Construction/ Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
02/02/2024	**A**	**JF**

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.**"

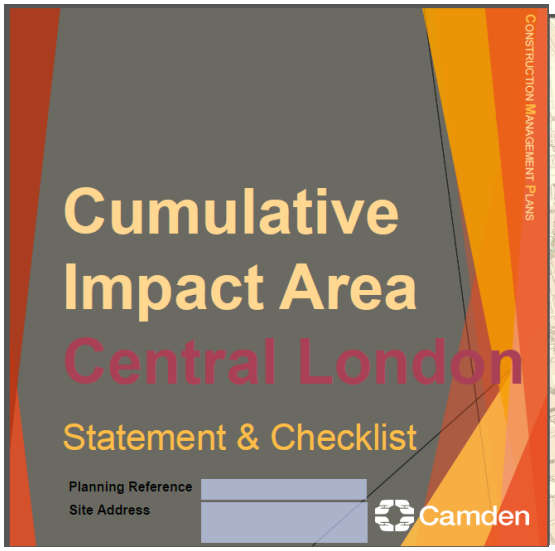
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

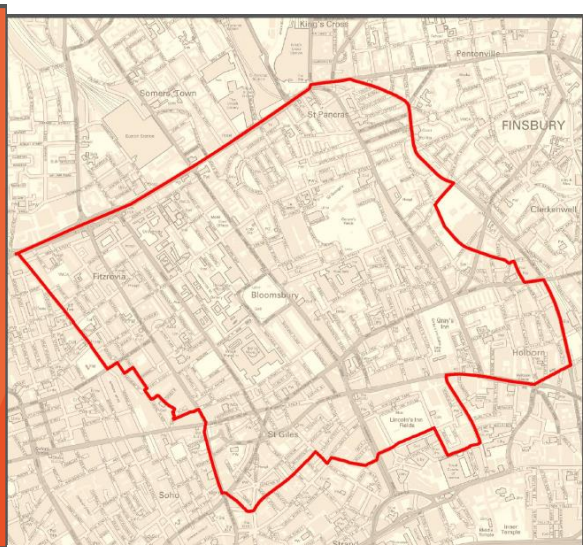
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

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.

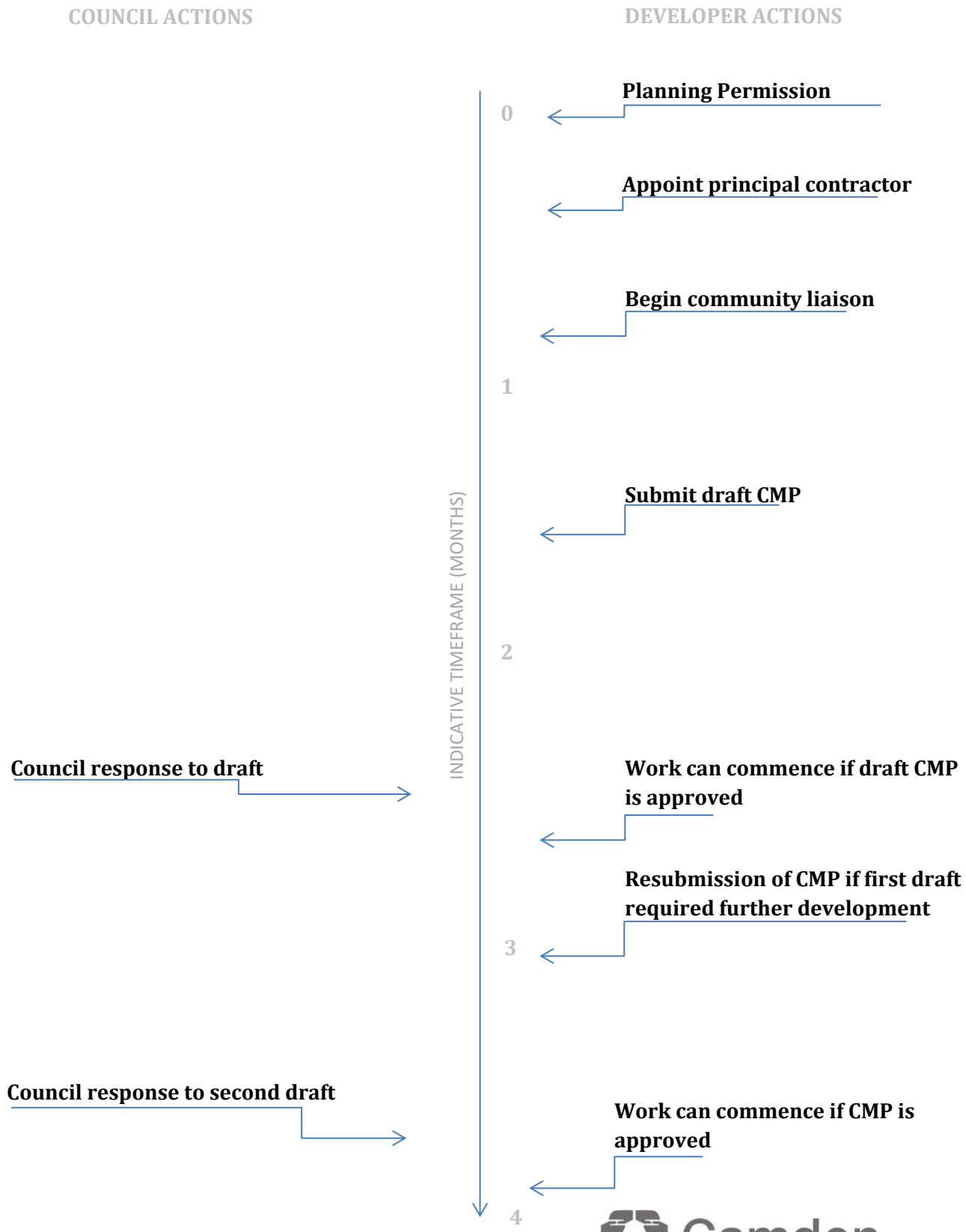
The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans





Camden

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address: 39a Fitzjohn's Avenue and land adjacent to 46 Maresfield Gardens

Planning reference number to which the CMP applies TBC once application submitted.

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

Name: Gennaro D'Alo

Address: The Sorting Office | 2A St Georges Road | London | NW11 0LR

Email: gennaro@hampsteadprojects.co.uk

Phone: 020 81429120

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: TBC upon appointment of the Main Contractor

Address:

Email:

Phone:

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.

Name: TBC upon appointment of the relevant consultant

Address:

Email:

Phone:

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: TBC upon appointment of the Main Contractor

Address:

Email:

Phone:

Site

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

The site is located approximately 600m south of Hampstead and is bound to the north by existing residential development, to the east by Fitzjohn's Avenue, to the south by Nutley Terrace and to the west by Maresfield Gardens.

The site is currently accessed from Fitzjohn's Avenue and Maresfield Gardens. Maresfield Gardens is a single carriageway, two-way residential road which is subject to a 20mph speed limit. Footways and street lighting are provided on both sides of the carriageway.

The road routes in a general north / south alignment and connects with Fitzjohn's Avenue to the south and Netherhall Gardens to the north. Immediately south of the site, Maresfield Gardens connects with Nutley Terrace at a four-arm priority crossroads, where a raised table is present.

Fitzjohn's Avenue is a single-carriageway two-way road which is subject to a 20mph speed limit, is street lit and has footways present along both sides of the carriageway. The road routes in a general north / south alignment, providing access to the A502 Hampstead High Street and Holly Hill at a four-arm signalised crossroads to the north. To the south it connects with College Crescent, which in turn connects with the A41 Finchley Road at a signalised gyratory.

The surrounding road network sits within a controlled parking zone (CPZ), which restricts parking between Monday to Friday 09:00-18:30, and Saturday 09:30-13:30 to permit holders only. There are two car club bays immediately adjacent to the site on Nutley Terrace.

The proposals comprise the redevelopment of 39A Fitzjohn's Avenue to provide two townhouses and two maisonettes, and the development of 29 apartments on land adjacent to 46 Maresfield Gardens.

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).

The scheme delivers residential accommodation within a fully contained site with a perimeter solid fence. The site benefits from a front entrance with private forecourt from Fitzjohn's Avenue and rear entrance from Maresfield Gardens.

The works will be split into the following key phases:

- Site Setup and Enabling Works;
- Site Demolition and Clearance;
- Groundworks and Substructure;
- Superstructure and Frame;
- Envelope, Roof Shell and Core; and
- Completion of Commercial Units and Shell & Core Fit Out.

