CONSTRUCTION DESIGN & MANAGEMENT REGULATIONS 2015

CONSTRUCTION MANAGEMENT AND LOGISTICS PLAN

As a supporting document

To discharge Condition 3 Consent Appeal ref: APP/Q5300/W/22/3302732

3) The development, including demolition of the existing structures on site, shall not commence until a construction management plan has been submitted to and approved by the Local Planning Authority. The construction management plan shall be written in accordance with London Best Practice Guidance and contain:

a) A photographic condition survey of the public roads, footways and verges leading to the site.
b) Details of construction access and associated traffic management.
c) Arrangements for the loading, unloading, and turning of delivery, construction, and service vehicles.
d) Arrangements for the parking of contractors' vehicles.
e) Arrangements for the storage of materials.
f) Hours of work.
g) Arrangements for deliveries.
h) The storage and removal of excavation material.
i) Measures to reduce danger to cyclists.
j) Measures to control the emission of dust and dirt during the demolition and construction in accordance with the Mayor of London's supplementary planning guidance 'The Control of Dust and Emissions During Construction and Demolition.'

The development shall be carried out in accordance with the approved construction management plan. The approved plan shall be fully implemented for the duration of any demolition and construction works.

All Non-Road Mobile Machinery of net power 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 SPG, or subsequent guidance.

at

Building A, 33-47 Grovebury Court, London N14 4JR

On behalf of
Grovebury Southgate Ltd.

Project No. 23.1397
***February** 2024*
*Revision **A***

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1.0 PROJECT DETAILS

1.1 Purpose of Statement

This Construction Management and Logistics Plan has been prepared to address **Condition 3** of the Borough Council of Enfield's Planning Decision notice Appeal Ref: APP/Q5300/W/22/3302732. This report outlines how the project will be constructed efficiently, under controlled environmental conditions.

This method statement sets out the estimated traffic during the construction period and ensure highway and existing user safety, noise and good air quality are in accordance with the Transport for London doc ' Construction Logistics Planning Guidance,' 'London Best Practice Guidance' and the Development Management policies.

The aims are to reduce:

1. Environnent impact – Lower vehicle emissions and noise levels,
2. Risk – Improving the safety of road users, and existing occupants
3. Congestion – Reduced vehicle trips, particularly in peak periods, and
4. Cost – Efficient working practices and reduced deliveries

The residents of the existing flats (GF – 2F) will be advised of works, implementation and progress. All reasonable measures will be taken to ensure their health and safety and minimise inconvenience.

Nevertheless, we encourage a competent main contractor to take this task on board in every respect to achieve the objective and support the project team as well as to safeguard all standards and protocols are adhered to in order to progress the project in the most safe and efficient manner possible.

1.2 Project Information

Project Name:	Additional 1-storey above existing block of flats to create 5 new dwellings with associated amenities.
Project Location:	Building A, 33-47 Grovebury Court, London N14 4JR.
Client:	Grovebury Southgate Ltd.
Scope:	Construction of 1-storey residential floorspace to provide 5 nos. self contained flats with private terraces to existing block of flats, plus 8nos. new cycle parking spaces in a proposed enclosure at Building A, 33-47 Grovebury Court, London, N14 4JR.
Start Date (tentative):	21st April 2024
Completion Date:	21st April 2025
Duration of Project:	12 months. See breakdown of timeline below; 1) Demolition of existing pitched roof and formation of additional 1-storey

	and external works will take approximately 7 months from 21st April 2024 to 21st November 2024. 2) Internal works will take approximately 5 months from 21st November 2024 to 21st April 2025.

1.3 Planning application histories and reference numbers

Planning Application histories

Ref number: ***21/04160/PRA***

Application valid date: 10 January 2022

REFUSED - In the absence of sufficient car parking spaces, the application has failed to demonstrate that the scheme would not adversely impact on existing on-street parking or cause harmful parking overspill to the detriment of the free flow of traffic, highways condition and pedestrian, cyclist and vehicular safety in the area. The scheme would therefore be contrary to Class A.2 (a) (transport and highways impacts of the development) of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) and The Town and Country Planning (General Permitted Development) (England) (Amendment) (No. 2) Order 2020 - 755 (SI), as well as Policies DMD 45 and DMD 47 of the Development Management Plan (2014), Policy CP 24 of the Core Strategy (2010), Policy T6 of the London Plan (2021) and the National Planning Policy Framework (NPPF, 2021).

Appeal ref number: ***APP/Q5300/W/22/3302732***

Application valid date: 21st February 2023

GRANTED – The appeal is allowed and prior approval is granted under the provisions of Schedule 2, Part 20, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (the GPDO) for the construction of one additional storey of residential floorspace immediately above the top floor of the principal part of the building, providing a total of 5 new flats comprising 3 x 1-bed 1 person units and 2 x 1 bed 2-person units, with private terraces, plus 8 new cycle parking spaces in a proposed enclosure at Building A, 33-47 Grovebury Court, London, N14 4JR in accordance with the terms of the application, Ref 21/04160/PRA, dated 2 November 2021, subject to the standard conditions set out in paragraph A.2 of Part 20 of the GPDO and the additional conditions set out in the attached schedule.

Condition discharge application history

Condition 3 CMP

Ref number: ***23/03817/CND***

REFUSED – Highways: The Planning applications we get to give comments on do not seem to have any information on how demolition, construction and delivery vehicles are to cross the public footway. There seems little information on proposed drawings and in construction management plans. The developer will need to provide Highway Services with a plan showing the main access points on the footway for construction traffic. This will give an indication of the location of the heavy-duty crossover. Would like to see the list and frequency of construction traffic accessing/egressing the site.

1.4 Projection Description

a) Demolition of existing pitched roof at 2F.
b) The erection of additional 1-storey on existing block of flats.
c) The formation of internal works to provide 5 nos new flats comprising 3x 1B1P and 2x 1B2P self-contained flats with private terraces.
d) The provision of sheltered and secured cycle store to park 8 nos. cycles.

1.5 Hours of Work / Site Operations

Normal constructions industry working hours are expected to be used on site. Hours of work outside will be subjected to Planning Conditions.

Monday to Friday	08.00 – 18.00
Saturday	08.00 – 13.00

The term 'working' shall, for the purpose of clarification include the use of any plant or machinery (mechanical or other) and the carrying out of any maintenance/cleaning work on any plant or machinery. Under no circumstances will construction works take place outside of these times specified without prior agreement with Borough Council of Enfield.

Any noisy work outside these hours will required Borough Council of Enfield's advanced permission and approval can only be granted in exceptional circumstances – eg emergency works.

Apart from that, ***no work shall commence on Sundays, Bank Holidays and Public Holidays.***

2.0 ROUTING OF DEMOLITION AND CONSTRUCTION VEHICLES

The plan is to be issued to existing residents, visitors and construction delivery companies in order to plan their journey to and from the site. Goods vehicles movements during this phase will be monitored closely with detailed traffic management and logistics plans updated and monitored daily as breakdown into sections in this report.

2.1 Highways, Carriageways and Footways

Chase Road is a public road with a 30mph speed limit, which is managed and maintained by Enfield Council. However, it is advised to reduce the speed limit to 20mph during school peak hours on weekdays. The banksman strategy will minimise the potential for damage to street furniture and ensure road safety as all construction vehicle manoeuvres will be assisted and supervised.

Grovebury Court is a residential access private road providing access to residential car parks and adjacent residentials and block of flats. There are existing footways provided on both sides of Chase Road and in the vicinity of Grovebury Court.

The condition of the road and footway surfaces, street furniture and verges will be monitored throughout the construction period to enable any deterioration or damage to be identified and appropriate actions to be taken. Just before turning into Grovebury Court, the existing road narrows on both sides with a Zebra crossing. It is considered that the area Chase Road immediately adjacent to the site access to Grovebury court will be most susceptible to damage

given the turning manoeuvres that heavy goods vehicles will need to undertake when entering and exiting the site. *In order to prevent damage to the exisitng footway and any utility services under the footway, the Principal Contractor will incorporate temporary heavy duty crossover (HDC) for the duration of the construction which will further detailed in '3.4 Site set-up'.*

Prior to works starting on site, a photographic condition survey of Chase Road and Grovebury Court, showing the existing verges, road and the pedestrian access route to a point beyond the proposed works will be undertaken. The results of the survey will be appended to the CMP to assist with the monitoring of the conditions of the road surface during the duration of the construction period.

The developers will be charged if there are any damages to the footway, verges, road surface and street furniture caused by excessive weight and movements of construction vehicles to and from the site under the Section 59 of the Highways Act.

The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicants/organisation responsible for the damage.

2.2 Proposed Construction Travel and Traffic Route

Traffic Route from A406 to Building A, 33 – 47 Grovebury Court, London N14 4JR.

1. Head west on Bowes Road / N Circular Road / A406 towards Brownlow Road / Powys Lane / B106.
2. After the right turning onto Powys Lane, continue on for 0.3miles until you reach the roundabout.
3. At the first roundabout, take the 1st exit and stay on Powys Lane for approx. 0.2miles.
4. Upon reaching the second roundabout, take the 2nd exit on Powys Lane / B1452 and continue onto Cannon Hill / A1004 passing the third roundabout.
5. At the next roundabout, take the 2nd exit onto Broadway / Winchmore Hill Road and continue for 335ft before turning left onto Chase Road.
6. Continue along Chase Road for 0.4miles before turning left onto Grovebury Court.
7. In 112ft, the destination is immediately on the left.

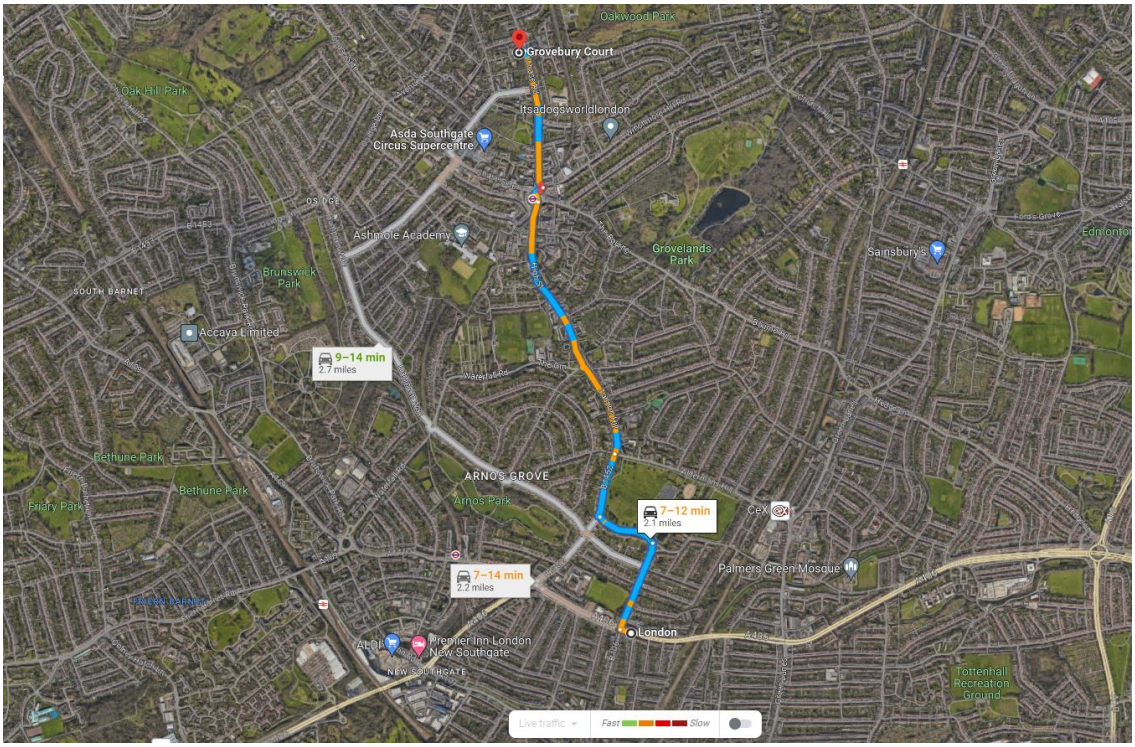

Figure 1: Traffic Route from A406 towards Grovebury Court as seen at 10am on a typical weekday. Traffic flow is moderate along Cannon Hill, around the area of Southgate tube station and Chase Road.

Figure 2: Google street view (taken in September 2022) showing the front elevation of proposed development (3-storey building on the left) along Chase Road.

Figure 3: Ariel view of the proposed site at Building A, 33-47 Grovebury Court, London, N14 4JR. It is proposed to have 1 additional storey on the existing block of flats. As can be seen, Wolfson Hillel Primary School is located adjacent to the development.

Figure 4: The front elevation of Building A, 33 – 47 Grovebury Court in context with the neighbouring residential as viewed across from Darymple Close road taken from Google Street View April 2022.

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Figure 5: Location Plan showing site boundary (*bold red line*) and existing building in context with the neighbouring buildings, green and open spaces, roads, rail track and intersections.

Traffic Route from Building A, 33 – 47 Grovebury Court, London N14 4JR to A110.

1. Head east on Grovebury Court towards Chase Road.
2. At the junction, turn left onto Chase Road passing through the first roundabout.
3. Continue on for 0.6miles.
4. At the end of Chase Road, turn left onto Bramley Road / A110.

