**Construction/Demolition Management Plan**

pro forma

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# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **09/12/2023** | **Rev 03** | **M.Kurtinaitis** |
| **22/12/2023** | **Rev 04** | **M.Kurtinaitis** |

**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](https://www.clocs.org.uk/) (**CLOCS**) Standard and the [Guide for Contractors Working in Camden.](https://www.camden.gov.uk/documents/20142/1269042/Guide+for+Contractors+in+Camden.pdf/18b7bb06-119e-9957-7037-fdb633f17ae6)

Camden charges a [fee](https://www.camden.gov.uk/documents/20142/1269042/3.+Construction+and+Demolition+Management+Plans+-+updated+Implementation+Support+Contribution+levels.pdf/6375c32e-9c58-91f0-219f-268269143a6c) 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 CMPdoes 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**](https://www.camden.gov.uk/apply-for-building-control-camden)**.**”

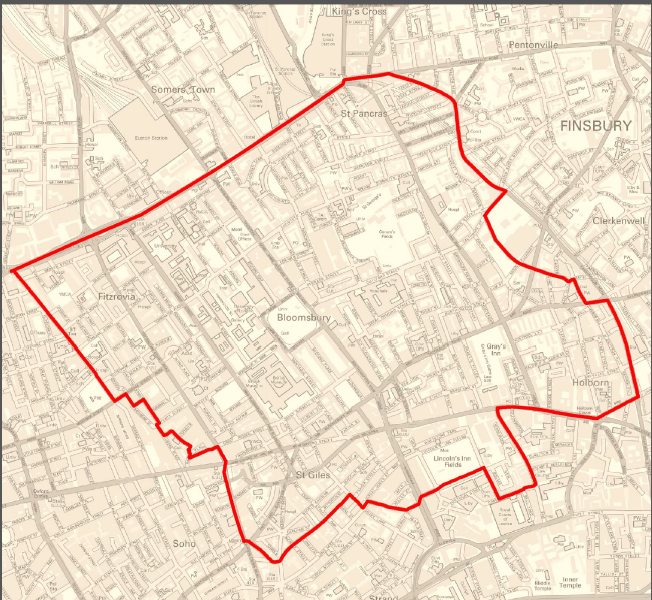
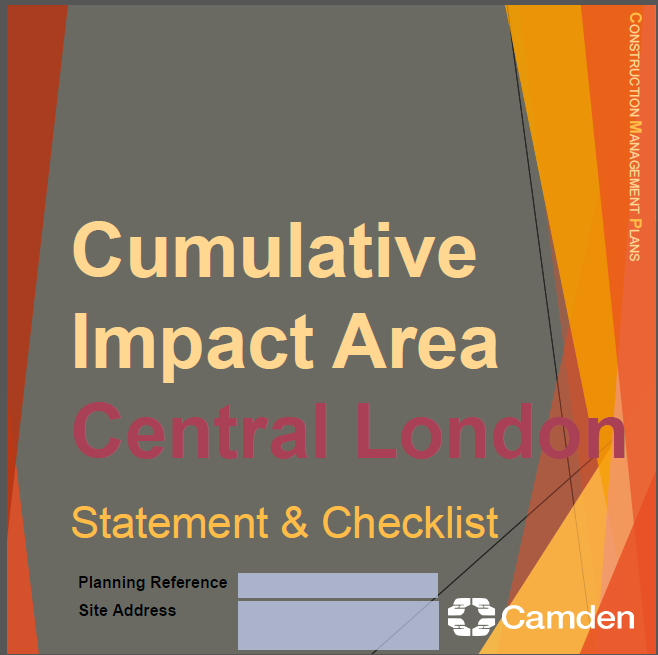
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

**DEVELOPER ACTIONS**

**COUNCIL ACTIONS**

**Planning Permission granted**

**0ommunity liaison**

**Appoint principal contractor**

**Begin community liaison**

**Work can commence if CMP is approved**

**Council response to second draft**

**Submit draft CMP**

**Work can commence if draft CMP is approved**

**Resubmission of CMP if first draft required further development**

**2ommunity liaison**

**3ommunity liaison**

**1ommunity liaison**

INDICATIVE TIMEFRAME (MONTHS)

**4ommunity liaison**

**Council response to draft**

# Contact

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

Address:

Bloomsbury House  
74-77 Great Russell Street  
& 29B Montague Street  
London, WC1B 5BL

Planning reference number to which the CMP applies: 2023/0375/P.

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

Name: John Dyke

Address: 33 Margaret Street, London, W1G 0JD.

Email: jdyke@savills.com

Phone: 02074098895

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: Nick Holmes

Address:

Bloomsbury House,

74-77 Great Russell Street  
& 29B Montague Street  
London, WC1B 5BL

Email: [nick.holmes@ambitmoat.com](mailto:nick.holmes@ambitmoat.com)

Phone: 07885228070

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.

