

Entire House Ltd

11-12 Grenville Street, WC1N 1LZ

Construction Management Plan

August 2022

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Registered in England: 9930032

Construction/ Demolition Management Plan

pro forma

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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 the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

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](#)."

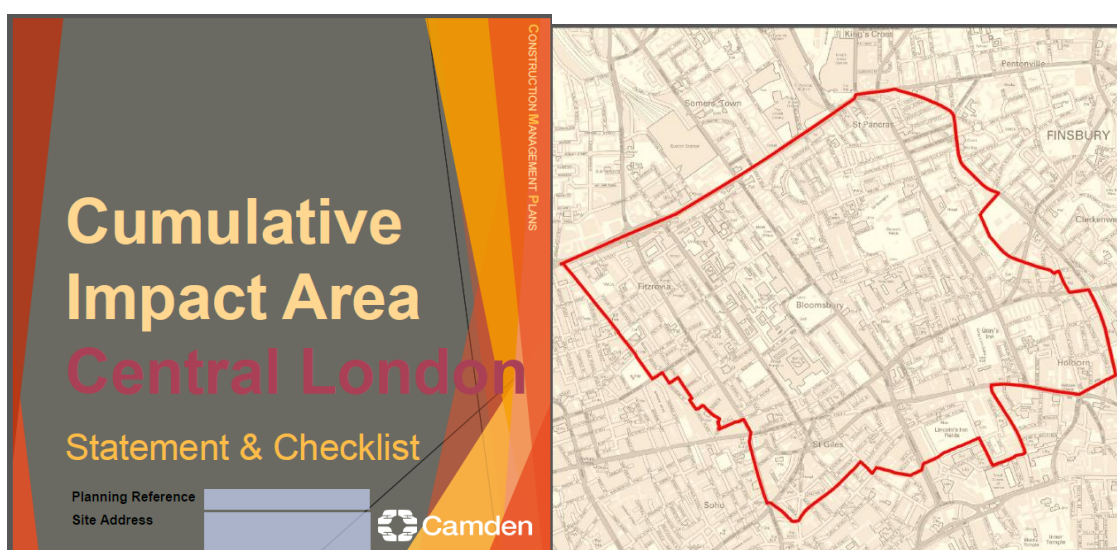
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically 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.

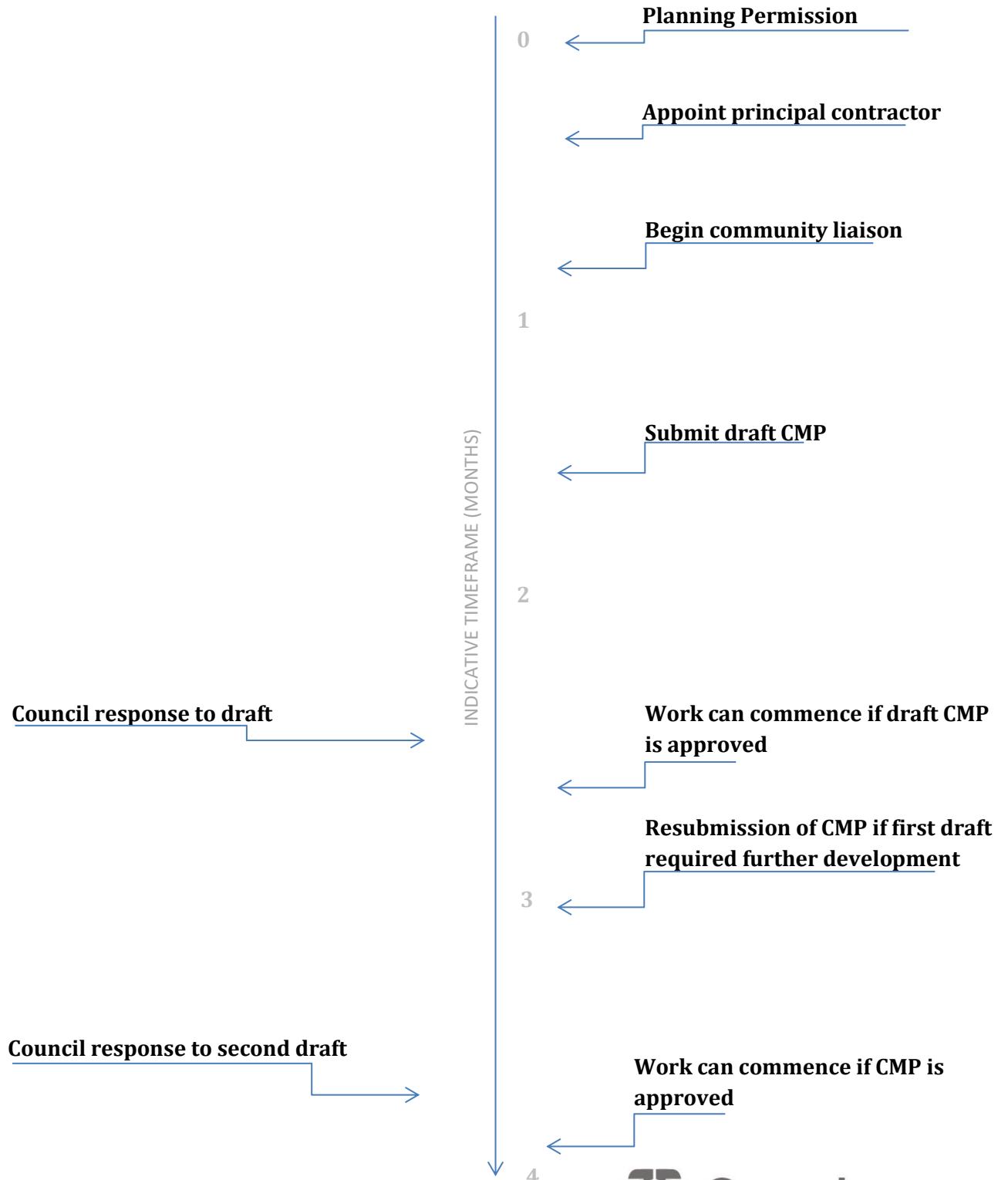
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



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.

Address: 11 & 12 Grenville Street, London WC1N 1LZ

Planning reference number: 2021/6078/P

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

Name: David Pearce

Address: 21 Little Portland Street, W1W 8BT

Email: info@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.

Name: CIA Construction Limited

Address: 213 Chislehurst Road, Petts Wood, Kent, BR5 1NP

Email: enquiries@ciaconstruction.co.uk

Phone: 07803 302720

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 the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Name: CIA Construction Limited

Address: 213 Chislehurst Road, Petts Wood, Kent, BR5 1NP

Email: enquiries@ciaconstruction.co.uk

Phone: 07803 302720

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.

Name: CIA Construction Limited

Address: 213 Chislehurst Road, Petts Wood, Kent, BR5 1NP

Email: enquiries@ciaconstruction.co.uk

Phone: 07803 302720

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 forms No. 11-12 Grenville Street, on the western side of Grenville Street. The existing buildings are part built above the Collonnade; a Mews street entrance. The building is attached to the neighbouring buildings of Downing Court and on Grenville Street. There are parking bays on both sides of Grenville Street, which is southbound only.

Change of use of upper floor offices class (E) to residential (C3) use to provide 5 x residential units (1 x studio, 3 x 1 bed and 1 x 2 bed), demolition of existing rear garage and erection of a 2 storey 2 bed dwelling with basement, consolidation of the existing ground floor retail and cafe (E) to provide a replacement retail/restaurant (E) and installation of replacement kitchen extract plant; erection of a 1st to 3rd floor rear infill extension and external alterations to the front elevation including reopening of the side entrance door, replacement windows, shopfront and roof.

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).

Complete conversion and refurbishment of a 4-storey office/ commercial building to residential flats, mews house to rear and ground floor commercial unit. There is a narrow street next to the rear of the main building which the building also straddles and residential buildings surrounding it. The site is constrained however the conversion works will be carried out within the existing building and the extension to the rear to create the mews house will be built from within the site boundary.

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).

Contract base date: 03/08/2022

Date for Completion of the Works: 30/11/2022

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

The standard working hours for the site will comply with Camden's standard working hours as shown directly above.

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 neighbours in Downing Court, those on Grenville Street and the Colonnade would be impacted from initial demolition works and new construction elements. Traffic would be affected by deliveries, however parking bays are available and would use parking suspensions to provide an appropriate loading location. Disruption would be kept to as much of a minimum as possible. There is a university halls of residence on the opposite side of Grenville Street, however the demolition works would be to the rear of the property therefore the impact to the halls would be less.