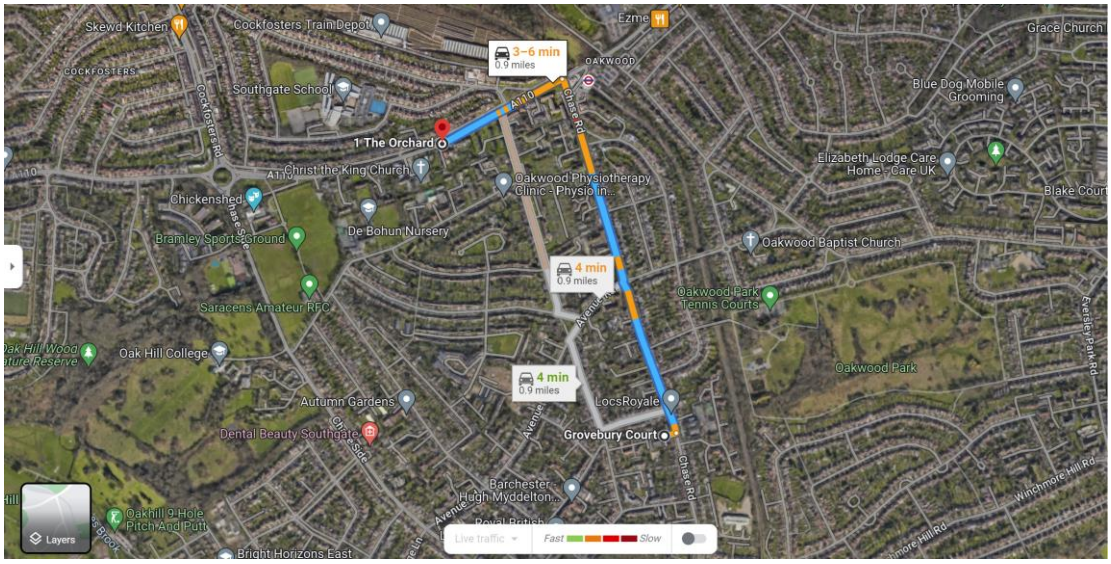

Figure 6: Traffic route from Grovebury Court towards A110 as seen at 2pm on a typical weekday. As can be seen above, the traffic is moderate towards the end of Chase Road before turning into Bramley Road / A110 with minor slow traffics.

2.3 Routing Strategy

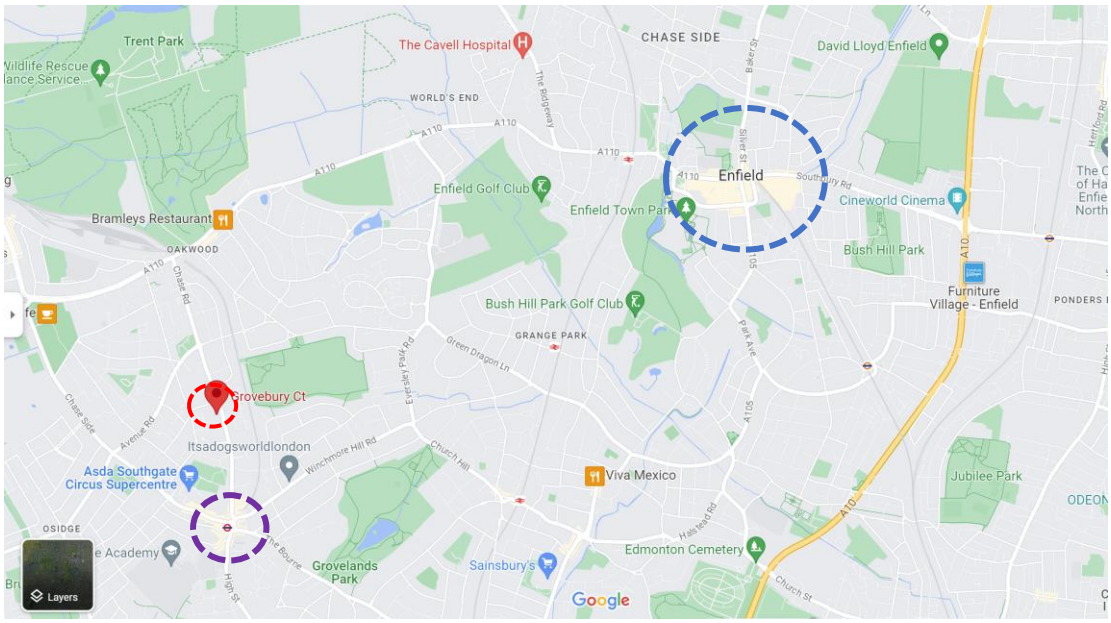

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Figure 7: Grovebury Court, N14 in relation to the Enfield town (**blue**), Southgate town center (**purple**) and the major road (A10) (**yellow**) which runs between The City of London and King's Lynn in Norfolk.

The site is located on the west side of borough of Enfield and north of Southgate town. It is anticipated that all vehicles would therefore ingress the proximity of the site from A406 along A1004 and egress along Chase Road to A110 in order to prevent any traffic build up and considerable turning manoeuvres across the major road (ie A10).

The proposed construction vehicle routing will show the ingress and egress to the site as previously described and will be illustrated in Section 2.2 Proposed Construction Traffic Route.

3.0 SITE ACCESS AND SITE SET-UP

3.1 Location and Site Plan

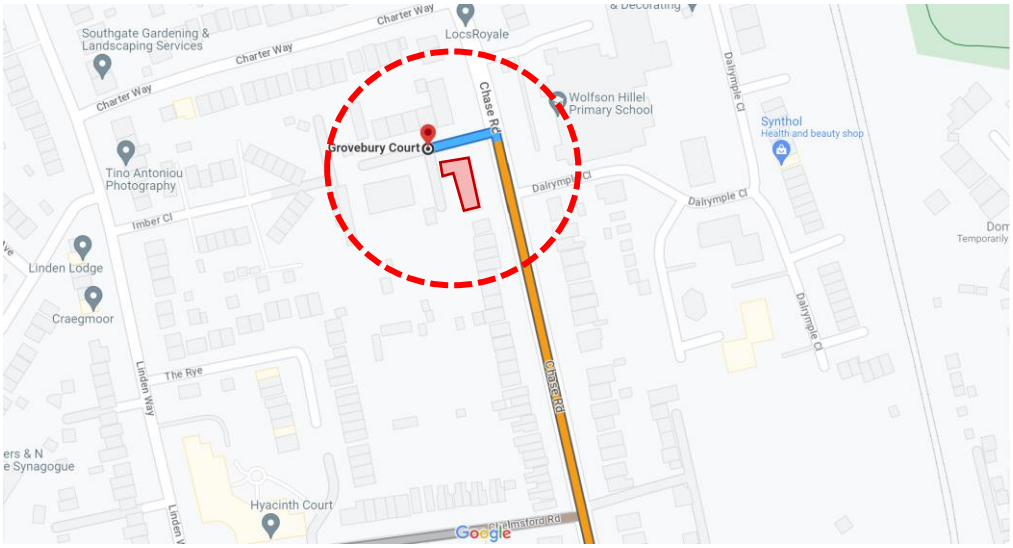


Figure 8: Location showing vehicle access from A110 towards Grovebury Court as taken from Google Earth. The development is highlighted in **RED**.

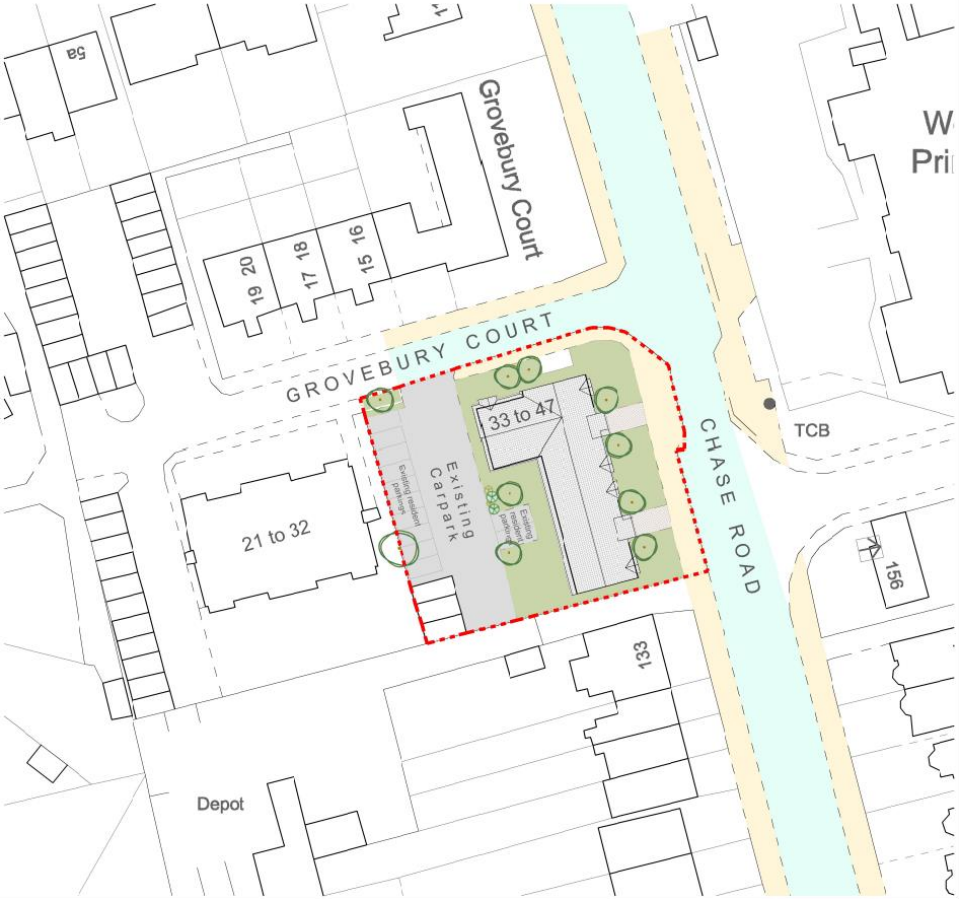


Figure 9: Site Plan showing the site boundary, the proposed development (Building A), the existing main vehicle access on Chase Road into Grovebury Court (**CYAN**) and the existing pedestrian footway (**YELLOW**).

As seen from Figure 9, the proximity of the development to Grovebury Court and Chase Road is evident. The main access route as shown above, which will form the main access route to the site from A406 and from the site to A110 for the duration of the works.

The proposed site is located within the cul-de-sac of Grovebury Court which is directly west of Chase Road. That being said, there is no access from the western boundary side of Grovebury Court. All traffic must enter and exit the site via the junction of Grovebury Court and Chase Road. The site is located within a predominantly residential area surrounding by terraces and low-rise flat buildings to the north, south and west of the site. The site is bound by Chase Road to the east which serves a mixture of residential and commercial developments.

The site (Building A) has an existing carpark and 3 nos garages to the rear of the building which would be a suitable area for the purpose of access / loading / unloading of materials. A small part of the rear green area will be allocated for a gated storage of bulk construction materials, and site welfare office, and skip, away from the main circulation of the area.

3.2 Vehicle Access

Vehicles accessibility to and from the site throughout the construction period are detailed previously in Section 2.1 Proposed Construction Travel and Traffic Route.

A traffic management system will be established to avoid congestion in the vicinity of the proposed development.

Vehicles are able to access and exit the development via Chase Road as shown in Figure 9 Site Plan. A dedicated area adjacent to Grovebury Court 3 nos rear garages, will be allocated and sized for the appropriate delivery and setting down of materials. See Figure 11 for the overall site setting out.

The manoeuvrings of construction /delivery vehicles when entering or leaving the designated loading/ unloading zone will be overseen by trained and competent banksmen.

3.3 Site Personnel, Operatives and Visitor Parking

Given the nature of the site, therefore only 1no. on-site parking space will be allocated for the Main Contractor which is illustrated in Figure 13. The site personnel, and labour force will be encouraged to use public transportation and walk to site.

The site is not located within a Controlled Parking Zone (CPZ). There is unrestricted on-street parking within 200m of the site, including on Chase Road, Charter Way and Dalrymple Way. However, given the proximity of the Wolfson Hillel Primary School, it is advise that the visitors should park at the nearest available car park. Visitors are encouraged to park at 'JustPark' with a maximum stay of 3 hours and is approx. 13mins walk to site via the Chelmsford Road to avoid traffic build up along Chase Road during the school rush hours.

As can be seen in Figure 9, there is an existing pedestrian footway (**YELLOW**) to the front of the development. The closest underground station is Southgate Underground Station serving the Piccadilly Line. It is approximately 15 mins away from the site by walking.

Oakleigh Park Station is the closest National Rail station (2.2miles) to the site providing services operated by Great Northern Rail. It is well served with regular services to key destinations including Moorgate, and Welwyn Garden City. It takes about 50mins to the site by walking, however, it is encourage to take the bus from the train station to the site.

There are a number of bus stops conveniently located along Chase Road. The nearest bus stop would be the Charter Way bus stop serving Bus 121 and N91. It takes approximately 2 mins walk to the site (**BLUE**). See Figure 10 below.

Figure 10: Conveniently located bus stops. This allows for the site operatives to arrive on site by bus.

3.4 Site Set-up

The Principal Contractor will need to ensure that the site will be set up adhering to the CDM 2015 regulation whereby the Welfare facilities and storage space will be provided within the site compound and to be secured.

The proposed construction works would comprise a 1-storey upward extension to create 5nos self contained flats at the new 3rd floor.

Scaffolding will be needed and it is anticipated that this will be erected across all sides of the building and ensure that the current occupants (at GF to 2nd floors) are able to pass through the scaffolding safely with ease. The Principal Contractor will be in charged of obtaining the license for scaffolding and gantry.

The proposed site set up works will ensure that safe access is maintained within the site for legitimate site personnel, operatives and for deliveries only and will also need to ensure that safe passage is maintained for existing occupants and to adjacent neighbouring properties along Grovebury Court at all times.

The Principal Contractor will be responsible to ensure the safe access route will be kept clear from debris, materials or vehicles and will be cleaned on a daily basis.

Temporary lighting will also be provided across the site, as necessary.

An area of construction materials storage will be located within a secured fenced area (See Figure 13) to the southwest corner of the existing building and within the existing carpark. All construction goods to be stored within the hoarding fenced area at all times.

It is proposed to have a standard size 6 yard skip (Figure 11) that has a capacity to store 65-70 waste bin bags to the rear of the building for easy access and collection of waste. The temporary skip will be allocated next to the adjacent to the 3 nos existing garages on the grass area and away from the building. This will not impact existing parking arrangements and residents will still be able to access their garages for the duration of construction period.

