

Construction/Demolition Management Plan

pro forma

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
11th July 2023	01	Eddie Halligan
20th July 2023	02	Eddie Halligan

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

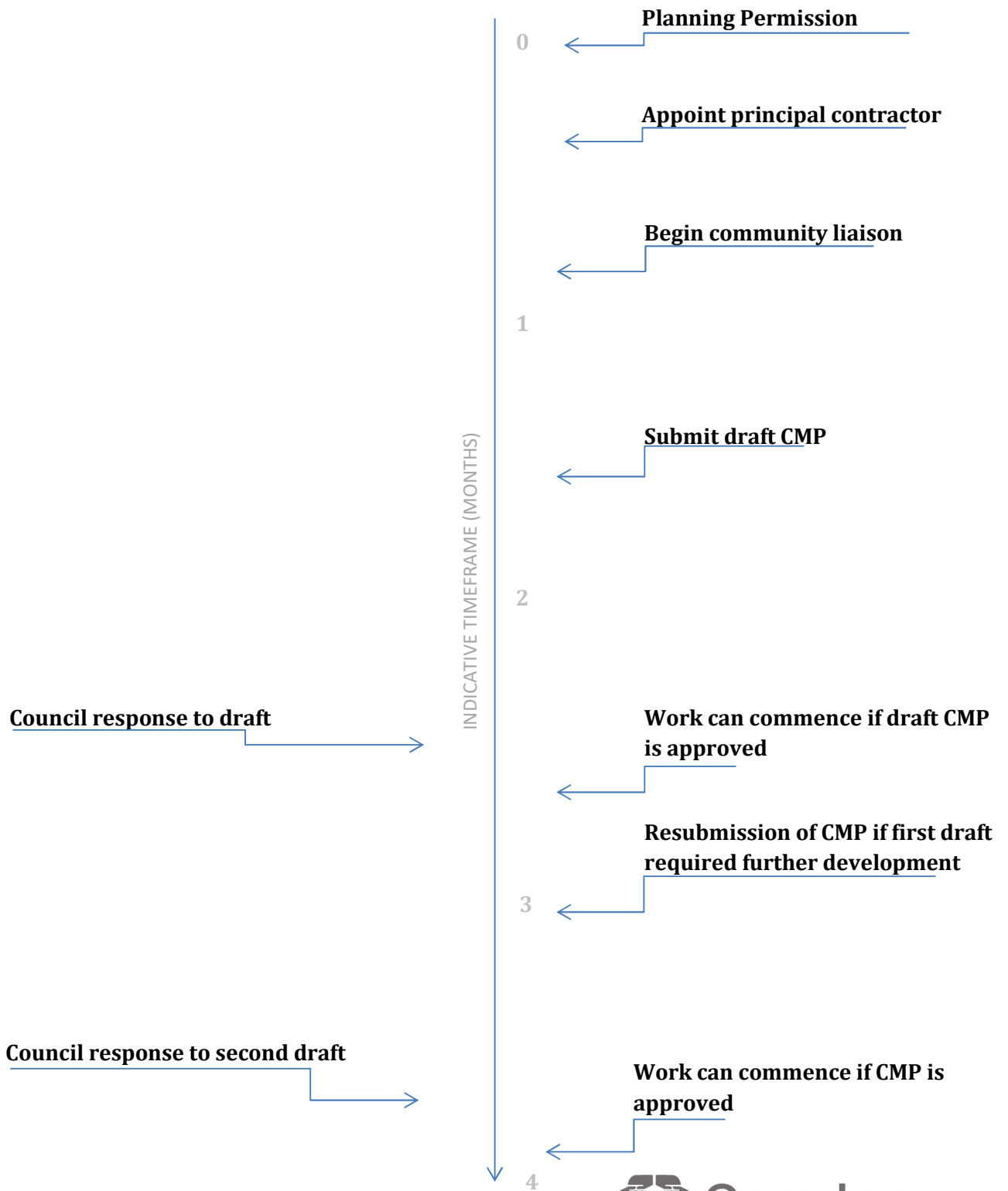
<https://www.camden.gov.uk/about-construction-management-plans>



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: Brunswick Centre , Unit 57, Bernard St, London WC1N 1BS

Planning reference number to which the CMP applies: **TBC**

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

Name: Eddie Halligan

Address: 60 Boucher Place, Belfast BT12 6HR

Email: eddie.halligan@gilbert.ash.co.uk

Phone: 028 9066 4334

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: TBC

Address: 60 Boucher Place, Belfast BT12 6HR

Email: TBC

Phone: TBC

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: TBC

Address: 60 Boucher Place, Belfast BT12 6HR

Email: TBC

Phone: TBC

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: Gilbert- Ash

Address: 60 Boucher Place, Belfast BT12 6HR

Email: belfast@gilbert-ash.co.uk

Phone: 02890664334

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. Please fill up [Cumulative Impact Area \(CIA\) checklist form](#) if site fall within the CIA zone (Central London)



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 projects objective is to repurpose part of the existing under-utilised subterranean car park to deliver a c.207 key highly sustainable hotel, making better use of this Central London site. The proposals will respect and celebrate the integrity of the Grade II brutalist building with minimum intervention to historic fabric. It will provide much needed visitor accommodation utilising innovative circadian lighting, which will ensure the accommodation is of a very high standard in terms of amenity.

Alongside this a spacious F&B offer will provide space for hotel guests and local residents alike. The new hotel will increase much needed footfall in and around the Brunswick Centre, helping to maintain its vibrancy and vitality and to ensure its long-term future.

The ambition for the development we believe reflects the needs and aspirations of the brief, by providing strong contemporary design. Some of the issues that could arise from this project could be down to logistics. The site is situated at Bernard Street London. The general location of the site is within a busy road infrastructure, and the logistics associated with the key activities connected with the construction works are the most challenging factors to the proposed project. Gilbert-Ash has considerable experience of working around these challenging factors.

