLE	Health & Safety Advisor
NAME	TBC
COMPANY	TBC
ADDRESS	TBC
TEL	TBC
EMAIL	TBC

ROLE	Party Wall Surveyor
NAME	Ms. Ellie Smith
COMPANY	Delva Patman Redler
ADDRESS	Thavies Inn House 3-4 Holborn Circus, London EC1N 2HA
TEL	0207 936 3668
EMAIL	ellie.smith@delvapatmanredler.co.uk

ROLE	Architect
NAME	Ms. Sandie Altman
COMPANY	Weldon Walshe
ADDRESS	20 Grosvenor Place, London SW1X 7HN
TEL	020 7235 4100
EMAIL	saltman@weldonwalshe.co.uk

ROLE	Structural Engineer
NAME	Mr. Nadeem Masued
COMPANY	Hurst Pierce + Malcolm
ADDRESS	Celtic House, 33 Johns Mews, London WC1N 2QL
TEL	020 7242 3593
EMAIL	nmasued@hurstpm.co.uk

9. STATEMENT TO CONFIRM SIGN UP TO CONSIDERATE CONSTRUCTORS SCHEME

9.1 CONSIDERATE CONSTRUCTORS SCHEME

It is confirmed that the Principal Contractor will be registered with the Considerate Contractors Scheme and that a copy of their certification will be made available on request. All relevant information/signage relating to the Considerate Contractors Scheme will be displayed in a prominent position on the site hoarding.

In addition to complying with the Considerate Contractors Schemes staff conduct requirements a site-specific site induction will be designed and implemented. All site staff, operatives and visitors will undergo the site induction prior to accessing site.

The site induction process will ensure that all site staff, operatives and visitors are aware of the expected standards of conduct.

9.2 FOROS ACCREDITATION

It is confirmed that the operators of construction vehicles servicing the site have achieved FOROS (or similar) bronze accreditation.

9.3 NON-ROAD MOBILE MACHINERY (NRMM)

Prior to the commencement of the development, the development will be registered on the Non-Road Mobile Machinery (NRMM) register https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/non-road-mobile-machinery-register/login

All NRMM will meet, as a minimum, the Stage IIIA emission criteria of Directive 97/68/EC and its subsequent amendments unless it can be demonstrated that Stage IIIA equipment is not available. All NRMM will be regularly serviced and service logs will be kept on site for inspection. Records will be kept on site which details proof of emission limits for all equipment.

The development will only be carried out in accordance with the submitted details to the NNMM register.

10. SUMMARY OF MAIN WORKS

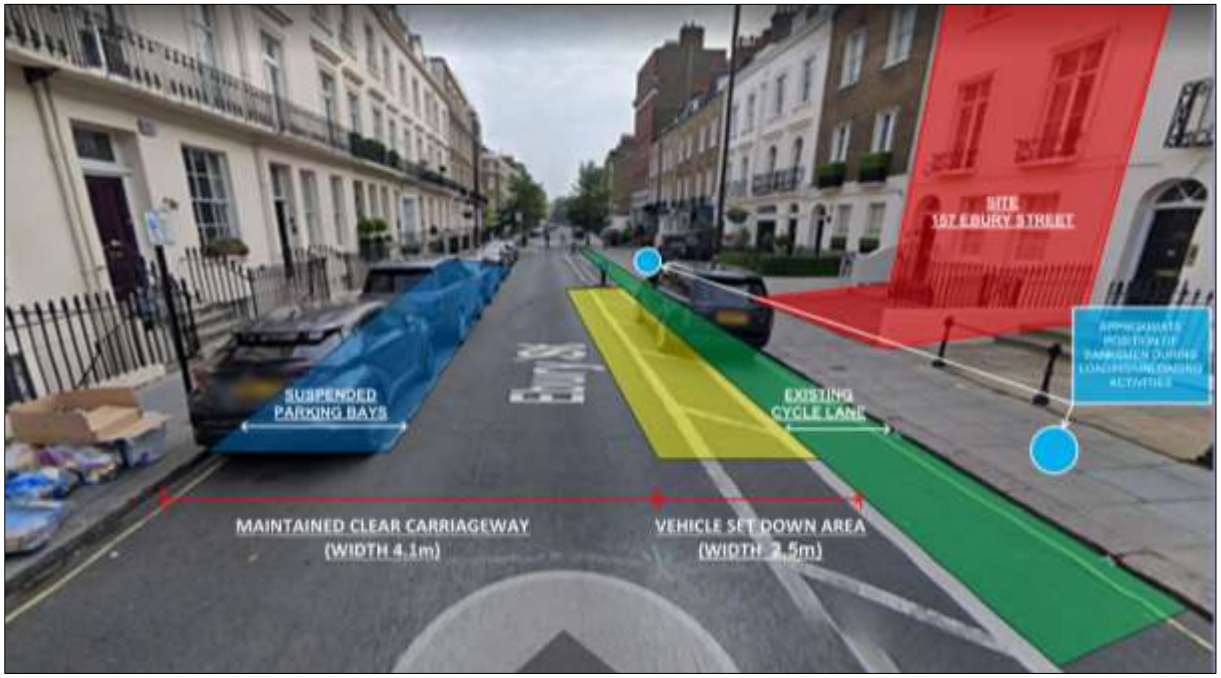
Excavation to lower the floor level of existing rear extension and part of rear garden, erection of a rear infill extension at lower ground floor level, lowering of the floor level within front vaults and alterations to fenestration.

11. PUBLIC ACCESS AND HIGHWAYS (INCLUDING CYCLE SAFETY)

11.1 LOADING AND UNLOADING OF PLANT AND MATERIALS

It is proposed that material and plant delivery vehicles will access and egress site as described in Section 13.

Figure 4: External Site Logistics And Traffic Management Arrangements



All plant and materials will be unloaded whilst delivery vehicles are positioned within the vehicle set down area, larger items of materials may be delivered into site via Hiab and smaller items will be carried by hand into site. Plant and materials will then be transported to designated storage areas within the site, at no time will plant or materials be stored outside of the secure site hoarding boundary or on the public highway.

