



Seaforth Land

20-23 GREVILLE STREET

Construction Management Plan

January 2018

Caneparo Associates Limited  
21 Little Portland Street  
London W1W 8BT  
Tel: 020 3617 8200

[www.caneparoassociates.com](http://www.caneparoassociates.com)

Registered in England: 9930032

# Construction Management Plan

pro forma v2.2

DRAFT

# Contents

Revisions	3
Introduction	4
Timeframe	6
<a href="#"><u>Contact</u></a>	7
<a href="#"><u>Site</u></a>	9
<a href="#"><u>Community liaison</u></a>	12
<a href="#"><u>Transport</u></a>	15
<a href="#"><u>Environment</u></a>	25
<a href="#"><u>Agreement</u></a>	30

# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
	A	Caneparo Associates

## Additional sheets

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

Date	Version	Produced by

# Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance ([CPG](#) [6: Amenity](#) and [CPG](#) [8: Planning Obligations](#)).

This CMP follows the best practice guidelines as described in [Transport for London's](#) (TfL's Standard for [Construction Logistics and Community Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)."

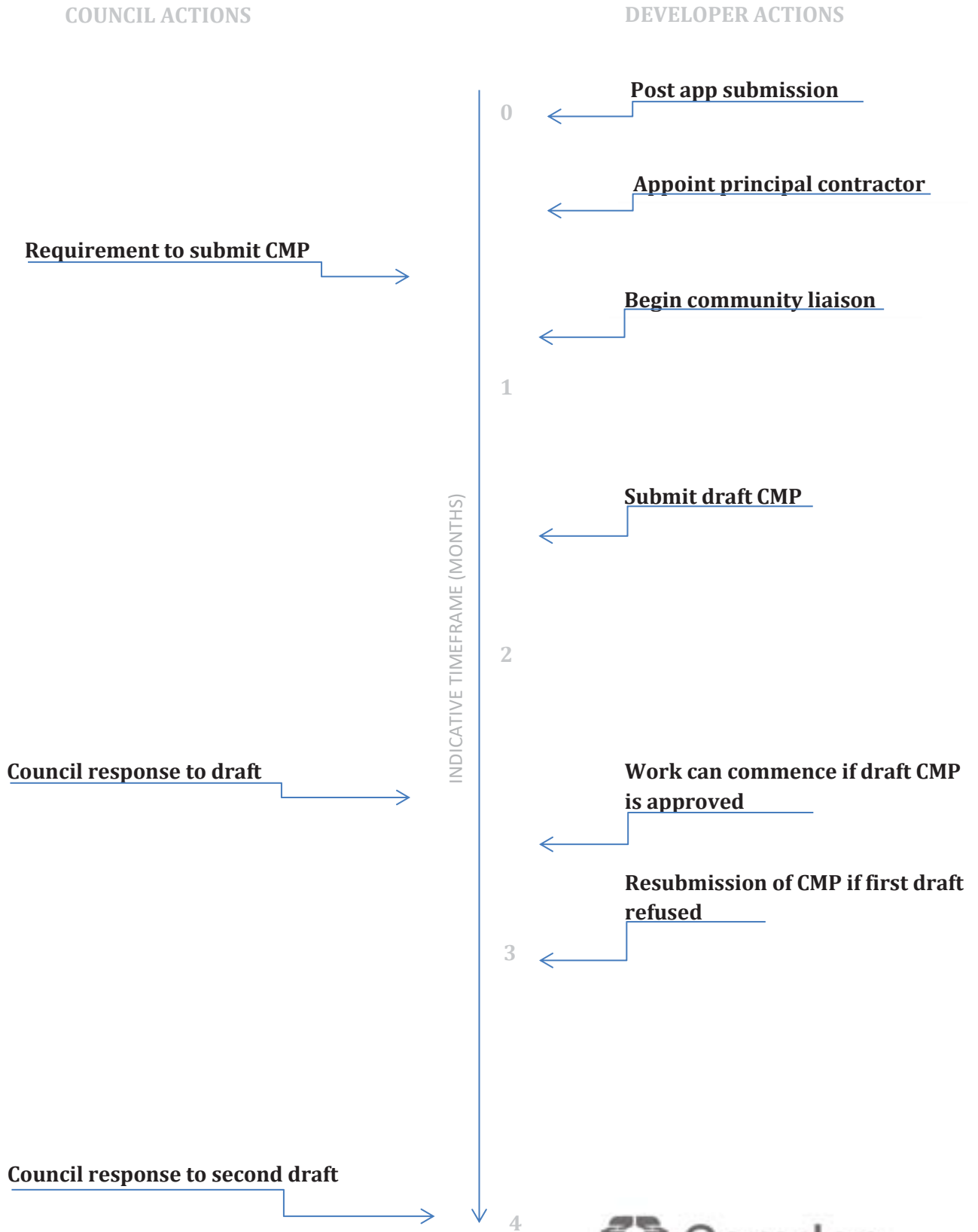
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

# Timeframe



# Contact

1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Address: 20-23 Greville Street, London, EC1N 8SS

Planning reference number to which the CMP applies: Accompanies a planning application.

2. Please provide contact details for the person responsible for submitting the CMP.

Name: Caneparo Associates

Address: 21 Little Portland Street, W1W 8BT

Email: [dp@caneparoassociates.com](mailto:dp@caneparoassociates.com)

Phone: 020 3617 8200

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

This document forms a Draft CMP to accompany a planning application. Details of the contractor / site manager will be provided during the preparation of the Final CMP for discharge of condition.



4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the Camden officer responsible.

This document forms a Draft CMP to accompany a planning application. Details of the contractor / site manager will be provided during the preparation of the Final CMP for discharge of condition.

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

This document forms a Draft CMP to accompany a planning application. Details of the contractor / site manager will be provided during the preparation of the Final CMP for discharge of condition.

# Site

6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The Site is located within the Holborn and Covent Garden ward, on the southern side of Greville Street, bound by Bleeding Heart Yard to the west and south, and a similar sized office building to the east. The Site is located 150m east (2 minutes' walk) of Farringdon Station. The Site location with respect to the local highway network and rail connections is shown at **Figure 1**, below.



**Figure 1: Site Location Plan**

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The Site forms a five storey building (with ground and lower ground floors) and provides 2,340sqm (GIA) of office floorspace in B1(a) use. The Site is currently provided with an informal parking area (3 spaces) at ground floor accessible from Bleeding Heart Yard.

The development currently proposes the extension and refurbishment of the building in order to provide 2,348sqm (GIA) of B1(a), 414sqm of A1 and 571sqm of A3 floorspace. All existing off-street parking will be removed.

7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

Change of use of existing Class B1 at ground floor, basement and first floor levels to Class A1/A3 use; demolition of existing fifth floor plant room and construction of rooftop extension at fifth and mezzanine floor level for Class B1 use, rear infill extension to all floors for Class B1 use, external alterations including new façade and glazing, and associated works. The informal parking area will be removed.

The proposed refurbishment and extension will result in the provision of 981 square metres (GEA) of flexible retail floorspace (Use Class A1/A3) at lower ground, ground and first floors with 2,662 square metres (GEA) of office floorspace (Class B1) across the remaining upper floors, an uplift of circa 123 square metres of floorspace when compared to the existing office use

The main issue in terms of construction works relates to the high footfall along Greville Street and the restricted access width into Bleeding Heart Yard.

8. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

The nearest potential receptors are detailed within **Appendix A**.

9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

Please refer to **Appendix A**.

10. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

A construction programme as well as detailed phasing will be provided following planning approval and the appointment of a contractor.

11. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows:

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

The Applicant confirms that the below working hours are acceptable.

8.00am to 6pm on Monday to Friday

8.00am to 1.00pm on Saturdays

No working on Sundays or Public Holidays

12. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

To be provided following the appointment of a Contractor / Site Manager.

# Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

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## Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

**The Council can advise on this if necessary.**

### 13. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

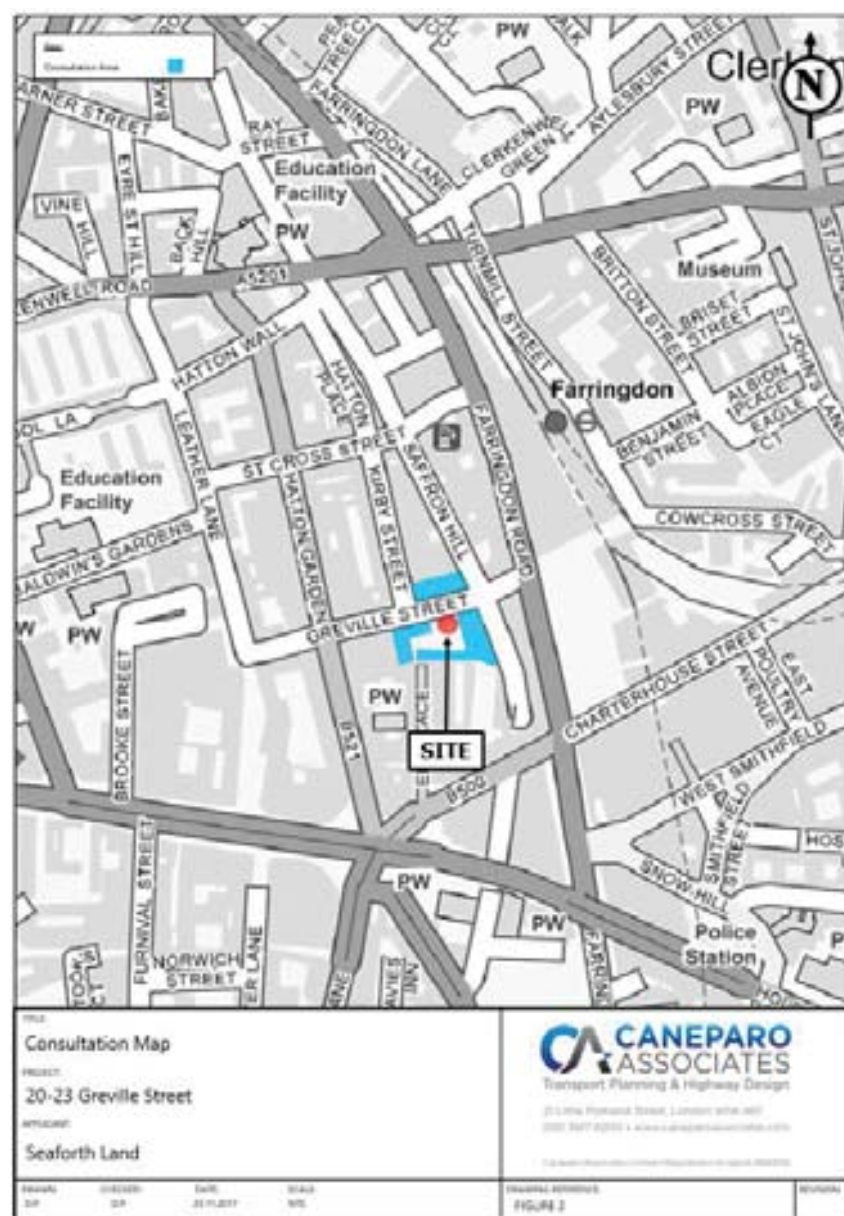
In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Initial details of the proposed construction arrangement (including how construction vehicles access the site) were included within a consultation meeting held on 18.12.2017. The main issue arising from the meeting in regards to construction related to TfL's and LBC's cycle superhighway 6 which includes alterations to Greville Street and Farringdon Road. A summary of the alterations impacting the site are as follows:

- Pedestrianising the access between Farringdon Road and Greville Street;
- Reversing the one-way direction of Kirby Street to northbound; and
- New traffic islands to the west of the access to Bleeding Heart Yard to form a new loading bay.

The consultation event on the final CMP will cover the following area, as detailed within **Figure 2**.



#### 14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

A community liaison group will be managed by the Site Manager / Contractor once appointed.

#### 15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

To be provided following the appointment of a Contractor / Site Manager.

#### 16. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

This information will be provided in the final CMP in order to take into account the latest schemes in the vicinity of the site.



# Transport

**This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.**

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the [CLOCS Standard](#).

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#).

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

**Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.**

## CLOCS Contractual Considerations

17. Name of Principal contractor:

To be provided following the appointment of a Contractor / Site Manager.

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

To be provided following the appointment of a Contractor / Site Manager. All vehicles and drivers will comply with CLOCS standards.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

I confirm that I have included the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers:

To be provided following the appointment of a Contractor / Site Manager.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

## Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

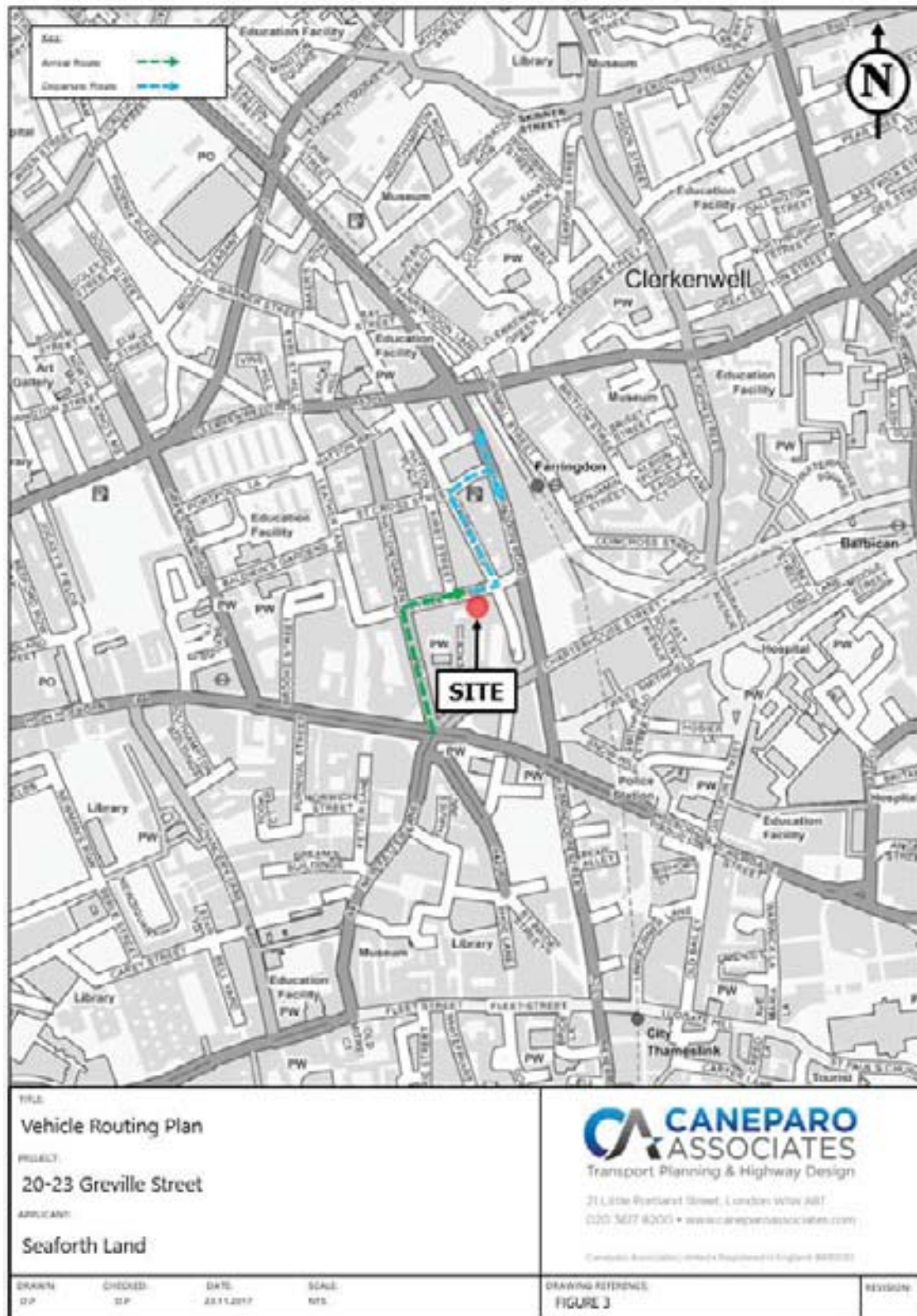
**20. Traffic routing:** *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.”* (P19, 3.4.5)

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

- a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

Figure 3 details the proposed vehicular route.



b. Please confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

The Contractor will be directly involved in the preparation of the final CMP. The contractor will then disseminate the route and on-site restrictions to drivers via email and letter. All site operatives including drivers will be issued with the CMP when tendering for the project and will be fully aware of the aims of the document in terms of vehicular routeing and construction traffic management.

Drivers will be made explicitly aware of the potential risk to cyclists as well as pedestrians associated with construction movements in this busy area of London prior to any deliveries being undertaken. In particular, drivers will be made aware of the high volume of pedestrians expected during deliveries.

**21. Control of site traffic, particularly at peak hours:** *“Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

The site is located within the vicinity of St Alban's Church of England Primary & Nursery School. Therefore, deliveries will be restricted between 9.30am and 3pm on weekdays during term time. Outside of term time general deliveries will be restricted to between 9.30am and 4.30pm.