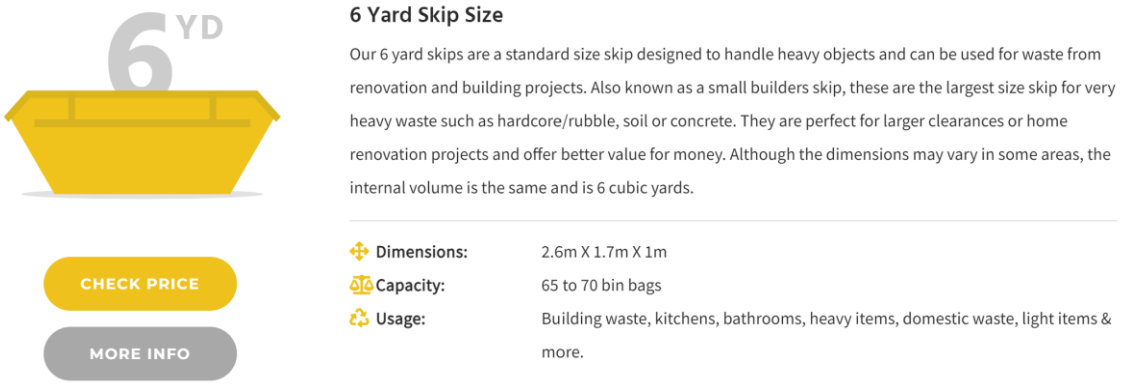


Figure 11: It is proposed to have the 6 yard skip on site with dimension of 2.6m (length) x 1.7m (width) x 1m (depth). Weblink: https://www.reliableskip.com/skip-sizes/

As some building materials from within the site will be removed, any materials to be re-used will need to be stacked within the secured hoarded site compound in the development during the demolition.

The Principal Contractor is to establish a temporary Heavy Duty Crossover (HDC) with traffic barriers at the main access on the footway from Chase Road into Grovebury Court as well as when turning into 33 – 47 Grovebury Court rear carpark for heavy goods vehicles in excess of 1.5 tonnes unlaiden weight throughout the construction period. This will help to prevent damage to the footway and any utility services under the footway.

As a safety measure to pedestrians and preventing damages to street furniture (ie kerbs and footway), traffic barriers will be erected on either sides of the temporary HDC when demolition, construction and delivery vehicles are taking place. They are to be erected by the kerbside of the footway. Once delivery completed, the barriers will be removed to prevent obstruction to existing pedestrian footway.

See image Figure 11.a showing an example of the temporary HDC set up on the main access points of the footway. The location of the temporary HDC and traffic barriers with overall site context can be seen in Figure 13.

Figure 11.a: An example of the temporary HDC set up along the main access points on the footway during the construction period.

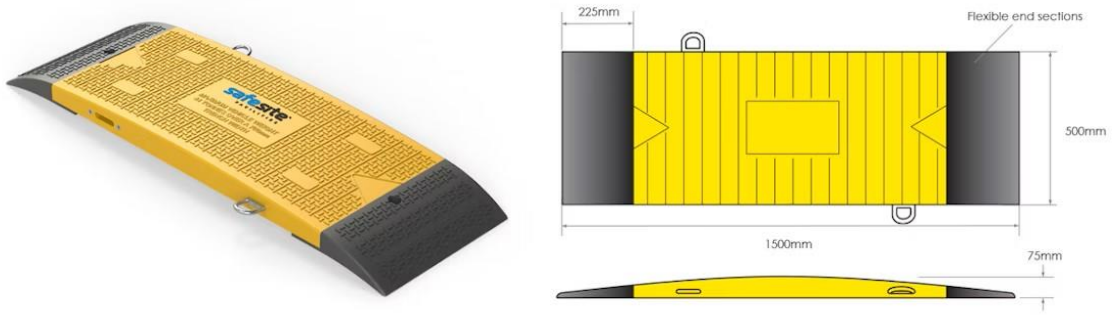


Figure 11.b: The Anti-skid GRP Road plate – which conforms to DETR ' Safety at Street works and Road works Code of Practice' and tested weight of 44 tonnes. Link: https://www.safesitefacilities.co.uk/products/road-barriers-traffic-management/road-plates-trench-covers/grp-plastic-road-plate

The Principal Contractor will be responsible to provide relevant information for a street works permit and meet all the requirements in the Heavy Duty Crossover (HDC) Guidance Notes and the Council's Street Works directives with regards to traffic management and allocated times to work on the highway network.

Any utility apparatus which is laid at shallow depth under the existing footway will need to be protected by the HDC.

3.5 Site Welfare

The Principal Contractor is to establish all appropriate welfare facilities for the site which are to be offered to the site workforce under shared welfare arrangements.

It is proposed to set up a 5m x 3m site welfare office to the rear of the development, adjacent to the existing 3 nos. garages, in which it will be heated during winter months as well as accommodating a communal dining/ pantry/WC facilities. The site welfare will be use by the Site Management and Principal Contractor for administration and site meeting purposes, which must be clearly signposted and marked so that it is readily visible to any visitors and delivery drivers, etc. The access to this office will be away from the scaffolded area to prevent the need for visitors etc., venture into the hazardous construction area.

Sub-contractors will share the Principal Contractor's welfare facilities.

Temporary portable WC will be provided externally and tea area facility will be provided within the site office as seen in *Figure 13.*

Electricity and communications links will be provided to the area for quick and easy connections.

Screens or opaque windows will be provided to prevent overlooking into adjacent blocks of flats and residentials.

Access to the site welfare facilities must be maintained in good safe order, i.e. sufficient illumination during dark hours of working especially during Autumn and Winter months.

All welfare facilities will be adequately ventilated, illuminated and kept hygienically clean and maintained in good order.

3.6 Membership of the Considerate Contractors Scheme

The Principal Contractor is encouraged to apply for the Considerate Contractors Scheme (CCS) membership. This will ensure that good standard of works are raised and the condition and safety of the public road and footway are maintained for the benefit of everyone living around the development area.

Weblink: https://www.cityoflondon.gov.uk/services/streets/considerate-contractor-streetworks-scheme

By doing so, they agree that the project is registered with the Scheme and commit to the 5 principles used for scoring:

a. Safety – contractors must attain the highest levels of health and safety possible
b. Planning – best practice must be demonstrated with client and design team engaged
c. Liaison – engagement with key stakeholders before and throughout the project
d. Site Environment – protection and enhancement of the areas surrounding site
e. Cleanliness – sites must be professional in appearance and well managed.

CCS signs and stickers will be displayed on the site adjacent to the public road.

3.7 Proposed Construction Programme

The proposed development is for the demolition of the existing roof and construction of additional one storey above the existing block of flats to create 5nos self contained flats (3nos 1-bed 1 person units and 2nos 1 bed 2-person units) with private terraces.

As work are yet to start, the programme below provides an indication of the duration of each phases of the works. The programme will be updated with the dates envisaged for each phase of works once date for works to start on site has been determined.

Commencement Date	Activities
April 2024	Erection of scaffolding
21st April 2024	Commencement of works Removal of Roof
21st May 2024	Lay out of boards over roof and new structure to form deck.
21st July 2024	Construction of new external walls, outdoor terrace and roofs
21st August 2024	External fixtures to wall and roof including windows
21st October 2024	External works completed
21st November 2024	Installation of internal partitions / compartment walls
21st December 2024	Installation of services
21st January 2024	Installation of floors and ceilings
21st February 2024	Second fix services and kitchen / bathroom
21st March 2024	Inspection and snagging
21st April 2024	Works complete including 'Operation and Maintenance (O&M) Manual'

Figure 12: Proposed programme for the duration of the construction to completion

4.0 TRAFFIC MANAGEMENT FRAMEWORK AND MEASURES

All vehicles will enter the site from Chase Road via A1004 and will be encouraged to leave to A110 to limit the impact of any disruption to flow of traffic within the residential and school area.

Within the site, vehicles zones are to be clearly delineated and will utilise existing carpark area to the rear of the building for delivery / loading / unloading purpose only.

The construction vehicles, under the supervision of the banksmen, will drive to the car park to the rear of the site to unload.

Enabling works for this site will include putting up signage to warn the neighbours and public of the duration of the proposed works.

It is also anticipated that site logistics will form a significant part of the pre-appointment meetings for contractors and subcontractors and that regular coordination meetings will be held throughout the construction phase of the project.

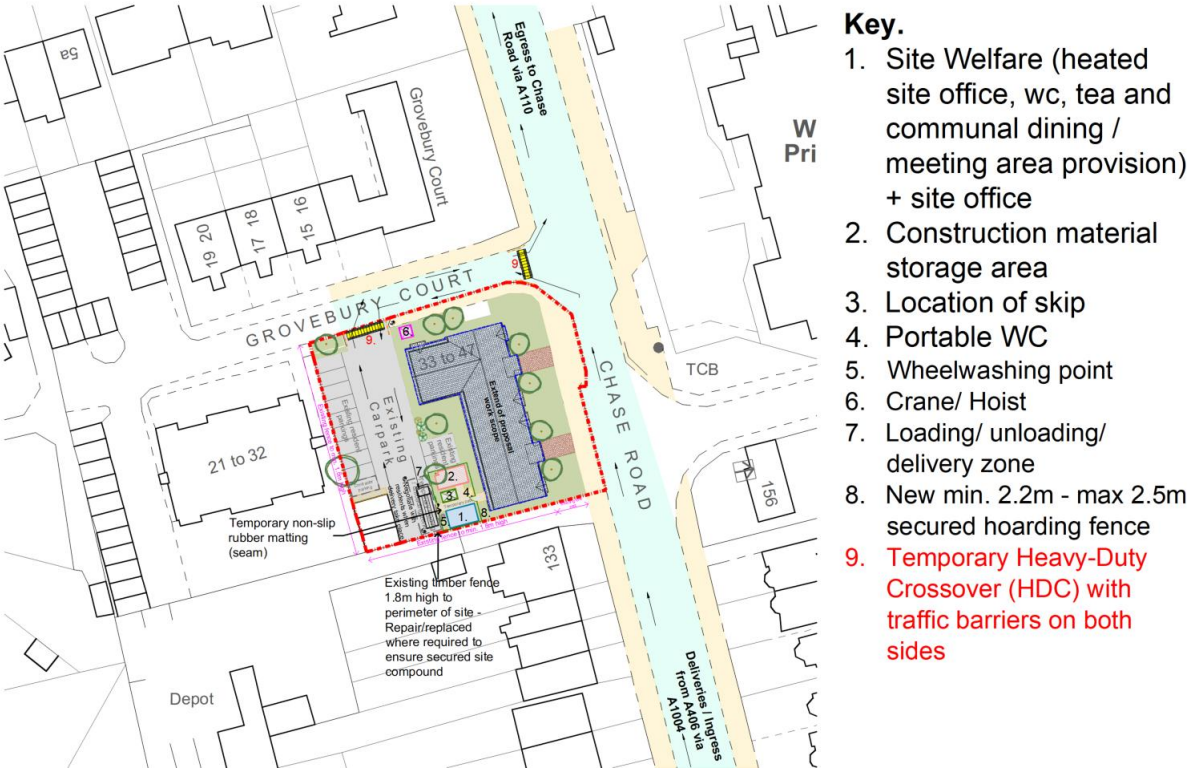


Figure 13: Overall plan for site set-up and deliveries / access A406 via Chase Road to Grovebury Court and exiting A110 via Chase Road from Grovebury Court.

4.1 Type and frequency of Vehicles accessing / egressing the site

Approximately half of the deliveries to the site will be by a 3.5tonne lorry or smaller truck, with the remaining deliveries by a >7.5tonne HGV would generally be used by the various trades employed and throughout the various phases of construction. Deliveries will be made via the site's existing access on Grovebury Court via the Chase Road.

It is anticipated that the delivery will need to be managed appropriately by the Principal Contractor to avoid excessive impact on the local highway network and the safety of road

users. Trained banksmen will be monitoring the traffic when demolition, construction and delivery vehicles taking place.

The following list provides an indication of the types and frequency of vehicles during the construction process.

Construction Vehicles	Operation	Dimensions	Frequency
Skip Lorry	Transporting waste materials to waste / recycling tip	Length: 6.82m Width: 2.97m Height: 2.75m	Dwell time 3 hours (Once every 2 weeks)
Scaffold Lorry	Transporting scaffolding materials to/from site	Length: 8.1m Width: 2.5m	15 visits (Daily, for the first 3 weeks)
Small Tipper Lorries	Transporting loose material to/from the site	Length: 6.5m Width: 2.0m Height: 2.9m	Dwell time 20 mins to 1 hour (Up to 2 visits per day for the duration of the construction period)
Flat-bed Trucks	Transport Materials/ Steels, waste removal, etc	Length: 8.0m Width: 2.1m	Dwell time 3 hours per visit (Two visit per week for the duration of the construction period)
Transit Vans	These will be used for the majority of finishing materials and sanitary wares	Length: 5.3m Width: 2.0m Height: 2.5m	Dwell time 20 mins to 1 hour (Up to 4 visits per day for the duration of the construction period)

Figure 14: Type and anticipated frequency of Construction Vehicles

4.2 Deliveries and Collections

Deliveries will need to be booked using the Contractor company system and managed. For example, if visiting drivers unload their vehicles themselves, they must receive the necessary instructions, equipment and co-operation for safe unloading. Arrangements will need to be agreed in advance between the driver and the recipient.

Some goods are difficult to secure during transport. Driver and recipients will need to exchange information about loads in advance so that they can agree safe unloading procedures.

Deliveries and Collections hour will adhere to the following key principles:

The working hours, which is set by the local authority are from 08:00a.m to 06:00p.m - Monday to Friday and from 08:00a.m to 01:00p.m on Saturday. Most work will fall between the hours of 10:00am – 3:00pm to avoid the morning and evening peak times (as per proposal 15 of the Mayor's Transport Strategy). No work will occur beyond the agreed normal working hours.

The nearest schools to the development are the Wolfson Hillel Primary School which operates from 08:00am to 3:45pm and West Grove Primary School operating at 08:30am to 03:30pm Monday to Friday. School arrival and departure times should be avoided at all cost. This will avoid any build up traffic along Chase Road where various schools are located, and keeping long delivery vehicles away from children.

Therefore, deliveries access and collections should in general be restricted, where possible, to **strictly MONDAY to FRIDAY between 10.00am and 2:00pm only**; this is to ensure that during peak times construction traffic will be prevented from causing obstructions to the Chase Road. Nevertheless, strict monitoring and control of vehicles will need to be maintained.

