

Construction Management Plan

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
17.03.2026	1	Liongate Construction
22.05.2026	Rev 2.0	Lewis Project Ltd
08.06.2026	Rev 2.1	Lewis Project Ltd
23.06.2026	Rev 2.2	LP

Additional sheets

Please note – the review process will be quicker if these are submitted as Word documents or searchable PDFs.

Date	Version	Produced by
17.03.2026	1	Liongate Construction

Introduction

The purpose of a 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.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will consist of both 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 where requested. Please only provide detail that is relevant to the question and provide responses that are as brief as possible.

Additional material may be appended to the main document, however large standalone files such as environmental reports must be submitted as separate files. These should be clearly referenced/linked to from the CMP.

Contact

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

Address: 23 Glenmore Rd London NW3 4BY

Planning reference number 2025/5454/P

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

Name: Matthew Jones

Address: Yew Trees, Slad, Gloucestershire, GL6 7QD

Email: matt@mjonessarchitect.com

Phone: 07730 537961

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.

Name: Lewis Coffey

Address: 54A Islington Park Street, Islington, London, N1 1PX

Email: lewis@maison.org.uk

Phone: 07730 537961

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: Cordelia Hammond

Address: 32 Navarino Road

Email: theoffice@fabulista.eu

Phone: 07817557883

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: Cordelia Hammond

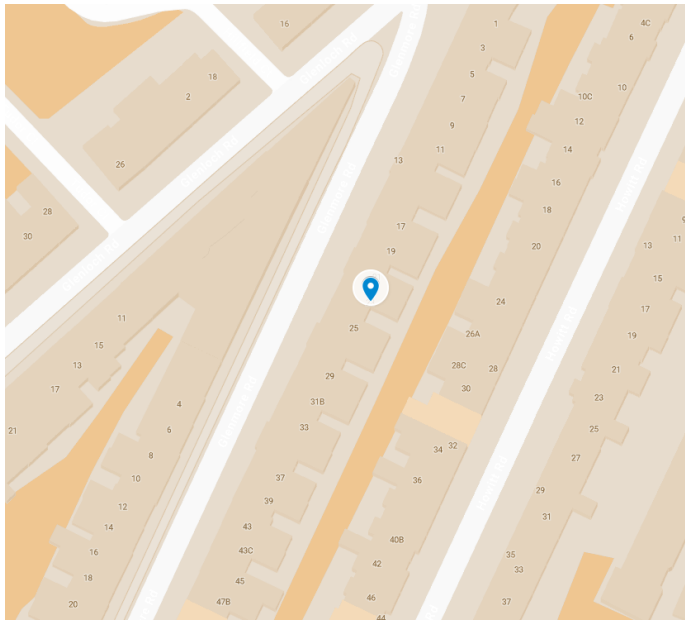
Address: C/o 54A Islington Park St London N11PX

Email: theoffice@fabulista.eu

Phone: 07817557883

Site

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



The site is located in the London Borough of Camden, approximately 200 metres from Belsize Park Station, and is well connected in terms of public transport. Bus stops are located along Belsize Avenue.

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 project involves extending an existing terraced house with a new basement and roof works.

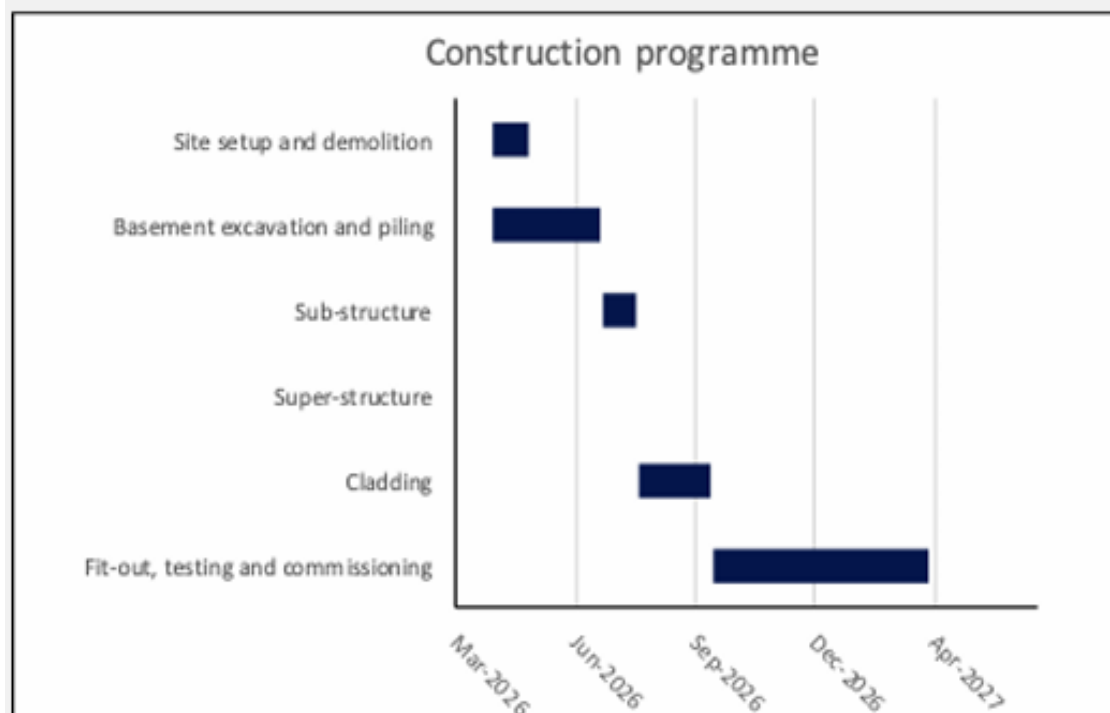
8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.

Construction Phase:

Expected start date: April 2026

Expected finish date: April 2027

Construction stage	Start	End
Site setup and demolition	Apr-2026	Apr-2026
Basement excavation and piling	Apr-2026	Jun-2026
Sub-structure	Jul-2026	Jul-2026
Super-structure		
Cladding	Aug-2026	Sep-2026
Fit-out, testing and commissioning	Oct-2026	Mar-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. Please note that permitted delivery times differ from this as per section 19.

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays subject to agreement with Camden
- No working on Sundays or public holidays

Please note that these are Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out. Permitted working hours will be considered on a case-by-case basis and the Council reserves the right to reduce/amend these where necessary, including refusal of permission for Saturday working.

