A Planning Application by

84 HATTON GARDEN LTD

In respect of

84 Hatton Garden, Camden, London EC1N 8JR

Technical Note

March 2015

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DOCUMENT SIGNATURE AND REVIEW SHEET

Project Details

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Client:	84 Hatton Garden Ltd		

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Document Review

Revision	Date	Description	Checked By
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1 INTRODUCTION AND SCOPE

1.1 Transport Planning Associates (hereinafter “TPA”) has been commissioned by 84 Hatton Garden Ltd (hereinafter “The Client”) to prepare this Technical Note in support of a planning application for the proposed redevelopment of 84 Hatton Garden, London, EC1N 8JR to 9 proposed serviced flats (hereinafter “The Site”). The local planning and highway authority is the London Borough of Camden (hereinafter “LBC”, “the Council”).

1.2 It is to be noted that this proposal would entail the retention of the ground floor retail unit and basement whilst the upper floors will be converted to 9 serviced apartments (Land Use Class C1).

1.3 Following a pre application meeting which was held in 2014 it was agreed that the development would be secured as car free via S106 Legal Agreement.

1.4 There will be no permanent staff on site, except a part-time employee.

1.5 Cycle parking (1 Sheffield stand) will be located in the basement storage room for visitors as well as 8 spaces in a rolling rack. This will be in line with Camden Planning Guidance (CPG 7 – Transport).

1.6 This Technical Note reviews the pre-application transport advice which includes:

- A review of the accessibility of the proposed development by a range of transport modes;
- To establish the volume of traffic that will be attracted to the proposed development
- A review of the servicing arrangements for the proposal;
- An input into the draft construction management plan

1.7 It is to be noted that the proposed operations would not have any detrimental effect upon highway safety or upon the free flow of traffic along Hatton Garden. Therefore there are no transportation and highway grounds for refusing the planning application.

2 ACCESSIBILITY

2.1 The site is located approximately 270m from Farringdon station. This station is served by the Metropolitan, Hammersmith & City and Circle Line as well as being served by National Rail services. The other nearby station is Chancery Lane Station served by the Central Line and located approximately 500m from the site.

2.2 The IHT's 'Providing for Journeys on Foot, 2000' states that the preferred maximum walking distance to "elsewhere" which includes train / rail stations is 1,200m. The site is approximately 270 m from Farringdon Station and therefore is within these guidelines.

2.3 Farringdon and Chancery Lane Station can be reached via cycling and walking. The site does not feature dedicated cycling lanes/routes however it has some cycle stands along Hatton Garden. The presence of speed humps and tabled junctions restricts traffic speeds and provide a suitable cycling environment.

2.4 The footways throughout Hatton Garden have a minimum width of 1.5m on both sides and benefit from street lighting, creating a suitable walking environment.

2.5 There are car parking bays along both sides of Hatton Garden (Pay & Display) as well as a NCP car park located on Carrington Street. There are no servicing bays along Hatton Garden, with single yellow line restrictions immediately outside the site.

2.6 The site is served by a number of buses specifically the 63 & 748 bus routes. The bus stops are located on Farringdon Road, approximately 290m from the site entrance, and benefit from shelters and timetable information. Further buses are available on High Holborn road where there are a wide range of bus services available (8, 25, 17, 45, 46, 242, 521, and 341).

2.7 The accessibility of the development site can be defined by using the Public Transport Accessibility Level ("PTAL") methodology which calculates an Accessibility Index in order to quantify how accessible a location is by public transport. PTAL is considered to be a detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service frequency.

2.8 The Accessibility Index ("PTAI") of the development site has been determined in accordance with Transport for London ("TfL") Transport Assessment Best Practice Guidance. The PTAI for this site is 53.63. The PTAL for the site has been taken from the front access and has a PTAL rating of 6b. The PTAI and PTAL for this site equate to a high level of accessibility.

2.9 In conclusion, the site is very accessible via foot and cycle, with a good frequency of bus services and a variety of frequent rail and London Underground services.

3 TRAFFIC ATTRACTION CALCULATIONS

3.1 The number of vehicle and multi modal trip movements associated with the proposed land use at the site has been forecast by an interrogation of the TRICS database version 7.1.3, during the morning peak, evening peak and daily time periods on a weekday.

3.2 The TRICS database provides trip rate information based on existing trips observed from surveys at similar sites through Greater London.

3.3 An assessment of the level of traffic that could be generated by site if the building were utilised for C1 hotel has been made by interrogating the TRICS 2015(a) database for average trip rate information for all sites within Greater London within the C1 hotel category. This has been utilised as a worst case scenario as currently it is proposed that the development will be car free, and therefore vehicular traffic attraction is expected to be lower than at those sites providing parking facilities.

3.4 The selection criteria have been narrowed to include hotels in Town Centre, Built up Zone and High Street locations. There are a total of 3 comparable survey sites available for the weekday period. Two survey sites have been taken from the London Borough of Hackney and one survey site from Greenwich.

3.5 The results from the TRICS analysis are illustrated in **Table 3.1 and 3.2**. Details of the sites selected and the full TRICS reports and calculations are included as **Appendix A**.

Table 3.1 Two-Way Vehicle Trip Rate (Monday-Friday)

Time Period	Vehicles	Taxis	Pedestrians	Cyclists	Public Transport Users
08:00-09:00	0.158	0.041	0.331	0.004	0.113
17:00-18:00	0.131	0.078	0.307	0.002	0.11
Daily	1.286	0.59	3.073	0.056	1.292

Source: TRICS 7.1.3, February 2015

Table 3.2 Two-Way Vehicle Trip Attraction (Monday-Friday)

Time Period	Vehicles	Taxis	Pedestrians	Cyclists	Public Transport Users
08:00-09:00	1	0	3	0	1
17:00-18:00	1	1	3	0	1
Daily	12	5	28	1	12

Source: TRICS 7.1.3, February 2015, rounded

3.6 Since the site compromises serviced apartments, the duration of stay would be typically longer than a hotel use (C1). Therefore it can be considered that the two way trip attraction shown above represents a worst case scenario.

3.7 The forecasted 12 daily public transport passengers are unlikely to have a detrimental impact on the public transport network, as are the additional 28 pedestrian trips. As mentioned in section 2 of this Technical Note, cycle parking is proposed in the basement storage room to accommodate the forecasted cyclists. While no permanent member of staff will be allocated to the site, any potential demand for cycle storage from the individual part-time member of staff would be expected to be catered for by the proposed two cycle parking spaces. Further public cycle parking for visitors and staff during short visits is available on-street in Hatton Garden.

3.8 It is not considered that the forecast increase in trips associated with the redevelopment will have an adverse effect on the operation of the proposed access arrangements or the existing highway network.

4 SERVICE MANAGEMENT PLAN

4.1 This document has been prepared to comply with Camden's pre-application advice, which requires;

> ***"An overview of the servicing requirements of the development after occupation and of the servicing provision made to accommodate this".***

General Delivery Management

4.2 Serviced apartments management will identify the most appropriate routes between relevant suppliers and the site. Routes will be identified on plans that will be issued to the serviced apartments and to service vehicle drivers. All service vehicle drivers will be required to follow these routes unless directed otherwise by an appropriate authority.

4.3 All deliveries will be made via the Hatton Garden entrance only.

4.4 All service vehicle engines will be switched off at all times during the unloading/loading operation in order to ensure that vehicle noise is kept to a minimum.

4.5 Wherever possible deliveries will not be scheduled outside highway network peak hours (08:00 to 09:00 and 17:00 to 18:00), and also outside night-time hours between 07:00 and 22:00 Monday to Saturday, and not between 10:00 and 19:00 on Sundays and Bank Holidays.

4.6 Deliveries will be scheduled carefully, with the serviced apartment's manager advised on a daily basis, via email, of delivery times for the next day to ensure minimum disruption to pedestrians and to ensure that only one servicing vehicle will be present at any one time.

4.7 As there are no servicing bays along Hatton Garden, servicing vehicles will load on the single yellow line restrictions immediately outside the site.

4.8 Delivery scheduling is managed by the serviced apartment's management (including all third party deliveries).

4.9 Daily scheduling of deliveries will be decided based upon the time restrictions within this plan and upon conditions experienced on site, such as pedestrian activity, vehicle activity and loading activities for other businesses. Further to weekly refuse/ recycling collections, there are will be a weekly delivery of bed linen and cleaning products. The schedule can be discussed with the contractor to avoid peak times.

4.10 The delivery location and duration will be the same throughout the year and, for the avoidance of doubt, the general delivery management provisions detailed above in this Servicing

Management Plan will continue to apply. In addition to the above, serviced apartments management will also have due regard to the guidance on quieter deliveries provided in TfL's code.

5 CONSTRUCTION MANAGEMENT

Existing On-Street Restrictions

5.1 The location of pay and display parking (operational Monday to Friday 8:30 to 18:30, Saturday 8:30 to 13:30, maximum stay 2 hours) and single yellow line loading restrictions are shown in TPA drawing 1501-112/EL01, contained in **Appendix B**.

Proposed Temporary On-Street Restrictions

5.2 TPA propose to suspend the existing single yellow line restrictions outside the site to allow for construction vehicles to deliver to the site during the work day, for the period of construction, as shown in TPA drawings 1501-112/PL01.