As above and N/A

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: Nick Holmes

Address: 10 Greencoat Place, London, SW1P 1PH.

Email: [nick.holmes@ambitmoat.com](mailto:nick.holmes@ambitmoat.com)

Phone: 07885228070

# Site

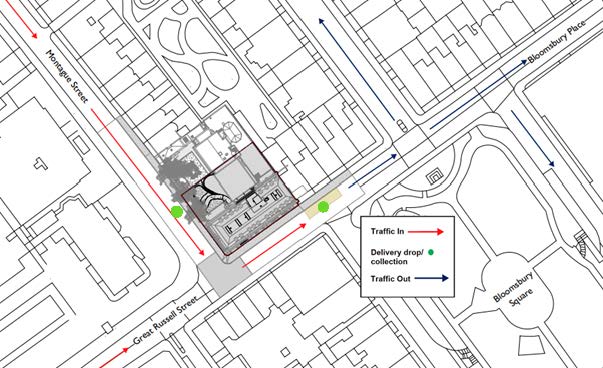
6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies. Please fill up [Cumulative Impact Area (CIA) checklist form](https://www.camden.gov.uk/about-construction-management-plans) if site fall within the CIA zone (Central London)

Ambit have been appointed to undertake refurbishment and structural alteration works to Bloomsbury House, 74-77 Great Russell Street & 29B Montague Street.

This Construction Management and Logistics Plan confirms the safe delivery of the project and the measures to be taken throughout the construction period to mitigate disruption and minimise the impact of the project on our neighbours and the public. It shall be a live project document that is reviewed and updated throughout the works at regular intervals or when required.

CIA checklist in Appendix A

Site Location Traffic Plan



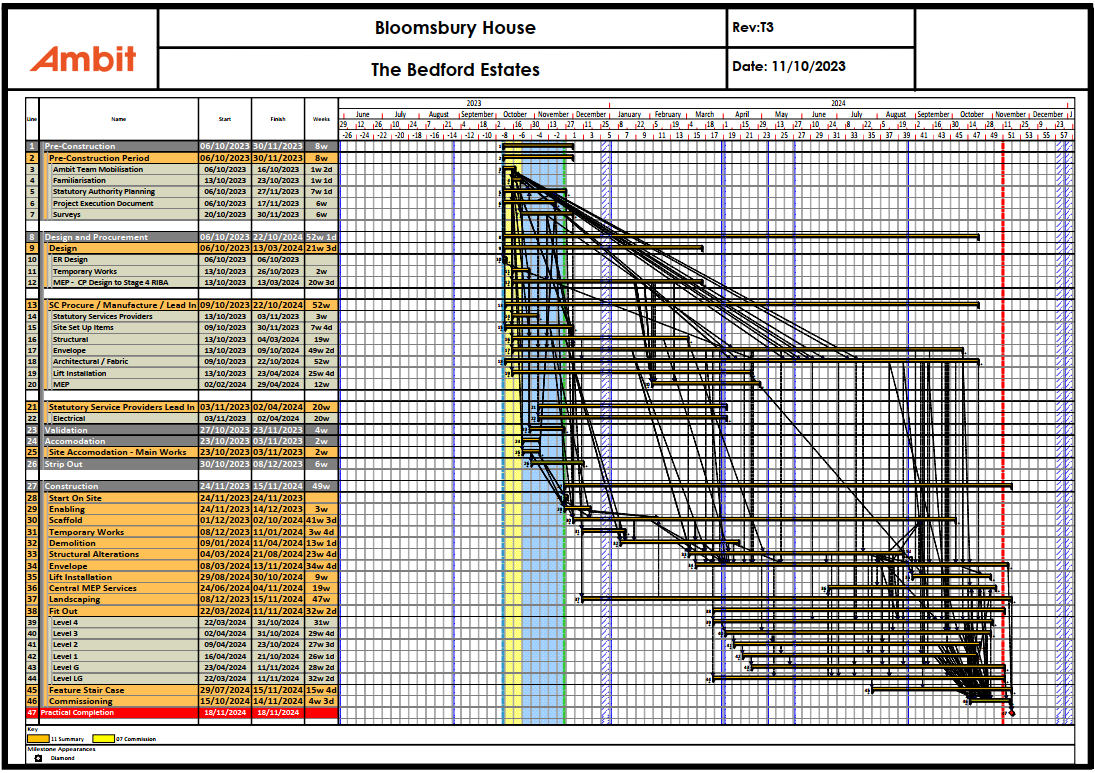
7. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings etc).

The works can be generally described as the commercial office refurbishment of five floors including inclusive of basement. Works also include removal and reconstruction of the lift core, installation of the new MEP services & plant, internal partitions, fixtures & fittings and internal. External windows will also be replaced to the more recent extension on Montague Street.