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

	Start on Site	Completion	Duration
Mobilisation	3 rd June 2024	28 th June 2024	4 weeks
Start of construction	1 st July 2024	13 th February 2026	80 weeks
Practical Completion		13th February 2026	

Note – Construction Programme TBC

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

Working Hours will be as mentioned above

The site operating times will be:

8:00 am - 6:00pm Monday to Friday

8:00 am – 1pm on Saturdays.(if required and with prior consent from Camden Council)

No working on Sundays or Public Holidays

Noisy works are restricted to these hours. Noisy operations will be monitored to avoid unnecessary disturbance at all times

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.

Yes the site is in the Cumulative Impact Area (CIA) therefore Saturday working will not be carried out unless prior agreement with the Camden Council has been agreed.

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.).

Gilbert-Ash have identified a number of potential receptors that could be affected by activities on site throughout the lifecycle of the project. All residents and business owners on Marchmont Street, Bernard Street, Handel Street, Hunter Street and Brunswick Street. We will ensure that all receptors / residents are kept up to date of up and coming works onsite, alongside contact details of the site manager. We will keep residents up to date with upcoming works with a monthly GA Newsletter, and where possible try to minimise construction related impacts on the nearest potential receptors from demolition and construction works that can be heard at the boundary of the site in which can only be carried out between 08:00 – 18:00 Monday - Friday & 08:00 – 13:00 on a Saturday and none on a Sunday and public holidays.

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.

Gilbert-Ash will contact the Camden Council prior to works commencing. A poster for local employment will be located upon the site hoarding and job vacancies will be advertised locally within the Camden borough.

Initial public consultation was undertaken with local stakeholders which referenced understanding on potential impacts during construction and how these would be mitigated and developed in the CMP post-planning. Gilbert-Ash will hold meetings with local stakeholders, where necessary, prior to works commencing.

Gilbert-Ash will register the site with the Considerate Constructors Scheme prior to works commencing.

Gilbert-Ash has monthly letter drops issued to local residents which detail up and coming construction sequences and also has clearly displayed contact information located upon the hoarding to the site. **Example documentation is located within appendix A.**

The initial neighbourhood letter will be sent out to notify the local resident of the planned Construction works i.e. letter drop

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

The Project Management Team have will set up a construction working group and will hold consultation meetings in advance of works commencing on site with local businesses and residents and will continue to do so throughout the construction works. This first construction working group prior to start on site. This meeting will involve members of both Gilbert-Ash management team and the client's management Team all local residents groups. The frequency of these meetings will be established following the initial meetings. Gilbert-Ash will appoint a liaison officer in due course, they will be responsible for collating and responding to comments (if required) they will also ensure that meetings will be organised with all stakeholders being sent an email of the monthly newsletter and kept up to date on any meetings that may be occurring, in terms of time, location and agenda.

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.

Gilbert-Ash will register the site with the Considerate Constructors Scheme Prior to works commencing onsite. All contractors will also be given the Guide for Contractors Working in Camden – we can confirm that this has been read and will be adhered to alongside enhanced CCS registration which include CLOCS monitoring

Site ID: TBC

Contractor: Gilbert-Ash Ltd

All works will be carried out in full compliance with current construction, environmental legislation and the Local Authority requirements.

Please accept this statement as confirmation of our commitment to sign up to the Considerate Constructors Scheme and achieve a score of 40 points upon formal inspection of the site by the CCS Site Monitor.

Upon practical completion we will provide a copy of the final CCS 'Monitor's Site Report' confirming the scores achieved and a copy of the CCS Compliance certificate.

- Care about **Appearance**
- Respect the **Community**
- Protect the **Environment**
- Secure Everyone's **Safety**
- Value the **Workforce**

All contractors will be required to adopt the Construction Skills Certification Scheme (CSCS) or equivalent skills certification. This will be combined with the Main Contractor in house SHE training scheme for 100% of personnel involved with the project including all sub-contractor personnel who will be involved in the project for over a day. General operatives will be required to complete the SHE training element of the CSCS scheme and may be given the opportunity to pursue a relevant NVQ qualification. All contractor supervisors will receive additional Main Contractor training

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.

Gilbert-Ash has identified that there is no significant construction activity around the site. However, our management team will monitor this throughout the lifecycle of the project including prior to works starting on site.

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:

Gilbert-Ash Ltd

Address: 60 Boucher Place, Belfast BT12 6HR

Phone: 028 9066 4334

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

Various sized vehicles will visit site for deliveries and collections:

Small light-waste vehicles (3.5-ton tippers) for strip out works

Heavy skip wagons (20-ton Ro-Ro) for strip out works, rubbish and removal of demolition arising

The type and frequency of the vehicles arriving at site will vary as work progresses. For all vehicles over 3.5 tonnes must meet all of the following conditions:-

Operators must be a member of TfL's Fleet Operator Recognition Scheme (www.tfl.gov.uk/fors) or similar at the Bronze level.

All drivers must have undertaken cycle awareness training such as the Safe Urban Driver module through FORS or similar.

All vehicles associated with the construction of the Development must:

- Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
- Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
- Have a Class VI Mirror.
- Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.
-

Gilbert-Ash will employ a traffic management plan

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

E Halligan

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.

