**Construction/ Demolition Management Plan**

pro forma

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# Revisions & additional material

Please list all iterations here:

|  |  |  |
| --- | --- | --- |
| **Date** | **Version** | **Produced by** |
| **12/07/2021** | **00** | **Nick Bradley** |
| **21/07/21** | **01** | **Nick Bradley** |
| **06/08/21** | **02** | **Nick Bradley** |
| **08/12/21** | **03** | **Nick Bradley** |
| **23/03/22** | **04** | **Emily Hoggins** |

**Additional sheets**

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

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| **Date** | **Version** | **Produced by** |
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# 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.

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)**.**”

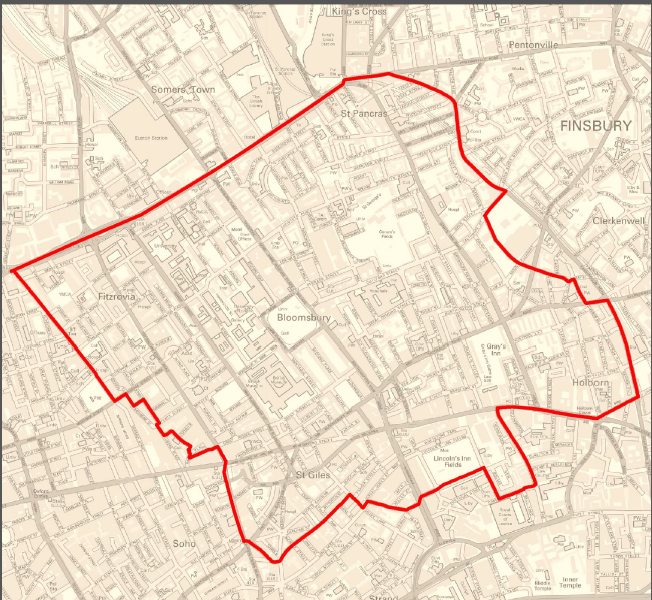
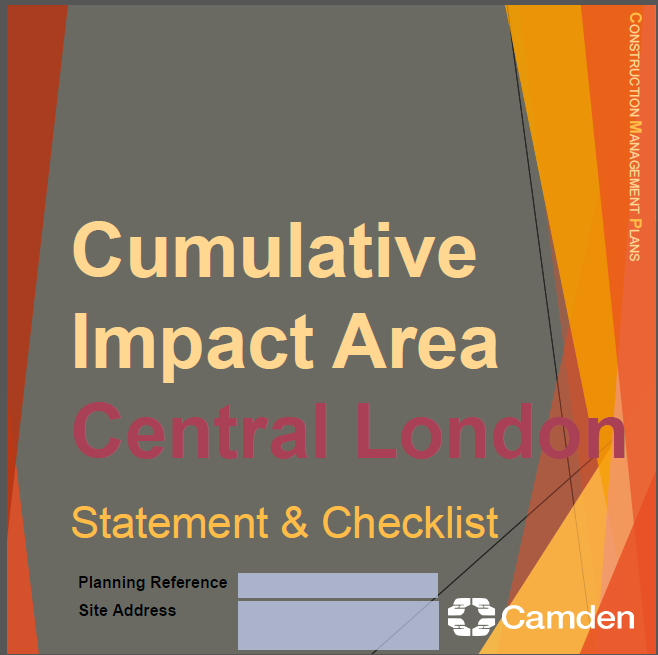
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically 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 *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* 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 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: Space House Project, 1 Kemble Street and 43-59 Kingsway, London, WC2B 4AN

Planning reference number to which the CMP applies: 2019/2773/P and 2019/2790/L and additional planning application 2021/1058/P and 2021/1106/L

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

Name: Nick Bradley

Address: Bam Site Office, 43-59 Kingsway, London, WC2B 4AN

Email: NBradley@bam.co.uk

Phone: 07772230686

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: Emily Hoggins

Address: Bam Site Office, 43-59 Kingsway, London, WC2B 4AN

Email: EHoggins@bam.co.uk

Phone: 07775 598239

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 Community Investment Programme (CIP), please provide contact details of the Camden officer responsible.

