Construction & Traffic Management Plan

Project: 34 Belgrave Mews South

Document Ref. NOB34BMS

Date: 24th November 2023

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1.0 Introduction

This Construction & Traffic Management Plan (CTMP) has been produced by Noble Structures Ltd in relation to the development proposals at 34 Belgrave Mews South, City of Westminster, London, SW1x 8BT. A site location plan is provided (ref 1.2)

The development site is located on Belgrave Mews South, situated towards the western boundary of the borough, in close proximity to Sloane Square and Victoria London Underground stations. The site is located within Grosvenor Estate. There is no garden to the front of the property but it has garden area to the rear. The site does not have any on-site parking.

The property is joined on either side to 36 and 32 Belgrave Mews South. Both 36 and 32 Belgrave Mews South are properties of comparable age, footprint, and height. Both properties look to have been re-developed in recent times and seem to be in a very good condition.

The property is not a listed building therefore no permissions are required in relation to that.

The current proposals comprise of a full refurbishment of the existing building to include excavation to form a subterranean/basement extension with lightwell to rear and extensions at rear ground and first floor levels. Please refer to point 1.2 Development Proposals, detailed below.

This document covers the routing of construction site traffic, access arrangements to the site, details of the vehicles expected, as well as the required licenses and suspensions. The purpose of this CTMP is to ensure that the impact of construction work on residents and the immediate highway network is kept to an absolute minimum.

The Construction Project Manager (CPM) will be responsible for implementing measures contained in the CTMP and will be the point of contact for residents. The CPM will ensure that all contractors working on site have public liability cover in place before starting on site.

The works shall be undertaken in accordance with the Westminster Code of Construction Practice.

1.1 Project Directory

Client: Leconfield Property Group

Main Contractor: Noble Structures Ltd

Engineer's: TBC

Architect: Lewis Stroud Architects

M&E Engineer's: TBC

Quantity Surveyor / Project Manager: TBC

1.2 The Site Location & Development Proposals

34 Belgrave Mews South Site Location

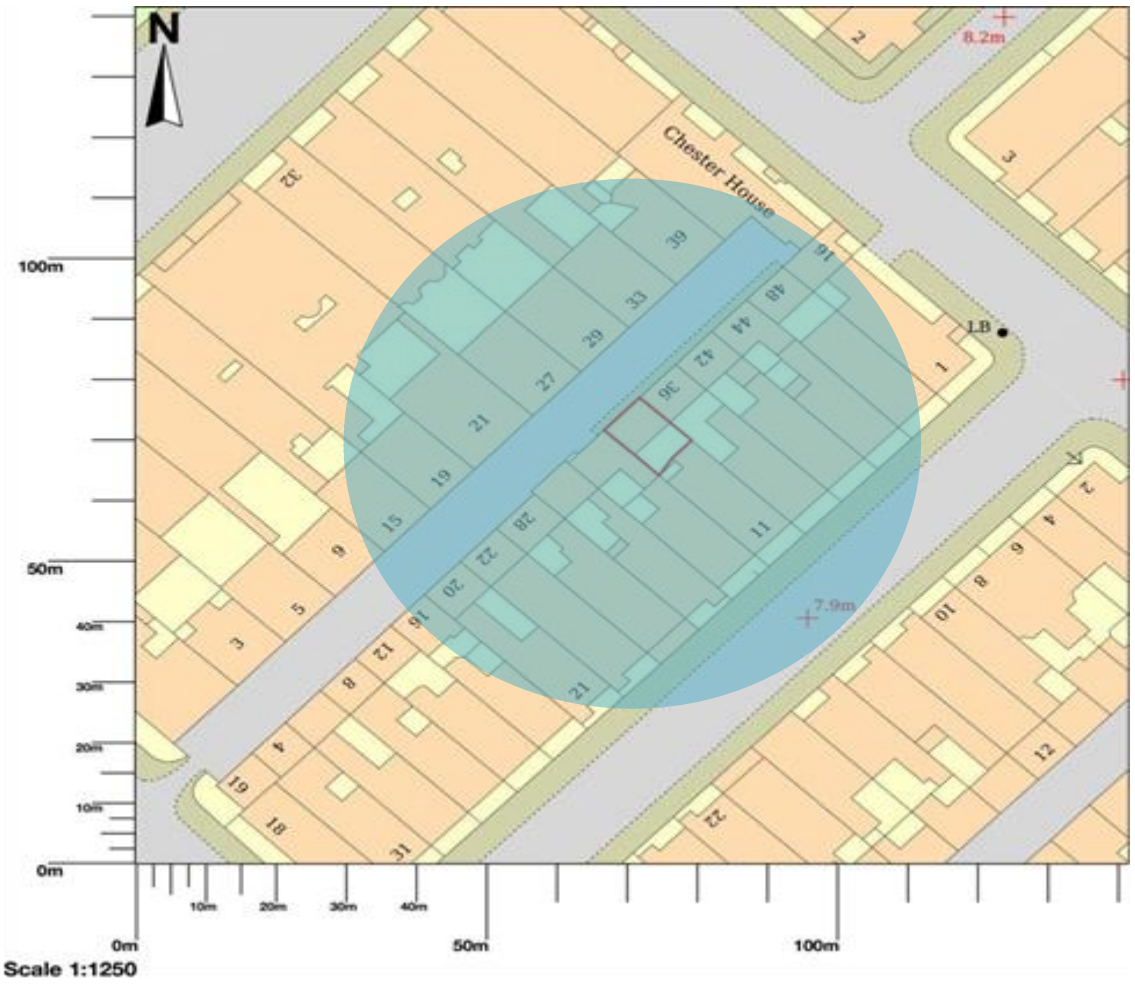


Fig 1 - Site Outlined in Red above. 50mtrs Sensitive receptors included within the buffered area in blue.

Sensitive receptors include residential properties on Belgrave Mews South, Eaton Place, Upper Belgrave Street & Eaton Square. There are no commercial properties within the buffer zone.

Sensitive Receptors

The sensitive receptors are identified based on locations where public could be adversely affected by noise vibration dust and changes in local air quality caused by a development.

Higher Sensitive receptors include places such as hospitals, schools/education establishments and residential properties whereas the medium/low sensitivity receptors are shops, workplaces and parks.

Residents living within 50m of the Basement can potentially be affected by noise and vibration therefore all sensitive receptors within 50m of the site boundary should be identified. Residents living in proximity to such a site can potentially be affected by site dust up to 1 km from the source, although continual or severe concerns about dust sources are most likely to be experienced near to dust sources, generally within 100 meters.

In general, large dust particles (greater than 30µm) make up the greatest proportion of dust emitted from construction sites and will largely deposit within 100 m of sources. Intermediate sized particles (10-30µm) are likely to travel up to 250-500m.

Smaller particles (less than10µm), which make up a small proportion of the dust emitted, can travel up to 1km from sources. Basements are required to identify dust sensitive receptors within 50m of the site boundary.

Development Proposals

Excavation to form a subterranean/basement extension with lightwell to rear and extensions at rear ground and first floor levels.

