Construction Management Plan

pro forma v2.0

Camden

2016-01-29/L4386/CMP/Rev01

Contents

Review

For Internal use only

Please initial and date in the relevant section of the table.

The **highlighted areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

Pre app

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	*(attach appendix if necessary)*
Sign off	

Draft

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	
Sign off	

- INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

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 kind 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 Transport for London's (TfL's Standard for Construction Logistics and Cyclist Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

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 in relation to the construction of the development. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

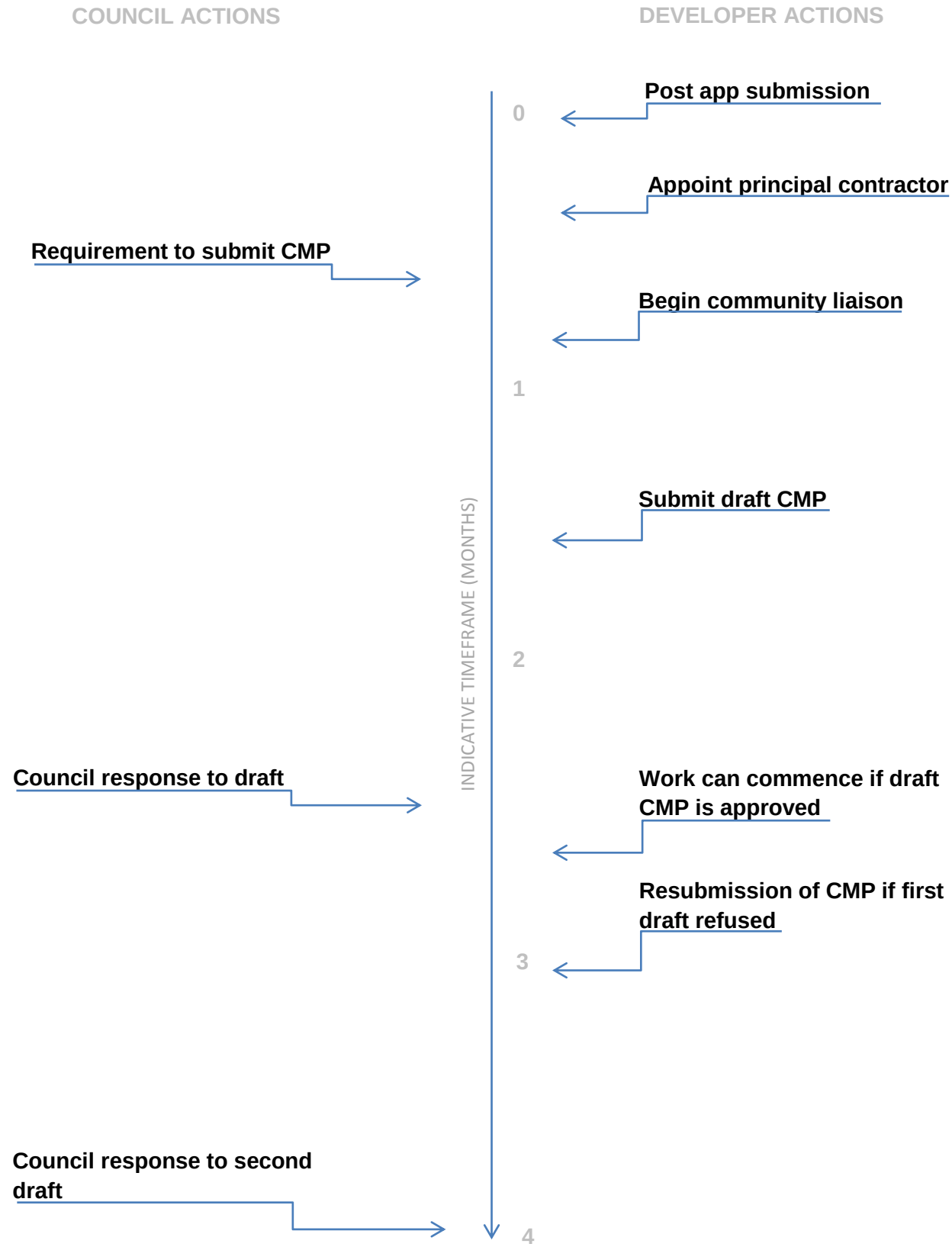
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice**"

Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document is completed electronically and submitted as a Word file to allow comments to be easily documented.

(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.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Post app submission
0
Appoint principal contractor
Requirement to submit CMP
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft refused
3
Council response to second draft
4

Contact

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

Address: Former Metropolitan Police Garages, Drummond Crescent, Camden, London, Greater London

NW11 1LE

Planning ref: TBA

Type of CMP - Demolition Management Plan

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

Name: Kevin Knight

Address: 2 Langston Road, Loughton, Essex, IG10 3SD

Email: kevin.knight@kier.co.uk

Phone: 07791719065

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: Michael Molloy

Address: 2 Langston Road, Loughton, Essex, IG10 3SD

Email: michael.molloy@kier.co.uk

Phone: 07810 658106

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.

Name: Michael Molloy

Address: 2 Langston Road, Loughton, Essex, IG10 3SD

Email: michael.molloy@kier.co.uk

Phone: 07810 658106

5. Please provide full contact details of the person responsible for community liaison/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 responsible Camden officer.

Name: Kevin Knight

Address: 2 Langston Road, Loughton, Essex, IG10 3SD

Email: kevin.knight@kier.co.uk

Phone: 07791719065

6. 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: Kevin Knight

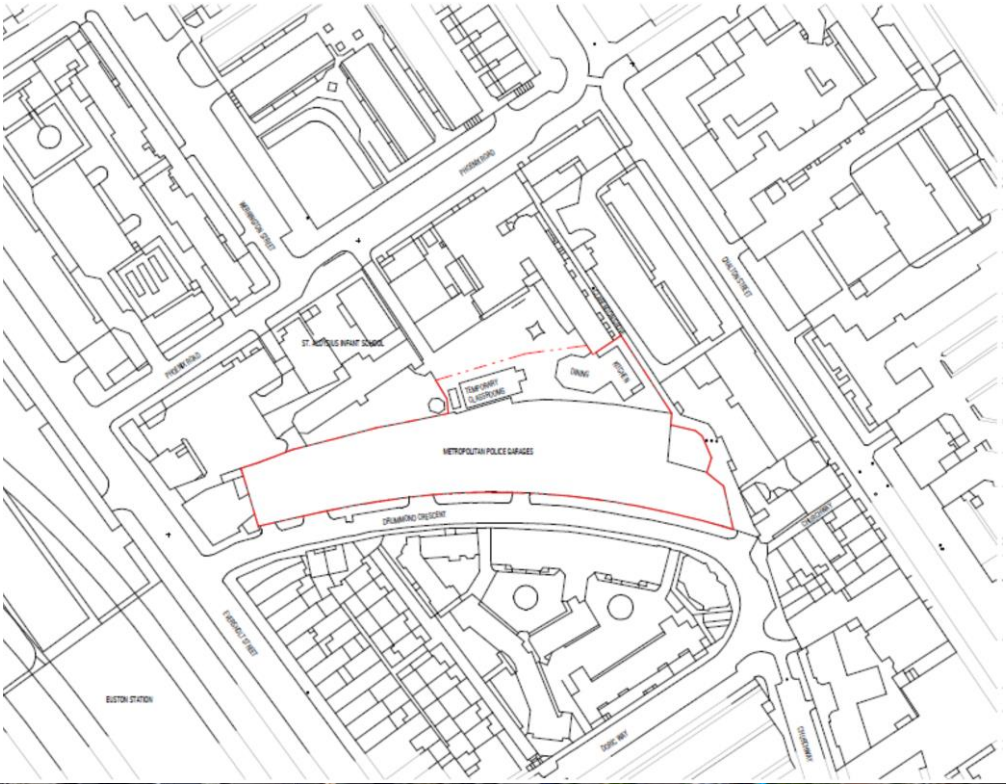
Address: 2 Langston Road, Loughton, Essex, IG10 3SD

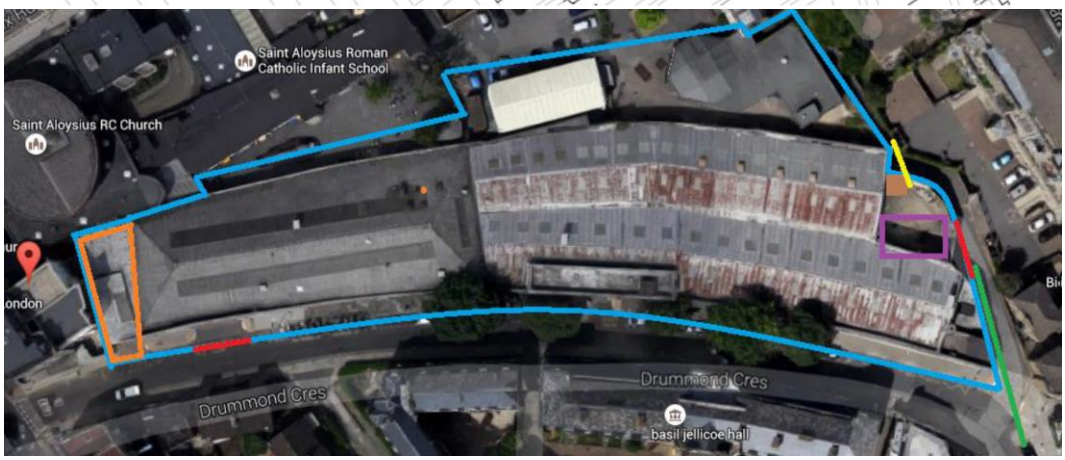
Email: kevin.knight@kier.co.uk

Phone: 07791719065

Site

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





The site consists of the Former Metropolitan Police Garages, Drummond Crescent, Camden, London, Greater London NW11 1LE and two external buildings (Dining Block & Technical Block) for the Maria Fidellis School Grounds in Pheonix Road.

2. 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).

Demolition of Existing Metropolitan Police Garages on Drummond Crescent and existing school dining area and technical block in Maria Fidellis School grounds. The site area is in excess of 2500m2.

Challenges –

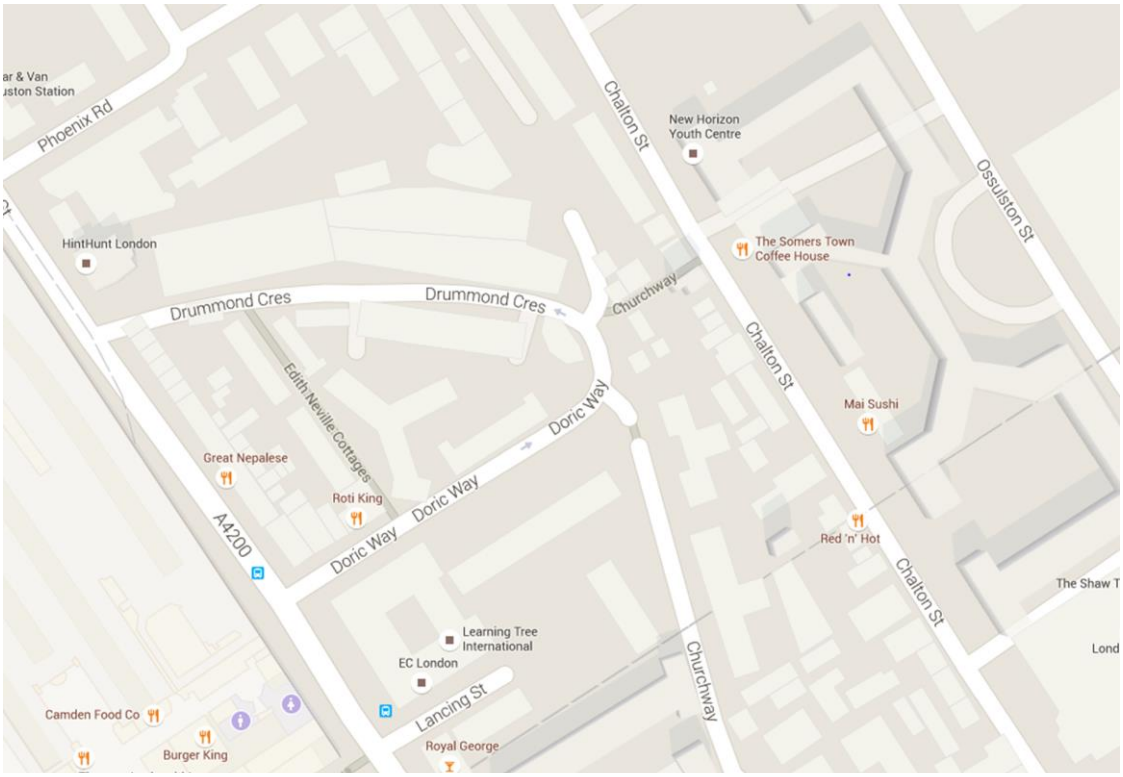
Demolition of an existing building with boundaries with the existing Schools – St Aloysius RC Primary School, Maria Fidelis School and St Aloysius RC Church.

