



Construction Logistics & Management Plan

10 Palmerston Road, Sutton, SM1 4QL

Demolition of the existing buildings and the erection of a terrace of 4 two-storey, three-bed houses, with accommodation in the roofspace, together with associated amenity space, parking, bin and cycle stores.

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Prepared by

PD Planning UK

for Town and Country Planning matters
www.pdplanninguk.com



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1. INTRODUCTION

1.1. Objectives

1.1.1. This document relates to land and buildings known as 10 Palmerston Road, Sutton, SM1 4QL.

1.1.2. Planning Permission reference DM2023/00155 was granted on 13th July 2023 for *“Demolition of existing MOT garage and erection of four attached two storey dwellings with accommodation in roofslope and refuse and cycle storage and parking to the front.”*

1.1.3. Condition 4 of the planning permission states:

“No development shall begin, including demolition and site clearance works, until a Construction Logistics Plan (CLP) and Construction Management Plan (CMP), to include details of: (a) loading and unloading of plant and materials; (b) storage of plant and materials; (c) programme of works (including measures for traffic management); (d) provision of boundary hoarding, behind any visibility zones of construction traffic routing; (e) hours of operation; (f) means to prevent deposition of mud on the highway, (g) means to control dust and emissions to air, (h) means to control noise and vibration, have been submitted, to and approved in writing by, the Local Planning Authority. The development shall be constructed in accordance with the approved statement.

Reason: To ensure that the proposed development does not interfere with the free flow of traffic and conditions of safety on the public highway, and to ensure the development process does not have a significant adverse impact on the amenities of nearby residential properties and to minimise the impacts on local air quality in accordance with Policies 29, 34 and 37 of the Sutton Local Plan 2018.

1.1.4. As required by the condition, this Construction Logistics Plan (CLP) and Construction Management Plan (CMP) provide the details of measures that can be undertaken in the construction of the development to minimise the impact of the construction work on local residents and businesses, local air quality and highway safety. It also seeks to promote sustainable and efficient methods of construction.

1.1.5. This document has been prepared commensurate with the scale of the development. It is a “live” document that will evolve as necessary to address issues or concerns that may arise during the different construction phases of the development.

1.1.6. In preparing this document, consideration has been given to Transport for London’s (TfL) Construction Logistics Plan Guidance (July 2017), and the first part of this document follows the template provided within TfL’s Guidance.

1.1.7. The second part of the document provides a Construction Management Plan (CMP) in accordance with the requirements of the condition.

1.1.8. All contractors involved in the construction will be provided with a copy of this document and will be contractually obliged to adhere to the methodologies and practices identified within it.

1.2. The Site, Context and Location

1.2.1. The application site comprises a former car service and MOT workshop situated on the eastern side of Palmerston Road.



Figure 1 - Aerial view of the site and context
(Google Maps)

1.2.2. The site is a vacant car repair, service and MOT workshop, comprising an incremental series of single storey workshop buildings abutting the pavement, with a yard and open land at the rear.



Figure 2 - Aerial and streetscene views of the site and context
(Google Maps)

- 1.2.3. The building is of poor construction and of no architectural merit. The yard and open land at the rear of the building has been used partly in conjunction with the workshop use, although the southern and eastern parts have become overgrown and are separated from the building by 1.5m high wooden fencing. The rear land at the northern end of the site is hardsurfaced and has been used for the parking of vehicles associated with the workshop, accessed through Palmerston Court to the north of the site.
- 1.2.4. Palmerston Court comprises a two and three storey, staggered brick building used for office and residential purposes. A central archway within the building leads to parking at the rear, including at the rear of the northern part of the application site.
- 1.2.5. No.14 to the south of the application site is a detached two-storey brick building in educational use, also with parking at the rear accessed through an archway. Opposite the site, Nos.1, 3, 5, and 7 comprise a pair of two- storey, semi-detached buildings in residential and office use. A former commercial building at No.11 has recently been redeveloped to provide 4 no. two-storey terraced houses. To the rear of the site are the back gardens of a three-storey residential terrace at Nos. 49-53 William Street.
- 1.2.6. The area is mixed in character comprising commercial and residential properties, with residential uses becoming more prevalent in recent years. The northern end of Palmerston Road at its junction with Lower Road comprises a mix of residential and commercial properties, predominantly two storeys in height. This includes a Tesco Express (a former public house) at the road junction and commercial properties in "The Broadway" along Lower Road.
- 1.2.7. The central part of Palmerston Road is less developed, comprising outbuildings, garages and parking areas associated with properties in surrounding roads. The southern part of Palmerston Road comprises more substantial, two-storey, residential and commercial buildings consistent with the northern end of the road.
- 1.2.8. Palmerston Road is a single width but two-way road and subject to a 7.5 ton weight restriction. It is within the Sutton Green Controlled Parking Zone (CPZ) that operates Monday to Saturday 8am to 6.30pm, with yellow line parking restrictions along both sides of the road. There is a pavement on the eastern side of the road only, with a dropped kerb to the front of the site to allow vehicular access into the workshop.