Planning Consent Ref: 18/05265/FULL

1.3 Working Hours

Monday to Friday – 8:00am – 6:00pm

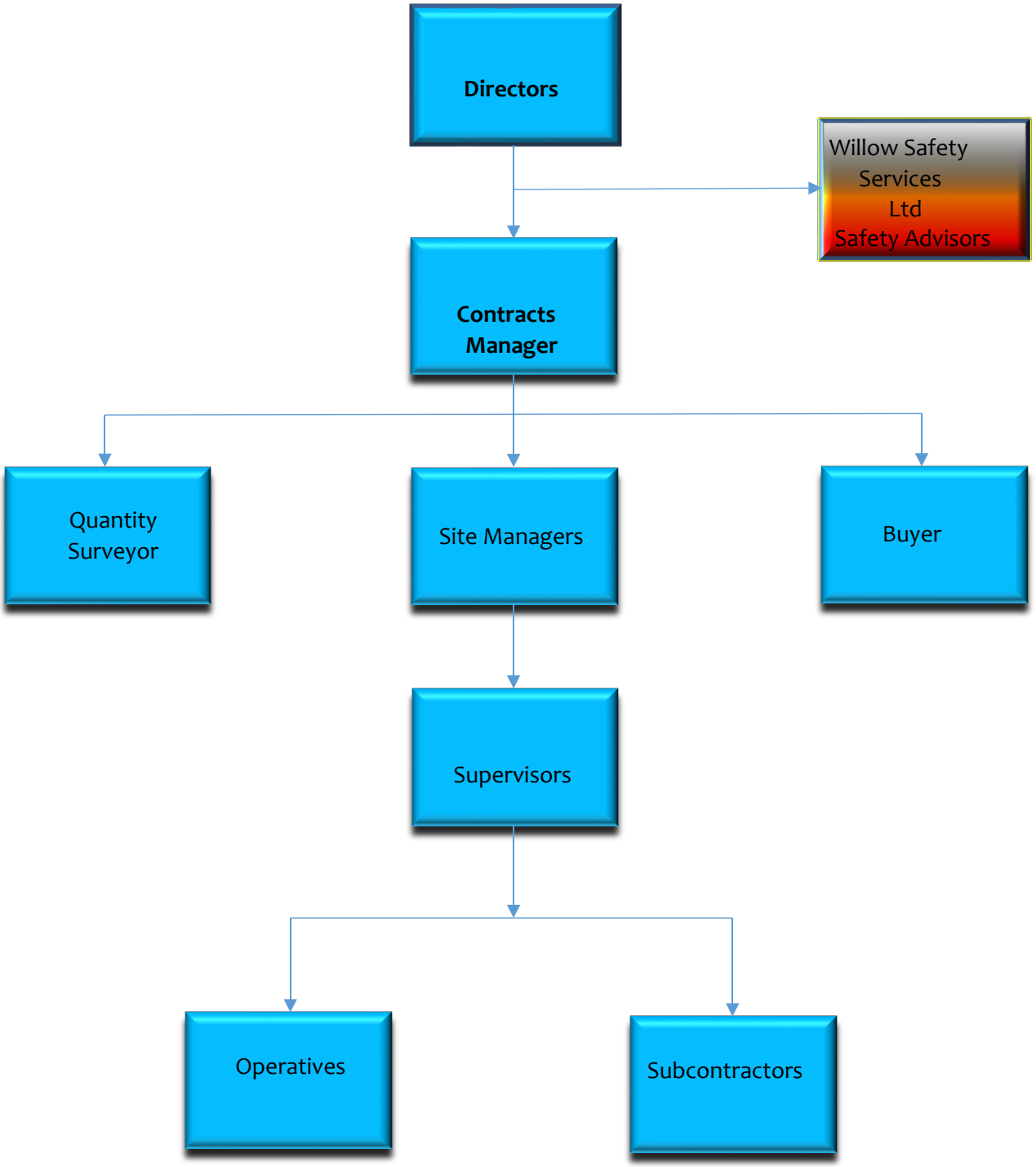
Saturday – 8:00am – 1.00pm - No noisy works.

Sundays and Bank Holidays – Planning Permission does not normally permit any works on these days unless specified by a section 60 consent granted under the Control of Pollution Act 1974.

As per the Considerate Constructors Scheme code of best practice, Noble will ensure that the level of nuisance caused to site sensitive receptors is kept to a minimum.

4. Site Management Structure, Roles and Responsibilities and Site / Project Managers Details

Organizational Chart



Roles and Responsibilities

All site-based Staff:

- Should follow good practice and are responsible for carrying out their activities without detrimental effects on the neighbouring properties, residents & environment
- Should comply with the system of works, including the Site Clearance & Construction Management Plan, Method Statements and Risk assessments and should carry out their tasks in accordance with their training
- Are responsible for reporting any H&S and Environmental concerns and incidents to their supervisors, including suggestions for improvements
- Have an obligation to respect the sensitive surroundings and not to cause any environmental incidents

Site Engineers/ Foreman

- Should understand the project H&S, Environmental, Logistical Arrangements & Planning Conditions obligations and the practical measures needed to comply with them
- Should ensure that the control measures identified are effectively carried out
- Identify the need for and deliver regular Toolbox talks

Project / Site Manager

- General day to day management of the site
- Acting as the Primary point of contact for neighbours and the local community
- Principal responsibility for H&S and Environmental management on site by ensuring:
- All measures in this document, including consents, are obtained, and implemented on site. This includes ensuring that adequate resources are allocated to the H&S and environmental management.
- H&S and Environmental issues in Method statements/risk assessments are effectively communicated on site and that training is delivered
- H&S and Environmental instruction from the client are carried out
- Incidents and non-conformances are investigation, corrected and prevented from re- occurring

H&S and Environmental Manager

- Produce relevant site documentation
- Liaison with 3rd parties
- Inspections and audits carried out
- Regular Environmental checks on the surroundings and ensure best practices are employed onsite during the construction phase
- Produce a suitable and robust fire plan
- Delivering regular training and toolbox talks
- Investigation of incidents and non-conformances are corrected, and preventive action implemented
- Reporting H&S and environmental performance to senior management
- Providing help and advice to the site managers and site engineers and the foremen
- Reviewing and inputting into risk assessments and Method Statements
- Reviewing Site Set Up & Logistical arrangements.

Site / Project Managers Details

Details of Site / Project Manager: TBC Prior to Commencement

Mobile: TBC

Email: TBC

Details of Site /Project Manager to be Displayed on a Contact Display Poster on the Front Hoarding. Also, to be displayed in the Site Welfare and various locations around the site.

1.5 Security controls

Noble Structures will be responsible for ensuring the identity and qualifications of their staff, sub-contractor's staff, and any/all persons they require to be provided access to the site.

A signing in and out book shall be provided at the site entrance on 34 Belgrave Mews South.

The site shall be accessed by Secure Access & Egress Gate. All access and egress gates shall be locked at night and when site is closed I.e., Weekends and Bank Holidays. Perimeter fencing & Access gates shall be maintained regularly throughout the project. In case of an emergency Site Access Emergency routes shall be kept clear at all time. To be enforced by Gatemen & Traffic Marshalls onsite. Emergency evacuation procedures to be displayed and signage provided onsite.

1.6 Health and Safety Controls

A Construction Phase Plan (CPP) will be in place for the project. The document will cover the health and safety controls on site, monitoring requirements, emergency arrangements, site specific risk assessments, permits to work, COSHH and asbestos assessments for the site.

The site induction will cover the special requirements for works and task covered on site. Internal and external health and safety inspections are to be carried out. Identified non-conformances will be closed out and the corrective and preventive actions will be logged.

Emergency arrangements cover all types of emergencies, including major events. A response procedure for each the following emergencies will be available in the CPP:

- Electrical cable strike
- Gas Service Strike
- Water Service Strike
- Telecommunication able
- Contact with plant/services
- Ill Health from existing or the onset of an illness
- Explosion
- Hazardous materials
- Unexploded bomb
- Snow/Ice
- Strong gale wind
- Flooding
- Structure collapse
- Traffic accident
- Pandemic/epidemic
- Environmental incidents
- Act of Terrorism

1.7 Emergency Arrangements

Noble Structures shall follow its own Health and Safety procedure for Site security. A dedicated site team will provide security during site working hours and the site will be made secure out of hours, this to prevent any trespassing or theft actions.