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 the draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

A consultation letter detailing the CMP was sent to neighbours as part of the consultation process. The scope of the neighbourhood consultation is included at **Appendix A**. Neighbours were issued with a copy of the CMP for comment. The properties to be included are detailed below:

- Flats 1 -27 Downing Court
- 13 Grenville Street
- 14 Grenville Street
- 15 Grenville Street
- 16 Grenville Street
- 17 Grenville Street
- International Hall, London Management Team
- Flat 11 Chandler House
- Flat 12 Chandler House
- Flat 13 Chandler House
- Flat 14 Chandler House
- Flat 15 Chandler House
- Flat 16 Chandler House
- Flat 17 Chandler House
- 3D Colonnade
- 5 Colonnade
- 7 Colonnade
- 11a Colonnade
- 11d Colonnade

The consultation period ran for a 7-day period. No further comments were received after the submission of the draft CMP.

The Applicant will continue engaging with other local stakeholders throughout the application process. If any comments do arise throughout the construction project, appropriate consideration will be given and reflected, with the Project Manager seeking to address and resolve any outstanding matters. Contact details are provided below for residents/neighbours who wish to respond directly to the CTMP during the consultation period.

It is confirmed that the appointed Contractor will be legally obliged to comply with the arrangements set out within the CMP. Contact with Camden will be made if any changes are required and will provide approval before any changes are undertaken.

The contractor will ensure that they work within the Considerate Constructors Scheme and a contact name and telephone number will be visibly displayed on the construction hoarding in order to allow neighbour consultation to continue throughout the Works.

It should be noted that all matters relating to the damage / obstruction of fire escapes have been rectified, resident requests for further information have been followed up accordingly.

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.

The appointed contractor will be required to register with the considerate contractors' scheme and identify who will act as their community liaison officer along with any contact details.

Newsletters at appropriate timescales will be issued to the local community. Notice boards will be displayed on the site hoarding identifying progress and upcoming works.

Confirmed by CIA Construction Ltd.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#). Please provide the CCS site ID number that is specific to the above site.

Contractors will also be required to follow the [Guide for Contractors Working in Camden](#). Please confirm that you have read and understood this, and that you agree to abide by it.

Confirmed by CIA Construction Ltd who are registered with the Considerate Constructors Scheme.

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.

The Figure above shows one cumulative scheme within close proximity to the site. These are explained in more detail below:

40 Bernard Street

Planning permission reference 2022/1513/P dated 16/06/2022 for the '*Installation of condenser units, louvres and associated ductwork on the 2nd and 5th floor roof levels.*'

The contractor will take the below site into consideration and will ensure to mitigate the cumulative impacts of construction.



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.

Please contact CLOCS@camden.gov.uk for further advice or guidance on any aspect of this section.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Name: CIA Construction Limited

Address: 213 Chislehurst Road, Petts Wood, Kent, BR5 1NP

Phone: 07803 302720

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

The CLOCS Standard V4 will be fully adhered to throughout the duration of the contract, with all vehicles and vehicle operations compliant with the CLOCS Standard V4. All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blind spot minimisation equipment (Frensel lens / CCTV) and audible left turn alerts.

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:

Confirmed by CIA Construction Ltd.

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.

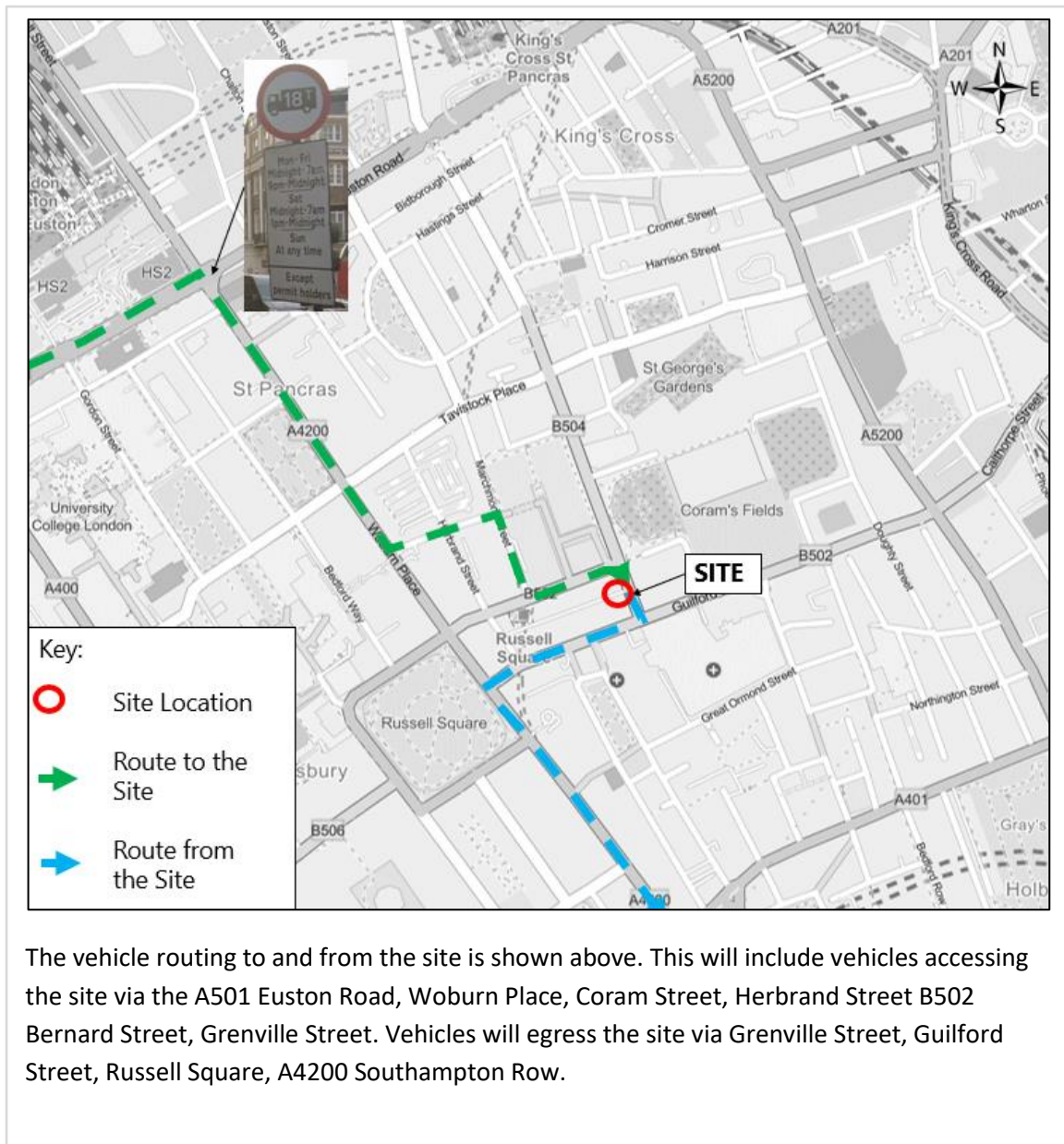
18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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



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.

A copy of the routing plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware of the required route to be followed at all times unless agreed or alternate diversions are in place.

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.

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

The list below provides an indication of the vehicle types expected:

Rigid Flat Bed Lorry (10m length x 2.5m width)

Concrete Lorry (8.36m length x 2.39m width)

Medium Tipper Lorry (8.2m length x 2.5m width)

Skip Lorry (7.3m length x 2.5m width)

Transit Vans (4.7t)

The table below provides an indication of expected vehicle numbers and anticipated maximum dwell times, using robust worst-case estimates.

Period	Weekly Vehicles		Daily Vehicles		Max Dwell Time (minutes)
	HGV	LGV	HGV	LGV	
Site Setup & Demolition	11	4	2	0	40
Excavation, Piling, Substructure	11	4	2	0	40
Superstructure	11	4	2	0	40
Fit-out	11	4	2	0	40
Site Clean Up	11	4	2	0	40

Any non-delivery vehicles attending site will be diverted towards meter parking whilst the majority of tradesmen working on site will use public transport to travel to and from the site.

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.

The contractor will seek to coordinate deliveries between the approved scheme 40 Bernard Street. Additionally, the contractor will keep track of construction activity within the local area and where possible, will seek to coordinate deliveries.

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

See **Appendix B**.

All other roads along the vehicle routing plan are of a sufficient width such that no swept paths of these manoeuvres are needed.

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.

A loading area will be provided on the western side of Grenville Street requiring the temporary suspension of 4 x permit parking bays. A holding area will not be required due to the low number of construction vehicles be received on-site each day.

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 number of construction vehicles received each day is low and the development not of a sufficient quantum to merit the use of water or rail logistics. Construction material consolidation will be secured within the supply chain wherever possible.

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).

Anti-idling procedures will be provided within both the contractors handbook and drivers handbook.

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.

See **Appendix B**.

Appendix B shows a 2.97m remaining width of the carriageway from the temporary loading bay to the opposite parking bay.

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.

Banksman and traffic marshals will be provided either side of the temporary loading area and on the footway of Grenville Street to assist with construction vehicles turning into and out of the temporary loading area.

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.

See **Appendix B**.

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.