The following works will occur as part of the construction activities within the duration of the project:

* + Set up of site welfare.
  + Installation of access scaffold.
* ***This version of the CMP does not include a gantry as part of the scaffold set up. A subsequent update to the CMP will be submitted detailing any proposed gantry arrangement and any further measures needed to facilitate loading from the highway in the form of an addendum for separate approval and discharge by Camden.***
  + Undertaking of Surveys
  + Installation of temporary works
  + Structural alterations
  + Installation of new windows
  + Roof terrace alterations
  + Fit Out Works
  + Potential Crane lifts
* ***This version of the CMP does not cover any craning operations from the highway. A subsequent update to the CMP will be submitted detailing the measures needed to facilitate this in the form of an addendum for separate approval and discharge by Camden before any such operation will take place.***

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



Also attached in Appendix B.

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

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

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

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

Planned site working hours are 8.00am to 6pm on Monday to Friday. Any additional working hours will be arranged as per Section 61 requirements. With reference to: <https://www.camden.gov.uk/noisy-building-works>

# 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.).

The receptors that are likely to be affected by the works are:

* The 29a Montague Street - The Bedford Estates who are also the Client commissioning the works who will have direct involvement and sufficient control of the works. This is because the property is directly adjoined to the building.
* The 18 Great Russel Street. Mixed commercial and residential due to physical boundary / party wall in that location.

**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.

All neighbouring properties were informed / consulted via email. In the instances where emails were unavailable letters were sent in the post (were email was not known) on the 16th of October.

70 Great Russell Street residents queried wording of the CMP relating to noisy works. Clarifications were provided and regular communication during the life of the project confirmed by Principal Contractor Ambit.

Copy of the letter attached in the Appendix C

**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.

This should not apply as there are no signs of high levels of construction activity in the area.

Additionally, we will be providing a regular newsletter, physically displayed at site boundary and also via email were appropriate.

**13. Schemes**

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](https://protect-eu.mimecast.com/s/RhAACROA3cPkr7OT9fD9T?domain=ccscheme.org.uk/) for the full duration of your project including additional [CLOCS visits](https://protect-eu.mimecast.com/s/PK6ZCVAG3FjLlOZCzThUa?domain=ccscheme.org.uk/) 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](https://www.camden.gov.uk/documents/20142/1269042/Guide+for+Contractors+in+Camden.pdf/18b7bb06-119e-9957-7037-fdb633f17ae6). Please confirm that you have read and understood this, and that you agree to abide by it.

Considerate Constructors Site registration reference - SRO33316

Ambit have read and understand the Guide for Contractors Working in Camden

**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.

AMBIT are not aware of any other construction sites within the immediate vicinity that will have an impact but will closely monitor and coordinate the works regularly. An open dialogue will be held with the construction activities at neighbouring construction sites to ensure co-ordination of any major activities are planned.

Key measures to be taken include:

* Any vehicle alarms should be broadband or white noise type sounders and volume reduced or disabled following risk assessment.
* Our Newsletter, which will be updated on a monthly basis and displayed on the scaffold and locally distributed. Copies of newsletter will be forwarded to EPPP team and ward councillors.
* Our Project Manager’s contact details will be clearly displayed throughout the works allowing the public to get in touch as required or should they have any queries or complaints with regards the works being carried out.
* These details and how local neighbours can get in touch will also be included within our newsletters.

# 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](mailto: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:

Ambit Moat Ltd.

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

All Ambit subcontract orders will include the CLOCS delivery requirements to ensure that everyone in the supply chain is aware of their responsibilities. Prior starting on site, Ambit will create a compliant logistics plan which will include details of the last mile routes for all construction vehicles coming into site, our logistics plan will consider the local community and ensuring minimal impact and disturbances. This CLP will be issued to the subcontractors and their drivers coming in and out of the site.

Deliveries will be logged with the site teams in advance via our delivery management system to allow for our logistics manager to plan the delivery schedule and negate any potential instances of traffic build up. The traffic marshal or banksman will be the first point of call when arriving on site, they will ensure that all deliveries have been booked into our system and vehicles comply with the CLOCS standards. Any instances where non-compliances are found these will be noted and issued to the relevant parties. Continued non-compliance will result in the perpetrator to be banned from site until they can provide evidence of change.

Ambit will then report on the performance of our operations against the CLOCS standards and track the carbon ca emissions and incidents on site.

**All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and that all vehicles over 3.5t will be fitted with blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.**

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:

I confirm that CLOCS standards have been read and understood by Sean Emmett of Bedford Estates.

CLOCS standards will be abided by as agreed with Principal Contractor Ambit Moat as part of their CLOCS champion member commitment.