- 1.2.9. The site is not within a Conservation Area nor are there any Listed Buildings within the vicinity. It is within an Archaeological Priority Area and the Newtown Area of Special Local Character (ASLC) noted for its two storey Victorian terraced houses with small front gardens and traditionally designed brick elevations and slate roofs. There are no Tree Preservation Orders on or near the site.
- 1.2.10. The site access has a PTAL rating of 2, which indicates low connectivity to the public transport network in comparison to other parts of London. However, at the southern end of the road the PTAL level increases to 5. The area is therefore well connected to the local road network with good access to local services and amenities within Sutton town centre. The site is therefore in a sustainable location and appropriate for residential development or intensification, as also demonstrated by the Council’s designation of this area within the “Area of Potential Intensification” around Sutton Town Centre.

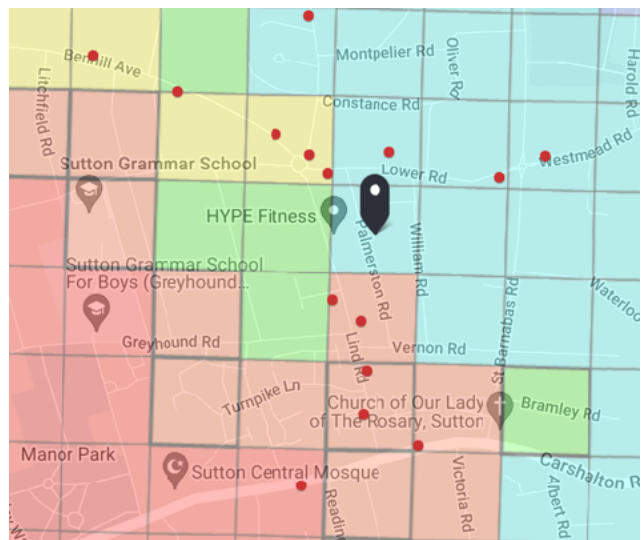


Figure 3 - Public Transport Accessibility Levels
(TfL WebCAT and Google)

Black marker shows the location of the site, red dots are bus stops, red shading shows PTAL 6, orange PTAL 5, yellow PTAL 4, green PTAL 3, blue PTAL 2 etc.)

1.3. The Development

- 1.3.1. The Planning Permission allows for the demolition of the existing buildings and the erection of a terrace of 4 two-storey, three-bed houses, with accommodation in the roofspace, together with associated amenity space, parking, bin and cycle stores.
- 1.3.2. The terrace will be set back from the road to allow parking and amenities to be provided in front of the building. It will have a staggered front and rear elevation to respect the buildings either side of it. The building will be two storeys in height, with brick elevations and a pitched, tiled roof incorporating front dormer windows and rooflight windows in the rear roofslope.

1.3.3. All of the houses will have a private landscaped rear garden, and to the front each will have a car parking space, bin store and cycle store.

1.3.4. Full details are shown on the accompanying drawings and supporting documentation, as listed on the Decision Notice.



Figure 4 - Extract from the approved drawings showing the development form

2. CONTEXT, CONSIDERATIONS AND CHALLENGES

1.1. This Section describes the local context and issues identified that will need to be considered and addressed during construction.