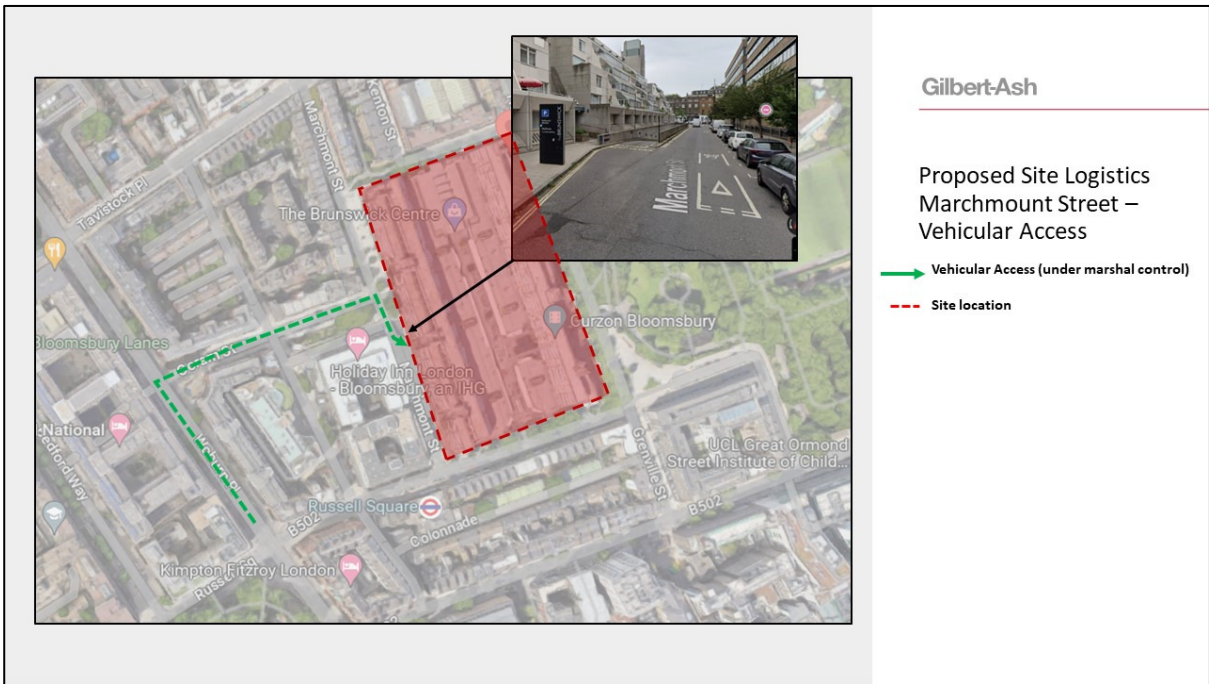
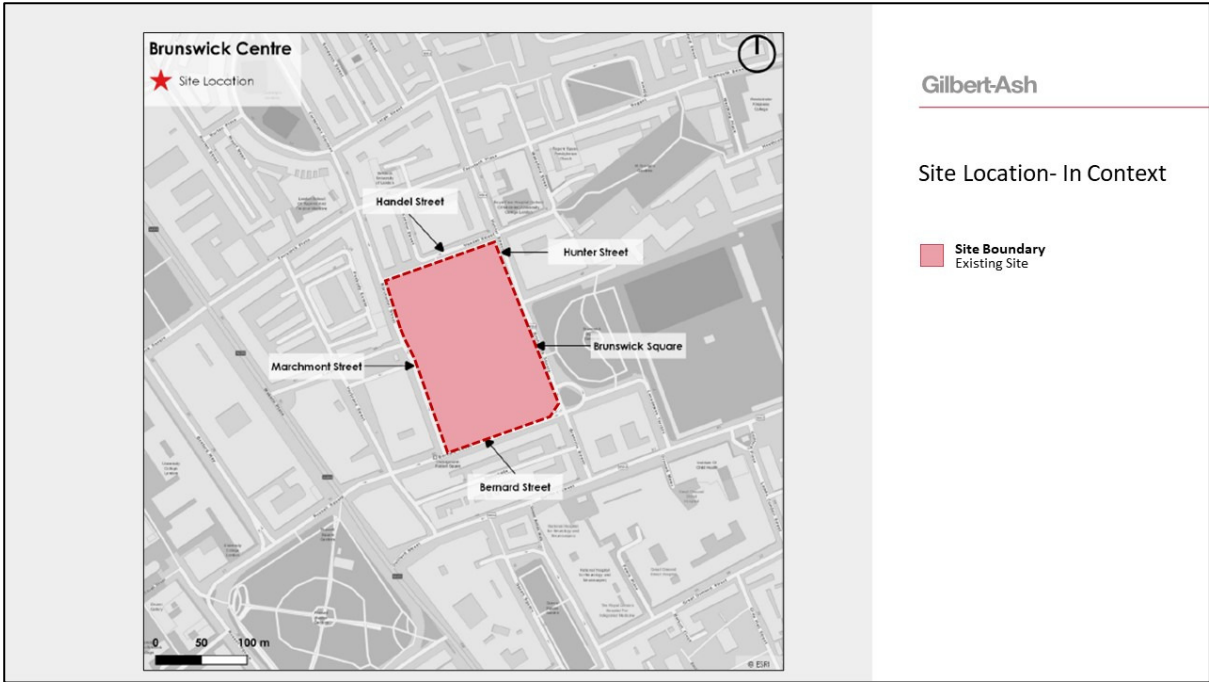
18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.” (P19, 3.4.5)*