Party walls with residential buildings on Drummond Crescent and adjacent properties close by along Chalton Street and Clarendon Grove.

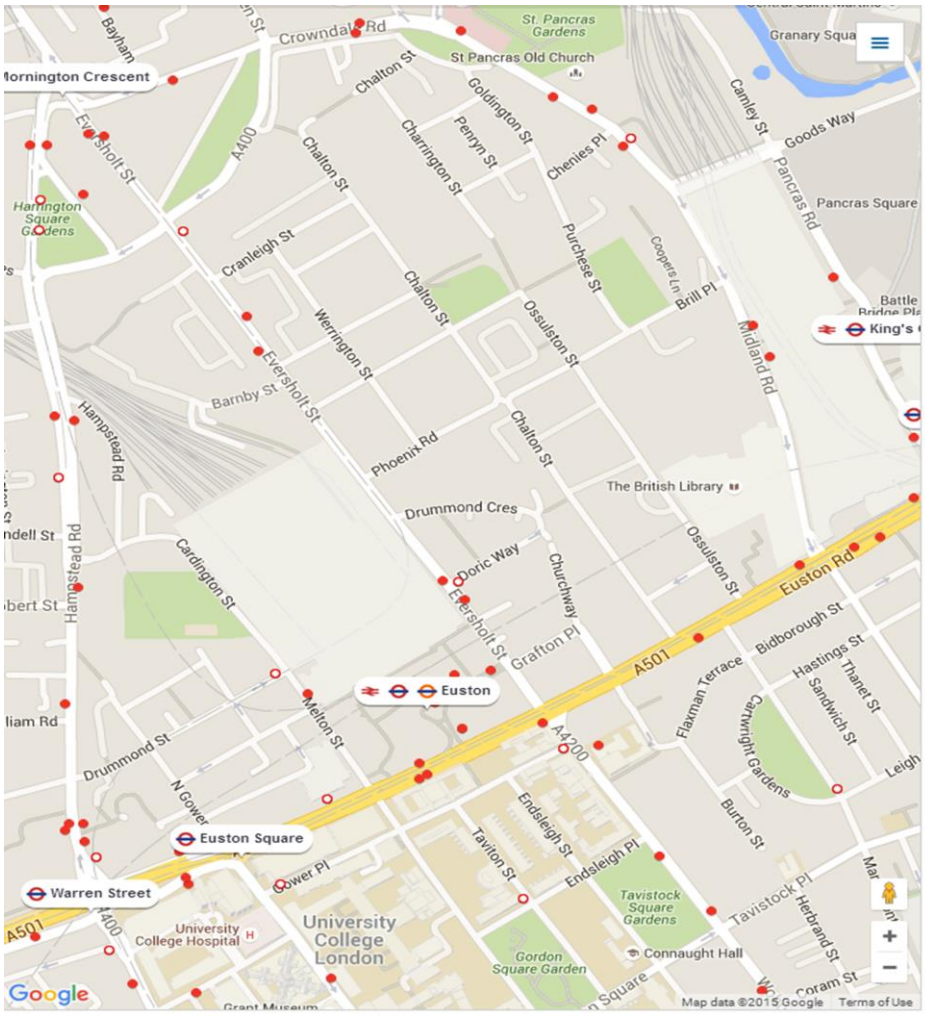
3. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting, etc.).

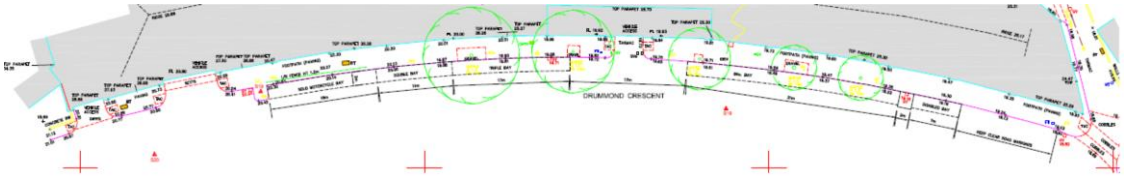
Properties in Drummond Crescent, Doric Way, Edith Neville Cottages , Eversholt Street, Chalton Street and Phoenix Road are the most likely to be affected by any site demolition activities.

Please see the attached plan.



4. 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 and proposed site access locations.





Extract above full plan attached to document – MFCMP01

During the demolition phase the intension is not to suspend any parking bays in Drummond Street as all site vehicles to drive onto site using existing crossovers. Refer to Demolition Plan contained in **Site Traffic -** Item 6 below.

5. 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).

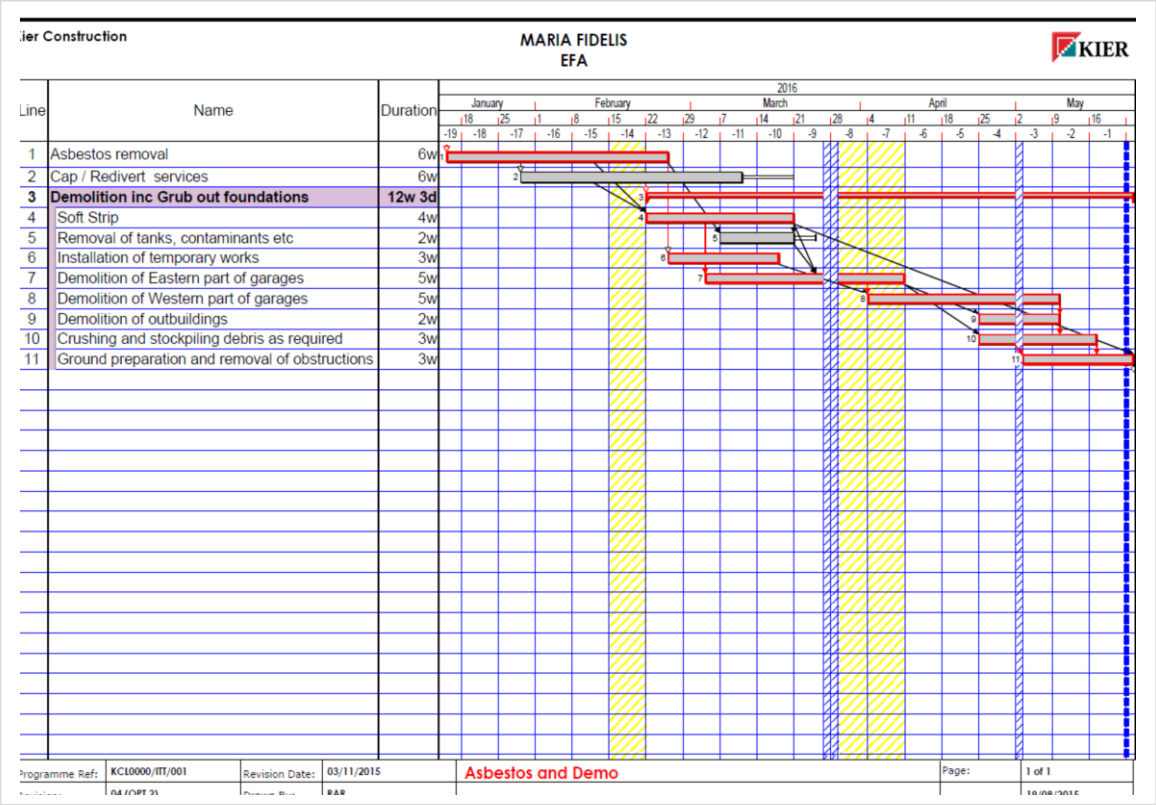
Key Dates

Asbestos Removal and Soft Strip works commence 16th February 2016

Structural Demolition commences 15th March 2016

Works to be completed 11th July 2016

Overall Period for Demolition 19 weeks



6. Please confirm the standard working hours for this 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

The normal working hours for this site will be as follow the Camden permitted hours and in line with our planning approval and as detailed above :

- 8.00am to 18.00pm Monday to Friday
- 8.00am to 13.00pm on Saturdays
- No working on Sundays or Public Holidays

If we need to undertake work outside these hours we will engage with the LB Camden Network Management Team to agree in advance any out of hours work prior to any alterations.

However, if during the works circumstances occur where an item of works runs outside the above hours due to unforeseen circumstances, (such as the break-down of plant, health, safety and environmental issue) then we would speak to the LB Camden Environmental Health Officer to make them aware of the run over of the normal working hours. We will make contact with the LB Camden Environmental Health Officers and ensure that they have been provided with a copy of this CMP well in advance of site works commencing.

For these works we will notify neighbours directly affected or potentially inconvenienced by our works in order to minimise the impact we have on them and to ensure that they are fully informed at all times. These communications will be undertaken via our community email group or a letter drop as a continual communication tool.

7. 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.

The majority of the service works are local terminations and of a minor nature.

These are either isolations within the school grounds from existing buildings or at the point of entry into the Drummond Street Garages

Summary of Services Works to facilitate demolition of depot, kitchen and tech block.

1. Gas, water & electric to Tech Block can be isolated from school kitchen.

2. Gas to kitchen will be isolated from pipe tee outside main school plantroom (adjacent Clarendon Grove). No utility involved.

3. Water supply to kitchen isolated from the main building no utility required.

4. Electricity – kitchen: There is service head located within this switchroom. The school's current electricity supplier will be requested to remove the existing meter(s). Following this (UKPN) will disconnect the existing supply in Clarendon Grove

5. There are a number of overhead cables running between the main school building and the tech block and kitchen. These are telecoms, data, and fire alarm, security (CCTV & alarm). These will be isolated from the main building by each of the Schools particular specialists.

6. There are some overhead telecom cables, routed from outside the south east corner of the school – BT will be contacted for diverting these. We will disconnect existing services feeding our proposed demolition site prior to asbestos removal and structural demolition; these include UK Power networks, Thames Water, BT,

<u>Drummond Street Garages</u>

Following existing supplies will be disconnected from entry point at boundary of building

1. Existing Gas Supply
2. Existing UKPN electricity supply
3. Existing Thames Water supply
4. Existing BT telecoms supply

Notices have been given to utility companies to facilitate this.

Community Liaison

Significant time savings can be made by running an effective neighbourhood consultation process. This should 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. Ideally this 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 build, 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 should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary**.**

1. 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.

Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be 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.

Kier London have held consultation meetings and established links with the local planning officers, sustainability officers and residents groups, including the Somers Town Community Association and the Neighbourhood Planning Forum , and we have held two local consultation meetings on the 18th and the 21st November at the Maria Fidelis school.

We have also held several discussion and information sharing meetings with the St Aloysius Infant school and the St Aloysius Convent and Roman Catholic Church to review our scheme proposals and demolition planning.

We have reviewed pupil and local resident safety and awareness of the proposals, moderated our sequencing to take on board the schools concerns and are aware of local residents concerns where they have been bought to our attention.

We will deliver a newsletter to local residents prior to starting demolition work and operate a record book on site for incidents or local issues to be recorded.

A construction working group will be set up for the main School works

2. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison 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.

Introductory newsletters will be posted to local residents and businesses advising of the project. Subsequently there after there will be additional letters if there is felt to be an important piece of information that requires the residents to be aware of such as the delivery of large items of plant and equipment.

Kier's Project Manager, Michael Molloy will attend any community liaison meetings that are required throughout the life of the demolition works , along with representatives from the design team who have established links with the local community groups.