Please contact [CLOCS@camden.gov.uk](mailto: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.**

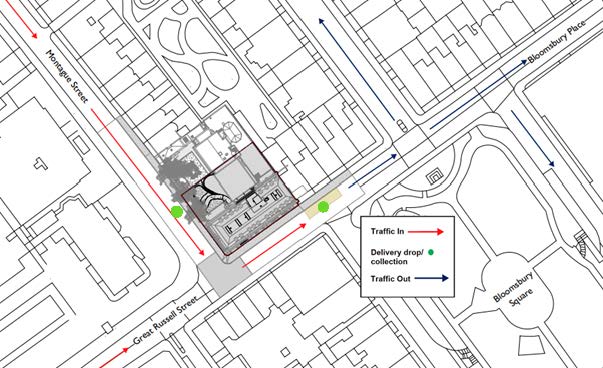
**18. Traffic routing**: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times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

CMP and CLOCS requirements will be included to sub-contractor and supplier orders. This will be monitored by logistics / site managers and also during CLOCS visits.

**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 shoul 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.

|  |  |  |  |
| --- | --- | --- | --- |
| **Phase of works** |  | **Total vehicles to and from site** | **Type of vehicles** |
| Setting up site |  | 6 | Small delivery trucks for sundry items and furniture |
| Structural Alterations & Demolitions |  | 86 | Wait and load skips/ 8-yard skips, small plant deliveries, scaffold wagon. |
| Roof works |  | 12 | Small vehicle deliveries |
| Façade |  | 22 | Split deliveries for glazing and cladding, scaffold vehicle |
| Joinery |  | 10 | Small vehicles split deliveries |
| Fit Out Works |  | 60 | Small vehicle deliveries for plasterboard, flooring, fixtures and fittings. |
| Mechanical plant |  | 6 | Small vehicle deliveries |
| Acoustic enclosure |  | 2 | Split deliveries small vehicles |
| Other |  | 20 | Deliveries of sundries and perishables etc |

b. Please specify the permitted delivery times.

Deliveries will be restricted to the hours of 9.30am to 4.30pm on weekdays only.

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.

We are not aware of any other developments in the local area or on the route that may require coordination. We will be closely monitoring this and with our supply chain throughout the project and carry out necessary coordination in case the requirement arises.

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

Please refer to Appendix D

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.

The site will operate just in time delivery approach to larger deliveries such as steelwork, masonry, plasterboard and plant. These will need suspension of the parking bays on Great Russell Street all to be booked in via Ambit online delivery booking system.

Smaller deliveries such general site supplies and van deliveries will be managed by dedicated traffic marshal.

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.

We have reviewed this section and do not foresee any requirements for the use of material consolidation centres, deliveries by water or rail due to the nature and proportion of the works to be undertaken.

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).

Requirements for Anti-idling toolbox talks will be added to the Contractor and Driver CLOCS handbooks. Regular compliance checks will be carried out by site based Logistics / Site Manager and visiting Environmental Manager.

**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.

N/A

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.

Due to the site boundary being confined by the building itself, vehicle movements are limited to Great Russell Street and Montague Street with no physical entry onto site itself.

Our designated drop off and collection point is on Montague Street where traffic marshal will be in place throughout delivery periods.

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.

Please refer to Appendix D

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.

N/A

**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.

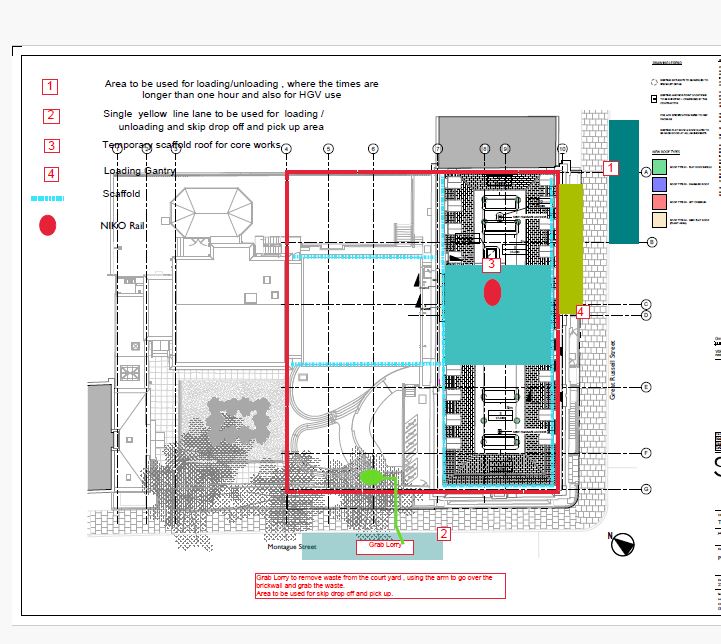
Vehicles will stop to unload on Montague Street. If any deliveries will take longer than one hour parking bay suspension will be obtained as required for the 2 to 3 parking bay on Great Russell Street.

***Loading is to be kept under review and revisited if deemed necessary by Camden. If a TTR is required to provide a dedicated loading area then the necessary consultation will be undertaken as part of this.***

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Please refer to the site Logistics plan and swept path analysis in Appendix D for more details.