The working hours will be as above. The site is not within the CIA.

Community Liaison

Consultation is an important part of the CMP process. Camden requires the process to:

- Be separate to any previous engagement that may have taken place during the planning process and is specifically around construction impacts
- Take place before the submission of the first draft
- Provide a copy or link to the draft CMP
- Allow a response time of 14 days
- To be followed up with newsletters, email updates etc
- To take into consideration other sites in the immediate area and how cumulative impacts with those sites will be minimised
- To demonstrate any changes to the proposed approach based on feedback
- To outline a construction working group where necessary

The Council can advise on this where necessary. Please contact the Council if there is uncertainty over the need for highways changes to deliver the site before any engagement work is undertaken.

The letters to be sent for the CMP consultation and the link to the website will be provided there.

10. Consultation

Letters introducing the contractor and outlining the works should be sent to affected parties. Please use the letter template which is provided in the Transport guidance section. Please ensure that ward councillors are emailed a copy of the letter. Ward councillor contact details can be found on the Camden website.

Where relevant/applicable, please ensure that letters are also sent to:

- Residents
- Businesses
- Neighbouring or nearby construction sites
- Resident groups or similar
- Neighbouring planning authorities where applicable

- Transport for London if the site impacts on bus movement/infrastructure, is located on the Strategic Route Network (SRN) or Transport for London Route Network (TLRN)
- Network Rail and/or London Underground where applicable
- Emergency service where applicable

The Council can advise on the above if needed.

Please provide the following as part of the CMP submission in the appendices:

- A copy of the letter
- An address list or map showing the letter distribution area
- A summary of any responses received and any aspects of the proposed approach that has been modified to accommodate feedback.
- If a meeting has taken place to discuss construction impacts, please provide a list of attendees and minutes for the meeting.

Please provide a summary of the consultation here ie. Dates of meetings, letter drops, whether any responses were received, and where relevant material is appended.

The previously sent letters, the newly sent letter, the website address, and the address list will be included in Appendix E

11. Construction Working Group

For particularly sensitive/contentious sites, 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. Please ensure that adjacent or neighbouring construction sites are included as part of this.

- A community notice board has been placed at the site boundary to provide updates on progress, upcoming work, career opportunities, company profile, and safety and environmental information.
- Contact details are displayed at the site boundary for information and complaints.
- Regular emails / newsletter drops to neighbours.

12. Schemes

Camden requires that all sites with CMPs are registered with the Considerate Constructors Scheme (CCS). 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. The number of CLOCS visits should be based on your project duration and should continue throughout. A CCS site ID number must be provided rather than a company registration number.

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.

Please provide your registration number

The site CCS registration number is 520139 and Camden Council has been notified accordingly

Contact details are displayed on the front site hoarding, providing information on whom to contact. This list will include the names and phone numbers of staff members on site for neighbours or the public who may need to reach out.

13. Complaints

Please agree to maintain a complaints log which must be made available for inspection.

The main contractor has created a complaints log, which is be available for inspection upon request.

Transport

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 both by Camden compliance monitoring officers and also CCS monitors as part of your CLOCS monitoring visits through CCS 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

14. Name of Principal contractor:

LEWIS PROJECTS LTD

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

The following will be checked to make sure compliance with the CLOCS Standard

Driver name, Date, Time, Vehicle Registration, Vehicle operator, FORS ID no. Evidence of SUD training for drivers of vehicles over 3.5t

Vehicles exceeding 3.5t:

- Class V + VI mirrors
- Working camera and close proximity sensor system with in-cab audible alarm (and rear camera for +7.5t rigid vehicles)
- Side under-run protection (both sides)
- Externally audible alert for vehicle turning left and reversing
- Vulnerable road user warning signage
- Route Check
- Last mile route taken
- Information about any collisions which occurred on journey to site.
- Confirm access allowed or if denied issue letter to driver.

16. 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, and that all drivers of vehicles over 3.5t will have undertaken safe urban driver training, and that all such vehicles will be fitted with additional driver vision aids and audible left turn alerts.

I also confirm that all suppliers will be made aware of agreed vehicle routing and delivery times as provided below.

The main contractor confirms they will include the requirement to abide by the CLOCS Standard in my contracts to my contractors and suppliers.

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

Site Traffic

17. Construction traffic routing

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes, schools/nurseries, and areas which attract high concentrations of pedestrians.

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.

Please see Appendix A.

b. Please provide tracking/swept path drawings for constrained manoeuvres on both approach and departure routes.

Please see Appendix B for SPA drawings.

18. Construction traffic vehicle types and delivery times

Construction vehicle movements should be restricted during the hours of 9.30am to 4.30pm on weekdays. If there is a school in the vicinity of the site or on the proposed approach and/or departure routes, then deliveries must also be restricted during the hours of 3pm and 3.30pm on weekdays during term time.

Vehicles may be permitted to arrive at site between 07.30 and 08.00 subject to agreement with Camden. Where this is not possible, vehicles should arrive at 8.00am whereby they must be immediately admitted to site. Vehicles should then be held until 09.30 before being allowed to depart. If vehicles need to wait outside the site before 08.00 then they should only do so with prior agreement with Camden. Engines must be switched off during any agreed queuing/waiting on the highway.

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:

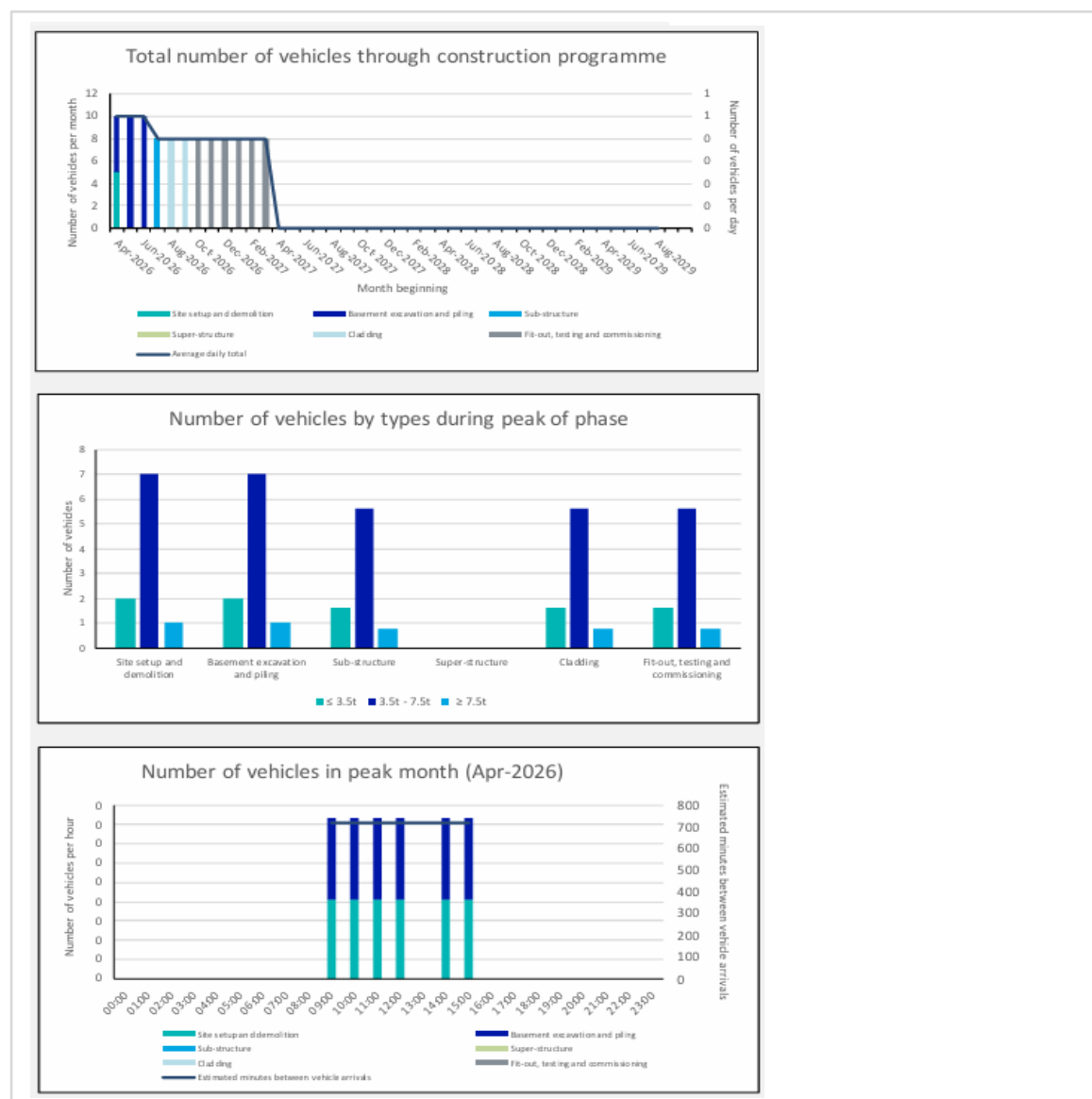
32t Tipper: 10 deliveries/day during first 4 weeks

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



b. 18 b: Please agree to restrict any HGV movements taking place between 08.00 - 09.30, and after 4.30 where possible. If this isn't possible please provide a reason here. Please note that if the site is in the vicinity of a school, then deliveries should also not be permitted during school pick-up times, which are generally 3.00 – 3.30/4.00pm.

The main contractor agrees to restrict all HGV movement between 08.00 - 09.30 and after 16:30 where possible.

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.

The main contractor will review & assess the cumulative impact of construction traffic and the need for delivery coordination with other sites once works commence on site. For example, our excavation team site manager has been instructed to reach out to contractor undertaking works at No 53 to liaise with them and coordinate deliveries & spoil removal so as to minimise the impact on the local community.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries.

Please identify the locations of any off-site holding areas or waiting points on approach to site.

Please refer to question 21 if any parking bay suspensions will be required to provide a holding area.

Following consultation with Camden Co it recommended that one parking bay directly outside No. 23 Glenmore Road be suspended for a skip with the adjacent section of single yellow line utilised for skip exchange. If a tipper needs to empty the skip then the approach to spoil removal using a tipper stopped in the running lane is to be kept under review and revisited if deemed necessary by Camden. Any further bay suspensions needed as part of this will be subject to separate consultation with neighbouring properties. All loading and unloading activities will be managed on a just-in-time basis within the suspended bays.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres or reusing materials on site.

These have been reviewed and are not suitable for the project.

19. Construction vehicle loading

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked. Traffic marshals must oversee all vehicle movements during site entry and exit. Marshals must control/stop all general traffic to permit this when necessary, particularly if the vehicle is reversing.

Traffic marshals, or site staff acting as traffic marshals, must hold the relevant qualifications required for directing large vehicles when reversing. This must be available for inspection during compliance monitoring visits. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required during vehicle banking/loading. Marshals should have radio contact with one another where necessary.

a. Please state whether vehicles will load from within the site boundary or from the public highway.

Vehicles will load from the public highway, with skip in a suspended parking bay directly outside the site, on a just-in-time basis. Camden has advised the approach to spoil removal using a tipper stopped in the running lane. This approach is to be kept under review and revisited if deemed necessary by Camden. Any further bay suspensions needed as part of this will be subject to separate consultation with neighbouring properties.

b. Please describe how the above – either site entry/exit or loading from the highway - will be managed/overseen by traffic marshals, stating the number of marshals that will be required. If marshals need to be stationed away from site to manage vehicles on approach/departure, please also detail this here.

Due to the nature of the logistics of the project no traffic marshals to be considered. But the site manager will manage the movements of the delivery vehicles to make sure traffic safety and pedestrian safety.

c. Where applicable, please provide tracking/swept path drawings either for vehicles entering/departing from the site/off-site loading area, or for general traffic passing the stationary vehicle whilst it is stopped in the designated loading area.

Please see Appendix B for SPA details.

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.

A formal wheel washing facility is not considered necessary for this project due to the nature of the proposed works.

While a formal washing facility is not required, the contractor remains committed to maintaining the cleanliness of the public highway. This will be managed through the following proportionate measures:

- Visual Inspection: The on-site operative will visually inspect the wheels of all vehicles before they exit the site.
- Targeted Cleaning: If any debris is identified, it will be removed manually before the vehicle enters the public highway.

Site set up

20. Site set-up and temporary highways changes

Please detail all temporary highways changes that will be required as part of the site set up – eg. Parking bay suspensions/changes to kerbside loading, temporary crossovers, lighting column relocation, gantry over the footway etc. Any accompanying drawings should be provided in the appendix. Please note that the impact on the public highway must be minimised as far as possible.