5.3 Please see **Appendix C** for full details of the draft Construction Management Plan.

APPENDIX A

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK
Category : A - HOTELS
MULTI-MODAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	GR	GREENWICH	1 days
	HK	HACKNEY	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of bedrooms
Actual Range:	82 to 224 (units:)
Range Selected by User:	0 to 800 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/06 to 29/11/13

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	1
High Street	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C1	3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

50,001 to 100,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 GR-06-A-01 IBIS GREENWICH
STOCKWELL STREET

GREENWICH
Town Centre
No Sub Category
Total Number of bedrooms: 82
Survey date: MONDAY 19/10/09 Survey Type: MANUAL

2 HK-06-A-01 EXPRESS HOL.INN HACKNEY
OLD STREET

SHOREDITCH
Town Centre
High Street
Total Number of bedrooms: 224
Survey date: THURSDAY 06/11/08 Survey Type: MANUAL

3 HK-06-A-02 HOTEL HACKNEY
GREAT EASTERN STREET

SHOREDITCH
Town Centre
Built-Up Zone
Total Number of bedrooms: 205
Survey date: WEDNESDAY 05/11/08 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL VEHICLES
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	170	0.025	3	170	0.035	3	170	0.060
08:00 - 09:00	3	170	0.076	3	170	0.082	3	170	0.158
09:00 - 10:00	3	170	0.051	3	170	0.049	3	170	0.100
10:00 - 11:00	3	170	0.037	3	170	0.022	3	170	0.059
11:00 - 12:00	3	170	0.022	3	170	0.035	3	170	0.057
12:00 - 13:00	3	170	0.022	3	170	0.022	3	170	0.044
13:00 - 14:00	3	170	0.037	3	170	0.039	3	170	0.076
14:00 - 15:00	3	170	0.037	3	170	0.023	3	170	0.060
15:00 - 16:00	3	170	0.033	3	170	0.035	3	170	0.068
16:00 - 17:00	3	170	0.051	3	170	0.047	3	170	0.098
17:00 - 18:00	3	170	0.068	3	170	0.063	3	170	0.131
18:00 - 19:00	3	170	0.072	3	170	0.061	3	170	0.133
19:00 - 20:00	3	170	0.053	3	170	0.043	3	170	0.096
20:00 - 21:00	3	170	0.029	3	170	0.031	3	170	0.060
21:00 - 22:00	3	170	0.043	3	170	0.043	3	170	0.086
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.656			0.630			1.286

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

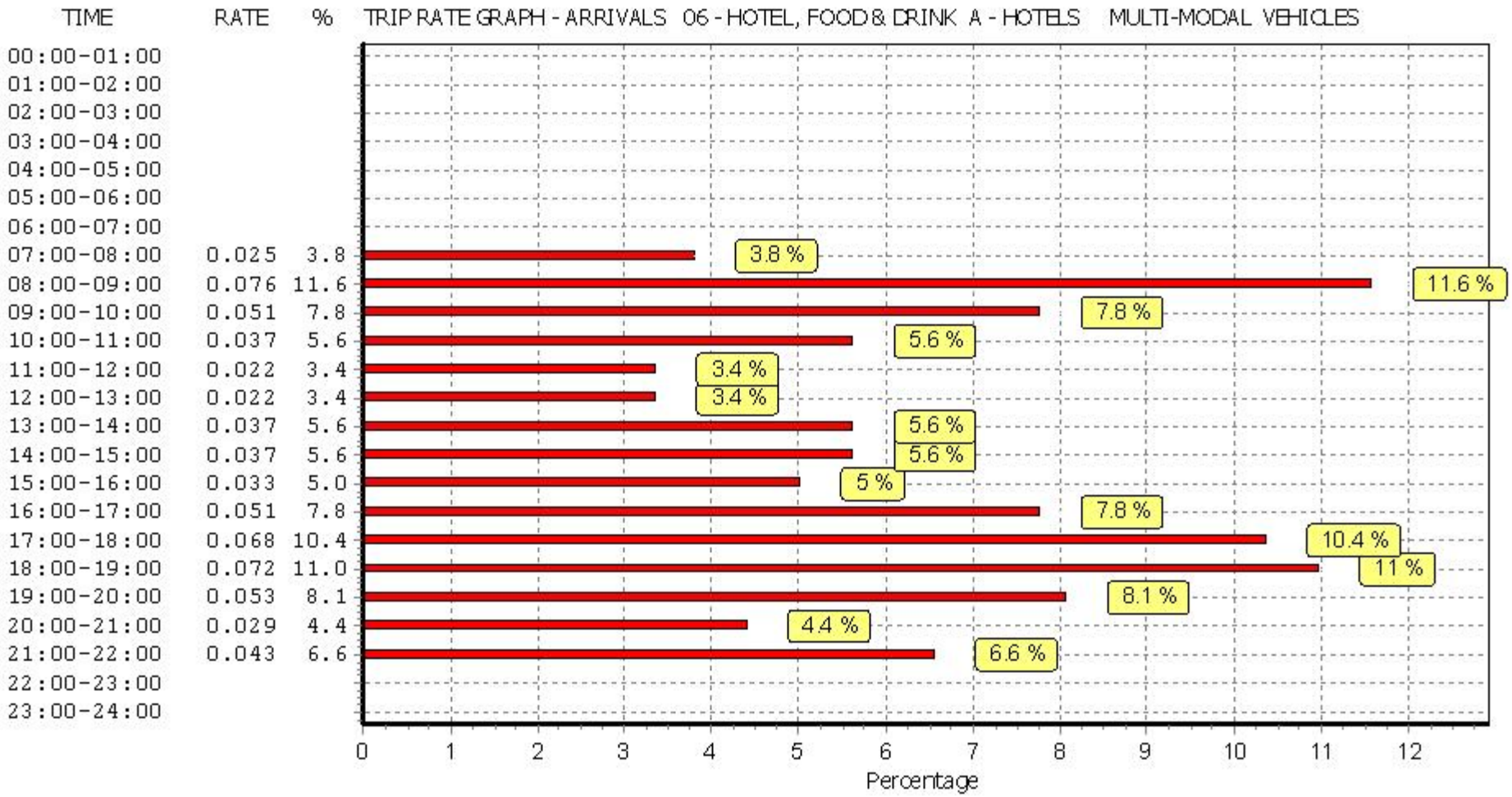
To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

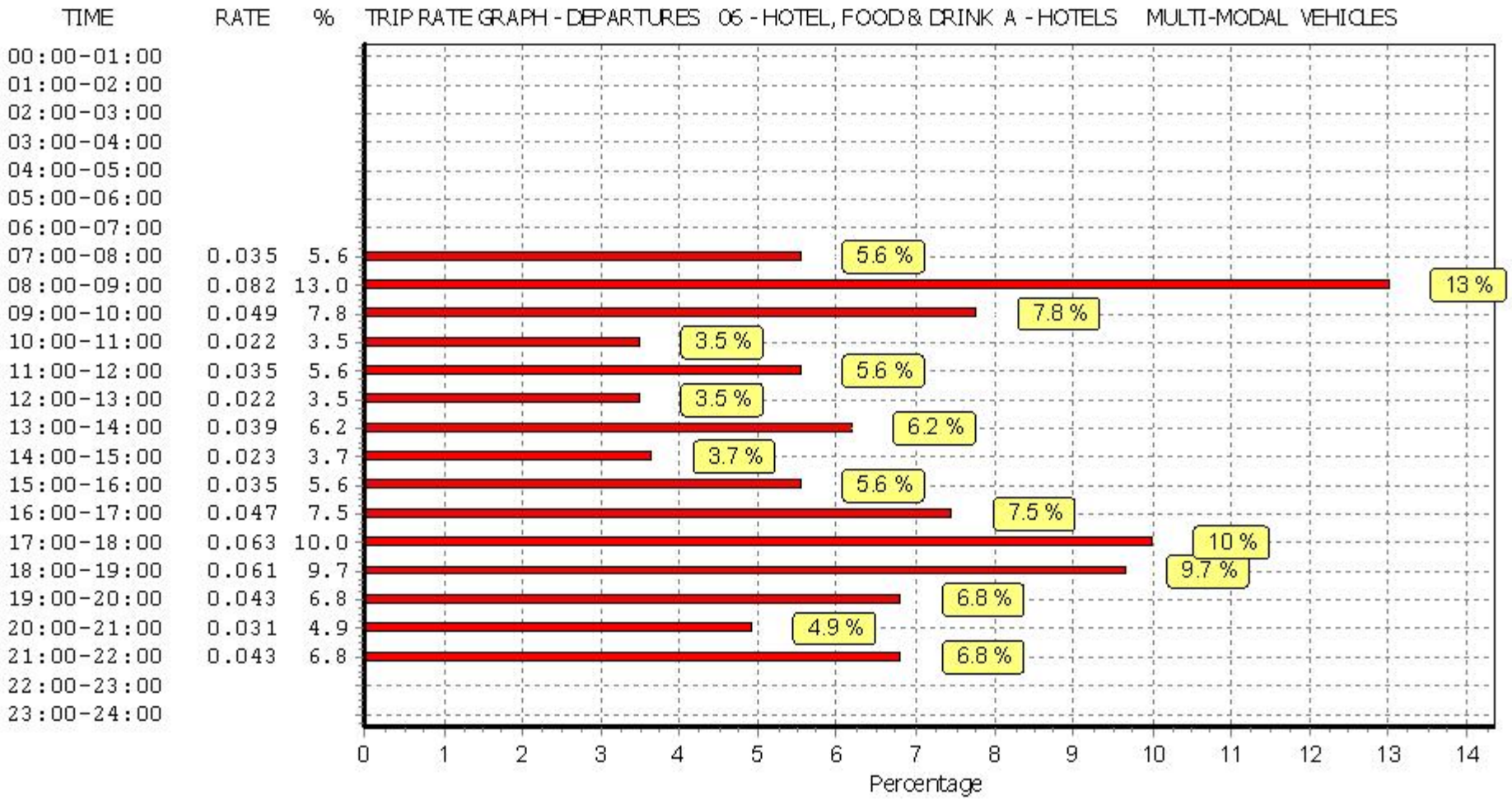
Trip rate parameter range selected:	82 - 224 (units:)
Survey date date range:	01/01/06 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Pinncale Transportation Ltd Mercury House, Broadwater Road Welwyn Garden City, Hertfordshire, AL7 3BQ Licence No: 219602