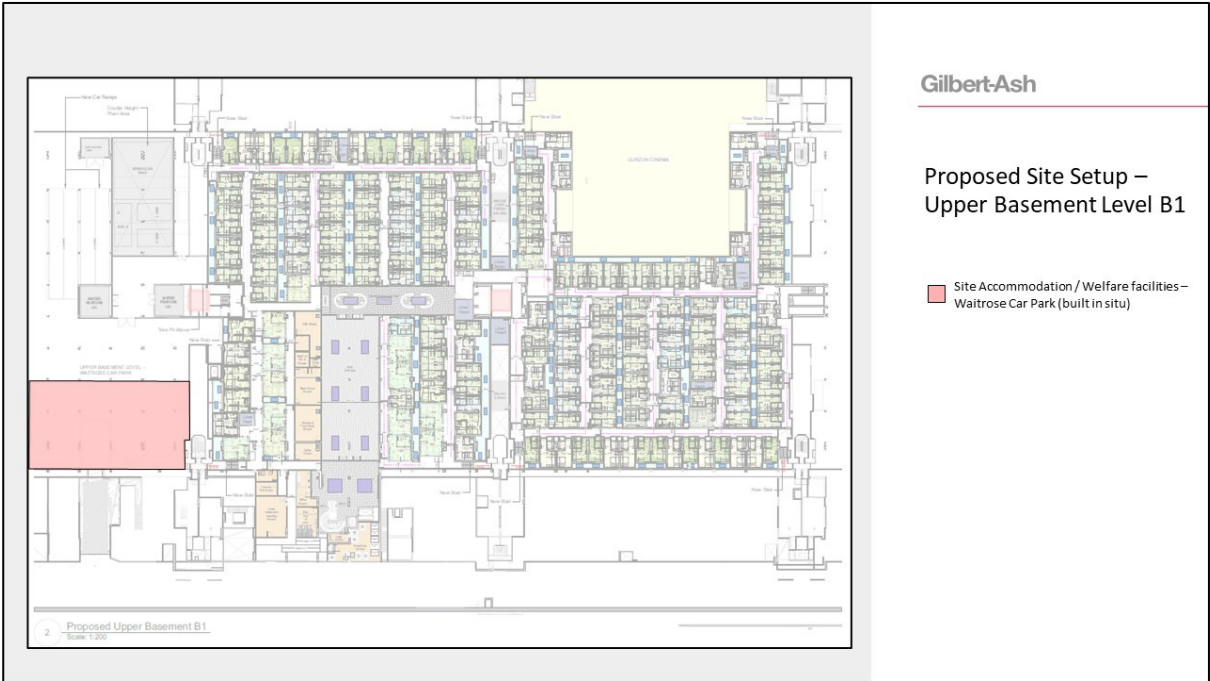
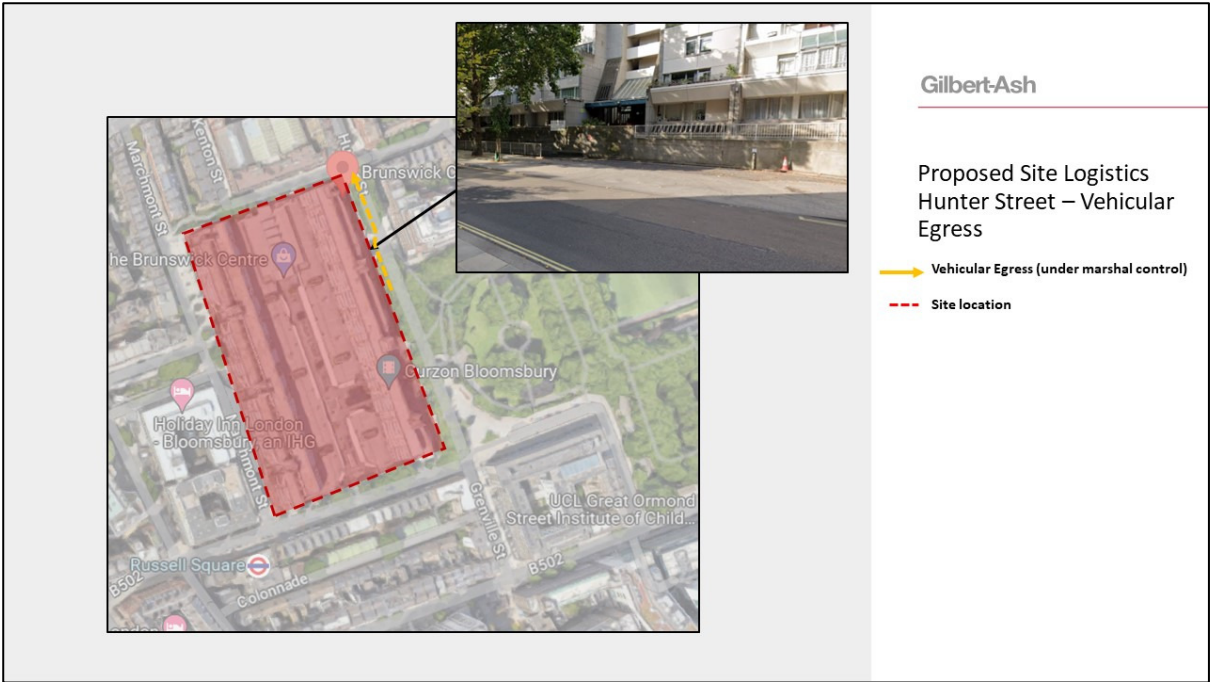
Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

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.





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.

Gilbert-Ash will operate a delivery management system (DMS) to book all deliveries into the offsite consolidation centre and to call off deliveries from the consolidation centre to site. Direct to site loads will also be booked in using the DMS)

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

Various sized vehicles will visit site for deliveries and collections:

NO ARTICS will be used on this project.

Small light-waste vehicles (3.5-ton tippers) for strip out works

Heavy skip wagons (20-ton Ro-Ro) for strip out works, rubbish and removal of demolition arising

Heavy rigid flat-bed (10 to 20-ton) i.e. plant/material deliveries, scaffold and salvage collection

The type and frequency of the vehicles arriving at site will vary as work progresses.

For all vehicles over 3.5 tonnes must meet all of the following conditions:

Operators must be a member of TfL's Fleet Operator Recognition Scheme (www.tfl.gov.uk/fors) or similar at the Bronze level.

All drivers must have undertaken cycle awareness training such as the Safe Urban Driver module through FORS or similar.

All vehicles associated with the construction of the Development must:

- Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
- Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
- Have a Class VI Mirror.
- Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.
- It is estimated that there will be 2 waste lorry movements per day; and 5 for deliveries.

NOTE- this may vary between different stages of the project.

To limit the disruption to the surrounding routes and to the proposed programme the Gilbert-Ash team will ensure that the logistics manager will liaise with our subcontractors/suppliers and neighbouring businesses to coordinate deliveries in a timely manner to avoid peak times and avoid delivery clashes and traffic disruption. The logistics manager will also be responsible for ensuring the surrounding area is always kept clear and debris free and to ensure separation between construction activities and the public are always maintained. We will also set up early meetings to liaise with the Local Authority to establish any restrictions that may affect access to the site.

b. Please specify the permitted delivery times.

Construction vehicle movements will be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays.

Gilbert-Ash are aware that 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 document will be issued alongside the site logistics on pages 18 & 19 above to 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 sub-contractors.

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.