In certain circumstances it is anticipated that there will be a requirement for vehicles to arrive and depart outside of usual construction hours to allow specialist construction activities to be undertaken. Any special dispensation with regards to out of hours vehicle activity will require prior agreement with the local authority.

Numerous types of vehicles will be used to bring materials to and from the site. The main vehicle types will include:

- 6.5m length, 2.5m width 4 wheel Tipper;
- 8.2m length, 2.5m width 6 wheel Tipper;
- 8.3m length, 2.5m width Concrete Lorries;
- 6.3m length, 2.4m width skip lorry;
- 3.5T Luton Vans; and
- 5.5m length LGVs (Transit Vans).

A breakdown of expected vehicle movements and anticipated dwell times during each phase of construction will be provided within the final CMP and once a contractor has been appointed.

b. Please provide details of other developments in the local area or on the route.

This information will be provided in the final CMP in order to take into account the latest schemes in the vicinity of the site.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

Strict delivery/collection scheduling and booking systems will be imposed on the project to ensure that congestion is avoided. Each delivery will be allocated a time period with only one vehicle attending the site at any given time.

The contractor will issue all delivery/collection companies with the agreed vehicle route prior to arrival on site. The driver will be required to give pre-warning of his arrival to ensure banksmen are in place. Any other information on site restrictions will also be provided to the driver prior to them undertaking their journey.

Delivery/collection drivers will be briefed and should contractors not adhere to this rule warnings will be issued. Drivers who miss the appointed time within the booking system will be directed to leave the area and reorganise a new delivery time. If the problem continues suppliers will be removed from the project based on a 'three strikes' basis.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

An off-site holding area will be agreed prior to the submission of the final CMP and once a contractor has been identified.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of [construction material consolidation centres](#)).

Additional measures will rely on the appointed contractor's organisational streams and will therefore be provided within the CMP.

**22. Site access and egress:** *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

a. Please detail the proposed access and egress routes to and from the site

The site is currently occupied by a building which will be extended and refurbished. An informal area of parking is located within the site to the rear and will be used for initial site-set up by transit vans (or similar). The on-site area will be gated and controlled by traffic marshals up to a point when it is redeveloped.

The majority of vehicles will not enter the site and will make use of on-street loading restrictions.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

Traffic marshals will be available during all vehicle arrival and departures to prevent any conflict between construction vehicles and pedestrians, cyclists and vulnerable road users. All Traffic Marshals / banksmen will be suitably qualified (LANTRA or equivalent).

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).



Please refer to **Appendix B**.

Suitably sized vehicles (no larger than a small tippers 6m(L) x 2.1m(W)) will have the opportunity to load/unload from the single yellow line available on Bleeding Heart Yard. This arrangement will be undertaken with a traffic marshal guiding vehicles from Greville Street into the yard.

It is noted that some vehicles overrun the access into Bleeding Heart Yard owing to the restricted width of the access. Therefore, it is proposed that the eastern footway of the access into Bleeding Heart Yard will be suspended for the entire construction programme alongside the presence of a banksman at the junction between Greville Street and Bleeding Heart Yard to prevent any conflict between the vehicle and pedestrians.

The largest vehicles such as concrete vehicles and medium tippers are expected to overrun the corner between Greville Street and Saffron Hill and therefore a permanent banksman presence will be provided at this location during vehicle activity. A conditions survey will be undertaken in order to make good any damages to the footway during the construction period.

All other construction vehicles will make use of Greville Street for loading / unloading activity (detailed in Q23).

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

A vehicle wheel wash facility will be available for those vehicles making use of the on-site loading area for initial site set up. Following this arrangement no vehicles will enter the site itself and therefore a wheel washing facility is not required. However, site operatives will monitor site run-off and sweep any debris / spoil to be found on the footway surrounding the site, particularly along Bleeding Heart Yard and Greville Street.

**23. Vehicle loading and unloading:** *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is

carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

See **Appendix A** of the CMP for the existing highway and proposed site arrangements detailing the proposed vehicle loading areas, hoarding and storage requirements. Further details will be confirmed by the contractor when appointed.

See **Appendix B** of the CMP for swept path analysis that demonstrates construction vehicles can access and egress the site's loading areas and maintain sufficient width for another vehicle to pass

The site is currently occupied by a building which will be extended and refurbished; there is no opportunity for vehicles to enter the site other than during initial site set-up via the area on-site accessed via Bleeding Heart Yard. Therefore, the following loading arrangements are proposed:

#### **Loading Arrangement A**

A single pay by phone bay on Greville Street will be suspended during the construction programme. This will provide sufficient space, in conjunction with a length of double yellow line, to cater for all construction vehicles. It is noted that the double yellow line will not be suspended and therefore all construction vehicles will load for a maximum of 40 minutes (in line with yellow line restrictions).

When a vehicle is located within the loading area, approximately 2.9m of clear carriageway remains for one-way movements eastbound.

#### **Loading Arrangement B**

Suitably sized construction vehicles (no larger than a small tippers 6m (L) x 2.1m (W)) will access the rear of the site via Bleeding Heart Yard before either using the small area on-site for initial site set-up or the single yellow line along the site's southern frontage.

It is noted that the majority of vehicles will make use of Loading Arrangement A.

Vehicles will be subject to a rigorous pre-booking system to ensure only one vehicle is at the site at any one time.

All spoil removal will be via a wait & load methodology with no use of skips required. Vehicles will be allotted times for all pick-ups of material to ensure a 'stockpile' of material is ready to minimise the time spent by the construction vehicle within the loading area. The anticipated dwell time for this process is expected to be no more than 30 minutes.

## Highway interventions

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

### 24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found [here](#).

A single pay by phone parking bay will be suspended for the entire construction programme to allow for a suitable loading area. A TTO will be applied for as part of the final CMP in order to maintain exclusive access to the bay.

Building material and equipment will not be stored on-street at any time.

The Project Manager will agree the full extent of parking suspension requirements with the relevant suspensions team prior to commencement of works.

### 25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close

footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

If deemed appropriate / necessary by LBC, suitable protection will be provided to the junction between Bleeding Heart Yard and Greville Street in the event any vehicles mount the kerb when entering the yard.

- b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

All relevant licences will be applied for in regards to parking suspensions, footway closures and hoarding arrangements. All materials and equipment will be stored on-site. In addition, signage and barriers will be used, where necessary and appropriate, to ensure safety for pedestrians and other road users.

## 26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

No diversions or use of public highway is required as part of the CMP.

## 27. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and

partially sighted. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

A hoarding will be erected along the frontage of the site. The hoarding will screen off any works or activities and protect passers-by as well as reducing dust and noise emissions from the site.

The hoarding will be lit so it is easily seen at night by traffic and pedestrians using the surrounding roads. The hoarding entry/exit gates (located at the existing pedestrian accesses to the site) will be locked each evening by the contractor's project team. After working hours each day, the site will be fully locked up. All hoardings on the project will be regularly cleaned and maintained including re-decoration when necessary. The relevant hoarding licences will be obtained from LBC.

Banksmen will be available to assist with vehicle arrivals and departures to ensure that pedestrian and cyclist safety is maintained. In addition, a banksmen will be made available to assist with any transfer of materials.

The footways surrounding the site will be retained for the movement of pedestrians with the use of a covered walkway and gantry level along Greville Street. In addition, during loading activity, a banksmen will be made available to ensure there is no conflict between pedestrians and construction vehicles or construction activity.

The eastern footway of Bleeding Heart Yard will be closed for the entire construction programme in order to minimise conflict between vehicles turning into Bleeding Heart Yard., Pedestrians will be able to use the western footway to access the yard.

Site operatives will erect a raised walkway to allow concrete pumping to occur whilst pedestrians pass the site. This will prevent any conflict between road users and concrete deliveries.

Appropriate protection will be implemented to ensure cyclists and pedestrians are safe during the construction process. Drivers will be made aware of their responsibilities and required to ensure that their vehicles are provided with all necessary safety aids and that they themselves have undertaken the necessary training courses.

All drivers will be made aware of potential cyclists travelling in the vicinity of the site.

The area around the site experiences high levels of pedestrian footfall and therefore drivers will be made aware not only of cyclists and pedestrians but of turning movements which will require extreme care such as when accessing Greville Street and Bleeding Heart Yard.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

The exact information of structures overhanging the public highway will be provided within the final CMP however the site is expected to operate a gantry level for loading / unloading via Greville Street alongside scaffolding.

 SYMBOL IS FOR INTERNAL USE

# Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC)**.