Kier will circulate the notes from these meetings to the community, including updates to the site logistics plan and other information as requested. Further meetings will be held on a regular basis.

We will set up an email distribution list of all stakeholders to whom we have issued our site logistics and traffic management plan, plus subsequent updates.

We will also use this email distribution list to inform all stakeholders of forthcoming works and activities in relation to the project.

A Community Working Group relating to the development will be established if required for the demolition works, if not then for the main new School building works the group will meet on a monthly basis and will continue to do so throughout the duration of the construction works. These meetings are to be attended by all stakeholders involved in, and affected by the site (i.e. The Local Authority, Sponsors, Contractors, and Local Community Representatives).

• An information board will be posted on the site hoarding, in a location agreed with the local residents to advise of key personnel and site issues.

In addition to the above Kier also operate an open door policy whereby members of the local community can speak to the site management if they have specific concerns or complaints. This type of interaction is taken very seriously by Kier.

We maintain a complaints and compliments register throughout the life of the project and at our internal and client monthly meetings any comments/ incidents added to the register are reviewed and discussed with the aim of closing out all complaints the satisfaction of the individual making the observation/ complaint.

Simple devices such as vision panels in the site hoarding and viewing points help to remove the mystery of the site as it allows people to look in on the site without actually having to come onto the site. It helps to remove the element of suspicion regarding what exactly is happening behind closed site hoardings.

Site contact details and out of hours emergency contact details will be prominently displayed on the site hoardings

3. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

Kier are a major contributor to CCS and consider best practise in line with this throughout pre-construction planning and on site operations. Kier are familiar with intend compliance with :

Guide for Contractors Working in Camden

Camden's Considerate Contractors Manual

4. Neighbouring sites

The Drummond Crescent demolition scheme, as with all Kier sites will be individually registered with the Considerate Constructor Scheme. All of our sites are also audited and reviewed by senior management. A good neighbourly policy is viewed as one element of our duties to act responsibly and help to elevate our Corporate Responsibility profile. We at Kier pride ourselves on how seriously we take the Considerate Constructor Scheme and this is borne out by the fact that our sites consistently win awards and recognition for our efforts from the Considerate Constructors Scheme

Examples of our previous schemes in Camden include 5 St Pancras House, The Art House Project, Camden Care Homes at Wellesley Road and Maitland Park, Tottenham Court Road, T1 building at Kings Cross and the Midlands Goods Shed

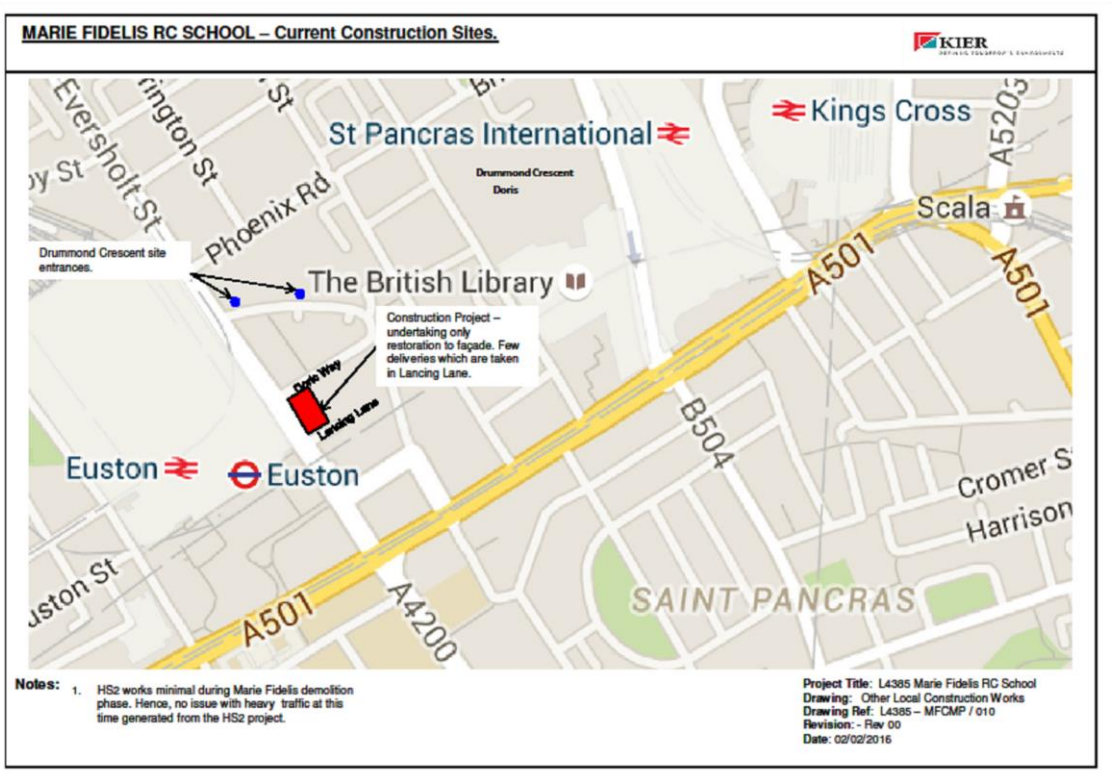
Site specific inductions will focus on not only the onsite construction works but also the surrounding community. Operatives will be advised on how to behave on site and whilst interacting with the local area and its people. It will be made clear to all that they will be representing the site and therefore Kier. If staff or operatives were to be found or reported as having misbehaved whilst off of the site then it is a reflection on Kier and they will be asked to leave the site and not to return.

Operatives will also be encouraged to engage the local community by using local public transport and amenities such as local cafes, shops, community gymnasiums etc. It has been the experience of Kier that our projects have had a positive effect on the community as the onsite operatives spend money in local businesses thus generating money for the local community. Our follow on construction project will be on site until 2018 and thus we will make a considerable financial impact to the local environment.

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.

In the local area at present there is only one construction site on Eversholt Street and the corner of Doric Lane. They are undertaking restoration works to the facade. They have informed us they have few deliveries. All their deliveries are taken in Lancing lane.

During the demolition phase, HS2 works are minimal. Local area will not be subject to heavy traffic flows caused by HS2. Location of current construction sites below (MFCMP10 – A4 size in Appendix 1).



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 the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed here, details of the monitoring process are available here.

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

Please refer to the CLOCS Overview and Monitoring Overview documents which give a breakdown of requirements.

CLOCS Considerations

1. Name of Principal contractor:

Kier Construction London

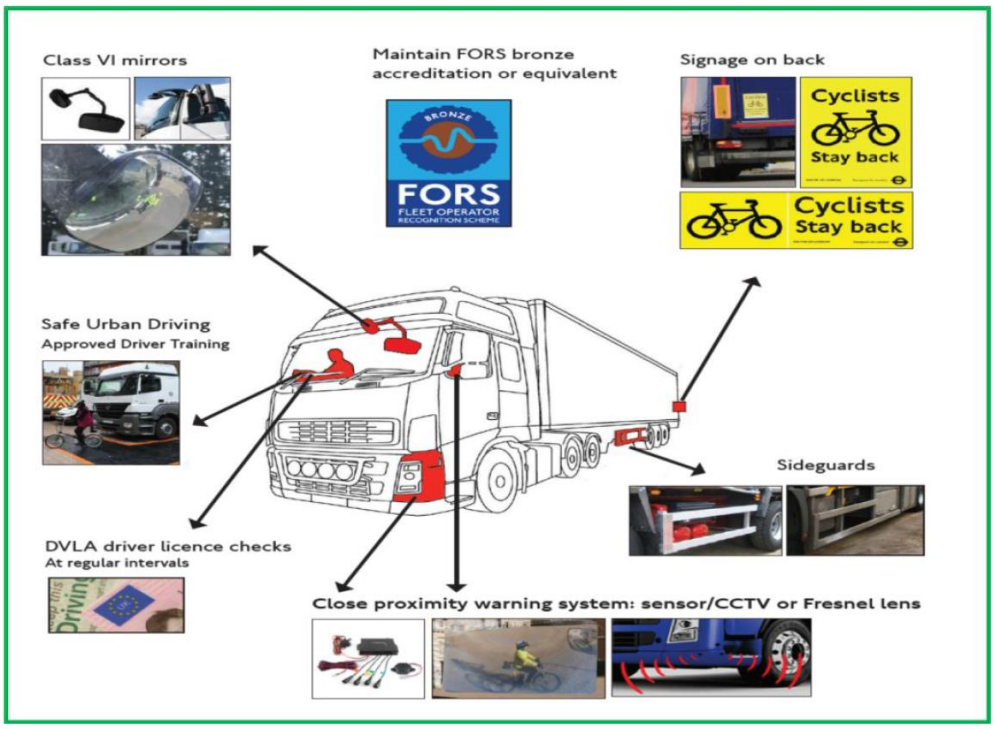
2. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our CLOCS Overview document in the appendix and CLOCS Standard point 3.4.7).

Kier Construction London is committed to the FORS and an Associated Member and will also make best endeavours to achieve full compliance with CLOCS.

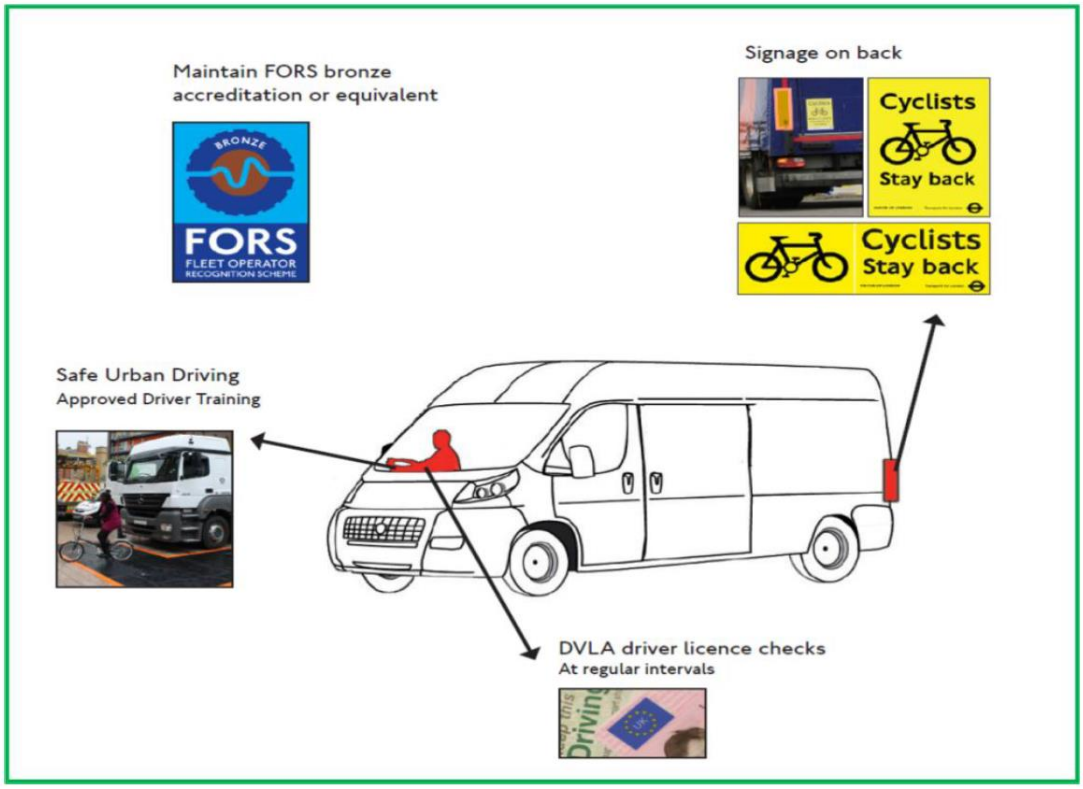
Currently KCL has a FORS Bronze level minimum standard and attached our policy regarding this standard.