Gilbert-Ash has identified that there is no significant construction activity around the site. However, our management team will monitor this throughout the lifecycle of the project including prior to works starting on site.

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

Swept Path Analysis to follow.

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.

NA

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.

Gilbert – Ash will ensure that delivery numbers are minimised where possible. We have investigated delivery of construction materials by water/rail. However, they are not feasible due to logistical restraints with regards to water and rail infrastructure

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).

Gilbert-Ash will nominate a Site Logistics Manager as the appropriate member of staff with the responsibility for the day-to-day organisation and monitoring of site logistics. Responsibilities attached to this role will include the supervision, controlling and monitoring of the pre-booked vehicles onto and off of the site

Deliveries will be phased and controlled on a “**just in time**” basis, this will minimise transport disruption. This Traffic Management Plan will be further developed in conjunction with the council and Project Management team which will reflect the arrangements for deliveries.

There will be a stringent pre-booking system to support the construction traffic management for the site, such that no construction vehicles will be permitted to access the site without having first being confirmed with an arrival slot, including those limited vehicles outside of the preferred window. (Just in time deliveries) Any vehicle arriving at site before or after the agreed time of delivery will be turned away and made to rebook with the logistics manager.

NOTE - No vehicles will be allowed to park in the boundary of the site or any of the adjacent roads particularly with engines left ticking over / idling.

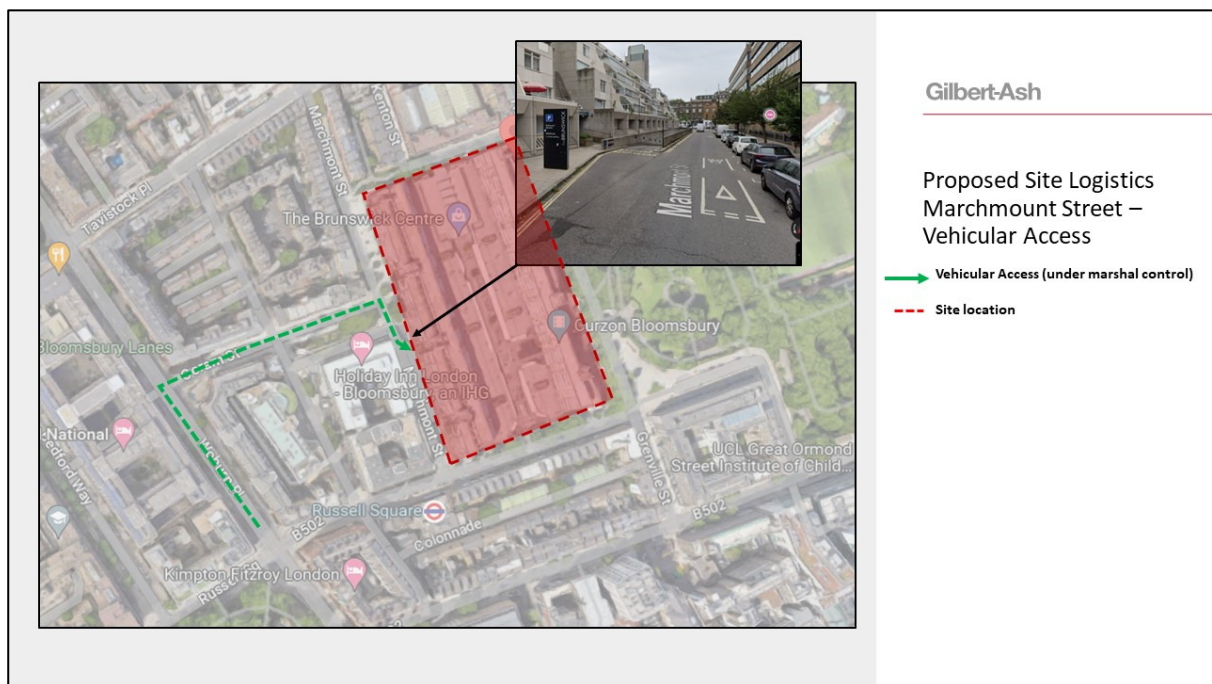
20. Site entry/exit: “Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.” (P18, 3.4.3)

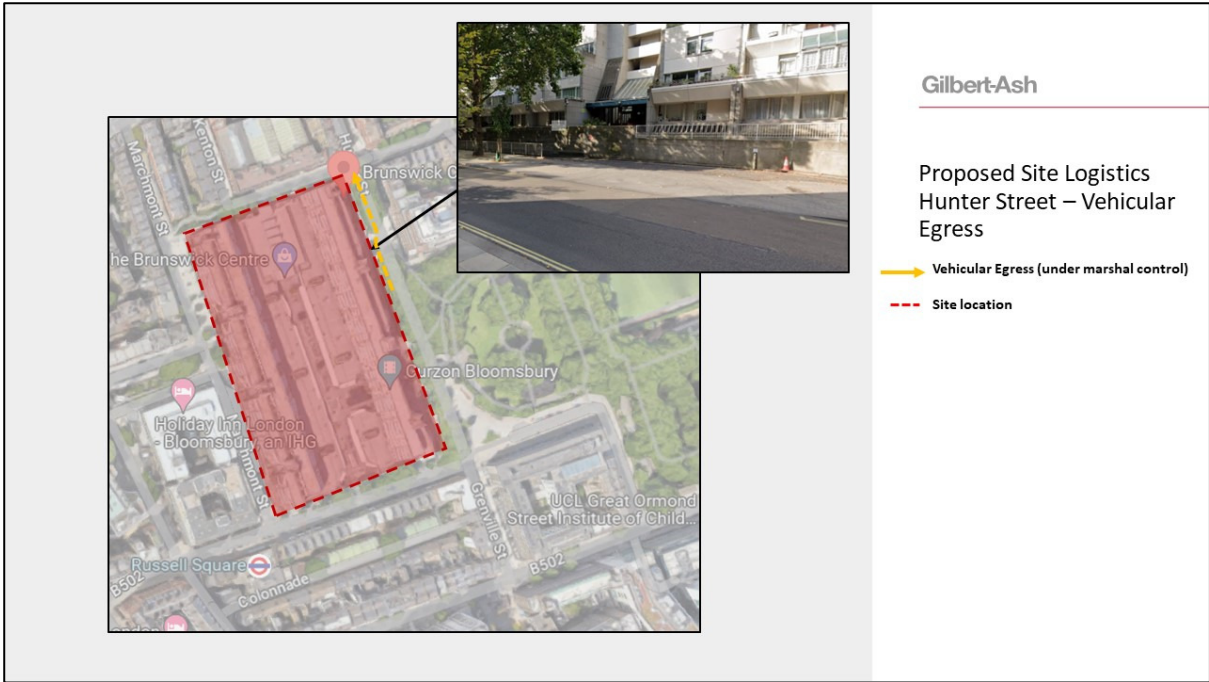
This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please leave this section blank and refer to Q21. Where loading is to take place from a dedicated pit lane located on the public highway, please use this section to describe how vehicle 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.