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

This information will be provided following the appointment of the Contractor.

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

This information will be provided following the appointment of the Contractor.

30. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

This information will be provided following the appointment of the Contractor.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.



This information will be provided following the appointment of the Contractor.

32. Please provide evidence that staff have been trained on BS 5228:2009

This information will be provided following the appointment of the Contractor.

33. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

This information will be provided following the appointment of the Contractor.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

This information will be provided following the appointment of the Contractor.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

This information will be provided following the appointment of the Contractor.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

This information will be provided following the appointment of the Contractor.

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

This information will be provided following the appointment of the Contractor.

- 38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

This information will be provided following the appointment of the Contractor.

39. Please provide details about how rodents, including [rats](#), will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

This information will be provided following the appointment of the Contractor.

40. Please confirm when an asbestos survey was carried out at the site and include the key findings.

This information will be provided following the appointment of the Contractor.

41. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of a suitable smoking area, tackling bad language and unnecessary shouting.

This information will be provided following the appointment of the Contractor.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

**From 1<sup>st</sup> September 2015**

**(i) Major Development Sites** – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

**(ii) Any development site within the Central Activity Zone** - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

**From 1<sup>st</sup> September 2020**

**(iii) Any development site** - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

**(iv) Any development site within the Central Activity Zone** - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

This information will be provided following the appointment of the Contractor.

- a) Construction time period (mm/yy - mm/yy ):
- b) Is the development within the CAZ? (Y/N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

 SYMBOL IS FOR INTERNAL USE

# Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter.

It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

**Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.**

**Signed:** .....

**Date:** .....

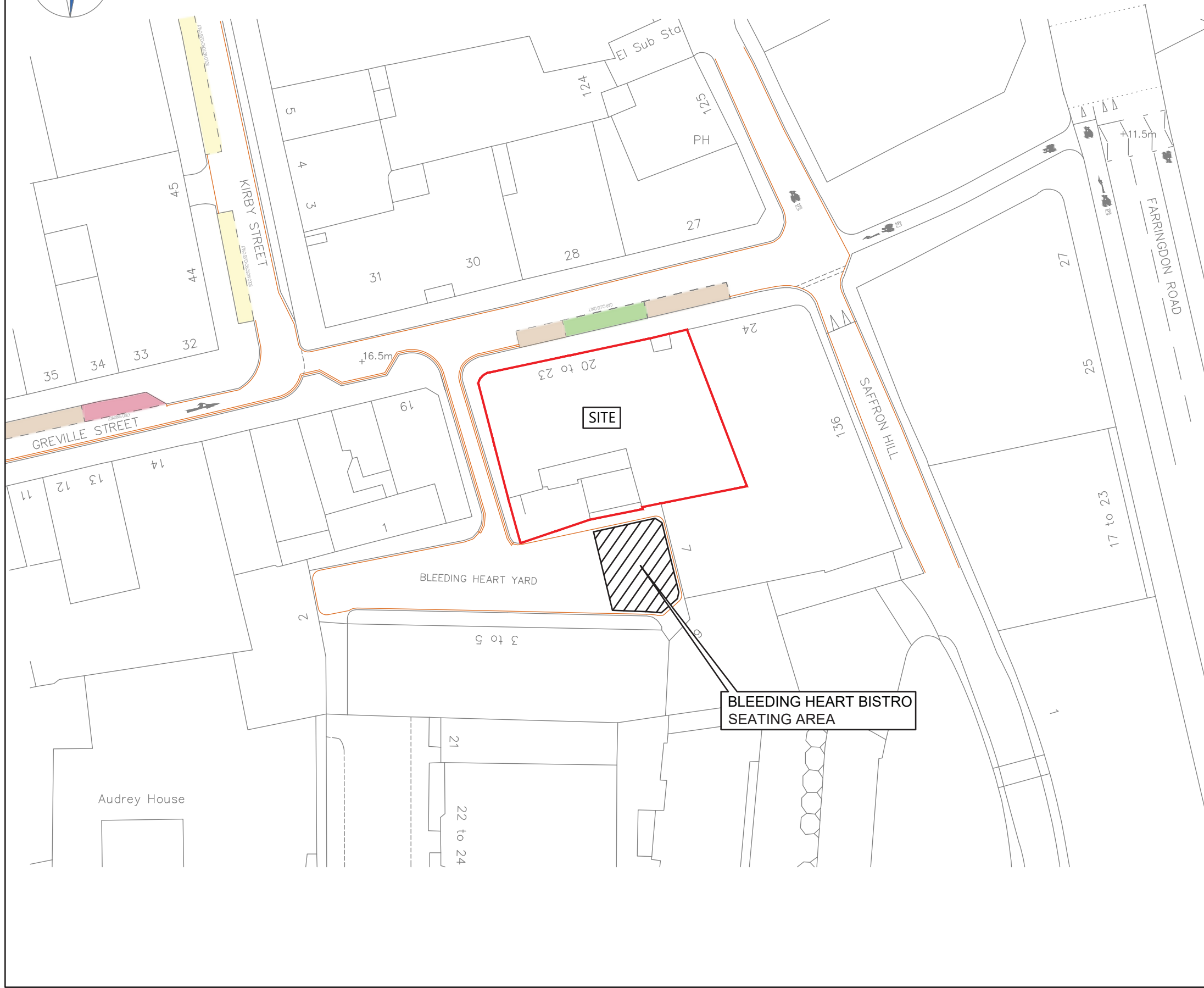
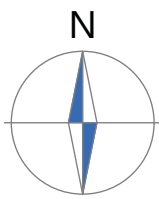
**Print Name:** .....

**Position:** .....

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form.

## **APPENDIX A**



**NOTES**

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

**KEY:**

	SITE BOUNDARY
	SINGLE YELLOW LINING
	DOUBLE YELLOW LINING
	Resident Permit Holders Only Mon-Fri 8.30am - 6.30pm Saturday 8.30am - 1.30pm
	Car Club Only Bay
	Loading Only Bay
	Solo Motor Cycles Only

A | Approximate highway improvements added. | HE | DP | 03.01.2018

Rev	Details	REVISION HISTORY		Drawn	Checked	Date
		<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction		
		<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built		

Client:  
**Seaforth Land**

Project:  
**20-23 Greville Street**

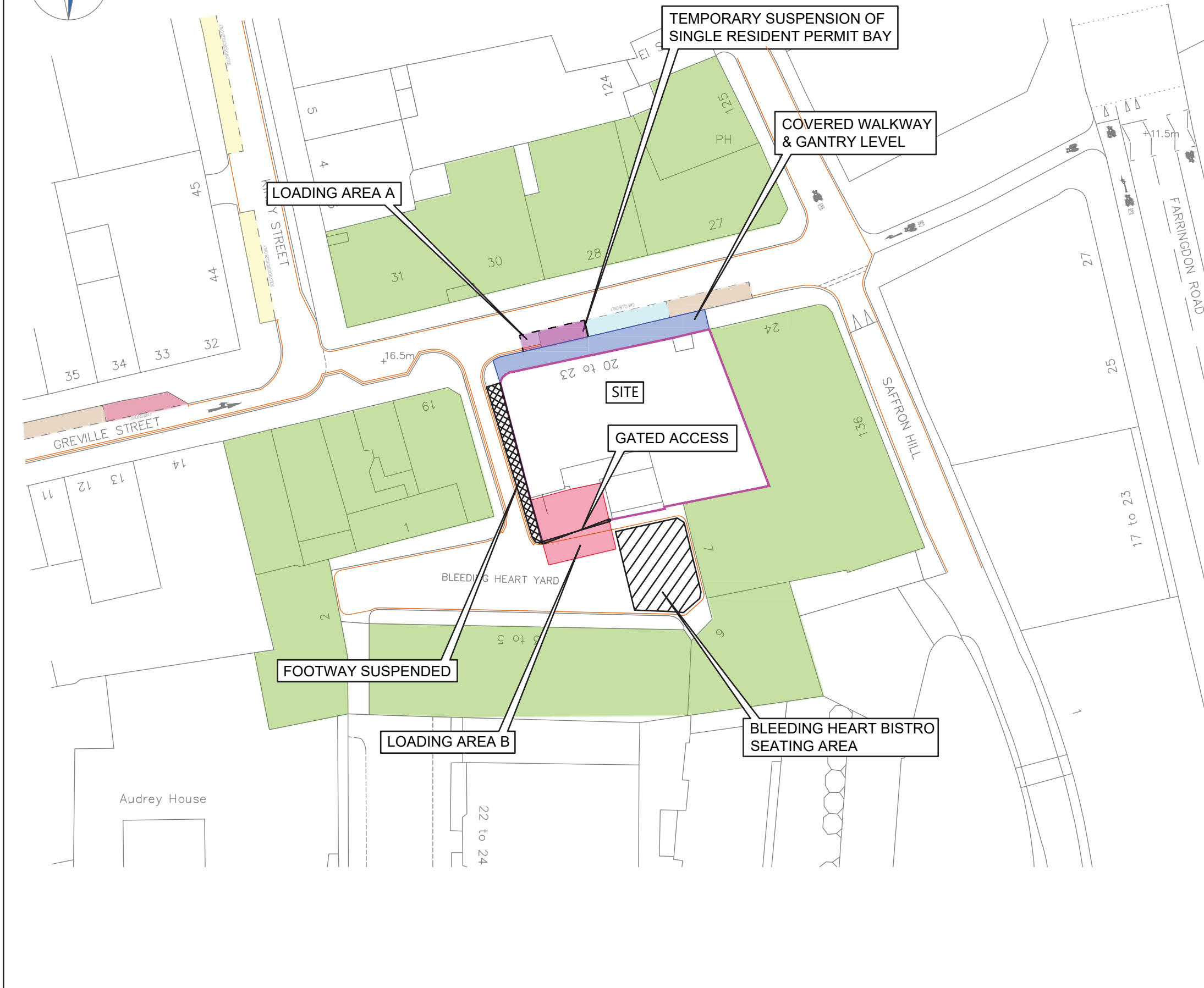
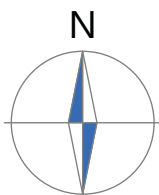
Drawing Title:  
**Existing Highway Arrangement**