Name: Nick Bradley

Address: Bam Site Office, 43-59 Kingsway, London, WC2B 4AN

Email: NBradley@bam.co.uk

Phone: 07772230686

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: Gavin Pantlin

Address: Bam Construction UK Ltd, City Point, Level 32, 1 Ropemaker Street, London, EC2Y 9AW

Email: GPantlin@bam.co.uk

Phone: 020 7374 3600

# Site

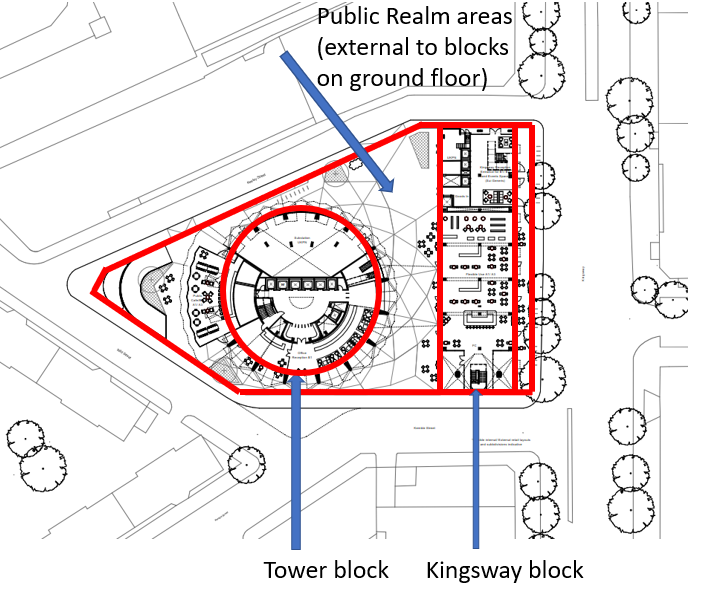
6. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

Space House is situated within the London Borough of Camden. Space House was constructed in the late 1960’s and it comprises of the Tower Block and Kingsway House which are connected via a link bridge structure. The area is surrounded by a mixture of retail, residential, commercial, university buildings and landmark properties with a high level of pedestrian traffic, cyclist activity and is also adjacent to busy London underground infrastructure.



Overview of the main works (both blocks)

* Cleaning and making good of listed façade
* Window replacement and additional pre-cast cladding
* Two additional floors on top of tower and additional floor on the block
* Structural enhancements and infills of atriums and openings
* Slab replacement and enhancement in basement areas
* Additional lifts shafts and replacement lifts
* Shell and core services and toilet fit out
* Ground floor retail and lobby areas
* Public realm finishes to ground floor external areas
* Removal of all site set up and temporary works such as scaffold and tower crane inherited from enabling works contractor



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).

Construction Phase Activities

Following handover of the building from the enabling works contractor who are stripping the building back to a shell for the client and leaving full building encapsulation scaffolds and a tower crane in place Bam will commence the following:

* Welfare set up and site logistics arrangements – located on level 1 and 2 of the Kingsway block inside of site (to accommodate maximum 200 operatives/office staff)
* Cleaning and restoration to external listed pre-cast and stone façade
* Structural enhancements consisting of;
  + Slab infills to atriums and redundant risers which also form new risers and lift shafts (all floors), formed in reinforced concrete and structural steel/concrete on deck
  + Additional facsimilie floor on top of the tower (16th floor) with a plant floor (17th floor) formed in post tensioned concrete
  + Additional structural steel/reinforced concrete on top of the block to form a new event and workspace (8th floor)
  + Basement structural works to enhance structural capacity and replacement of slabs with structural steel/concrete on deck (B2 – Ground floor)
* Replacement of windows with glazed units
* Additional lift shafts formed in both blocks with all lifts replaced
* New toilet cores in both blocks
* Shell and core services to all areas
* Basement plant areas, cycle stores and future provision for an event space
* Ground floor external areas hard and soft landscaping to tie in with existing pavements

Specific constraints are identified as follows:

* Traffic logistics, pedestrian volumes, and neighbouring deliveries
* Listed heritage elements to be preserved, restored, and re-used
* Neighbourhood liaison
* High volumes of traffic and foot flow on Kingsway Road
* Adjacent residencies, schools, offices, commercial premises, and retail units which must have pedestrian and vehicular access maintained
* Co-ordinating deliveries to site on a ‘just in time’ basis and offloading in a safe manner
* Liaison with Camden Council Highways and Environmental
* Liaison with residents and businesses in the vicinity of our works
* Noise, Dust and Vibration limits
* Dust and vibration control
* Adjacent construction projects
* BREAMM compliance with targeted requirements
* Oversailing of cranes
* Maintaining access and parking to UKPN sub-stations
* Complicated construction phasing to achieve quality and programme

8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be ideal).

