

Construction/ Demolition Management Plan

2 Bloomsbury Place, London, WC1A 2QA

2019/5051/P

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by

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 all construction activity both on and off site that impacts on the wider environment.

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 nature 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 \(CMRBC\)](#).

Camden charges a [fee](#) for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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 during construction. 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 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

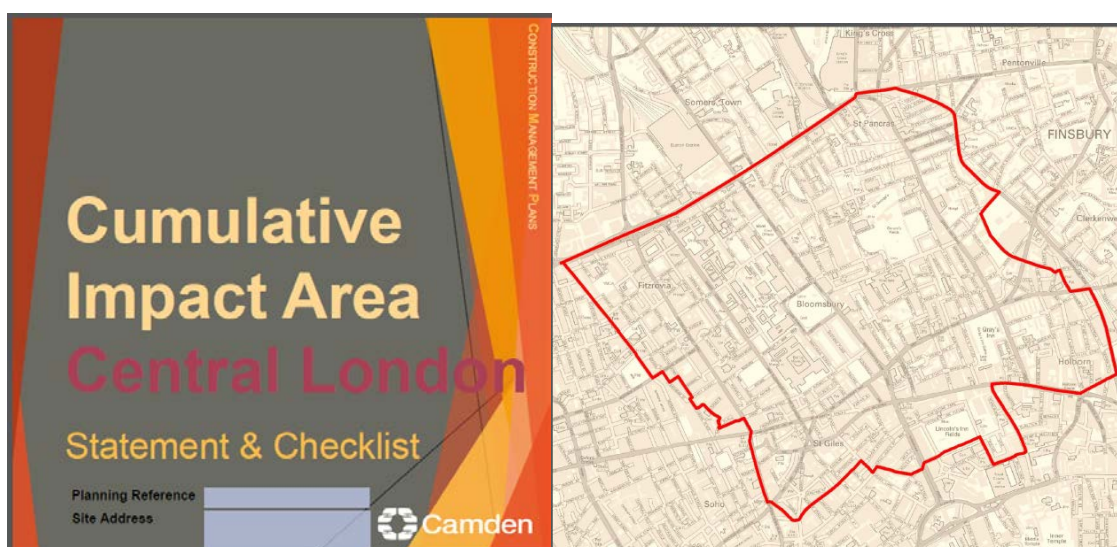
comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

(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.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area (as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area) you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

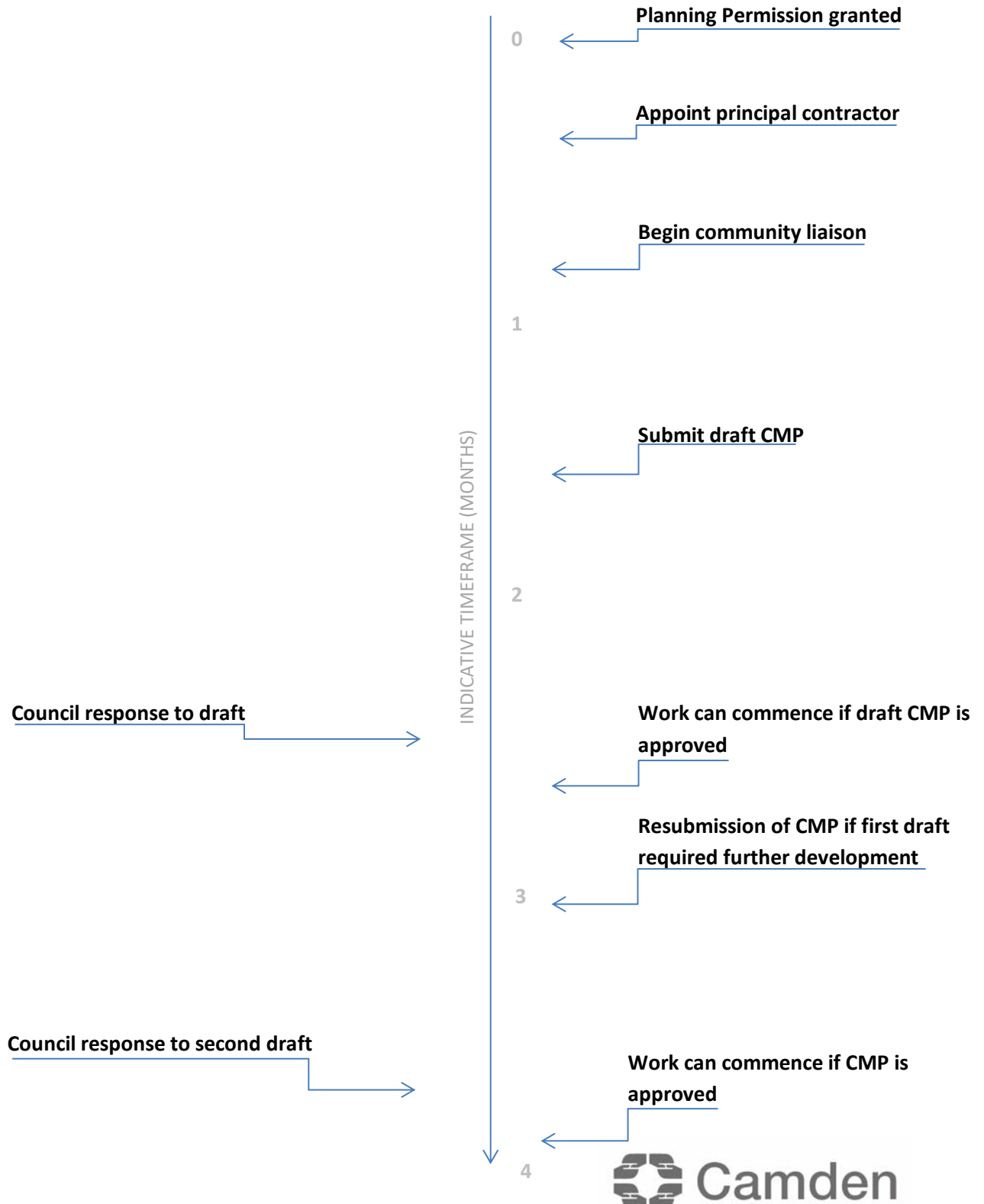
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