Main Issues / Challenges

Air Quality

The London Borough of Camden (LBC) has a borough wide AQMA monitoring Nitrogen Dioxide (NO_2) and Particulate Matter (PM_{10}).

The site is located within a sustainable location with good accessibility by walking, cycling and public transport. Construction workers will be encouraged to travel by sustainable modes of transport or car share. A number of measures that will be implemented to minimise the air quality and dust impacts during the construction of the site are outlined later in this report. As such, it is considered that the scheme would not have a material impact on air quality.

Residential Nature of the Local Area

LBC will be notified prior to the commencement of site construction and provided with a copy of the CMP.

It is proposed that a letter drop to adjacent occupiers will be undertaken, to residents and business owners who may be affected by the construction operations. They will be provided with the contact details for an on-site representative who will be the main point of contact for concerns or complaints.

To safeguard the amenities of nearby residents, and to accord with LBC's requirements, demolition and construction works shall only take place on the site during Camden's standard working hours. Where possible, deliveries will be timed to avoid the network peak hours. Special working outside the above hours will be subject to prior agreement with LBC.

This project will be registered with the Considerate Constructors Scheme. This is a voluntary scheme which audits the site to ensure that it is being managed with consideration to neighbours.

Registered sites take appropriate steps to reduce any negative impacts they may have on the area in which they are working. Sites therefore aim to leave a positive impression on all those they affect.

General information regarding the scheme will be provided to all neighbours affected by the work. Regular communication with neighbours regarding programming and site activities will be maintained from pre-start to completion via a nominated point of contact.

A site information board will be located at the site entrance displaying general information relating to the development, including name, telephone number and address of the senior manager on site should members of the public wish to make contact.

Proximity to St Mary's School

St Mary's School is located within close proximity to the site. As such it is likely that pupils will be using adjacent footways to walk to or from the school.

The Site Manager will regularly contact the school to share information in order to maximise child and pedestrian safety. Where possible, deliveries will be avoided between peak school arrival and departure times.

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).

A full construction programme will be prepared once a contractor is appointed and further details are known. It is anticipated that construction will commence in Q2 2025, with completion expected in Q4 2026.

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

In accordance with the above, all works will be conducted between 08:00-18:00 hours Monday to Friday and on Saturdays between 08:00-13:00 with no works taking place on Sundays and Public Holidays.

As aforementioned, due to the proximity of St Mary's School no HGV deliveries will take place during school drop off and pick-up times. As such the majority of HGV deliveries associated with the site during school term time will take place between 09:30-16:30. This also accounts for the nearby Neighbourhoods for the Future Healthy School Street Zone, which operates Monday to Friday between 08:00-09:00 and 15:00-16:15 during term time.

This will be adhered to and if delivery is required outside of these hours prior agreement will be sought with LBC in advance.

For any noisy works where there is a direct impact upon surrounding properties within the specified times, the Site Manager will make contact with the neighbours to consult on the duration, extent and impact of the works to see if an informal agreement can be reached to

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.).

- Adjacent dwellings along Fitzjohn's Avenue and Maresfield Gardens;
- St Mary's School; and
- The Dutch House at the corner of Nutley Terrace and Fitzjohn's Avenue.

Potential risks to sensitive/affected receptors will be subject to full assessment and mitigation measures to reduce the impacts. These measures will be fully described in further revisions of this document.

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.

Community consultation will be held and evidenced as required prior to submission of the first draft CMP.

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.

Construction working groups are not anticipated for this site.

13. Schemes

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

It will be a requirement that the appointed contractor enrols the project in the "Considerate Contractors Scheme".

The name and the contact details of the Project Manager will always be displayed on the CCS poster located at the entrance of the site.

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.

At present there are no known construction sites in the immediate vicinity of the site. The Site Manager will liaise with the relevant site managers of any other construction sites that come forward within the vicinity of the site and form a Construction Steering Group. Through engaging in cross site discussions, the site managers of the individual sites will be able to schedule key works at different times to ensure disruption is minimised.

In addition to this the contractors will, where possible, share procurement practices, delivery schedules and vehicle loads to help minimise the number of vehicles on the road network.

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:

TBC

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

TBC

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:

TBC

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.