**Tower/Kingsway/Shared Basement /Public Realm**

Start Date (pending CMP approval) - 4th January 2022

Tower Duration 82 weeks

Kingsway duration 70 weeks

Shared basement/public realm duration 82 weeks

A high-level Construction Programme is included in **Appendix A**.

**Tower**

Structural Alterations (Approx. 21 Weeks)

Removal of slabs and beams to form new core toilets and lift shafts.

Superstructure (Approx. 35 Weeks)

Superstructure works consist of infills to 2no. atriums formed in structural steel/concrete on deck and in-situ reinforced concrete. A facsimile floor is installed in post tensioned in-situ reinforced concrete on level 16/17.

Cladding and Envelope (Approx. 69 Weeks)

The listed pre-cast concrete façade is undergoing cleaning and restoration works externally and all the windows are being replaced with modern glazed units. Conventional stick curtain walling is installed to ground floor lobbies, roof level event space and the link bridge.

Services and Fit Out (Approx. 64 Weeks)

Internal fit out with office floor services, a central core housing lifts, stairs, and toilets (level 1-17), roof plant area and reception lobby on ground floor.

**Kingsway**

Superstructure (Approx. 22 Weeks)

Superstructure works consist of an additional floor on the eighth storey formed of structural steel and in-situ reinforced concrete.

Cladding and Envelope (Approx. 47 Weeks)

The listed stone cladding is cleaned and restored as well as all windows being replaced with modern glazed units and traditional stick curtain walling systems form ground floor entrances and roof spaces.

Services and Fit Out (Approx. 53 Weeks)

Internal fit out with office floor services, a central core housing lifts, stairs, and toilets (level 1-7), roof plant area and 2no, reception spaces on ground floor.

**Shared Basement/Public Realm**

Structural Enhancements (Approx. 16 Weeks)

Various columns are strengthened with additional in-situ reinforced concrete wraps and structural steel members, areas of B1 and GF slab are replaced with structural steel/concrete on deck.

Services and Fit Out (Approx. 54 Weeks)

Internal fit out with central core housing lifts, stairs, and toilets as well as plant rooms, cycle stores and future use events space.

Commissioning & Handover (Approx. 27 Weeks)

Once the systems are installed a commissioning programme is utilised to prove the Environment Systems.

Public Realm (Approx. 28 Weeks)

Hard and soft landscaping installed in ground level external areas tying in with existing pavement areas.

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

Site working hours 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

No work will be carried out outside of these times or on Sundays or public holidays without written consent.

# 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.).

City Lit – Adult Education Centre. 1-10 Keeley Street, WC2B 4BA

Peabody Residential properties – Wild Street

Paul Smith HO – Kemble Street

65 Kingsway currently undergoing re-development

41 Kingsway currently undergoing re-development

**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**.

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 draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Past consultation

* Prior to Bam commencing on site the client and their enabling works contractor have set up a project Community Working Group (CWG) led by the London Communications Agency
* The inaugural CWG meeting was held 1st July 2020, Working Group (4) was held 24th March, Working Group (5) was held 7th July and CWG (6) was held 7th December attended by Bam and a follow up meeting will be held in 2022.
* Bam will attend all CWG meetings following commencement of the contract period

**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.

* Bam will continue the regular meetings and engagement with the local community
* Liaison will be the responsibility of Bam Manager Nick Bradley
* The liaison group will hold regular public meetings and make the surrounding area aware of all upcoming works and progress via email, notice boards and letter drops

**13. Schemes**

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](https://www.ccscheme.org.uk/construction-logistics-and-cyclist-safety-clocs/) that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

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.

Bam are currently not in contract but when this is resolved an application will be made to the Considerate Constructors Scheme. The site is currently registered by Erith as part of the enabling works contract.

|  |  |
| --- | --- |
| Site ID: |  |
| Project Manager: |  |
| Site Number: |  |
| Project Manager Number: |  |
| Project Manager Email: |  |
| Site Address: | Bam Construction Uk Ltd.  Bam Site Office  Kingsway Block  43-59 Kingsway  London  WC2B 4AN |
| Current Registration Completion Date: |  |
| Overall Completion Date: |  |
| Current Registration Value: |  |
| Overall Contract Value: |  |
| Registration Type: |  |
| Bam have read ‘Guide for Contractors Working in Camden’ document and fully understand the requirements and expectations set out within. | |

**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.

Two developments are active near the site, these are:

* 65 Kingsway, the Clearbell development (Adam Wlodarczyk-Black [AdamWB@clearbell.com](mailto:AdamWB@clearbell.com))
* Princes House, 41 Kingsway, which is a hotel development (contact Katie Coulson [k.coulson@gardiner.com](mailto:k.coulson@gardiner.com))

We have already made contact and continue to liaise with both Clearbell and Savills site management

Other local developments

* London College of Surgeons (Kingsway)
* 90 Long Acre
* 34 Russell Street

We have also looked to identify other large-scale projects in a broader search to evaluate any potential impact on the surrounding area, these can be found in **Appendix D**.

