

Construction/Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
21-November-2023	V1.0	JO
6-December-2023	V1.1	JO
19-December-2023	V1.2	JO
16-April-2024	V1.3	JO
05-July-2024	V1.4	JO

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.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will be planned and unplanned site visits for the duration of the works. Developers/contractors are required to provide access to sites for inspection and cooperate fully throughout the inspection process ensuring compliance with the CMP.

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 (CIA) 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 (editable pdf) can be found at

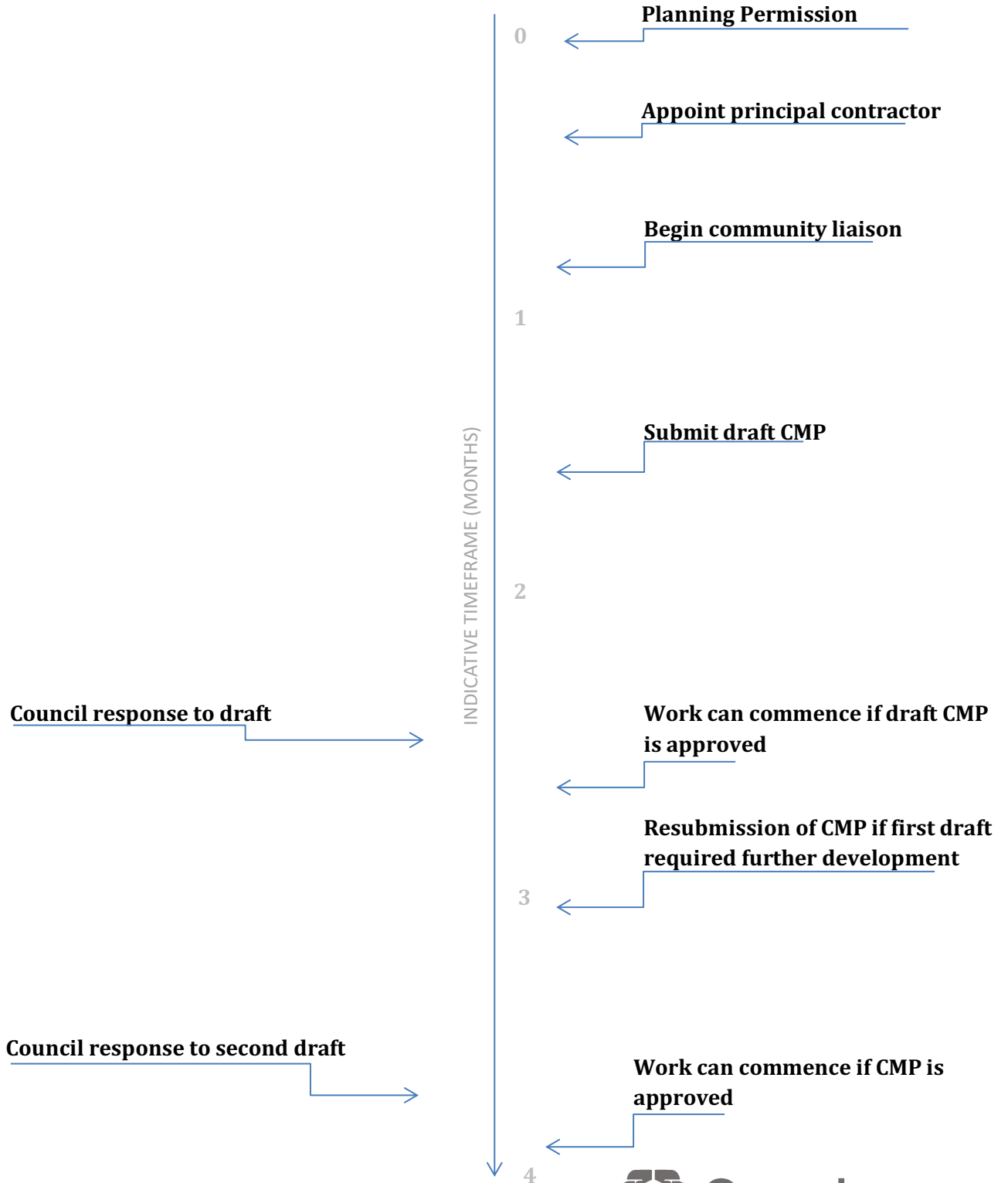
<https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: Agar Grove Phase 2A, London Borough of Camden