The emergency arrangements will be briefed on site during the induction stage and displayed on the site information boards.

Noble Structures will plan emergency arrangements in accordance with the legal requirements.
A comprehensive community emergency plan will be put in place for the duration of the works. In case of any of the emergencies mentioned in 1.6, the community can be kept fully informed and adequate arrangements will ensure that evacuation of an affected area is conducted in a safe fashion.

1.8 Environmental Emergency Arrangements

Noble Structures will display the environmental emergency response plan in the environmental information board. This will be communicated to all site team during induction and safe start briefings.

The Environmental emergency response plan will cover the step-by-step action response for the following incidents:

- Spills
- Fire Emergency
- Discovery of potentially contaminated land
- Discharge of Silty or other pollutants into a drain or watercourse
- Disturbing or damaging protected species and/or adjacent residents

the site team will be trained in Spill Response by the Environmental Manager.

Ample provision of oil/fuel and general maintenance spill kits will be provided.

1.9 Fire Procedures

A Fire and Emergency plan shall be drafted and put in place for the project. It shall contain the arrangements for organisation of personnel, communications for arrangements, fire protection measures, fire prevention measures and risk assessments. The file will be made available to any interested parties.

In General Fire control points will be established in suitable locations around the building. These shall contain:

• Clear instructions in the event of a fire

• Fire bell / Remote Alarm

• Fire escape routes will be displayed together with assembly points

• Array of suitable fire extinguishers

The site emergency Muster Point shall be located across the Road from the Main Site on Belgrave Mews. All to be covered with the site induction.

2.0 Liaison with Neighbours' & Interested Parties

A letter will be issued to all neighbouring properties giving them the opportunity to request a copy of this CTMP. Any responses from neighbours will also be forwarded to LB Westminster. This document will also be issued to Grosvenor Estate for their records and comments.

Prior to works being initiated on site, Noble Structures will contact all interested parties such as the surrounding neighbours', local authorities, and the Fire Department.
An introduction letter will be issued, providing a point of contact between interested parties and the site team. This letter will be followed by monthly newsletters, which will update any interested parties on the development of works or any other relevant information.

Any complaints received during the works are to be immediately forwarded to the Noble Structures Team and the client's team and also LB Westminster. If the impacts of construction can be further mitigated such options will be fully investigated and further monitoring may be implemented if necessary. The results of any such assessment and investigation will be reported back to any interested parties.

A Community Liaison Officer will be appointed and will deal with any complaints or suggestions and a specific email address (admin@noblestructures.co.uk) will be provided to all interested parties as a direct point of contact for any concerns.

2.1 Liaison with Nearby Sites

As good practice and to create a positive environment for Workers, Neighbours etc. Noble will liaise with nearby sites to reduce the cumulative impacts from construction.

2.2 Considerate Constructors Scheme

Noble have company registration with the scheme therefore all projects are registered with the scheme.

2.3 Emergency Contact Details

Department	**Tel No**
Emergency Services	999
Non-Emergency	101
Environmental Incident	O3708 506 506
Gas Emergency	0800 111 999
Electricity Emergency	0800 31 63 105
Thames Water	0800 316 9800

3.0 Description of Works and Construction Methodology

Site Set Up

- Prior to any works commencing a site hoarding will be installed along the site frontage. The extent of the hoarding and lighting requirements will be agreed with the highway authority and Grosvenor Estate in accordance with their licensing procedure prior to installation.
- The hoarding will assist in making the site area secure and creating a safe working area. See attached Site Set Up Plan in appendix.
- A safe walkway outside the frontage of the site will be provided to ensure pedestrian safety.
- Site welfare facilities shall be located above the hoarding at first floor level.
- Scaffolding shall be installed to the front and rear of the property during the renovation stage. Scaffold shall be delivered in 7.5-ton, 2 axle lorries only. Wait and load out from front of site only.
- During the soft strip and site clearance stage materials will be manually taken to the front of the site where it shall be loaded into waiting vehicles. See drawings in appendix.
- During the basement works spoil will be delivered via the gantry and a conveyor system would pass over it to enable spoil to be removed from the site into a wait and load vehicle parked at front of the property.
- The extent of the hoarding, gantry and scaffolding requirements will be agreed with the highway authority & Grosvenor estates in accordance with their licensing procedure. All licenses will be applied for by the CPM as per the drawing in the attached appendix.

Excavation

- Excavated material will be transferred by a conveyor belt system directly into a wait and load vehicle located in front of the hoarding adjacent to the frontage of the property. This is to provide the most efficient method of removal and is expected to reduce disruption to the normal flow of traffic.

Structural/Non-Structural Works

- Concrete will be hand mixed on site due to Grosvenor weight restrictions on the mews.
- Structural steel and building materials will be brought into site via frontage of the site.

Material Storage

- All material will be stored on site. Areas within the existing building will be utilized for storage. The areas that will be used for storage will vary throughout the building programme to accommodate works that will take place in those areas. At no time during the works shall material be stored on Belgr

Strip Out and Construction Methodology

- A Refurbishment & Demolition Asbestos survey will be produced before work commence on site.
- An internal soft strip of the buildings will be carried out by general operatives to remove as much of the waste materials from the building ahead of the structural works. Operatives will strip out all doors, frames, windows, timber of any description, (not appertaining to roof or main structure) toilets, pipe work, ducting, electrical items, and any debris.
- Materials will be loaded by hand method into waiting vehicles and removed from the site.
- The structural alterations to the building to remodel the internal layout shall be carried out manually using handheld tools with debris from this activity taken to wait & load vehicles.
- Any temporary propping requirements during the structural alterations stage shall be carried out prior to removal of any load bearing structure. Party wall agreements shall be adhered to during the refurbishment.
- The structural alterations and site clearance shall be undertaken by manual method with handheld electrical demolition breakers and tools.
- After the stripping out and structural alterations have been carried out the next stage will be basement construction. Prior to commencement the party walls will be propped horizontally at ground floor as per structural engineers' requirements.

- Underpinning of the Basement Perimeter shall then be undertaken in the following stages:

  1. Excavate bays 1 down to required level. The underside of existing foundation is to be well cleaned. Sides of excavation are to vertical and smooth faced. Provide 4 no. dowel bars into adjacent soil and install reinforcement as required.
  2. Shutter, as necessary to provide required foundation width. Concrete is to be placed up to 75mm below underside of existing foundation.
  3. One day after completion of concreting (24 hours), dry pack to bay 1 to be placed between underside of footings and new surface.
  4. Repeat operations 1 to 3 for bays 2 allowing at least 48 hours between dry packing and excavation of adjacent bay.

5. When pouring concrete against a section already underpinned, the face of the concrete shall be cleaned and roughened, if necessary, to provide a good key. Exposed dowel bars to be cleaned off.
6. Repeat operations 1 to 3 for additional bay 3 allowing at least 48 hours between dry packing and excavation of adjacent bay.
7. When all underpinning bays have been poured and dry packed placed between underside of footings and new surface, the projected brickwork corbels and concrete footings can be carefully removed by the contractor.