# 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 enhanced CCS site registration, 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.

**CLOCS Contractual Considerations**

15. Name of Principal contractor:

Bam Construction UK Ltd.

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

**Bam**

All Bam deliveries will be FORS Silver minimum where applicable to ensure CLOCS version 3 compliance.

**All**

FORS Silver accreditation will be a minimum requirement written into the contract for all sub-contractors. Where FORS Silver operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard p13), and that all drivers servicing the site will have undertaken approved additional training (e.g. Work Related Road Risk Vulnerable Road User Training + On Cycle Hazard Awareness course + 1no. e-learning module etc.). CLOCS compliance will be included as a contractual requirement.

**Desktop Checks**

The delivery booking system will require all sub-contractors to input FORS ID to book any delivery for a 3.5t vehicle and above. Desktop checks will be made against the FORS database of trained drivers and companies as outlined in the CLOCS Standard Managing Supplier Compliance Guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

**Site Checks**

Checks of FORS ID numbers and CLOCS Compliance will be carried out by the operatives controlling the gates to ensure that the correct vehicles are coming to site, this will be recorded on a weekly register to feed back to the supply chain.

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 we, Bam Construction Ltd UK, as the principal contractor, have read and understood the CLOCS standard and will include it in our subcontracts

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.

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.

See **Appendix E** – Logistics Plans

b. Please confirm how contractors and delivery companies will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

The TMP and site delivery booking system will be issued to all subcontractors and suppliers prior to starting on site. These will detail routes to take and site restrictions.

Each contractor/supplier will confirm receipt of these documents and that they have been briefed out to the relevant persons/drivers.

**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**.**

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

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Week Number** | **Description** | **To / From** | **Total Quantity Loads / Lorry** | **Maximum Vehicles per days** |
| 1 to 17 | Structural Alterations | From | 455 | 5 |
| 1 to 35 | Superstructure | To | 3620 | 20 |
| 14 to 57 | Envelope | To | 1130 | 5 |
| 10 to 81 | Internal Services and Finishes | To | 3660 | 10 |
| 5 to 57 | Scaffold | To and from | 271 | 1 |
| 37 to 81 | Commissioning | To | 462 | 2 |
| 52 to 81 | External Works | To | 780 | 5 |

b. 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.

Two developments are active near the site, these are:

* 65 Kingsway, the Clearbell development (Adam Wlodarczyk-Black [AdamWB@clearbell.com](mailto:AdamWB@clearbell.com))
* Princes House, 41 Kingsway, which is a hotel development (contact Katie Coulson [k.coulson@gardiner.com](mailto:k.coulson@gardiner.com))

We have already made contact and continue to liaise with both Clearbell and Savills site management

Other local developments

* London College of Surgeons (Kingsway)
* 90 Long Acre
* 34 Russell Street

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

Swept path analysis can be found in **Appendix E Logistics Plans.**

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

All deliveries will be booked on our online delivery system M-Site on a “just in time basis” with adequate time in the delivery slot for any normal traffic delays and unloading. In the event they do not make it to site at the correct time they will be sent away to return later ensuring no pressure is put on the local road system by circulating the vehicle. Deliveries will be minimised as far as is practicable during peak times which will be managed by BAM via our online booking system.

There is no provision for an off-site holding area for this project.

2no. parking bay suspensions are requested on Kemble street to facilitate a temporary pit lane adjacent to the site hoarding as shown on the logistics plans for vehicle deliveries. These parking bay suspensions and the associated pit lane will be applied for under a Temporary Traffic Order, current traffic routing as shown in the logistics plans routes articulated lorries down Wild Street to Kemble Street and they exit onto Kingsway. Kemble Street is a boundary road between Camden and Westminster and will be reviewed as required by both parties and the TTO will remain at Westminster and Camden discretion.

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

Several the heritage elements which are to be reused are being retained on site to reduce delivery numbers.

Deliveries of materials will be consolidated onto larger deliveries to reduce the number of vehicle movements.

f. 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).