The proposed external site logistics and traffic management arrangements will ensure that:

a. The existing cycle lane remains open at all times.
b. The pedestrian footway remains open at all times.
c. The flow of traffic outside the site is unobstructed whilst construction vehicles are positioned within the vehicle set down area.
d. During all vehicle manoeuvres and loading/unloading activities banksman will be present at either end of the vehicle to aid the driver and to ensure that pedestrians and cyclists can pass safely, if required vehicle movements and loading/unloading activities will be stopped to ensure the safe and unobstructed passage of cyclists and pedestrians.
e. In addition to the presence of fully qualified and experienced banksmen and as an additional precaution, and as required, signage and suitable barriers will be erected to protect and adequately forewarn pedestrians, vulnerable pedestrians and cyclists.
f. Street furniture and surrounding private property is not damaged. As required, trees and street furniture will be protected by adequately designed “boxing”.

Whilst attending site all delivery vehicles shall have their engines switched off while not in use to avoid idling and any vehicles carrying waste and dusty materials will be adequately sheeted or covered prior to leaving site. All delivery Companies and hauliers shall be contacted to confirm that all their vehicles have FORS compliant signage displayed including "Cyclists Do Not Pass on This Side" and are fitted with additional mirrors and reversing cameras.

As applicable all vehicle manoeuvres will be carried out in accordance with the guidance detailed with “The Safe Use Of Vehicles On Construction Sites” (HSG144).

Please refer to Appendix C: Swept Path Analysis Drawing.

11.2 HOURS OF ACCESS

The permitted traffic hours for both deliveries and collections will be as detailed below. The permitted contractors traffic hours (restricted hours) will form part of the contract and sub-contractors contracts and supply orders.

Table 4: Permitted hours for deliveries and collections

TABLE 4	
PERMITTED HOURS FOR DELIVERIES AND COLLECTIONS	
Monday – Friday (Outside Of term Times)	09:30 – 16:30
Monday – Friday (During Term Times)	09:30 – 15:00
Saturdays	08:00 – 12:30
Sundays	Not Permitted

All relevant personnel involved in deliveries, sub-contracting work, site visits, etc. will be briefed and made aware of the permitted contractors traffic hours. Attention will also be drawn to other relevant information, such as that contained in this document relating to vehicle routing.

The delivery and collection restrictions will be enforced by:

- Informing suppliers of time restrictions via written instructions
- Instructing the Site Foreman not to accept and/or schedule deliveries/collections outside the given times
- The Foreman keeping a written log, detailing the arrival and departure times of deliveries/collections, which will be periodically reported to the contractor
- Communicating any infringements to the supplier company and warning them that any repeat non-compliance will result in the contractor using alternate suppliers

11.3 SPOIL REMOVAL ARRANGEMENTS

Spoil removal will be via wait-and-load whilst the spoil removal vehicle is positioned within the vehicle set down area. Spoil removal vehicles will then reach over the cycle lane, public footway and secure site hoarding to grab spoil from inside of the site in order to load the vehicle directly.

The proposed spoil removal methodology is preferred to a hoarded gantry and spoil conveyor arrangement for the following reasons:

a. Cyclists will have a clear line of sight when using the cycle lane whilst spoil removal vehicles are positioned within the vehicle set down area.
b. Banksmen will have a clear line of site which will enable them to ensure the safe and unobstructed passage of pedestrians and cyclists, banksmen will stop spoil removal activities to let pedestrians and cyclists pass safely.
c. The spoil removal process will be quicker and will reduce the overall time that spoil removal vehicles are positioned within the vehicle set down area.

Spoil removal vehicles:

a. Will adhere to the construction vehicle access and egress routes and methodologies as described within this CMP which have been designed to ensure that vehicle manoeuvres and activities can be carried out whilst causing minimal disruption to neighbouring properties and businesses.
b. Will be supervised by suitably qualified and experienced banksman during all vehicle manoeuvres and loading/unloading activities. Adequate signage will also be installed to forewarn pedestrians, cyclists and road users of construction activities.

Please refer to:

a. Appendix C: Swept Path Analysis Drawing
b. Figure 4: External Site Logistics & Traffic Management Arrangements

11.4 CONCRETE DELIVERY ARRANGEMENTS

Concrete will be delivered to site via a ready-mix wagon whilst the concrete delivery vehicle is positioned within the vehicle set down area. Concrete will then be pumped into and around the site as required.

The proposed concrete delivery methodology is designed to ensure that:

a. Cyclists will have a clear line of sight when using the cycle lane whilst concrete delivery vehicles are positioned within the vehicle set down area.
b. Banksmen will have a clear line of site which will enable them to ensure the safe and unobstructed passage of pedestrians and cyclists, banksmen will stop concrete delivery activities to let pedestrians and cyclists pass safely.

Concrete delivery vehicles:

a. Will adhere to the construction vehicle access and egress routes and methodologies as described within this CMP which have been designed to ensure that vehicle manoeuvres and activities can be carried out whilst causing minimal disruption to neighbouring properties and businesses.
b. Will be supervised by suitably qualified and experienced banksman during all vehicle manoeuvres and delivery activities.
c. Will use suitable ramps to house concrete delivery hoses where hoses will intersect either the cycle lane or pedestrian footway. Adequate signage will also be installed to forewarn pedestrians, cyclists and road users of construction activities.

Please refer to:

a. Appendix C: Swept Path Analysis Drawing
b. Figure 4: External Site Logistics & Traffic Management Arrangements

11.5 PARKING SUSPENSIONS AND DISPENSATIONS REQUIRED DURING THE DEVELOPMENT

Parking suspensions will be required in order to suspend the parking bays opposite 157 Ebury Street, these suspensions are required to ensure that the flow of traffic outside the site is unobstructed whilst construction vehicles are positioned within the vehicle set down area. To minimise disruption to local residents parking suspensions will only be required for the agreed working hours and will therefore be available for use at all other times.

Dispensation will also be required to use the single yellow line directly outside the site (157 Ebury Street) during plant and material deliveries, spoil removal and concrete delivery.

11.6 LICENCES THAT WILL BE APPLIED FOR TO UNDERTAKE THE DEVELOPMENT

No licences are required to facilitate the development.