- The excavated material from the underpinning and subsequent basement excavation will be transported out by a conveyor belt and loaded directly into wait and load tippers. Depending on the sequence of excavation and construction, the walls will be propped at appropriate levels using temporary and permanent propping elements.
- The Basement excavation shall be undertaken by hand, and where possible a mini digger. Excavated material will be loaded onto the conveyor system, and into waiting tippers.
- Following excavation, the basement drainage and RC slab shall be installed.
- Concrete pumping shall be undertaken using small static pump set up within front site hoarding.
- Next stage will be the construction of the Lower ground floor using reinforced inset concrete slab. Materials shall be received at the front entrance and manually positioned onsite.
- For the superstructure fit out stage, material shall be received via the front of the site and will be transported manually to the works areas within the building.

4.0 Logistics & Traffic Management Plan

During the entire Project Construction Phase, the site will be serviced from 34 Belgrave Mews South. Please refer to the Site Set Up Plan and Vehicle Path Plan Drawings in Appendix.

The site will be accessed from the south via the B310 (Belgrave Place). Upon approach to the entrance to Belgrave Mews South, and with aid of Noble Structures traffic marshals, the vehicles will undertake a reverse maneuver into Belgrave Mews South and come to a stop outside No 34, where the engine of the vehicle will be turned off.

All vehicles leaving the site will exit by turning right onto the B310 (Belgrave Place) and into Belgrave Square. The exit from the mews will be again supervised by traffic marshals.
Access to the other properties in Belgrave Mews South will be maintained throughout and at no time shall wait and load vehicles be left unattended should they need to be moved in case of an emergency.

All vehicular operations will be managed by a trained traffic marshals. Safe passage to pedestrians will be given priority at all times.

4.1 Proposed Traffic Routes Plan & Access

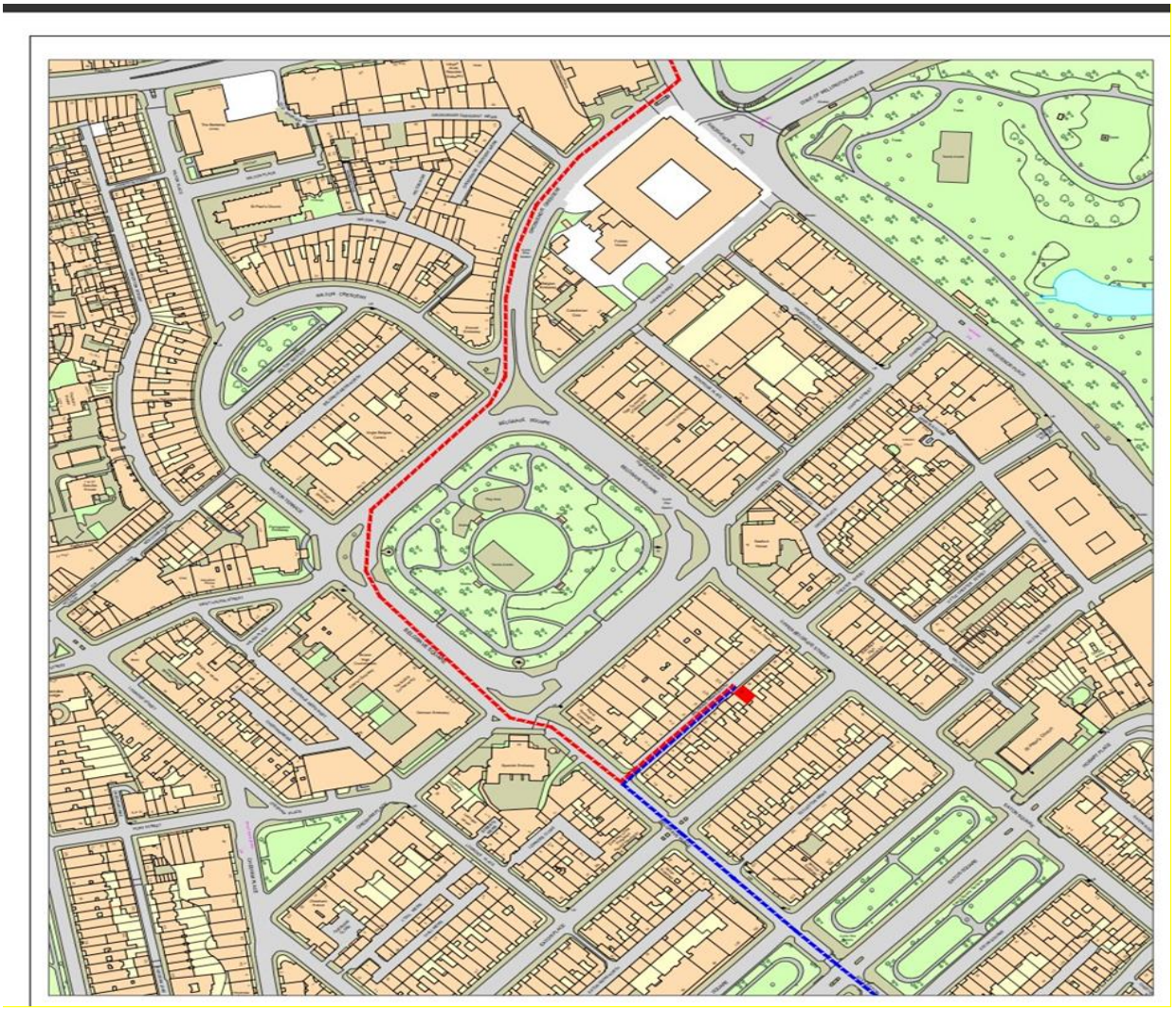


Fig 1 Routing

Also see Appendix for site access drawings.

- The site is located on Belgrave Mews South in Belgravia; it is bound by adjacent residential properties and there is no vehicle access onto the site.
- Belgrave Mews is a private Mews within the Grosvenor Estate. It only has one entrance through an arch (3.7w x 4.7h) from the B310 (Belgrave Place) Road. The mews is approximately 9.1 meters in width and has no road markings or vehicle parking bays.
- The construction works at 34 Belgrave Mews South are not expected to create a significant disruption to the normal flow of traffic. A section of spaces situated directly outside the site would be used during construction to enable vehicles to undertake loading and unloading activity. A site set-up plan indicating the temporary construction highway arrangement to the site is attached in the Appendix.
- The site will be accessed via Belgrave Place onto Belgrave Mews South and come to a stop outside No 34. All engines will be turned to off upon arrival at No 79.
- All vehicles leaving site will do so by exiting onto Belgrave Place and continuing onto Belgrave Square.
- This access strategy is the most effective in creating minimal disruption to local traffic. A vehicle routing drawing is provided above and in the appendix.
- All contractors, delivery companies and visitors to the site will be made aware of the access and egress route and of on-site restrictions prior to undertaking their journey. A written briefing and plan for the site will be provided to contractors, delivery companies and visitors.
- The majority of construction vehicle turning movements will be undertaken in forward gear. Any reversing movements will be undertaken under the supervision of trained banksmen and traffic marshals who will monitor the interaction between construction vehicles, pedestrians, cyclists, and other road users.

4.2 Logistics Plan Standards

All Vehicles / Deliveries that will attend site shall notify the Site Manager 2 hours prior to arrival to ensure the access into Belgrave Mews South is clear.

All deliveries will be unloaded / loaded at the front of the site as indicated on the site set up plan. Material shall then be manually transported to the site. No material shall be stored on the Mews for a continued period of time.

Vehicles will exit via Belgrave Place and onto Belgrave Square as directed by the site traffic marshal.

There is a vehicle weight limit within the mews of 5 ton per axle which will be adhered to at all times.