**Please note that this is a temporary pit lane and will be set up by traffic marshal and logistics manager just before arrival of larger deliveries and removed when vehicle departs.**

****



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.

Delivery vehicles will be restricted to 13/18 tonne rigid vehicles as per our sweep path analysis.

A full-time banksmen will be employed to ensure safety of general public, site personnel visitors and to control delivery vehicle movements.

Priority will be given to stopping the works to allow safe passage of public and traffic. In some cases it may be safer stop pedestrians and vehicles until the manoeuvres are completed thus ‘woks stop sign’ will be used if needed.

We are expecting that one banksman with assistance of Logistics Manager as and when needed will be sufficient to safely control deliveries while this will be under regular review and numbers will be increased as required.

**Site set up**

**Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.**

**Please note that Temporary Traffic Restrictions (TTRs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won’t be granted until the CMP is signed-off.**

**Please note that there is a four week period required for the application processing and statutory consultation as part of the TTR process. This is in addition to the CMP review period.**

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

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

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

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

Please provide detail drawings of the site up on the public highway. This should be presented as a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and all relevant key dimensions. Please note that lighting column removal/relocation may be subject to UKPN lead times and is outside of our control. Any gantries will require a structural assessment and separate agreement with the structures team.

a. Please provide details of any measures and/or structures that need to be placed on the highway. This includes dedicated pit lanes, temporary vehicle access points/temporary enlargement of existing crossovers, occupied parking bays, hoarding lines, gantries, crane locations, crane oversail, scaffolding, scaffolding oversail, ramps, barriers etc. Please use this space to justify the use of the highway, and to state how the impacts have been minimised. Please provide drawings separately in the appendices and reference their location below. Please provide further details of any changes to parking and loading in section 23.

Please refer to the site Logistics plan and swept path analysis in Appendix D

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.](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/321056/safety-at-streetworks.pdf?msclkid=a893e373b71511ecbbcec198d43962d8)

Please refer to the site Logistics plan and swept path analysis in Appendix D

**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](https://www.camden.gov.uk/parking-bay-suspensions). For periods greater than 6 months, or for any other changes to the parking/loading/restrictions on the highway, a [Temporary Traffic Restriction (TTR)](https://www.camden.gov.uk/temporary-traffic-restrictions) 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](https://www.camden.gov.uk/trade-permits) 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.

If any deliveries will take longer than one hour will suspend 18 to 19 (outside number) parking bays, inclusive, on the Great Russell Street to enable placement of the HGV’s and unloading of the bulk materials such as plasterboard, structural steel, blockwork, ready mix concrete truck. To be arranged in line with the programme – during the working week, Monday to Friday. We will provide sufficient notice and book via Camden suspensions website **on ad hoc basis from time to time.**

**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.

We do not anticipate any requirements for road closures but please refer to the site Logistics plan and swept path analysis in Appendix D for more information.

**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.

No requirement for new or existing utility upgrades are envisaged for the project.

Environment

To answer these sections please refer to the relevant sections of **Camden’s Minimum Requirements for Building Construction (**[**CMRBC**](https://www.camden.gov.uk/about-construction-management-plans)**).**

28. Please list all noisy operations and the construction methods used, and provide details of the times that each of these are due to be carried out.

* Installation of the temporary roof and main scaffolds. This is anticipated to have minimal impact.
* Removal of existing core. Percussive handheld breakers and robotic pneumatic crunchers for reinforced concrete.
* Installation of the new steel core. Small hand tools and battery-operated power tools.
* Existing external landscaping hardstanding removal. Power operated handheld medium sized breakers. Remote controlled tracked robotic breaker if required.
* All noisy works are to be carried out during the normal working hours.
* Please refer to detailed programme for dates.

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.

Noise Impact Assessment has been carried out to determine a potential impact from new roof plant installation, see attached – Appendix E. No other requirements have been brought to our attention.

Separately Ambit will be carrying out daily, weekly checks during noisy works as listed above with record of dB levels. Corrective action to be taken in case trigger levels are exceeded in line with the HSE and Camden requirements.

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

We do not anticipate that any of the works will exceed HSE lower exposure action levels:

* lower exposure action values:
  + daily or weekly exposure of 80 dB(A)
  + peak sound pressure of 135 dB(C)
* upper exposure action values:
  + daily or weekly exposure of 85 dB(A)
  + peak sound pressure of 137 dB(C)

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](http://www.camden.gov.uk/ccm/navigation/environment/building-control/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.

Works will be carefully planned and managed by on site Ambit Project and Site manager in coordination with the trade contractors. High impact activities will also be coordinated with third party H&S advisor and Ambit Environmental Manager.