Scale: **1:500** Size: **A3**

Drawn by: **HE** Checked by: **DP** Date: **28.11.2017**



Scheme Ref: **CA3555** Drawing No: **CT001** Sheet: **1 of 1** Rev: **A**



**NOTES**

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

**KEY:**

	HOARDING
	SINGLE YELLOW LINING
	DOUBLE YELLOW LINING
	Resident Permit Holders Only Mon-Fri 8.30am - 6.30pm Saturday 8.30am - 1.30pm
	Car Club Only Bay
	Loading Only Bay
	Solo Motor Cycles Only
	Covered Walkway and Gantry level
	Loading Area A
	Loading Area B
	Receptors

B	Footway suspended area added.	HE	DP	12.01.2018
A	Approximate highway improvements added.	HE	DP	03.01.2018

Rev	Details	REVISION HISTORY			Drawn	Checked	Date
Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction				
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built				

Client:

Seaforth Land

Project:

20-23 Greville Street

Drawing Title:

Proposed Construction Arrangement

Scale: 1:500 Size: A3

Drawn by: HE Checked by: DP Date: 28.11.2017

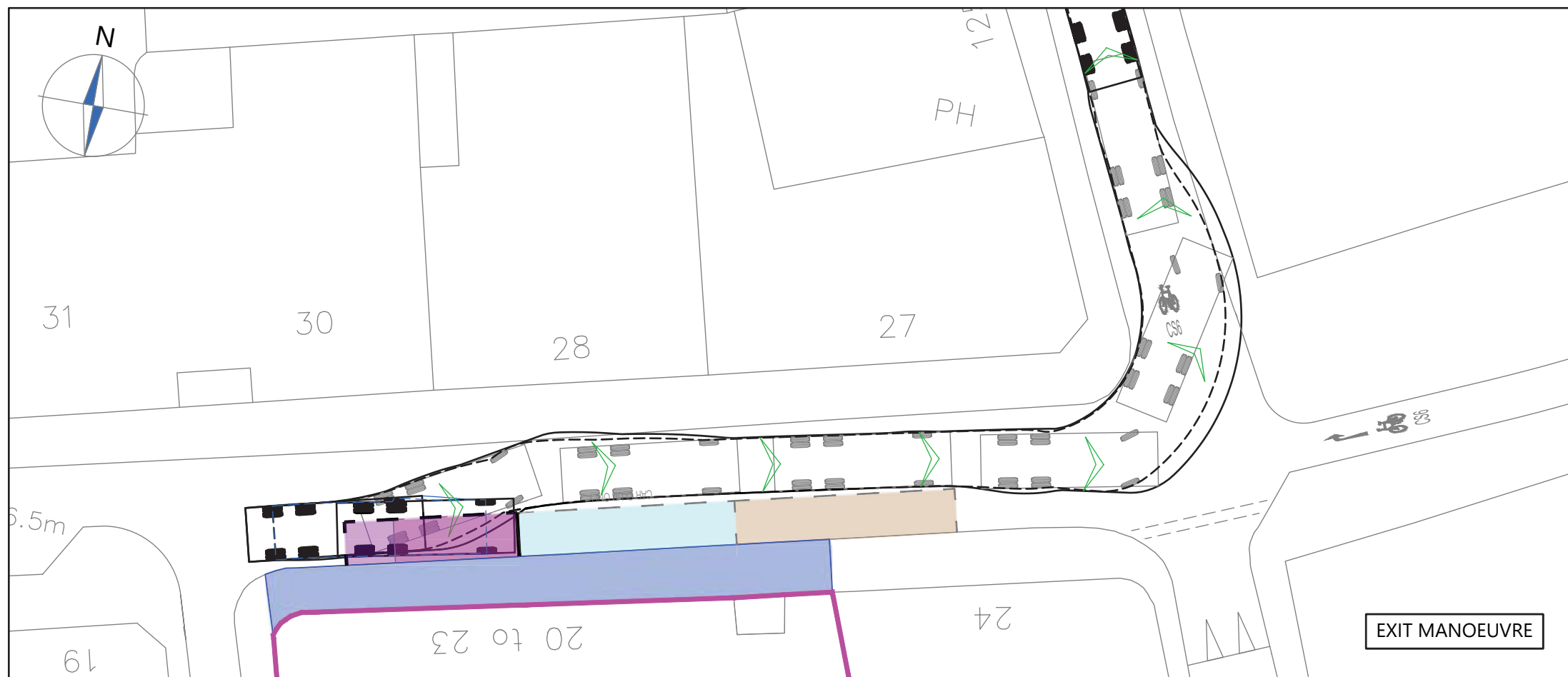
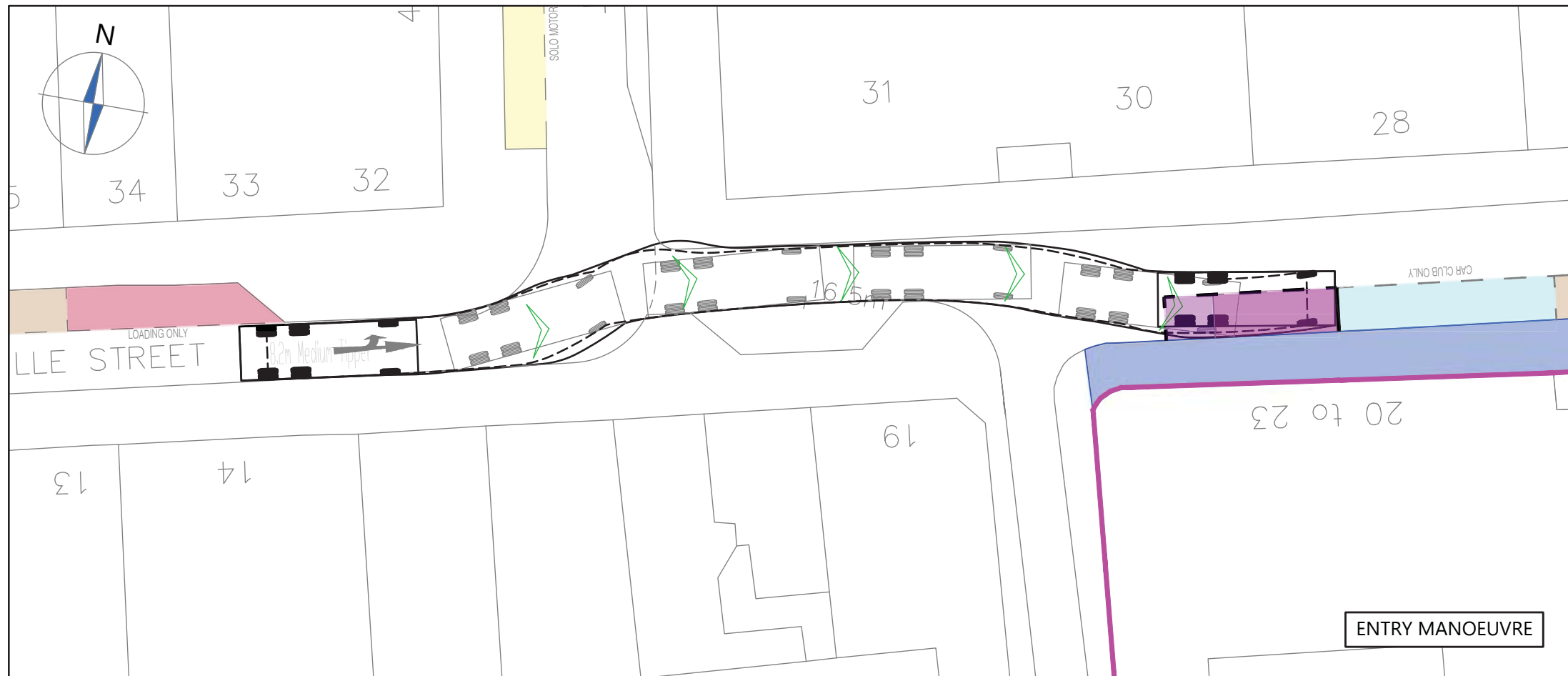