Arrangements for loading and unloading vehicles are envisaged necessary for this project, with the proposed arrangement outlined in Figure 13. A delivery zone for the purpose of loading and unloading will be established at the rear carparking. The majority of deliveries will unload to the dedicated secured materials storage area.

4.3 Vehicle Wheel Washing

A vehicle wheel washing point will be allocated to the rear of the building adjacent to the loading / unloading zone. See Figure 13 item no. 5.

The Contractor will need to ensure that an adequate and suitable vehicle wheel washing facility is provided to endure that any site mud / detritus originating from the construction site is not deposited on the public highway and existing carpark.

Any wheel washing facility shall also be designed such that waste water from the washing process does not cause contamination or other hazard as a result of the wheel washing process.

It is encouraged that removal of oil, grease, petrol and diesel from wash water by passing it slowly through an appropriately sized oil separator and ensure that any discharge detergent does not run to the oil separator.

4.4 Vehicle Coordination

The Principal Contractor shall have overall responsibility for the coordination of construction deliveries and will advise what times suppliers are expected to arrive to the site. Specific *"NO*

DELIVERY" times are expected to be adhered to. In order to prevent a build-up of traffic on the public road, staggering of delivery times will be expected to be employed. The Principal Contractor will need to ensure only one delivery vehicle arrives at the site at any given time.

The Principal Contractor shall have overall responsibility and will assigned trained banksmen to supervise and monitor vehicle movements to / from the designated delivery, loading/unloading zone. See Figure 16.

The trained banksmen will be situated at the front of the carpark entrance of the site and at either end of the loading area at all times when deliveries are expected to direct incoming vehicles, pedestrian and cyclists in the locality.

In view of the location of the site, the Principal Contractor will be nominated as a liaison officer responsible for the communication with the local highway authorities, residents and neighbours in relation to traffic problems, planned large deliveries and road maintenance issues. In this way it is anticipated that the risk of material shortages at key times can be reduced to a minimum.

During delivery periods if a large number of construction traffic could be expected the delivery suppliers will be asked to contact the Principal Contractor 20 – 30 minutes prior to the agreed delivery time to ascertain the set down area is clear. Should there be a delay with a delivery the oncoming supplier may then be asked to wait outside the borough / town until the site is clear.

The following procedures would be followed for all construction deliveries to minimise impact:

a) Delivery drivers will need to notify the Principal Contractor when the delivery is 5 minutes' away.
b) Principal Contractor will notify / negotiate, if required, with residents with the residents parking.
c) Banksmen will be positioned at either end of the loading area to guide the vehicle manoeuvring into the dedicated loading area and to control the flow of traffic activity on Grovebury Court and Chase Road, as necessary.
d) The whole process is anticipated to take no longer than 30 seconds in duration
e) When the vehicle has finished loading / unloading at the site, the vehicle would depart safely and conveniently to Chase Road monitored by a banksman.

Skip lorries will be required to deposit and collect skips that would be used to deposit waste material from the construction site. See Figure 17. The site will have a small area within the monitored compound to the rear for the location of the skip.

4.5 Construction Stages Programme

The detail construction programme is to be agreed. In principle, however, the expected stages of the work and approximate vehicle numbers related to the construction phases as indicated below. Vehicle numbers are subject to site conditions/ activities.

Proposed of Works	Approximate nos. of vehicles

Site Set Up / Preparation	3
Demolishing / Clearing of site	2
Sub/ Super Structure works	4
External works	5
Roof structure + covering	3
Internal works	5
Windows	2

Figure 15: The approximate nos. of vehicles for the duration of the construction process.

5.0 STRATEGIES TO REDUCE IMPACT ON OTHER ROAD USERS

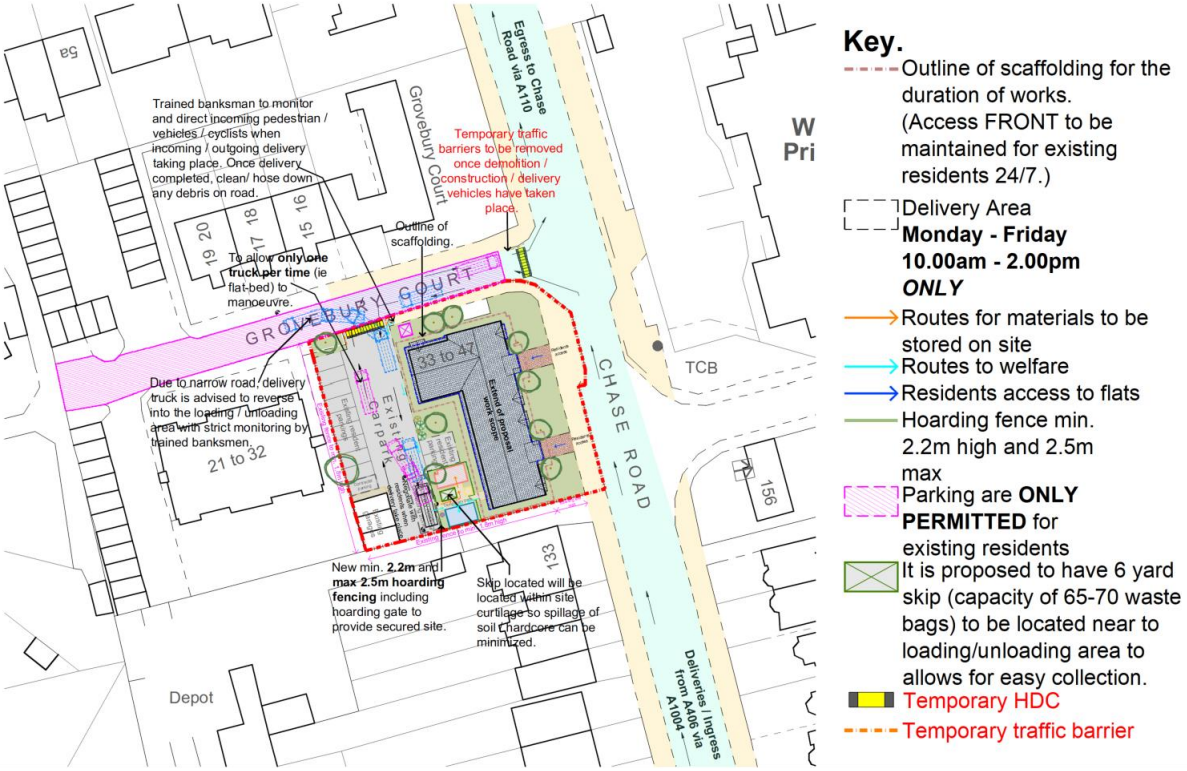


Figure 16: Detailed plan for site set-up and site logistics. Only construction and existing residents vehicles are allowed to enter the site with strict monitoring by qualified trained banksmen during the demolition and construction period.

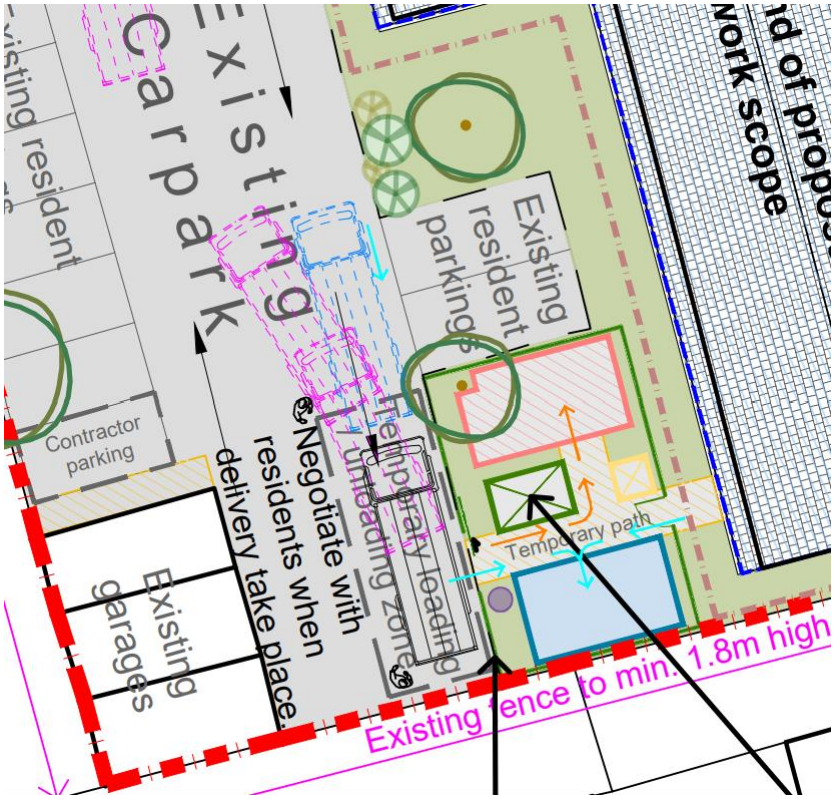
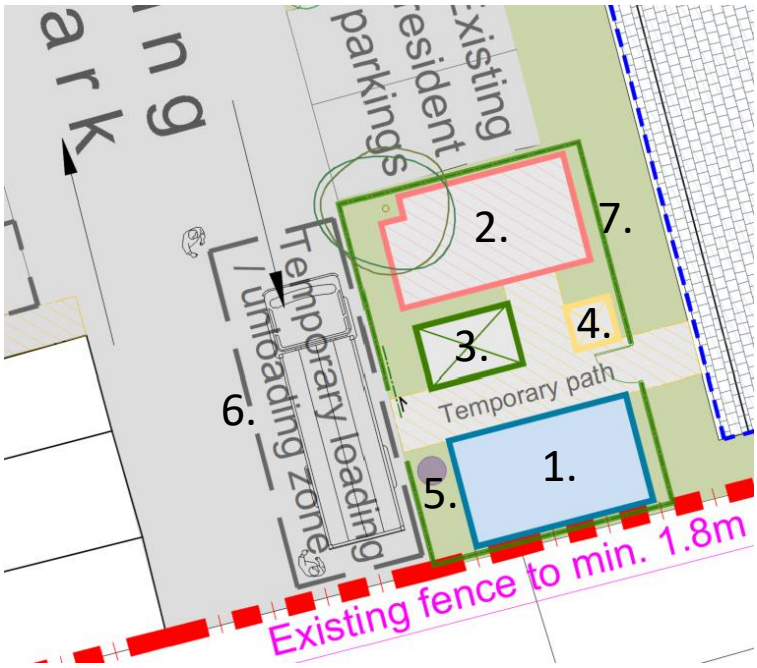


Figure 16.a: As seen from the image on the left, the site operatives' routes to welfare and site storage are highlighted in **CYAN** and **ORANGE** respectively.

5.1 Storing of Plant or Materials

It is not envisaged to store any Plant or Materials on the public road or pedestrian footway. All plant and materials will be stored on the site within the Contractor's secured compound / site boundary at the rear (northwest corner) of the site. *See Figure 17*.



Key.

1. Site Welfare
2. Secured construction material storage
3. Temporary Skip
4. Portable WC
5. Wheel washing facility
6. Loading / Unloading / Delivery Zone
7. Secured min 2.2m high / max 2.5m high hoarding fence area (illustrated in dark green)

Figure 17: Enlarged Site Welfare and material storage area.

Any storage of materials on-site will need to be constantly reviewed as work progresses and the site conditions change to ensure that all materials are accommodated on the site and not on the public highway.

5.2 Protection of Pedestrians and Cyclists

Although there is no designated cycle lane within the area, vehicles speeds within the immediate surrounding are limited to 20mph creating a comfortable walking/ cycling environment in and around the area.

Signage to identify the Construction site shall be erected wherever possible at the entrances of the site at the site entry points. This shall be placed to ensure cyclist, vulnerable pedestrians (especially children) and existing residents are made aware of the site traffic using this entrance / exit. *See Figure 16*.

The following actions will be enforced to keep pedestrians, cyclists, existing residents and delivery / construction vehicles apart:

1. Where walkways cross roadways, Site Manager to provide a clearly signed and lit crossing points where construction drivers and cyclists and pedestrians can see each other clearly.

2. When deliveries take place, a banksman will be allocated at the verge of turning into Building A, Grovebury Court to direct and monitor the incoming traffic (ie vehicles, cyclists) and pedestrians.

3. Banksmen to ensure that there are no obstructions blocking footways so that pedestrians can safely step onto the road while crossing.

4. Banksmen will be equipped with 'STOP – WORKS' sign (not STOP/GO signs) for controlling the traffic on the road to direct incoming cyclists and vehicles. They should be equipped with radio contact with one another where necessary. The sign will be double sided, reflective to the standards and to the size stated within the Traffic Signs Regulations and General Directions 2016: 7031.

5. Construction drivers and incoming vehicles, cyclists and pedestrians are required to follow traffic instructions by a trained and competent banksmen where possible.

6. Ensure pedestrian paths are level and well-drained.

Figure 18: 'STOP – WORKS' sign for controlling traffic on public road when delivery take place.

Once delivery has completed, clean down road and remove barriers to avoid any obstructions on the road.

Regardless, assigned construction drivers must also have undertaken cyclist safety awareness courses and construction vehicles must be provided with safety aids such as side Information on how to implement these measures is included within the Transport and Streets SPD.

5.3 Public Road Licence

It is not intended to use the public road for construction activity or for the storage of materials nor do we believe any footpath diversions are required. Therefore, no licenses shall be applied for. Should this alter the Principal Contractor shall be responsible for applying for any licenses.

5.4 Traffic Diversions

We do not believe it will be necessary that a traffic diversion will be required during the construction period.

5.5 Spoil Removal

Controlling of deposit of building materials will strictly comply to **Highway Act 1980, Section 171**.

Spoil removal will be carried out by various methods throughout the construction period. At no time will skips or temporary structures be required to be stored on the public highway.

The site operatives will sweep/hose down the roads and footpaths on the local highway network as required on a daily basis to remove any spoil or debris deposited on the highway resulting from the construction period.

All methods of spoil removal will be carried out within the site boundary and waste removed by vehicle as per the above traffic routes.