All subcontractors will be briefed prior to starting on site about BAM’s no idling policy and we will ensure this message is passed down the supply chain, Bam have also signed up to the engine idling campaign.

When attending site for deliveries drivers will be instructed to turn their engines off to reinforce our no idling policy. This will be carried out by our team of trained traffic marshall’s managing the gates.

**20. Site access and egress:** “*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 skip this section and refer to Q23.

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

These can be found for both pedestrians and vehicles in **Appendix E Logistics Plans.**

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

Traffic marshall’s will be located at each gate when they are in use and subcontractors are required to provide additional traffic marshall’s to control the vehicle and offloading, see **Appendix E Logistics Plans.**

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

Swept path analysis has been carried out for a range of vehicles and are shown in **Appendix E Logistics Plans.**

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.

Wheel washing should not be required due to the type of construction activities being undertaken, all deliveries are on areas of hardstanding with gullies in place, however jet washers will be on site and a discharge license in place in the event any washing down is required.

**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 place off-site on the public highway. If loading is taking place on site, please skip this section.

a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. 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.

Unloading points can be found in Appendix E Logistics Plans

The majority of deliveries will be offloaded inside the site boundaries due to site constraints larger vehicles such as articulated lorries cannot enter the site for offloading with the crane and an external loading bay is positioned on Kemble Street for lifting materials from vehicles with the crane.

For deliveries located outside of the site boundary traffic marshall’s will attend all times and temporary protective measures will be put in place to segregate the public from the vehicle.

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, if this differs from detail provided in Q20 b.

For all deliveries being offloaded inside the site boundary traffic marshall’s will be attendance to bank the vehicles in and out of site ensuring the safe passage of other road users.

For deliveries located outside of the site boundary temporary protective measures will be put in place to segregate the public from the vehicle and traffic marshall’s will attend all times.

**Street Works**

**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 Orders (TTOs) 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 two week period required for the statutory consultation process to take place as part of a TTO.**

**If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.**

**If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.**

**22. Site set-up**

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

Please see **Appendix E Logistics Plans**

**23. Parking bay suspensions and temporary traffic orders**

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a [Temporary Traffic Order (TTO)](https://www.camden.gov.uk/temporary-traffic-restrictions) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO’s which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found [here.](http://www.camden.gov.uk/ccm/navigation/transport-and-streets/parking/parking-bay-suspensions/)

A Temporary Traffic Order to suspend no. parking bays on Kemble street will be required to facilitate the works on site. Having carried out swept path analysis it has ascertained that articulated lorries and large flat beds cannot enter the site to offload with the tower crane, so a pit line will be required

Some elements of the project such as refurbished listed pre-cast cladding units will need to be delivered on articulated lorries, and to mitigate the number and frequency of other deliveries it is preferred that articulated lorries are used for deliveries of larger materials such as reinforcement, structural steel, cladding and prefabricated formwork to reduce total vehicle numbers.

This would be required for the majority of the project and an application has been made as such.

A road closure will be needed towards the end of the project to remove the tower crane which will require a two-day road closure and Bam would suggest this is carried out over a weekend to minimise disruption to the surrounding area.

**24. Occupation of the public highway**

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

It is proposed that the footpath will be closed during deliveries where we intend to locate articulated lorries on Kemble Street to be offloaded with the tower crane.

Swept path analysis carried out has highlighted that we cannot drive articulated lorries into the site and as such we intend to park them tight to the hoarding on Kemble street to minimise disruption to the public highway.

To minimise disruption to the public it is felt that it would be prudent to close this footpath and ensure pedestrians utilise the footpath on the other side of the street away from vehicle movements during delivery times. Out of hours the footpath will always will open but the pitlane will remain.

The loading bay can be reviewed on the Logistics Plans in **Appendix E Logistics Plans**

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

Please see **Appendix E Logistics Plans** which details the external loading bay.

**25. Motor vehicle and/or cyclist diversions**

Where applicable, please supply 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. If these are attached, use the following space to reference their location in the appendices.

Priority traffic sign for vehicles coming from Kingsway onto Kemble St

The tower crane removal at the end of the project which Bam propose to carry out over a weekend pending permission from Camden for road closure

**26. Scaffolding, hoarding, and associated pedestrian diversions**

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

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

A secure hoarding will generally be required at the site boundary with a lockable access.

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

The hoarding is located on footpaths around Kingsway, Keely Street, Wild Street and Kemble Street, footpath to Kemble St will be closed during deliveries to protect pedestrians from our primary entrance and external loading bay but will be reopened once delivery completed.