	Requirement	Image	Vans	HGV's
1	Rear warning sign for cyclists and pedestrians. Displayed on the rear left hand side of the vehicle and at cyclist eye height		✓	✓
2	Side Under Run Guard		✗	✓
3	Close proximity warning system: Sensors		✗	✓
4	Close proximity warning system: CCTV and/or Fresnel Lens		✗	✓
5	Fresnel Lens (or CCTV)		✗	✓
6	Class VI Mirrors		✗	✓

Example of a FORS Bronze Level Membership for HGV's



Example of a FORS Bronze Level Membership for Vans 3.5 Tonne and unde



3. 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.

Please sign-up to join the CLOCS Community to receive up to date information on the standard by expressing an interest online.

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

KCL will include the requirement to abide by the CLOCS Standard into all future sub-contractor orders and supply agreements and make best endeavours to ensure compliance.

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

Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

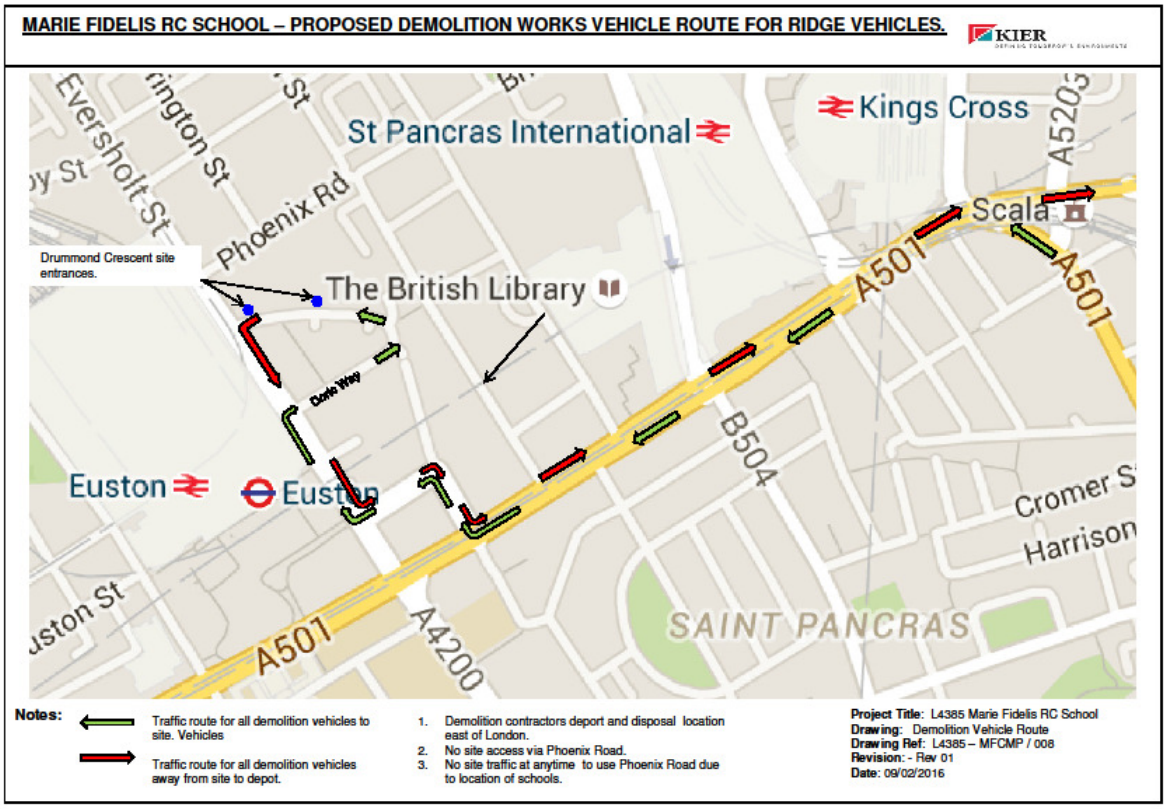
4. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless 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, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (ie. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

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 indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of links to the Transport for London Road Network (TLRN).

Extract of Kier Maria Fidelis traffic plan for demolition works below MFCMP08 - also refer to Appendix 1 for A4 plans including traffic plan MFCMP09 and - MFCMP03 Maria Fidelis Risk Assessment for Vulnerable Road Users.



The demolition contractors depot and disposal location is east of London. All site traffic will approach the site from the east via A501 and then turn right into Churchway and Garfton Place. Then right into A4200 – Eversholt Street. Then follow the one way system down Doric Way round into Drummond Crescent. When vehicles leave the site they will turn left into Eversholt Street and then back onto the A4200 and then left onto the A501- heading east. By using this route we avoid local schools and residential areas.

We have been told that all the articulate vehicle deliveries will need to be moved under a traffic order so at present we are not aware of the route that will be taken.

Kier Construction London will implement on this project the FORS/CLOGS standard for HGV's and Vans 3.5 Tonne, which has been developed by Transport for London (TFL).

Kier Construction London are at present writing to all our suppliers and subcontractors for the demolition works, regarding our requirements for managing work related road risk with particular attention to vulnerable road users such as, cyclists, pedestrians, school children and motor cyclists amongst others.

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

Traffic Routing Awareness

All KCL projects will produce a traffic routing plan for a 1.25 miles radius from the project location. These routes will be determined based on a drawn and written risk assessment format and will consider:-

• Traffic routing of vehicles coming to and going from site to avoid busy shopping areas, schools, colleges, tourist attractions and cycle lanes where reasonably practicable.

• Establishing delivery and collection times to avoid peak times of the day or events occurring in the local area. Peak times to be avoided are 0800-0930hrs and 1640-1800hrs Monday to Friday. Site operatives and visitors will be requested to use public transport.

• Off-loading and loading of vehicles is undertaken from within the site.

• Access to and from site is appropriately marked, signed and understood taking into account vulnerable road users in or around the site

All our abnormal loads (delivery of excavators / crushers) will be directed by the highway agency using ESDAL. We notify them of our movement two working days prior to the movement and they give us a route and time.

The traffic routing plan is included in all sub-contract packages and suppliers orders before works commence on site. Additionally prior to a particular package commencing on site (to an agreed date at least 2 weeks in advance) this is discussed (and recorded) as a pre-start meeting. Regular review and consultation between the Site Management Sub-contractor teams on the traffic routing plan will be undertaken in the event that local changes have an impact. The routing plan can only be amended by written approval at Senior Management level

Kier Construction London will implement on this project the FORS/CLOGS standard for HGV's and Vans 3.5 Tonne, which has been developed by Transport for London (TFL).

Kier Construction London are at present writing to all our suppliers and subcontractors for the demolition works, regarding our requirements for managing work related road risk with particular attention to vulnerable road users such as, cyclists, pedestrians, school children and motor cyclists amongst others.

5. 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 are generally acceptable between 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 between 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

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**.** Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait 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.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

A schedule of predicted sizes and frequencies will be provided in the finalised Construction Management Plan. Vehicle movements will be limited to non-peak traffic hours 0930 to 1640hrs for deliveries Monday to Friday and deliveries will be between 0800 – 1300hrs on a Saturday. As stated earlier in this document any site traffic movements outside the above hours will need to be agreed with the Network Management Team. Deliveries will be planned to avoid clashing with local school times where practicable but it should be noted that no vehicle routes are via Phoenix Road, so St Aloysius R.C Primary and Marie Fidelis Schools will not be affected directly by vehicle movements from the site. There is no direct access to the schools for traffic via Drummond Crescent. Clarendon Grove is also not used greatly by school children and it is planned to get a temporary closing order from L B Camden during the demolition phase.

X3 lorries to be used during demolition works for removal of demolition debris – The average frequency during removal will be 10– 15 per day. This will not be throughout the whole demolition period and any changes will be assessed in advance to manage the process and reduce impact.

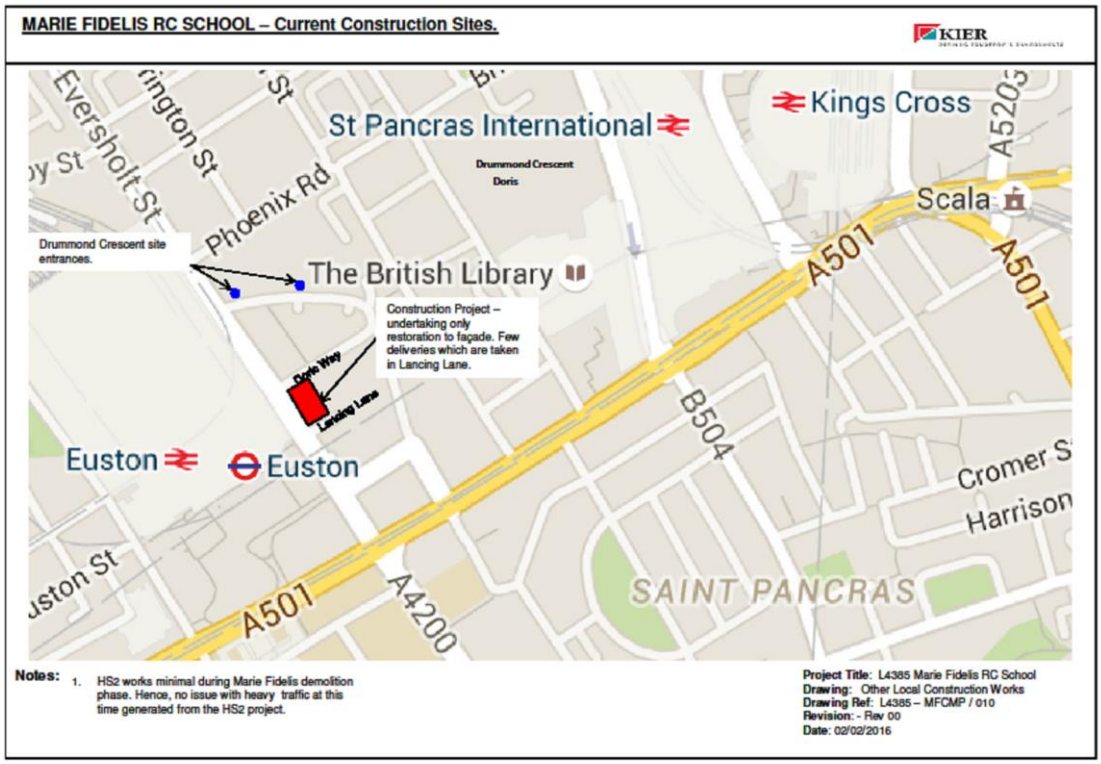
X2 Daf Lorries, roll on & off, 18tonne. To deliver and exchange approximately 40 skips over the 15 weeks.

X1 Scania articulated lorry, to deliver excavators and crusher to site - Approximately 6 deliveries over the period.

b. Please provide details of other developments in the local area or on the route.

In the local area at present there is only one construction site on Eversholt Street and the corner of Doric Lane. They are undertaking restoration works to mainly the facade. They have informed us they have few deliveries. All their deliveries are taken in Lancing lane.

During the demolition phase, HS2 works are minimal. Local area will not be subject to heavy traffic flows caused by HS2. Location of current construction sites below (MFCMP10 – A4 size in Appendix 1).



c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

Kier will manage an online delivery registration system (data scope or similar). This will be jointly managed by the Site Manager and Demolition Project Manager.

Gatemen and Traffic Marshalls will be briefed on a daily basis. They will be issued with the daily schedule which will identify time/type of vehicle/correct location and the process will be controlled and managed to ensure alignment with this schedule.

No changes will be permitted without authorisation from the Kier Site Manager.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

There will be no waiting on the street for access to the site lorries will wait on site where a safe zone will be located, if required, but they are usually called in on a requirement basis, ie as one skip is filled, the new one is required. This is managed on site by the Site Manager.

During the demolition phase no existing parking bay suspensions are expected and current crossovers into the existing Drummond Street Garages are being utilised

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

All site workers will be encouraged to public transport as the site location is near Euston/St Pancras and Kings Cross Station this will be easily attained

There will be limited controlled on-site parking for only essential personnel.

If need be staff and operatives need to drive (exceptional circumstances) then public car parks will be used.