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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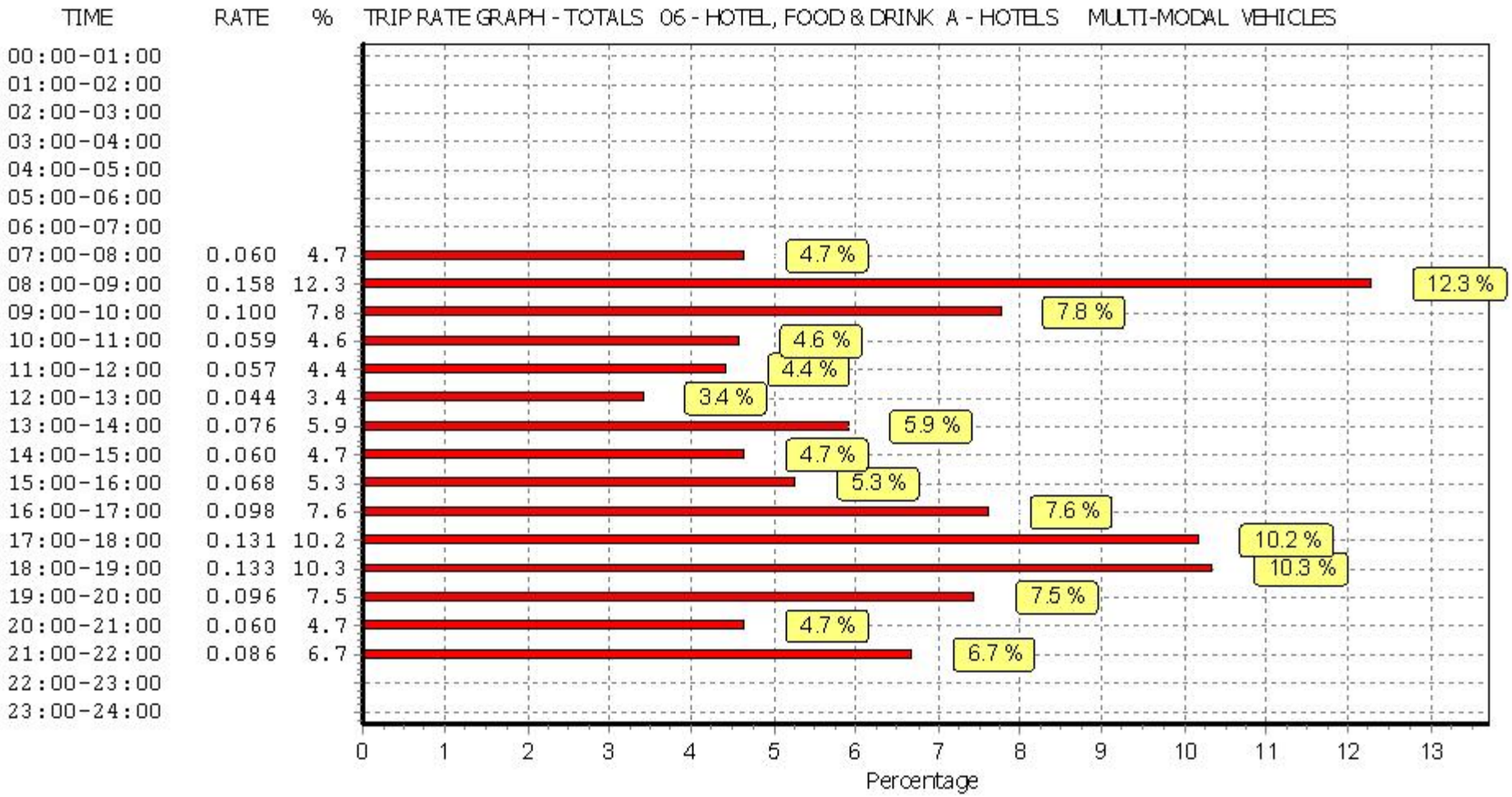

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL TAXIS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	170	0.004	3	170	0.014	3	170	0.018
08:00 - 09:00	3	170	0.012	3	170	0.029	3	170	0.041
09:00 - 10:00	3	170	0.020	3	170	0.029	3	170	0.049
10:00 - 11:00	3	170	0.008	3	170	0.014	3	170	0.022
11:00 - 12:00	3	170	0.008	3	170	0.012	3	170	0.020
12:00 - 13:00	3	170	0.008	3	170	0.004	3	170	0.012
13:00 - 14:00	3	170	0.014	3	170	0.008	3	170	0.022
14:00 - 15:00	3	170	0.016	3	170	0.006	3	170	0.022
15:00 - 16:00	3	170	0.018	3	170	0.006	3	170	0.024
16:00 - 17:00	3	170	0.018	3	170	0.018	3	170	0.036
17:00 - 18:00	3	170	0.043	3	170	0.035	3	170	0.078
18:00 - 19:00	3	170	0.051	3	170	0.043	3	170	0.094
19:00 - 20:00	3	170	0.023	3	170	0.029	3	170	0.052
20:00 - 21:00	3	170	0.022	3	170	0.022	3	170	0.044
21:00 - 22:00	3	170	0.029	3	170	0.027	3	170	0.056
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.294			0.296			0.590

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Parameter summary

Trip rate parameter range selected:	82 - 224 (units:)
Survey date date range:	01/01/06 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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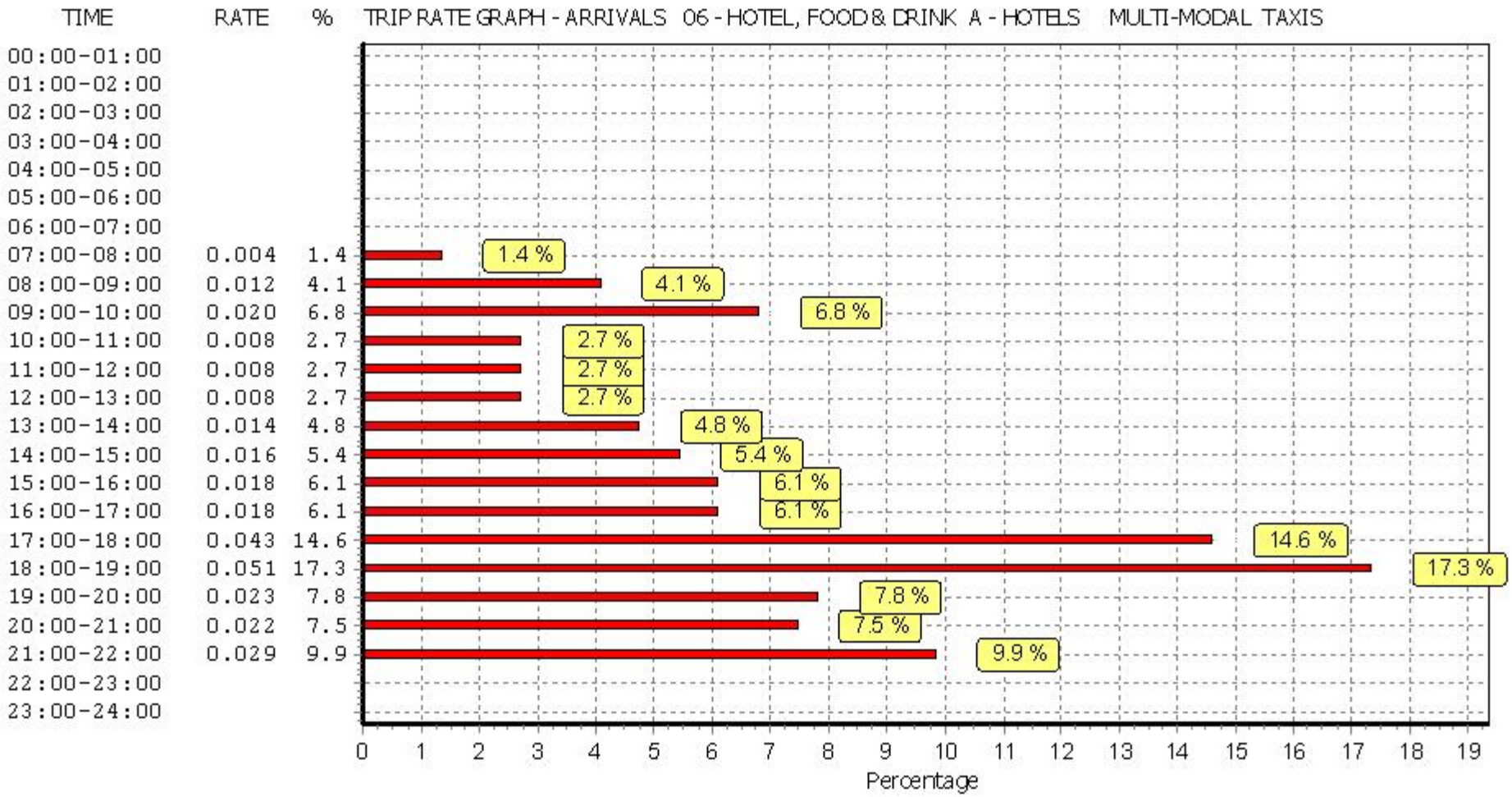