11.7 THE PARKING OF VEHICLES OF SITE OPERATIVES AND VISITORS

In an effort to reduce the impact on local traffic and parking The Site Management Team will request that site operatives, and visitors to the site do not use local on street parking and instead use public transport and other sustainable means of transportation, i.e., cycling or car sharing. The Site Management Team will thoroughly investigate any instances of "inconsiderate or anti-social" parking within local streets.

The following points in relation to the parking of site operatives and visitors will be included within the site induction:

- Hours of site access
- Parking restrictions
- Expected levels of conduct
- Site access and egress arrangements

11.8 PROTECTION OF PEDESTRIANS AND CYCLISTS

Ensuring the safety of pedestrians and cyclists is of paramount importance, and suitably qualified and experienced bankesmen will be in attendance at all times that there are construction vehicles or construction plant/materials moving in the vicinity of the site.

During vehicle movements, bankesmen will pay attention to pedestrians, road users, and vulnerable road users, with particular attention being paid to cyclists, pushchair users and the disabled. During construction activities cyclists and pedestrians will be adequately forewarned of any obstructions and activities will be stopped to ensure the safe and unobstructed passage of cyclists and pedestrians.

12. POTENTIAL FOR RIVER TRANSPORT/REMOVAL OF SPOIL

The viability for plant and material transport and removal of spoil via river has been assessed and, in this instance, due to the scale, scope and location of the development it is considered not to be viable.

13. ROUTES FOR CONSTRUCTION TRAFFIC AND TRAFFIC MANAGEMENT

13.1 CONSTRUCTION VEHICLE ROUTES

Construction vehicles will access and egress site as detailed below and shown in figure 5.

The following site access and egress routes have been selected as they cause the minimum of disruption to local residents and businesses located within the vicinity of the site.

The efficient operation of the DMS (Section 13.3) will ensure that the site is ready to receive construction vehicles directly on arrival, therefore ensuing that local streets do not become obstructed by construction vehicles.

Site Access (Yellow Arrow):

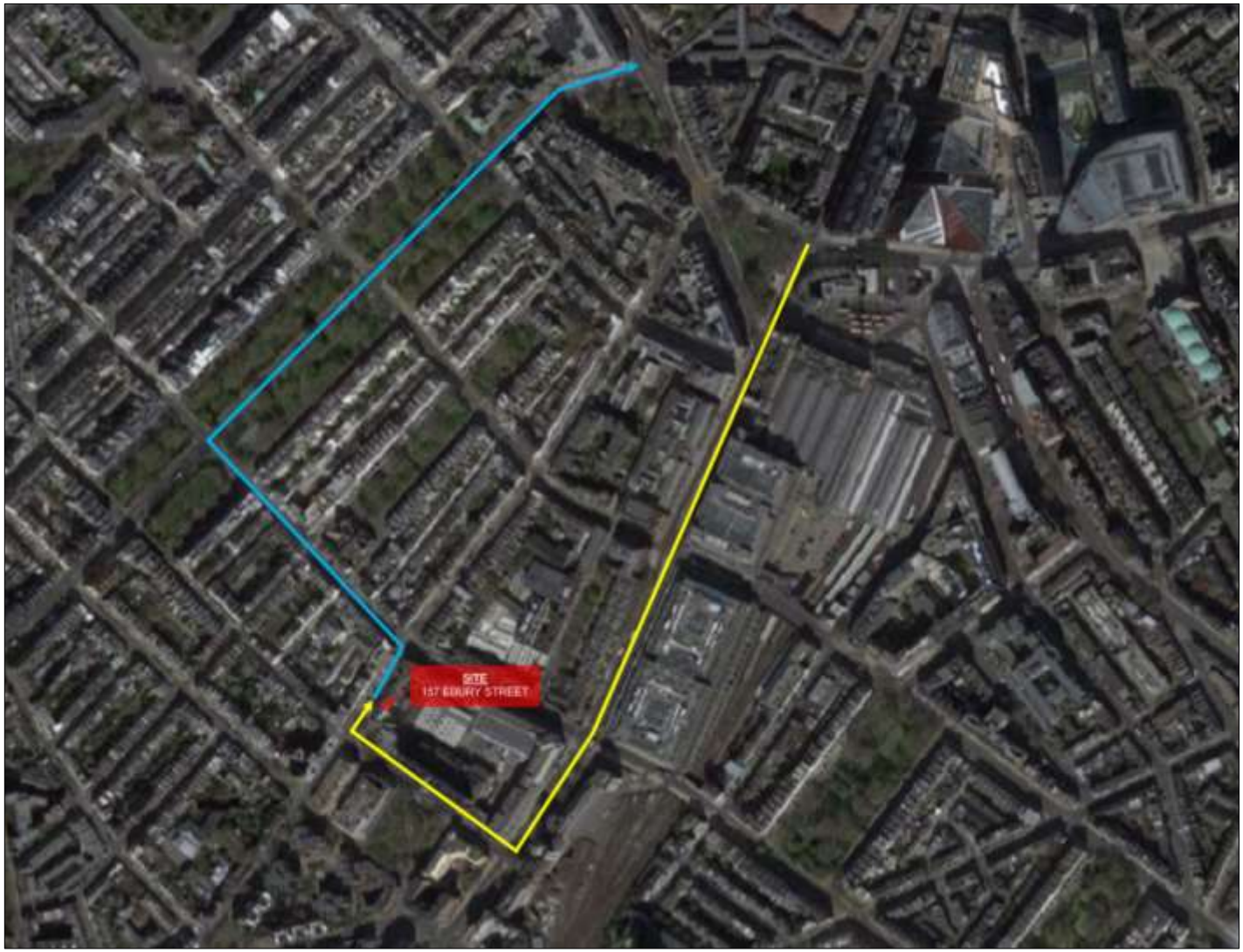
1. From Victoria Street (A302) enter Buckingham Palace Road (A3214)
2. Head along Buckingham Palace Road (A3214) in a south westerly direction
3. At the junction with Semley Place turn right and continue in a north westerly direction
4. At the junction with Ebury Street enter into Ebury Street and pull up outside No.157 Ebury Street within the vehicle set down area

Site Egress (Blue Arrow):

5. Exit the vehicle set down area
6. Continue along Ebury Street in a north easterly direction to the junction with Elizabeth Street
7. At the junction with Elizabeth Street turn left and continue in a north westerly direction
8. At the junction with Eaton Square (A3217) turn right and continue along Eaton Square (A3217) into Hobart Place (A3217) and turn left into Grosvenor Place (A302)

NB: All major construction vehicle manoeuvres will be carried out in a forward gear whilst under the supervision of trained and experienced banksmen. Keen attention will be paid to the presence of pedestrians and cyclists.