2.2. Policy Context

2.2.1. The following policies and guidance have been considered in the context of this proposal;

2.2.2. The 2021 NATIONAL PLANNING POLICY FRAMEWORK (NPPF) sets out the Government's planning policies for England. Chapter 9 promotes sustainable transport, stating in Paragraph 104 that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

- 2.2.3. **THE 2021 LONDON PLAN (LP)** is concerned with assessing the most appropriate methods of freight movement in London and ensuring a distribution network which minimises congestion, ensures the safe passage of goods and mitigates its environmental impact. Development proposals should aim to reduce levels of road freight, particularly during peak periods and make use of sustainable modes where possible - rail and water for larger consignments and cycling and walking for local activity. Proposals need to consider the effects of activities on the wider road environment, including ensuring pedestrian and cyclist safety is maintained throughout construction and operational periods.
- 2.2.4. LP Policy T4 on "Assessing and mitigating transport impacts" states that development proposals should ensure that impacts on transport capacity and the transport network are fully assessed.
- 2.2.5. LP Policy T7 refers to "deliveries, services and construction". In respect of the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times. Development proposals must also consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites.
- 2.2.6. **THE MAYOR'S TRANSPORT STRATEGY (2018)** - Proposal 16 of the strategy states that "*The Mayor, through TfL, and working with the boroughs and members of the Freight Forum, will improve the efficiency of freight and servicing trips on London's strategic transport network*". This will be achieved by identifying opportunities for moving freight on to the rail network, utilising London's waterways and reviewing the potential benefits of a regional freight consolidation and distribution network.
- 2.2.7. **TRANSPORT FOR LONDON'S CONSTRUCTION LOGISTICS PLANNING GUIDANCE** seeks to ensure that CLPs and DLPs of high quality are implemented to minimise the impact of construction logistics on the road network. The guidance deals specifically with the construction logistics element of the planning permission process and aims to support local borough guidance on CLPs and Transport Assessments (TAs).
- 2.2.8. **CLOCS** - The Construction Logistics and Community Safety Standard has the primary goals of zero collisions between construction vehicles and the community, improved air quality and reduced emissions, increased efficiency, fewer vehicle journeys and reduced repetitional risk.

- 2.2.9. **LONDON BOROUGH OF SUTTON LOCAL PLAN 2018 (SLP)** - SLP Policies 35, 36, and 37 relate to traffic generation, sustainable travelling and parking standards.
- 2.2.10. **THE TRAFFIC MANAGEMENT ACT (2004)** makes "provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street". It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.
- 2.2.11. **DESIGNING FOR DELIVERIES, FREIGHT TRANSPORT ASSOCIATION (2006)** provides specifications for the size of delivery vehicles, turning radii and clearance requirements and is used to ensure that delivery vehicles can safely and efficiently access construction sites.
- 2.2.12. Proposal 117 acknowledges the incorporation of DSPs, CLPs and the FORS; "the Mayor, through TfL, and working with the London boroughs, and other stakeholders in the public and private sectors, will improve the efficiency and effectiveness of freight operations through the promotion of 'delivery and servicing plans', 'construction logistics plans', the Fleet Operator Recognition Scheme and other efficiency measures, across London".
- 2.2.13. **THE LONDON FREIGHT PLAN (2007)** sets out the vision for sustainable freight distribution in London. It supports the safe, reliable and efficient movement of freight and servicing trips to, from, within, and, where appropriate, through London to support London's economy, in balance with the needs of other transport users, the environment and Londoners' quality of life. The Plan identifies FORS, DSPs, CLPs and the Freight Information Panel (FIP) as key projects for delivering freight more sustainably in London.
- 2.2.14. **FLEET OPERATOR RECOGNITION SCHEME (FORS)** is an industry-led, membership scheme to help van and lorry operators become safer, more efficient and more environmentally friendly.



2.3. Plans and Drawings

- 2.3.1. The approved drawings show the extent of the site and the Appendices to this document include relevant details in relation to the loading and unloading of vehicles used in the construction process.

2.4. Vehicle Constraints

- 2.4.1. **HIGHWAYS, CARRIAGEWAYS AND FOOTWAYS** - The proposal does not include any alterations to any highway, carriageway or footway. There is already a dropped kerb along the frontage of the property.
- 2.4.2. **RAILWAY AND UNDERGROUND** - There are no nearby railway or underground lines nearby and consequently the construction of the development will not require any precautions to prevent disruption.

- 2.4.3. BUS ROUTES - There are no nearby bus routes that require any precautions to prevent disruption.
- 2.4.4. CYCLING - There are no designated cycle lanes nearby that will require any precautions to prevent disruption.