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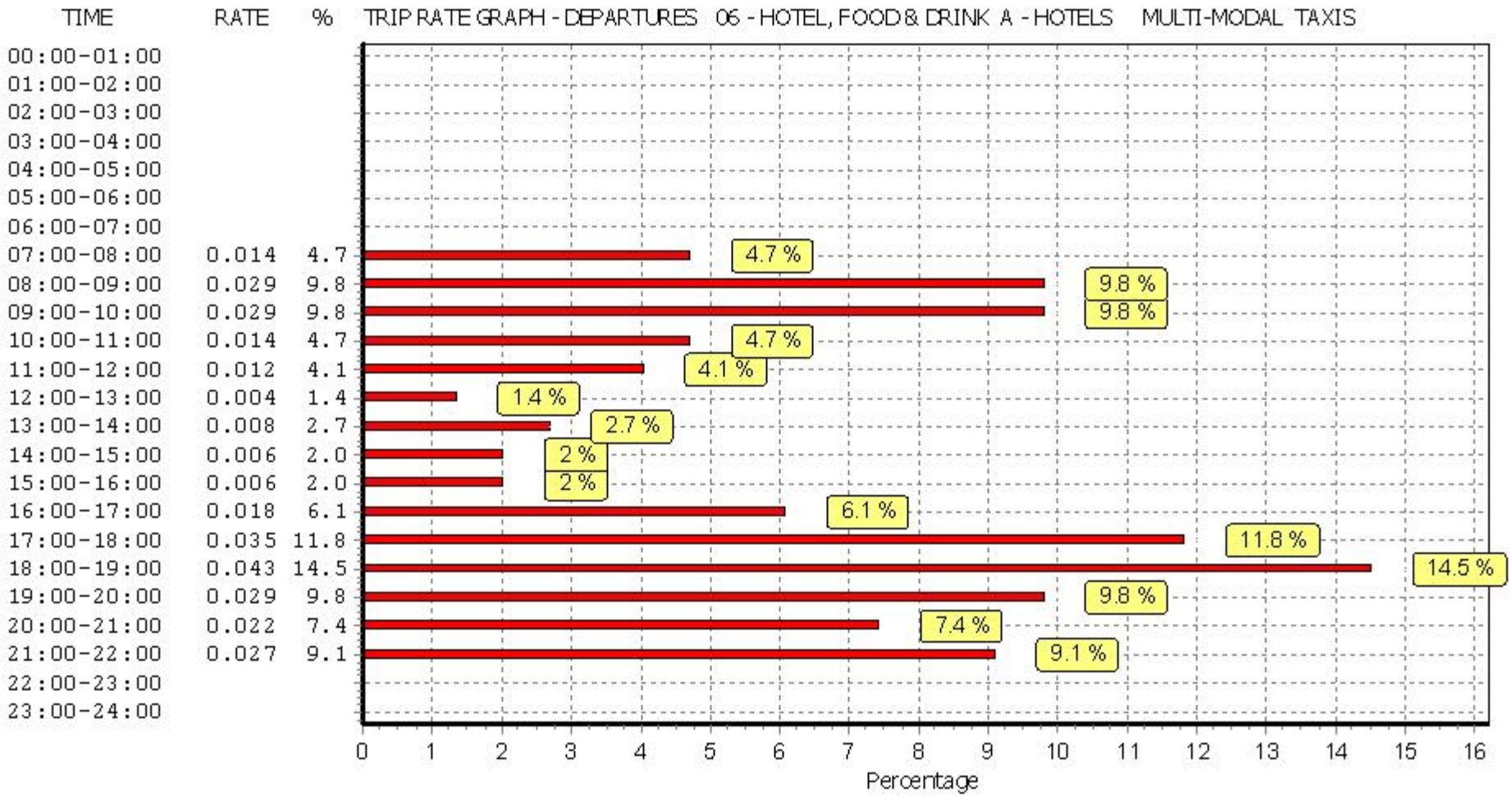

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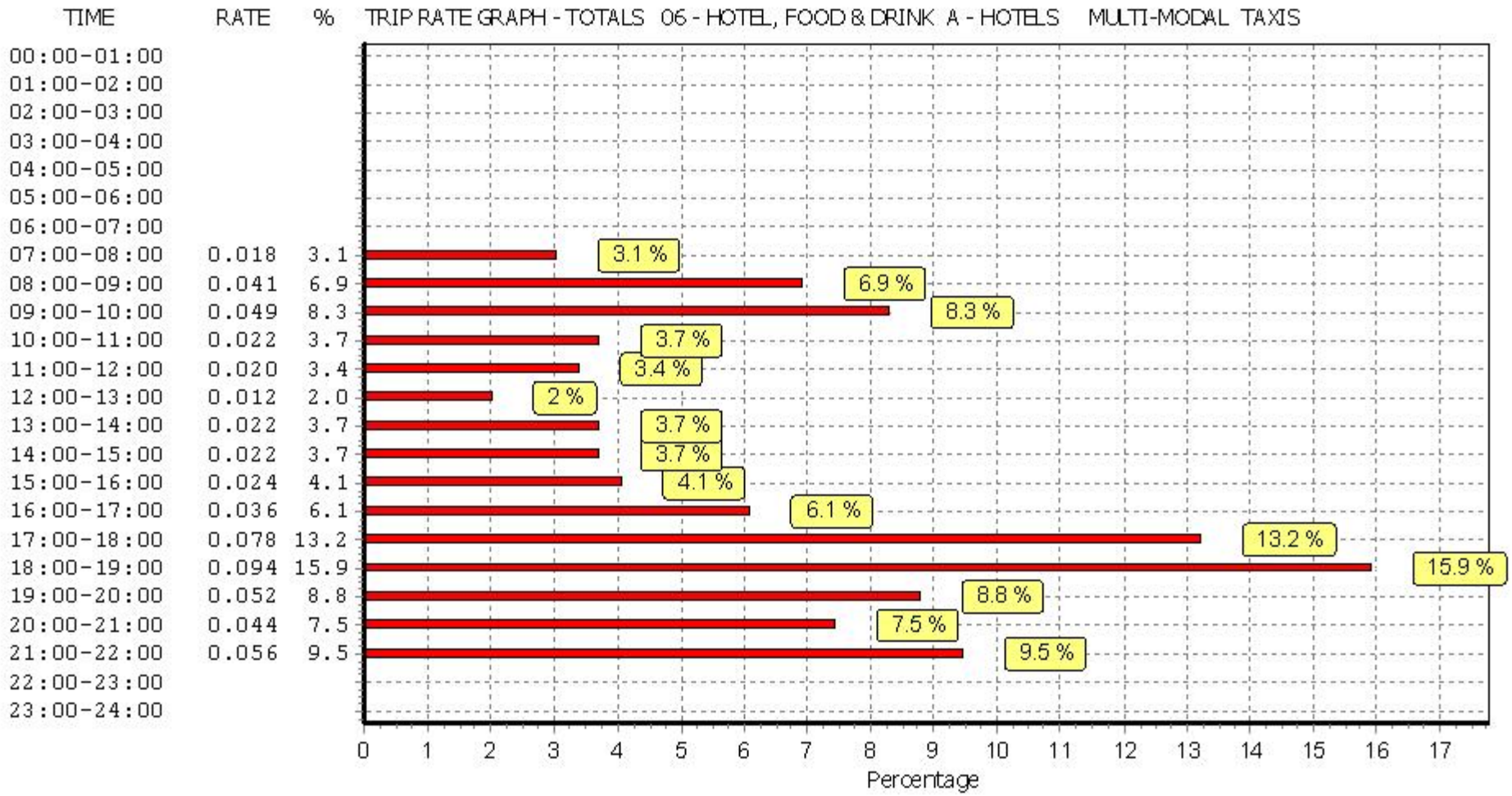

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL OGVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	170	0.004	3	170	0.004	3	170	0.008
08:00 - 09:00	3	170	0.004	3	170	0.004	3	170	0.008
09:00 - 10:00	3	170	0.004	3	170	0.004	3	170	0.008
10:00 - 11:00	3	170	0.000	3	170	0.000	3	170	0.000
11:00 - 12:00	3	170	0.002	3	170	0.002	3	170	0.004
12:00 - 13:00	3	170	0.000	3	170	0.000	3	170	0.000
13:00 - 14:00	3	170	0.000	3	170	0.002	3	170	0.002
14:00 - 15:00	3	170	0.000	3	170	0.002	3	170	0.002
15:00 - 16:00	3	170	0.000	3	170	0.000	3	170	0.000
16:00 - 17:00	3	170	0.000	3	170	0.000	3	170	0.000
17:00 - 18:00	3	170	0.000	3	170	0.000	3	170	0.000
18:00 - 19:00	3	170	0.000	3	170	0.000	3	170	0.000
19:00 - 20:00	3	170	0.000	3	170	0.000	3	170	0.000
20:00 - 21:00	3	170	0.000	3	170	0.000	3	170	0.000
21:00 - 22:00	3	170	0.000	3	170	0.000	3	170	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.014			0.018			0.032

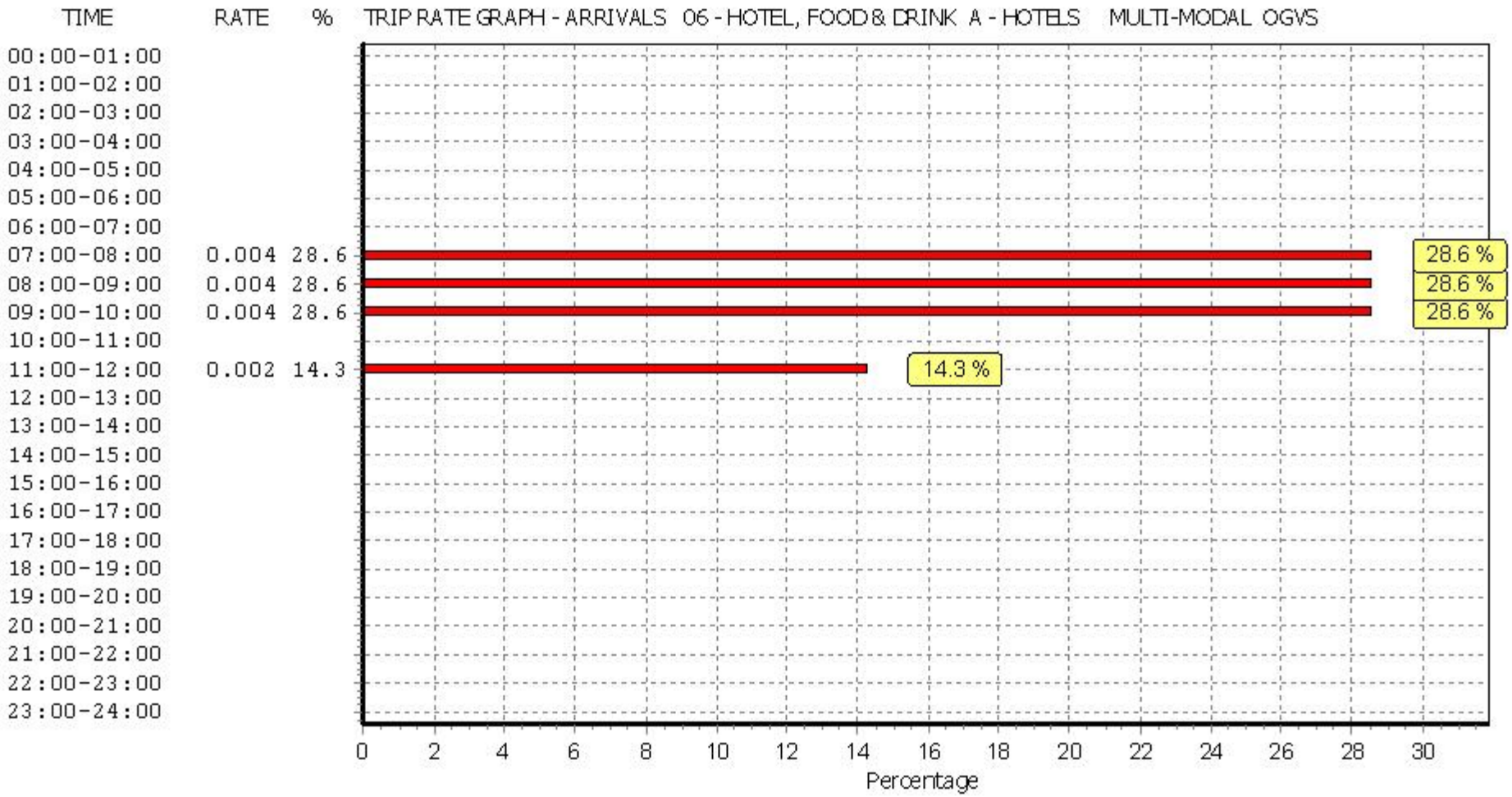
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