Planning reference number to which the CMP applies: **2013/8088/P**

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

Name: Ben Clarke (Hill Group Ltd)

Address: The Power House, Gunpowder Mill, Powdermill Lane, Waltham Abbey, Essex, EN9 1BN

Email: BenClarke@hill.co.uk

Phone: 07874 871727

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: Danny Man (Hill Group Ltd)

Address: The Power House, Gunpowder Mill, Powdermill Lane, Waltham Abbey, Essex, EN9 1BN

Email: DannyMan@hill.co.uk

Phone: 07803 415115

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

Name: Sophie Goddard (Hill Group Ltd)

Address: The Power House, Gunpowder Mill, Powdermill Lane, Waltham Abbey, Essex, EN9 1BN

Email: SophieGoddard@hill.co.uk

Phone: 07762986039

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: Richard Chalmers (Hill Group Ltd)

Address: The Power House, Gunpowder Mill, Powdermill Lane, Waltham Abbey, Essex, EN9 1BN

Email: RichardChalmers@hill.co.uk

Phone: 07966 121245

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.

Agar Grove Estate NW1 was constructed by the London Borough of Camden in the 1960s and comprises 249 residential units: two small retail units; and community facilities. The Estate consists of a series of low / medium rise blocks of flats and an 18-storey tower (Lulworth House) along with areas of open space and surface car-parking.

The site is centrally located in the borough with ease of access to Camden town centre in a predominantly residential area which comprises a mix of period housing; post-war municipal estates; 20th century in-fill; and some remnants of light-industrial activity.

The Estate is bordered to the north by Agar Grove beyond which sits an area of mid-to-late 19th century high quality terraces and villas focused around Camden Square.

To the east lies Camley Street which is occupied by low rise light-industrial units. Beyond Camley Street lies the mainline railway into St Pancras and then the 1960s Benson and Forsyth Maiden Lane Estate which is also a part of the Council's estate programme and was completed in early 2018. Further to the south-east is the Kings Cross development area.

The proposed development comprises Phase 2a of the overall Agar Grove scheme and comprises: Demolition and Construction of Block B which comprises of 105 Passivhaus units.

The Hill Group have already constructed the previous Phases on the Agar Grove Estate.

The site plan is provided in **Appendix A**.

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 proposed works comprise the reconstruction of the B block previously known as Frampton, with the proposed development comprising the construction of 94 residential dwelling with community and flexible workspace at ground floor.

Phase 2A also includes the construction of a one way street with residents' parking and street trees, cycle parking and walking and cycling connections to Camley Street and a community hall. The proposed masterplan is provided in **Appendix B**.

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.

The Phase 2a overall programme timescale is due to be between November 2023 – January 2027:

- Site setup and demolition: November 2023 to February 2024
- Basement excavation and piling: February 2024 to August 2024
- Sub-structure: August 2024 to October 2024
- Super-structure: September 2024 to May 2025
- Cladding: February 2025 to November 2026
- Fit-out, testing and commissioning: February 2025 to January 2027

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

This is Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out, and the proposed working hours will be considered on a case-by-case basis.

If the site is within the Cumulative Impact Area (CIA), then Saturday working is not permitted, unless agreed with Camden.

- 9.30am to 4.30pm on Monday to Friday
- 9.30am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

Any early deliveries that are required to arrive between 08:00 and 09:30 would be required to stay on site until 09:30 to minimise possible conflict with school/cycle commuter traffic.

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.).

Neighbours within Phases 1B and 1C, Lulworth House, Agar Place Agar Grove, Camley Street , the Children's Centre (to the west of the site) and existing blocks of the site

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**. Please ensure that any changes to parking and loading on the public highway are reflected in the consultation. Please agree highways set up plans in advance with Camden if there is any uncertainty with this.