2.5. Considerations and Challenges

- 2.5.1. LOCAL POLICY - As referred to in the policy context above.
- 2.5.2. LOCAL AMENITIES - The surrounding properties are primarily residential, with some commercial uses in the vicinity. Consideration therefore needs to be given as to the effect of construction works on residential amenities, and the operational needs of nearby businesses.
- 2.5.3. Palmerston Road is a single-width, one-way road (from north to south). It is also subject to a 7.5 ton weight restriction. These factors will limit the accessibility and manouvering of large vehicles, and dictate that smaller delivery and construction vehicles will have to be used in the construction of the development.

3. CONSTRUCTION PROGRAMME AND METHODOLOGY

- 3.1. The development will be implemented in two phases, first the demolition of the existing buildings and secondly the construction of the new building.
- 3.2. TfL's CLP template is inappropriate for this small scale development. A more appropriate approach to this development that will be easily understood by contractors is therefore provided as a Contractor's Construction Management Plan (CMP) attached. This confirms the proposed processes and measures to ensure that the construction process is carried out in a manner to minimise the impact of the construction work on local residents and businesses, to maintain pedestrian and highway safety, maintain good air quality, and promote sustainable and efficient methods of construction.

- 3.3. Comment is nevertheless made on the TfL's CLP template subtitles as follows:

SITE SET UP AND DEMOLITION - The proposed measures in managing the construction process are confirmed in the Contractor's Construction Management Plan (CMP) attached. The first phase of demolition will be undertaken following the securing of the site with appropriate hoardings. The second phase of the construction of the new building will require a re-alignment of the hoardings to enable the provision of loading and unloading facilities and storage of materials from the site frontage, with the provision of a "lay-by" within the site to ensure that delivery vehicles can be parked off road.

BASEMENT EXCAVATION AND PILING - Not applicable to this development.

SUB-STRUCTURE - Not applicable to this development.

SUPER- STRUCTURE - Not applicable to this development.

CLADDING - Not applicable to this development.

FIT-OUT, TESTING AND COMMISSIONING - Not applicable to this development.

INFRASTRUCTURE AND UTILITIES - It is unlikely that utility connection points will be required in the roadway, as there is capacity within the existing connections to the former building and use. In the event that multiple utilities require new connections to be made in the roadway, these will be planned early so as to allow the different utilities sufficient time to co-ordinate their efforts and carry out all respective works in a co-ordinated manner and within a single event. The utility companies will be advised to apply for a collaborative permit.

4. VEHICLE ROUTING AND ACCESS

- 4.1. The development is small scale and most construction materials will be sourced locally where possible, so as to avoid the need for excessive transportation of materials and goods from source to the site.
- 4.2. To encourage best levels of practice in safety, fuel efficiency, vehicle emissions and environmental protection in the movement of construction and delivery vehicles, all relevant contractors and delivery operators will be registered with FORS (Fleet Operator Recognition Scheme) with a minimum silver status level.
- 4.3. All construction and delivery vehicle drivers will use the main road network to access or leave the site. Drivers will be advised that they can only access the site from the northern end of Palmerston Road from Lower Road, traversing south along Palmerston Road from where they can then pull-in to the front of the site. Vehicles leaving the site will only be allowed to travel south along Palmerston Road to its junction with Vernon Road, turning right onto Lind Road, and then turning left onto the A232 Carshalton Road. The A232 provides is a main road between Sutton and Croydon town centres, from where the M23 and M25 motorways can be easily accessed via the Red Route network.