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Scheme Ref:	Drawing No:	Sheet :	Rev:
CA3555	CT002	1 of 1	B



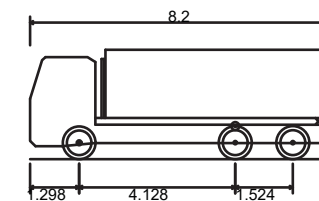
## **APPENDIX B**



**NOTES**

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

**MEDIUM TIPPER**



Overall Length	8.200m
Overall Width	2.500m
Overall Body Height	2.894m
Min Body Ground Clearance	0.344m
Max Track Width	2.500m
Lock to Lock Time	5.00s
Kerb to Kerb Turning Radius	9.284m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

A | Approximate highway improvements added. | HE | DP | 03.01.2018

Rev Details REVISION HISTORY Drawn Checked Date

Status:  Preliminary  For Approval  For Construction  
 For Information  For Tender  As Built

Client:

Seaforth Land

Project:

20-23 Greville Street

Drawing Title:

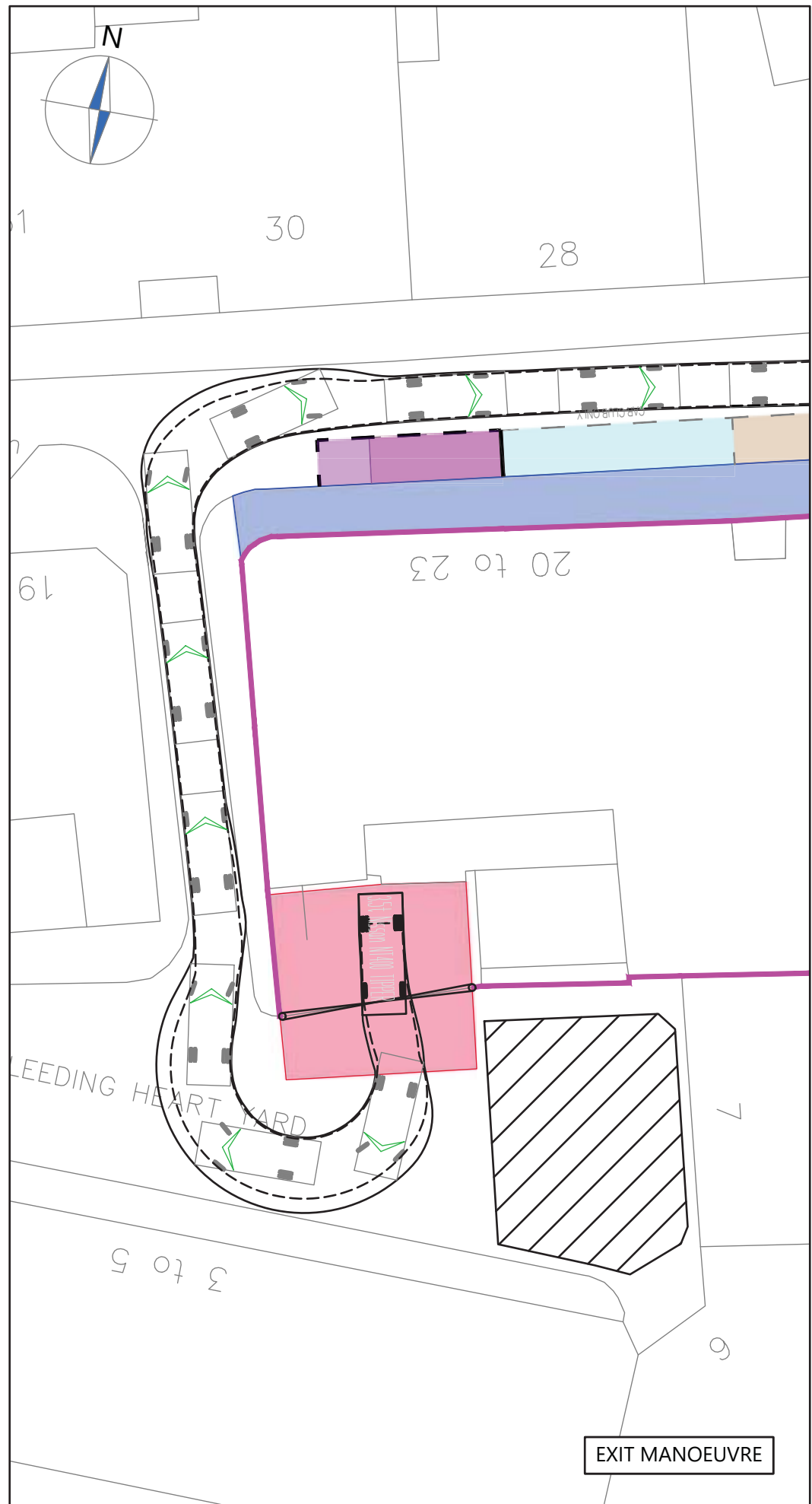
Swept Path Analysis using a  
8.2m Medium Tipper Lorry  
Loading Area A

Scale: 1:250 Size: A3

Drawn by: HE Checked by: DP Date: 30.11.2017



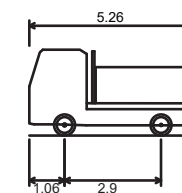
Scheme Ref: CA3555 Drawing No: CT003 Sheet: 1 of 5 Rev: A



**NOTES**

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

**3.5t Nissan NT400 Tipper**



Overall Length	5.260m
Overall Width	1.900m
Overall Body Height	2.581m
Min Body Ground Clearance	0.308m
Track Width	1.808m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.800m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

A	Approximate highway improvements added.	HE	DP	03.01.2018
Rev	Details	Drawn	Checked	Date

**REVISION HISTORY**

Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built

Client:

Seaforth Land

Project:

20-23 Greville Street

Drawing Title:

Swept Path Analysis using a 5.26m 3.5t Nissan NT400 Tipper Lorry Loading Area B

Scale:	1:250	Size:	A3
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Drawn by:	Checked by:	Date:
HE	DP	30.11.2017