Please see **Appendix F Hoarding Layout** for details on the hoarding line.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

There is a scaffold gantry on the north and south end of the Kingsway block oversailing the pavement as seen in **Appendix G Scaffold Layout**

The scaffold gantry on the north end will afford pedestrian access along Keeley Street and on the south end we intend on closing this area of pavement as noted above.

**27. 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.

**Existing utilities**

The location of the utility services along with any third-party services are distributed around the site within the roadways and pavements. Surveys are required to identify the exact location and depth of existing services. Initial findings are shown in **Appendix H Utility Plans**.

Following various site investigations, the building has several existing utility incoming services or utility plant within the footprint of the site, the list below is not limited but identifies known services feeding the building.

1. UKPN 33kV Sub-station and Cabling

2. UKPN 11kV Sub-stations and cabling (2 No. basement and 1no ground floor)

3. Gas connections

4. Telecommunications connections

5. Thames Water Main

6. Fire Main (Sprinklers)

7. Drainage

However, as part of the refurbishment of the building, there is the requirement to disconnect some of the existing utility services;

# 

* Gas Connections
* Telecommunications
* 7 No. LV UKPN supplies from the 2 existing UKPN basement sub-stations
* Decommission the existing UKPN ground floor sub-station

It is essential for safe working that any existing cable routes are identified as early in the design process as is allowable and mitigation put in place to avoid any risk to life during the construction period. It is therefore recommended that a CAT scan of the existing site be carried out prior to any excavation in areas where it is likely to occur.

UKPN Substations

UKPN Sub – station (existing) Within the Tower Building is an existing 33 KV UKPN network substation that serves the local area and will remain as existing. We have engaged with UKPN and had various conversations with them to understand what works and will need to be carried by their contractors to upgrade the ventilation to their 33kV sub-station. The 33kV sub-station is a UKPN asset and no third-party services will be allowed within the designated area. Extreme care and co-ordination will be required to ensure that no damage to UKPN equipment or service occurs during the refurbishment works. UKPN have appointed a project designer, which the design team are liaising with to understand and agree the changes required to suite the refurbishment works associated with Space House.

11 KV UKPN Sub – station (existing)

The site currently houses 3No. UKPN sub-stations (2 located within with the basement and 1 located at ground floor), from these sub- stations there are several LV connections that serve the building as well as supporting UKPN local networks.

For the new design the strategy for the 2 No. existing UKPN basement sub-stations is for these rooms to be retain by UKPN and converted into UKPN network sub-stations. All existing LV connections currently serving Space House to be disconnected.

The existing ground floor sub-station will be disconnected and decommissioned including all HV/LV connections, this is to enable the new double sub-station to be constructed.

**New utilities requirements**

New 11 kV Sub-station (Double)

A new double UKPN sub-station will be constructed within the Kingsway building at ground level, UKPN will install a new HV connection from their passing HV network infrastructure from Keeley Street.  Upgrading the existing single sub-station to a double sub-station means that the building will now be fed from a single point of connection from UKPN, instead of the current installation which is from 3 different UKPN sub-stations.

Within the new double sub-station will be 2 No. 1.5MVA transformers, a single LV connection from each transformer will be installed and terminated into 2 No. Building Network Operator (BNO) boards. These 2 No. 1.5MVA transformer will support the buildings new electrical demand including all the retail units.

Telecommunications

New telecommunications connections will be provided to the serve the building. It is anticipated that high-speed Wide Area Network (WAN) and Public Switched Telephone Network (PSTN) services from British Telecommunications (BT) will be derived from the existing BT infrastructure within Kingsway Road and Keeley Street. It is also envisaged that WAN services will be required from an alternative supplier; spare incoming ducts will be provided to allow connection to other network infrastructures that exist within the area.

The current provision for below ground cable ducts containing incoming telecommunications connections is: two ducts for BT, four spare cable ducts. The ducts will have a 90mm internal diameter and will be routed into the building at Basement 1 and terminated into the new intake communication intake rooms. To achieve the maximum points available from Wired Score 2 No. communication rooms will be installed, the incoming cable ducts to the rooms will be fed from different streets.

Details regarding number of incoming connections are shown in **Appendix H Utility Plans**.

Electrical systems

Electrical design load

Preliminary calculations indicate that the building will require a power supply of approximately 2.5MVA which has been based on industry standard watts per metre squared figures and BCO guides with diversity applied to the services within the building.