All site activities will employ best practices as identified within Guide for Contractors Working in Camden and relevant Codes of Practice, key steps to mitigate noise and vibration risks will include:

* No activities shall be undertaken outside of designated hours which are; 8.00am until 6.00pm Monday to Friday only.
* There will be no working on Sundays or Public Holidays.
* Machines will be fitted with silencers and breakers will be fitted with bafflers to reduce noise and vibration.
* Within reason the timings of any breaking out works will be sequenced around the users of the adjoining properties.
* The selection of the breaking out method will be to keep the environmental impact to a minimum. We propose to use small tracked robotic breaker for landscaping and robotic pneumatic crunchers for core removal works.
* **Noise and Vibration** monitoring procedure will be put in place, our first step is to make contact with local stakeholders in order to understand the concerns, agree an amenable approach to monitoring and controlling noise and generally encourage a positive relationship from the outset. Where necessary, the number and locations of noise monitoring stations is discussed and rationalised to avoid unnecessary expense while minimising the risk of false alerts.
* **Noise Meters** are typically configured to store and log continuous 1-hour samples of noise throughout the working day. Alert threshold will be agreed which will be lower than the agreed maximum agreed in the liaison with the relevant parties. The system is set up to notify our site team when the recorded levels suggests that an exceedance may occur if action is not taken. This allows works to be varied before trigger levels are reached.
* **Vibration monitoring** will be undertaken during the demolition period, measuring the peak particle velocity [P.P.V.] and RMS velocity, in three axes continuously over defined periods. This would be undertaken to ensure the structural rigidity of the receiver buildings, and the normal operation of sensitive equipment, by comparing all acquired vibration measurements against current Standards and Guidelines and determining the likelihood for any damage.
* The system is set up to notify our site team when the recorded levels suggests that an exceedance may occur if action is not taken. This allows works to be varied before limits are reached.
* Should an agreed limit be reached; works will stop immediately, and the site team and contractor will reassess the approach to the works to find alternative method or take steps to reduce the noise emissions. This will be then implemented and tested before works recommence.
* Construction plant and equipment on site will comply with the Non-Road Mobile Machinery emission standards introduced in September 2015. As a preference, powered construction plant and equipment will be electrically powered from site supplies, rather than generators.
* Hoarding and sheeting to contain noise generated by the works will be erected.
* **For demolition of the concrete core the appropriate methodology will be employed to minimise the impact from structure-borne noise:**
  + Diamond saw cutting will be used to physically remove / disconnect the structure to be demolished.
  + Normal working hours will be 8am to 6pm, if required, noisy works will be approached in the 2 hours on and 2 hours off method.
  + Percussive breaking will be carried out during the 2hr noisy work slots while pneumatic crunchers will be in use during the non-noisy 2 hr working periods.

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

Project Manager and Site Manager are trained and qualified to CITB Site Management Training Scheme which will provide sufficient knowledge in line with BS 5228:2009. Site Management Team are also trained to the required level of Construction Skills Certification Scheme in accordance with their duties and responsibilities.

Additional refresher will be provided for Project and Site Manager to cover requirements of BS 5228-1:2009+A1:2014. Please refer to Appendix F.

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.

At Bloomsbury Project all the dusty activities are undertaken internally and will be contained and supressed inside the building additionally scaffold will be screened with plastic sheeting providing additional layer of protection. General dust and air emission procedures that will be employed on this project are listed below.

**Air Quality Risk Assessment will be undertaken before demolition of the core and where deemed necessary air quality monitoring will be provided.**

It is recognised that dust can travel distances during construction works, to control dust pollution methods such as dampening down, or extraction will be implemented. Additionally, the creation of dust by the use of hand-held tools will be kept to the minimum.

Control of silica dust will be communicated during the AMBIT site induction process. Each trade will be responsible for ensuring dust levels are kept minimal.

Dust cubes may be used as an additional measure if dust pollution cannot be eliminated at source.

AMBIT will employ best practices in respect of dust and emissions as per Guide for Contractors Working in Camden and relevant Codes of Practice. Key Steps will include:

* Dust will be suppressed at source by damping down at all times using a fine mist spray during excavation.
* Scaffolds will be provided with debris netting and fully sheeted to contain emissions in line with the planned works.
* Surrounding walkways will be regularly washed down.
* Skips and waste away lorries leaving site will also be fully sheeted to prevent any dust arising whilst travelling on the public highway.
* Road sweepers will be employed to ensure roads are kept clear and clean.
* Waste away vehicles will be sprayed/ damped down to minimise dust arising’s from vehicles leaving site.

The Control of Dust and Emissions from Construction and Demolition: Supplementary Planning Guidance, produced by London Councils and the Mayor of London in July 2014, outlines best practice and provides a consistent approach covering all aspects of dust control and emissions from construction and demolition activities.

This guidance states that, as part of the Air Quality Assessment, a dust risk assessment for each phase of works should be included.

Guidance from the BRE states that the most effective mitigation technique for dust control is to prevent dust from becoming airborne, since it is difficult to suppress after this stage.