The following diagram illustrates the proposed routes for construction vehicles.

It is expected that all goods vehicles will route to and from the site via Fitzjohn's Avenue. Construction access to the site is proposed from both Fitzjohn's Avenue and Maresfield Gardens.

To the south Fitzjohn's Avenue provides access to the A41 Finchley Road. The A41 Finchley Road is a dual carriageway with an approximate north / south alignment, to the north connecting to the Brent Cross Interchange where the A406 North Circular Road can be accessed. The A406 is a significant ring road which circulates around London, to the west providing access to the M1.

It is envisaged that these are the routes that most construction vehicles will take to access the site. These routes are considered suitable to accommodate construction vehicles.

The above route is indicated in the plan below.

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 construction contractors will be made aware of construction routes and loading / unloading locations upon instruction and appropriate safety measures and signage will be put in place to ensure safety of staff and pedestrians. This will be communicated when booking the delivery of materials / supplies.

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

Vehicle movements will be confirmed once a Main Contractor is appointed. However, estimates are provided below based on similar projects.

The majority of vehicles accessing the site will be 10m rigid vehicles or 16.5m articulated vehicles. The number of weekly deliveries will vary throughout the construction timeline with between 202-520 weekly deliveries foreseen, resulting in up to 23 daily deliveries and up to six deliveries per hour during the busiest month (one every 10 minutes). An indicative breakdown of vehicle movements is shown in the below table.

Construction Phase	**No. of Trips (monthly)**	**Peak no. of Trips (daily)**
Site setup and demolition	520	23
Basement excavation and piling	388	17
Sub-structure	202	9
Super-structure	311	14
Cladding	200	9
Fit-out, testing and commissioning	404	18

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.

There are no other known construction works to neighbouring sites.

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

Swept path drawings will be produced for vehicle entry and exit points during further revisions of this document.

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.

All deliveries will be controlled by a strict delivery booking system, which will distribute deliveries across the week and across the delivery hours.

A designated management representative will be appointed to act as the Site Transport Coordinator. Their role will be to manage all site vehicle arrivals and departures at appointed times.

On a weekly basis the Site Transport Coordinator will evaluate details of the daily profile of deliveries proposed for the upcoming week. Hauliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Site Transport Coordinator to ensure that no more than one construction delivery occurs at a gate at any one time, thereby ensuring that there is always space at the site to accommodate the necessary plant and deliveries.

To assist with this, the scheme will make use of a Delivery Management System (DMV) which provides efficient logistical planning and management of deliveries on construction sites and allows users to book, track and manage deliveries. It allows site specific data such as laydown areas and allocate delivery slots to be specified and both contractors and subcontractors to prebook deliveries from an available time slot, thus avoiding potential miscommunication, double booking, build-up of site traffic and construction traffic movements during peak periods.

Deliveries will not be accepted outside of their designated timeslot, and such deliveries will be asked to re-book. Unless there is capacity to accommodate within the specified loading area, unplanned deliveries will be turned away and advised to return to the site at a rearranged delivery time.

Penalties will be issued by means of a 'yellow and red' card system for delivery vehicles not complying with scheduled delivery times or not adhering to the agreed routing of vehicles. The DMV also produces a range of detailed reports including CO2 reports, FORS and delivery statistics. The delivery statistics produce data to demonstrate that deliveries avoid peak traffic and school hours, and a penalty system enforces such requirements. All vehicle movements will be under the strict control of appointed banksmen.

Sufficient time will be given to deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading / unloading taking longer than expected to avoid any vehicles waiting on the surrounding highway network.

The timings of mechanical plant movements to & from the site will be dependent upon constraints placed by the local police, who may be required to escort such large or abnormal loads, and normally fall between 19:00-07:00. Upon confirmation of any escorted load being moved all relevant persons likely to be affected will be advised of the potential for possible short-term disruption as far in advance as possible. All such movements will be carried out in conjunction/consultation with the London Borough of Camden's Environmental Protection Team.

While in designated loading bays on site vehicles will not be allowed to wait with idling engines. No parking will be provided within the constraints of 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.

Freight by Water

The potential for waterborne deliveries has been considered as part of the proposed development. It is considered that there is limited potential for transporting materials to the site using the River Thames or canals given the site is not located in close proximity to either.