Figure 5: Construction Vehicle Site Access And Egress Routes



13.2 CONSTRUCTION VEHICLE TYPES AND QUANTITIES

Table 5: Site activities and estimated vehicle movements for the duration of the project:

TABLE 5

SITE ACTIVITY*	DURATION (WORKING WEEKS)	VEHICLE MOVEMENTS PER WEEK				
		RIGID DELIVERY LORRIES	CONCRETE WAGONS	SPOIL REMOVAL WAGONS	BOX VAN	**TOTAL (AVG) PER WEEK**
Site set-up	2	2	0	1	5	**8**
Demolition	3	1	0	5	5	**11**
Structural works	10	2	1	5	5	**13**
1st fix	7	2	0	1	5	**8**
Closing up	5	2	0	1	5	**8**
2nd fix	5	2	0	1	5	**8**
Finishes	5	2	0	2	5	**9**
Completion/snagging	3	2	0	3	5	**10**
Total Duration (Calendar Weeks)	**30**					

***SOME ACTIVITIES MAY BE CARRIED OUT CONCURRENTLY**

Table 6: Construction vehicle descriptions:

TABLE 6

VEHICLE DESCRIPTION	LENGTH (M)	WIDTH (M)	DWELL TIME (MINS)
Rigid Delivery Lorries	8	2.4	30
Concrete Wagons	8.7	2.4	60
Spoil Removal Wagons	9.5	2.5	30
Box Van (Luton/Transit)	6	2	40

13.3 MEASURES FOR TRAFFIC MANAGEMENT (DMS)

The Site Management Team will implement a robust Delivery Management System (DMS), with the primary objective of ensuring that construction vehicles are able to be received into site directly on arrival.

The efficient operation of the DMS is essential in reducing the cumulative effects of construction traffic on the local highway system, it will also be ensured that construction vehicles do not "circle" the site or "lay-up" in local roads prior to entering site.

The main elements of the Delivery Management System (DMS) will be as follows:

a. Consideration will be given when placing orders to avoid "part loaded" vehicles and to best coordinate orders to reduce generated construction vehicle road trips
b. All contractors must inform the Site Management Team about all deliveries a minimum of 48 hours before attending site
c. All deliveries will be recorded on a delivery chart located within the project office and will be monitored and checked by Site Management Team
d. The delivery chart will be arranged on an hour-to-hour basis
e. All drivers will contact the Site Management Team a minimum of half an hour before attending site
f. In cases of delayed or failed delivery the contractor must inform the Site Management Team as soon as possible to rearrange delivery
g. Gateman/Banksmen and the Site Management Team will manage and direct all construction vehicle site access and egress movements at all the times
h. Gateman/Banksmen will wear appropriate high-vis clothing and PPE
i. Gateman/Banksmen will use appropriate signage to forewarn public of construction vehicle movements
j. Gateman/Banksmen will use expandable barriers to separate the public from construction vehicle movements, if required
k. Gateman/Banksmen will have relevant training and appropriate qualifications and/or certification to undertake their daily tasks
l. Deliveries will only be scheduled and accepted within the permitted delivery hours
m. When expecting a delivery, and if required, the site will be made ready to accept vehicles directly into site, this includes banksmen being ready to supervise the construction vehicle manoeuvres into site and to ensure separation of construction vehicles and the public

14. ROAD CLOSURES/ABNORMAL LOADS

14.1 DETAILS OF PLANNED ROAD CLOSURES

There are no planned road closures in relation to this development.

14.2 DETAILS OF EXPECTED ABNORMAL LOADS

Table 7: Expected abnormal loads for the duration of the project:

TABLE 7

PROGRAMME STAGE	VEHICLE TYPE	VEHICLE DIMENSIONS	DURATION (MINUTES)
Site set-up	N/A	N/A	N/A
Demolition	N/A	N/A	N/A
Structural works	N/A	N/A	N/A
1st fix	N/A	N/A	N/A
Closing up	N/A	N/A	N/A
2nd fix	N/A	N/A	N/A
Finishes	N/A	N/A	N/A
Completion/snagging	N/A	N/A	N/A

15. PLANS FOR SITE ARRANGEMENT (INCLUDING STORAGE AREA) AND MONITORING EQUIPMENT

15.1 STORAGE OF PLANT AND MATERIALS USED IN CONSTRUCTING THE DEVELOPMENT

A good standard of "housekeeping" will be achieved and maintained throughout the site.

Safe and efficient materials storage depends on good co-operation and co-ordination between everyone involved including, client, contractors, suppliers and the construction trades. On all projects the arrangements for materials storage should be discussed and agreed between contractors and the project client.

Best practice for materials storage includes:

- STORAGE AREAS: designate storage areas for plant, materials, waste, flammable substances eg foam plastics, flammable liquids and gases such as propane and hazardous substances eg pesticides and timber treatment chemicals
- PEDESTRIAN ROUTES: do not allow storage to 'spread' in an uncontrolled manner on to footpaths and other walkways. Do not store materials where they obstruct access routes or where they could interfere with emergency escape
- FLAMMABLE MATERIALS: will usually need to be stored away from other materials and protected from accidental ignition
- STORAGE AT HEIGHT: if materials are stored at height e.g. on top of a container, make sure necessary guard rails are in place if people could fall when stacking or collecting materials or equipment
- TIDYNESS: keep all storage areas tidy, whether in the main compound or on the site itself
- DELIVERIES: plan deliveries to keep the amount of materials on site to a minimum

15.2 THE LOCATION OF ACCOMMODATION OF ALL SITE OPERATIVES AND VISITORS

All material storage areas will be located within the site. These areas may need to be relocated as the site progresses. The location of staff welfare and accommodation will be positioned away from the work area. These areas may also need to be relocated as the site progresses.