6.0 DUST AND EMSSION SUPPRESSION MEASURES, NOISE ATTENUATION AND MONITORING

The Site Manager will work closely with the Council's Environmental Health Department and Building Control Department in respect of noise, vibration, and air quality.

It is recommended that notices be placed in conspicuous places, informing all who may be affected by noise, dust or vibration arising from construction works, of the nature of the works, proposed hours of work and their expected duration.

6.1 Dust and Emission Suppression Measures

There is the potential for fugitive dust emission to arise during the demolition and construction phase. With appropriate dust control procedures, this will ensure that construction dust does not pose a nuisance threat to existing and nearby residential properties.

'Best Practicable Means' (BPM) of controlling dust emissions, in accordance with the Supplementary Planning Guidance by the GLA (2014) for The Control of Dust and Emissions during Construction and Demolition will be adopted.

The following specific mitigation measures are appropriate for the control of fugitive dust emissions during the demolition and construction.

6.1.a Measures specific to Demolition

a. In order to prevent dust nuisance to adjoining premises during dry weather, there will be adequate screening and damping down during all demolition works, clearance works and other site preparations.
b. Soft stripping to be carried which involves removal of all non-structural elements of the interior and exterior.
c. Blasting will be avoided in order to control dust.
d. Location of skip will be located away from the existing building near to the loading / unloading area for easy collection. (See Figure 17)
e. Burning of wastes or unwanted materials will not be permitted on site.

6.1.b Measures specific to Construction

a. Storage location for potentially dusty materials must be located away from the existing building (See Figure 16)
b. Cement, sand, fine aggregates and other fine powders are to be sealed after use and if necessary stored in enclosed or bunded containers.
c. All hazardous materials including chemicals, cleaning agents, solvents and solvent containing products to be properly sealed in containers at the end of each day prior to storage in appropriately protected and bounded storage areas.
d. Some materials will be kept damp to reduce the risk of drying out.
e. The use of hoses to damp down stockpiles of materials which are likely to generate airborne dust and to damp down during stone/slab cutting.

6.1.c Measures specific to Trackout

i) Site routes

a. All site traffic will keep to designated haul routes to reduce the break down and subsequent entrainment of fine material into the atmosphere.
b. Routes to and from the development site will be watered as necessary to minimise dust nuisance, and will be stabilised/compacted to reduce off-site transfer of soil and other materials.
c. Heavily used site hard surface and access points will be brushed and water sprayed as required.
d. Paved roads near to exits will be kept clean and maintained as appropriate.

ii) Wheel washing

a. All vehicles leaving the site will be inspected, watered down and cleaned as necessary, and suitable wheel wash equipment will be provided at site entrances and exits as necessary. A vehicle wheel washing point will be allocated to the rear of the building adjacent to the loading / unloading zone as illustrated in Figure 13.

iii) Covering vehicles

a. All vehicles, especially HGV, carrying dusty materials will be securely and suitably covered before leaving the site, to prevent dust spilling on the road and being swept away by the wind. Similar procedures will be applied to windblown litter that may arise on site.

6.1.d Air Quality

a. To minimise any spread of dust to the surroundings, dust screen to be fixed to the scaffolding surrounding work areas.
b. To maintain air quality, surveys to be undertaken to monitor dust flux beyond the construction site. ie. Windows to the flats below, roads / paths on site and neighbouring buildings.
c. Continuous monitoring on a weekly basis will be carried out by the site manager and records monitoring of dust flux recorded. Methods to reduce dust spread TBA on site.
d. Contractor to refer and follow Institute of Air Quality Management (IAQM) ' Guidance on Monitoring in the Vicinity of Demolition and Construction Sites: October 2018 (Version 1.1).

6.2 Noise and Vibration from demolition, construction, concrete crushing, drilling, etc.

Best Practicable Means (BPM) will be used during construction and demolition works, including low vibration methods and silenced equipment and machinery, control and monitoring measures of noise, vibration, delivery locations, restriction of hours of work and all associated activities audible beyond the site boundary, in accordance with the Approved Codes of Practice of BS 5228-1 and -2:2009+A1:2014 Codes of practice for noise and vibration control on construction and open sites.

Measures will be implemented to minimise the impact of noise emissions at sensitive locations during construction phase. Measures currently planned to be adopted include:

1. Of it is predicted that thresholds will be exceeded the relevant approvals will be sought under 'Section 61 of the Control Pollution Act 1974;

2. We ensure that the contractor makes reference to the Control of Dust and Emissions during Construction and Demolition, Supplementary Planning Guidance, London Plan 2011 Implementation Framework, July 2014.

3. We also ensure that the contractor makes reference to Guidance on the Assessment of Dust from Demolition and Construction, Institute of Air Quality Management, Version 1.1, 1st June 2016.

4. Off-site pre-fabrication to be used, where practical, including the use of pre-fabricated structural elements, cladding toilets, mechanical and electrical risers etc;

5. It is anticipated that piling is not required for the duration of the construction period as works are only on the upper level of 2F.

6. All plant machinery used during the construction phase will comply with standards outlined in the 'Safety, Health and Welfare at Work (Control of Noise at Work) Regulations' and the 'European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations'. Reference will be made to BS 5228: Part 1: 2009 (Noise Control on Construction and Open Sites - Part 1. Code of Practice for Basic Information and Procedures for Noise Control) and will include the following mitigation measures:

    a. Training of site staff in the proper use and maintenance of tools and equipment;
    b. The positioning of machinery on site to reduce the emission of noise and to site personnel;
    c. Sources of significant noise will be enclosed where practicable;
    d. Machines that could be in intermittent use will be shut down between work periods or will be throttled down to a minimum;

e. Plant known to emit noise strongly in one direction will, when possible, be orientated so that the noise is directed away from noise sensitive areas; and
f. Plant and/or methods of work causing significant levels of vibration at sensitive premises will be replaced by other less intrusive plant and/or methods of working where practicable.

7. Hydraulic construction to be used in preference to percussive techniques where practical. For example, using hydraulic block splitter rather than a cut off saw to cut blocks;

8. All plant and equipment to be used for the works to be properly maintained, silenced where appropriate, and operated to prevent excessive noise and switched off when not in use and where practicable;

9. Wherever possible, plant and equipment including vehicles will be switched off when not in use;

10. Engine compartments will be closed when equipment is in use.

11. As far as possible, construction works will be carried out using methods that minimise noise and inconvenience. Quieter types of machinery will be specified for any works where we aren't able to avoid the use of percussion tools.

12. The quietest available items of plant and machinery will be used on site. Where permanently sited equipment such as generators are necessary, they should be enclosed to reduced noise levels.

13. All materials will be handled, stored and used in a manner that minimises noise. It will be necessary to demonstrate the efficient handling of materials to avoid unnecessary double handling and to minimise drop heights. Wherever practicable, materials will be lowered, not dropped. For safety reasons, at no time the poles be dropped.

14. Any noisy construction activities will be carried out within the time frames outlined on the Enfield council website however we recommend the hours of construction being limited to daytime hours during winter months. The website states that the normal hours for noisy construction are:

    - Monday to Friday, 08:00 am to 06:00 pm
    - Saturday, 8:00 am to 01:00 pm
    - Sunday or bank holiday, strictly no work allowed

15. No audible operations are to take place outside the permitted working hours.

16. Deliveries onto site will be scheduled, as previously described in *Section 4.3 Deliveries and Collections and Exiting*, and will only take place between permitted working hours for audible activities.

17. Loading and unloading of vehicles, dismantling of site equipment such as scaffolding or moving equipment or materials around site will be conducted in such a manner as to minimise noise generation.

18. Deviation from approved method statements to be permitted only with prior approval from the main contractor and other relevant parties. This will be facilitated by formal review before any deviation is undertaken;

19. Noise and inconvenience complaints should be reported to the contractor in the first instance and immediately investigated;

20. Using temporary barriers/enclosures around construction works that may produce significant amounts of noise. Plywood barriers with sound absorbing materials would be particularly effective.

6.3 Air Quality

1. Site inspection to be carried out by developers once a week during construction period. During a period of dry and windy conditions, the length of between inspection will need to shortened especially if they receive any dust complaints.

2. Contractor to ensure that the inspection sheets are available to Local Authority when requested.

3. Fixed mesh screening will be installed to scaffolding in the screening of noise generation from low-level sources and to minimize hazard posed by the emission of construction dust.

4. All Non-Road Mobile Machinery of net power 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 SPG.

5. As previously stated in Section 6.1.d Air Quality:

    a. To maintain air quality, surveys to be undertaken to monitor dust flux beyond the construction site. ie. Windows to the flats below, roads / paths on site and neighbouring buildings.

    b. Continuous monitoring on a weekly basis will be carried out by the site manager and records monitoring of dust flux recorded. Methods to reduce dust spread TBA on site.

    c. Contractor to refer and follow Institute of Air Quality Management (IAQM) ' Guidance on Monitoring in the Vicinity of Demolition and Construction Sites: October 2018 (Version 1.1).

7.0 SITE SECURITY

Hoarding screens will be erected at the rear of the development at the green compound adjacent to rear carpark with lockable access. See ***Figure 17*** for the hoarding screen and gate arrangements (illustrated in **GREEN**).

A highly visible 24 hour contact number will be displayed at all times for emergency and general queries.

Safety is paramount in the construction industry and occupies a large part of the site management daily routine. As such, all necessary protection, hoardings, covers, protected walkways and temporary

barriers will be put in place as and when required. There will be controlled access to the site, for both security and safety reasons.

At night the site compound and offices will be kept locked, and the office alarmed. As the construction site is a magnet for children, physical barriers, hoardings and screens on-site will need to be installed and kept secure at all times.

Furthermore, appropriate measures will need to be taken by the Principal Contractor to mitigate against pollution and the dangers of removing hazardous substances. All entry points will be clearly signed.

8.0 SITE INDUCTION

All site operatives and visitor who enters the project will receive a specific project induction before they are allowed to leave the compound and commence work on site. Inductions will introduce the project, a description of the project risks and a review of the individual's competency. Site Access passes will only be distributed following site induction from management personnel of the appointed Principal Contractor.

The induction talks for operatives new to the site will include site rules which will cover among other things:

a) Behaviour toward others on site and nearby
b) Drugs and alcohol
c) Smoking areas
d) PPE and safety issues
e) Welfare facilities and use of
f) Security issues
g) Emergency procedures
h) Good and bad practice

Site signage will be multi language if necessary, to assist in communications with diverse labours.

Principal Contractor to hold regular consultation meetings with the workforce to assess safety performance on site and review were can be improved, these will be open to all on site. The Principal Contractor and also all subcontractors will require for a regular 'tool box talks' to site operatives, outlining a variety of relevant Health and Safety issues.

8.1 Health and Safety

To minimise risk and control exposure, the Principal Contractor's Health, Safety and Environmental Department will give advice at planning stages, on all activities and all H&S requirements. H&S will be diligently monitored throughout the project.

Safety will be treated as a highest priority and will develop a programme of initiatives, in order to improve Health and Safety awareness and performance on the project. This will work by actively encouraging site operatives to think in a manner that assesses personal safety and the safety of others, not only on site but also throughout their lives.

The layout of the site welfare will ensure that all staff, visitors and operatives will have the ability to store and retrieve the correct PPE before entering the construction area.

8.2 First Aid

It is to be ensured that the appointed contractor's site management are qualified First Aiders, and that they will be on site, and in attendance at all times.

8.3 Noise and Hearing Protection zones.

A sound / noise meter will be kept on site at all times to check noise levels at the site boundaries during certain operations. Inside the site, and closer to noise sources, hearing protection zones, where hearing protection must be provided and worn if noise levels reach 80 – 85 Db, will be set up.

Careful planning and use of appropriate plant and equipment normally keeps these requirements to few and very short periods.

8.4 Construction Activities.

The construction of the development will be carried out in accordance with detailed method statements and risk assessments approved by the appointed contractor's Site Management, all in accordance with the construction management plan and the main contractor's Safety and Environmental Procedure.

9.0 GENERAL MANAGEMENT ISSUES

9.1 Monitoring

The Principal Contactor shall be responsible for ensuring this Construction Traffic Management Plan is updated prior to commencement on site and periodical reviewing and monitoring of the procedures set down within. Any divergence from the plan shall be amended and the plan re-issued to the Project Team.

9.2 Domestic and Commercial Waste Collections

It shall be the responsibility of the Principal Contractor to ensure the times of Construction deliveries do not interfere with any domestic and commercial waste collections services. Times shall be sought from the local authority and suppliers advised to avoid large deliveries within these periods, where practical.

9.3 Public Relations / Complaints Procedures

The Principal Contractor's Project Manager shall deal with any complaints from the local resident in coordination with the Client Project Manager who must be informed of any complaints.

This individual will be named at the site entrance, with a contact number, and will be identified to the client and community groups prior to the start of construction, and whenever a change responsibility occurs.

Any complaints will be logged on-site, fully investigated and reported to the client as soon as possible. The complaint will be informed as to what action has been taken. In the event of unusual activities or events, Client and other relevant third parties (I.e. Statutory and non-statutory bodies) will be notified in advance of the work being carried out.

The existing occupants will be notified of the proposed works and will be kept updated daily / weekly via post or WhatsApp group depending on their requests.

The Principal Contractor is to hold weekly Community Meetings with the existing occupants and neighbours to discuss any issues that may arise during the construction works.

9.4 Provision of boundary hoarding behind any visibility zones

The Principal Contractor shall secure site by providing new min 2.2m and max. 2.5m high hoarding including hoarding gate. See *Figure 16.a.*

Existing 1.8m perimeter fencing to be repaired / replaced where required to ensure the overall site compound is secured.

10.0 PHOTOGRAPHIC CONDITION OF SURVEY OF THE PUBLIC ROADS, FOOTWAYS AND VERGES TO THE SITE

Site photos as taken from Google image dated September 2022 showing existing conditions Figure 19 - 20 .

A photographic condition survey showing photos taken on 15th November 2023 will be detailed in the section 'Appendix B'. They will show the conditions of the footways, road, manholes, kerbs etc.

Figure 19: On Chase Road leading up to the site, Grovebury Court on the left. As can be seen, the road surface and footways are uneven due to roadworks.