6. 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)

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic Marshalls must ensure the safe passage of

pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

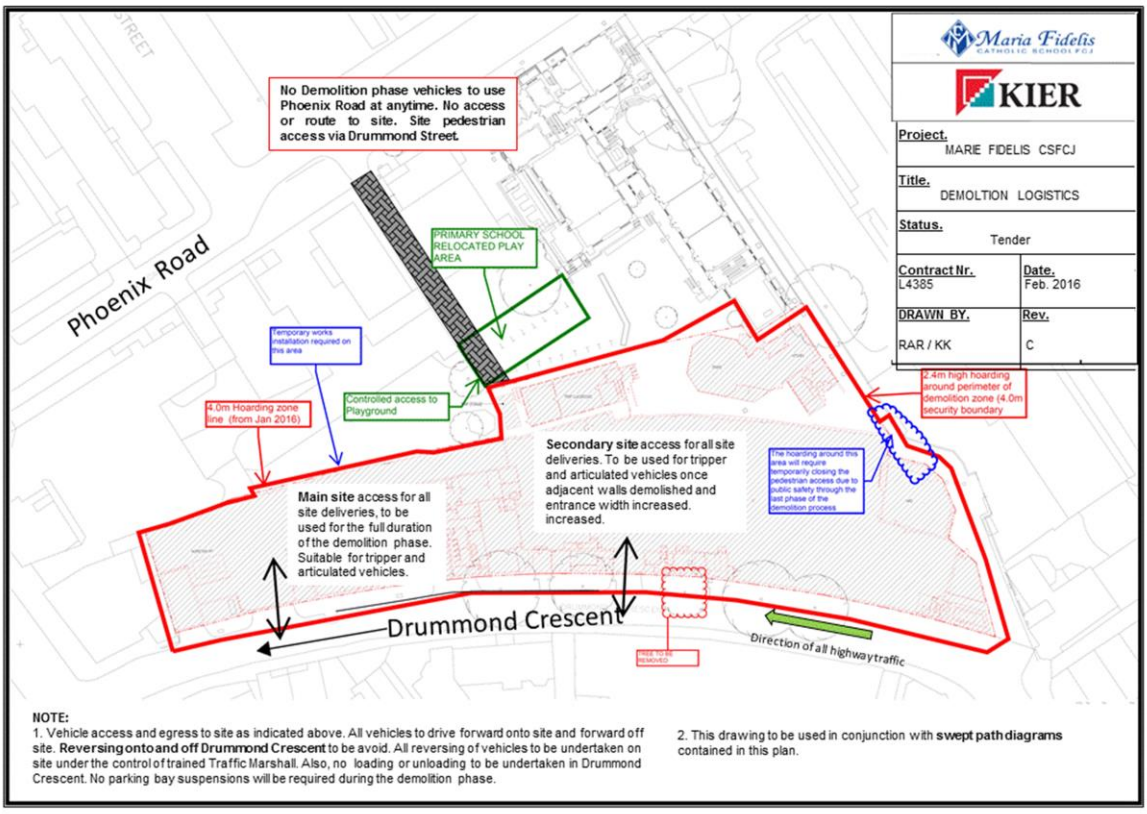
a. Please detail the proposed access and egress routes to and from the site

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

a. During demolition all access routes onto site will be from Drummond Crescent refer to Kier Demolition Plan Rev C below(A4 copy in Appendix 1). The existing crossover points and entrances into the garages will be maintained and utilised. We may need to close Clarendon Grove for safety reasons during the demolition phase. If so we will obtain permission from the highway team for a temporary stopping up order.

b. All vehicles movements by and on the site will be controlled by a trained Traffic Marshall. All ridge and articulated vehicles will drive directly on and off the site in a forward gear. Reversing on and off Drummond Street will be avoided. There will be full vehicle gates at each of the entry/exit points which will be manned with Gateman at all times. The footpath on the northern side of Drummond Crescent will be closed to pedestrians and new pedestrian crossing points will be formed as described later in this plan. Also refer to demolition logistic plan and swept path diagrams below.

Kier Demolition Logistics Plan, A4 copy attached in Appendix 1.

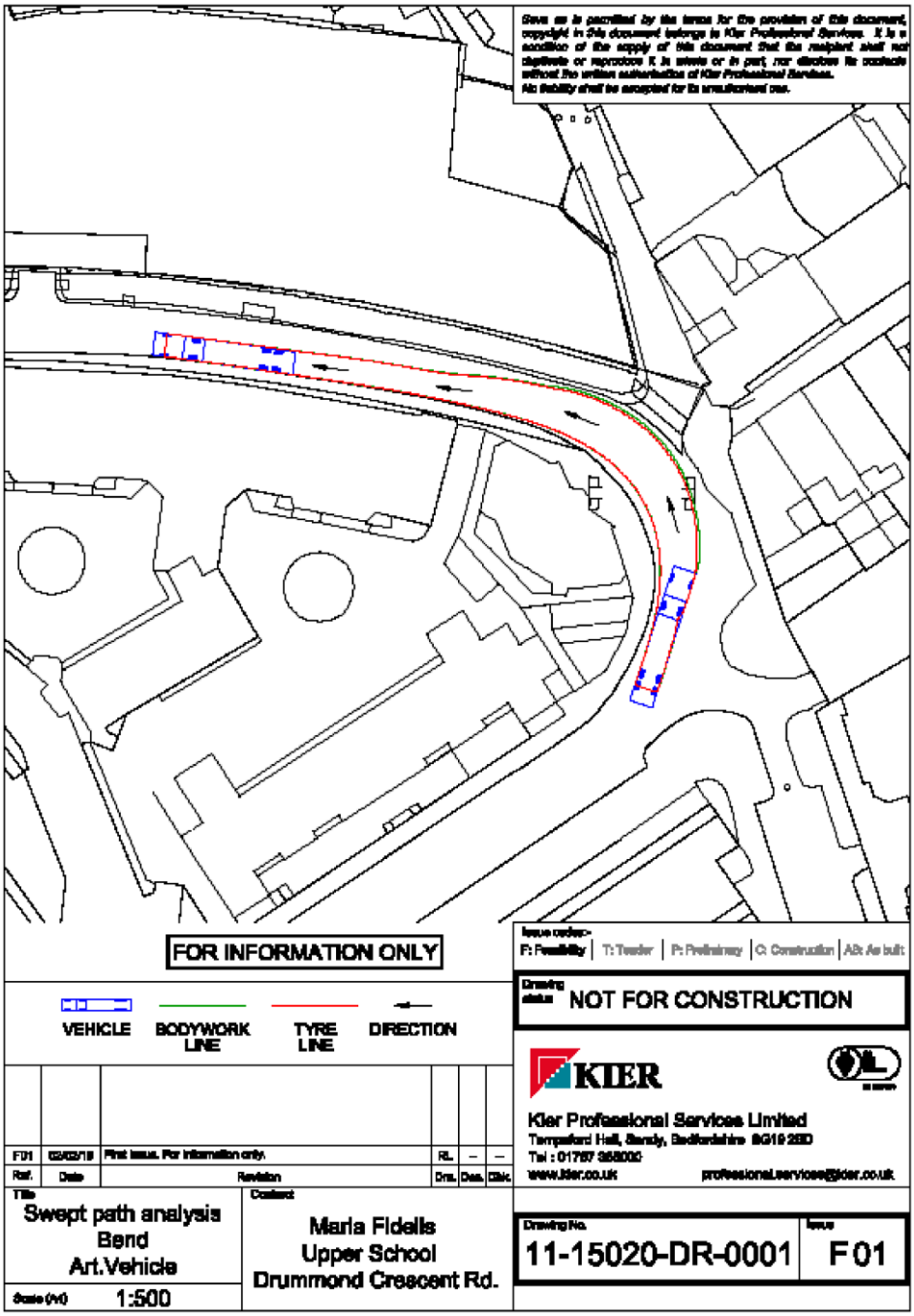


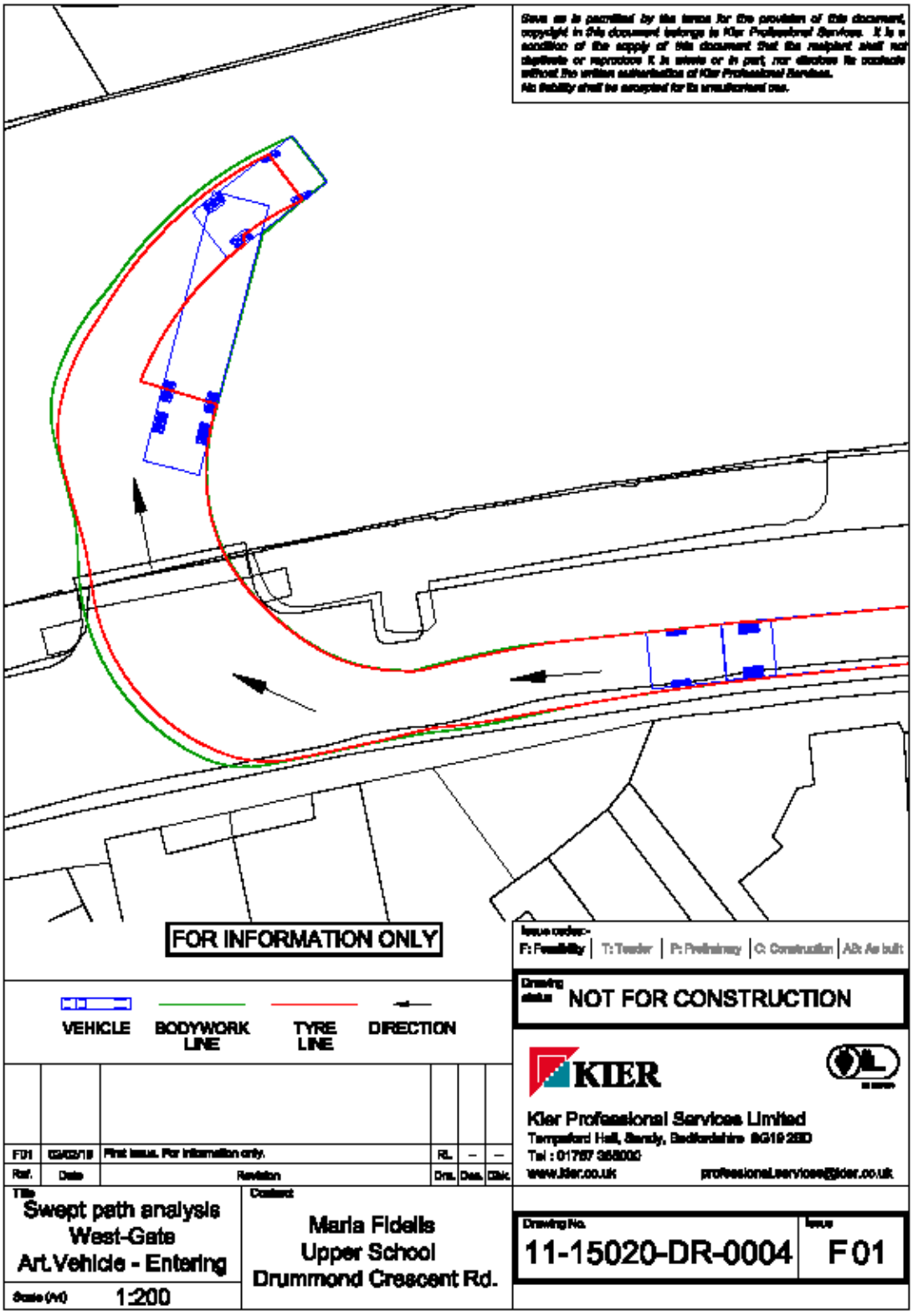
An assessment of predicted vehicle frequencies will also be undertaken prior to works commencing.

No vehicle movements will be organised or accepted during peak time's 0800-0930hrs and 1640-1800hrs Monday to Friday.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

An assessment of predicted vehicle sizes and frequencies will be undertaken prior to works commencing. We have undertaken a series of vehicle tracking diagrams to verify the proposed access routes. As indicated on the demolition logistic plan above, the main entrance located in at the west end of the site can accommodate ridge and articulated vehicles driving in forward onto site. The vehicle tracking diagrams indicate that the east gate may be slightly tight at the start of the project for large vehicles but once the brickwork façade is demolished in this area the site access will be widened to accommodate the larger vehicles. Below are swept path analysis for ridge and articulated vehicles in Doric Lane and in Drummond Crescent using the main site entrance (west).