The new electrical infrastructure will be fed from the new UKPN double sub-station within Kingsway sub-station.  2 No. LV supplies (1 No. from each Transformer) that will be installed

and terminated into the BNO Switchboards within the Basement.  From the BNO switchboards several LV supplies will be taken to serve B1 Building (Tower Building), B2 Building (Kingsway building), retail units, sprinkler pumps, wet riser pumps, and the landlord plant.

# 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](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2)  and the construction method used, and provide details of the times that each of these are due to be carried out.

Structural alterations to slabs and beams in the tower and slab openings on Kingsway

* Saw cutting and breaking with a Brokk with a hammer attachment

Pouring concrete for additional slabs/walls on the tower and Kingsway

* Static concrete pump set up inside hoarding and vibrator for concrete

Steel frame erection to infill to basement & ground floor

All the above works will be carried out in normal working hours:

Monday to Friday 0800-1800

Saturday 0800-1300

29. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

Baseline environmental reporting was carried out by Erith prior to enabling works commencing March 2021.

30. Please provide predictions for [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2) and vibration levels throughout the proposed works.

Please see Noise Duct and Vibration plan inherited from Erith which forms the basis of BAM’s monitoring regime in **Appendix I Noise, Dust and Vibration Plan**.

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.

Acoustic barriers (such as an Echo Acoustic Barrier) will be installed locally around percussive breaking areas.

The latest and best machinery which is well maintained will be used for demolition and concrete works to minimise noise and vibration.

Concrete vibrator will only be used for the minimum time required to mitigate noise and vibration.

Noise, dust, and vibration monitors are installed on all elevations. These will be real time monitoring with text and email alerts sent if amber or red levels are breached. When an alert is received the works will cease and the methodology reviewed, once satisfied that noise and vibrations levels can be mitigated to a suitable level they will re-commence.

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

The NDV system was installed by the enabling works contractor Erith by a fully accredited organisation, they will be used to maintain the system.

See **Appendix I Noise, Dust and Vibration Plan** (management plan) for further information.

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 focus on both preventative and reactive mitigation measures.

Both the tower blocks are fully encapsulated with a monarflexed scaffold before demolition works start.

Water suppression will be used for all demolition activities with additional suppression available.

The vehicle logistics areas will be regularly cleaned to ensure no build-up of dust and damping down facilities will always be available.

Dust levels will be real time monitored, works will be stopped and reviewed should amber or red levels be exceeded.

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.

As there are no groundworks the project should remain relatively free from any dust and regularly cleaning the logistics areas will keep dust to a minimum.

All gates have a traffic marshal present at all time to check vehicles coming and going from site and will check to make sure vehicles are clean. In the event they have picked up dust jet washers will be present on site to clean the vehicles before they leave (discharge license will be in place) and the roadway.

35. Please provide details describing arrangements for monitoring of [noise](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Please see NDV plan in **Appendix I Noise, Dust and Vibration Plan**

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**.

An Air Quality Assessment (AQA) was submitted on 20.05.19 with the planning application and subsequently approved subject to PP Condition 16.

AQA Issue 3 was submitted on 20.02.20.

AQA Issue 4 is being updated following comments from Camden’s EHO.

Both documents can be found in **Appendix J Air Quality Assessment**

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.)

See Air Quality Assessment (AQA) 20.02.20 in **Appendix J Air Quality Assessment**

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 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.**

Hilson Moran were commissioned to undertake an air quality assessment and respond to the new requirements of Condition 16 of planning permission reference 2019/2773/P, dated 26th November 2019, for the refurbishment and extension of 1 Kemble Street London. This report addresses the potential air quality impacts during both the construction and operational stages of the Approved Development and responds to each part of Condition 16 of the planning permission.

The qualitative assessment of the construction phase impacts stated:

There is a low risk of dust soiling and a negligible risk of fugitive PM10 emissions during demolition, earthworks, construction and track out. As the construction related dust risk is low to negligible, parts c), d) and e) of planning condition no. 16 are not required. Nevertheless, through good site practice and the implementation of standard mitigation measures in line with best practice guidance, the impact of dust and PM10 releases will be minimal.

3no. Noise, Dust and Vibration Monitors will be utilised as noted in **Appendix I Noise, Dust and Vibration Plan**

Also see the Environmental Management Plan (EMP) in **Appendix K Environmental Management Plan** for further mitigation measures.

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).

A robust pest control regime will be put in place which Bam will inherit from the enabling works contractor Erith. This will be monitored and maintained and where required upgraded.