Good Site management would include the ability to respond quickly to such conditions by employing such techniques as dust enclosures, use of equipment with dust extraction, using vacuums and not brooms to clear dust and damping down (i.e. using a spray hose to deliver a fine spray) of stockpiles and sheeting of Lorries. Specific mitigation measures to be employed on Site are given below.

**Mitigation Measures**

**Pre-construction:**

Prior to the commencement of construction, the Contractor will confirm:

* Particulate (PM10) Action Levels;
* Monitoring regime, sampling locations and frequency; and
* Proposed mitigation measures.

**On Site Preventative Procedures:**

The following mitigation measures will be adopted by the Contractor to reduce and manage dust and other emissions from Site activities and minimise disruption or nuisance to neighbouring occupiers:

Pre Project-Planning and Effective Site Management:

* Method statements to include processes for controlling dust;
* A stakeholder communications plan will be developed and implement, including community engagement before work commences on site;
* A Dust Management Plan (DMP) will be developed;
* Display contact details for the person(s) accountable for air quality pollutant emissions and dust issues, and the head or regional office contact information on the Site boundary;
* Record and respond to all dust and air quality pollutant emissions complaints;
* Make a complaint log available to the local authority when asked;
* Carry out regular Site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the Local Authority when asked;
* Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions are being carried out and during prolonged dry or windy conditions;
* Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and ensure that the action taken to resolve the situation is recorded in the logbook; and
* Hold regular liaison meetings with other high-risk construction sites within 50m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes.

Preparing and Maintaining the Site:

* Visual assessment of dust levels will be undertaken by all Site personnel at all times to identify where excess dust levels are being generated;
* Site layout will be planned so that machinery and dust-causing activities are located away from receptors, as far as is possible;
* Where suitable, solid screens or barriers will be erected around dusty activities or the site boundary that are at least as high as any stockpiles on site;
* Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period;
* Install green walls, screens or other green infrastructure to minimise the impact of dust and pollution;
* Avoid site runoff of water or mud;
* Keep site fencing, barriers and scaffolding clean using wet methods;
* Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used on-site cover as described below;
* Cover, seed, or fence stockpiles to prevent wind whipping;
* Carry out regular dust soiling checks of buildings within 100 m of site boundary and provide cleaning if necessary;
* An air quality assessment will be carried out as requested by the Local Authority to ascertain the requirement of **real-time dust and air quality pollutant monitors**. Currently, this was considered but was deemed not necessary for this site due to the location of the works – enclosed within the building.

Operation:

* Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
* Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using recycled water where possible and appropriate;
* Use enclosed chutes, conveyors and covered skips;
* Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate;
* Ensure equipment is readily available on site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.

Waste Management:

* Re-use and recycle waste to reduce dust from waste materials; and
* Avoid bonfires and burning of waste materials.

Measures Specific to Demolition:

* Soft strip inside buildings before demolition (retaining walls and windows in the rest of the building where possible, to provide a screen against dust);
* Ensure water suppression is used during demolition operations;
* Bag and remove any biological debris or damp down such material before demolition.

Measures Specific to Construction:

* Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place;
* Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery; and
* For smaller supplies of fine powder materials ensure bags are sealed after use and stored appropriately to prevent dust.
* Regularly use a water-assisted dust sweeper on the access and local roads, as necessary, to remove any material tracked out of the site;
* Avoid dry sweeping of large areas;
* Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport;
* There is no vehicular access to the building therefore minimal impact from the vehicles is envisaged.
* The Contractor must ensure that all plant and vehicles are in good state of repair and conform to the manufacturers’ specification or legislative / British Standard Emission Standards. Plant maintenance and defect reports shall be held on Site in a designated file. Where appropriate; electrically powered plants shall be used in place of machinery fuelled by petrol or diesel. Care should be taken that damping down and wheel washing activities do not create excess mud that could cause excessive run-off into water courses and drainage. Special precautions shall be taken if materials containing asbestos are encountered. The contractor must adhere to the exposure limits and measurements methods for asbestos in relevant guidance.

**Monitoring and breach procedures:**

Monitoring dust and air quality will be carried out during the works in line with Guide for Contractors Working in Camden and relevant Codes of Practice, which, states that the contractor shall take all necessary measures to avoid creating a dust nuisance during both construction and demolition works. Dust within enclosed areas and Air Quality levels must be measured with appropriate equipment to compare to the relevant Occupational Exposure Limits (made under the Control of Substances Hazardous to the Health) Regulations 2002 and any other relevant guidelines. As such, on-going visual inspection of the Site will be undertaken at all times. If dust clouds are observed or if complaints are received relating to dust / air quality, action should be taken immediately, and a formal monitoring programme should be enacted.