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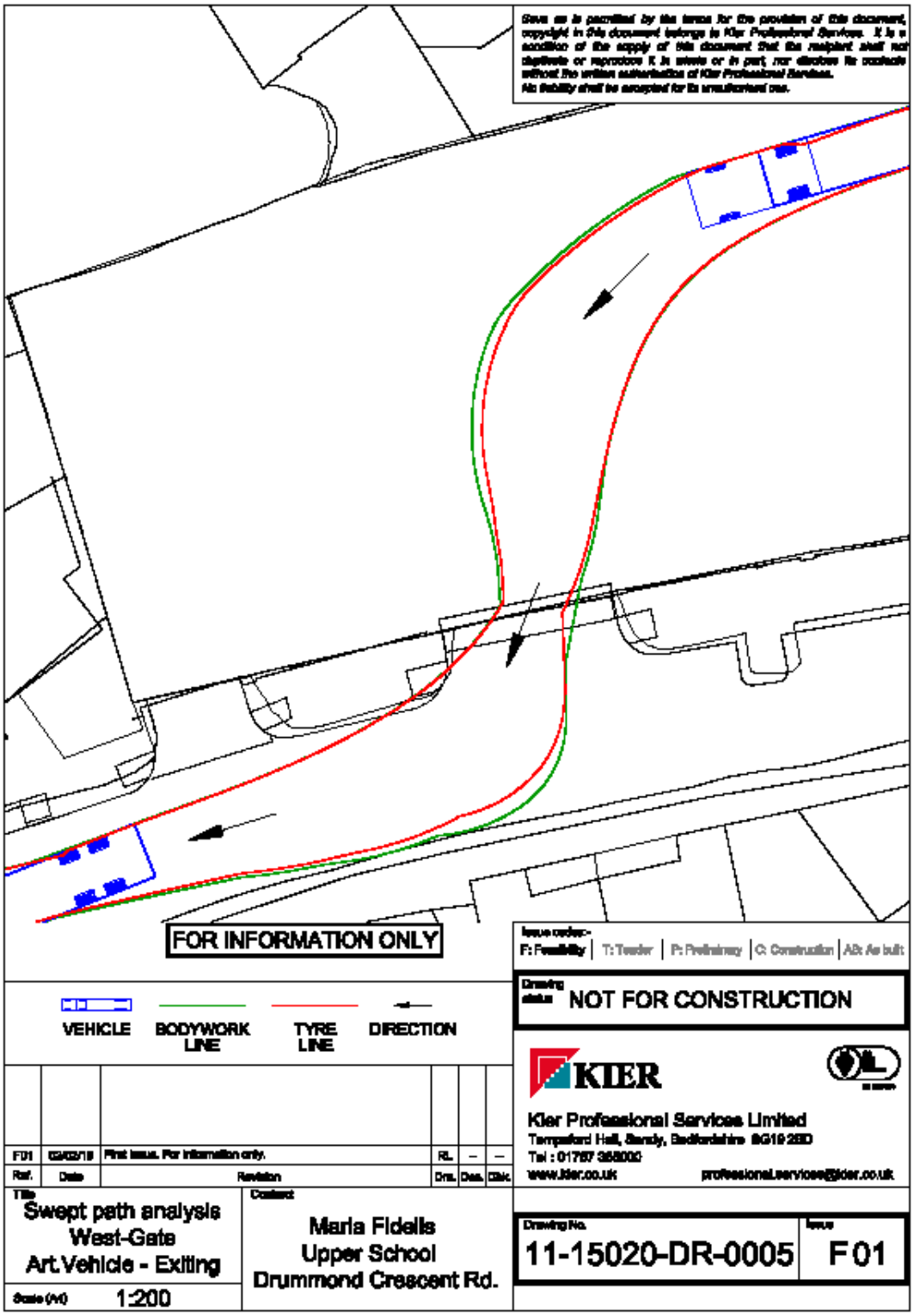
F01 03/02/19 First issue. For information only. RL – –
Ref. Date Revision Drn. Des. Chk.
Title
Swept path analysis
West-Gate
Art.Vehicle - Entering
Scale (A1) 1:200
Content
Maria Fidelis
Upper School
Drummond Crescent Rd.
Drawing No.
11-15020-DR-0004
Issue
F 01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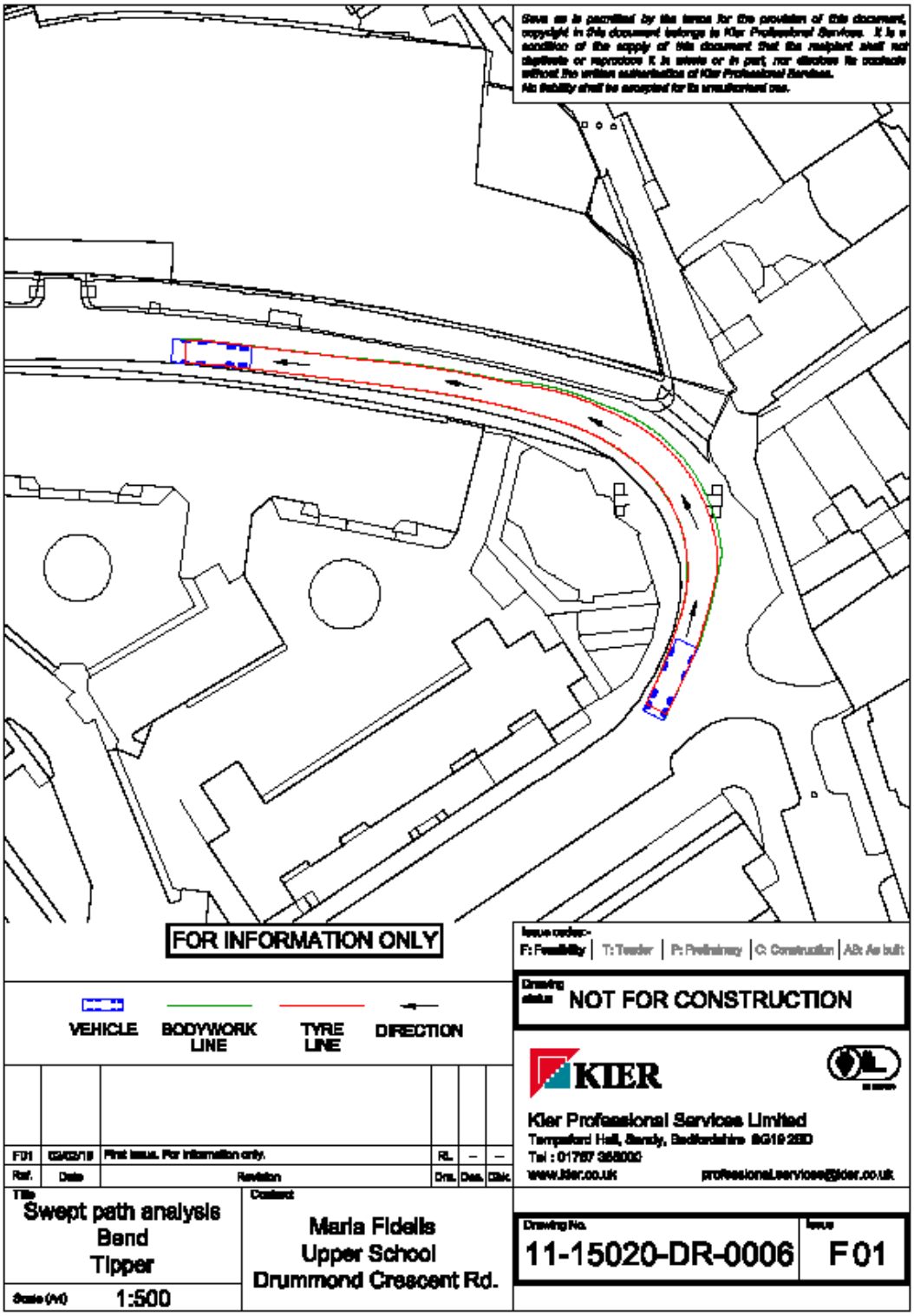
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Drummond Crescent Rd.
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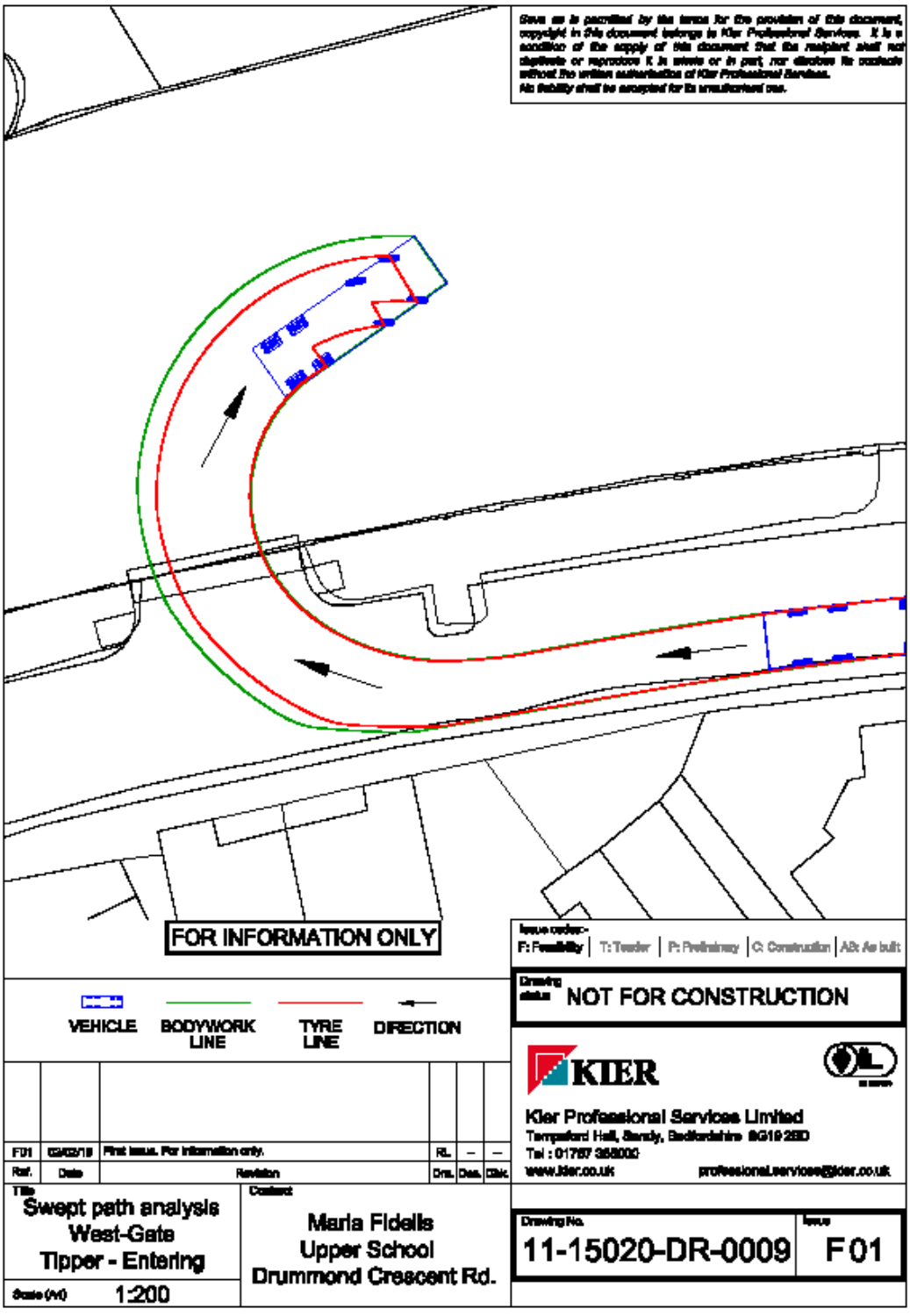
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Drawing No. 11-15020-DR-0009
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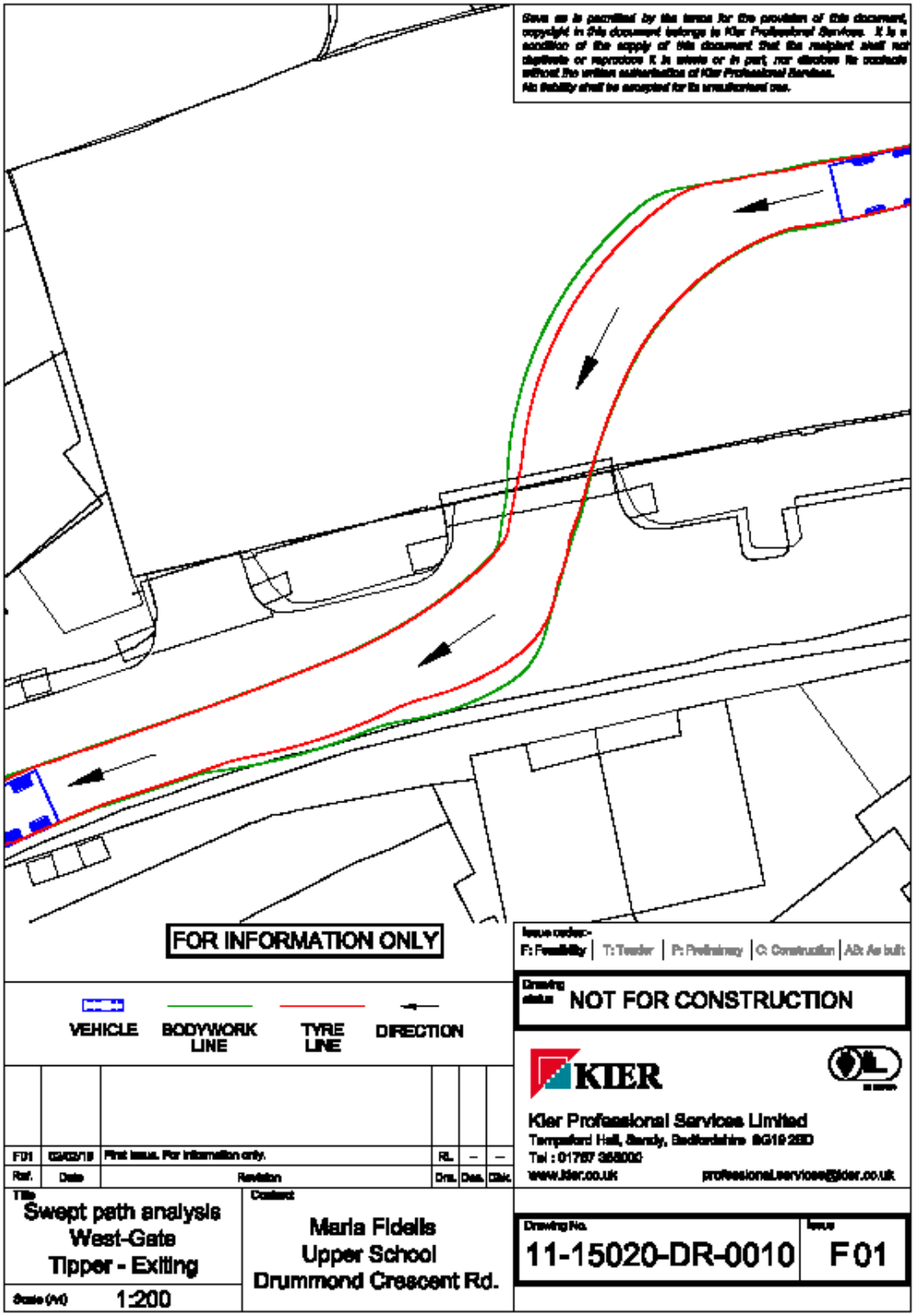
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Scale (A1) 1:200
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Drummond Crescent Rd.
Drawing No. 11-15020-DR-0010
Issue F01