As part of the above, any detail drawings of the site up on the public highway should be presented as a scaled plan and must:

- Use the latest highways layout
- Show vehicle loading areas/vehicle site access points
- Show any structures that are to be located on the highway
- Show all parking/kerbside impacts
- Show all street furniture that is to be impacted/relocated
- Show all relevant dimensions including footway and carriageway widths

The following - where applicable - can be shown as part of the above or separately if preferred:

- Vehicle tracking into and out of site
- The site set up and any associated temporary traffic management measures must conform to the [Safety at Street Works and Road Works Code of Practice](#).
- Numbers and locations of traffic marshals
- Scaffolding plans

Please note that any load-bearing gantries located on the highway may be subject to a separate assessment by our structures team. This will be advised upon when the CMP is reviewed by Camden.

a. Please list all relevant changes below and/or reference drawings in the appendix.

A gantry will be provided over the footway to maintain pedestrian access with the front stanchions set back 450mm from the front edge of the kerb. The footway width under the gantry will be 2.3m wide. Please see Appendix C for details.

b. Please confirm whether or not the footway will remain accessible to pedestrians during installation of temporary structures on the highway. If this is not possible then please state how pedestrian safety will be maintained during this period, providing details of any associated traffic/pedestrian management, including provision of safe crossing points.

The footway will remain accessible to pedestrians throughout, with pedestrian safety maintained via a gantry over the footway.

21. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and can be provided using individual bay suspensions for up to 6 months, or a temporary traffic restriction (TTR) for periods exceeding 6 months. Information regarding parking suspensions can be found [here](#). For periods greater than 6 months, or for any other changes to existing parking/loading traffic restrictions on the highway, a [Temporary Traffic Restriction \(TTR\)](#) will be required. Please refer to the CMP guidance document which outlines the TTR process.

Please state clearly the number and type of bays that will require individual suspension or removal using a TTR.

Please also state whether separate, short term closures are anticipated for crane operations, utilities works etc.

This information can be presented as a drawing if preferred.

Initially only one parking bay suspension will be sought, to allow the provision of a boxed in skip. The suspension is not anticipated to exceed six months. Should a longer duration be required, the contractor will obtain the necessary approvals in accordance with the relevant procedures. Any further bay suspensions considered necessary will be subject to separate consultation with neighbouring properties and again in accordance with the relevant procedures.

22. Motor vehicle/cyclist/pedestrian diversions

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 alternative 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 routes here, or present these in a drawing if preferred. All motor vehicle diversion routes should be presented in the form of a drawing showing the relevant signage.

No pedestrian, cyclist or vehicle diversions are proposed. The footway will remain open at all times, with pedestrian access maintained via a gantry.

23. Services

Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

There will be no changes to the servicing arrangements.

Environment

24. 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 subject to agreement with Camden
- No working on Sundays or Public Holidays

Please note that these are Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out. Permitted working hours will be considered on a case-by-case basis and the Council reserves the right to reduce/amend these where necessary, including refusal of permission for Saturday working.

Where noise or vibration from the construction of the proposed development exceed the significant observed adverse effect levels or at the reasonable request of the council, works (where reasonably practicable) shall take place on a 2 hours on/off basis. For example:

- ON - Monday to Friday 08:00 - 10:00, 12:00 - 14:00 & 16:00 - 18:00
- ON - Saturdays 11:00 - 13:00.

Where quiet periods are not practical due to engineering reasons the contractor will consider the provision of alternative quiet spaces.

The construction works will be carried out between 8:00 am and 6:00 pm from Monday to Friday, and between 8:00 am and 1:00 pm on Saturdays, subject to agreement with Camden. No works will take place on Sundays or Public Holidays, in line with Camden Council's standard working hours.

25. Please include a site plan detailing the location of the works and any nearby sensitive receptors

Please see Appendix D: Sensitive Receptors drawing.

26. Where applicable, please describe the methods to be used for the demolition, ground works and piling phases. Include the type of plant likely to be used onsite

Ground works will involve excavation to form a new basement to approximately 3.4m below existing ground level, subject to confirmation of existing foundation depths via trial pits. Perimeter walls will be underpinned in a non-consecutive “hit and miss” sequence in bays not exceeding 1.0m, with temporary propping installed as required to maintain stability. The basement structure will be formed using reinforced concrete underpinning walls, retaining walls and a reinforced concrete ground-bearing slab. Plant likely to be used onsite includes mini-excavators, compact concrete pumps, and mobile mixers.

27. Please describe the mitigation measures to be incorporated during the demolition and construction works to prevent noise and vibration disturbances from the activities on the site.

The main contractor will assess the risks to employees & neighbourhood from noise at work; take action to reduce the noise exposure that produces risks. The principal contractor will also make sure that the legal limits on noise exposure are not exceeded and provide employees with information, instruction and training and carry out health surveillance where there is a risk to health.

- Compressors should be fitted with properly lined and sealed acoustic covers, which should be kept, closed whenever in use.
- Pneumatic percussive tools should be fitted with mufflers or silencers of the type recommended by the manufacturers.
- Machines in intermittent use should be shut down in the intervening periods between work or throttled down to a minimum.
- Care should be taken when loading or unloading vehicles or dismantling scaffolding or moving materials etc. to reduce impact noise.

Best practice should be adopted where possible, to minimize noise from site preparation, demolition, earthworks and landscaping. Examples of this are:

- Developers and constructors to follow guidelines in BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites.
- Select quiet plant whenever possible.
- Control the hours of operation of all plant and vehicles and avoid their unnecessary use.
- Use acoustic screening where possible.
- Use noise attenuators where needed.
- Locate vehicle routes away from sensitive sites and ensure road surfaces are well maintained to reduce rattling of vehicles.
- Avoid noise-sensitive areas regards to materials handling and storage.

28. Please confirm that the works will follow the guidance included in 'London Good Practice Guide: Noise & Vibration Control for Demolition and Construction.

The main contractor will take into consideration the advice outlined in the London Good Practice Guidance for construction and demolition.

29. For medium or large developments, please provide details describing arrangements for the monitoring of noise and vibration levels, including instrumentation, locations of monitors and trigger levels where appropriate. Small sites can be asked to implement a monitoring strategy due to the sensitivity of the local environment.