Further there would inevitably be a requirement for the final leg of the journey to be undertaken by road, leading to road trips and double handling, and financial implications.

Furthermore, there are currently no formal docking areas in the vicinity of the site creating a barrier for the transfer of goods / deliveries from the water to the site. As such, this option has been discounted.

Freight by Rail

Given the limited number of movements proposed at the site, it is considered that transporting materials to the site using the rail network would not be necessary or financially viable.

Similarly, as with water transport, there would inevitably be a requirement for the final leg of the journey to be undertaken by road, leading to road trips and double handling, and possible disruptions and capacity issues on potential rail links in the locality.

Re-Use of Material On-Site

The contractor will look to maximise the reuse of materials on site to avoid unnecessary trips associated with the removal of spoil.

Smart Procurement

As a means to minimise the impact on construction vehicle movement, the appointed contractor will consider all vehicle activity associated with the site and appropriate measures to reduce its impact in conjunction with the procurement process.

Where practicable, the contractor will source items locally, and where possible amalgamate deliveries in order to reduce the overall number of vehicle movements taking place. To further lessen unnecessary site traffic movements, it is proposed the site will employ its own van to undertake multi collection rounds from suppliers of all required consumables etc, many of these being local business.

To reduce the number of vehicle movements to and from the site 'Backloading' will be in place, whereby site delivery vehicles are utilised to remove waste materials from the site as part of the same trip, where possible. With proper planning and an efficient delivery schedule, unnecessary vehicle trips to the site will be kept to a minimum.

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).

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone;
- Ensure all vehicles switch off engines when stationary - no idling vehicles; and
- Avoid the use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable.

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.

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.

Delivery vehicle movements to and around site is the most significant public interface risk presented by construction projects. Maintaining the safety of the public is of paramount importance and with a series of robust controls and proactive measures the risk of this key interface can be mitigated. It is essential that care is taken over keeping pedestrians and vehicles apart.

The following measures will be adopted around the perimeter of the project for security purposes:

- All site access points will be well lit, clean, with robust hard-standing and manned by experiences gatemen. Doors and gates will be kept shut when access is not required;
- Vehicle movements on entry and exit from site will be controlled by traffic marshals;
- Barrier systems across the footpaths will be used during deliveries to segregate vehicle traffic and pedestrians;
- The traffic management team will always be readily identifiable and well presented;
- A logistic plan will be provided by the principal contractor in conjunction with the selected logistics provider;
- Vehicle and pedestrian routes around site will be segregated at all times during construction works, physical barriers and signage will be installed to demarcate safe pedestrian routes and site access points. The arrangement will be reviewed during the various stages of construction works and adapted as required;

- Appropriate signage will be displayed at site access points and throughout where vehicular routes are likely to affect pedestrian and cycle routes; and
- Site radios will be used by site operatives, banksmen, traffic marshals and gatemen to communicate.

Inductions will be a key tool to brief all site operatives and suppliers on the safety measures to be implemented throughout construction activities.

During early stages turning space will be available within the site for goods vehicles, however, once construction of the structures commences there will no longer be sufficient space. At this point vehicles will enter the site in a forward gear, load / unload prior to reversing out of the site. Whilst a vehicle reverses onto the carriageway, banksmen will temporarily shut the footway using concertina fencing and will temporarily stop traffic. The delay to vehicle and pedestrian traffic will be minimal.

Towards the end of the construction programme, loading and unloading may need to be undertaken from the highway. Where this is required, banksmen will be present to manage the transfer of materials into the site. This will be confirmed once a Main Contractor is appointed.

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.

Swept path drawings will be produced for vehicle entry and exit points during further revisions of this document.

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 primary means of controlling dust and debris on the highway will be prevention; this will be controlled by provision of hard stand areas for vehicle paths, vehicle inspections and provision of wheel wash facilities at the site exits.

Vehicle movements may result in dust emissions (by re-suspending dust from the road or from spilling dusty loads) and exhaust emissions. A number of control measures can be adopted to eliminate or minimise such emissions:

- Wheel washing facilities on site to prevent mud from construction operations being transported on to adjacent public roads;
- Damping down of site haul roads by water bowser during prolonged dry periods;
- Regular wet cleaning of hard-surfaced roads used to enter site;
- Ensuring that dusty materials are transported appropriately (e.g. sheeting of vehicles carrying spoil and other dusty materials);
- Confinement of vehicles to designated haul routes within the site;
- Restricting vehicle speeds on haul roads and other unsurfaced areas on the site;
- Hoarding and gates to prevent dust breakout; and
- Appropriate dust site monitoring will be included within the site management practices informing site management of the success of dust control measures used.