In an unlikely event and if such a situation arises, the Contractor will set up a transect across the Site according to the direction of the prevailing wind. A minimum of two automatic particulate monitors, capable of measuring PM10 levels, shall be deployed at either end of the transect. These instruments must provide data that can be downloaded in real-time. The dust monitors must also provide an alert to Site management, such as in the form of an alarm or text message, when the Action Level has been exceeded.

Where monitoring of the dust level is undertaken, it is currently considered suitable to adopt the guidance level suggested by the Greater London Authority and London Councils’ Best Practice Guidance. This states that a PM10 Action Level of 200μg/m3 averaged measured as a 1-hour mean, should be adopted. Baseline particulate levels do not provide an indication that this level would be unsuitable. Further guidance for Workplace exposure limits will be taken from the HSE EH40/2005 list of workplace exposure limits for various materials.

If levels exceed this threshold, further investigation / mitigation should be undertaken. Where the results of monitoring exercises indicate that the Action Levels have been exceeded, the following will be undertaken by the Contractor:

* Identify the activity or activities causing the Action Level to be exceeded;
* Investigate whether the activities could be easily changed or other simple actions taken to substantially reduce dust levels;
* If simple and effective remedial measures are not identified, adopt alternative techniques and / or additional mitigation measures, until the problem is rectified;
* In all cases where Action Levels are likely to be exceeded, undertake liaison with neighbours and LBI to the degree that is appropriate for the levels likely to be reached and their estimated duration; and
* Log the incidents of exceeding along with the identified source and the action taken to mitigate the issue. This log should be available for review by LBI at all times.

Dust Trigger Levels:

* M10 Action Level of maximum 200μg/m3 averaged over a 15-minute period

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.

There is no vehicular access into site therefore we do not envisage that there will be any spread of dirt or dust onto public highways. Additionally, we will make sure that surrounding pathways and suspended loading bays are cleaned and washed regularly.

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.

This site is envisaged to be low impact risk.

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)](https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance-and-spgs/control-dust-and) (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](https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=&cad=rja&uact=8&ved=2ahUKEwjk8qS10KXvAhWQQRUIHWToAWcQFjABegQIAxAD&url=https%3A%2F%2Fwww.london.gov.uk%2Fsites%2Fdefault%2Ffiles%2Fgla_migrate_files_destination%2FDust%2520and%2520Emissions%2520SPG%25208%2520July%25202014.pdf&usg=AOvVaw06DJ0urJ7JWa8G5jmd_p8N). **Please attach the risk assessment and mitigation checklist as an appendix**.

As the site is considered to be negligible risk we do not see any potential air quality or dust risks arising from the project.

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.)

Noted and confirmed.

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

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

The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval**. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM10) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

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

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

The site will employ a regime of visual inspections to be carried out during the whole project cycle. Site manager will be responsible for recording daily dust levels to be logged on the online project management system database.

39. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

The housekeeping will be rigorously enforced, managed and maintained by the Site Manager and his team on site. Project Manager as well as site manager will be responsible for carrying out daily and weekly H&S checks which carry out regular visual check and take action through local pest control companies if necessary. Sewage drains will be kept shut and secure throughout the project lifecycle.

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

Asbestos Survey and removal was undertaken by the Client, The Bedford Estates.

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.

The Project will be registered to Considerate Constructors Scheme that requires to follow their code of practice. CCS checklist is attached to Appendix G. Additionally, smoking area to be provided in the enclosed courtyard, site rules, site inductions and regular toolbox talks will be used to ensure that exemplary conduct is displayed by Ambit and their supply chain operatives on site and outside.

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:

1. Construction time period (01/24 - 01/25):
2. Is the development within the CAZ? (Y/N): Y
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): N (it will be below)
4. Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: N/A
5. 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: N/A
6. 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, as part of CLOCS commitments.

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.

Strict no idling policy will be enforced on site as part of our CLOCS Champion commitment.

**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](https://protect-eu.mimecast.com/s/7freC6X1OCQGl9Qsp5pDD?domain=buildingmentalhealth.net)” charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining [Mates In Mind](https://protect-eu.mimecast.com/s/vZGHC71ZPu3Wj63cW0EAl?domain=matesinmind.org/), 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.

3 Nr Mental Health First Aiders will be available on site:

Project Manager, Site Manager and Environmental Manager.

SYMBOL IS FOR INTERNAL USE

# Agreement

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

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



**Signed:** …………………………………………………………………

**Date:** ……05/12/2023….………………………………………..

**Print Name:** ……Mike Kurtinaitis ……………………..….

**Position:** ……Senior project Manager ……………………

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

**End of form.**

V2.9

List of Appendices:

Appendix A – Cumulative Impact Area checklist

Appendix B – Project Programme

Appendix C – CMP Consultation letter

Appendix D – Logistics Plans including Swept Path Analysis

Appendix E – Noise Impact Assessment

Appendix F - Code of practice for noise and vibration control on construction and open sites

Appendix G – CCS Code Checklist