Contractor shall ensure that all monitoring data is available for inspection and review by the council and should include noise, vibration and dust monitoring data.

We may request to provide a real-time monitoring data to be published if requested by the community working group.

Please refer to the Camden Guidance for additional information on monitoring requirements.

This site is a minor development with a basement; therefore, no monitoring will be carried out.

30. For large developments, please confirm if a S61 application will be submitted once the contractor has been appointed. Please see the Camden guidance for information on how to apply for extended working hours.

Not applicable.

31. If required, please provide an Air Quality Assessment (AQA) and/or Dust Risk Assessment (DRA).

To establish if an AQA is required, please refer to Camden's [Air Quality Planning Guidance](#) document (section 3) and the Council's 'Air quality assessments in planning applications' [webpage](#).

Please attach the AQA and/or DRA as an appendix to this proforma.

An Air Quality Assessment (AQA) is not required because the proposed development is not required to be assessed in accordance with Camden's Air Quality Planning Guidance.

AQAs and/or Dust Risk Assessments (DRA) should be undertaken at planning application stage for all major developments and follow the methodology outlined in the GLA's [The Control of Dust and Emissions During Demolition and Construction SPG](#). This may not be required for smaller developments, but a DRA will be as part of the CMP assessment. The risk assessment must take into account the proximity of all human and sensitive local receptors (e.g. schools, care homes, health centres etc.) relative to the site boundary, as detailed in the [SPG](#).

Please attach the AQA and DRA as an appendix to this proforma.

An Air Quality Assessment is not required. Due to the nature of the works, no significant dust impacts are anticipated.

32. 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 the AQA have been addressed by completing the GLA mitigation measures checklist. (See [Appendix 7 of the SPG document](#).)

Not applicable. An Air Quality Assessment is not required due to the nature of the works.

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.

Due to the nature of the works, no dusty activities are anticipated. Standard good site practice will be followed as appropriate.

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.

Due to the nature of the works, no significant dirt or dust is anticipated to be spread onto the public highway. Vehicle wheels will be visually inspected prior to departure and any debris will be removed as necessary to maintain highway cleanliness.

35. Air quality monitoring requirements.

Real-time dust (PM₁₀) monitoring with MCERTS 'Indicative' sensors will be required for all sites with a high OR medium dust impact risk level, as established by the air quality assessment. If the site is a 'high risk site, **four** real time dust monitors will be required. If the site is a 'medium risk site', **two** real time dust monitors will be required.

The dust monitoring must be utilised in accordance with the GLA's [SPG](#) and [IAQM guidance](#), and **the proposed dust monitoring regime (including number of sensors, monitoring locations, equipment specification, and trigger levels) must be submitted to the Council for approval during the CMP process**. 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**. The Council encourage proactive planning when strategizing the dust monitoring regime to reduce unwanted delays.

A minimum of three-months of baseline air quality monitoring data must be collected prior to the commencement of works on site. A summary report must be provided to AirQuality@Camden.gov.uk, following the baseline monitoring period.

Monthly dust monitoring reports must also be provided to the Council detailing: onsite activities during each monthly monitoring period, dust mitigation measures utilised, 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 the 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.

Using the above information, please provide details on the air quality monitoring strategy for the proposed development

We do not anticipate high levels of air pollution as the works are relatively small scale and are contained within hoarding structures. Furthermore, in accordance with CDM regs 2015 we will produce and work to the relevant RAMS to mitigate the impact of any works on the local community as well as our team on site. Please see Appendix H for samples. These will be held on site when works are permitted to commence. We will be happy to provide these to Camden Council if requested.

36. All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" ([SPG](#)), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of Camden Council. The developer shall keep an up-to-date list of all NRMM used during the

demolition, site preparation and construction phases of the development on the online register at:

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

Direct link to NRMM Practical Guide (V6):

<https://www.london.gov.uk/sites/default/files/2024-05/NRMM-Practical-Guide-Accessible-May2024.pdf>

Current requirements (as of 01/01/2025):

(i) All development sites in Greater London required to meet Stage IV - The CAZ, Opportunity Areas and Greater London zones will no longer have different emission standards. All NRMM on all sites within Greater London will be required to meet Stage IV as a minimum. Generators will continue to be required to meet Stage V.

(ii) NRMM register - The site and all in-scope machinery (37-560kW) must be registered on the [GLA's NRMM Website](#).

(iii) Generators - Generators are required to meet Emission Stage V across the whole of London. When bringing a generator to site, you must ask your supplier for a Stage V generator. If a suitable Stage V solution is not available for the site, you will need to apply for an exemption.

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

- a) Construction time period (mm/yy - mm/yy): January/2026 – April/2027
- b) Is the development within the CAZ? (Y/N): N
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Y
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: The site will be registered
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Yes
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Yes

37. 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/resources-1>

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.

The main contractor's site manager will ensure that the drivers will not leave engines running whilst parked or not in traffic. The site manager will also use the materials from the above-mentioned Idling Action website.

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

The main contractor is responsible for carrying out asbestos surveys and checks in line with regulations before any works begin.

39. 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 operatives and site staff will undergo a comprehensive site induction where all the above will be discussed, and clear site rules will be established to address these issues.
- Smoking will be confined to a designated area within the site hoarding, away from non-smokers, with necessary fire precautions in place.
- Bad language will be addressed during the induction and will not be tolerated; anyone offending will be removed from the site immediately.
- Unnecessary shouting will be minimised using radios.

40. The CMP Planning Site Inspector conduct site inspections, which may be scheduled (planned) or unscheduled (unplanned) visits. Ensure the site accessible and available for these inspections. Non-compliance with the agreed CMP plan or failure to meet CMP requirements may result in a deduction from the bond payment, please confirm that you understand these requirements.

The main contractor will ensure that the site is accessible for both scheduled and unscheduled inspections by the CMP Planning Site Inspector and acknowledges that any non compliance with the agreed CMP plan or failure to meet its requirements may result in deductions from the bond payment.

Mental Health Training

41. 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.

The main contractor will comply with this requirement by signing up to the Building Mental Health Charter (or an equivalent scheme) and ensuring that a suitable number of trained Mental Health First Aiders are available on site.

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 the failure to ensure compliance with the CMP will be taken very seriously by the Council including draw down of funds from the construction management bond payment and possible formal enforcement in line with the CMP Guidance.

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.

Print name

Position.....