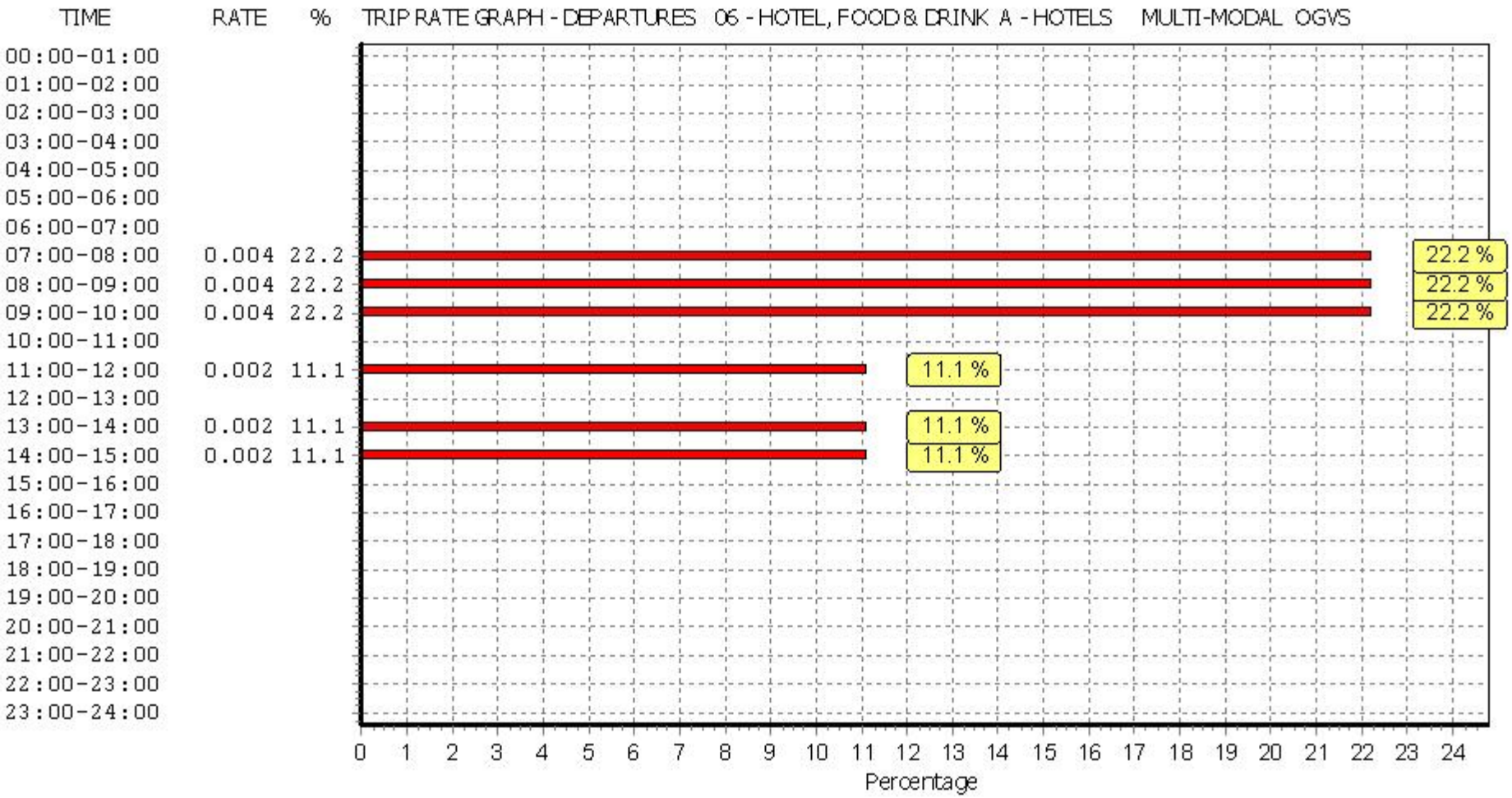
Parameter summary

Trip rate parameter range selected:	82 - 224 (units:)
Survey date date range:	01/01/06 - 29/11/13
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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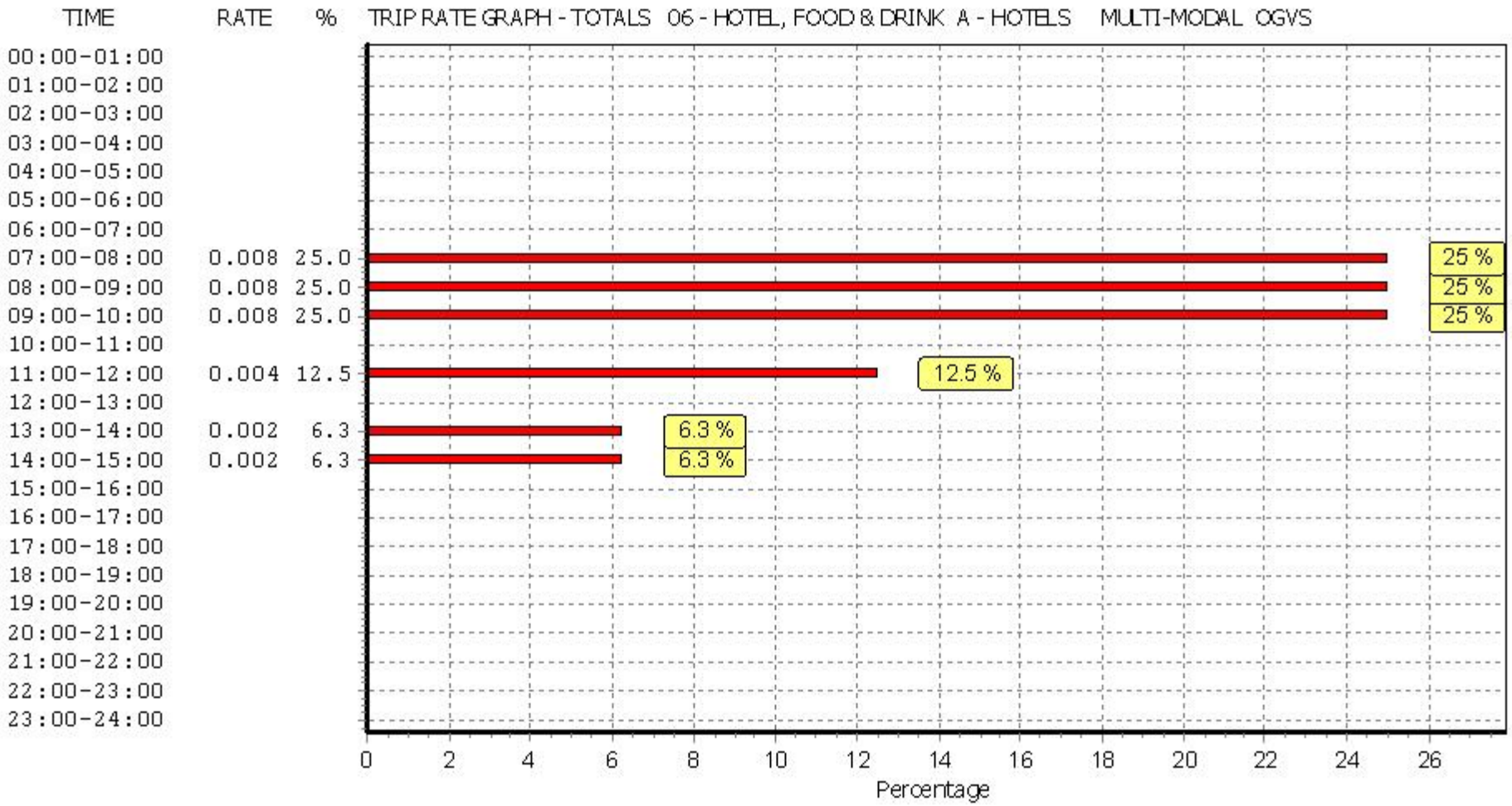