4.2 Traffic Management Accreditations

All delivery vehicles & companies will be certified with FORS Fleet Operator Recognition Scheme

4.3 Expected Vehicles type

- 2 Axle Rigid flat bed
- Drop side vans (Transit or similar)
- Large Panel Vans

2 Axle Flat Bed

Ford Transit Drop Side

Large Panel Van

4.4 Delivery Hours

Site Working Hours are Monday – Friday 08:00 – 18:0, Saturdays – 08:00 – 13:00

Deliveries Weekdays between 9am – 3:30pm Monday to Friday only.

4.5 Material Storage

Delivered plant & materials will be off-loaded at the front of the site and shall be stored within the site boundaries. Deliveries will be on a just in time basis.

No materials shall be stored on the highway.

4.6 Vehicle Call up Procedure

All deliveries shall be provided with the site managers contact number at time of order and informed of the traffic route to the site.

Drivers to call site manager 2 hours prior to arrival and again 10 – 15 minutes prior to arrival on-site to ensure the site can accommodate the delivery.

Banksmen / Traffic Marshall to meet delivery vehicles at the junction with Eaton Place. From there the deliveries shall be escorted / directed into the mews and to the front of the site at No 34.

Concrete vehicles will be called in as needed by site and given sufficient lead/lag time to avoid vehicles backing up and congesting the area.

4.7 Monitoring of the Plan & Dealing with Complaints

The Site Manager will constantly monitor the traffic plan throughout the Project and undertake a review every 2 weeks. This will be discussed at the monthly site management meetings.

Works should be contained within the site boundary throughout and therefore not affect the Traffic Plan, but any changes that might be needed will be highlighted during the reviews.

Site Contact Details will be displayed on the Site entrance gates and perimeter hoarding, and any complaints received will be formally documented and lead to a Traffic Plan Review.

Prior to commencement onsite the site manager shall check the adjoining neighborhood for any developments which may impact on the traffic management plan. If there are developments in proximity of Eaton Mews North, our site manager shall liaise with their site supervisor on deliveries etc. The Traffic Management Plan shall also be discussed to co-ordinate each sites activity.

The Site manager shall be responsible for liaison and co-ordination of these elements.

4.8 Communication of the Traffic Management Plan

The Traffic Management Plan will be communicated to all operatives and visitors to the site during the Site Induction. All suppliers and contractors will also receive the details of call up procedure and access and egress routes.
Utilities providers working in the area, will be contacted and notified of the Planned Works and the Traffic Management Plan prior to commencement to ensure we will not interfere with any of their works.

If there are to be new utilities connections planned around the development, the utilities companies shall be made aware of the traffic restriction and this Traffic Management Plan by means of site induction / briefing.

4.9 Anticipated Site Clearance, Soft Strip & Construction Works Programme

Phase of works	Duration of works	No of deliveries
Site Set Up	2 Weeks	3/4 per day
Soft Strip & Demolitions	4 weeks	3/4 per day
Basement Underpinning / Excavation	20 weeks	2/3 per day
Superstructure Works	6 weeks	1/2 per day
Internal Works	5 weeks	1 per day
Fit Out Works	30 weeks	2/3 per day

4.10 Road Closures & Highway disruption

It is not envisaged that Road Closures will be required for the project. As the site is located well within the mews, it is not envisaged traffic will back up onto the main highway on Belgrave Place.

4.11 Abnormal Loads

Abnormal Loads will not be required for the project due to the Grosvenor weight restriction on the Mews.

5.0 Noise, Vibration, Dust Control & Waste Management

5.1 Noise and Vibration

Noise and vibration monitoring will be undertaken during the construction of the development. This will be undertaken periodically throughout the project to ensure noise & vibration at boundary line are within local authority limits.

Background monitoring will be undertaken prior to commencement to provide accurate levels prior to construction works.

As part of the noise and vibration strategy, toolbox talks on the subject shall be carried out to the workforce on the topic.

Mandatory calibration for maintaining plant in good order will ensure that plant and machinery run in optical conditions.

Deliveries to the site will be scheduled to distribute vehicle movements throughout the delivery hours and to avoid more than one vehicle delivering to the site at any one time.

Noisy work on site will be carried out in accordance with guidance provided by Westminster City Council, for example:

- Restricting the hours that noisy work is carried out
- Using well-maintained and silenced plant and equipment including compressors, generators, and power tools.

The CPM will endeavor to use suppliers and contractors that use electrically powered vehicles where possible.

Noble Structures are experienced contractors with knowledge of all mitigations methods and procedures for mitigating the impact of noise and vibration from demolition and basement works.

Consultation and regular weekly nuisance assessment will be maintained with the adjoining sensitive receptors. Any complaint of excessive noise, dust or vibration will result in heightened mitigation measures and periods of respite instigated.

Plant insulation and use of the most modern and efficient technology (such as mufflers and exhaust filters) are all employed to affect any excessive anticipated noise or vibration. All plant used is newly acquired such that it complies with the most recent maximum noise emission limits. Wherever possible, quieter construction methods will be utilized.

Where any complaint is received, Noble will incorporate 2hr on/off respite periods subject to the agreement of the receptor party.

In addition, the proximate receptors/neighbours will be advised at each stage of construction if any particular action is likely to incur noise, dust, or vibration nuisance of any kind.

Noble will measure noise levels with a Class 1 decibel meter, taking readings on site and building up a log of readings throughout the project duration. Noble will aim to achieve a daily limit of 70dB (LAeq, 10hr) at the nearest sensitive façade and 73dB (LAeq, 5 minutes) at the first action level trigger.

For unattended long-term noise monitoring, Noble shall ensure the installation of a semi- permanent Class 1 sound level meters at appropriate site boundary location, continuously monitoring a range of noise metrics. The provision of alerts via SMS or email can be provided to notify high levels of noise. Furthermore, Noble can provide monthly noise reports to the council, on request, detailing daily noise emissions and discussing any noise trigger levels by text or email alert.

The measures we will take to reduce noise pollution will be as follows:

- We will work closely and cooperate fully in terms of working in normal site hours, as set out by City of Westminster which also considers the planning condition that has been stipulated regarding working hours.
- Well maintained, sound attenuated plant will be used to carry out all operations
- Reducing plant noise to acceptable levels
- Solid hoarding will be used along the boundary to the residential properties.

This will reflect sound back into the site to a significant extent. This will be supplemented locally to machinery with movable sound reflecting/absorbing barriers.

Noise arising from Site Vehicles and plant will be managed first by rigorously implementing the site hours.

Careful selection of plant and vehicles is essential. All plant used on the site will be sound attenuated and will be regularly serviced/maintained to ensure it is operating correctly. The site induction for plant operators will cover the issue of noise specifically and they will be warned against over revving of plant and the operation of horns in all but necessary situations.

Machine operatives will be advised to isolate plant/ equipment during idle periods reducing not only noise levels but encouraging efficient running of equipment and reduced fumes. In terms of misbehavior of operatives and staff on the site this will be guarded against by strict rules being out in place that will form part of Supply Chain method statements and will be covered in site induction and tool box talks.

Any operative found in contravention of the required standards will be warned for a first offence and removed from the site should there be a re-occurrence.

All of the above will be in co-operation with the following;

British Standard BS5288 – Code of practice for noise and vibration control on construction sites
CIRIA – Environmental good practice on site
London Good Practice Guide – Nosie and vibration control for demolition and construction
The London Authorities Noise Action Forum July 2016.
Mayors SPG – The control of dust and emissions during construction and demolition, July 2014.

NRMM: Non-Road Mobile Machinery

This site will be registered online at NRMM.london.gov.uk. All relevant site machinery will be detailed within and saved on their website.