Please refer to Appendix B: Site Plan

15.3 MONITORING EQUIPMENT

Movement monitoring will be installed as specified within any party wall agreement.

Environmental noise, vibration and dust monitoring will be installed as specified by the City of Westminster

16. NOISE AND VIBRATION

In terms of controlling noise from the development the following mitigation measures could be implemented as and when required:

a. The first action that would be taken at site level would be to simply undertake a different (less impactful) activity on site, if this were an option that did not affect productivity or compromise health and safety in any way.
b. If (a) were not possible, the next option would be the mitigation of noise by limiting the periods of noisy work during any particular day. This would be for example limiting works to 2 hours on/off to allow respite periods during the working day.
c. Where, for practical reasons, such activity (a) or time limiting (b) cannot be achieved i.e., when undertaking a concrete pour or due to health and safety and/or structural reasons, the proactive construction of a noise enclosure, which should reduce noise levels in line with the noise criterion for all phases of the proposed work.

Communication with the local residents and businesses is important and will ensure any concerns about the adverse impacts due to construction are reduced.

It is advised that best practical means (BPM) are employed throughout the construction process to reduce the likelihood of noise and vibration complaints. All contractors and sub-contractors should be made aware of the working practices implemented to reduce complaints. This should be informed at all site inductions.

The proposals with regard to general noise and vibration mitigation would be in accordance with BPM as specified in BS 5228-1:2009 and would comprise of the following, where possible:

a. Investigate the cause of complaint
b. Investigate as to whether the agreed limits have been exceeded
c. Provide a response regarding the complaint
d. Good communication with the adjacent residents is required, especially during periods of high noise and vibration.
e. Switching off engines where vehicles are standing for a significant period of time
f. Fitting of acoustic enclosures to supress noisy equipment as appropriate
g. Operating plant at low speeds and incorporating automatic low speed idling
h. Selecting electrically driven equipment in preference to internal combustion power, hydraulic power in preference to pneumatic and wheeled in lieu of tracked plant
i. Properly maintaining all plant (greased, blown silencers replaced, saws kept sharpened, teeth set and blades flat, worn bearings replaced, etc.)

17. PROTECTION OF EXISTING INSTALLATIONS

Hoarding will be installed along the front site boundary as shown in Appendix B: Site Plan. This hoarding will be installed to ensure the Health & Safety of the public and prevention of unauthorised access. The hoarding will clearly display the contractors contact detail and relevant information regarding the development.

The site hoarding will:

- Be high enough that it can't easily be scaled
- Be secure enough that it can't be knocked down or penetrated
- Control access to the site through secure inward opening gates/access points

As required, the hoarding will feature lockable vehicle and/or pedestrian site entrances, the work site will be designed to ensure that:

- The pedestrian passage is maintained at all times
- There will be qualified and experienced banksmen present during all vehicle movements
- Vehicular access to adjacent properties is maintained at all times
- Vehicle drivers will remain with their vehicles at all times to ensure that vehicles can be immediately moved to allow access and egress to neighboring properties as required
- A banksman will be present during deliveries and removals to make sure that the vehicle is positioned in accordance with the methodologies detailed within document
- Emergency Access is maintained at all times
- During vehicle movements, the bankesmen will pay attention to pedestrians, road users, and vulnerable road users, with particular attention being paid to cyclists, pushchair users and the disabled, during these instances all parties will be adequately forewarned of any blockages and activities will be stopped to allow the safe and unobstructed passage of cyclists and pedestrians
- Trees and street furniture do not become damaged; tree protection will be installed to any trees that could potentially be damaged during these construction works

Consideration will also be given to protecting the road and pavement surfaces from HGV movements, skips, outriggers and other related plant, materials and equipment movements.

NB: In accordance with The Grosvenor Specification (section 14), hoarding will be not less than 2.4m in height, painted in British Standard colour 08B15 and constructed of materials and in a form to be approved. Statutory notices may be exhibited but all other signs, advertisements and posters on hoardings, screens or scaffolds are prohibited. No contractor's logos may be fixed to the hoardings nor shall they be added to any statutory notice.

18. EMERGENCY PROCEDURES (INCLUDING ENVIRONMENTAL POLLUTION INCIDENTS, SPILLAGES, HEALTH AND SAFETY)

18.1 MEASURES TO PREVENT THE DEPOSIT OF MATERIALS ON THE HIGHWAY

It is confirmed that appropriate measures will be taken to protect the public highway from damage arising from construction related activity and to prevent concrete and other detritus from being washed into the public highway drainage system. In addition, we also confirm that the Local Authority will be informed promptly should any such damage to the highway occur.

The depositing of mud/detritus on the highway originating from the site or from any construction vehicle associated with the development is unacceptable.

Under no circumstances will concrete residue or other detritus be washed into the drainage system. Consideration will also be given to protecting the road and pavement surfaces from HGV movements, skips, outriggers and other related plant, materials and equipment movements

In addition, the points below will also be implemented *as the scope of works and site layout dictates*:

- A wheel wash facility shall be provided at all vehicular egress points of the development site to ensure that mud/detritus originating from the site is removed prior to leaving site, and is therefore not deposited on the public highway
- Wheel washing will be carried out by a suitably attired operative using a water only system. All removed waste will be bagged up and disposed of using a regulated waste disposal contractor
- At no time will mud be washed into the foul water drainage system
- Where the deposition of some dirt on the highway is unavoidable, any mud/detritus shall be expeditiously cleared. No development dirt shall be evident on the highway at the end of any working day
- Where required the main contractor will provide an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits

18.2 EMERGENCY PROCEDURES

To ensure a rapid response a specialist contractor who is able to offer an emergency call out service to clean any spoil or spillages within an acceptable timescale will be identified.

It is confirmed that the Local Authority will be notified of any instances of environmental spillage resulting from the development.