2 Bloomsbury Place, London, WC1A 2QA

Planning reference number to which the CMP applies: 2019/5051/P

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

Name: Mr David Wood

Address: Gaysha, 5th Floor, 8-10 Grosvenor Gardens, London, SW1W 0DH

Email: david.wood@gaysha.co.uk

Phone: 01322 340350

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.

Name: Mr David Wood

Address: Gaysha, 42 Grosvenor Gardens, London, SW1W 0EB

Email: david.wood@gaysha.co.uk

Phone: 0203 887 3623

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.

As above

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.

As above

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.

Site location plan included - see appendix A. The property is a 4 storey with basement town house on the north side of Bloomsbury Place.

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).

Construction of ground floor rear extension. Internal refurbishment of listed property.

8. 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).

1st July 2021 – 7th April 2022 (40 weeks)

Site Set-up	3 weeks
Demolition / Strip	4 weeks
Structural Works	10 weeks
Non-structural works/fit-out	20 weeks
Site Clear / snag	3 weeks

9. 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

Working hours to be as per standard working hours for construction sites in Camden

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.

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.

10. Sensitive/affected receptors

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 properties are the neighbouring commercial property at 3 Bloomsbury Place and residential property at 1 Bloomsbury Place

11. 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.

Prior to commencement of work, all proximate properties will be provided with a Newsletter giving full contact details of key site personnel and head office. This gives neighbours an opportunity to discuss their needs, requirements and preferences as well as the ability to contact both the office and the site Manager – furthermore, a periodic Newsletter to the community will be updated fortnightly and sent by post to neighbours within the vicinity of the construction site and will also be posted on the site hoarding. A 'Contact Board' will be displayed prominently at the site and shall include.

1. The title 'Contact Board'
2. The name of the Main Contractor, address & person to whom correspondence should be addressed.
3. Name of the Site Manager
4. Direct dial number of the Site Manager
5. Month and year of completion of the works

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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.

n/a

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring.

Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

Gaysha have registered the project with the Considerate Constructors scheme. The Site ID is 126997
The works will be audited on a regular basis by the scheme inspectors and the site notice board will include details of the site registration, the scheme administrator contact details as well as those of the Contractor's Site Management team.

14. 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.

None

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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, 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 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

15. Name of Principal contractor:

Gaysha Ltd

42 Grosvenor Gardens. London. SW1W OEB.

0203 887 3623

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the

Contracts - FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed where possible. Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (eg. Safe Urban Driving + 1 x e-learning module OR Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x elearning module etc.). CLOCS Compliance will be included as a contractual requirement.