The proposed development does not involve any large scale groundworks; therefore it is not envisaged that wheel washing facilities would be appropriate. Furthermore, no vehicle will enter the site which will limit run-off spoil.

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.

See **Appendix C** of the CMP for the existing and proposed site arrangements detailing the proposed vehicle loading area, hoarding and storage requirements.

See **Appendix B** of the CMP for swept path analysis that demonstrates construction vehicles can access and egress the site’s loading areas.

The Loading Area on Grenville Street will make use of 4 x suspended parking bays. The Project Manager will apply for all relevant licences.

The footways surrounding the site will be retained for the movement of pedestrians by using a temporary traffic barriers. This is detailed within Proposed Highway Arrangement at **Appendix C**. In addition, during loading activity, a banksman will be made available to ensure there is no conflict between pedestrians and construction vehicles or construction activity.

During the pouring of concrete into the site, a raised walkway will be used over the concrete pump which will enable the footway to be retained throughout the pouring of concrete. This is detailed within **Appendix C**. Banksman will be positioned to ensure there is no conflict between pedestrians and the concrete pump / raised walkway.

Owing to the quiet nature of Grenville Street, there is the high possibility that pedestrians / vulnerable road users will cross to the other side of the road utilising dropped kerbs. In these instances, banksman will direct pedestrians and make sure the road is clear before they cross the road.

A swept path analysis has been undertaken at **Appendix B** which show sufficient room for a large car to pass while the largest construction vehicle is present in the proposed on-street loading area.

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.

Construction traffic can pose a potential risk to pedestrian and cyclist safety when not managed effectively. Vulnerable road users safety will be paramount throughout the construction period. The use of traffic marshals will assist pedestrian and cyclist safety, particularly when vehicles are accessing and egressing the site.

A hoarding will be installed around the perimeter of the site. The hoarding will screen off any works of activities and protect passers-by as well as reduce dust and noise emissions.

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 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 the Council, with copies affixed to the hoarding for inspection.

During all deliveries to the site from Grenville Street i.e. when goods are transferred from the vehicle across the footway into the site, traffic marshals will be positioned on both sides of the vehicle with temporary barriers redirecting or holding pedestrians for circa 15-30 seconds whilst the construction operative transfer the material. Once a pause in this can be undertaken, the temporary barriers will be removed to allow pedestrians to pass the site.

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

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.

See **Appendix C** for the existing and proposed highway arrangements.

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 - including 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](#).

A total of 4 x parking bay suspensions will be required to secure an appropriate loading area on Grenville Street.

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 the proposed occupation of the public highway.

CIA Construction Ltd. confirms that the public highway will not be used for storage, site accommodation or welfare facilities. A skip will be placed on Grenville Street (see **Appendix C**) for spoil removal due to the lack of available space within the site boundary, however, this will not be required for an extended period of time.

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.

It will be necessary to cut back the footway by 1.1m to expose the old carriageway beneath in order to be able to accommodate HGV deliveries on Grenville Street without risking the obstruction of the running lane the necessary works are detailed within **Appendix B and Appendix C.**

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.

Not applicable.

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.

No scaffolding, hoarding and gantries are required on the public highway. Pedestrian safety will be managed via Traffic Marshals. Information boards will be displayed at the site highlighting the key personnel on site including their contact details. A 24-hour emergency contact number will also be provided.

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.

Not applicable – no temporary structures are required on 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.

Not applicable.

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.

Noisy operations will be carried out strictly within working hours and kept to a minimum. Hand held tools will be preferred and utilised where possible. Constant noise monitoring will be carried out on site.

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.

A Plant Noise Impact Assessment (REPORT AS9191.160817.NIA, dated 16/08/2016) has been carried out by Clarke Saunders and has been included in the planning application documents. This will be taken forward as appropriate by CIA Construction Ltd.

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

Please see page 3 of the Clarke Saunders Plant Noise Assessment report (REPORT AS9191.160817.NIA, dated 16/08/2016).

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.

The contractor will develop and provide details of the mitigation strategies which are to be incorporated into the construction delivery and identify any processes which will be included to be taken if the predicted levels are exceeded.

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

The appointed contractor will provide details of staff who are trained to BS 5228:2009. As part of the tender documents the contractor will be asked to provide details of staff training.

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with a focus on both preventative and reactive mitigation measures.

Please refer to Air Quality assessment prepared by EB7 (ref: 21st December 2021V2).

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.

Please refer to Air Quality assessment prepared by EB7 (ref: 21st December 2021V2).

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Noise and vibration monitoring equipment will be provided and located on site at suitable locations. 4no real-time PM10 monitors will be kept in constant use on site, at locations approved by council.

36. Please confirm that an Air Quality Assessment and/or Dust 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 2014 \(SPG\)](#) (document access at bottom of webpage), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the [SPG](#). **Please attach the risk assessment and mitigation checklist as an appendix.**

Please refer to Air Quality assessment prepared by EB7 (ref: 21st December 2021V2).

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

38. Please confirm the number of real-time dust monitors to be used on-site.

Note: **real-time dust (PM₁₀) monitoring with MCERTS 'Indicative' monitoring equipment will be required for all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval**. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM₁₀) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

Site is classified as 'medium impact' on Air quality assessment. 2 real time dust monitors are required for this risk level, however CIA requires the site to have 4 real time dust monitors – which is the number of monitors that would have to be provided.

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).

Rodent inspection will be undertaken by the appointed contractor. Site inspections will be undertaken at regular intervals to assess the contractor's housekeeping.

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

An asbestos Refurbishment and Demolition Survey was carried out by Environtec in December 2010. The Report identified that asbestos was present in numerous parts of the building. In some areas the asbestos was removed, in other areas the risk of asbestos was described as either low or very low. It is likely that the remaining asbestos was removed as part of the soft stripping carried out.

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.

CIA Construction Ltd. will develop a strategy to minimise any disruption to the surrounding stakeholders as a result of the conduct of operatives working on their site. This will include the identification of smoking areas. The contractor will also be asked to comply with the Considerate Constructors Scheme.

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 (V4):

<https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm>

Direct link to NRMM Practical Guide (V4):

https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

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: 08/22 - 11/22)
- b) Is the development within the CAZ?: (Y)
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above?: (Y)
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Confirmed by CIA Construction Ltd.
- 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: Confirmed by CIA Construction Ltd.
- 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. Confirmed by CIA Construction Ltd.

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and the City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: <https://idlingaction.london/business/>

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

Engine idling will be avoided by the constant use of an appropriately trained traffic marshal / banksman. Who will ensure any idle vehicles are turned away from the site.