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

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

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

Consultation of the CMP has been carried out as follows:

Camden will reference the CMP in their next newsletter to the residents and provide a link on their website to the CMP for residents to make comments over a 2-week period. Comments will then be collated and responded to and, where appropriate, incorporated. This process will be evidenced within the CMP when the consultation period is over.

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.

Acting as the contractor, Hill, has been advised by Camden that Construction Working Group meetings organised by a ward councillor have stopped being held following the effects of Covid-19.

As Hill has worked in the area for some time regular contact has been established with the neighbouring stakeholders and Hill will make themselves available to meet with them as and when required. This includes the ward councillors, the Lulworth Tenant Management Organisation committee and any other resident groups acting within the area.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#) for the full duration of your project. Please provide the CCS site ID number that is specific to the above site. A company registration will not be accepted, the site must be registered with CCS.

Be advised that Camden is a Client Partner with the Considerate Constructors Scheme and has access to all CCS inspection and CLOCS monitoring reports undertaken by CCS.

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.

The Hill Group are engaged and working with the Considerate Constructors Scheme of which they are a partner.

Hill are committed to adhere to the CLOCS standards and Camden's Considerate Contractors Manual.

14. Neighbouring sites

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

The following sites are currently being constructed in the local area and will be taken into consideration as part of the Construction of Phase 2a of Agar Grove.

- Reconstruction of railway bridge on Agar Grove. Network Rail have stated that a full replacement of the railway bridge will take place over a nine-day period in December 2024, which would require road closures
- Phase 1c of Agar Grove Estate redevelopment
- St Pancras Hospital
- 63 Pratt Street (2024/1760/P)
- The Ugly Brown Building (2021/2671/P)

An overview of the neighbouring sites currently undergoing construction is provided in **Appendix A**.

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 CLOCS monitoring visits through CCS 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.

Please note that this section may also be referred to as a Construction Logistics Plan in the context of the CLOCS Standard.

CLOCS Contractual Considerations

15. Name of Principal contractor:

Name: Hill Group Ltd

Address: The Power House, Gun Powder Mill, Powdermill Lane, Waltham Abbey, Essex, EN9 1BN

Tel: 020 8527 1400

Email: benclarke@hill.co.uk

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

All vehicles will be FORS registered.

As the principal contractor, Hill will adhere to the CLOCS standards.

All Delivery companies will complete Camden's self-assessment form.

Contracts

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

CLOCS

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

Site checks

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale.

These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained and enforced upon accordingly. Where the contractors' own vehicles and drivers are used the above approach will be modified accordingly. Collision reporting data will be requested from operators and acted upon when necessary.

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

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

Confirmed.

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.

a. 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.

Access for vehicles into the Agar Grove Estate will continue to be via Agar Grove; however, based on routing plans for prior phases of development, access to the site is restricted due to street furniture, trees and the location of the buildings in the new development and their proximity to the highway.

Therefore, Wrotham Road has been selected as the safest and most viable route to access the site. Construction vehicles can enter, unload material within the designated areas, turn around within the site and then egress back onto Agar Grove via Wrotham Road. Some smaller vehicles would be able to egress via the new road within Phase 1C back onto Agar Grove.

The proposed routing plans are provided in **Appendix C**.

Due to many road restrictions in the area, access from Camden High Street to Agar Grove will be via Kentish Town Road followed by a right turn onto Farrier Street, then another right turn onto St Pancras Way, followed by a left turn onto Agar Grove.

During the construction programme, Camden Highways is preparing to undertake planned reconstruction works to the railway bridge on Agar Grove, to the north of the site, which will impact the traffic coming from the east. Therefore, vehicles would need to arrive from the west and a modified access/egress route to/from the west has been provided during the time for the planned works for the railway bridge.

For vehicles accessing the site from the east, vehicles will travel along Camden Road before turning left onto the A5202 Pancras Way. From there, they can join Agar Grove, where they can access Wrotham Road (Site access).