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.

For the routing of construction vehicles Gilbert-Ash will employ a qualified and certified traffic marshals to ensure that all vehicles are directed and managed safely. They will ensure all construction vehicles safe access and egress to and from the site. They will ensure that the areas adjacent the site are always kept clean and clear and prevent nuisance parking from site personnel.

To minimise disruption and avoid additional strain on adjacent roads, the delivery manager will liaise with all our supply chain companies to pre-arrange material and plant deliveries ensuring efficient off-loading to avoid traffic congestion adjacent the site.

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.

Swept Path Analysis to follow

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel

washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

The Gilbert-Ash Team will regularly inspect the perimeter of the development to ensure that it is kept clear of site accumulated rubbish and debris. This will be cleared daily when required. This task will be carried out by one of the GAs Traffic marshals. Vehicles entering and leaving the site will be checked to ensure that the wheels are appropriately cleaned, so not to add debris to the highways. We shall use and maintain hard standings wherever possible to prevent build up. However, if required we will employ jet washers to wash down vehicles that enter and leave the site.

GA will also make the necessary provision for cleaning of the road as by required by an approved road sweeper (if required). When site vehicles are leaving site, GA will also ensure that all loads are covered to minimise the risk of any spoil or debris over spilling onto the highway. During the construction period GA will ensure the highest standard of dust suppression are maintained. Any areas that are subject to traffic or wind and stockpiled materials will be regularly soaked down to prevent the spread of dust and dirt onto the highway and surround areas.

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.

N/A

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.

For the routing of construction vehicles Gilbert-Ash will employ a qualified and certified traffic marshals to ensure that all vehicles are directed and managed safely. They will ensure all construction vehicles safe access and egress to and from the site. They will also ensure safe segregation between construction vehicles & pedestrians / cyclists.

NOTE: Loading and unloading will not be happening off the public highway.

To minimise disruption and avoid additional strain on adjacent roads, the delivery manager will liaise with all our supply chain companies to pre-arrange material and plant deliveries ensuring no off-loading will happen on the public highway. This will ensure that no traffic congestion adjacent the site.

As mentioned above all deliveries will be phased and controlled on a “**just in time**” basis, this will minimise transport disruption in the Camden Area. We will develop and agree a Traffic Management Plan in conjunction with the Camden Council and Project Management Team which will reflect the arrangements for deliveries.

GA will meet with the Local Authority officials to agree the logistics plan. The Gilbert Ash Logistics Manager will be responsible for implementing the agreed plans on site. The Logistics Manager will also act as a traffic marshal and ensure safe access and egress to and from the site. The Logistics Manager will ensure the adjacent areas are always kept clean and clear and prevent nuisance parking by site personnel. Site personnel and visitors will always be encouraged to use public transport. This will further reduce impact on pedestrians and cyclists.

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.

N/A

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](#).

Please See Site Logistics on pages 18 & 19

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.

N/A

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.

N/A

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.

Gilbert Ash will have to apply for;

- **Disconnection of existing supplies (Power, Gas Etc)**
- **Application for temp supplies**
- **Application for Utility Connections (Gas/Water/UKPN)**

NOTE: These are all existing connections which will be upgraded

In regards Thames Water it may require some road and pavement trenching and connections to the boundary of the site.

In regards Gas there may need some pavement and potential roadworks same for the UKPN plan.

All these will all be within the site hoarding area and so no further road closure should be required subject to further liaison with Camden Council, Thames Water, UKPN and Gas

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.

Gilbert – Ash have identified there are noisy operations and construction methods listed below

- Demolition works of existing UB Slab
- Associated excavation works
- Creation of new slab
- Strengthening of existing columns
- Structural interventions

These works will take place between the hours of:

- 08:00 and 18:00 Hours Monday to Friday
- And 08:00 and 13:00 hours on Saturday

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.

Gilbert-Ash can confirm that a noise survey will be carried out prior to works starting onsite.

NOTE - An acoustic assessment will be submitted as part of the application – prepared by Clarke Saunders Acoustics. As soon as it is carried out Gilbert – Ash will forward it to Camden Council.

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

For the purpose of predicting the likely noise impact, the construction works have been divided into the following phases. The full list of plant assumed for each phase or works is based on data supplied for a similar site:

- **Demolition** – The total sound power level for these items is assumed to be 116dB L_{WA};
- **Foundation / slab works** – it is assumed that any concreting would require the use of a concrete pump and poker vibrators. The total sound power level for these items is assumed to be 113dB L_{WA};
- **Building works** – to include the use of a tracked crane. The total sound power level for these items of plant is assumed to be 115dB L_{WA}..

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.

- All vehicles and mechanical plant used for the purpose of the works will be fitted with effective exhaust silencers, will be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.
- The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, will be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.
- All noisy plant and machinery will be shut down during periods of non-use and will be fitted with noise bafflers where possible.
- **NOTE – As discussed in the public consultation Gilbert -Ash will use a traffic light system for noise levels.**
- Acoustic screens will be erected around works carried out in close proximity to areas of increased public use where practicable. Any mobile screens will have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical.
- Alternative types of equipment that create less noise will be considered where possible e.g. using cutting torch instead of electric grinder.
- Gilbert-Ash will provide suitable ear protection for operatives undertaking noisy works. Suitable noise barriers will be used at the working face where possible.