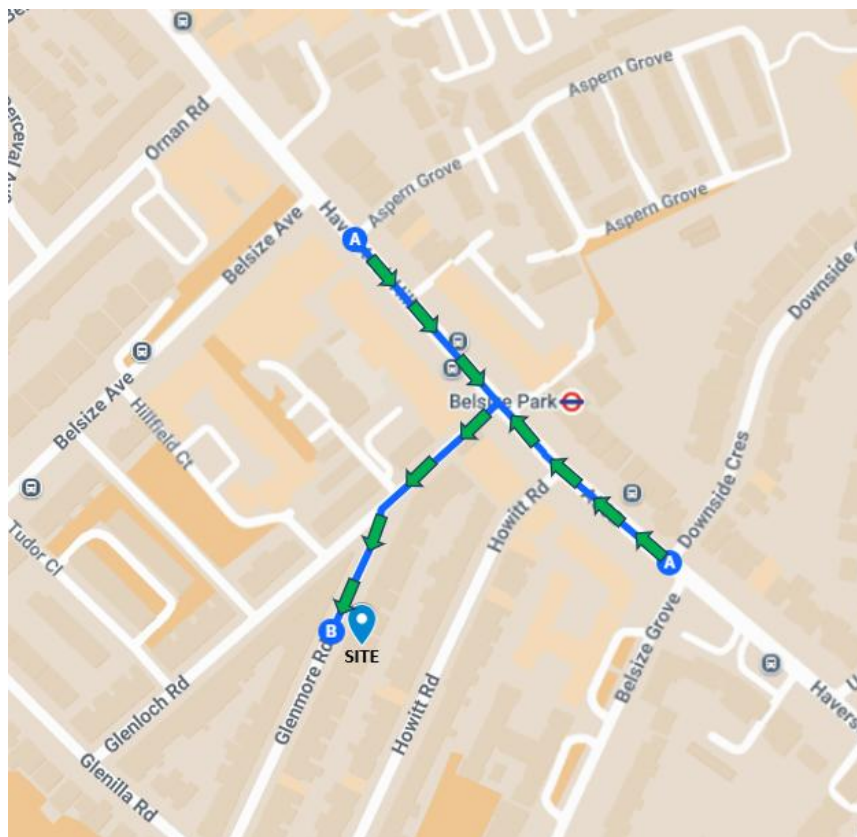
Date01.12.2025.....