Vehicles egressing the site travel towards Camden Town would join A5202 Pancras Way via the Agar Grove/A5202 Junction (via Wrotham Road and Agar Grove), and then continue towards the Pancras Road/Crowndale Road Junction. Vehicles can then join Crowndale Road, to where they can access the TLRN at Camden High Street.

Alternatively, vehicles egressing the site towards Camden Town can access Camden Road via Baynes Street and Royal College Street, if existing construction traffic from 63 Pratt Street and Ugly Brown Building causes restrictions for construction vehicles coming from Agar Grove then this route will be used to access the TLRN.

The modified route plans for Agar Grove are also provided in **Appendix C**.

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.

The route for deliveries will be included in all orders therefore all companies will be aware of the route prior to attending the site. Furthermore, as the principal contractor, Hill will display access and egress routes onsite by all site gates.

Delivery vehicles will be controlled to ensure that unloading only takes place within designated times and in the correct location. All subcontractors will be required to produce a procurement schedule for their materials which will be monitored at their weekly or fortnightly meetings and must book delivery slots with our traffic controller. "Just in Time" scheduling of deliveries where possible will minimise storage capacity required, double handling and congestion around the site. Restricted delivery times based around the school times will be discussed and detailed with all suppliers and contractors.

Where "Just in Time" deliveries are not economic or practical, site storage of materials and plant will be very carefully controlled by restricted allocation of zones to particular trades. Detailed plans of the site will be drawn up outlining areas available for moving and storing materials during the various stages of the contract.

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.

a. 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

In line with the CLP toolkit, a breakdown of the number and type of vehicles for the different construction phases is detailed below:

- Site setup and demolition: Up to 5 vehicles per day mostly HGVs consisting of large tippers, low loaders, rigid vehicles and skip lorries.
- Basement excavation and piling: Up to 5 per day mostly HGVs consisting of large tippers, low loaders, rigid and skip lorries.
- Sub-structure: Up to 8 vehicles per day mostly HGVs consisting of large tippers, low loaders, rigid and skip lorries.
- Super-structure: Up to 10 vehicles per day mostly HGVs consisting of large tippers, low loaders, rigid and skip lorries.
- Cladding: Up to 5 vehicles per day mostly HGVs consisting of large tippers, low loaders, rigid and skip lorries
- Fit-out, testing and commissioning: Up to 5 vehicles per day mostly HGVs, consisting of large tippers low loaders, rigid and skip lorries.

b. Please specify the permitted delivery times.

- 9.30am to 4.30pm on Monday to Friday
- 9.30am to 1.00pm on Saturdays
- No working on Sundays or Public Holidays

Any early deliveries that are required to arrive between 08:00 and 09:30 would be required to stay on site until 09:30 to minimise possible conflict with school/cycle commuter traffic.

c. 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.

Co-ordination between the earlier phases of construction within the wider Agar Grove development will be undertaken to ensure that deliveries can be consolidated where possible and to minimise the construction traffic impact of the cumulative phases.

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

A swept path analysis has been undertaken of a large tipper and 16.5m articulated vehicle accessing the site from Agar Grove. This is provided in **Appendix K**.

It should be noted that the 16.5m articulated vehicle crosses over the footpath at the site access (however the footpath is at the same level as the carriageway) and will require the use of a banksman to assist with the turning manoeuvre at the site access. There will also be protection to be provided of the service cover on the footway on the eastern side of the access.

e. 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.

No off-site holding areas or waiting points will be necessary at this time with the wider Agar Grove site being able to accommodate more than one vehicle at a time. Nevertheless, vehicle deliveries and movements will be managed to ensure that vehicles will not be queuing or circulating on the local highway.

f. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

Hill have engaged with Travis Perkins locally to receive all brick deliveries from the supplier and then deliver to site on flat bed vehicles as and when required.

Apart from these materials Hill do not envisage at this stage further storage of materials off site.

Given the location of the site, delivery by water / rail has not been considered appropriate. Given the scale of the development, the need for various alternative methods of delivery for materials has not been considered necessary given there would not be a significant impact on the local highway network.

g. 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).