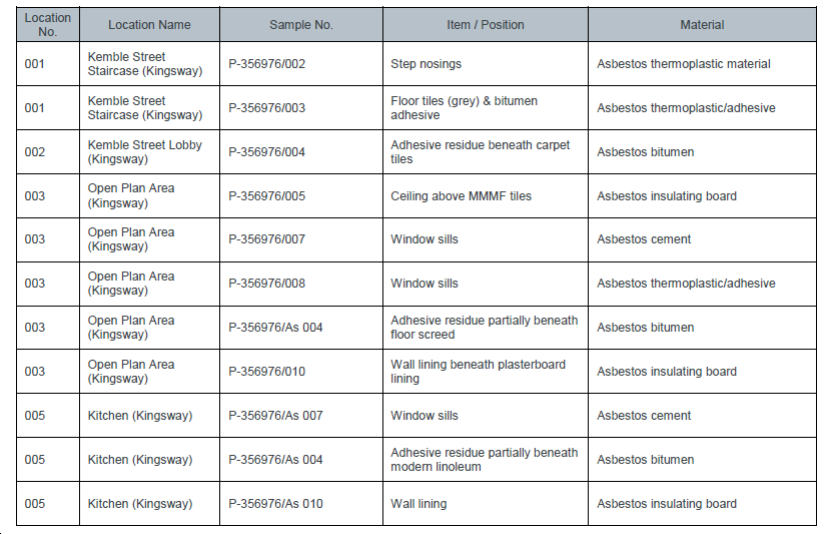
The previous maintenance team have noted vermin have not been a problem in the past which was reinforced by Erith.

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

Asbestos surveys have been carried out at various staged as below:

* Asbestos Refurbishment Survey – Exterior of the Tower, Kingsway, and Link Structures – 03.02.2020
* Asbestos Refurbishment Survey – Lift Shafts to Tower & Kingsway – 13.02.2020
* Asbestos Refurbishment Survey – Window Removal to Tower and Kingsway (Link Bridge) – 09.03.2020
* Asbestos Refurbishment Survey – 5th Floor to Ground Floor (Kingsway) – 14th to 29.01.2020
* Asbestos Refurbishment Survey – 11th Floor to Basement – 14th Jan to 5th Feb 2020
* Asbestos Refurbishment Survey – Roof to 6th Floor (Kingsway) – 19th Dec 2019 to 7th Jan 2020
* Asbestos Refurbishment Survey – Roof to 12th Floor (Tower) – 06‐13.01.2020
* Asbestos Refurbishment Survey – Initial Survey – 19.12.2019

**Key findings**



**All asbestos containing materials identified on the surveys have been removed by Erith during the enabling works phase which is now complete. No additional asbestos has been uncovered however BAM will monitor the site for any asbestos that may be uncovered during our works and notify the relevant parties is any is identified.**

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.

Bam site inductions reinforce our policies of correct behaviour for all operatives and managers on site and the on-site Bam management team take a proactive role in reinforcing this.

Enclosed smoking/vaping area are provided on site facing inwards away from the site boundary to reduce the visibility to the public.

Neighbourhood liaison strategy can be found in **Appendix C Neighbourhood Liaison Plan**

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

**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 period: **(04/21 – 12/23)**
2. Is the development within the CAZ?: **Y**
3. Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? **Y**
4. Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:

**The site will be registered under “Space House”**

**See Appendix L for evidence of Bam NRMM compliance/procedures**

1. 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:

**Confirmed**

1. 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:

**Confirmed**

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 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.

Each gate has a dedicated Bam traffic marshal who will make sure all drivers turn their engines off when they arrive on site so there is no undue idling. Our supply chain will be educated on this principal as well so the message can be effectively passed down the supply chain.

Bam have signed up to the engine idling campaign and will be using their toolkit to reinforce the message with the supply chain.

SYMBOL IS FOR INTERNAL USE

# Agreement

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

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

**Signed:** …………………………………………………………………

**Date:** ……………………………………………..

**Print Name:** ……………………………………………………..….

**Position:** …………………………………………

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

**End of form.**

V2.6

**Appendices**

**Appendix A: High Level Programme**

**Appendix B: Details of Communication and Consultation with Neighbours**

**Appendix C: Neighbour Hood Liaison Plan**

**Appendix D: Surrounding Projects/Schemes**

**Appendix E: Logistics Plans**

**Appendix F: Hoarding Layout**

**Appendix G: Scaffold Layout**

**Appendix H: Utility Plans**

**Appendix I: Noise, Dust and Vibration Plan**

**Appendix J: Air Quality Assessment**

**Appendix K: Environmental Management Plan**

**Appendix K: NRMM**