If you refer to the traffic plans earlier in this plan the ridge vehicles need to use Churchway and Grafton Place when coming to the site. We have check and the demolition vehicles will be able to negotiate this bend. This is proved by the buses which at present use these streets.

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.

The site will have designated hard standing loading as indicated on the site logistics plans. These areas will also serve as wheel wash areas for vehicles leaving the confines of the site. The main exit point will provide a paved area between the wheel wash and public highway which can be monitored and cleaned as required to prevent mud tracking onto the Road

All ground or surface water run-off will be strictly controlled in line with environmental legislation and best practice to prevent pollution of drains and watercourses. All fuel will be stored in bunded tanks; at least 10m from any drain or gully. Emergency spill kits will also be available on site.

7. Vehicle loading and unloading: *"Clients shall ensure that vehicles are loaded and unloaded on-site as far as is practicable."* (P19, 3.4.4)

If this is not possible, 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 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 loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 8 if any parking bay suspensions will be required.

All deliveries will be loaded / unload on site. All deliveries will be controlled by a strict booking-in system managed by the Site Manager and Gateman to spread deliveries across the week.

Unplanned deliveries will be turned away and advised to return to site at a pre-arranged delivery time. Unplanned deliveries will not be allowed to wait outside the site boundary or impede the surrounding roads.

When planning deliveries the following shall be considered:

• All deliveries to site will be subject to our site hours of working.

• Defined unloading areas will be prepared.

• Material storage areas will be prepared to minimise the time taken to unload.

• Kier will ensure that there is a policy of staggering deliveries in order to minimise any queuing or waiting vehicles adjacent to the site.

• Kier operates a “just in time” delivery system which maximises site storage space and distribution, and provides greater control of vehicular deliveries.

• Planned deliveries ensure the correct lifting procedure is in place complying with the manual handling assessment.

Highway interventions

8. Parking bay suspensions and temporary traffic management orders

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.

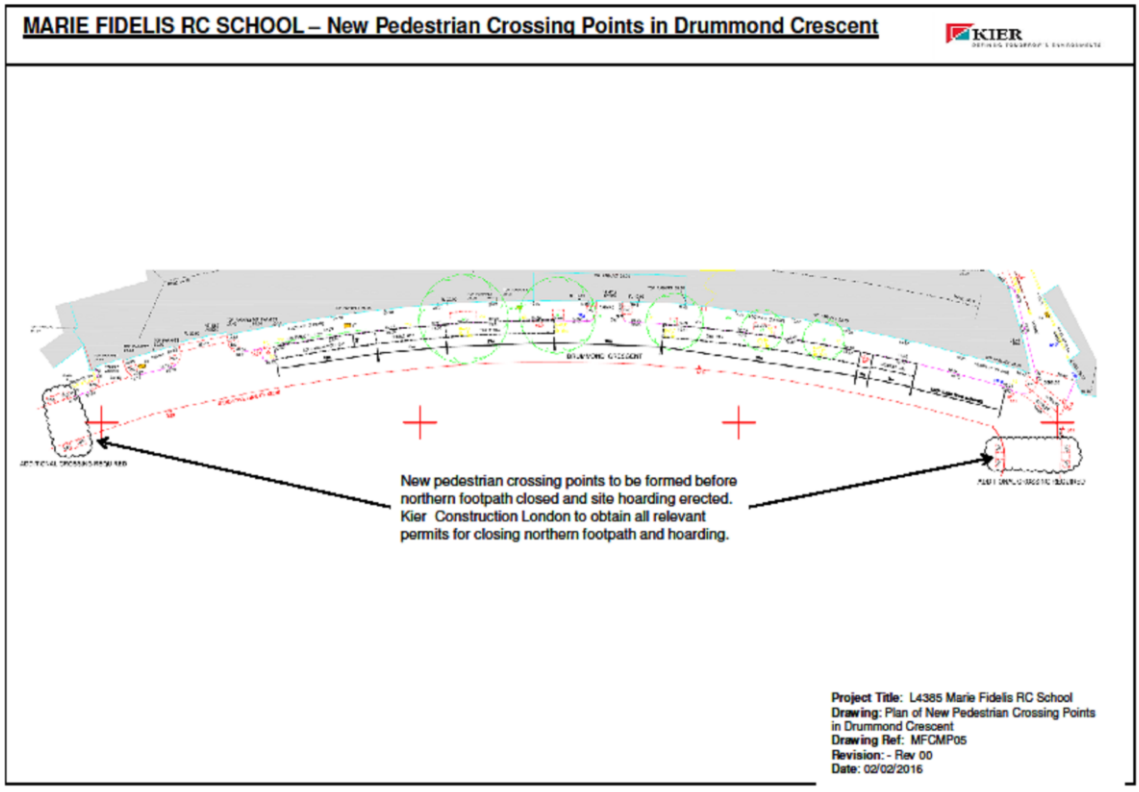
Information regarding parking suspensions can be found here.

The current parking provision in Drummond Crescent is detailed as indicated on sketch below. This sketch also indicates the new crossing points each end of the site so that the northern footpath can be closed.

Kier have met Camden Highways Network Co-ordinator and discussed our proposals.

The footpath on the construction side of Drummond Crescent (north) will need to be closed and the following measures undertaken;

- Box around trees and lampposts.
- Pedestrian crossovers (with tactile paving) will need to be added on the southern footpath and to direct pedestrians from North to South.
- Associated signage will need to be displayed.
- It is not necessary to suspend any current parking bays but if this is amended at a later date Kier will make the necessary applications



Extract from MFCMP 05 – Detailing amendments to Drummond Crescent Footpath required

9. Scaled drawings of highway works

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. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay

suspensions and remaining road width for vehicle movements. 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 accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

As detailed in earlier sections

- Existing vehicular crossovers to be utilised
- Footpath on North side of Drummond Crescent to be closed during demolition. Public and pedestrians redirected to South side – Additional provisions (crossovers/tactile paving / re-routing signage)

Refer to MFCMP 05 – Detailing amendments to Drummond Crescent Footpath required.

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

Noted as above section.

Full hoarding to be erected on northern footpath of Drummond Crescent. Hoarding to have relevant site safety signage with standard L B Camden lighting provisions on hoarding.

Warning signs outside site entrance.

Existing site crossovers to be utilised.

10. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

There will not be any highway diversions required to the public highway, but a temporary footpath closure has been agreed with LB Camden Highways office and diversion of pedestrians will be required in line with LB Camden requirements.

11. VRU and pedestrian diversions, scaffolding and hoarding

Pedestrians and/or cyclist 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 ramping 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. Lighting and signage should be used on temporary structures/skips/ hoardings, etc.

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

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

A Site Logistics & Traffic Management Plan has been prepared for the project. This forms a fundamental part of the Construction Phase Health & Safety Plan for the scheme and is based on a traffic management risk assessment which considers all potential hazards and risks to pedestrians and road users.

This plan is a 'live' document which is regularly reviewed and audited, and alterations or improvements to site arrangements made where necessary.

There is a footpath on the opposite side of the road for pedestrians to use, and appropriate statutory signage will be displayed on the hoardings to warn of hazards such as site entrances, footpath closures etc. The site contact details and out of hours emergency contact details will also be prominently displayed on the site hoardings.

Daily inspections will be undertaken of the site perimeter and footpaths to check for potential hazards (such as blocked footpaths, build-up of rubbish, leaves etc.).