18.3 EMERGENCY CONTACT

ROLE	Principal Contractor
NAME	TBC
COMPANY	TBC
ADDRESS	TBC
TEL	TBC
EMAIL	TBC

18.4 HEALTH & SAFETY CONTACT

ROLE	Health & Safety Advisor
NAME	TBC
COMPANY	TBC
ADDRESS	TBC
TEL	TBC
EMAIL	TBC

19. LIAISON WITH THE LOCAL NEIGHBOURHOOD INCLUDING PARTY WALL AGREEMENTS

19.1 PRE-COMMENCEMENT NEIGHBOURHOOD CONSULTATION

The property owner has contacted the immediate neighbours via their party wall surveyor.

19.2 POST-COMMENCEMENT NEIGHBOURHOOD LIAISON

The most important factor in minimising complaints is the development of an effective neighbourhood liaison and communication strategy.

The Main Contractor will implement an effective neighbourhood liaison and communication strategy. This strategy will include a combination of the following *as required and as proportionate to the scope of works:*

a. Establish contact with the relevant residents' association, where they exist
b. Meetings with residents/other affected occupiers at appropriate intervals including before work begins
c. Minutes of meeting and agreed actions circulated to residents
d. Website with site information (where agreed with the Council) and contact email address provided
e. Liaison with neighbouring construction sites to co-ordinate works are far as practicable in order to minimise disruption to residents
f. Contractor details, contact details for site manager, duration of project and site working hours displayed clearly on the site hoarding
g. Person appointed to deal with complaints
h. All staff and subcontractors briefed on noise mitigation and permitted hours for noisy works, including restricted hours for High impact activities

20. DUST AND AIR QUALITY

The GLA guidance, which is used as a benchmark for developments across the UK, suggests a number of mitigation measures that should be adopted in order to minimise impacts from dusts and fine particles.

Appropriate measures that could be included (as required and as proportionate to the scope of work) in the construction of the proposed development include:

a. Sufficient water suppression during demolition work and other major dust generating activities, such as cutting, grinding and sawing
b. Skips, chutes and conveyors should be completely covered and, if necessary, enclosed to ensure that dust does not escape
c. No burning of any materials should be permitted on site
d. Any excess material should be reused or recycled on-site in accordance with appropriate legislation
e. Following earthworks, exposed areas and soil stockpiles should be re- vegetated to stabilise surfaces, or otherwise covered with hessian or mulches
f. Stockpiles should be stored in enclosed or bunded containers or silos and kept damp where necessary
g. Hard surfaces should be used for haul routes where possible
h. Haul routes should be swept/washed regularly
i. Vehicle wheels should be washed on leaving the site
j. All vehicles carrying dusty materials should be securely covered
k. Delivery areas, stockpiles and particularly dusty items of construction plant should be kept as far away from neighboring properties as possible

21. LIAISON WITH OTHER SITES TO MANAGE CUMULATIVE IMPACTS

As considered appropriate the Main Contractor will liaise with contractors completing work on other local sites with the aim of pro-actively managing the cumulative impacts of local construction projects.

Following a search of the City of Westminster planning portal the following projects have been identified as potential sites of interest.

This list is not exhaustive and communication will be established with any other projects that may be subsequently identified.

Table 8: Potential sites of interest

TABLE 8

PLANNING REF	ADDRESS	PROPOSED DEVELOPMENT
20/02713/FULL	Belgravia Court 33 Ebury Street	Erection of single storey porters lodge
20/08220/LBC	103 Ebury Street	Infill extensions at rear ground floor level
20/08106/LBC	139 Ebury Street	Internal alterations
20/07556/LBC	Mozart Terrace 182 Ebury Street	Demolition and rebuilding of part of the rear garden pool
20/07589/LBC	2nd Floor Flat 5 115 Ebury Street	Erection of second floor rear extension
20/07589/LBC	111 Ebury Street	Amalgamation of ground floor of hotels at 111 & 113 Ebury St
20/03308/LBC	Development site bounded by Ebury Street	Demolition of structures attached to Coleshill Flats on Pimlico Road
20/03308/LBC	Kilmuir House Ebury Street	Demolition of existing buildings and erection of a lower ground, ground plus six storey with two storey basement
19/08647/LBC	Flat 1 Basement And Ground Floor 98 Ebury Street	Rear extensions at basement and ground floor levels
19/05352/FULL	135-137 Ebury Street	External works including rebuilding existing single storey rear out rigger building
19/02299/LBC	102 Ebury Street	Erection of a single storey rear extension at ground floor level
19/00352/FULL	Belgravia Court 33 Ebury Street	Erection of two storey porters lodge
19/00332/FULL	Lower Floor And Ground Floor Maisonette 138 Ebury Street	Erection of two storey rear extension at lower ground floor and ground floor level
18/10372/LBC	94 Ebury Street London	Rear extensions at first and second floor
18/09011/LBC	102 Ebury Street	Erection of a single storey rear extension
19/05805/FULL	35 Elizabeth Street	Demolition of existing buildings at 35-37 Elizabeth Street

APPENDIX A

CoCP APPENDIX A
(CHECKLIST B-BASEMENTS)

APPENDIX A - CHECKLISTS

CHECKLIST B: CODE OF CONSTRUCTION PRACTICE – BASEMENTS

The following information is required to confer compliance with the Code of Construction Practice dated July 2016 ("CoCP").
A Construction Management Plan (CMP) must be provided to Westminster City Council. The list below provides the specific details of what is required within this document. Please place a tick against every item in each category to confirm that relevant information will be provided within the CMP to demonstrate compliance with the CoCP. If the item is not considered applicable, please explain why.