Hill will be using an M-Site system to book deliveries into site which will minimise the need for vehicles to be waiting to enter site areas. All delivery vehicles will be requested to turn engines off and not idle unless the use of a Hiab is required and it is essential for the vehicle to be running / idling.

20. Site entry/exit: *“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 leave this section blank and refer to Q21. Where loading is to take place from a dedicated pit lane located on the public highway, please use this section to describe how vehicle entry/departure will be managed.

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

Please refer to the local and regional routing plans located in **Appendix C**.

A swept path of a large tipper has been undertaken to show how the vehicle will be able to access and egress the site in a forward gear. This is demonstrated on **mode drawing J32-7389-AT-A01** in **Appendix K**.

As set out within this CMP, all vehicles will arrive and depart to the site from the west, where they will join the A503 Camden Road.

A swept path of a 16.5m articulated vehicle has been undertaken to show the vehicle will be able to access and egress the site. This is demonstrated on mode drawing **J32-7389-AT-A02** in **Appendix K**. Please note that a 16.5m articulated vehicle will only access the site at the beginning and the end of the construction programme for the transfer and removal on-site of a piling rig and a mobile crane. As part of the construction period, protection will be provided on the service cover of the footway where larger vehicles would overrun the footway as they access/egress the site, with the footways already provided at the same level of the carriageway at the access.

During the construction programme, Camden Highways is preparing to undertake planned reconstruction works to the railway bridge on Agar Grove, to the north of the site, which will impact the traffic logistics to the site. Therefore, the vehicle swept path drawings demonstrate that the construction vehicles can egress the site and head west, with the proposed junction access to the north western boundary of the site designed with for double yellow lines either side of the access, to allow vehicles to manoeuvre without affecting any parked vehicles.

The proposed design of the junction (with the double yellow line) is provided in **Appendix K**.

b. Please describe how the entry and exit 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.

Traffic marshals will be located at the site entrance on Agar Grove and within the wider Agar Grove development to guide the turning of vehicles at the site access and through the wider Agar Grove site and other phases of construction.

Traffic marshals will also be located where the vehicle is expected to turn within the site in order to access the loading area.

Protection is to be provided on the service cover on the footway on the eastern side of the site entrance on Agar Grove in case of vehicle overrun.

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

A swept path of a large tipper has been undertaken to show how the vehicle will be able to access and egress the site in a forward gear. This is demonstrated on **mode drawing J32-7389-AT-A01** in **Appendix K**.

A swept path of a 16.5m articulated vehicle has been undertaken to show the vehicle will be able to access and egress the site. This is demonstrated on mode drawing **J32-7389-AT-A02** in **Appendix K**.

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.

During the enabling and demolition period all vehicles will be cleaned thoroughly by a wheel wash and jet wash prior to leaving site, when required a road sweeper will be used.

Once the groundworks and RC frame works commence the vehicle movements will increase, a dedicated wheel wash with rumble strip to dislodge dust and mud will then be installed.

The wheel wash will be situated at the end of the dedicated site haul road in close proximity to the gates.

Road sweepers will be used on very wet days to clear any debris that have been transferred onto the highway.

All contractors will be instructed to Use the NRMM website and manage the delivery and removal off all non-road mobile machinery via this tool.

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 on the public highway and it has been agreed with Camden that a dedicated pit lane is not viable/necessary. If loading is taking place on site, or in a dedicated pit lane, please skip this section.

a. Please provide the location where vehicles will stop to unload. 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.

All loading and unloading will be carried out within the site boundary and is shown on **mode drawing J32-7389-AT-A01** and **mode drawing J32-7389-AT-A02** in **Appendix K**.

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. Please note that deliveries should pause where possible to allow passage to pedestrians.

All traffic marshals will give priority to pedestrians, cyclists and motor traffic when assisting vehicles to and from the highway. All unloading will be from within the site boundary.

Site set up

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 Restrictions (TTRs) 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 four week period required for the application processing and statutory consultation as part of the TTR process. This is in addition to the CMP review period.