All vehicles leaving site will be inspected by the gate person, those with dust/debris on the wheels will be subject to a wheel wash. An operative operating a power washer within a bunded area at each exit point to the public roadways is proposed to prevent transfer of dirt/mud/dust from vehicles to areas outside of the site. The quantity of water applied will be monitored to prevent excess water flooding the area, running off site or entering nearby drains.

All goods vehicles leaving site with waste or rubble etc. will be required to be fully sheeted to minimise the risk of dust/debris on the highway.

These control procedures will be managed by the gate person who shall also complete regular inspections of the highway and site boundaries. Should the highway become contaminated a road sweeper will be deployed.

Monthly dust monitoring reports will be submitted to the LBC.

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.

No parking will be provided within the site. No vehicles will be permitted to park on any of the adjacent roads. All site operatives, subcontractors and visitors will be instructed to attend site by public transport or by active modes of transport.

Handling and storage areas will be sited as far away as is reasonably and practically possible from public/residential areas. Handling and storage areas will be actively managed and fine, dry material will be stored inside enclosed shield/coverings or within a central storage area. Any storage areas that are not enclosed will be covered / sheeted. Prolonged storage of debris on site will be avoided.

The proposed construction site plan will be developed once the Main Contractor is appointed.

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.

See Q20b.

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.

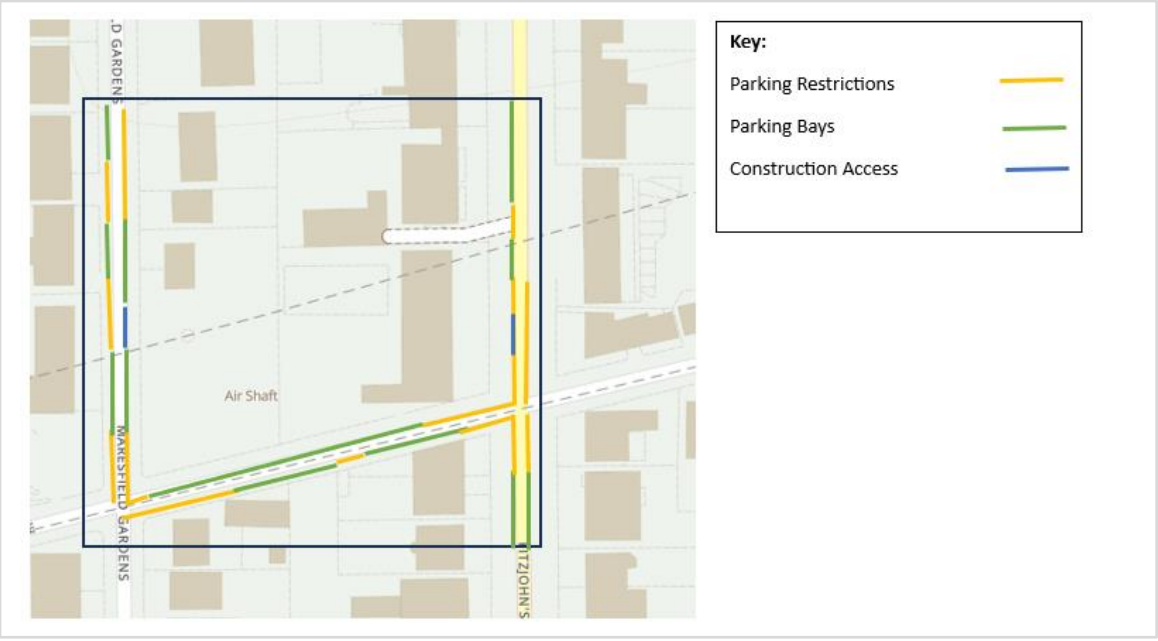
Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.



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.

At this stage, no parking bay suspensions are envisaged. Should this change, the CMP will be updated and LBC will be informed. The necessary permissions will be sought.

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.

Storage, site accommodation and welfare facilities will all be provided on site and off the public highway.