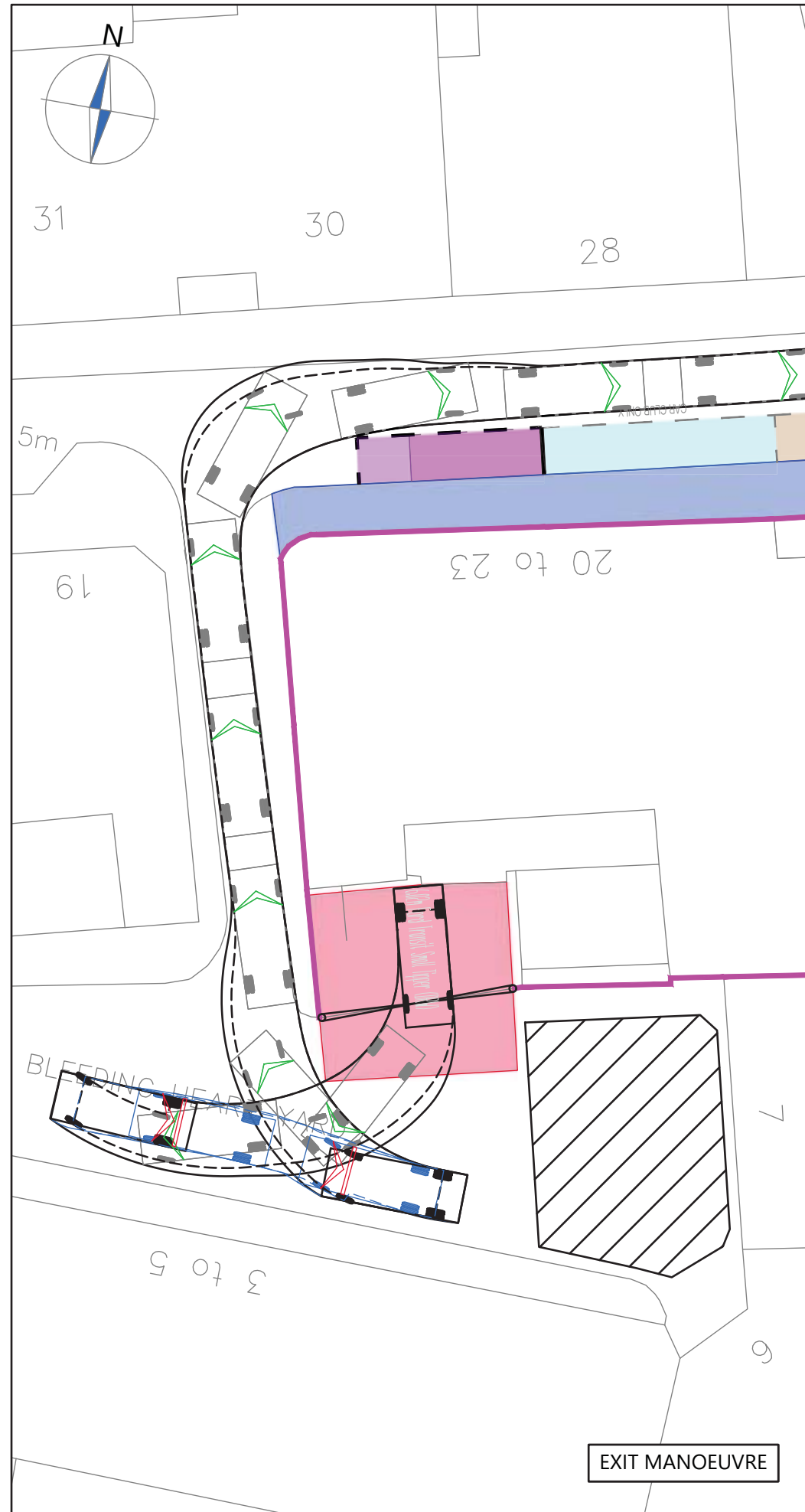


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Scheme Ref:	Drawing No:	Sheet :	Rev:
CA3555	CT003	2 of 5	A



ENTRY MANOEUVRE

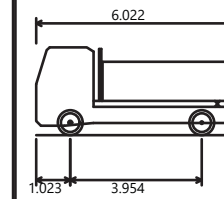


EXIT MANOEUVRE

**NOTES**

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

**6.02m Ford Transit Small Tipper (DRW)**



Overall Length 6.022m  
 Overall Width 2.111m  
 Overall Body Height 2.639m  
 Min Body Ground Clearance 0.283m  
 Track Width 2.111m  
 Lock to lock time 6.00s  
 Kerb to Kerb Turning Radius 7.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

A	Approximate highway improvements added.	HE	DP	03.01.2018
Rev	Details	Drawn	Checked	Date

**REVISION HISTORY**

Status:  Preliminary  For Approval  For Construction  
 For Information  For Tender  As Built

Client: **Seaforth Land**

Project: **20-23 Greville Street**

Drawing Title: **Swept Path Analysis using a 6.02m Ford Transit Small Tipper Loading Area B**

Scale: 1:250 Size: A3

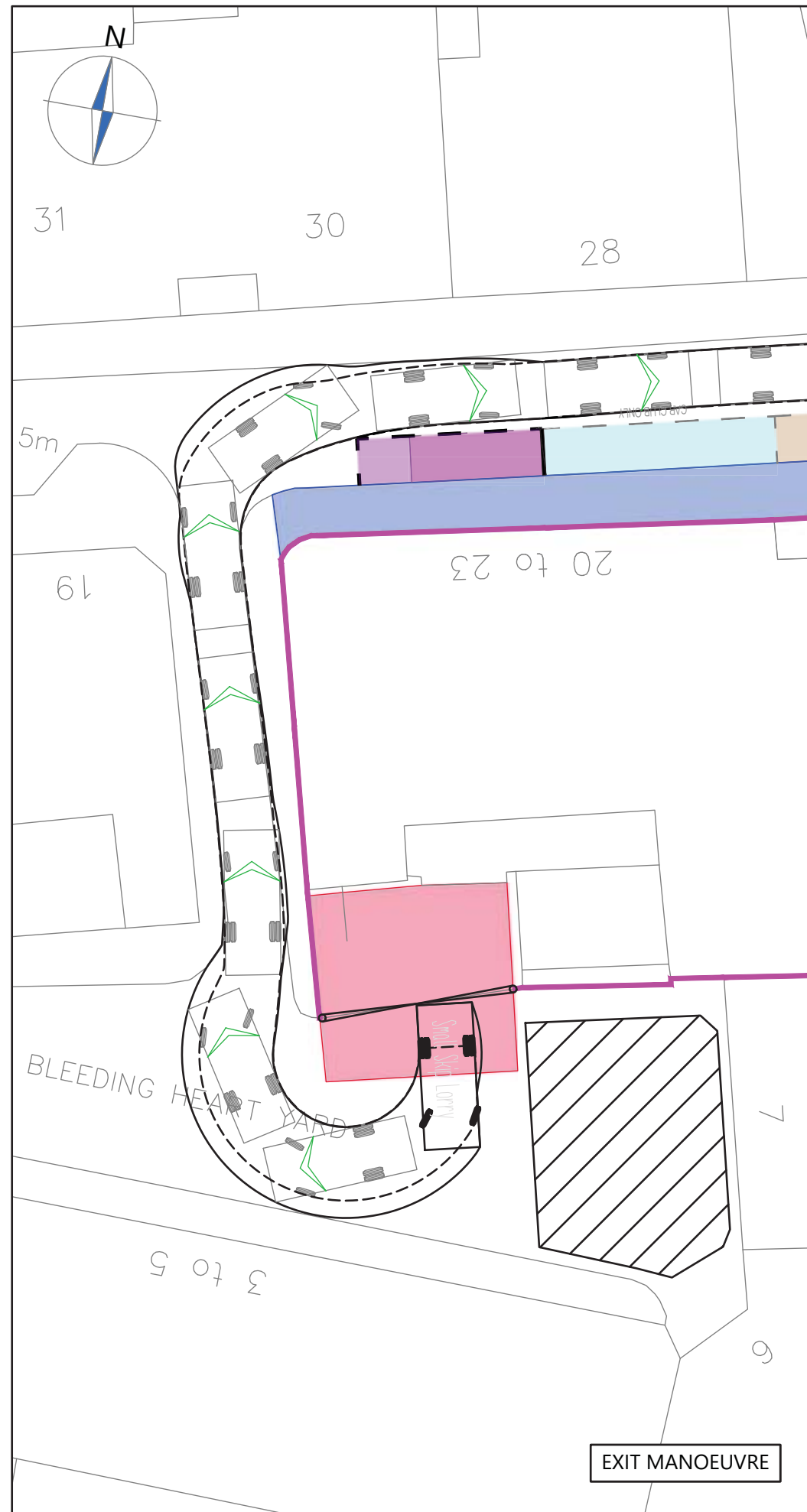
Drawn by: HE Checked by: DP Date: 30.11.2017

**CANEPARO ASSOCIATES**  
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Scheme Ref: CA3555 Drawing No: CT003 Sheet: 3 of 5 Rev: A



ENTRY MANOEUVRE

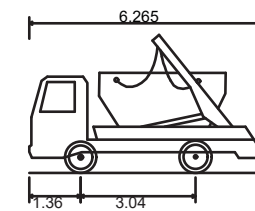


EXIT MANOEUVRE

**NOTES**

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

**SMALL SKIP LORRY**



Overall Length	6.265m
Overall Width	2.390m
Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.340m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

A	Approximate highway improvements added.	HE	DP	03.01.2018
Rev	Details	Drawn	Checked	Date