Please submit to: planningobligations@camden.gov.uk

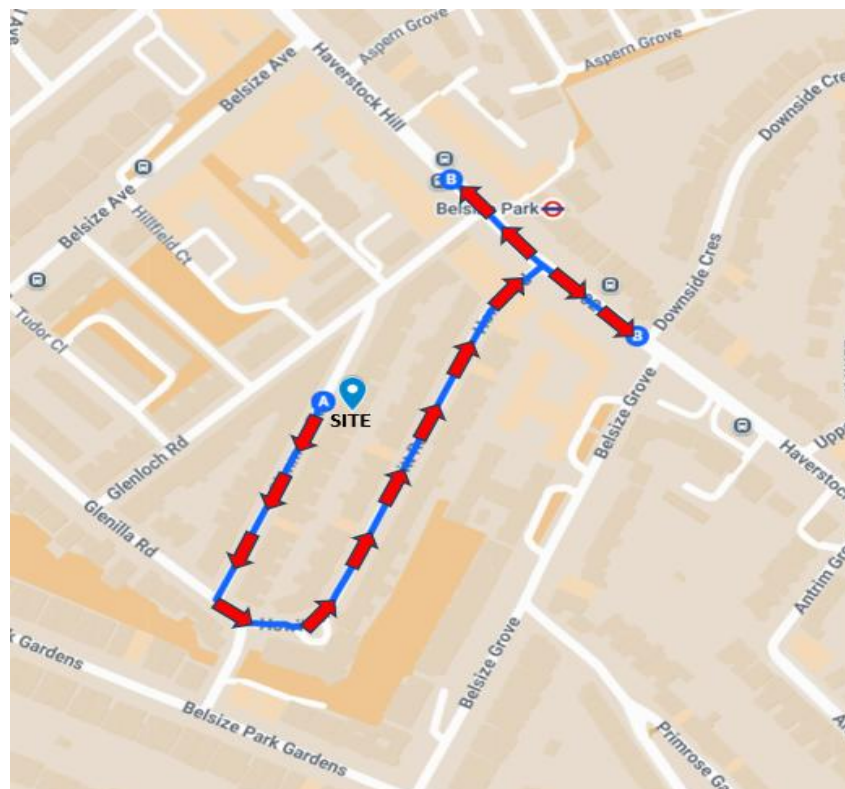
CMP APPENDICES FOR 23 Glenmore Road

Appendix A: Vehicle Routes

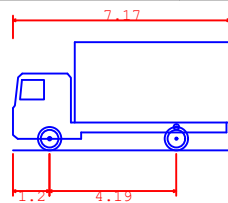
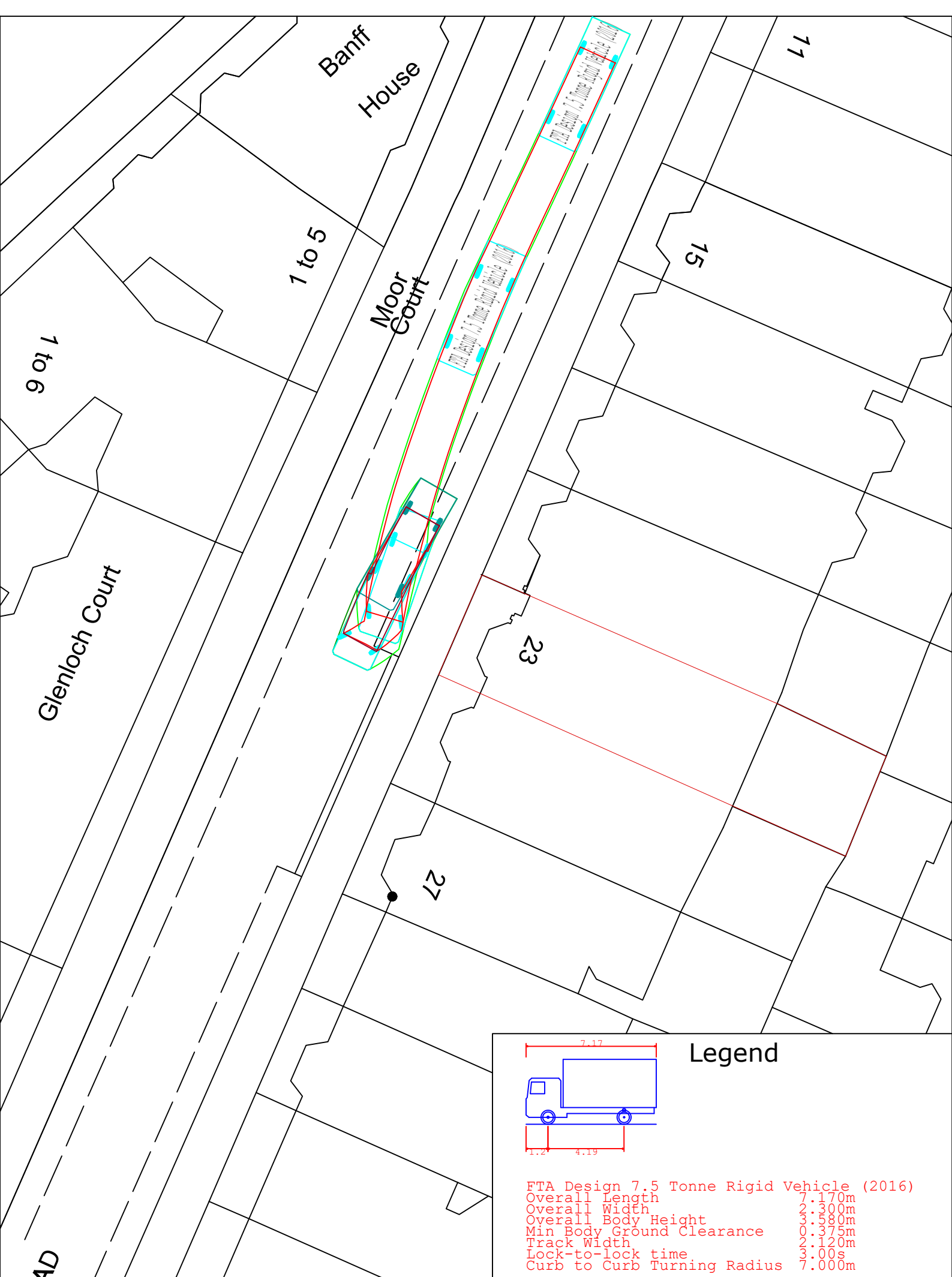
Ingress:



Egress:

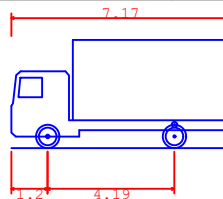
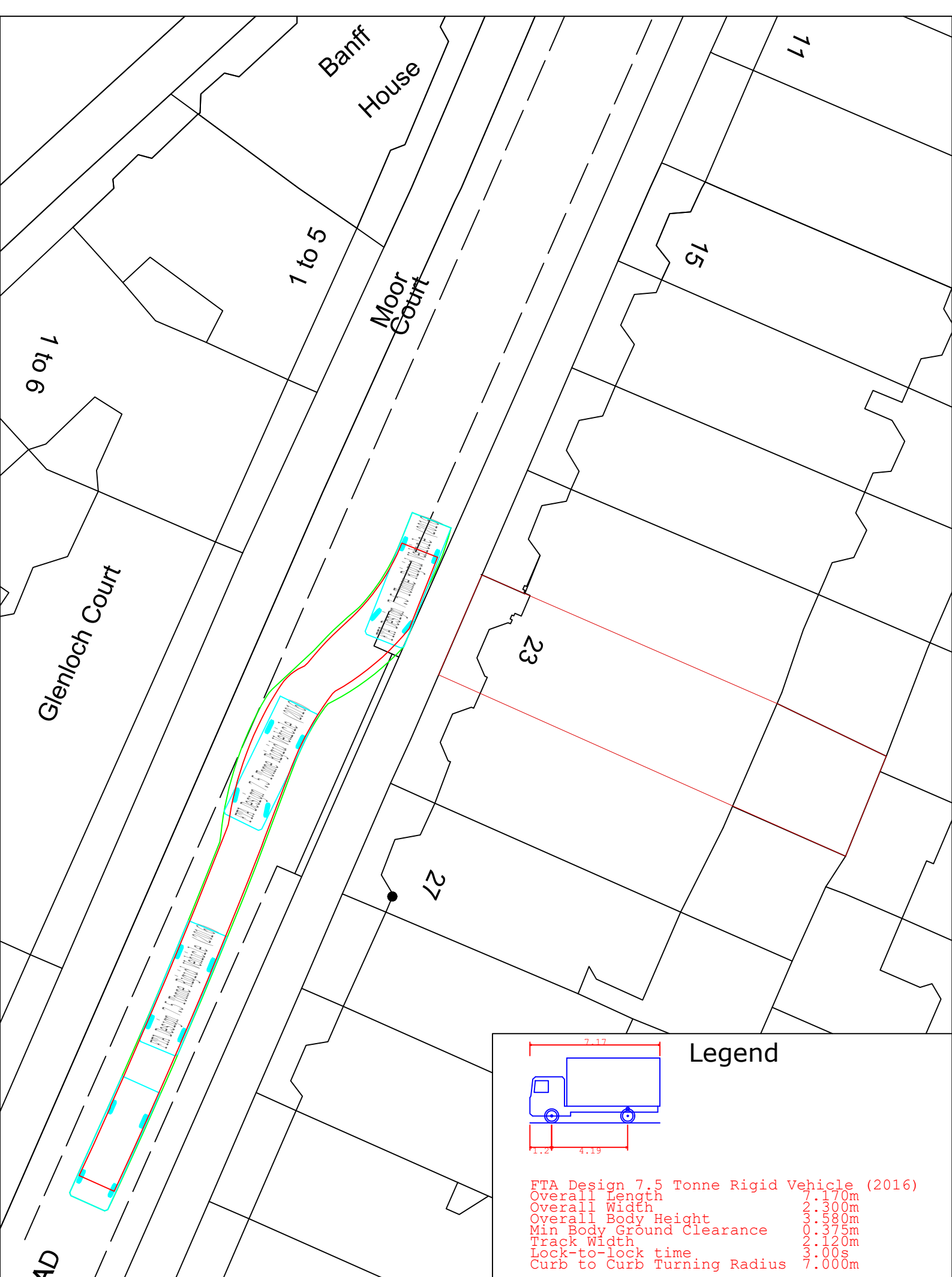