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.

Confirmation of any highway works required will be provided once the Main Contractor is appointed.

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.

No long-term road diversions are foreseen. The timings of mechanical plant movements to and from the site will be dependent upon constraints placed by the local police, who may be required to escort such large or abdominal loads, and normally fall between 19:00-07:00. Upon confirmation of any escorted load being moved all relevant persons likely to be affected will be advised of the potential for possible short-term disruption as far in advance as possible. All such movements will be carried out in conjunction/consultation with the LBC's Environmental Protection Team.

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.

We do not anticipate hoarding or scaffolding to protrude within the public highway. If required, applications for hoarding and scaffolding licenses will be made to LBC as appropriate.

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.

We do not anticipate temporary structures to 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.

The Main Contractor will be responsible for utilities connections. Relevant details will be provided within further revisions of this document.

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.

In a project of this scale and nature, it is recognised that noise, vibration and dust could give rise to local disturbance. These impacts are an inevitable consequence of the HGV traffic, and other heavy construction activities. The Client will endeavour to keep noise levels to a minimum at all times. The quietest / lowest impact processes that are reasonably practicable will be employed on site to carry out the construction works.

Details and times of noisy operations will be provided by the Main Contractor within further revisions of this document.

The Main Contractor will monitor level of noise and vibrations from site operations.

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 noise and vibration assessment has been undertaken to establish a baseline scenario. Please refer to the assessments submitted under separate cover as part of the planning application.

30. Please provide predictions for noise and vibration levels throughout the proposed works.

A summary of the modelling predictions for noise and vibration will be issued via further revisions of this document.

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.

Site-specific best practice measures, and the principles of 'best practicable means' (BPM), as defined in the Control of Pollution Act (CoPA) 1974 would be implemented by contractors to minimise the disturbance to local residents and other potentially sensitive receptors. These measures would include:

- No construction works, without prior approval from LBC, will take place outside the hours of 08:00-18:00 Monday to Friday or 08:00-13:00 on Saturdays, with all HGV deliveries scheduled between 09:30-16:30 and on Saturdays 08:00-13:00 during school term time. If delivery is required outside of these hours prior agreement will be sought with LBC in advance;
- Appropriate and well-maintained marketing & attractive hoardings constructed on the boundaries of adjacent noise-sensitive premises, which may include sound absorbing materials;
- Careful selection of construction methods / plant, including location;
- Maintaining and operating all vehicles, plant and equipment in an appropriate manner, to ensure that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum;
- No engines left running on vehicles unloading / loading to the front of the site;
- Construction personnel carefully placing waste into the skip / vehicles when loading;
- The quietest vehicles and plant shall be used as far as is reasonably practicable;
- No banging of doors, gates, scaffolding, or other objects;
- No machinery starting up on site before the designated start times;
- Machines and equipment in intermittent use will be shut down or throttled down to a minimum when not in use and switching off plant when not in use;
- Regular maintenance and servicing of vehicles, equipment and plant;
- The use of temporary acoustic barriers where appropriate and the use of enclosures and screens around noisy fixed plant where practicable;
- Appropriate handling and storage of materials;
- Damping down surfaces during dry weather;
- The use of dust screens;
- Adherence to relevant British Standards; and
- An appropriate choice of plant that would ensure compliance with the vibration targets agreed with the LBC.

The site will not use impact piling methods which will help to minimise potential vibration. As such no cracking of adjacent properties is foreseen. The Site Manager will inform all neighbours in advance of noisy works and will, in accordance with Section 72 of the Control of Pollution Act 1974, take best practicable means to minimise noise and vibration.

In the event that noise levels are high, or a complaint or concern is raised by a local resident, business or Council, an immediate review will be carried out to establish the degree of noise created and to establish how to best develop a solution.

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

The Main Contractor will be responsible for training all the relevant employees. Training records will be kept onsite and available upon request.

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

The control of dust is a prime concern for all construction projects, particularly during periods of dry and windy weather. Best practice guidance contained within the Greater London Authority's 'The Control of Dust and Emissions from Construction and Demolition' and 'Dust and Air Mitigation Measures' guidance provided by the Institute for Air Quality Management will be utilised to control dust. The following measures will be implemented at the site:

Communications

- Develop and implement a stakeholder communications plan that includes community engagement before work commences on site;
- The Site Manager's contact details will be displayed on entrances to buildings at the site; and
- Regular liaison meetings with any other construction sites within 500m of the site boundary that come forward will help to ensure plans are coordinated and dust and particulate matter emissions are minimised.