QUESTION 31 CONTINUED

- Gilbert-Ash will also provide general ear protection in the form of free issue disposable ear plugs for all site staff.
- If noise levels exceed 3dB(A) of the predicted level, or there is a complaint, the works causing the elevated noise levels will cease and an investigation carried out to determine the causes and remedial measures.
- Gilbert-Ash has carried out a prediction of vibration levels. The predicted vibration levels and are not expected to exceed 1mms-1 PPV.
- Similarly, if vibration levels are exceeded, or there is a complaint, the works causing the elevated vibration levels will cease and an investigation carried out to determine the causes and remedial measures.
- To avoid problems concerning noise from the construction works we will take a considerate and neighbourly approach to relations with local residents. Works will not be undertaken outside of the hours agreed with the local authority.
- All material and machinery that is delivered to the site, and any waste or other material that is to be removed, will take place within the permitted hours.

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

- Noise and Vibration will be covered in Site inductions and weekly toolbox talks to all employees, subcontractors and people employed on the site.
- Gilbert-Ash will make sure that all subcontractors and other people employed in connection with the work must be aware of and, where practical, to keep to the guidelines.
- **NOTE- Gilbert-Ash can confirm that staff have been trained on BS 5228:2009**
- **Campbell Associates are the noise consultancy that Gilbert-Ash use for supply and training**
- All of the activities listed above in question 1 will produce Risk Assessments and Method Statements which will be reviewed by our independent Principle Design team.
- They will be encouraged to not cause unnecessary noise from their activities; for example, 'revving' vehicle engines, music from radios and shouting.

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.

The dusty operations will be:

1. Demolition of existing basement slab.
2. Potential for Various Construction activities
 - A monarflexed system can be erected to all external demolition elevations to contain dust and light debris within the site during the demolition/deconstruction period.
 - The monarflex system will be heavy-duty, the purpose of which is to provide the necessary protection to the general public and neighbouring properties.
 - Dust will be controlled at the workface using a fine water spray. The materials will be damped down before leaving the site.
 - The materials at the drop zones will be damped down again prior to loading into a skip inside the site entrance.
 - During the Demolition of the existing basement slab dust will be controlled at the workface using a fine water spray. The materials will be transferred.
 - Wherever possible, work that creates dust will be avoided during periods of high wind. Stockpiles of rubble will be dampened down. Dust screens will be provided near public areas.
 - When working in a dusty environment all operatives must wear suitable dust-masks (minimum FFP3), protective eyewear and gloves.
 - When loading away or moving materials using mechanical means, the material will be well soaked with water in advance of the operation. This will allow the water to soak through the material thoroughly. A fine spray of water will also be applied during the loading process.
 - Throughout the works, all areas including vehicular routes will be swept clear wherever possible to limit the sources of dust.
 - Dust levels outside the site will be regularly monitored by Gilbert-Ash during the works.
 - If dust levels are significant, or there is a complaint, the works causing the elevated dust levels will cease and an investigation carried out to determine the causes and remedial measures.
 - Effective preventative maintenance will be employed on all aspects of the construction/demolition works including all plant, vehicles, buildings and the equipment concerned with the control of emissions to air.

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 question 33 and answer

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.

- A dedicated member of the Gilbert-Ash management team will be responsible for the control of noise, vibration and dust control on site.
- Noise monitoring arrangements include taking noise readings at different locations around the site utilising a DT-8820 environment meter.
- A table of weekly Noise Level Analysis will be prepared to reflect results taken-
- **NOTE As discussed in the public consultation Gilbert -Ash will use a traffic light system for noise levels.**
- At each location, five readings are taken over a 5-minute period and an average noise level is allocated to that location. If the noise levels exceed the anticipated levels, corrective measures such as erecting a noise screen, or a 2-hour on-off period are implemented where possible.
- The monitoring will be carried out at intervals that will reflect the particular activities taking place on site. During the structural intervention works the monitoring will be carried out on a 2 hourly basis.
- Vibration surveys will be carried out during the works.
- Measured vibration levels during the project will be compared to the criteria in BS5228 2009: 1mms-1 PPV residential and 2mms-1 Commercial.

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.**

An Air Quality Assessment has been prepared and will be submitted as part of the planning application.

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.)

Gilbert-Ash can confirm that the 'The GLA 'The Control of Dust and Emissions during Construction and Demolition SPG 8' recommended mitigation measures will be implemented and delivered on this site.

- 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.

Gilbert – Ash can confirm that discussions will be held in good time prior to works commencing onsite to discuss and confirm position of dust monitors etc. these monitors will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council. Monthly reports will be provided to the Council with details of any exceedances and mitigation actions taken(if applicable)

- 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).

Gilbert-Ash will carry out an initial visual survey of the site to determine the presence of rodents.

If rodent droppings, dead rodents or evidence of nests / gnawing the building fabric a rodent control specialist will be employed to place rodenticide bait such as an indirect anticoagulant. The bait will be placed in tamperproof boxes. The boxes are not traps and it is unlikely that rodents will die inside them. The bait boxes will be left untouched.

During subsequent visits by the rodent control specialist may place additional baits in response to activity, which will be removed once the infestation has been resolved. The rodent control specialist will make recommendations for additional proofing and housekeeping.

As a deterrent to any vermin activity, strict rules are enforced from the beginning of the project. This includes stating zones where food can be consumed. Food and drinks, aside from water, are not allowed on the site at any time and all food and drinks are to be consumed in the canteens provided. All waste is to be bagged and put into industrial wheelie bins for the waste contractor to collect, thus eliminating the opportunity for vermin to be attracted to waste on site.

Our regular Toolbox Talk programme with on-site personnel includes topics on biodiversity. Site personnel are given information and guidance on how to recognise vermin activity and are made aware of the health consequences of not controlling their presence (Weil's Disease). If vermin are discovered on site, Gilbert-Ash contact a pest control company to assess the severity of the issue and give their recommendations.