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TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/A - HOTELS
MULTI-MODAL PSVS
Calculation factor: 1 BEDRMS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate	No. Days	Ave. BEDRMS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	170	0.000	3	170	0.000	3	170	0.000
08:00 - 09:00	3	170	0.000	3	170	0.000	3	170	0.000
09:00 - 10:00	3	170	0.000	3	170	0.000	3	170	0.000
10:00 - 11:00	3	170	0.000	3	170	0.000	3	170	0.000
11:00 - 12:00	3	170	0.000	3	170	0.000	3	170	0.000
12:00 - 13:00	3	170	0.000	3	170	0.000	3	170	0.000
13:00 - 14:00	3	170	0.000	3	170	0.000	3	170	0.000
14:00 - 15:00	3	170	0.000	3	170	0.000	3	170	0.000
15:00 - 16:00	3	170	0.000	3	170	0.000	3	170	0.000
16:00 - 17:00	3	170	0.000	3	170	0.000	3	170	0.000
17:00 - 18:00	3	170	0.000	3	170	0.000	3	170	0.000
18:00 - 19:00	3	170	0.000	3	170	0.000	3	170	0.000
19:00 - 20:00	3	170	0.000	3	170	0.000	3	170	0.000
20:00 - 21:00	3	170	0.000	3	170	0.000	3	170	0.000
21:00 - 22:00	3	170	0.000	3	170	0.000	3	170	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.000			0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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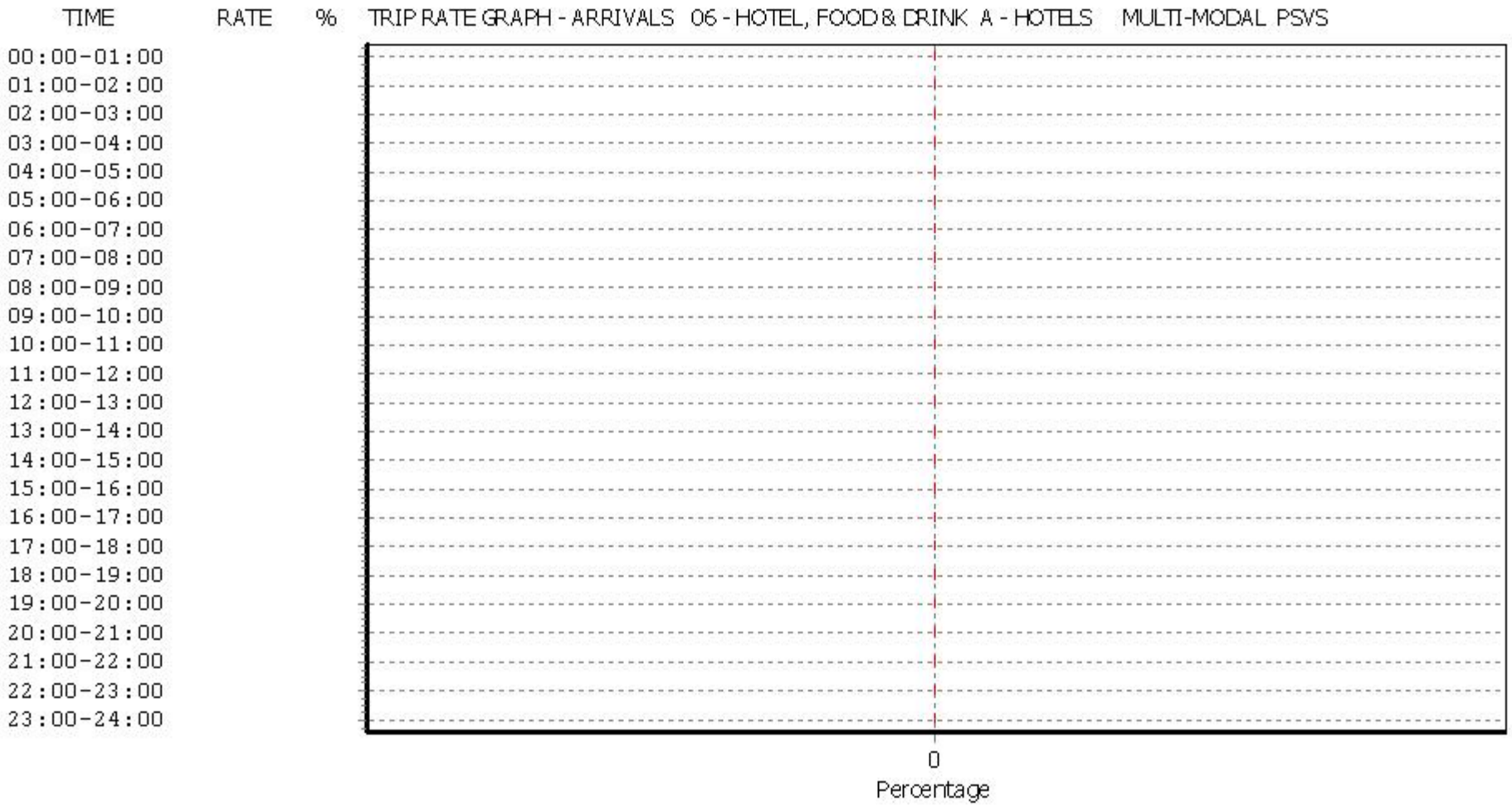

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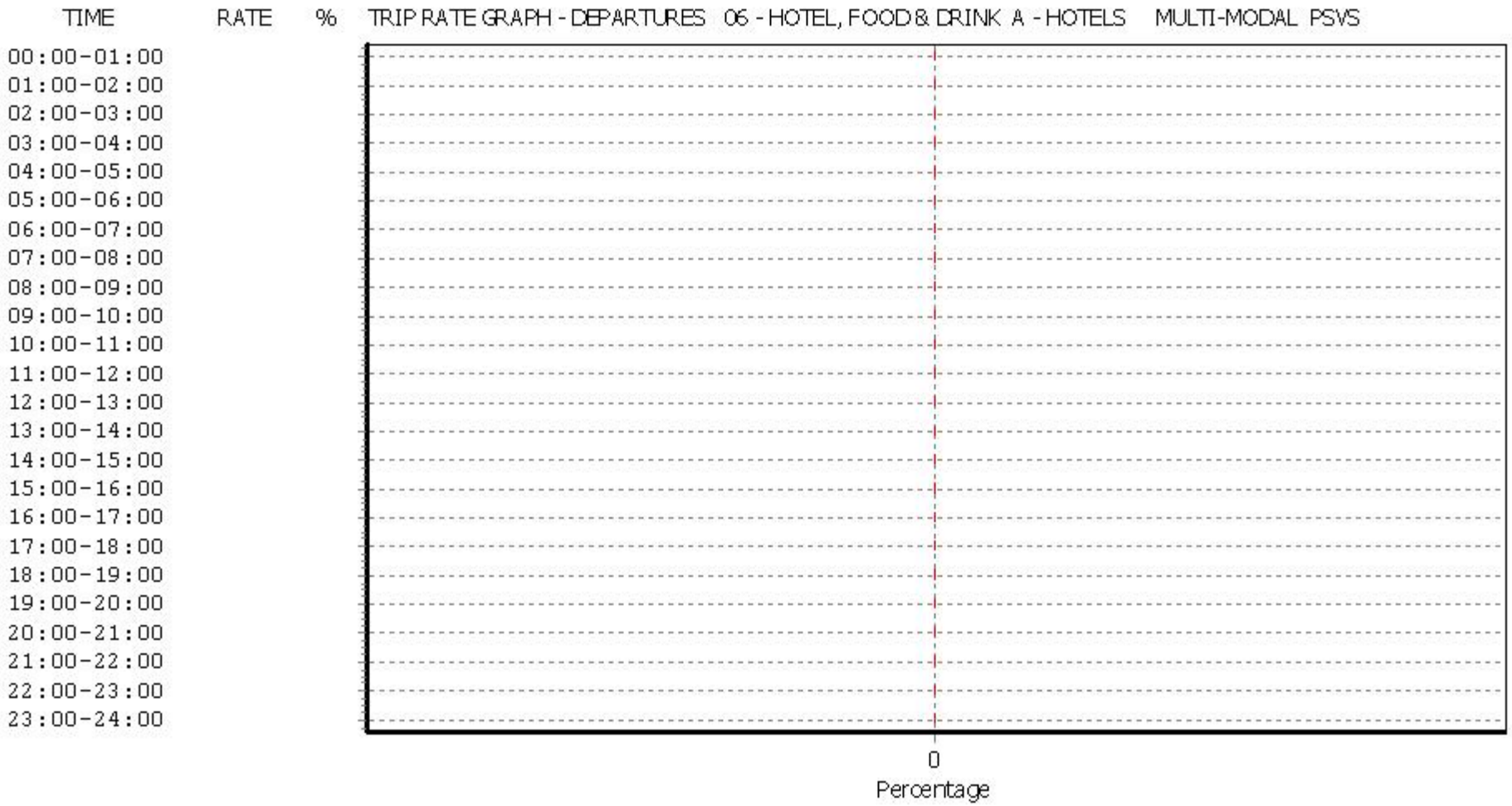