Site and Dust Management

- A Dust Management Plan (DMP) will be implemented at the site;
- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;
- The Complaints Log will be available upon request to LBC;
- Record any exceptional incidents that cause dust and/or air emissions, either on or
- offsite, and the action taken to resolve the situation in the logbook;
- Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to LBC when asked; and
- The Site Manager will increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

Preparing and Maintaining the Site

- Machinery and dust causing activities will be located away from receptors, as far as is possible;
- Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site;

- Avoid site runoff of water or mud;
- The provision of easily cleaned hardstanding for vehicles;
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below;
- Cover, seed, or fence stockpiles to prevent wind whipping. Damping down of dusty materials using water sprays during dry weather; and
- Undertake daily on-site and off-site inspections to monitor dust, record results, and make the log available to LBC when asked. This will include regular dust soiling checks of surfaces such as street furniture, cars, and windowsills within 100m of site.

Vehicles and Machinery

- Ensure a hose down facility for wheel washing is provided at the site;
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction.

Operations

- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- Use enclosed chutes and conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate;
- Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods;
- Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place;
- Avoid scabbling (roughening of concrete surfaces) if possible;
- Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery; and
- For smaller supplies of fine power materials ensure bags are sealed after use and stored appropriately to prevent dust.

Waste Management

- No bonfires or burning of waste materials on site.

Daily inspections will take place at the site identify any dust or debris. Dust emissions will be monitored visually throughout working hours as well as through monitoring stations. If trigger levels are exceeded an e-mail alert notification is generated. Site management will suspend the dust generating activities until appropriate mitigation is put in place.

In the event that significant levels of dust are observed either in the air or deposited on vehicles or other sensitive receptors, works will be immediately suspended and working practice reviewed to determine a method to prevent the issue reoccurring.

The contractor will ensure that the area around the site including the public highway is regularly and adequately swept to
prevent any accumulation of dust and dirt.

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.

As detailed above, a hose will be provided however as all deliveries and loading will be undertaken on hardstanding there would be limited potential for the spreading of dirt / debris.

These control procedures will be managed by the gate person who shall also complete regular inspections of the highway and site boundaries. Should the highway become contaminated a road sweeper will be deployed.

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

Dust monitoring will be undertaken throughout construction. A safety method statement will outline the control measures necessary to minimise the risks to an acceptable level, and all statutory notices will be placed with the Health and Safety Executive (HSE).

Locations of monitoring stations will be confirmed with further revisions of this document and will be agreed with LBC prior to installation.

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), 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**.

An Air Quality Assessment has been produced can be found under separate cover within the planning application submitted documents. An Air Quality (Dust) Risk Assessment will be produced and included within further revisions of this document.

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.

The Air Quality (Dust) Risk Assessment will comply with the 'highly recommended' measures from the GLA SPG document.

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

Note: real-time dust (PM_{10}) 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 (PM_{10}) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

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.

Please refer to the comments at point 35 of this section.

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).

The control of pests in and around the site is a key responsibility when planning works and caring for the workforce and neighbours. A crucial factor in pest management is the investment in prevention and restriction of the opportunity for pests such rats and mice to thrive. This should be achievable by eliminating food sources and nesting sites which can be achieved through good housekeeping and management.

A canteen area will be provided, and no food will be allowed to be consumed outside of this area with all rubbish being collected and disposed of on a regular basis to prevent the attraction of rodents.

A pest survey will be carried out on site and its findings included within further revisions of this document.

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

An asbestos survey at the site is yet to be completed.

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.

Contact details for the Site Manager will be outlined on the frontage to the building. They will allow any neighbours, residents and other stakeholders to make a complaint, should they wish to do so.

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

From 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:
    a. Estimated Q2 2025 to Q4 2026.

b) Is the development within the CAZ? (Y/N):
    a. No

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
    a. Yes

d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
    a. Yes

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:
    a. Yes

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:
    a. This is confirmed.

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: …01/02/2024……..

Print Name: ……Gennaro D'Alo……..…..

Position: ……Planning and Design Director……

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.5