Figure 20: On Chase Road with the site on the right.

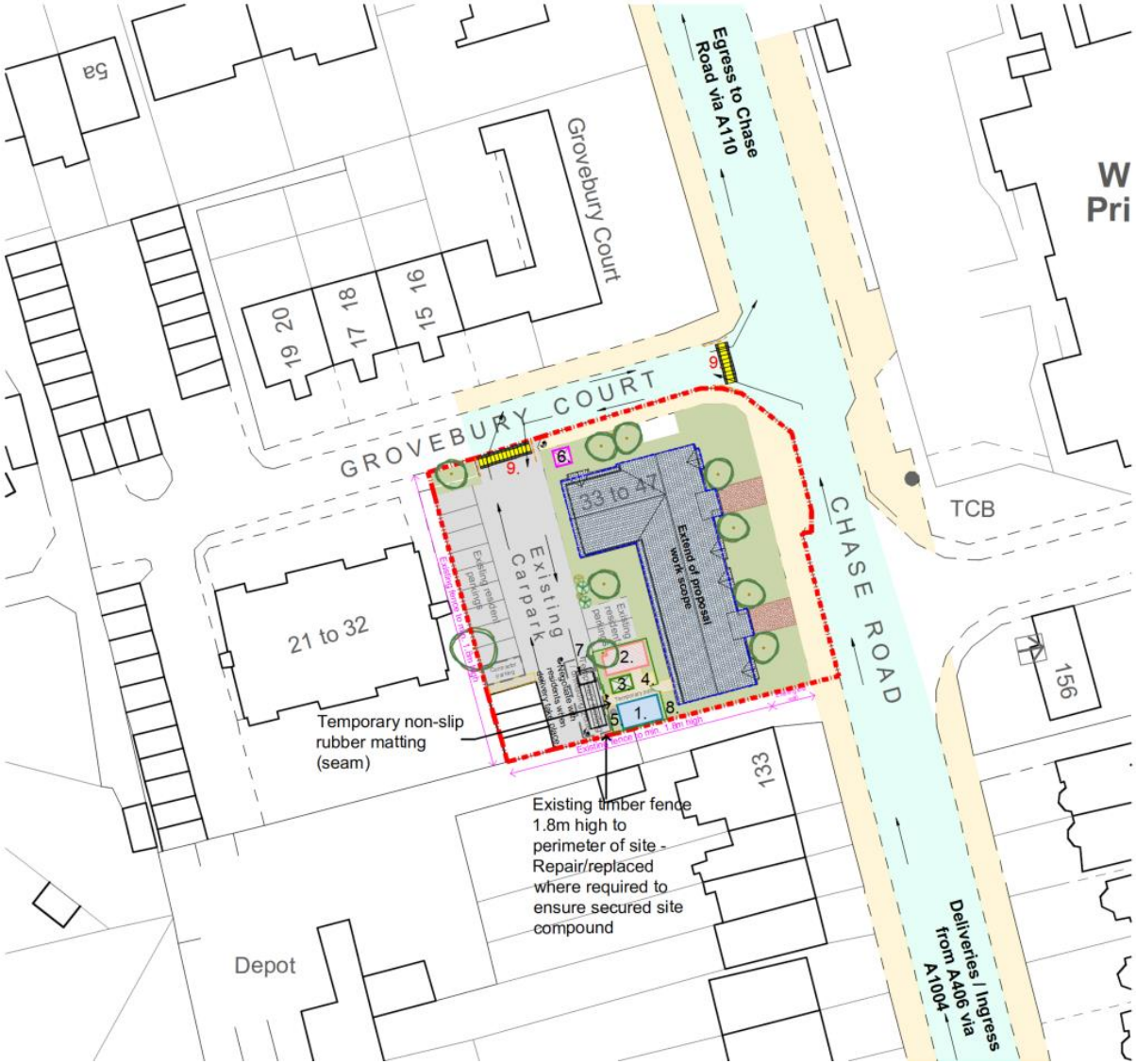
11.0 ADMENDMENT RECORD

Revision Status	Details of Amendment	Date Issued	Authorized by
A	Amendments to report following Highway officer's comments dated 22nd Jan 2024.	20/02/2024	

12. 0 APPENDICES

12. 1 APPENDIX A

Site set-up and direction of delivery / access / exiting site



Key.

1. Site Welfare (heated site office, wc, tea and communal dining / meeting area provision) + site office
2. Construction material storage area
3. Location of skip
4. Portable WC
5. Wheelwashing point
6. Crane/ Hoist
7. Loading/ unloading/ delivery zone
8. New min. 2.2m - max 2.5m secured hoarding fence
9. Temporary Heavy-Duty Crossover (HDC) with traffic barriers on both sides

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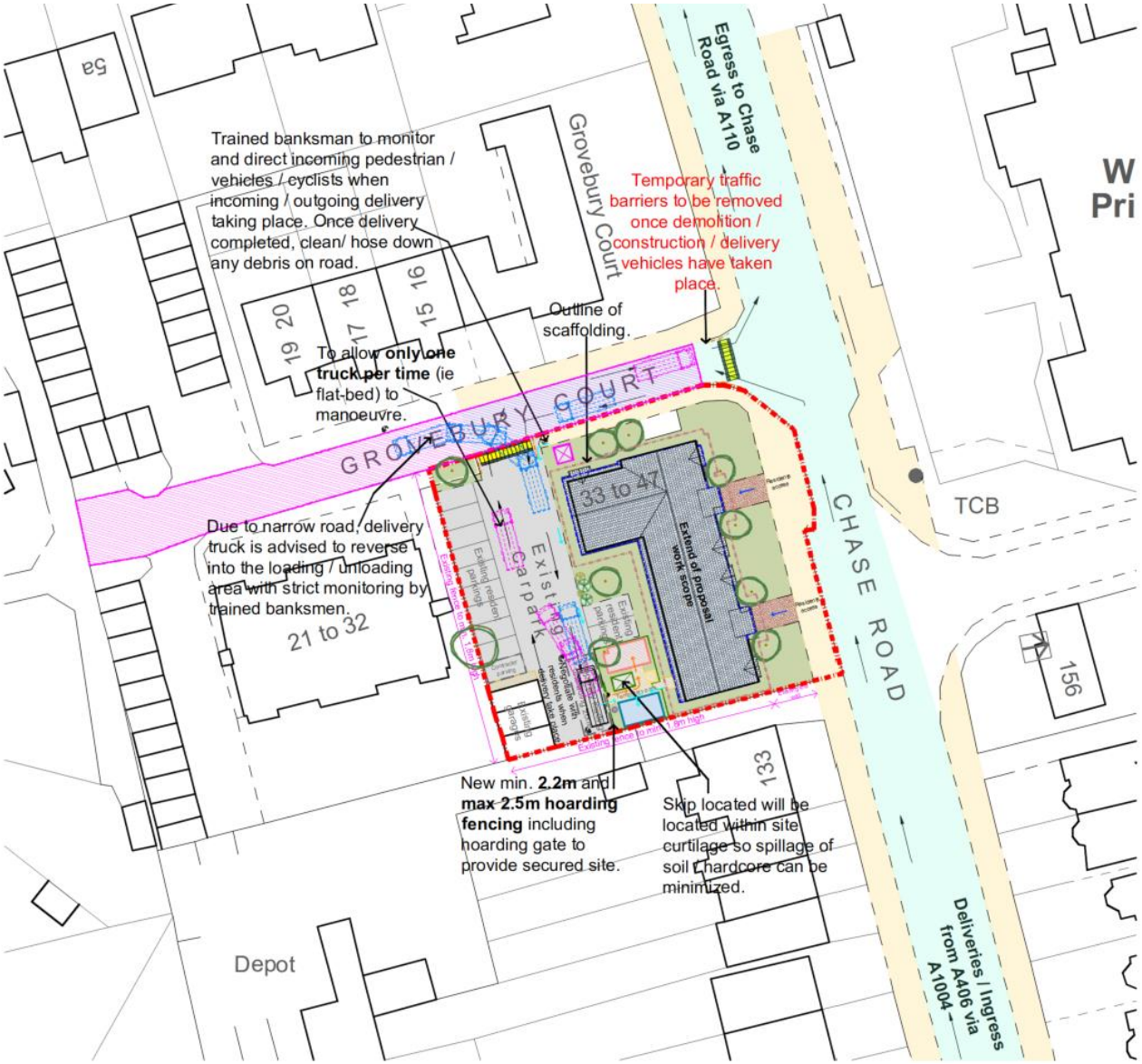
Site logistics



Key.

- Outline of scaffolding for the duration of works. (Access FRONT to be maintained for existing residents 24/7.)
- Delivery Area **Monday - Friday 10.00am - 2.00pm *ONLY***
- Routes for materials to be stored on site
- Routes to welfare
- Residents access to flats
- Hoarding fence min. 2.2m high and 2.5m max
- Parking are **ONLY PERMITTED** for existing residents
- It is proposed to have 6 yard skip (capacity of 65-70 waste bags) to be located near to loading/unloading area to allows for easy collection.
- Temporary HDC
- Temporary traffic barrier

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12.2 APPENDIX B Site Conditions Survey Photos

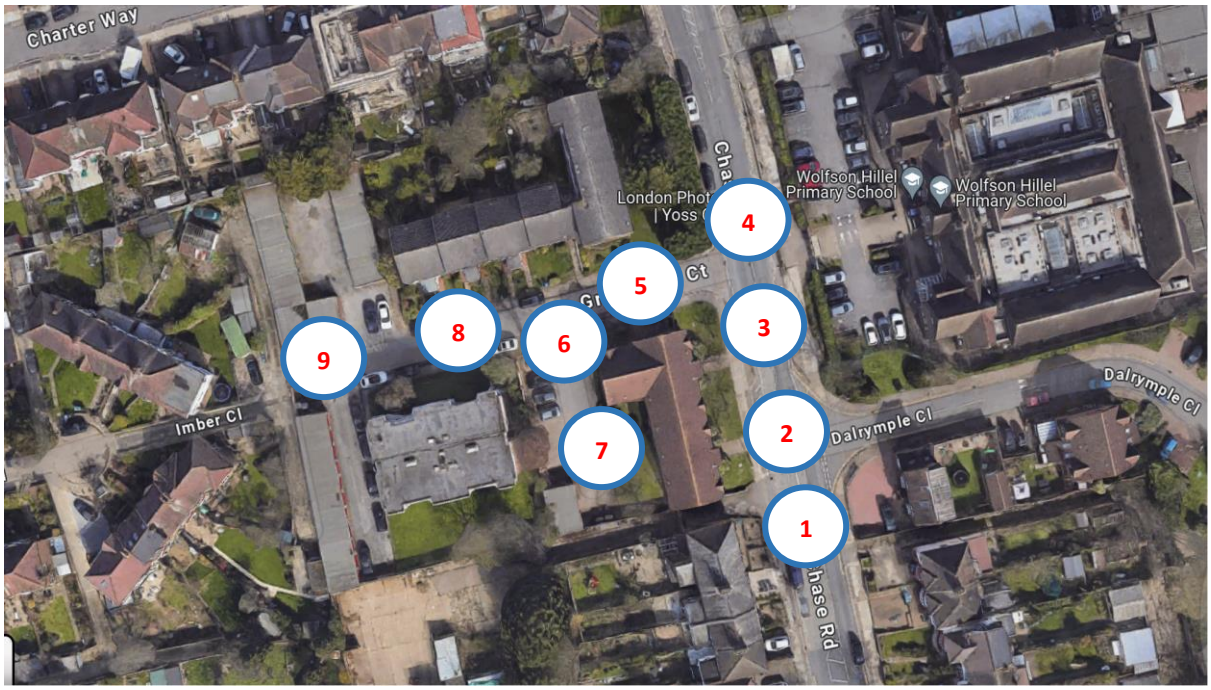
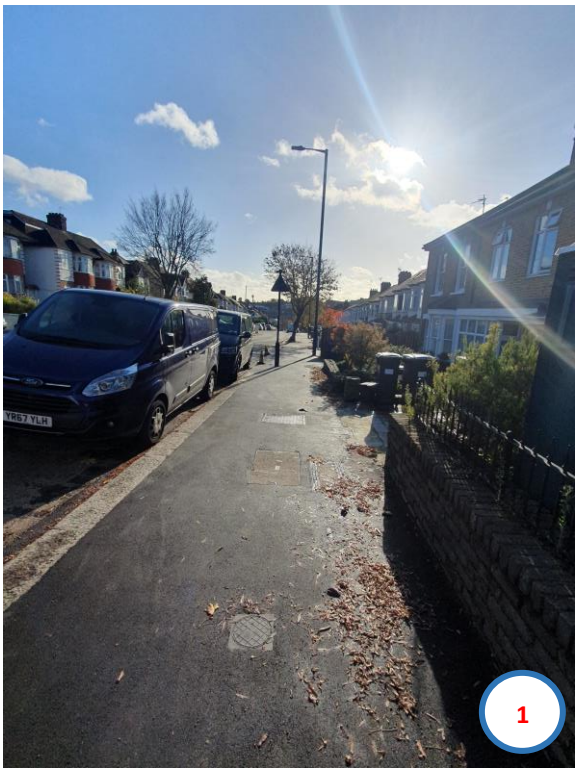


Figure 21 : Site Plan of Grovebury Court and Chase Road showing locations of site conditions survey photos.