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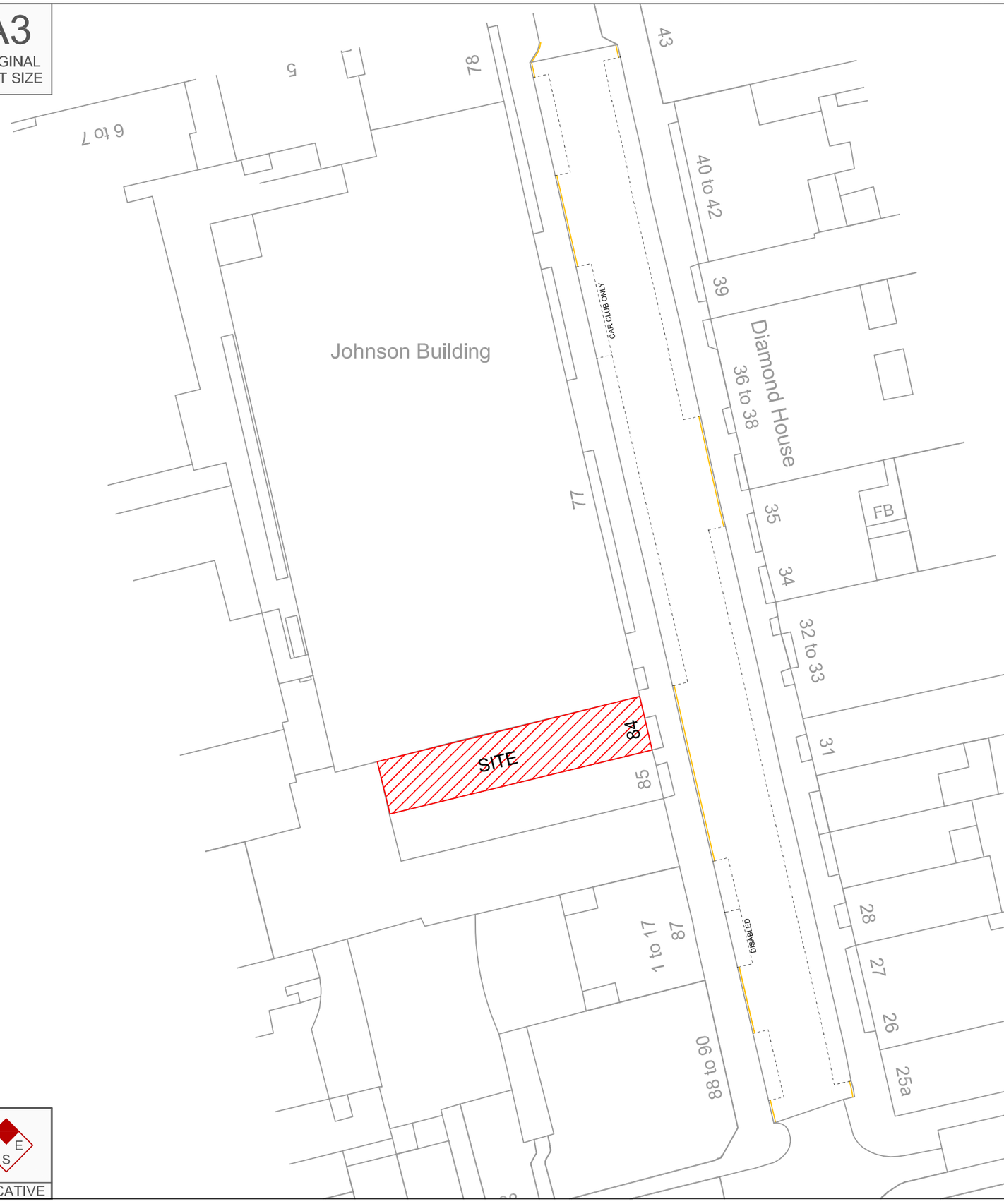
APPENDIX B

A3
ORIGINAL
PLOT SIZE



NOTES:

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
Cardiff
London
Welwyn Garden City

Transport Planning Associates

88 Kingsway
London
WC2B 6AA
020 7681 6514
www.tpa.uk.com

CLIENT:
84 Hatton Garden Ltd

PROJECT:
84 HATTON GARDEN, CAMDEN

TITLE:
LOCAL HIGHWAY NETWORK

STATUS:
FOR INFORMATION

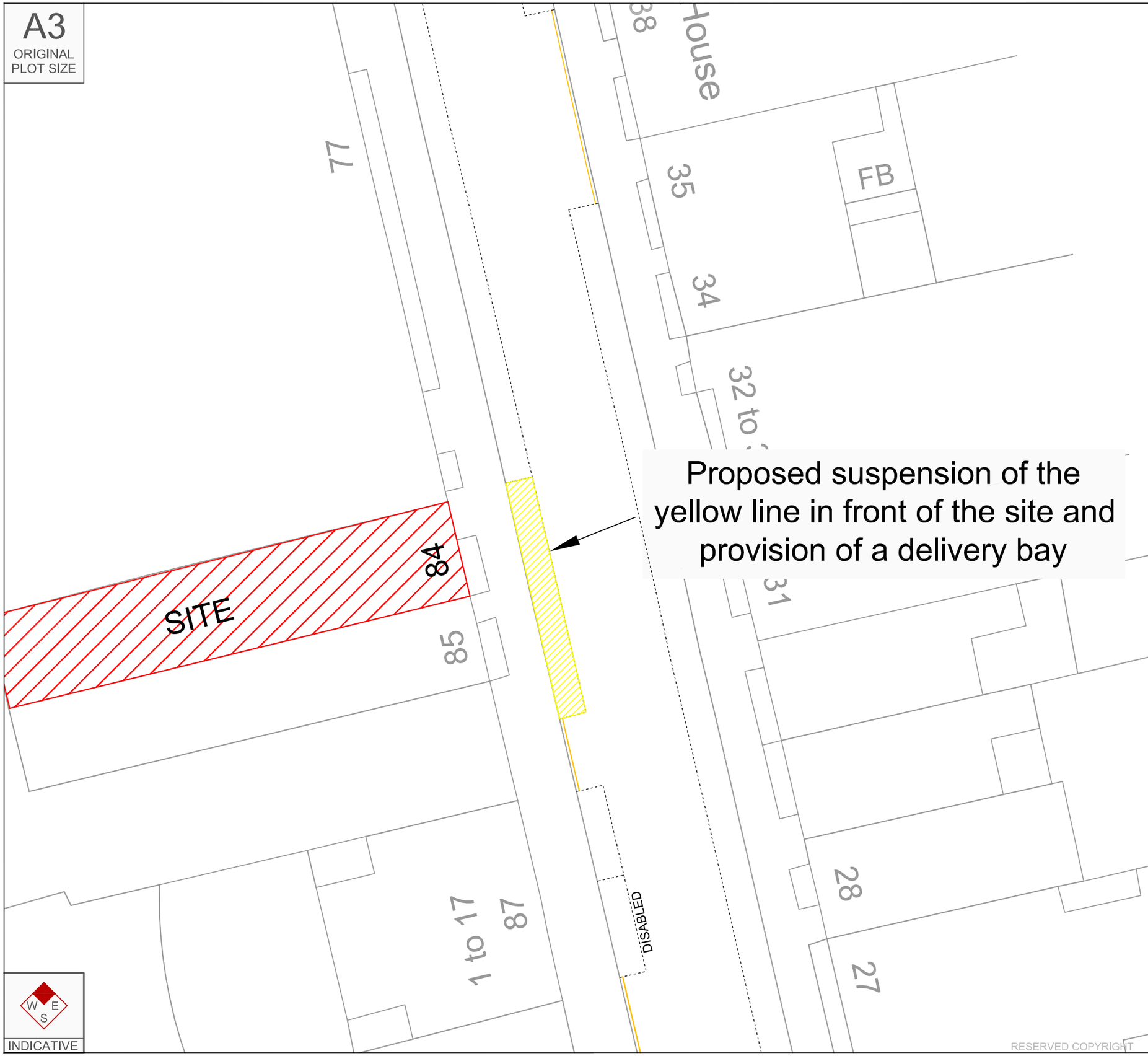
SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:500	05/03/15	GDG	SS	TD

JOB NO:	DRAWING NO:	REVISION:
1501-112	EL01	-

W E S

INDICATIVE

A3
ORIGINAL
PLOT SIZE



NOTES:

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

Bristol
Cambridge
Cardiff
London
Welwyn Garden City

Transport Planning Associates

88 Kingsway
London
WC2B 6AA
020 7681 6514
www.tpa.uk.com

CLIENT:
84 Hatton Garden Ltd

PROJECT:
84 HATTON GARDEN, CAMDEN

TITLE:
LOADING ARRANGEMENTS DURING CONSTRUCTION

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	05/03/15	GDG	SS	TD

JOB NO:	DRAWING NO:	REVISION:
1501-112	PL01	-

APPENDIX C

Construction Management Plan Pro-forma

Camden

PRO-FORMA

CONTENTS	PAGE NO.

Queries: planningobligations@camden.gov.uk

CONSTRUCTION MANAGEMENT PLAN

INTRODUCTION

A Construction Management Plan (CMP) should help developers minimise the impact of their construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site.

The completed and signed CMP should address how any impacts associated with the proposed works will be mitigated and manage the cumulative impacts of construction in the vicinity of the site. The level of detail included in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity and **(CPG)** 8: Planning Obligations

This CMP follows the best practice guidelines in Transport for London's (TfL's Standard for Construction Logistics and Cyclist Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

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

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

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

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary.

(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.)

Section 1 – Site Contacts

Q1. Please provide the full postal address of the site and the planning reference relating to the Construction works.

Site Address: 84 Hatton Garden, London, EC1N 8JR

Planning application reference: 2014/5011

Type of CMP – Condition discharge / Section 106 planning obligation / Major sites framework

Q2. Please provide contact details for the person responsible for submitting the CMP

Name: 84 Hatton Garden Ltd, Carlo De Leonardis

Address: 73 Wendover Court, Chiltern St, London, W1U 7NP

Tel: 07478533983

Email: carlodeleonardis71@gmail.com

Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Name: To be provided once a contractor has been appointed, 84 Hatton Garden Ltd (Carlo De Leonardis) to confirm further details upon appointment.

Address:

Tel:

Email:

Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Name: To be provided once a contractor has been appointed, 84 Hatton Garden Ltd (Carlo De Leonardis) to confirm further details upon appointment.

Address:

Tel:

Email:

Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of Community Investment Programme (CIP), please provide contact details of the responsible Camden officer.

Name: 84 Hatton Garden Ltd, Carlo De Leonardis

Address: 73 Wendover Court, Chiltern St, London, W1U 7NP

Tel: 07478533983

Email: carlodeleonardis71@gmail.com

Q6. Please provide full contact details of the person responsible for community liaison if different to above.