Appendix B: SPA Drawings



Legend

FTA Design 7.5 Tonne Rigid Vehicle (2016)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	1.20m
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	7.000m



Legend

FTA Design 7.5 Tonne Rigid Vehicle (2016)	
Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	1.20m
Lock-to-lock time	7.00s
Curb to Curb Turning Radius	7.000m

Delivery Egress

Scale 1:250 on A4

10 m



Appendix C: Site Arrangement



Appendix D: Sensitive Receptors



Appendix E

Evidence of Engagement & Consultation

Lewis Project Limited

30 March 2026

Community Consultation | Glenmore Road, London NW3

Dear Neighbour,

I write on behalf of the principal contractor in relation to the proposed renovation works due to take place at 23 Glenmore Rd London NW3 4BY, and the forthcoming submission of a Construction Management Plan (CMP).

This plan is being prepared to manage the construction process. We hope it will help reassure the local community that we are committed to working sensitively and respectfully to minimise any potential impact by the registered construction activity.

The final CMP will be submitted to Camden Council and is connected to the planning permission (ref: 2025/5454/P), which facilitates: *"The refurbishment and extension of an existing terraced house with a new basement and roof works."*

As part of the CMP process, we are undertaking a neighbourhood consultation before the plan is finalised. We have established a project website where you can review the full draft CMP, which details the proposals for managing deliveries, site hours, and safety on the roads.

We invite you to review the plan and provide your feedback via the contact form on the website. This website will also serve as the main information hub and point of contact for any concerns throughout the entire construction period. You can access the project website by scanning the QR code below.

We would be grateful if you could provide any initial comments on the draft CMP by EOP 12.04.2026 so we can review them and address them in the final submission to the Council.

Yours faithfully

Cordelia Hammond

Cordelia Hammond | Director

On behalf of: Lewis Project Limited

Email: theoffice@fabulista.eu



Consulation letter drops





WARNING
ALARM 4
SCAFFOLDING
075N-383-630

We are registered with Considerate Constructors
If you have a concern about the construction site, please contact the site manager or the Considerate Constructors team on 0800 000 000.

HATI SCAFFOLDING LTD
075N-383-630
hatiscaffolding.co.uk

Construction Site
Safety Signage

Construction Site
Safety Signage

Construction Site
Safety Signage

Construction Site
Safety Signage

Fire assembly point

Construction Site
Safety Signage



OUR COMMITMENTS

BUILDING RESPONSIBLY. RESPECTING OUR COMMUNITY.

We are committed to delivering this project in accordance with our Construction Management Plan and the conditions of our consent. These commitments guide how we manage our work and minimise impacts on our neighbours, our community and the environment.

WE COMMIT TO:



WORKING HOURS

We will only work during approved hours:
7:00am – 6:00pm Monday to Friday
8:00am – 1:00pm Saturday
No work on Sundays or Public Holidays.



DUST MANAGEMENT

We will use water, covers and best practice measures to minimise dust and keep our neighbourhood healthy.



MINIMISING NOISE

We will minimise noise and vibration and use quieter methods and equipment where possible.



WASTE MANAGEMENT

We will reduce, reuse and recycle materials and manage waste responsibly.



TRAFFIC & ACCESS

We will manage truck movements safely, follow approved routes and minimise disruption to local traffic, pedestrians and driveways.



ENVIRONMENTAL CARE

We will protect trees, soil, waterways and wildlife and report any environmental incidents immediately.



CLEANLINESS

We will keep the site and surrounding area clean and free from debris, dust and litter.



COMMUNICATION

We will keep neighbours informed, listen to feedback and respond to any concerns promptly and respectfully.



HAVE A QUESTION OR CONCERN?

We are here to help.



Site Manager: _____



Phone: _____



Email: _____

For urgent matters outside of business hours, please call:

THANK YOU FOR YOUR PATIENCE AND SUPPORT.



SAFETY FIRST. RESPECT ALWAYS. BUILDING BETTER TOGETHER.

Appendix F

Considerate Contractors Scheme



23 GLENMORE

PROJECT ID: 520139 YOUR REF: LP_23GR

CODE & CHECKLIST UPDATE >

SITE PROFILE



CONTRACTOR

Lewis Project Ltd

CLIENT NAME

Ms Yen Sum

SITE MANAGER

Lewis Coffey

LOCATION

London, NW3 4BY

START DATE

27 Mar 2026

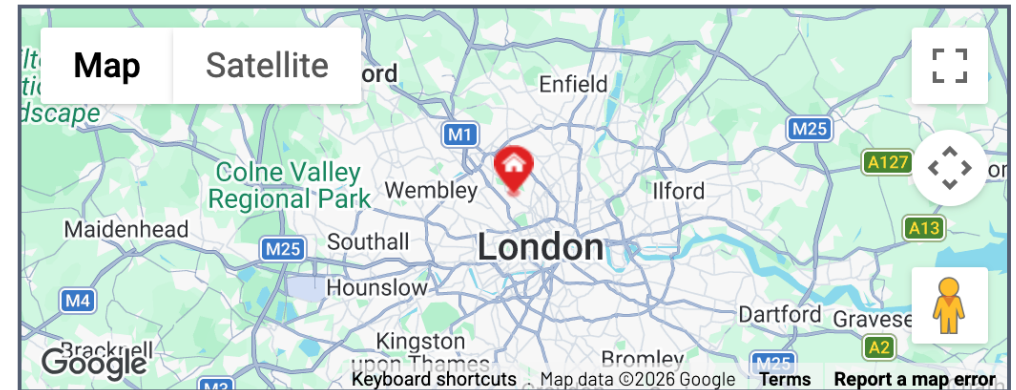
PLANNED END DATE

01 Mar 2027

DOWNLOAD RECORD OF PERFORMANCE >

DOWNLOAD CERTIFICATE OF PERFORMANCE >

CLICK HERE TO RE-REGISTER >



VIEW CONSTRUCTION MAP >

UPDATE CONSTRUCTION MAP >

Appendix G

Gantry Detail



Appendix H

Sample RAMS

These are password protected documents so cannot be merged with this CMP so have been sent separately as email attachments.