If the site is on or adjacent to the TLRN (red route), please provide details of preliminary discussions with Transport for London (TfL) in the relevant sections below. Please note that TfL are the highways authority for such routes and all permits will be issued by them.

Consultation with TfL will be necessary if the site requires the use of temporary signals on the Strategic Road Network (SRN), or impacts on bus movement, then TfL will need to be consulted.

Consultation with TfL will be necessary if the site directly conflicts with a bus lane or bus stop.

22. Site set-up and occupation of the public highway

Please provide detail drawings of the site up on the public highway. This should be presented as 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 all relevant key dimensions. Please note that lighting column removal/relocation may be subject to UKPN lead times and is outside of our control. Any gantries will require a structural assessment and separate agreement with the structures team.

a. Please provide details of any measures and/or structures that need to be placed on the highway. This includes dedicated pit lanes, temporary vehicle access points/temporary enlargement of existing crossovers, occupied parking bays, hoarding lines, gantries, crane locations, crane oversail, scaffolding, scaffolding oversail, ramps, barriers etc. Please use this space to justify the use of the highway, and to state how the impacts have been minimised.

Please provide drawings separately in the appendices and reference their location below. Please provide further details of any changes to parking and loading in section 23.

Please refer to the Site Logistics Plan within **Appendix A**. This plan demonstrates that up to 3 newly provided parking spaces on Agar Grove / Wrotham Road will need to be suspended to provide a turning area for construction vehicles.

b. Please provide details and associated drawings/diagrams showing any temporary traffic management measures needed as part of the above site set up. Alternatively this can be shown as part of the above drawings if preferred. Please note that this must conform to the [Safety at Street Works and Road Works Code of Practice](#).

N/A

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are allowed for a maximum period of 6 months only. Information regarding parking suspensions can be found [here](#). For periods greater than 6 months, or for any other changes to the parking/loading/restrictions on the highway, a [Temporary Traffic Restriction \(TTR\)](#) will be required for which there is a separate cost. Please note that any temporary changes to parking and loading to be delivered using a TTR need to be consulted upon as part of our legal obligations as a highways authority. Camden may require separate consultation to take place specifically around such changes if these have not been adequately reflected in any prior consultation as part of the CMP process.

A space cannot be suspended for convenience parking, a [trade permit](#) is available for trade vehicle parking. Building materials and equipment must not cause obstructions on the highway. Building materials may only be stored on the public highway if permitted by the Street Works team.

Please provide details of any proposed such changes on the public highway which are necessary to facilitate the construction works. Where these changes apply to parking bays, please specify the type of bays that are to be impacted and the anticipated timeframes.

Hill will require that up to 3 newly provided parking spaces on Agar Grove / Wrotham Road will need to be suspended to provide a turning area for construction vehicles .

Works are planned to be carried out to the east of the site that will require the partial closing of the foot and cycle path along Camley Street, however the link for pedestrians and cyclists will still remain open. This strategy has been agreed via a Section 50 application which is included in **Appendix D**, and will only be closed for a short period of time.

All access gates will be locked with either chains/padlocks or biometric fingerprint access.

Full direction signage will be used on the external of the hoarding.

Barriers will be used when vehicles are accessing the entry and exit gates.

A temporary cross over has been installed on Wrotham Road /Agar Place as per the traffic management plan

24. Motor vehicle/cyclist diversions/pedestrian diversions

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users must be considered as part of this. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind/partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

Please note that footway closures are not permitted unless there is no alternative. Footway access must be maintained using a gantry or temporary walkway in the carriageway unless this is not possible. Where this is not possible, safe crossing points must be provided to ensure that pedestrian access is maintained. Where formal or controlled crossing points are to be suspended, similar temporary facilities must be provided. Camden reserves the right to require temporary controlled crossing points in the event of any footway closures.

Please provide 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 and provide these in the appendices. Please use the following space to outline these changes to and to reference the location of any associated drawings in the appendices. Please show diversions and associated signage separately for pedestrians/cyclists/motor traffic.