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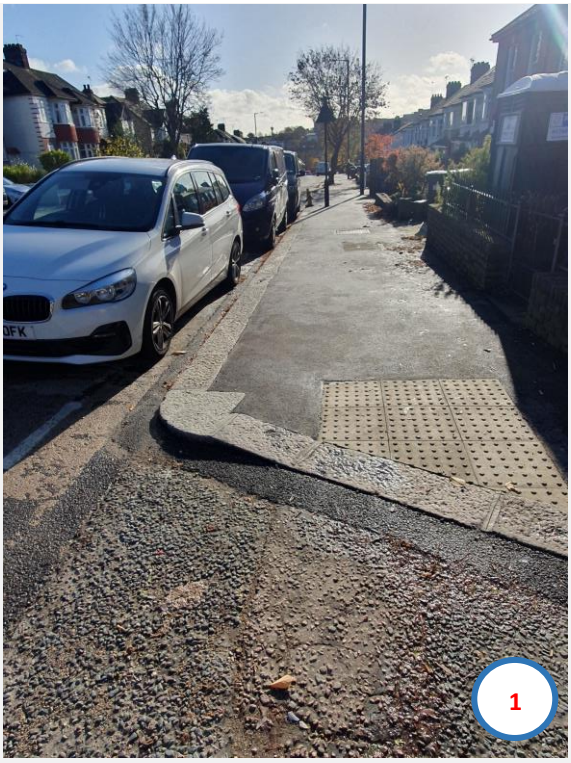
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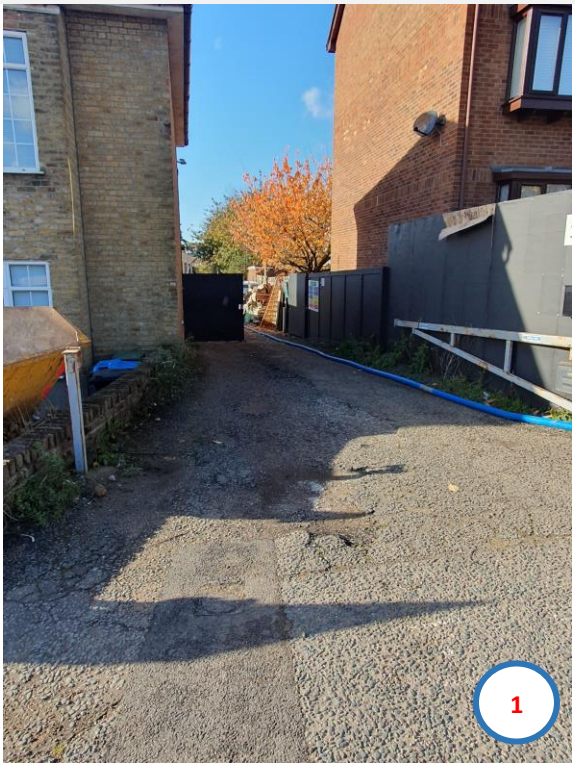
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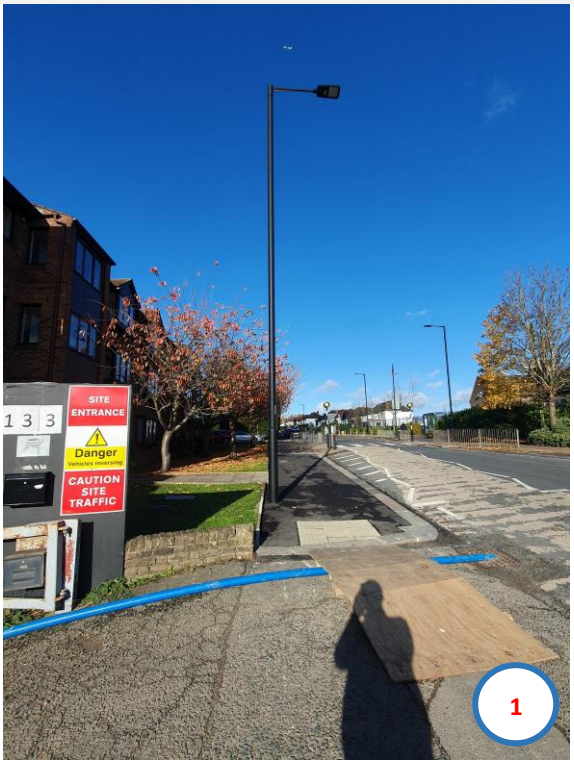
SITE ENTRANCE
Danger
CAUTION SITE TRAFFIC
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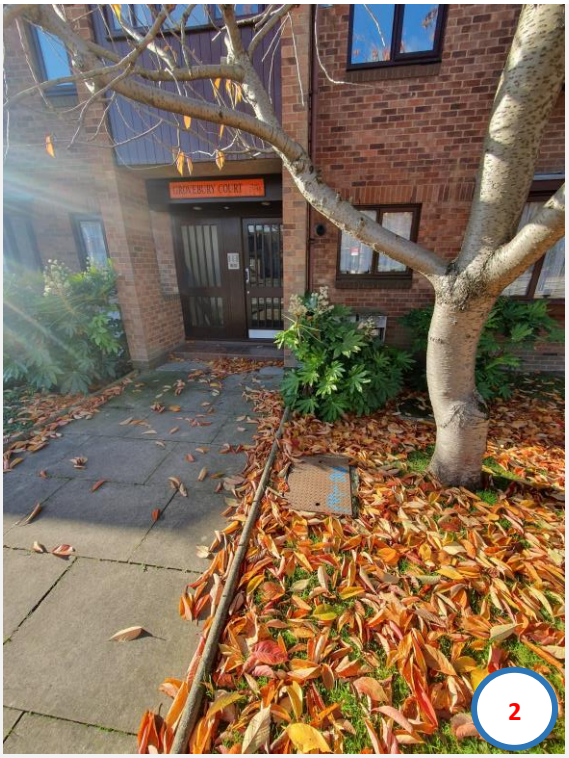
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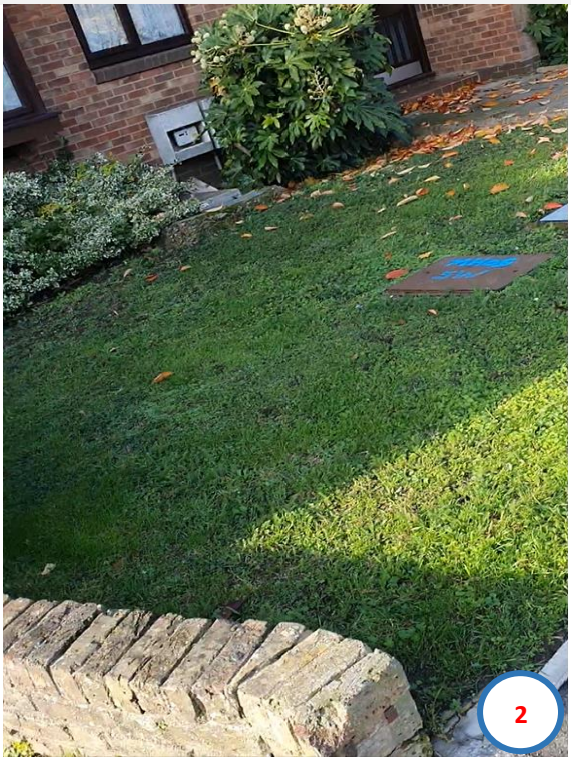
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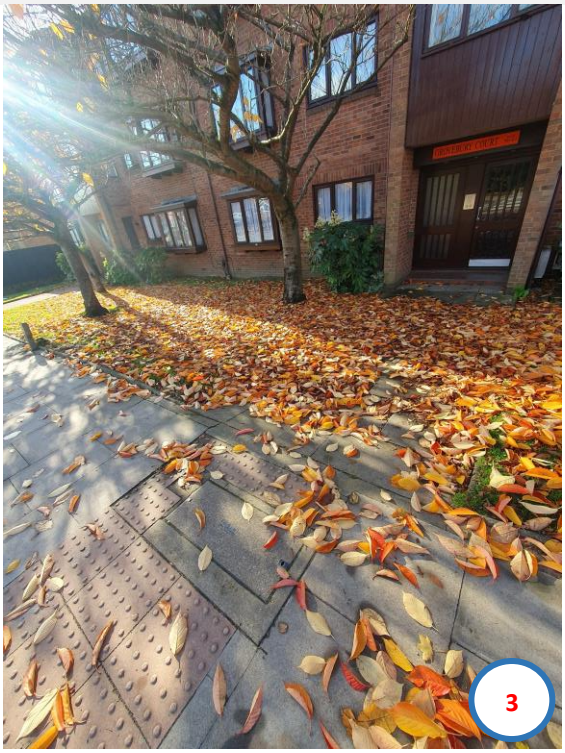
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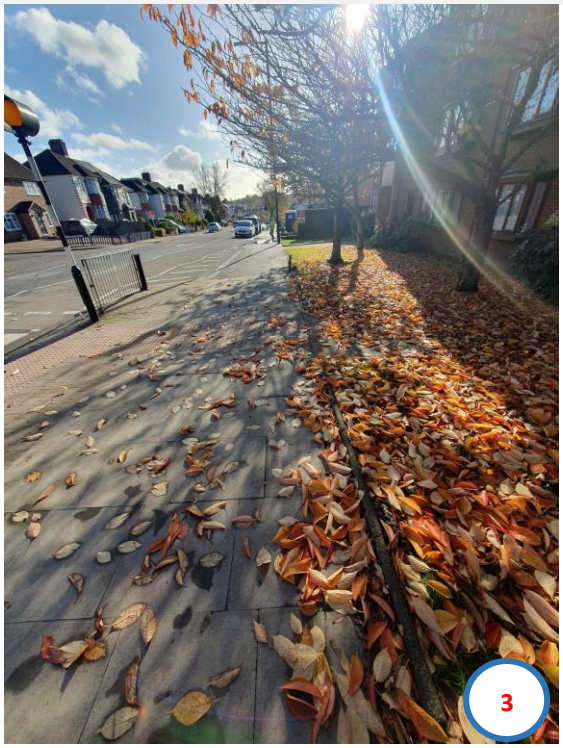
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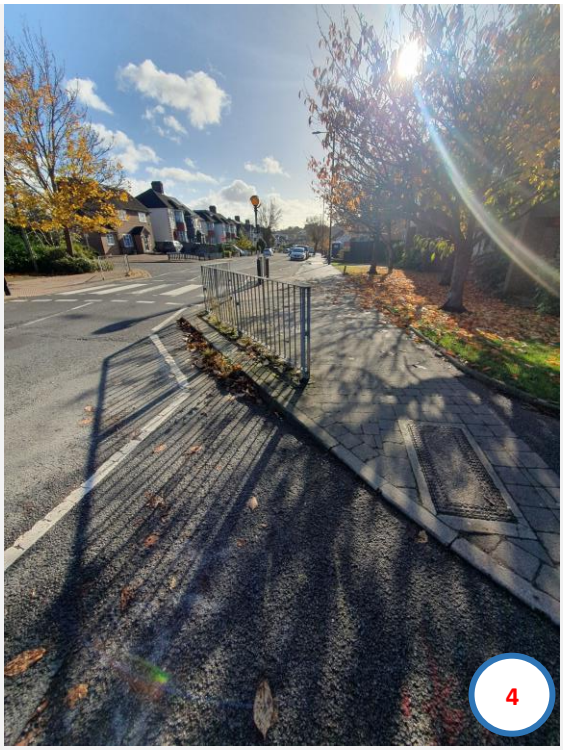
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GROVEBURY COURT
Private Road - No Parking
4