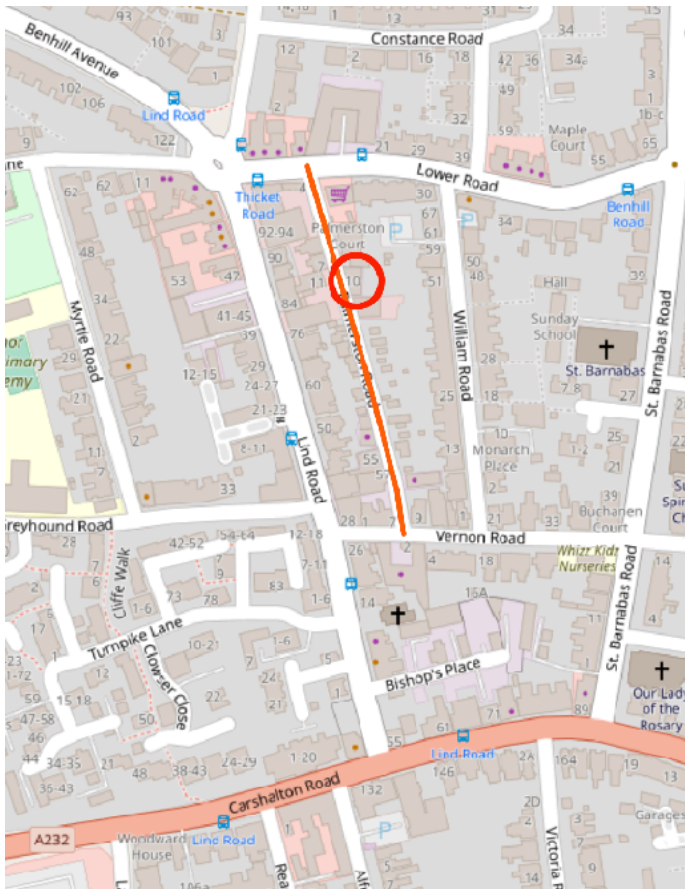
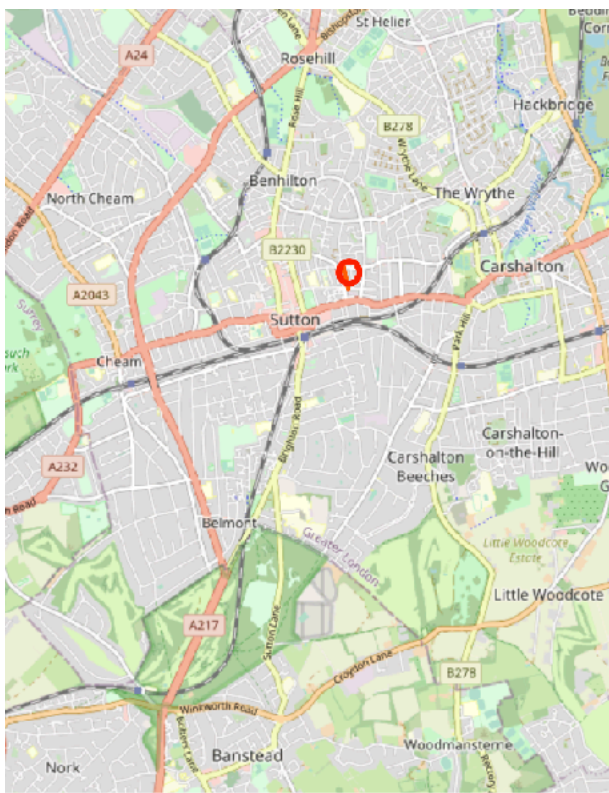


Figure 5 – The main road networks around the site and Sutton (Open Street Map)

- 4.4. There will be no requirement for traffic signals or other physical measures to direct or contain construction vehicles or other highway users. However, a banksman will be employed to ensure the protection of other highway users and to ensure vehicle movements and parking by other highway users is not unduly compromised.

5. STRATEGIES TO REDUCE IMPACTS

- 5.1. Given the limited extent of the development and the quantum and type of materials used in the construction, there are no meaningful measures that can be undertaken to further influence construction vehicles and deliveries. Sustainable freight will be encouraged and material procurement measures put in place as detailed in the CMP.

6. ESTIMATED VEHICLE MOVEMENTS

- 6.1. Given the minor nature of the development, the number of vehicle movements at all stages of construction will not be significant. It is estimated that the number of vehicle trips requiring access to the site will average at less than 2 per day over the estimated maximum 8 month construction period.

7. IMPLEMENTING, MONITORING AND UPDATING

- 7.1. This CLP will be implemented on implementation of the development as outlined in the attached CMP for contractors.
- 7.2. These documents demonstrate the Applicant's commitment to ensuring that the construction of this development will be undertaken in a sustainable manner that minimises disruption to the local environment. The measures proposed are commensurate with the scale and form of the development and its location.