An Ecology Log is maintained on site and all reports of sightings (of any animals, birds etc.) and suspected vermin activity are recorded.

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

An Asbestos R&D survey will be carried out on the site and all findings / reports will be forwarded on once complete.

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.

Gilbert-Ash can confirm that that we have policies relating to smoking / bad language and unnecessary shouting. These are also covered in our site inductions and weekly toolbox talks.

We also as previously stated sign up to the Considerate Contractors Scheme that has a rigorous Complaints and Compliments process that is externally audited.

It is normal practice for a designated smoking shelter to be provided on all Gilbert Ash sites and this will also be the case on this project.

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 (06/2024 - 02/2026): **Note – Construction Programme TBC**
- b) Is the development within the CAZ? **YES**
- 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: **YES**
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: **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**

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.

Please see previous answers on Pages 21, 25, 26 & 29 in above

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.

Gilbert-Ash are signed up to Lighthouse Club which is the equivalent to the above named. There are a number of Mental Health First Aiders within the company. The company ensure that all site managers and contracts managers are aware of the importance of Mental Health within the construction industry. Within the company all members of staff have 24/7 access to Medicash which includes mental health facilities and support.

● 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: E. Halligan

Date: 20/ 07 / 2023

Print Name: Eddie Halligan

Position: Construction Planner

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.9

Appendix A – Sample Newsletter

February

Ref: Refurbishment & Demolition of existing building to provide a new Premier Inn Hotel

Tenants at Hosier lane, Cock lane and Snow Hill

Dear Sir/Madam,

Gilbert Ash would like to give you an update for the month of February and the progress of the New Premier Inn Hotel at 24-30 West Smithfield London. Once again, we are excited to announce that the project is going according to programme. The purpose of this newsletter is to report on progress and keep you up to date on the exciting project at hand.

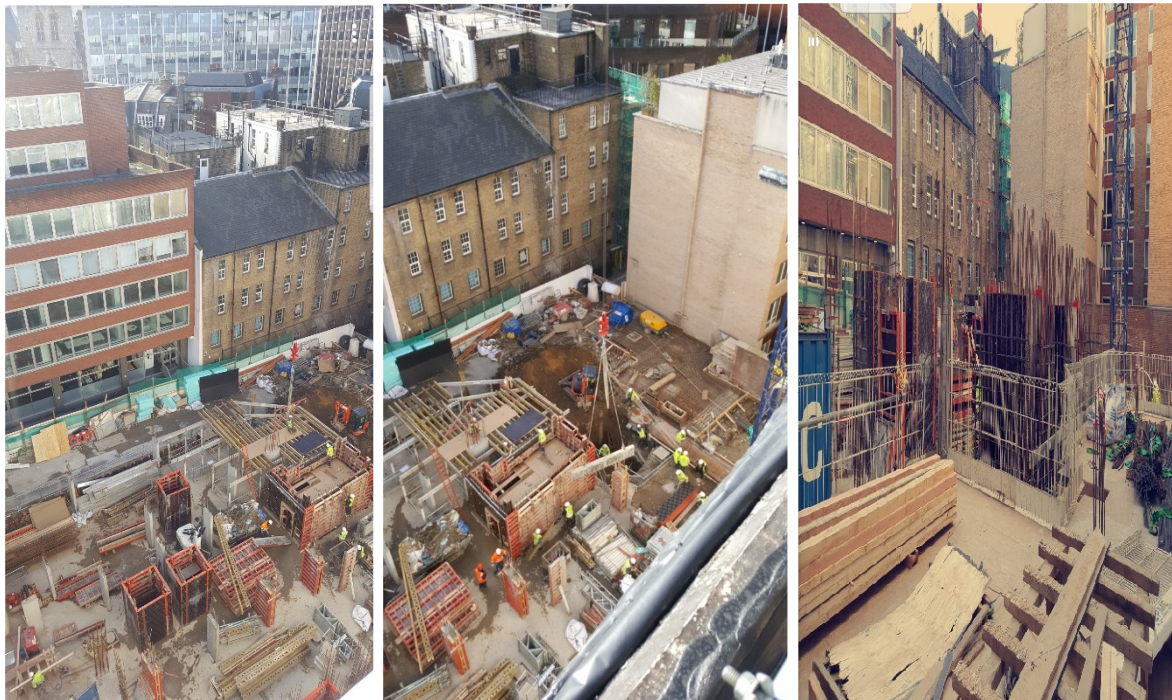
In this past month a lot of development has been made on both North and South Blocks. The North Block is within weeks of completion and handover to the client. With the final touches being carried out and the internal fit out nearing completion for Client handover in late Spring/early Summer. At present, we are putting together the final touches, which includes the painting and decorating of rooms on all six floors.

The new South Block is rapidly progressing and is also going according to programme. We envisage that the construction of the South Block will go as smoothly and as successfully as the North Block.

As you may be aware, the client intends to open the North Block whilst the South Block is under construction. To Do this Gilbert Ash have developed and implemented a handover plan that will make this possible. Below are some images of the finished rooms in the North Block, as you can see, all rooms have been finished to a very high standard.



Below are some images of the progress of the South Block that is currently under construction.



PLEASE NOTE PROPOSED WORKING HOURS ON SATURDAY 17/02/2018 ARE GOING TO BE 8 AM-6PM. THIS IS TO ACCOMMODATE FOR UNFORSEEN WORKS BETWEEN THE COUNCIL AND STEEL ERECTION BY GILBERT ASH

Once again Gilbert Ash would like to take this opportunity to thank you, the residents and neighbours for your on-going support and patience whilst the work is ongoing. We understand the magnitude of the works that has been involved with this project but without your co-operation and ongoing support the project would not have been such a success.

We will endeavour to minimise any disruptions to local businesses and residents during these works but in the interim if you wish to discuss anything regarding the project, please feel free to contact our Project Manager

Yours faithfully,

Eddie Halligan

Contracts Planner

Gilbert-Ash