• 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:09/08/2022

Print Name:VASILE CHINDRIS

Position:DIRECTOR

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.8

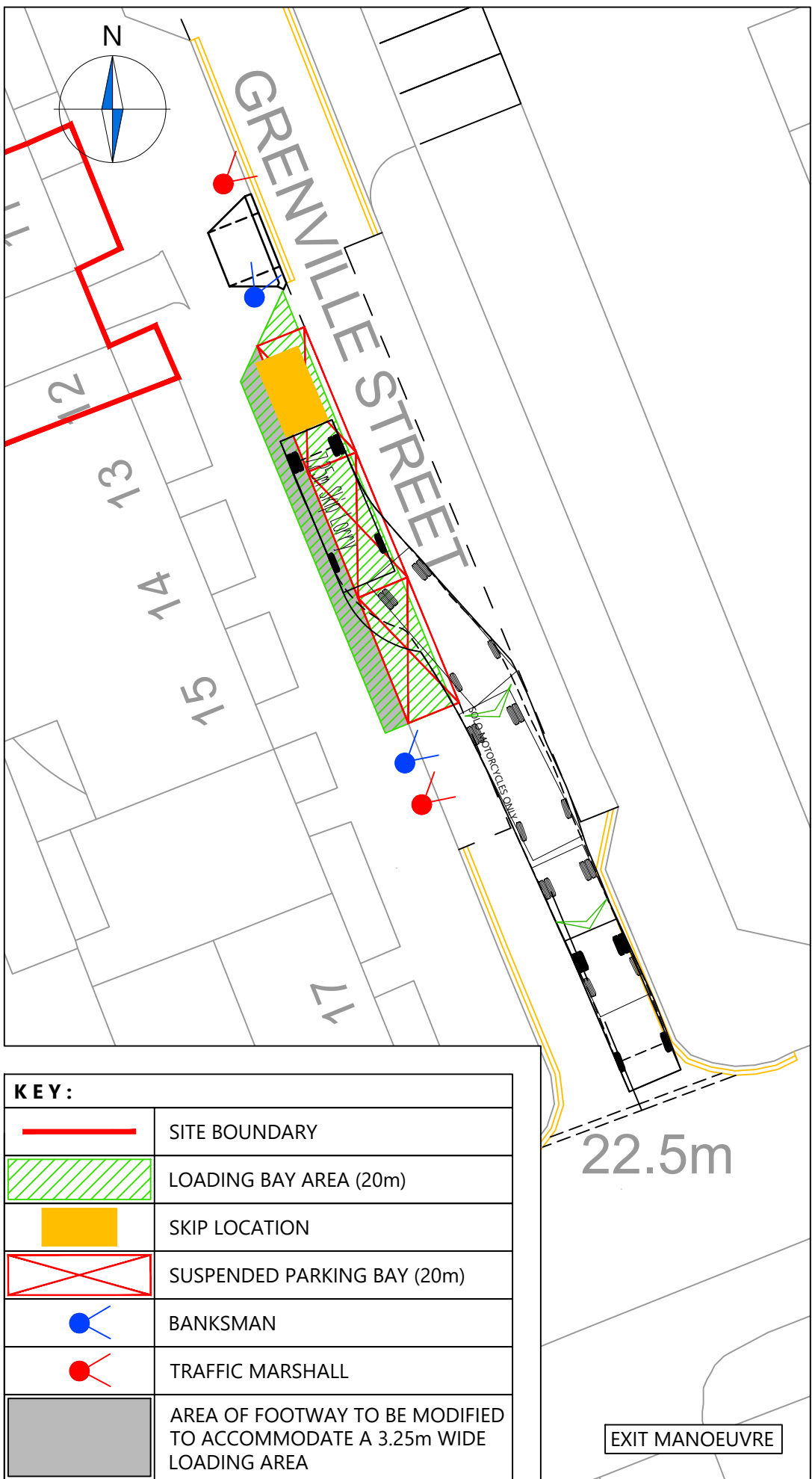
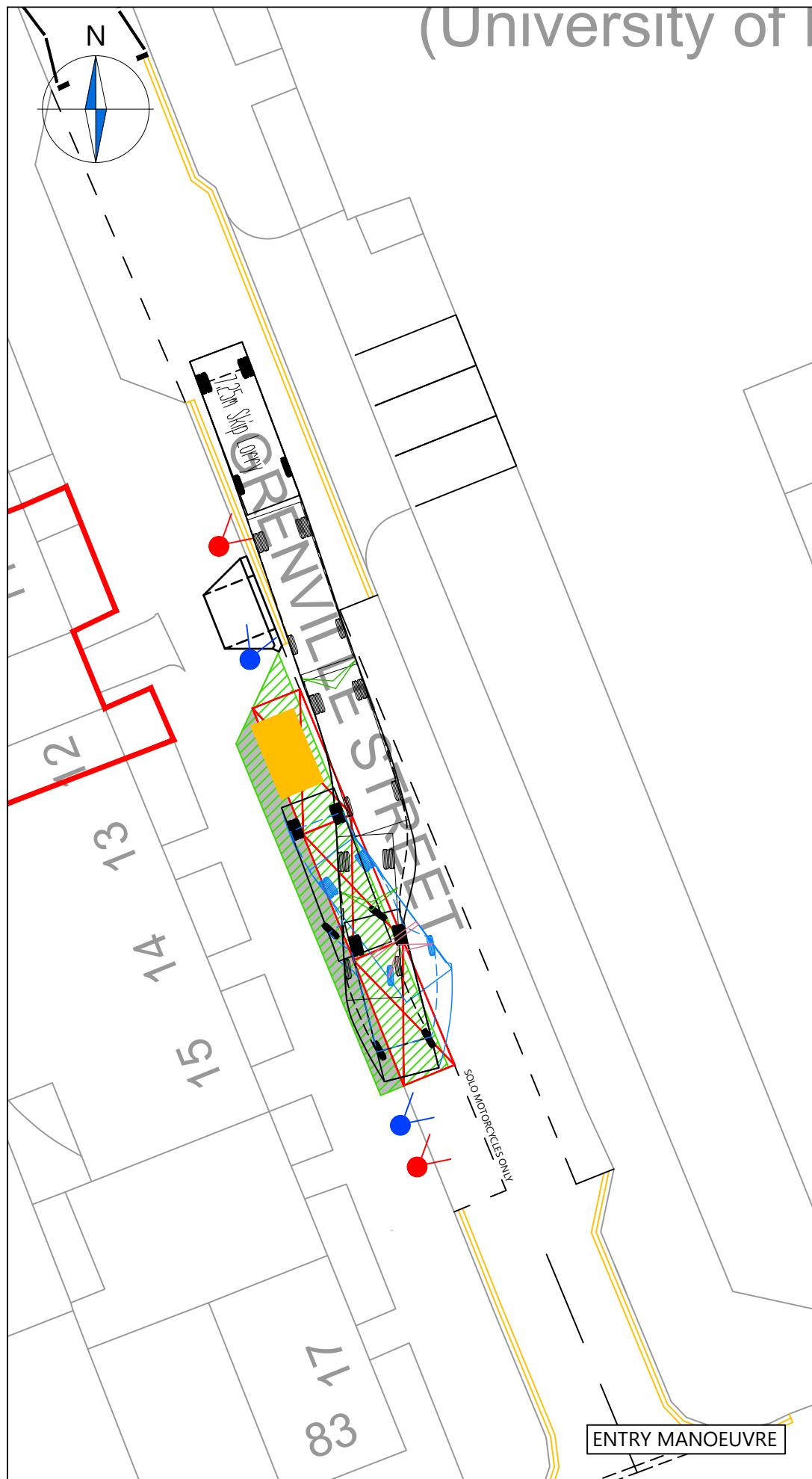
APPENDIX A

Neighbourhood Consultation Letter

Consultation Comments and Applicant Response		
Item	Consultation Comment	Applicant Response
1	7-day consultation period	As stated within the CMP, the consultation period will run for a 7-day period, however, responses received after this and before formal submission will also be adopted into the CMP, where possible.
2	Works at the site started in March 2022	Due to the approved planning application, internal works have begun at the site.
3	Duration of Works	The duration of works for the site is listed below - Contract base date: 03/08/2022 - Date for Completion of the Works: 30/11/2022
4	Working Hours	The standard working hours for the site will comply with Camden's standard working hours: - 8:00am to 6:00 pm Monday to Friday - 8:00am to 1:00pm Saturdays No working on Sundays or Public Holidays
5	Cumulative Impact Area	The following neighbours were contacted as part of the consultation period: - Flats 1 -27 Downing Court - 13 -17 Grenville Street - International Hall, London Management Team - Flats 11-17 Chandler House - 3D Colonnade - 5 Colonnade - 7 Colonnade - 11a Colonnade - 11d Colonnade
6	Damage to the Downing Court Fire Exit	The contractor will be made aware of this. The developer has agreed for a £500 deposit to be made available to the Downing Court Freehold Management to cover any damages to their gates, paving stone etc. that might occur during the operations described as above.

APPENDIX B

Vehicle Swept Path Analysis

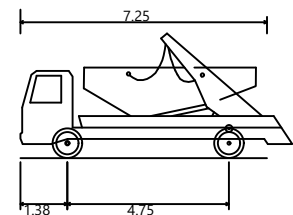


KEY:	
	SITE BOUNDARY
	LOADING BAY AREA (20m)
	SKIP LOCATION
	SUSPENDED PARKING BAY (20m)
	BANKSMAN
	TRAFFIC MARSHALL
	AREA OF FOOTWAY TO BE MODIFIED TO ACCOMMODATE A 3.25m WIDE LOADING AREA

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

SKIP LORRY



Overall Length	7.250m
Overall Width	2.480m
Overall Body Height	3.664m
Min Body Ground Clearance	0.410m
Max Track Width	2.480m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.905m

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

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

A	Updates following Councils Comments	COS	SB	30.11.2022
Rev	Details	REVISION HISTORY		
Status:		☐ Preliminary	☐ For Approval	☐ For Construction
		☒ For Information	☐ For Tender	☐ As Built