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CONSTRUCTION MANAGEMENT PLAN FOR CONTRACTORS

a) Site Manager

1. A Site Manager will be appointed who will be responsible for the project, including appropriate liaison with neighbours, relevant authorities and interested parties. The Site Manager will be responsible for the implementation, continuation and refinement of this Plan.
2. The Site Manager's contact details (including 24hr emergency contact) will be displayed on the site frontage, and notification of contact details will also be sent to the Local Planning Authority and immediate neighbours prior to the commencement of any works.

b) Site access

3. Site Layout Plans for the demolition and construction phases are attached as *Appendix A*. They show the proposed hoardings, vehicle loading and unloading areas, skip provision, and staff welfare facilities.
4. It is expected that the removal of debris or the delivery of construction materials will take place with delivery/construction vehicles being parked within a "lay-by" formed within the site along the road frontage. This will enable the highway to be kept clear of parked vehicles that may otherwise block the road. Materials will be transported into/from the site either manually or by the on-board crane on the delivery vehicle.

c) Means of enclosure of the site and security

5. Construction hoardings will be placed around the perimeter of the site, prior to the commencement of any works. During the demolition phase, the hoardings may be moveable to allow access to the building to be demolished, but will be reinstated once the substantial demolition works have taken place. During the construction phase the hoardings along the frontage will also be moveable, to allow for vehicles to pull into the site within a "lay-by" arrangement. At the end of each working day any removed hoardings shall be reinstated across the frontage and secured.
6. The erection, and on-going maintenance of any construction hoarding or scaffolding will be the responsibility of the Site Manager, who will at all times ensure that the structures are maintained and structurally sound so as to not pose a safety risk to neighbouring properties, passing pedestrians or vehicular traffic.



- 7. Warning signs and contractor and emergency contact details will be placed on any hoarding or scaffolding to highlight the dangers of entering a construction site. Any access arrangements up the scaffolding shall be removed when the contractors are not on site, so as to prevent unauthorised access.



- 8. The Site Manager will be responsible for ensuring that the site is always suitably enclosed, safe and secure, and ensure that all adjoining public footpaths and highways are not obstructed by vehicles, equipment or materials associated with the development.

d) Staff Welfare Facilities

- 9. The site already has access to drainage, water mains and electricity, and these utilities will be maintained for use by contractors.
- 10. A portable WC for construction workers will be provided at the rear of the site. A secure place will be provided for valuable materials and small plant to be stored "out of sight" when there is no-one on site. Valuable items will not be left on site overnight, and the site will always be secured by the last operative to leave the premises.

e) Tree and landscaping protection measures

- 11. There are no trees or landscape features within the site that will be affected by the construction process. There are no street trees adjacent to the building that need to be protected.

f) Control of Construction Waste

12. All demolition works will be undertaken in accordance with statutory requirements, with particular attention given to the possibilities of the existence of asbestos, in accordance with the Control of Asbestos Regulations 2012 and the Approved Code of Practice.
13. All demolition or unwanted materials will be disposed of in accordance with relevant legislation and waste transfer licences, with the aim of preventing unnecessary waste, reuse, recycling or recovery.

g) Storage of plant, materials and skips

14. There is limited scope for the storage of plant and materials within the site, and the construction process will therefore be in the form of an "as and when" basis. Equipment and materials will be delivered at the appropriate time of construction so as to ensure that space is not wasted by their storage in advance of works.
15. Skips may be required for the collection of waste at various stages of the construction process. Given the constraints of this site, any skips will be required to be placed within the site, close to its frontage. It will not be possible to place skips on the public highway.
16. There should be no requirement for any hoarding, scaffolding or cranes to encroach onto the footway or highway, although if they are required, the appropriate licenses will always be sought in advance from the Local Highway Authority.
17. There will be no parking available on the site for contractors. All contractors will be obliged to adhere to local on-street parking restrictions and to avoid obstructing access local residents parking spaces.

h) Provision for loading/unloading materials

18. All construction materials will be delivered to the site from the road. No new construction vehicular access points are possible or required.
19. All deliveries will be carefully managed and timed, so as to ensure that there is not more than one delivery at any one time and that they avoid peak times for vehicle movements.
20. A banksman will be available where large delivery vehicles are required, or where there could be disruption to on-street parking arrangements or the free flow of traffic or pedestrians.
21. Loading and unloading of delivery vehicles will take place from the frontage of Palmerston Road, within a "lay-by" arrangement, with goods transported by hand to the rear of the site.
22. All vehicles associated with the construction works will comply with local parking and unloading restrictions. If temporary parking restrictions are required to allow unloading, then the appropriate consents will be sought from the Local Highway Authority.