5.2 Dust and Air Pollution

Noble Structures will keep a record of any plant used on site.

As part of the Dust Management Strategy the proposals and actions as follows:

Activity	Mitigation measures
Communications	Develop and implement a stakeholder communications plan that includes community engagement before work commences on site.
	Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the site boundary. This will be the Project's Site Manager.
Site Management	Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken.
	Make the complaints log available to the local authority when asked.
	Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in the logbook.
Monitoring	Carry out regular site inspections which will ascertain the success of the implemented dust management controls. These inspections will be recorded and any recommendation which results from these inspections is to be followed up by site management.

Preparing and maintaining the site	Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site.
	Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period.
	Avoid site runoff of water or mud.
	Keep site fencing, barriers and scaffolding clean using wet methods
	Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used onsite cover as described below
	The hard standing surface will be kept for as long as possible.
	Ensure all vehicles switch off engines when stationary - no idling vehicles
Operating vehicle/machinery	Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable.
	Produce a Construction Logistics Plan to manage the sustainable delivery of goods and materials.
	Only use cutting, grinding, or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems.
Operations	Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate.
	Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.
	No burning of waste or materials on site.

Waste Management	Soft strip inside buildings before demolition
Demolition	Bag and remove any biological debris or damp down such material before demolition.
	Ensure effective water suppression is used during demolition operations.

5.3 Waste Management

All waste will be collected and stored separately so that it can be re-used and recycled as much as possible. A pre-demolition waste audit will be carried out that will identify any materials as suitable for reuse.

A waste recovery rate of between 90 and 95% is expected. This target will be monitored by the Environmental Manager, who will request waste reports from waste contractors. These reports will include total waste removed from site and its recycling rate and will be made available to interested parties.

Before the start of works, site operatives will undergo toolbox talk training in Waste Management and Waste Segregation.

5.4 Site Waste Management Plan

A Site Waste Management Plan (SWMP) shall be produced by the Noble Structures for the project and it shall consist of a detailed log of all waste movements. Information for each of these waste movements includes:

- When was the waste moved?
- What type of waste was moved?
- Which registered Waste Carrier has taken the waste offsite
- Which facility with a valid waste permit received the waste
- Overall waste recovery for the project.

After a Pre-Demolition stage audit has been carried out this information will then be incorporated into the SWMP to compare the estimated waste arising with the actual waste sent off-site.

5.5 Asbestos

A Demolition & Refurbishment survey will need to be undertaken by the client prior to any works onsite commencing. This shall then be reviewed, and any impacts of Asbestos assessed with an action plan then put in place for its removal if required.

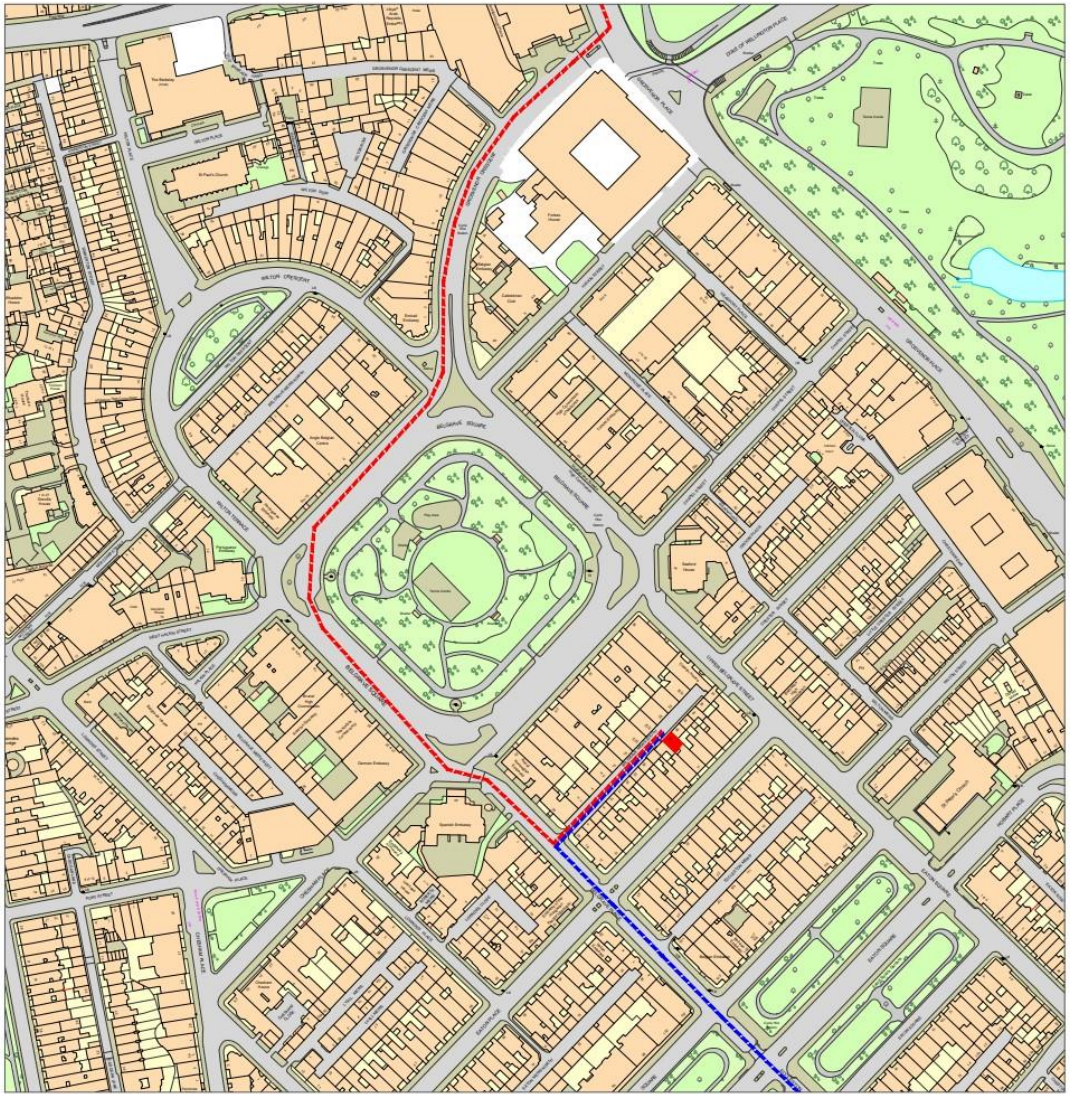
5.6 Lighting Control around the Site

As part of the site lighting strategy Noble Structures will:

- Identified the sensitive receptors surrounding the site
- Position/direct lighting away from these sensitive receptors
- Use directional lighting
- Use appropriate levels of illumination
- Light areas when and where required
- Install hoods, shields, reflectors, and baffles to mitigate or reduce light spillage

APPENDIX

- Noble – JG01_34 Belgrave Mews South_Routing
- Noble – JG02_34 Belgrave Mews South _Tipper
- Noble – JG03_34 Belgrave Mews South _Flatbed
- Noble – JG04_34 Belgrave Mews South _Hoarding