Client: Entire Houze Ltd

Project: 11 - 12 Grenville Street

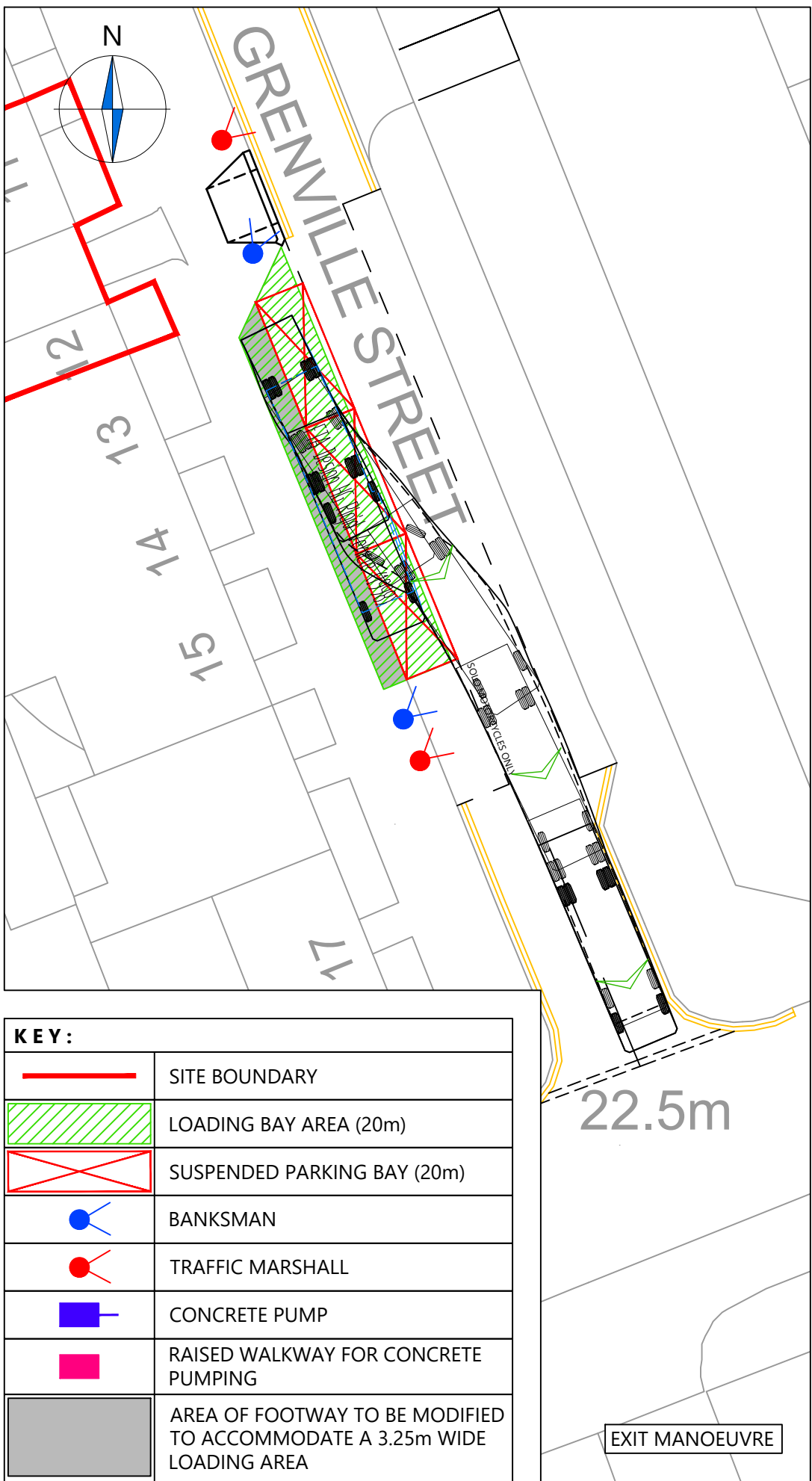
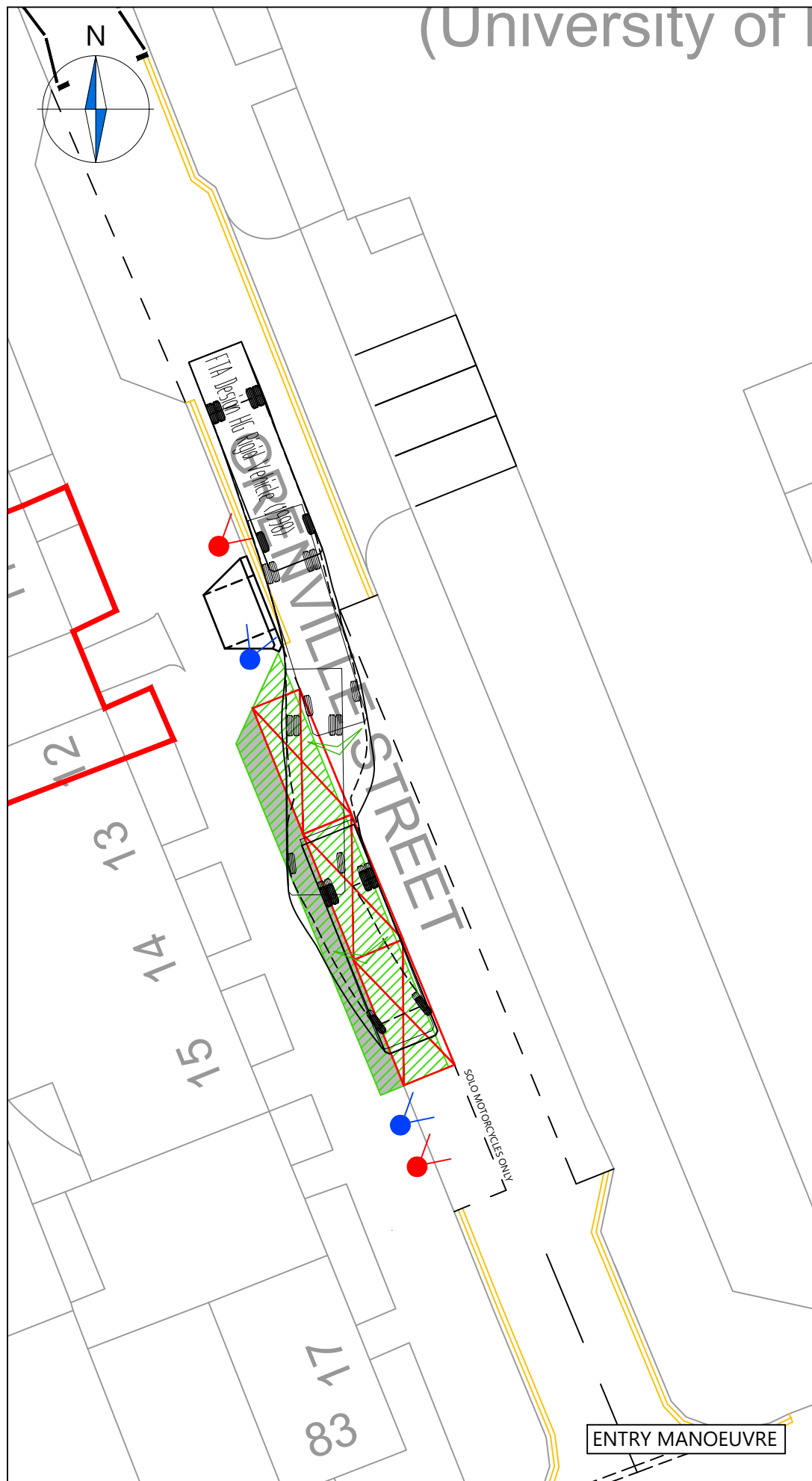
Drawing Title: Vehicle Swept Path Analysis for a Skip Lorry

Scale: 1:250 Size: A3

Drawn by: COS Checked by: SB Date: 21.07.2022

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
4925	TR001	1 of 4	A

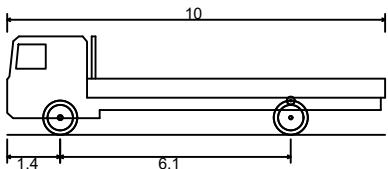


KEY:	
	SITE BOUNDARY
	LOADING BAY AREA (20m)
	SUSPENDED PARKING BAY (20m)
	BANKSMAN
	TRAFFIC MARSHALL
	CONCRETE PUMP
	RAISED WALKWAY FOR CONCRETE PUMPING
	AREA OF FOOTWAY TO BE MODIFIED TO ACCOMMODATE A 3.25m WIDE LOADING AREA

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

RIGID FLATBED



Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	2.602m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

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

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

A	Updates following Councils Comments	COS	SB	30.11.2022
Rev	Details	Drawn	Checked	Date

REVISION HISTORY

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

Client:

Entire Houze Ltd

Project:

11 - 12 Grenville Street

Drawing Title:

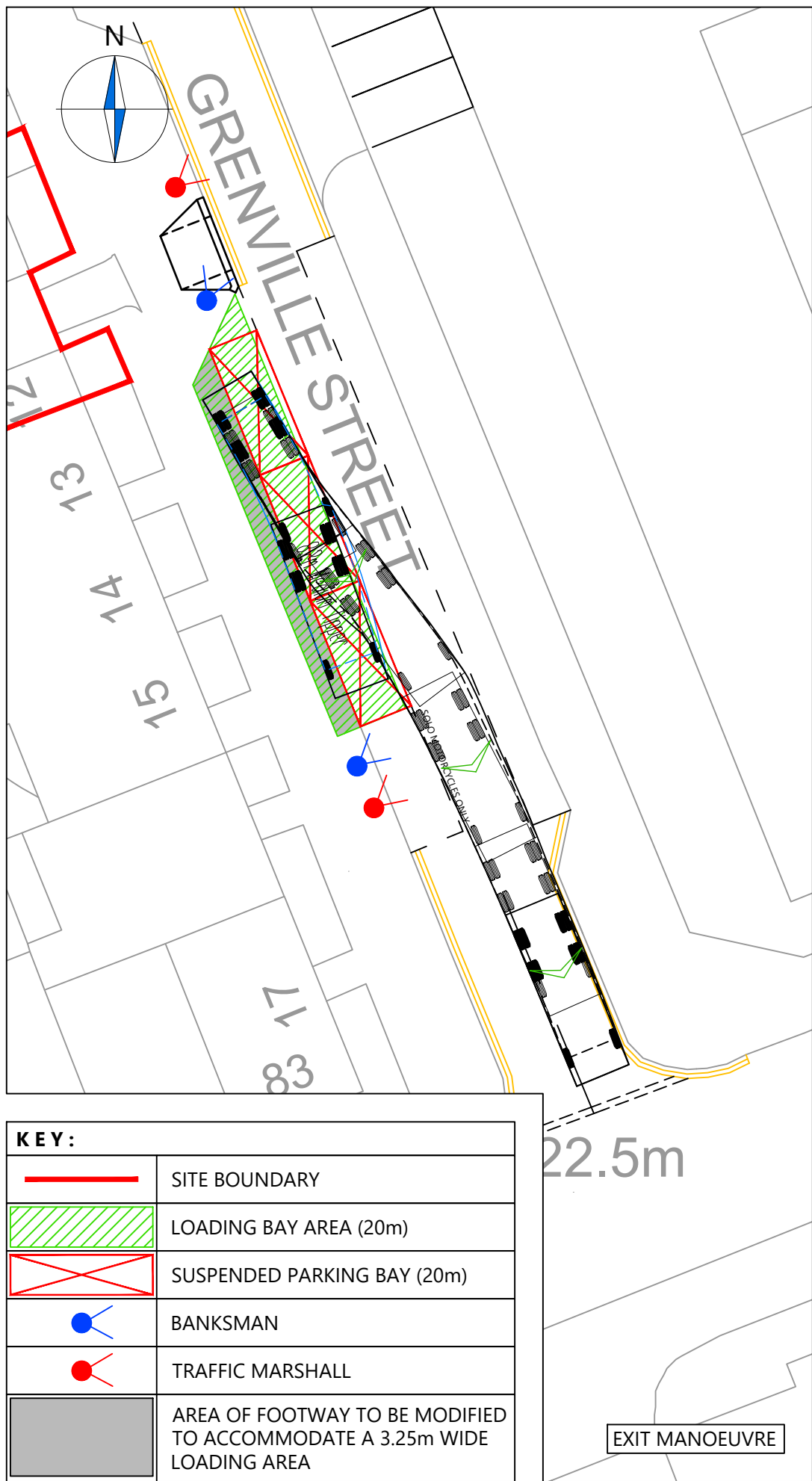
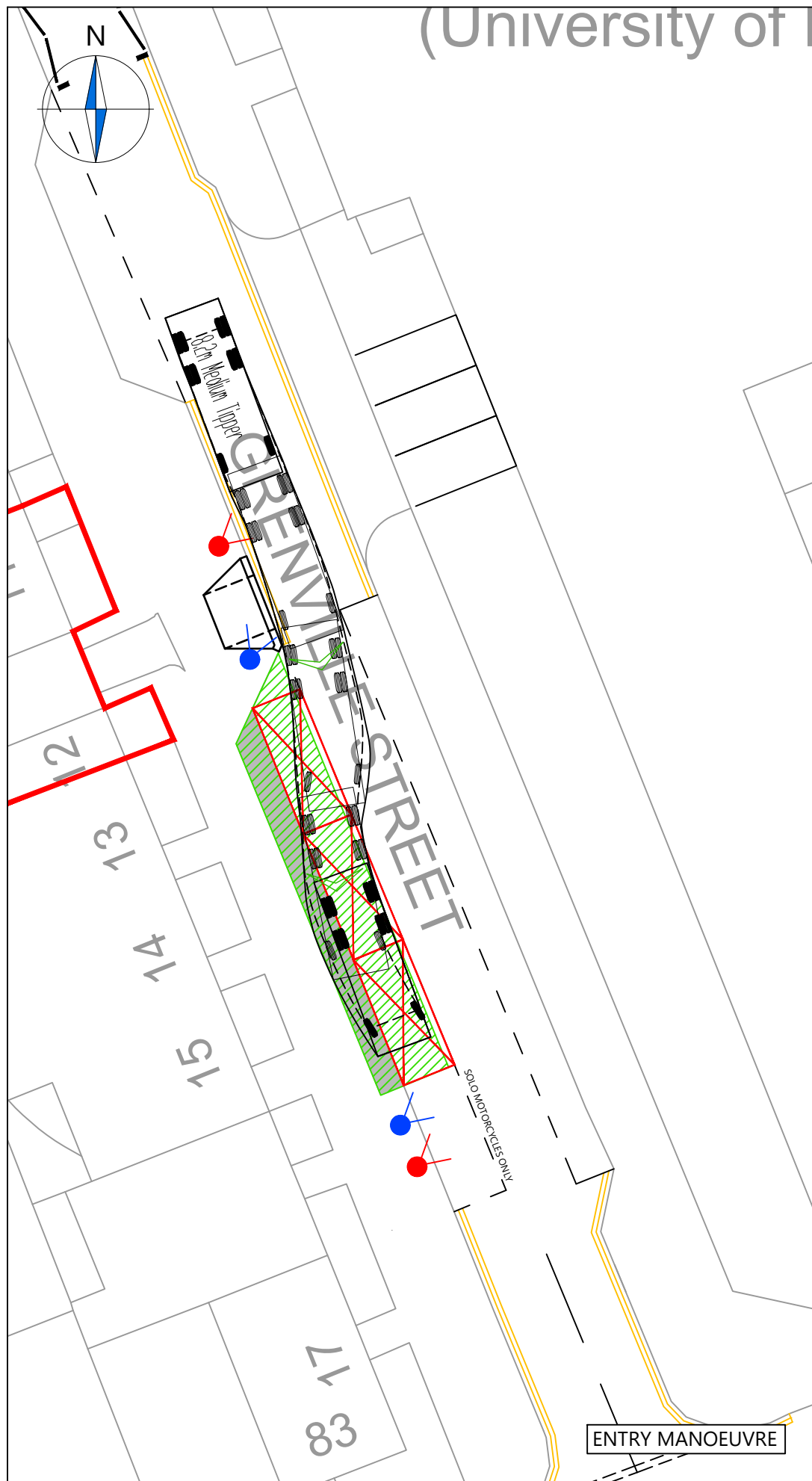
Vehicle Swept Path Analysis for a Rigid Flatbed Lorry

Scale: 1:250 Size: A3

Drawn by: COS Checked by: SB Date: 21.07.2022

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

Scheme Ref: 4925 Drawing No: TR001 Sheet: 2 of 4 Rev: A

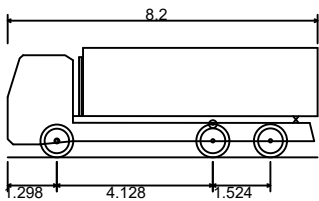


KEY:	
	SITE BOUNDARY
	LOADING BAY AREA (20m)
	SUSPENDED PARKING BAY (20m)
	BANKSMAN
	TRAFFIC MARSHALL
	AREA OF FOOTWAY TO BE MODIFIED TO ACCOMMODATE A 3.25m WIDE LOADING AREA

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

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	Updates following Councils Comments	COS	SB	30.11.2022
Rev	Details	REVISION HISTORY		
Status:		☐ Preliminary	☐ For Approval	☐ For Construction
		☒ For Information	☐ For Tender	☐ As Built