Name: As above

Address:

Tel:

Email:

Q7. 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: To be provided once a contractor has been appointed, 84 Hatton Garden Ltd (Carlo De Leonardis) to confirm further details upon appointment.

Address:

Tel:

Email:

Section 2 – About the Site

Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

Hatton Garden is a busy, largely commercial street with numerous small premises traditionally involved in the jewellery trade. The proposed scheme involves the demolition of an existing building – except for the ground floor retail space and lower ground floor below it – and its replacement with 9 serviced apartments of varying sizes arranged over 7 stories over the ground floor retail unit, along with some commercial space at lower ground floor

Q9. 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).

Construction involves the demolition of the existing building, and temporary support to the existing neighbours as required, followed by the erection of the new building. The particular challenges will be access to the site from the street and also access within the site as the ground floor retail space is to remain operational and accessible to customers throughout construction.

Q10. 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.).

Commercial premises to either side and to the rear of the property, along with the existing ground floor retail operation on the site.

Q11. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

The location of pay and display parking (operational Monday to Friday 8:30 to 18:30, Saturday 8:30 to 13:30, maximum stay 2 hours) and single yellow line loading restrictions are shown in TPA drawing 1501-112/EL01.

Q12. 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 useful).

Unknown in detail at this time, construction expected to take 12-18 months, with an anticipated start date of late 2015. To be confirmed once a contractor has been appointed.

Q13. Please confirm the standard working hours for this site, noting that the standard working hours for construction sites in Camden are as follows:

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

Working hours to match Camden standard hours.

Q14. 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.

No new utilities, but scheme may require upgrades to incoming services from the street (electrical, gas, telecoms).

Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.

Please refer to asbestos survey from 09/06/2003 that forms part of this application.

Survey Summary

This was a TYPE 2 standard sampling survey to investigate all reasonably accessible areas (where samples are taken and are subject to laboratory testing). Briefly, this confirms what is or isnt asbestos in all reasonably accessible areas.Only the common areas highlighted on the drawings were included in this survey.

No asbestos was found in the samples taken. However, take note of the certain areas that sampling was not possible and are therefore presumed to contain asbestos. This data can be found on the individual sample sheets.

Where wall partitions are shown on the plan as being Fire Proof, especially in the common areas, these should be presumed to contain asbestos.

For reasons set out in this report, the results cannot give assurance that all asbestos containing materials have been found and must not be thought to do so.

From the evidence of the inspections and of the sampling and analysis undertaken, it is clear that asbestos containing materials are either present or within or associated with various areas as detailed in the report. We recommend that samples be taken of suspect materials which may be uncovered within the listed areas or within the areas of the site which were not included in this survey.

During the course of the survey, all reasonable efforts were made to inspect all normally accessible areas to identify the physical presence of materials containing asbestos. Risers, voids and structural ducts were inspected where readily demountable covers existed at access points. However:
1. No equipment, Machinery or ducting was moved, opened up or examined, although many machine parts such as brakes and drive belts etc. commonly contain asbestos.
2. Where asbestos materials prevented further access to areas (e.g. above asbestos ceilings), the investigation was halted. Any such incidents are stated within this report.
3. Floor finishes such as Linoleum and carpet etc. were not taken up, unless it was torn or broken.
4. Manhole covers believed to be part of the drainage system were not accessed.
5. To minimise damage to the fabric of the building, sub-surface examinations of walls, floors (such as concrete materials) and ceilings were not carried out.

Certain items by nature should be assumed to have an asbestos content, for example Fire Doors, Flash Pads on older type fuses in electrical boxes, Gaskets annd Ropes associated with heating or power plant.These were only occasionally sampled and should therefore be presumed to contain asbestos unless proved otherwise.

All items highlighted in red on the Asbestos Register, require the prescribed attention.

Please note the reinspection dates for the various sample locations. These can be found on the individual photo sample sheets.

Section 3 – Transportation Issues Associated with the Site

Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the *Guide for Contractors Working in Camden*). Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. Construction vehicles must be managed and prevented from causing obstructions to the highway.

Working hours to match Camden standard hours.

Q17. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

Details of vehicle sizes and frequency will be provided once a contractor has been appointed.

Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)

Unknown in detail at this time. The building will be fully scaffolded with a gantry over the path at first floor level for loading in/out. To be provided once a contractor has been appointed.

Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

Unknown in detail at this time. Hoarding only to protect gantry scaffolding stanchions. To be provided once a contractor has been appointed.

Q20. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). Use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway including; the extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

No temporary vehicular site access required. Storage, site accommodation and welfare provision unknown in detail at this time. To be provided once a contractor has been appointed.

Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

The temporary suspension of existing pay and display parking and/ or a short section of single yellow line to enable site deliveries is proposed, the details of which are shown in TPA drawing 1501-112/PL01.

Section 4 - Traffic Management for the Site

Q22. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

No diversions required. Pedestrian safety maintained by protection at gantry stanchions and lighting/signage etc to meet regulations. Details to be provided once a contractor has been appointed.

Q23. Please detail the proposed access and egress routes to and from the site, showing details of links to the Transport for London Road Network (TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.

Delivery vehicles arriving from the north will access Hatton Garden from Clerkenwell Road (A5201) and access from the south will access Hatton Garden via High Holborn (A40). Both A routes provide access to the TLRN via Farringdon Road (A201).

Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. Confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

Once the contractor has been appointed a formalised route will be agreed with the local authority which will be communicated with all sub-contractors, delivery drivers and visitors via the updated service management plan.

Q25. 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.

No temporary site access is proposed. Deliveries will be made from the southbound kerbside outside the site. The temporary suspension of existing pay and display parking and/ or a short section of single yellow line to enable site deliveries is proposed, the details of which are shown in TPA drawing 1501-112/PL01.

Q26. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

Not required.

Section 5 – Environmental Issues

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

Q27. Please provide details of the times of noisy operations, outlining how the construction works are to be carried out.

Hours to match Camden standard hours.

Q28. 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.

Please refer to acoustic survey from 23/12/2014 that forms part of this application.

Q29. Please provide predictions for noise and vibration levels throughout the proposed works.

Details to be provided once a contractor has been appointed.

Q30. 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.

Details to be provided once a contractor has been appointed.

Q31. Please provide evidence that staff have been trained on BS 5228:2009

Details to be provided once a contractor has been appointed.

Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

Scaffolding to be protected with debris netting or sheeting and dusty work to be watered as required. Further details to be provided once a contractor has been appointed.

Q33. 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.

Contractor to maintain cleanliness of public highway due to construction traffic and work at all time.

Q34. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

Details to be provided once a contractor has been appointed.

Q35. Please confirm that a Risk Assessment has been undertaken in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence.

Risk assessment to be provided once a contractor has been appointed.

Q36. Please confirm that all relevant mitigation measures from the SPG will be delivered onsite.

Confirmation to be provided by contractor once appointed.

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm that these monitors will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

N/A

Q38. 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 copies of receipts (if work undertaken).

Details to be provided once a contractor has been appointed.

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to Tfl best practice guidance and (CMRBC) sections: noise operations, abatement techniques, noise levels, vibration levels, dust levels, rodent control, community liaison, etc.)

Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.

There will be clear instructions for deliveries to ensure that in addition to the service vehicle driver one (suitably trained) employee will be provided during unloading/loading operations. This member of staff will assist with the movements of goods along the footway, ensuring that pedestrian safety is maintained at all times.

Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

No further measures would be necessary to reduce the impact of associated traffic to the site.

Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and where not appropriate a reason should be 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 it out.

N/A

Q42. Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works. Please confirm how the contact details of the person responsible for community liaison will be advertised to the local community and how the community will be updated on the upcoming works i.e. in the form of a newsletter/ letter drop, or weekly drop in sessions for residents.

N/A

Q43. Please provide details of any schemes such as the 'Considerate Constructors Scheme', the 'Freight Operators Recognition Scheme' or 'TfLs Standard for construction logistics and cyclist safety – CLOCS scheme' that the project will be signed up to. Note, the CLOCS standard should be adhered to and detailed in response to question 46. Such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

Details to be provided once a contractor has been appointed.

Q44. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

Details of code of conduct will be provided by the contractor once appointed.

Q45. 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.

A planning search of recent local consents shows up a roof extension and building renovation consented in May 2013 at 70 Hatton Garden (to the north), however no CMP was available and no indication of start of construction. Further details to be provided once a contractor has been appointed and construction timescales are known.

Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the CLOCS Standard

OPERATIONS:

- **Quality operation**: accreditation via an approved fleet management audit scheme e.g. Fleet Operator Recognition Scheme (FORS) or equivalent.
- **Collision reporting and analysis**: of any collision involving injury to persons, vehicles or property, ideally including use of the CLOCS Manager collision reporting tool.
- **Traffic routing**: any route specified by the client is adhered to unless otherwise specified.

i. **VEHICLES:**

- **Warning signage**: warning cyclists of the dangers of passing the vehicle on the inside
- **Side under-run protection**: fitted to all vehicles over 3.5 tonnes which are currently exempt
- **Blind spot minimisation**: front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
- **Vehicle manoeuvring warnings**: enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

ii. **DRIVERS:**

- **Training and development**: approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- **Driver licensing**: regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

STANDARD FOR CONSTRUCTION CLIENTS

- **Construction logistics/management plan**: is in place and fully complied with – as per this document.
- **Suitability of site for vehicles fitted with safety equipment**: that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- **Site access and egress**: should be carefully managed, signposted, understood and be clear of obstacles.
- **Vehicle loading and unloading**: vehicles should be loaded and unloaded on-site as far as is practicable.
- **Traffic routing**: should be carefully considered, risk assessed and communicated to all contractors and drivers.
- **Control of site traffic, particularly at peak hours**: other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- **Supply chain compliance**: contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

Details to be provided once a contractor has been appointed.

Q47. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

Please see Technical Note for further information with regards to traffic and transportation.

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 and complied with thereafter.

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

Signed: …… **Date:** ……..

Print Name: …… **Position:** ……

Submit: planningobligations@camden.gov.uk

End of form