LEGEND

APPROACH ROUTE:
TRAVELING FROM THE A3213 ONTO THE B310, REVERSING INTO BELGRAVE MEWS

EXIT ROUTE:
EXIT RIGHT ONTO B310 TRVELING NORTHBOUND TO GROSVENOR PLACE

SITE LOCATION

1:1250 @ A3

0 10m 20m 50m 100m 150m

HIGHWAY DESIGN LTD

CLIENT:
NOBLE STRUCTURES

PROJECT:
34 BELSIZE MEWS SOUTH
LONDON SW1

TITLE:
VEHICLE ROUTING

STATUS:
PLANNING

DATE: 14.11.23	DRAWN BY: JG
JOB NO: JG.109.23	SCALE: 1:2500 @ A3
REV: -	DRAWING NO: JG01

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7. Swept path analysis: When generic vehicles are used for swept path analysis, they may differ from specific makes and models of that type. Driver ability can vary hugely. What one driver is capable of, another may not be so any analysis shown to be tight on space will come down driver ability and the difference between make and models of vehicles.
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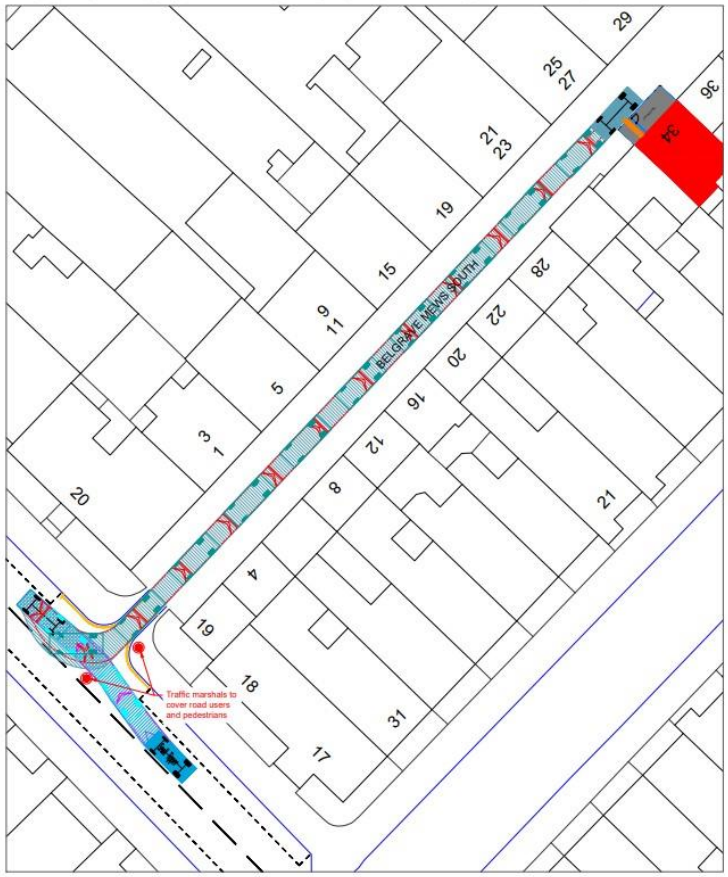
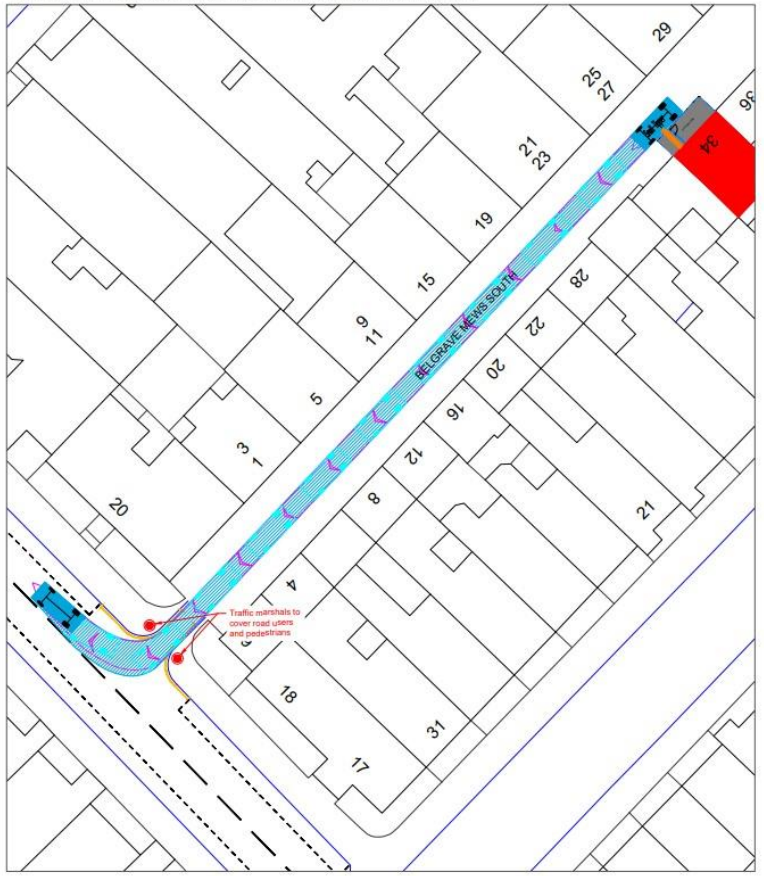
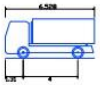
REVISIONS

APPROACH FROM THE SOUTH, REVERSE MANOEUVRE ONTO BELGRAVE MEWS SOUTH AND TRAVEL TO SITE



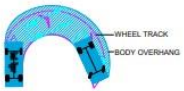
EXIT BELGRAVE MEWS SOUTH IN FORWARD GEAR TURNING RIGHT NORTHBOOUND





Small Tipper	
Overall Length	6.520m
Overall Width	2.500m
Overall Body Height	3.877m
Min Body Ground Clearance	0.327m
Track Width	2.293m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.850m