Client: Entire Houze Ltd

Project: 11 - 12 Grenville Street

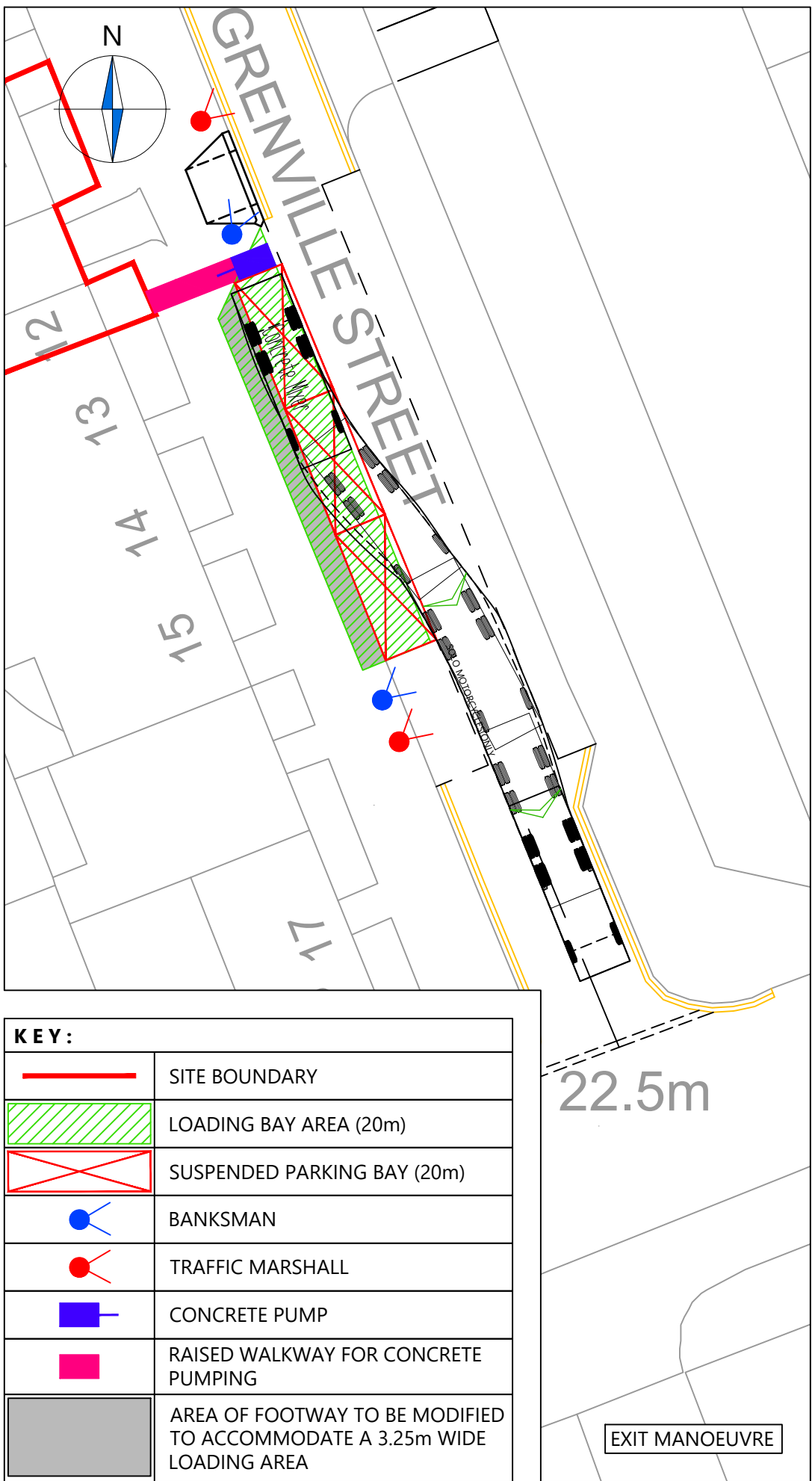
Drawing Title: Vehicle Swept Path Analysis for a Medium Tipper

Scale: 1:250 Size: A3

Drawn by: COS Checked by: SB Date: 21.07.2022

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
4925	TR001	3 of 4	A

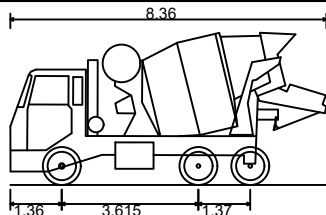


KEY:	
	SITE BOUNDARY
	LOADING BAY AREA (20m)
	SUSPENDED PARKING BAY (20m)
	BANKSMAN
	TRAFFIC MARSHALL
	CONCRETE PUMP
	RAISED WALKWAY FOR CONCRETE PUMPING
	AREA OF FOOTWAY TO BE MODIFIED TO ACCOMMODATE A 3.25m WIDE LOADING AREA

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

CONCRETE MIXER



Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

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

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

A	Updates following Councils Comments	COS	SB	30.11.2022
Rev	Details	Drawn	Checked	Date

REVISION HISTORY

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

Client: Entire Houze Ltd

Project: 11 - 12 Grenville Street

Drawing Title: Vehicle Swept Path Analysis for a Concrete Mixer

Scale: 1:250 Size: A3

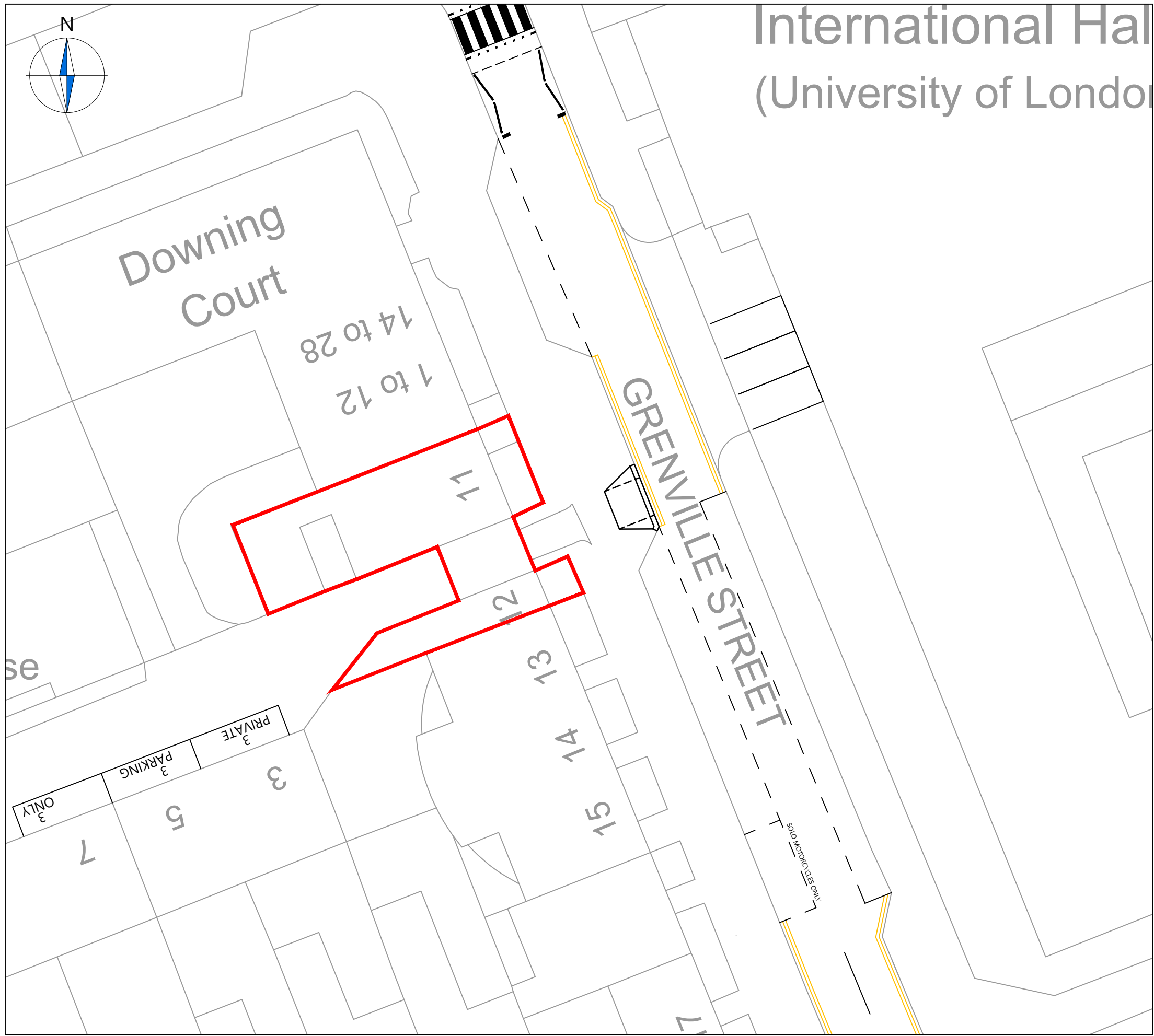
Drawn by: COS Checked by: SB Date: 21.07.2022

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21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4925	TR001	4 of 4	A

APPENDIX C

Existing & Proposed Highway Arrangements



International Hall

(University of London)

NOTES

- 1. This drawing to be read & printed in colour.
- 2. This drawing is for illustrative purposes only.