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

Site checks - A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site OR / AND checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

Where the contractors own vehicles and drivers are used the above approach will be modified accordingly. Collision reporting data will be requested from operators and acted upon when necessary.

The approach to loading will remain under review throughout the project.

17. 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.

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

CLOCS will be contract requirement and Gaysha will use a CLOCS compliant system.

Sub-contractors and Suppliers

Sub-contracts and orders will incorporate the following in respect of deliveries.

FORS Bronze accreditation is required as a minimum, with FORS Silver and Gold accreditation where possible. Where FORS Bronze operators are appointed, written assurances will be required from sub-contractors and/or suppliers that all vehicles over 3.5 are equipped with additional safety equipment, and that all drivers servicing the site will have undertaken approved additional training (e.g., SUD, e-learning, Van Smart, on-cycle training etc.) and compliance is mandatory.

Desktop Checks

Desktop checks will be made against the FORS database of trained drivers and accredited companies outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per the risk scale based on the CLOCS Managing Supplier Compliance guide.

Site Checks

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment.

Results from these checks will be logged and retained and enforced upon accordingly. Where the contractor's own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

Please contact 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.

18. 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, stations, public buildings, museums etc.

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.

Please show vehicle approach and departure routes between the site and the [Transport for London Road Network](#) (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

All vehicles will travel to and from the site by making use of the Transport for London Road Network (TLRN).

Vehicles arriving from the north will exit the A501 Euston Road before heading southbound along the A4200. Vehicles will right turn into the southern junction of Russell Square and then left turn into Bedford Place. Vehicles will then left turn into Bloomsbury Place before pulling up outside 26 & 27 Bloomsbury Square where they can utilise existing double yellow lines. The loading area position has been discussed and agreed with the Council to avoid potential impact on the junction with Southampton Row.

Vehicles travelling north will depart to the east, exiting Bloomsbury Place and left turning onto A4200 whereby they can return to the A501 Euston Road.

Vehicles arriving from the south have the potential to make use of a number of TLRN routes including the A3211, A201, A3, A4, A11 and A13. More locally however, vehicles will make use of the A40 where they will be able to enter the A4200 Southampton Row. Vehicles would continue northbound to the southern junction of Russell Square before left turning and then left turning again onto Bedford Place. Vehicles would then left turn again onto Bloomsbury Place before pulling up at the site.

Vehicles travelling south will depart to the east and head southbound back onto the A40 whereby connections to the TLRN can be made.

A vehicle route plan is shown at **Appendix B**.

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

All contractors and delivery companies will be verbally or electronically instructed over the proposed vehicle route. If necessary, a plan of the vehicle route will be distributed to all suppliers, sub-contractors and delivery companies. A copy will also be posted on site and will be used as part of the induction for site operatives.

Visitors to the site will also be advised of any restrictions and advised to use public transport when traveling to site. If they travel by vehicle they will be instructed to off-load tools or materials first and then find a nearby pay and display parking space.

19. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time. (Refer to the [Guide for Contractors Working in Camden](#)).

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project

3.5t van: 2 deliveries/day for duration of project

Deliveries and collections will be restricted to between 9.30am and 3pm on weekdays during term time, and 9.30am and 4.30pm on weekdays outside term time. All vehicles will unload on the double yellow lines outside nos. 26 & 27 Bloomsbury Square which can accommodate loading activity for up to 40 minutes.

Vehicles will call 20 minutes ahead prior to arriving to ensure the loading area is clear and that the site is ready to receive the vehicle.

The following vehicles will attend the site:

10m flatbed (for scaffolding and deliveries) – for scaffolding this would be required at the start and end of the project. For deliveries, it is estimated that there would be no more than 2-3 vehicles required per week. The maximum dwell time would be 40 minutes in line with the yellow line restrictions.

8m hi-ab/flatbed (for deliveries) – this would be required for ad hoc deliveries of building materials. This is anticipated to occur no more than once a week for the duration. Dwell times would not exceed 40 minutes.

Light goods vehicles (for deliveries, trades and any waste removal) – there would no more than 2-3 vehicles attending the site during peak periods such as fit out.

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

At this stage and following a site visit there are no known developments in the vicinity of the site that would affect the proposed construction strategy.