i) Construction and delivery vehicle routes

23. The development is small scale and most construction materials will be sourced locally where possible, so as to avoid the need for excessive transportation of materials and goods from source to the site.
24. The developer will seek to ensure that contractors are registered with FORS (Fleet Operator Recognition Scheme) to at least silver standard, and will specify in tender and contract documents for all stakeholders to comply with the CLOCS standard. These requirements will encourage best levels of practice in safety, fuel efficiency, vehicle emissions and environmental protection in the movement of vehicles associated with the construction process.
25. All construction and delivery vehicle drivers will be asked to use the main road network to access or leave the site, as detailed in the vehicle access routes plan in *Appendix B*.
26. There will be no requirement for traffic signals or other physical measures to direct or contain construction vehicles or other highway users. A Banksman will be used where necessary to protect other highway users and monitor general traffic movement as required.



j) Wheel washing equipment

27. The site will maintain its water supply to which a hose can be connected for the purposes of the construction and washing of equipment and vehicles, and dust suppression.
28. At the end of each working day, checks will be made by the site foreman to ensure that there is no mud, debris or rubbish on the highway, and any debris caused by the development will be removed.

k) Vehicle parking

29. All contractors will be encouraged to use public transport to gain access to the site. If private vehicles are to be used, parking arrangements will be in compliance with local parking restrictions.
30. Given the nature of development, the parking of contractors vehicles in nearby streets will be infrequent and short-term, as different contractors will be used throughout the course of construction. The number of construction workers on site at any one time will at most be no more than 6, and this will not therefore cause any significant or long term disturbance to on street parking in the immediate area.

l) Dust mitigation measures

31. The following measures will be implemented to minimise any impact arising from dust and dirt as a result of the construction process:

- A water supply will be maintained across the site to ensure that dusty surfaces and activities can be damped down as appropriate.
- Any scaffolding used on the site will be covered with polythene sheets to form a barrier between the site and the surrounding properties. This will reduce the transport of dust off-site.
- There will be no burning of any material anywhere on-site.
- Surplus materials and rubbish will not be allowed to accumulate on the site or spill over into the surroundings.
- Ground & surface water will be managed by the insertion of all drainage at the beginning of construction. All drain runs will be made active so as to minimise surface water.
- As much cutting of materials as possible will be carried out off site.

m) Noise and vibration mitigation measures

32. Noise emission can be a potential source of annoyance to adjoining and nearby residents. The following measures will therefore ensure that this source of annoyance is minimised as far as possible:

- All demolition works and any construction works that may cause noise to be audible outside of the site will be restricted to the hours of 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays. There will be no working at all on Sundays or Bank Holidays without the prior written permission from the Council.
- Deliveries of materials to the site will not be permitted before 08.00 at any time, and not at all on Sundays or Bank Holidays.
- Standard construction plant and equipment will be used. It is anticipated that there will not be any particularly 'noisy' or long-term activities that require particular attention. Typical plant will include compaction equipment, excavators, breakers, dumpers, mobile cranes, scissor lifts, cherry pickers etc. Any stationary plant such as compressors and generators will be positioned away from sensitive locations within the confines of the operational use of the equipment.
- Vehicles and mechanical plant used shall be fitted with effective exhaust silencers, maintained in good and efficient working order and operated in such a manner as to minimise noise emissions. All contractors shall ensure that all plant complies with the relevant statutory requirements.
- Machines in intermittent use will be shut down or throttled down to a minimum when not in use.
- Where practicable, equipment powered by mains electricity shall be used in preference to equipment powered by internal combustion engine or locally generated electricity.

- Plant will be maintained in good working order so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- All materials will be lowered where practicable and not dropped.
- Neighbouring occupiers will be advised in writing by the site foreman of any activities or deliveries that may have the potential to cause unavoidable noise or other disturbance, so as to manage the expectations of all parties. Contact details, including an emergency telephone number shall be provided in all communications.

n) Air pollution mitigation

33. It is acknowledged that Non-Road Mobile Machinery (NRMM) can contribute to London's air pollution. Where contractors are to operate such machinery they will be required to have regard to the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation (1 June 2015) and the Mayor of London's Non-Road Mobile Machinery (NRMM) Practical Guide v.4 (September 2020). All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in Chapter 7 of the GLA's Supplementary Planning Guidance "Control of Dust and Emissions During Construction and Demolition" (July 2014).

end.

APPENDIX A - SITE PLANS

DEMOLITION PHASE DRAWING 2238/21

CONSTRUCTION PHASE DRAWING 2238/22

APPENDIX B - VEHICLE ACCESS ROUTES TO AND FROM THE SITE