KEY:

	SITE BOUNDARY
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Rev	Details	Drawn	Checked	Date
...	...	...	...	...
REVISION HISTORY				
Status:	☐ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client:

Entire Houze Ltd

Project:

11 - 12 Grenville Street

Drawing Title:

Existing Highway Arrangement

Scale:

1:250

Size:

A3

Drawn by:

COS

Checked by:

SB

Date:

15.07.2022

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

Scheme Ref:

4925

Drawing No:

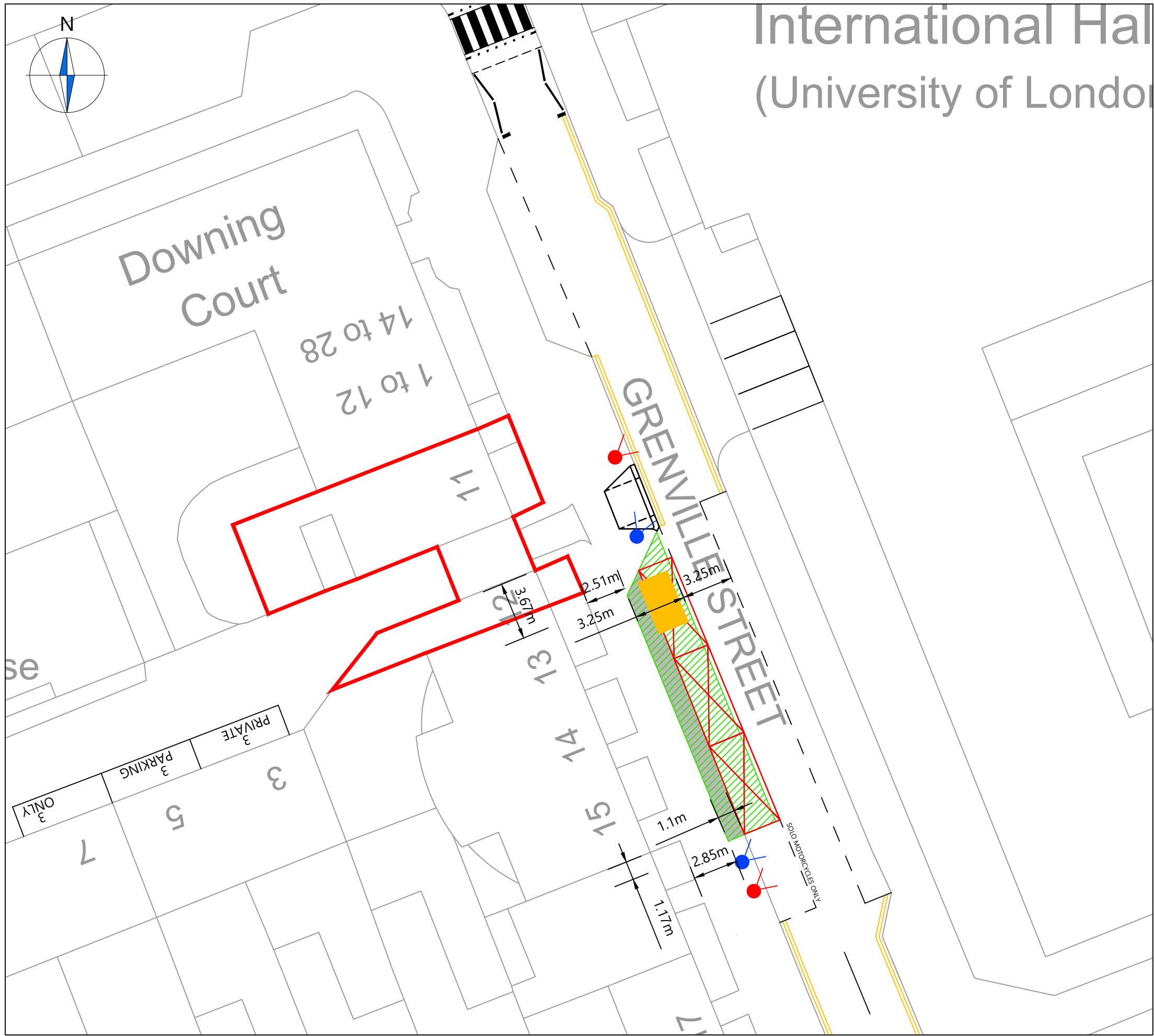
001

Sheet :

1 of 1

Rev:

...



International Hall

(University of London)

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

KEY:

	SITE BOUNDARY
	LOADING BAY AREA (20m)
	SKIP LOCATION
	SUSPENDED PARKING BAY (20m)
	BANKSMAN
	TRAFFIC MARSHALL
	AREA OF FOOTWAY TO BE MODIFIED TO ACCOMMODATE A 3.25m WIDE LOADING AREA

B	Updates following Councils Comments	COS	SB	13.12.2022
A	Updates following Councils Comments	COS	SB	30.11.2022
Rev	Details	Drawn	Checked	Date
REVISION HISTORY				
Status:	☐ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client: Entire Houze Ltd

Project: 11 - 12 Grenville Street

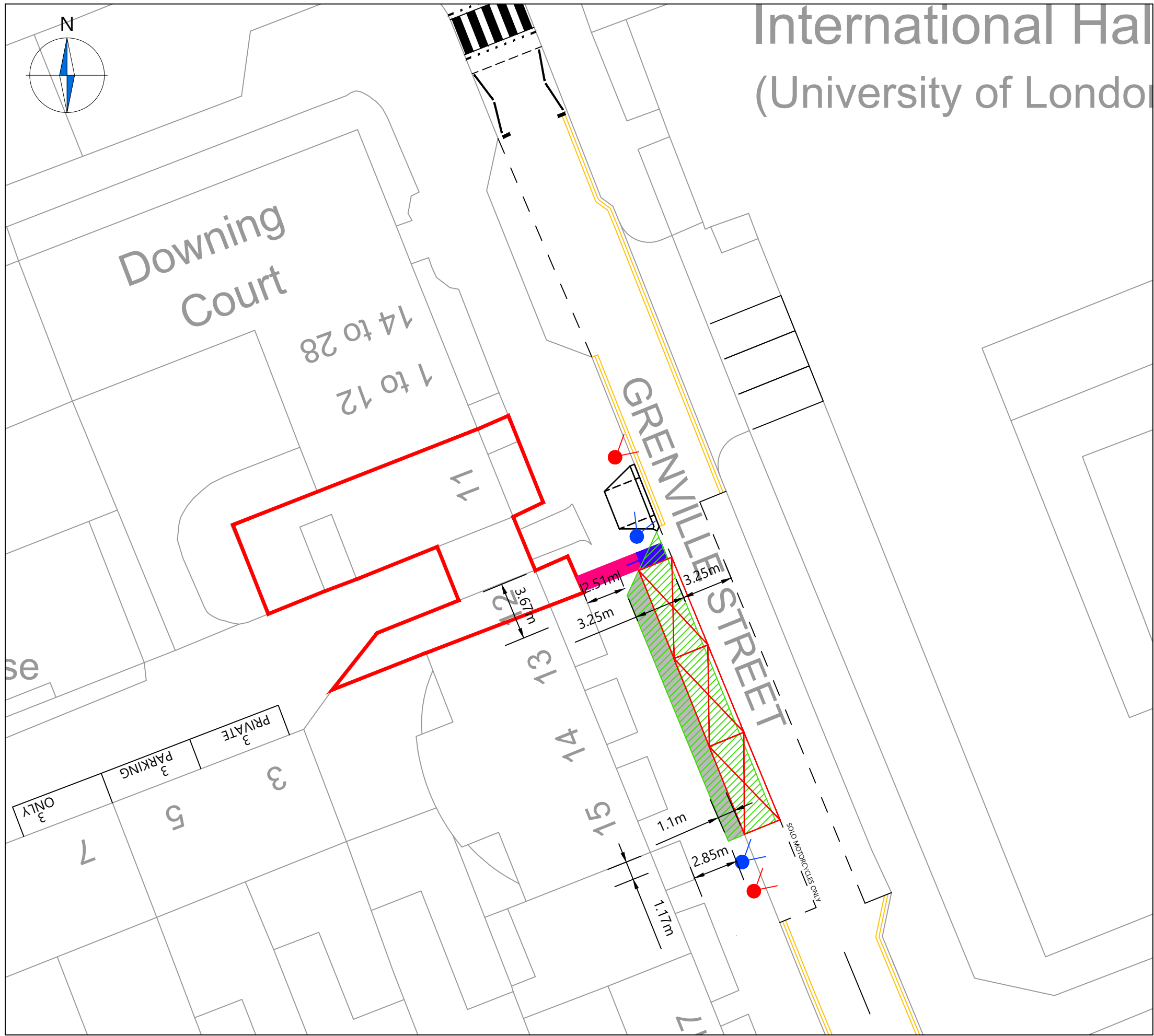
Drawing Title: Proposed Construction Arrangement

Scale: 1:250 Size: A3

Drawn by: COS Checked by: SB Date: 21.07.2022

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
4925	002	1 of 2	B



International Hall (University of London)

NOTES

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

KEY:

	SITE BOUNDARY
	LOADING BAY AREA (20m)
	SUSPENDED PARKING BAY (20m)
	BANKSMAN
	TRAFFIC MARSHALL
	CONCRETE PUMP
	RAISED WALKWAY FOR CONCRETE PUMPING
	AREA OF FOOTWAY TO BE MODIFIED TO ACCOMMODATE A 3.25m WIDE LOADING AREA

B	Updates following Councils Comments	COS	SB	13.12.2022
A	Updates following Councils Comments	COS	SB	30.11.2022
Rev	Details	Drawn	Checked	Date
REVISION HISTORY				
Status:	☐ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client: Entire Houze Ltd

Project: 11 - 12 Grenville Street

Drawing Title: Proposed Construction Arrangement

Scale: 1:250 Size: A3

Drawn by: COS Checked by: SB Date: 21.07.2022

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
4925	002	2 of 2	B