KEY TO VEHICLE ENVELOPES



WHEEL TRACK IN FORWARD GEAR
WHEEL TRACK IN REVERSE GEAR
VEHICLE BODY IN FORWARD GEAR
VEHICLE BODY IN REVERSE GEAR

HIGHWAY DESIGN LTD

CLIENT:
NOBLE STRUCTURES

PROJECT:
34 BELGRAVE MEWS SOUTH, LONDON SW1

TITLE:
SWEPT PATH ANALYSIS

DESCRIPTION:
SMALL TIPPER (MUCK AWAY) 6.5M

STATUS:
PLANNING

DATE: 06.11.23	DRAWN BY: JG
JOB NO: JG-106.23	SCALE: 1:250 @ A1
REV: -	DRAWING NO: JG02

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7. Swept path analysis: When generic vehicles are used for swept path analysis, they may differ from specific makes and models of that type. Driver ability can vary hugely. What one driver is capable of, another may not be so any analysis shown to be tight on space will come down driver ability and the difference between make and models of vehicles.
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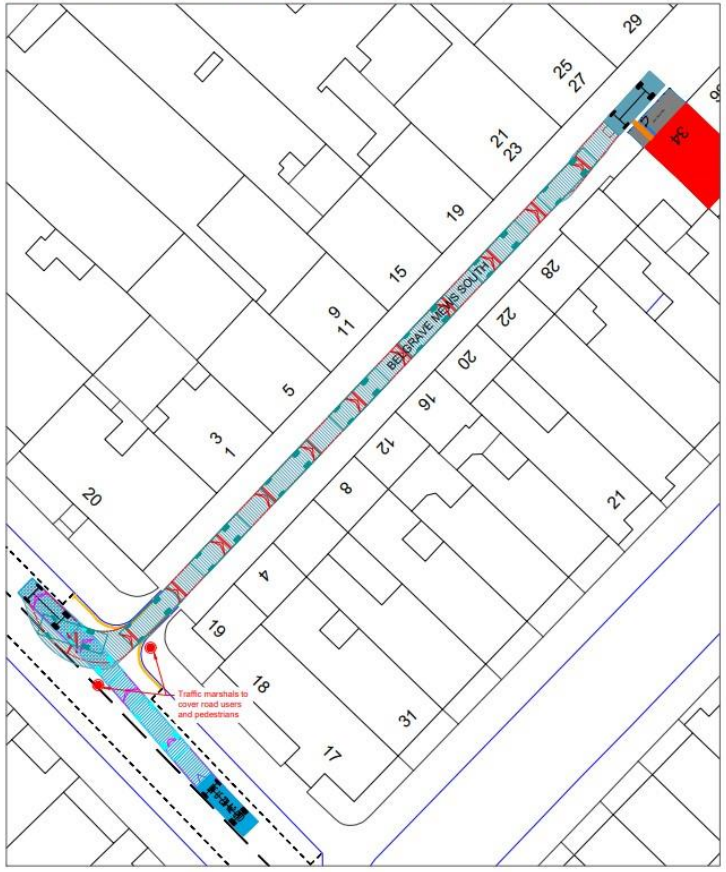
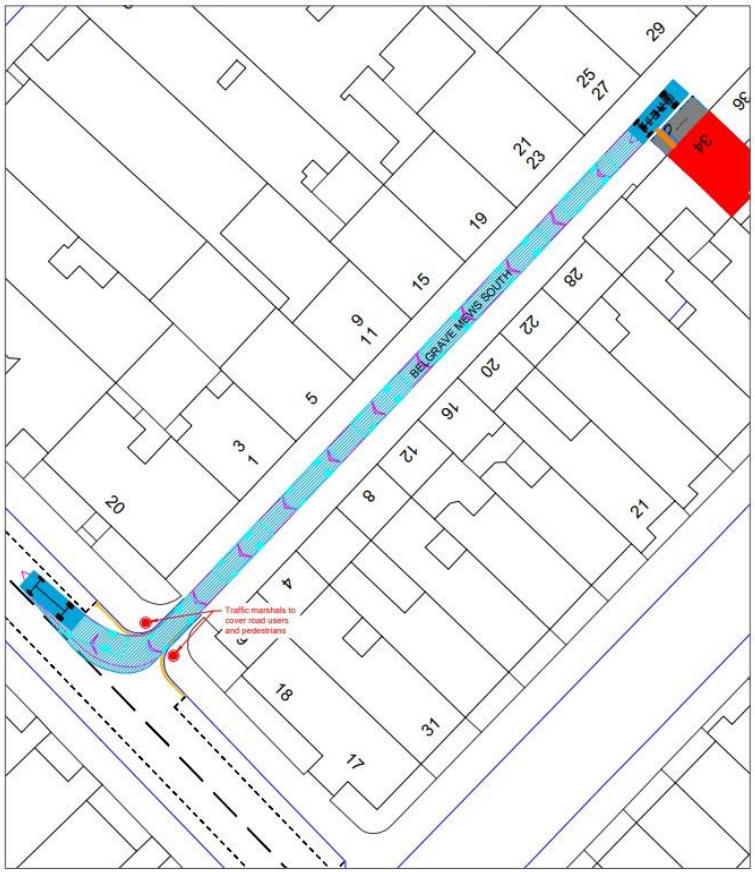
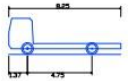
REVISIONS

APPROACH FROM THE SOUTH, REVERSE MANOEUVRE ONTO BELGRAVE MEWS SOUTH AND TRAVEL TO SITE



EXIT BELGRAVE MEWS SOUTH IN FORWARD GEAR TURNING RIGHT NORTHBOOUND

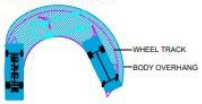




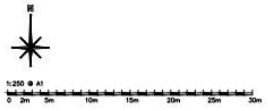
DAF LF 230 4x2 (19T)

Overall Length	8.250m
Overall Width	2.500m
Overall Body Height	3.260m
Min Body Ground Clearance	0.419m
Track Width	2.450m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	9.000m

KEY TO VEHICLE ENVELOPES



WHEEL TRACK IN FORWARD GEAR
WHEEL TRACK IN REVERSE GEAR
VEHICLE BODY IN FORWARD GEAR
VEHICLE BODY IN REVERSE GEAR



HIGHWAY DESIGN LTD

CLIENT:
NOBLE STRUCTURES

PROJECT:
34 BELGRAVE MEWS SOUTH, LONDON SW1

TITLE:
SWEPT PATH ANALYSIS

DESCRIPTION:
19T FLATBED DELIVERY 8.2M

STATUS:
PLANNING

DATE: 14.11.23	DRAWN BY: JG
JOB NO: JG.159.23	SCALE: 1:250 @ A1
REV: -	DRAWING NO: JG03

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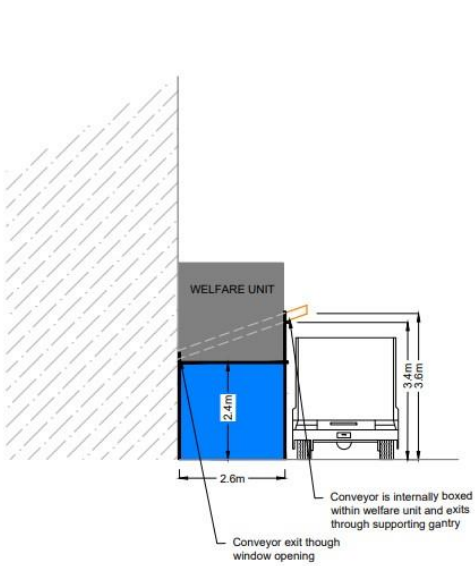

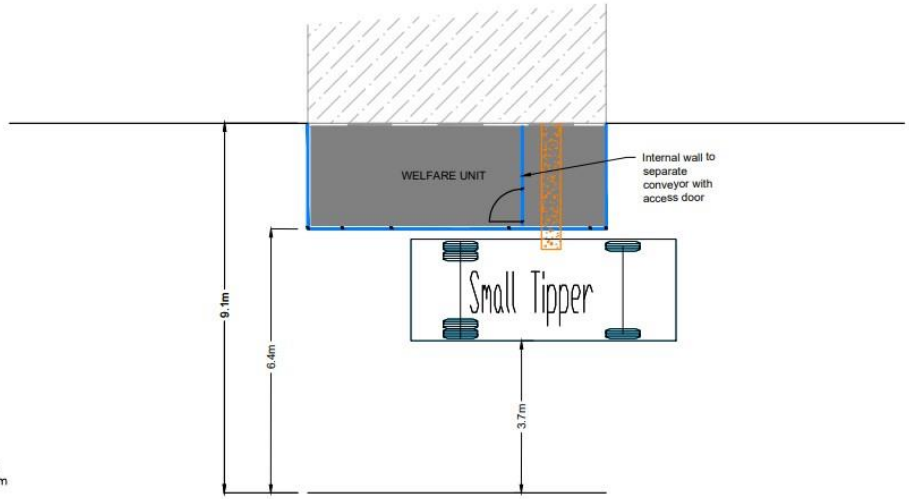

1:100 @ A3

0 1m 2m 5m

HIGHWAY DESIGN LTD

CLIENT:

NOBLE STRUCTURES

PROJECT:

34 BELGRAVE MEWS SOUTH LONDON SW1

TITLE:

PROPOSED HOARDING AND CONVEYOR

STATUS:

PLANNING

DATE:	14.11.23	DRAWN BY:	JG
JOB NO:	JG109.23	SCALE:	1:100 @ A3
REV:	-	DRAWING NO:	JG04

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REVISIONS

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