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GROVEBURY COURT
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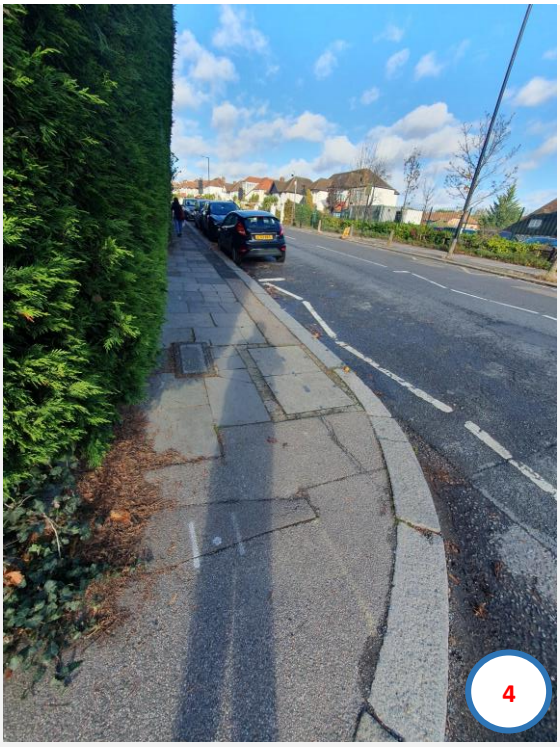
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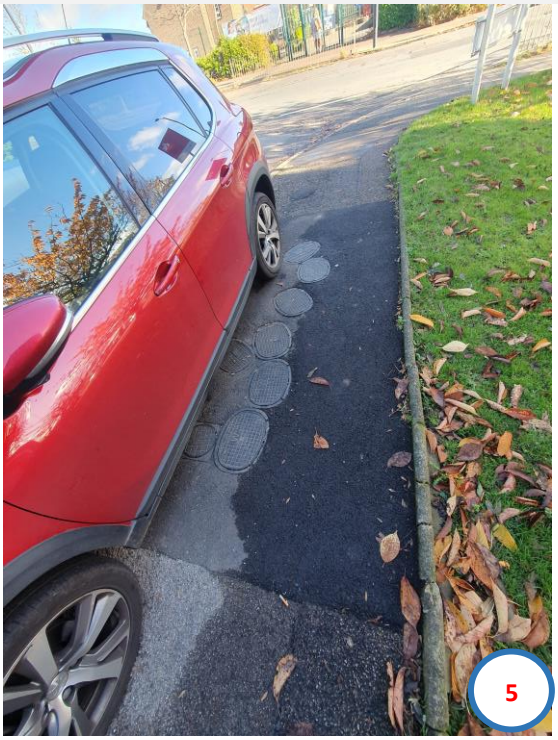
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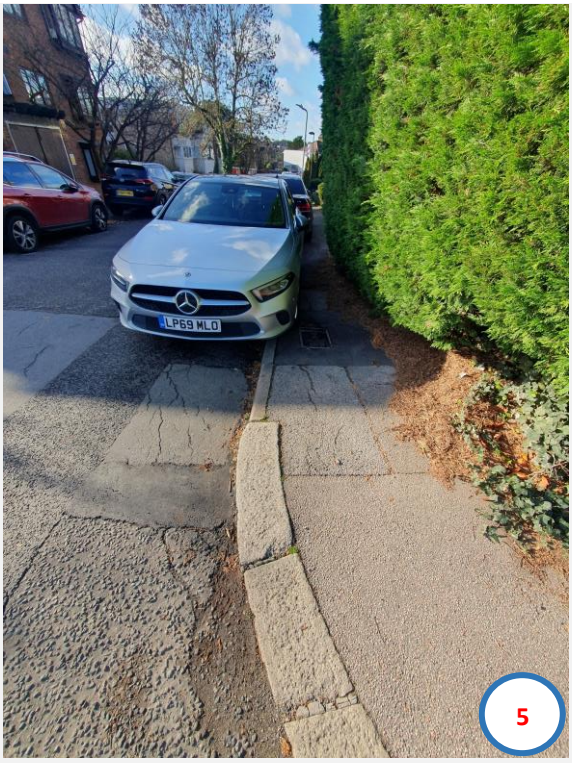
LP69 MLO
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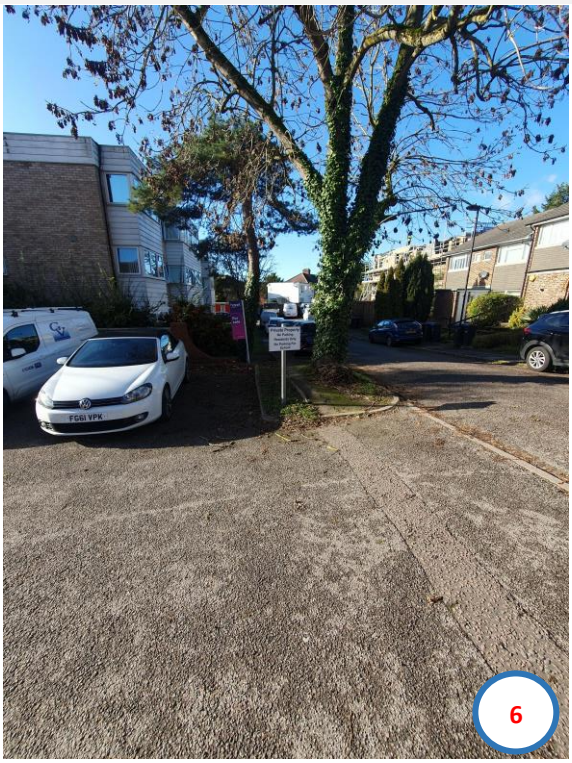
FC61 VPK
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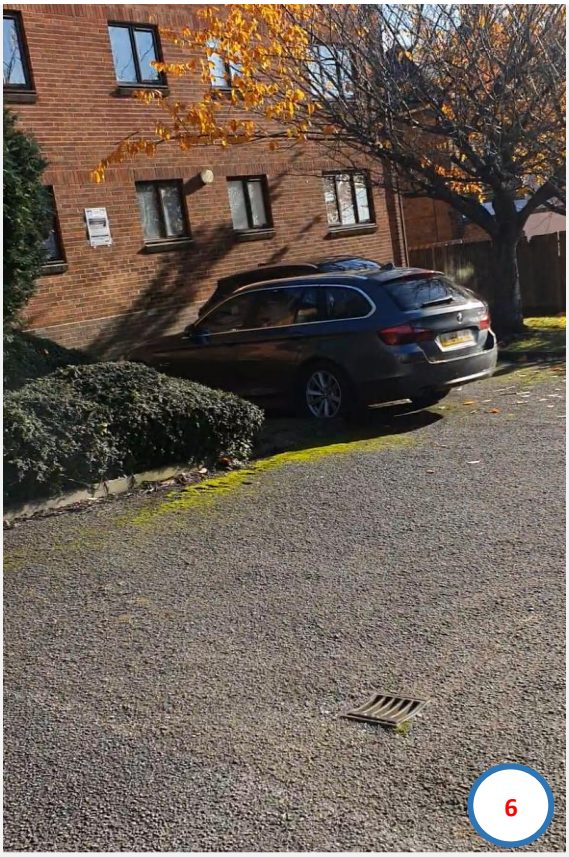
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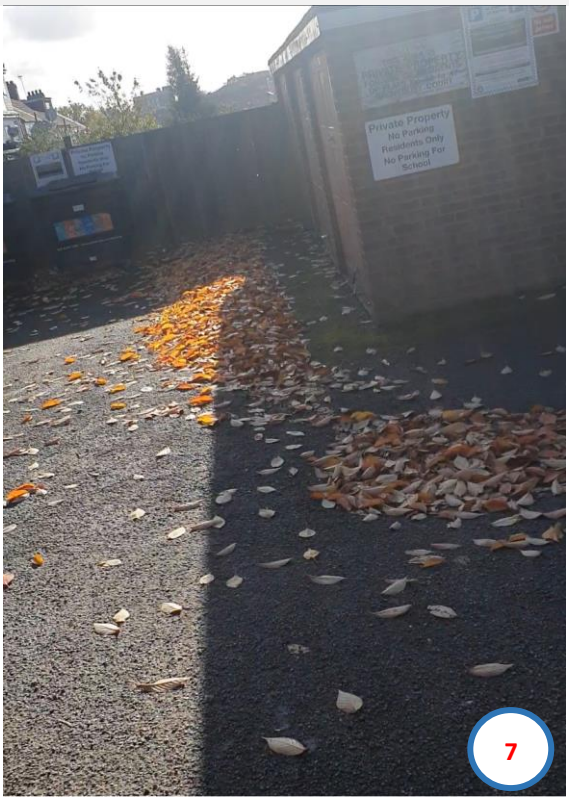
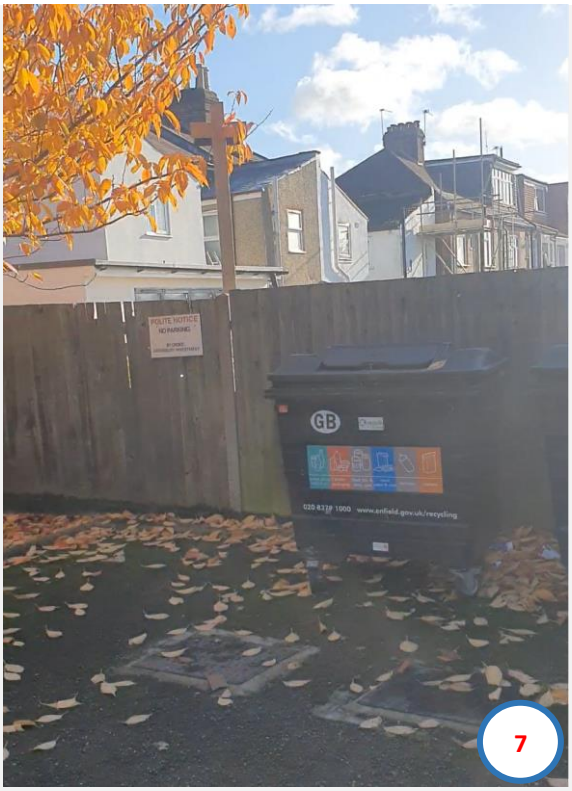

Private Property
No Parking
Residents Only
No Parking For
School
7


7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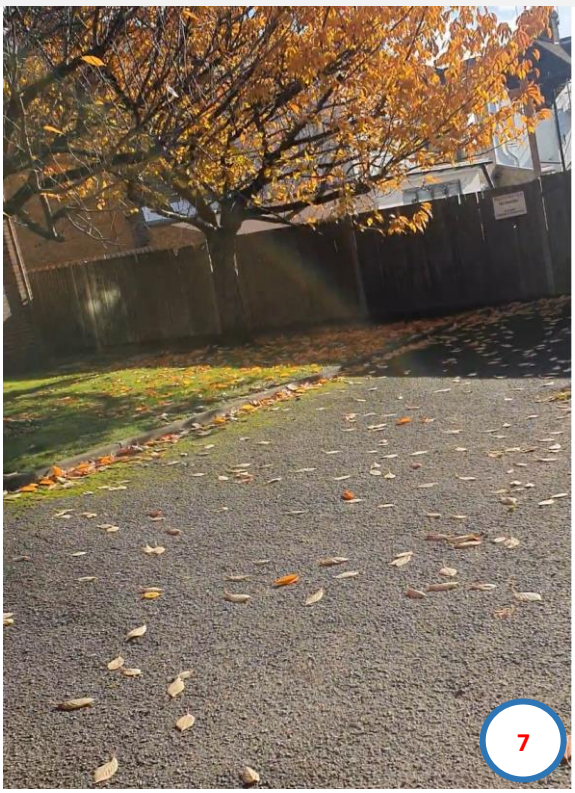
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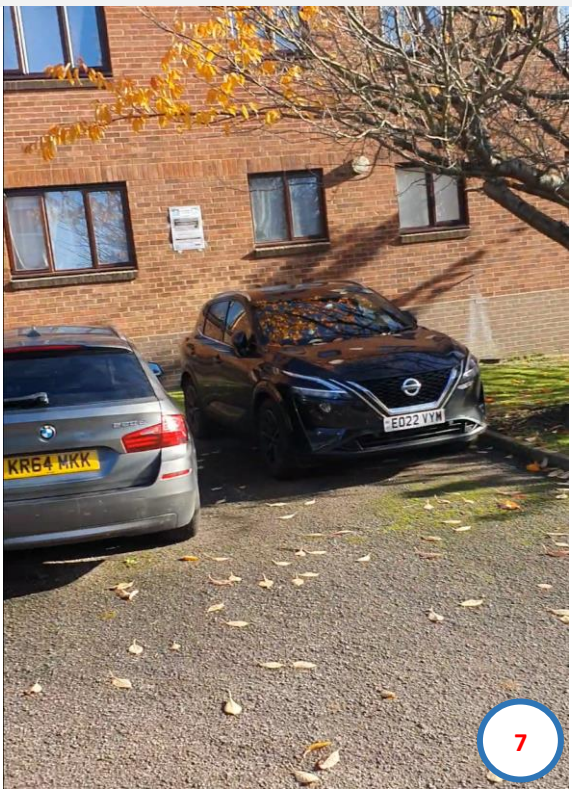
KR64 WKK
EO22 VYM
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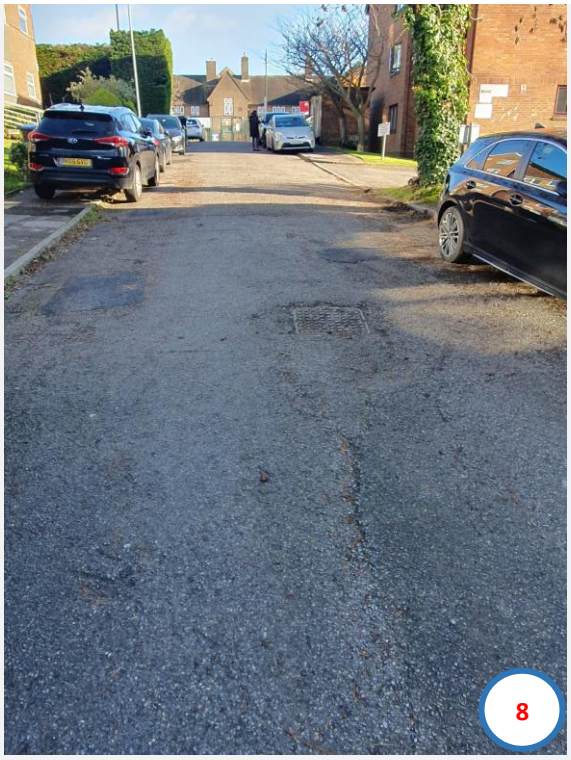
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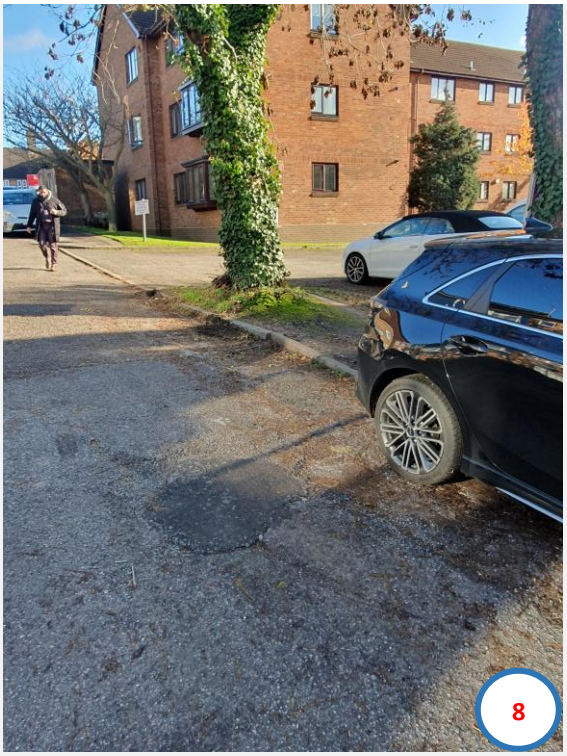
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LL18 HFS
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T21 TRE
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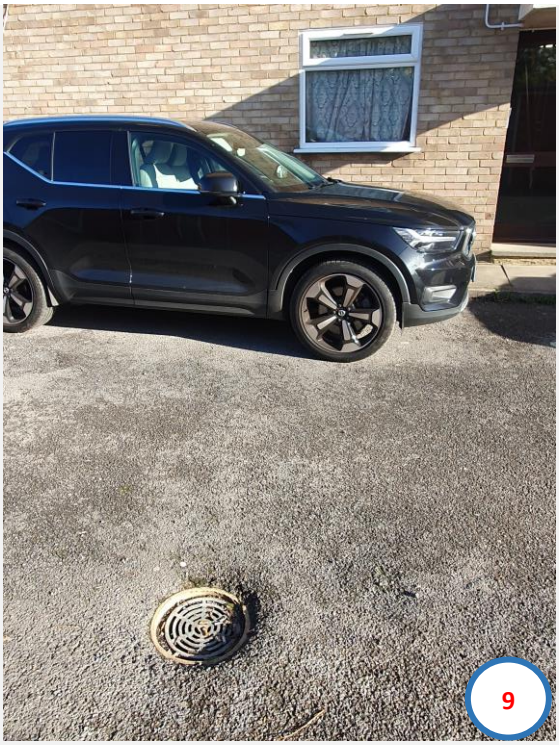
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