Subject to planning approval, and prior to commencement, searches will be made to ensure that any identified developments can be acknowledged and that contact can be made with the relevant contractors/project managers.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

No swept path analysis has been undertaken as there is considered to be no constrained manoeuvres on the proposed vehicle route.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

Holding areas are not considered necessary for this site given the low number of anticipated construction vehicles that will attend the site.

e. Delivery numbers should be minimised where possible. Please investigate the use of [construction material consolidation centres, and/or delivery by water/rail](#) if appropriate.

The use of construction material consolidation centres, and/or delivery by water/rail is not considered necessary for this site.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

All drivers will be instructed to turn off engines when attending the site and unloading/loading.

20. 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)*

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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 site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

N/A

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

N/A

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

N/A

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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

N/A

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Vehicles are proposed to unload/load on the double yellow lines outside nos. 26 & 27 Bloomsbury Square, approximately 20m west of the site. These yellow lines permit loading for up to 40 minutes. Material will be transferred across the footway between the site and the vehicle manually with banksmen available to manage any pedestrian activity.

No parking suspensions are required to accommodate this arrangement.

b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

Banksmen will be made available when construction vehicles are unloading/loading to assist with the transfer of materials and to manage any pedestrian activity. Pedestrians will be given priority along the footway however temporary stacca barriers will be utilised during any transfer of materials. If pedestrians need to pass the site, construction activity will be halted to allow pedestrians to cross.

Banksmen will also be available to assist with any vehicle arrivals and departures.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

An existing and proposed highway arrangement plan is shown at **Appendix C**. This shows the proposed vehicle loading area position and the route to the site.

23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

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

There are no parking suspensions proposed given vehicles are permitted to unload/load on the existing double yellow lines outside nos. 26 & 27 Bloomsbury Square.

24. Occupation of the public highway

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. 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 justification of proposed occupation of the public highway.

There is no proposed occupation of the public highway, other than construction vehicles being positioned on the highway during loading/unloading activity. This is required as there is no off-street vehicle loading areas available.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

There are no highway works required or considered necessary for these construction works.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

There are no diversions proposed or considered necessary as part of the construction works.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. 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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

There are no proposals to place hoarding or scaffolding on the public highway. This would be contained within the boundary of the site.

The footway in front of the site would not be obstructed, other than during the transfer of materials where temporary stacca barriers will be utilised to manage pedestrian activity. Pedestrian s will be given priority and construction activity will be halted should a pedestrian need to pass.

No parking suspensions are required.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

There are no temporary structures proposed to overhang/oversail the public highway.

27. Services

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.

There are no anticipated changes to services.

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.

n/a

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.

n/a

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

n/a

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.

n/a

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

n/a

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

n/a

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.

n/a

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

n/a

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.

n/a

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](#).

n/a

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.

n/a

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).

n/a

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

n/a

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.

n/a

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. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide: <https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm>

From 1st 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 1st 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:

- a) Construction time period (07/21 - 01/22).
- b) Is the development within the CAZ? (N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (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.

Signed:

Date:

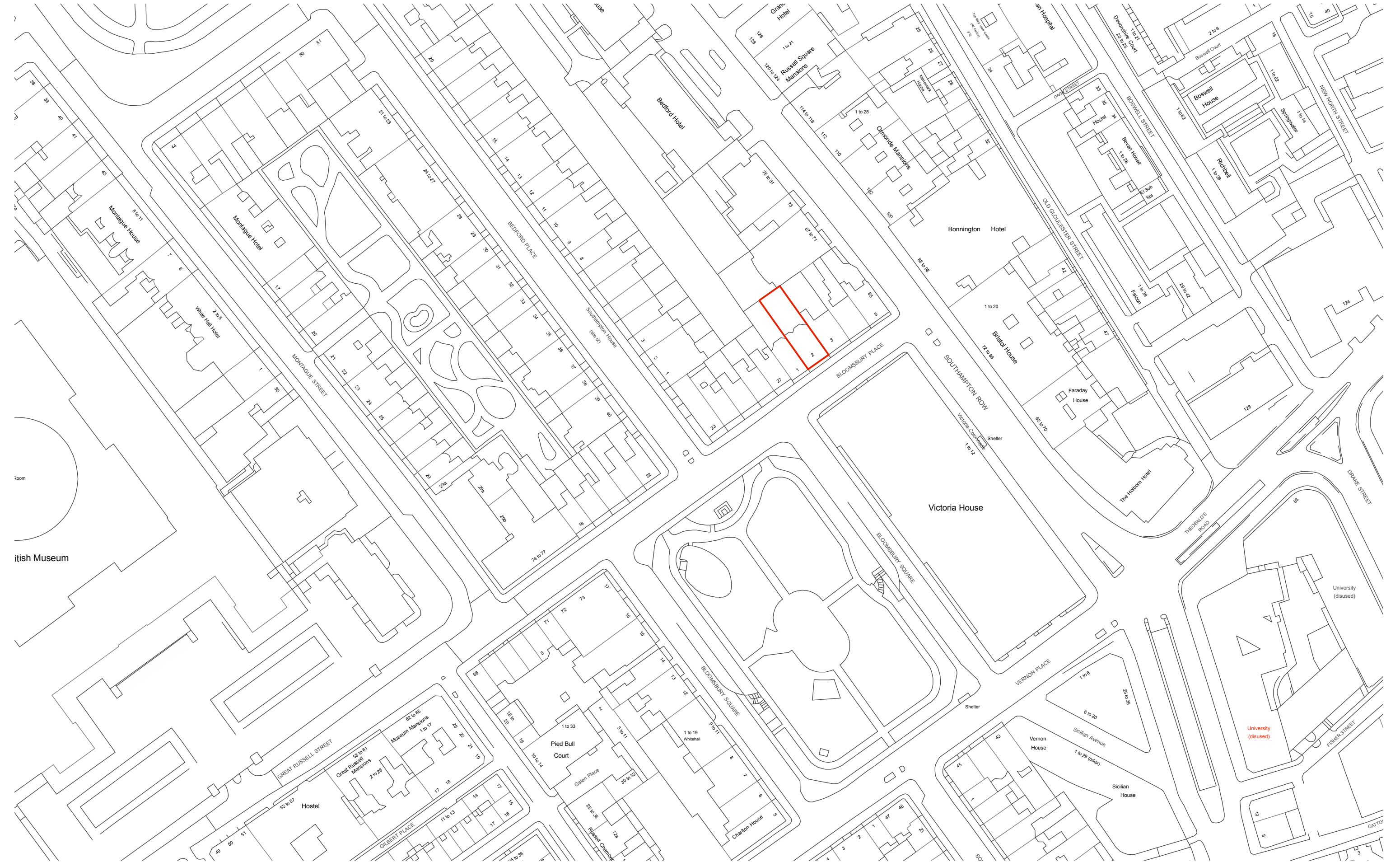
Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix A – Site Location Plan

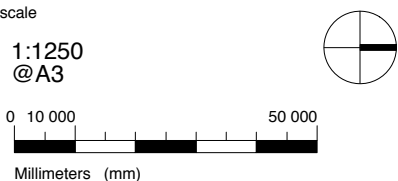


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revisions
Do not scale dimensions from drawing.
Check all dimensions on site prior to commencement of work.
Do not copy or use this drawing without written consent.
Issue or publication does not convey or imply grant of licence.
If the drawing exceeds the quantities in any way the architects
are to be informed before work is commenced.
Drawing to be read in conjunction with structural engineer's
drawings and specification.