Pedestrian diversions will be required along the Camley Street foot and cycle path for utility works as detailed above. A 1.5m pedestrian barrier will be erected on Camley Street which will give pedestrian and cycle access whilst part of the pavement on Camley Street is utilised as a works area. The pedestrian barrier which will reduce the road width to 3m which will mean vehicles are still able to pass through.

A Section 50 application for this closure has been approved by Camden Highways and a copy of the drawings can be found in **Appendix D**.

25. 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.

To be issued following engagement with the statutory authorities. All new connections to this scheme will be necessary.

Thames water/sewers, UKPN, BT and Virgin will require diversions and new connections.

A Diversion to the gas pipe to the Children's Centre (to the east of the site) which runs below Block B is required, as well as pipe abandonment. Please refer to the attached drawing in **Appendix E**.

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 operation and the construction methods used, and provide details of the times that each of these are due to be carried out.

Please refer to the noise report included within **Appendix F**.

29. Please confirm when the most recent pre-construction noise survey was carried out and provide a copy. If a noise survey has not taken place, and it has been requested by the local authority, 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.

Surveys will be carried out prior to commencement of demolition works. A 24/7 monitoring station will be installed as detailed in the S106

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

Please refer to the noise report included within **Appendix F**.

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.

Best practicable means (BPM), as defined in Section 72 of the Control of Pollution Act 1974 and Section 79 of the Environmental Protection Act 1990, will be applied during all construction works.

Consideration will be given to the recommendations contained within BS5228:2009+A1:2014

The demolition phase has already been carried out, therefore non-percussive demolition techniques will not be required.

A piling method that minimises the impact of piling, if ground conditions, design and safety allows will be adhered to as there will be only CFA and no impact piling.

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

Hill personnel are aware of the requirements of BS 5228:2009 and with all Hill Managers having attended the Site Managers Safety Training Scheme (SMSTS). All sub-contractors will be vetted for knowledge of BS 5228:2009 and with “Toolbox Talks” being used to inform all site personnel of noise and vibration control.

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

Please refer to Hills Agar Grove Dust Policy included within **Appendix H**.

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

Please refer to Hills Agar Grove Dust Policy included within **Appendix H**.

During the enabling and demolition period all vehicles will be cleaned thoroughly by a wheel wash and jet wash prior to leaving the site, when required a road sweeper will be used.

Once the groundworks and RC frameworks commence the vehicle movements will increase. A dedicated wheel wash with rumble strip to dislodge dust and mud will then be installed.

The wheel wash will be situated at the end of the dedicated site haul road in close proximity to the gates.

Road sweepers will be used on very wet days to clear any debris that have been transferred onto the highway.

All contractors will be instructed to Use the NRMM website and manage the delivery and removal off all non- road mobile machinery via this tool.

35. For medium or high impact risk level sites, please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Please refer to Hills Agar Grove Noise Policy included within **Appendix G**. Monitoring for noise levels will be taken via two methods:

- The use of handheld devices for short periods
- The use of live monitoring points for prolonged periods of noisy work.

The Control of Noise at Work Regulations 2005 states:

“The level at which employers must provide hearing protection and hearing protection zones is now 85 decibels (daily or weekly average exposure) and the level at which employers must assess the risk to workers' health and provide them with information and training is now 80 decibels. There is also an exposure limit value of 87 decibels, taking account of any reduction in exposure provided by hearing protection, above which workers must not be exposed.

Therefore where reasonably practicable the noise level at the boundary will not exceed 80 decibels for prolonged periods.

Prior to any works commencing we will carry out prediction of noise levels. These predicted noise levels will be include in the pre start onsite noise report. Where the measured noise levels are more than 3 dB (A) above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for ‘prior consent’. Noise levels shall be reduced further if it is reasonably practicable to do so. “

Please refer to Hills Agar Grove Vibration Policy included within **Appendix G**. Hill have been monitoring for vibration since the demolition phase and are still monitoring during the basement excavation and pilling phase only.

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

Risk Assessment will be undertaken prior to element of works. Evidence can be issued following assessments.