**REVISION HISTORY**

Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built

Client: **Seaforth Land**

Project: **20-23 Greville Street**

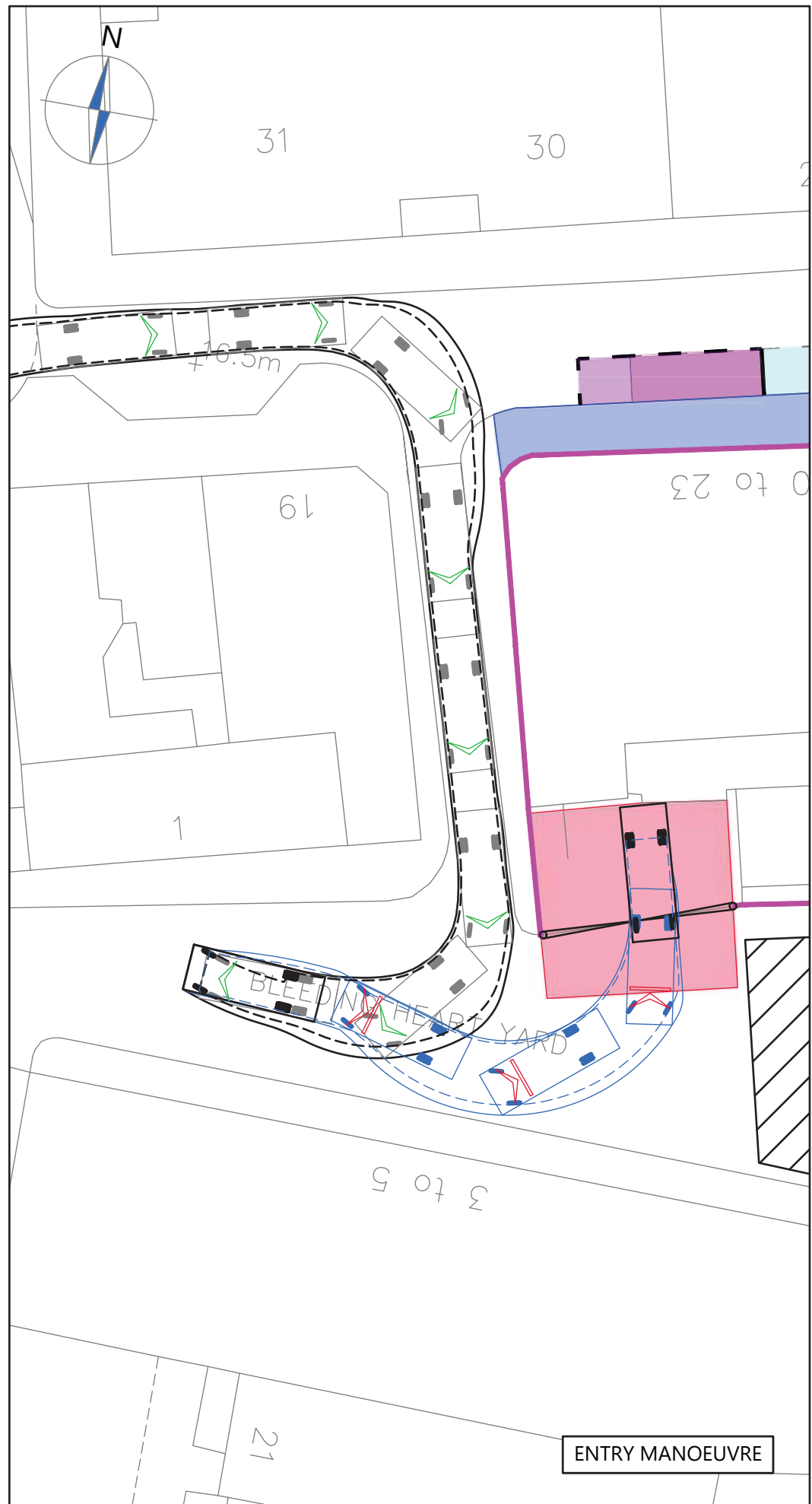
Drawing Title: **Swept Path Analysis using a 6.265m Small Skip Lorry Loading Area B**

Scale: **1:250** Size: **A3**

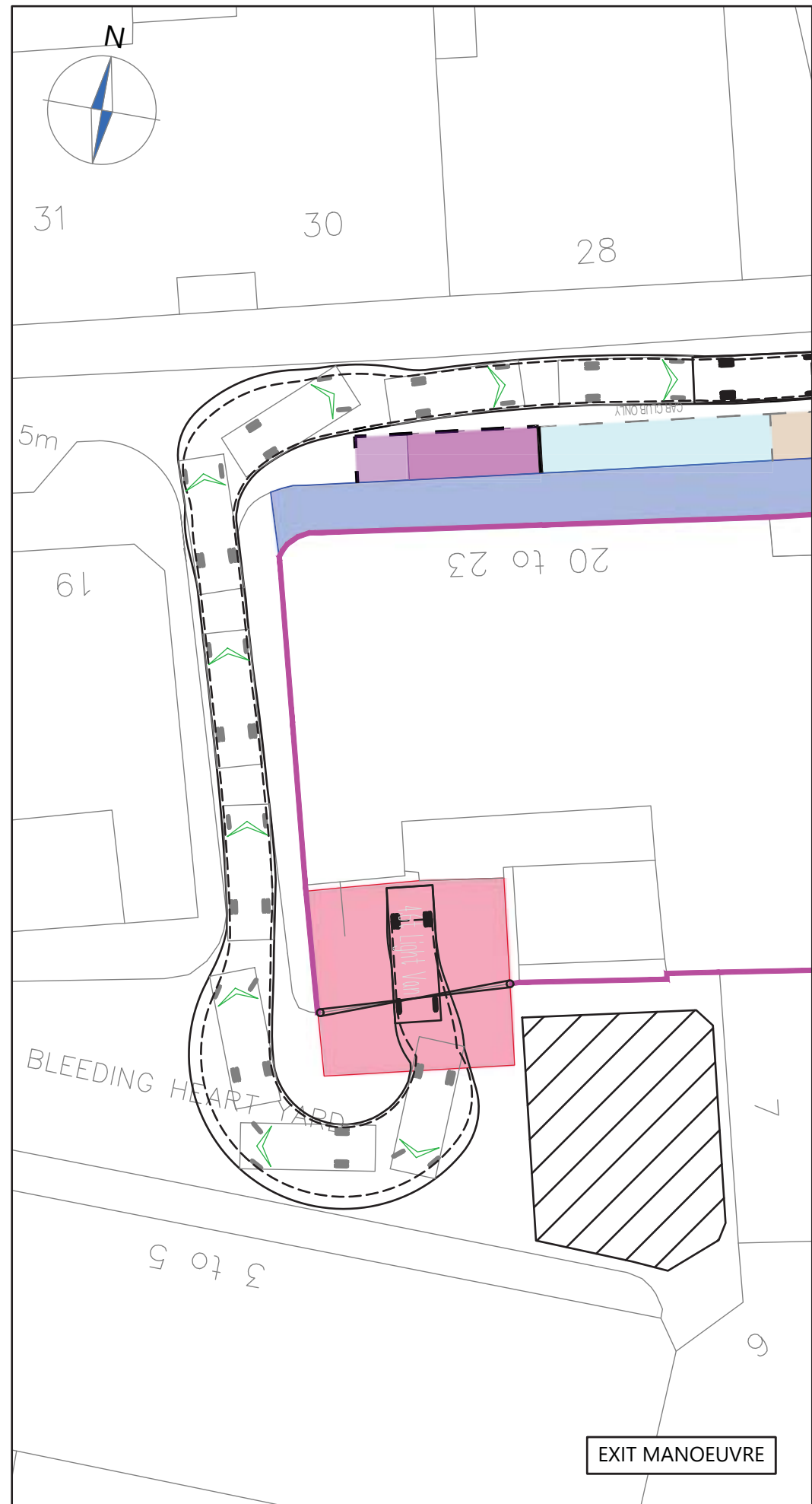
Drawn by: **HE** Checked by: **DP** Date: **30.11.2017**

**CANEPARO ASSOCIATES**  
Transport Planning & Highway Design  
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet:	Rev:
<b>CA3555</b>	<b>CT003</b>	<b>4 of 5</b>	<b>A</b>



ENTRY MANOEUVRE

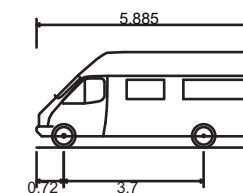


EXIT MANOEUVRE

**NOTES**

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

**4.6T LIGHT VAN**



Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

A	Approximate highway improvements added.	HE	DP	03.01.2018
Rev	Details	Drawn	Checked	Date

**REVISION HISTORY**

Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built

Client:

Seaforth Land

Project:

20-23 Greville Street

Drawing Title:

Swept Path Analysis using a  
4.6t 5.88m Light Van  
Loading Area B

Scale:	1:250	Size:	A3
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Drawn by:	Checked by:	Date:
HE	DP	30.11.2017



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Scheme Ref:	Drawing No:	Sheet :	Rev:
CA3555	CT003	5 of 5	A