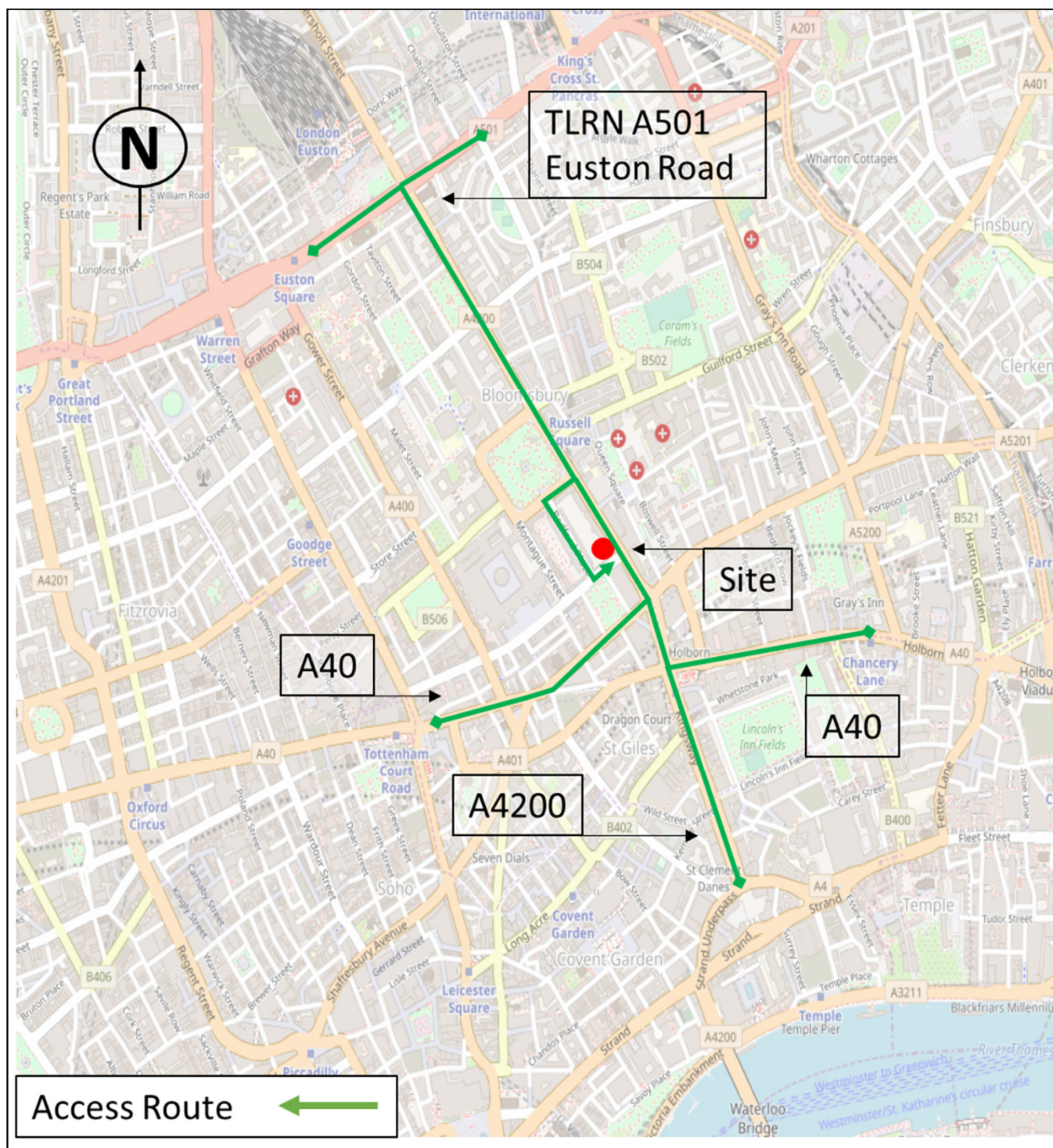
drawn / checked by
WS / PB
issue
Planning

date
Oct 2018
revision
P1

project
2 Bloomsbury Place
London, WC1A 2QA
client
The Bedford Estates

drawing title
Location Plan
drawing no.
277.02-001

Appendix B - Vehicle route plan



Licence: LAN1001182

TITLE:

Vehicle Route Plan

PROJECT:

2 Bloomsbury Place

CLIENT:

Bedford Estates

DRAWN:

D.F

CHECKED:

DATE:

12.04.2021

SCALE:

NTS



ttp consulting

transport planning specialists

111-113 Great Portland Street
London W1W 6QQ
Tel: 020 7100 0753

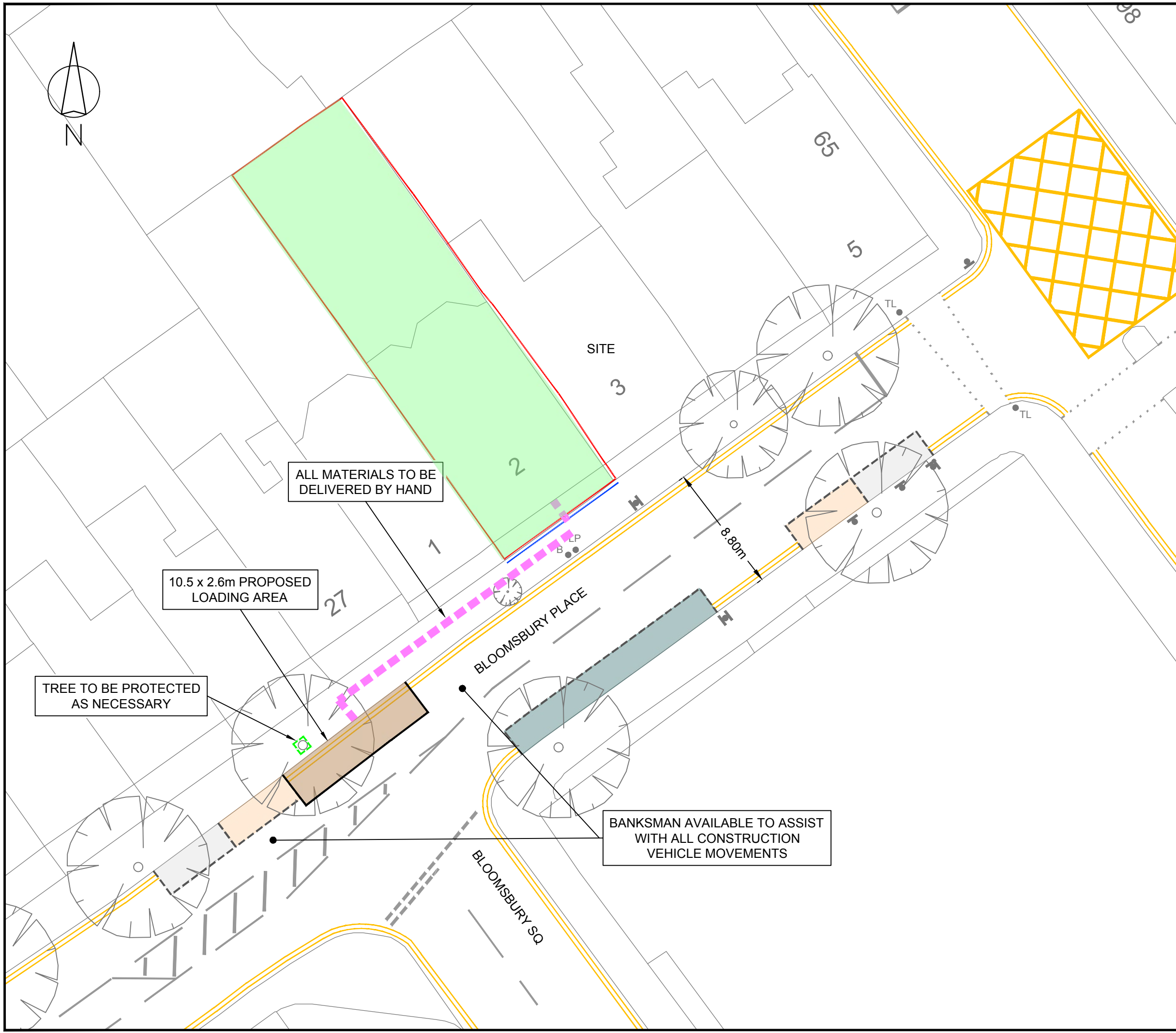
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Appendix C - Existing and proposed highway arrangement plan



C:\USERS\ANDREW\BOX\DATA\001906-TTP3573 3 BLOOMSBURY PLACE\2019-3573-001_A - EXISTING HIGHWAY ARRANGEMENT.DWG




Rev	Details	Drawn	Checked	Date
A	Amendments to detail	AS	DF	12.04.2021

KEY :	
	SITE BOUNDARY
	EXISTING SINGLE YELLOW LINES
	EXISTING DOUBLE YELLOW LINES
	RESIDENTS PERMIT HOLDERS ONLY PARKING
	LOADING BAY
	PAY & DISPLAY PARKING BAY
	EXISTING SIGN AND POST
	EXISTING LAMP COLUMN
	EXISTING TRAFFIC LIGHT
	PROPOSED LOADING AREA
	SITE HOARDING
	TREE PROTECTION BOX

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.

Client	Bedford Estates		
Project	2 Bloomsbury Place		
Drawing Title	Proposed Highway Arrangement		
Scale	1:250	Size	A3
Drawn	AS	12.04.2021	
Checked	DF	12.04.2021	

 ttp consulting transport planning specialists			
111 - 113 Great Portland Street London W1W 6QQ Tel. No. 0207 1000 753			
Drawing Number			Rev
2019-3573-002			A