This form should be returned to the Council's Environmental Inspectorate Team at environmentalsciences2@westminster.gov.uk

Item to be included	Yes	Not applicable, please explain why
General site information	YES	
Programme of works (demolition and construction)	YES	
Working hours	YES	
Demolition and construction (e.g. piling) methodology	YES	
Site Plan	YES	
Plan showing location of any potentially sensitive receptors	YES	
Environmental management structure	YES	
Roles and responsibilities	YES	
Statement to confirm sign up to Considerate Constructors Scheme	YES	
Summary of main works	YES	
Public access and highways (including cycle safety)	YES	
Potential for river transport/removal of spoil	YES	
Routes for construction traffic and traffic management arrangements	YES	
Road closures/ abnormal loads	YES	
Plans for site arrangement (including storage area) and monitoring equipment	YES	
Noise and vibration	YES	
Protection of existing installations	YES	
Emergency procedures (including environmental pollution incidents, spillages, health and safety)	YES	
Liaison with the local neighbourhood including Party Wall agreements	YES	
Dust and Air Quality	YES	
Liaison with other sites to manage cumulative impacts	YES	

Please read each of these statements and confirm you have read and understood them by ticking in the corresponding box:

I confirm we have read and understood the Code of Construction Practice	YES
I confirm the Construction Management Plan will be provided to Westminster City Council 40 working days prior to the commencement of development (to include site preparation works).	YES
I confirm that development (to include site preparation works) will not commence on site until such time as the Construction Management Plan has been approved by Westminster City Council in writing.	YES
I confirm we will comply with the CoCP and the CMP, and any condition relating to construction management and understand we could be subject to enforcement action should the CoCP and/or CMP not be complied with.	YES
I confirm we agree to pay the relevant fees as set out in Appendix F attached.	YES
I confirm I understand this document constitutes an agreement between Westminster City Council and the applicant:	YES

NAME: **TBC FOLLOWING APPOINTMENT OF PRINCIPAL CONTRACTOR**
ADDRESS: **TBC FOLLOWING APPOINTMENT OF PRINCIPAL CONTRACTOR**
SIGNED: **TBC FOLLOWING APPOINTMENT OF PRINCIPAL**
DATED: **16th MARCH 2021**
POSITION: **TBC FOLLOWING APPOINTMENT OF PRINCIPAL CONTRACTOR**

Demolition Phase Approved by Environmental Inspectorate

Dated:
Signed by:

Earthwork & Piling Phase Approved by Environmental Inspectorate

Dated:
Signed by

Construction Phase Approved by Environmental Inspectorate
Dated:
Signed by

NOTICE: THIS IS A LEGALLY BINDING DOCUMENT
which creates a legally enforceable relationship between the above Signatory and Westminster City Council It is essential that the person signing this document on behalf of the Developer has the authority to do so on the Developer's behalf, thus creating legal obligations on behalf of the Developer.