A mobile crusher will be used for crushing demolition material the permit for these works will be sought prior to the delivery of the mobile crusher.

Diesel generators will not be used and mains power will be used where practicable.

No bonfires will be allowed onsite at any time.

Section 5.1.3 of the Air Quality Assessment within Appendix X of the CMP states that:

“The development proposals include the demolition of the majority of existing properties on site (excluding Lulworth House and the Children’s Centre), and the construction of up to approximately 500 new properties over a number of phases. Based on the GLA criteria (Table 3.1), the site is considered to be high risk, however each phase of development is considered to be of medium risk.”

Given that Agar Grove 2A is a phase of the wider development, the Air Quality Assessment suggests that this can be categorised as *Medium Risk*, and therefore 2 x dust monitors would be required. The Air Quality Report is included in **Appendix J**

It was agreed via email correspondence on 30th January with Camden’s air quality officer, Ben Spade, to the use of two monitors on site, as the locations accommodate the closest sensitive receptor (Agar Childrens Centre). This correspondence is included in **Appendix J**.

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

All Supplementary Planning Guidance will be followed through on the project.

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

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

The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval.** Dust

monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM₁₀) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

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

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

The contractor will be installing 4no Osiris at PM10 live dust monitoring stations. All data will be stored and accessible for the duration of the project, with monthly dust monitoring reports are submitted to AirQuality@Camden.gov.uk for continual review.

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).

Hill will appoint Ceba Certified pest control services to carry out baiting and inspections in line with the CRRU code of best practice. The proposal is to place approximately 20 lockable bait stations around the external perimeter, inside of the site, as well as another 5 lockable bait stations positioned around the site cabins and welfare facilities.

For the first four weeks an intensive treatment of baiting and trapping on a 3-4 day cycle. In other words, eight visits in the first four weeks – 2 per week. After such time, Hill would carry out a monthly schedule for the remainder of the duration of the project. If after the initial knockdown we do experience any new activity, it is possible that Hill may require more than one visit per month to comply with the CRRU code of practice.

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

Asbestos Reports contained within **Appendix I**.

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.

All contractors will attend a detailed site induction whereby all areas of conduct are explained and the expectation of the considerate constructors scheme. Throughout the scheme there will be Tool Box Talks addressing all subjects relating to the construction site.

Within the site compound designated facilities for all trades including canteens, wc, drying rooms smoking areas will be provided.

Any operative flouting the site rules will be given a warning and their employer notified. Should the offence continue the operative will be removed from the site.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

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

Direct link to NRMM Practical Guide (V4):

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (mm/yy - mm/yy): 11/23 – 01/27
- b) Is the development within the CAZ? (Y/N):No
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):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:

All contractors will be instructed to Use the NRMM website and manage the delivery and removal of all non-road mobile machinery via this tool. Hill have set up an account with the username agargroveestate2018

- 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:

We confirm we will adhere to the NRMM practical guide throughout the project

- 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:

All plant paperwork is stored onsite and records kept after the completion of the project. It is confirmed that Hill will adhere to the NRMM practical guide throughout the project

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

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

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

Employees and subcontractors will be instructed to avoid idling their engines wherever possible.

Deliveries will be timed and scheduled to ensure vehicles are not required to wait to unload / load at the site or on the local highway network to avoid the risk of vehicle engine idling.

Mental Health Training

44. Poor mental health is inextricably linked to physical health, which in turn impacts performance and quality, and ultimately affects productivity, creativity and morale. Workers in the construction industry are six times more likely to take their own life than be killed in a fall from height.

We strongly recommend signing up to the “[Building Mental Health](#)” charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining [Mates In Mind](#), which providing the skills, clarity and confidence to construction industry employers on how to raise awareness, improve understanding and address the stigma that surrounds mental health.

The Council can support by providing free Mental Health First Aid training, publicity resources and signposting to local support services.

Please state whether you are or will be signed up to the Building Mental Health charter (or similar scheme), and that and appropriate number of trained Mental Health First Aiders will be available on site.

Yes – training undertaken by the Mental Health Foundation England

● SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.9