APPENDIX B

SITE PLAN

Indicative North

Vehicle Loading / Unloading

Hoarding at site boundary

Welfare Area

Materials Storage Area

Hot / Cold water provision

Toilet

EBURY STREET

155 Ebury Street

159 Ebury Street

490 X | 500 X | 510 X | 520 X

500 Y

GROUND FLOOR PLAN

LOWER GROUND FLOOR PLAN

0 1 2 3 4 5

Scale in Metres: 1:50 @ A1 size - 1:100 @ A3 size

REV	Date	By	Check	Amendment
-	-	-		-

WELDON WALSHE

ARCHITECTURE INTERIOR DESIGN HISTORIC BUILDING CONSERVATION

20 GROSVENOR PLACE LONDON SW1X 7HN UK t:+44 (0)207 235 4100 f:+44 (0)207 235 6678

157 EBURY STREET LONDON SW1W 9QN

As Existing Plans: Lower Ground Floor & Ground Floor

PLANNING APPLICATION

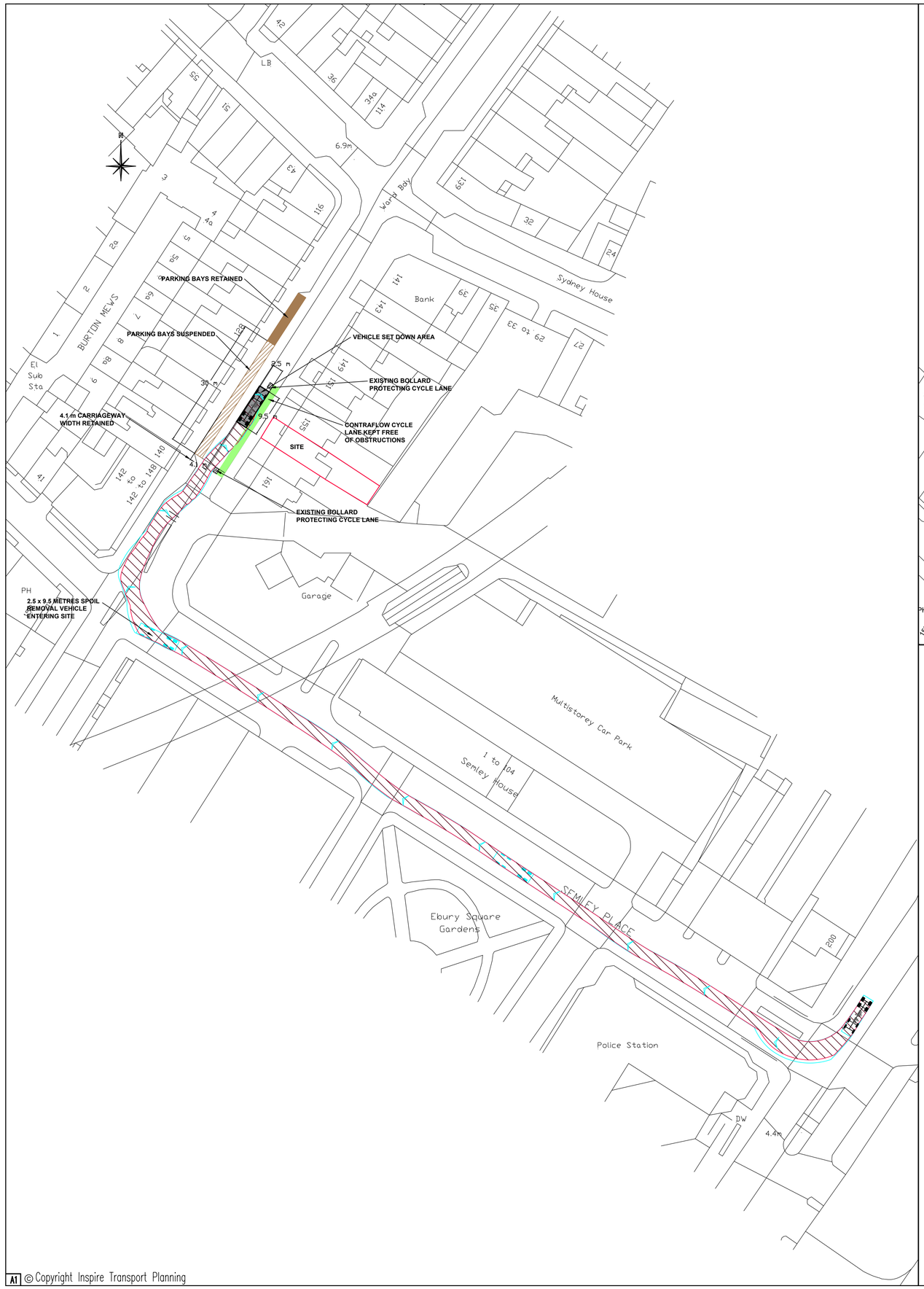
scale: 1:50@A1 1:100@A3

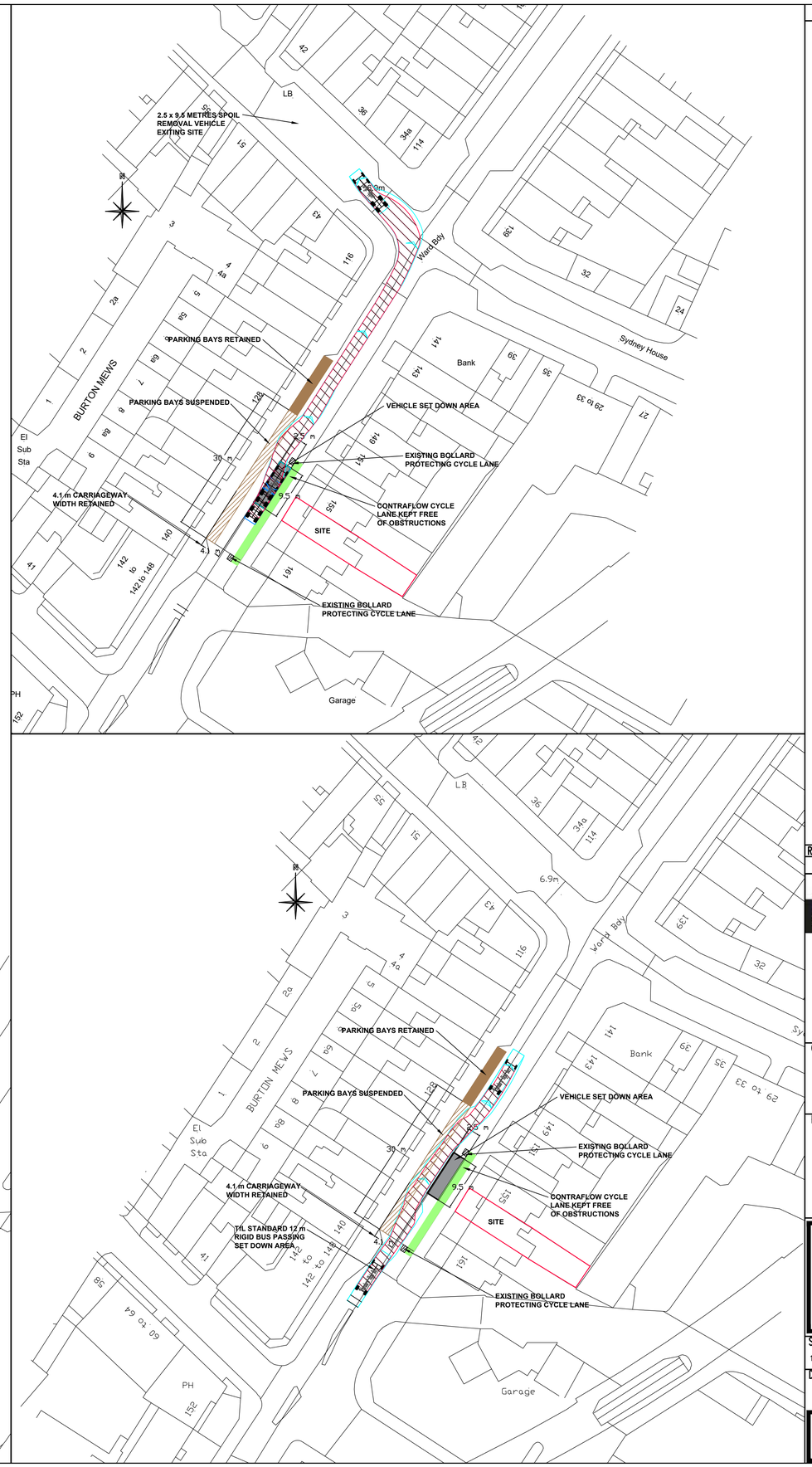
date: February 2018 drawn: AS-K

1441-P-001 Rev: -

APPENDIX C

SWEPT PATH ANALYSIS DRAWING





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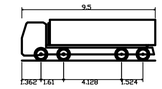
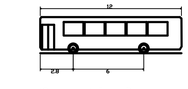


Large Tipper	
Overall Length	9.500m
Overall Width	2.500m
Overall Body Height	3.500m
Min Body Ground Clearance	0.430m
Track Width	2.470m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.550m



'Standard' Rigid Bus	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	3.363m
Min Body Ground Clearance	0.305m
Track Width	2.350m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	10.771m

Rev	Date	Description	Drawn	Auth'd

AMENDMENTS

southdownssafety

02079711422
www.southdownssafety.co.uk

Client

MR & MRS STIBBARD

Project Title

157 EBURY STREET LONDON

Drawing Title

VEHICLE SWEPT PATHS SPOIL REMOVAL VEHICLE AND STANDARD BUS

Scale	Date	Drawn	Authorised
1:500@A1	23.2.21	AS	ME

Drawing Status

PRELIMINARY

Drawing No:	Revision
SDS 099	P1