The following requirements will be stipulated in sub-contractors and suppliers orders when operating large vehicles over 3.5 tonnes:

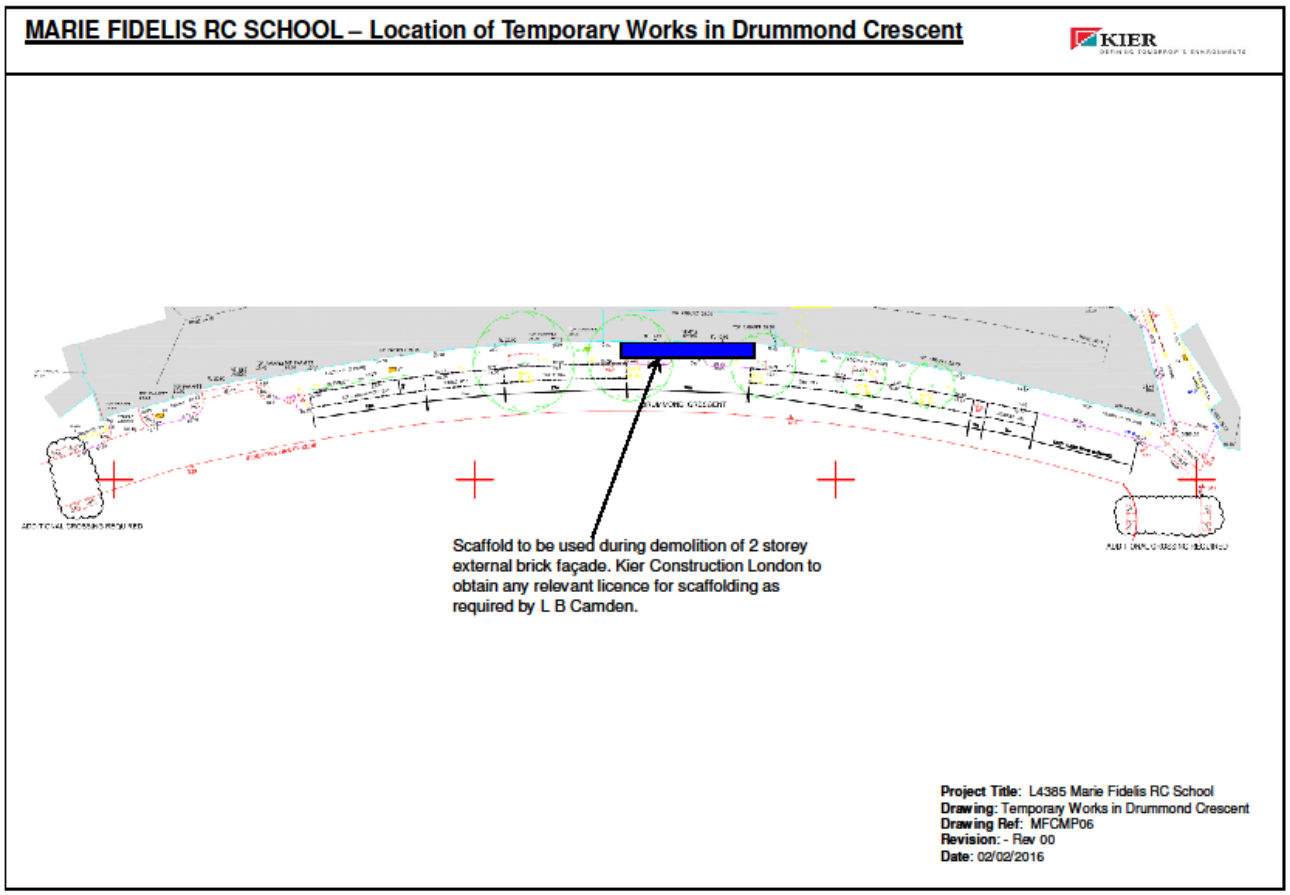
• Operators must be a member of TfL's Fleet Operator Recognition Scheme (www.tfl.gov.uk/fors) or similar at the Bronze level.

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

• All vehicles associated with the construction of the Development must:

- Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
- Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
- Have a Class VI Mirror.
- Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside - This section has been incorporated within the shadow S106 CMP requirements and Kier are requested to confirm that vehicles used to access the site would comply with these safety requirements.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.



Environment

To answer these sections please refer to the relevant sections of **Camden's Minimum Requirements for Building Construction (CMRBC).**

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

1) Noisy Operations:

- *Demolition of buildings using 360 excavators fitted with multiprocessing tools*
- *360 excavator fitted with hydraulic breaker to peck concrete slabs and foundations*
- *C10 mobile crusher to crusher concrete to 6F2.*

Demolition of buildings using 360 excavators fitted with multiprocessing tools 45min / hour

360 excavators fitted with hydraulic breaker to peck concrete slabs and foundations 30min / hour

C10 mobile crusher to crusher concrete to 6F2 60min / hour

Excavator Model: JCBJS370 LXDT4 Srl. No. 2050873

Excavator Model : JCBJS330 Srl. No. 1474047

Crusher Model: Extec C10 Srl. No. 9323

2. 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.

Please see attached at end of the CMP

3. Please provide predictions for noise and vibration levels throughout the proposed works.

Please see below vibration levels from a previous site using the same demolition equipment listed above.

Vibration dose value (VDV) is used to assess the likelihood of adverse comment as a result of demolition and construction activities (set out in BS6472 Guide to evaluation of human exposure to vibration in buildings Part 1: Vibration sources other than blasting). The peak recorded 16 hour vibration dose value (z-axis/vertical) for the monitoring period was 0.074 m.s-1.75 on Tuesday 21 July. This is noted to be well below levels whereby the British Standard suggests that there is a low probability of adverse comment at neighbouring residential receptors.

Peak particle velocity (PPV) was recorded up to ~7 mm/s which was recorded on Monday 27 July and is considered to be well below limits imposed for prevention of cosmetic damage to residential buildings. BS5228 lists 1 mm/s PPV as the likely level of vibration that may cause complaint in a residential setting.

*Noise Levels will range from 54Db to 83Db with an average of 74Db from 8:00am to 6:00p*m.

4. Please provide details describing mitigation measures to be incorporated during the construction/demolition works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

The Best Practicable Means, as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce and control noise and vibration, with reference to the general principles contained in British Standard BS5228: 2009

'Noise and Vibration Control on Construction and Open Sites', including:

• The quietest / lowest impact processes that are reasonably practicable will be employed on site to carry out the demolition and construction works.

• The quietest vehicles and plant shall be used as far as is reasonably practicable.

• No machinery starting up on site before the designated site start times.

• No engines left running on vehicles waiting to enter the site.

• Noise suppression / screening will be a prime consideration in order to reduce the noise impact for the surrounding community (eg around generators).

• Keeping voices and conversations to a low in volume. No shouting or swearing.

• No banging of doors, gates, scaffolding.

• Include within material and subcontractor requisitions details of permitted vehicle arrivals i.e. not before 8.00am or after 5.00pm

As far as reasonably practicable, demolition and piling methods will be selected to minimise noise and vibration. There will be no percussion piling at Wellesley Road.

In addition, local residents will be advised when the above works are programmed to commence via our regular information updates.

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

Kier will ensure all sub-contractors and operatives are trained on BS5228:2009 and provide evidence before works commence this will form part of selection of suitable sub-contractors which form part of KCL supply chain

6. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

Control of dust, particularly during periods of dry and windy weather, is a prime concern for all construction projects. Kier has a hierarchical policy of prevention – suppression – containment with regards to dust control for all of our projects in order to prevent dust migrating beyond the site boundary. This applies to an operative drilling a hole to dust being blown about the site in dry weather.

Control of dust will be implemented following the guidelines set out in the best practice guidance 'The Control of Dust and Emissions from Construction and Demolition' produced by The Greater London Authority, together with the 'Dust and Air Mitigation Measures' guidance provided by the Institute for Air Quality Management (which is included in Appendix K).

During the demotion works water suppression will be utilised at the point of works by means of a 'Dust Boss' or similar equipment, as shown below.

Suitable inert demolition arising's will be crushed and screened on site to 6F2 in accordance with the Aggregate Protocol if possible. The resulting recycled aggregate will be used as an engineering fill and also to form the piling platform. The treatment and use of ceramic building materials will dramatically reduce vehicle movements and, therefore, emissions and traffic on local roads. Stockpiles of aggregate will be enclosed within the site hoardings and located as far from sensitive receptors as reasonably practicable (taking into account the site constraints). Stockpiles may be sheeted or chemically bound should weather conditions necessitate further action.

Immediately following the completion of the demolition works the piling platform will be laid, thus minimising the length of time required to stockpile secondary aggregates on site. In addition to this, demolition and piling works are scheduled to take place over the autumn and winter months, which is the lowest risk time with respect to dry weather.

During the main construction works water dust suppression and / or local vacuum extraction will be utilised for the following typical activities: concrete cutting, grinding, sawing and scabbling; brick & block cutting, chasing works (for M&E services); timber cutting, external works and landscaping.

Dust emissions shall be monitored visually throughout the working day concurrently with the noise monitoring. Should dust be observed either in the air or deposited on vehicles or other sensitive receptors works shall be suspended and the working practice reviewed to determine a method to prevent a recurrence.

7. 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.

The site will have designated hard standing loading and offloading areas as indicated on the site logistics plans. These areas will also serve as wheel wash areas for vehicles leaving the confines of the site. The main exit point will provide a paved area between the wheel wash and public highway which can be monitored and cleaned as required to prevent mud tracking onto the Road.

8. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

Noise and vibration monitoring will be carried out at designated locations around the site boundary. Noise monitoring will be carried out using a Noise Hand Held Type 2 Sound level Meter. A site target max noise level or 5dB above pre-construction ambient noise level will be set.

9. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

Risk assessment undertaken please find this attached

10. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of risk identified in question 9 have been addressed by completing the GLA mitigation measures checklist. Please attach this as an appendix.

Please find attached relevant GLA mitigation measures checklist

- 11. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

Two dust monitoring sensitive receptors to be installed adjacent to Maria Fidellis School – external consultants to set up an automatic particulate monitors at the site boundary to measure representative PM10 Levels.

Fortnightly reports will be provided to the Council detailing any exceedances of the threshold and measures that are implemented to address these.

12. 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 existing building will be assessed for the presence of rodents prior to demolition (thought to be unlikely as the existing care home was operational until shortly prior to commencement of demolition). Should any rodent or vermin issues arise and external contractor will be appointed to deal with these.

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

The asbestos survey is included in the CMP

14. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

As noted previously, The Drummond Crescent demolition scheme, as with all Kier sites will be individually registered with the Considerate Constructor Scheme. All of our sites are also audited and reviewed by senior management. A good neighbourly policy is viewed as one element of our duties to act responsibly and help to elevate our Corporate Responsibility profile. We at Kier pride ourselves on how seriously we take the Considerate Constructor Scheme and this is borne out by the fact that our sites consistently win awards and recognition for our efforts from the Considerate Constructors Scheme

Examples of our previous schemes in Camden include 5 St Pancras House, The Art House Project, Camden Care Homes at Wellesley Road and Maitland Park, Tottenham Court Road, T1 building at Kings Cross and the Midlands Goods Shed

Site specific inductions will focus on not only the onsite construction works but also the surrounding community. Operatives will be advised on how to behave on site and whilst interacting with the local area and its people. It will be made clear to all that they will be representing the site and therefore Kier. If staff or operatives were to be found or reported as having misbehaved whilst off of the site then it is a reflection on Kier and they will be asked to leave the site and not to return.

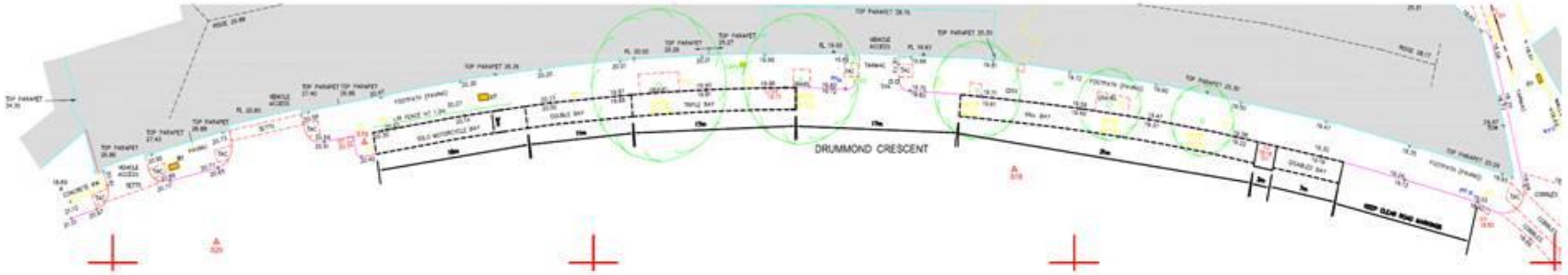
Operatives will also be encouraged to engage the local community by using local public transport and amenities such as local cafes, shops, community gymnasiums etc. It has been the experience of Kier that our projects have had a positive effect on the community as the onsite operatives spend money in local businesses thus generating money for the local community. Our follow on construction project will be on site until 2018 and thus we will make a considerable financial impact to the local environment.

SYMBOL IS FOR INTERNAL USE

APPENDIX 1

A4 COPIES OF ALL SKETCHES & RELEVENT DOCUMENTS.

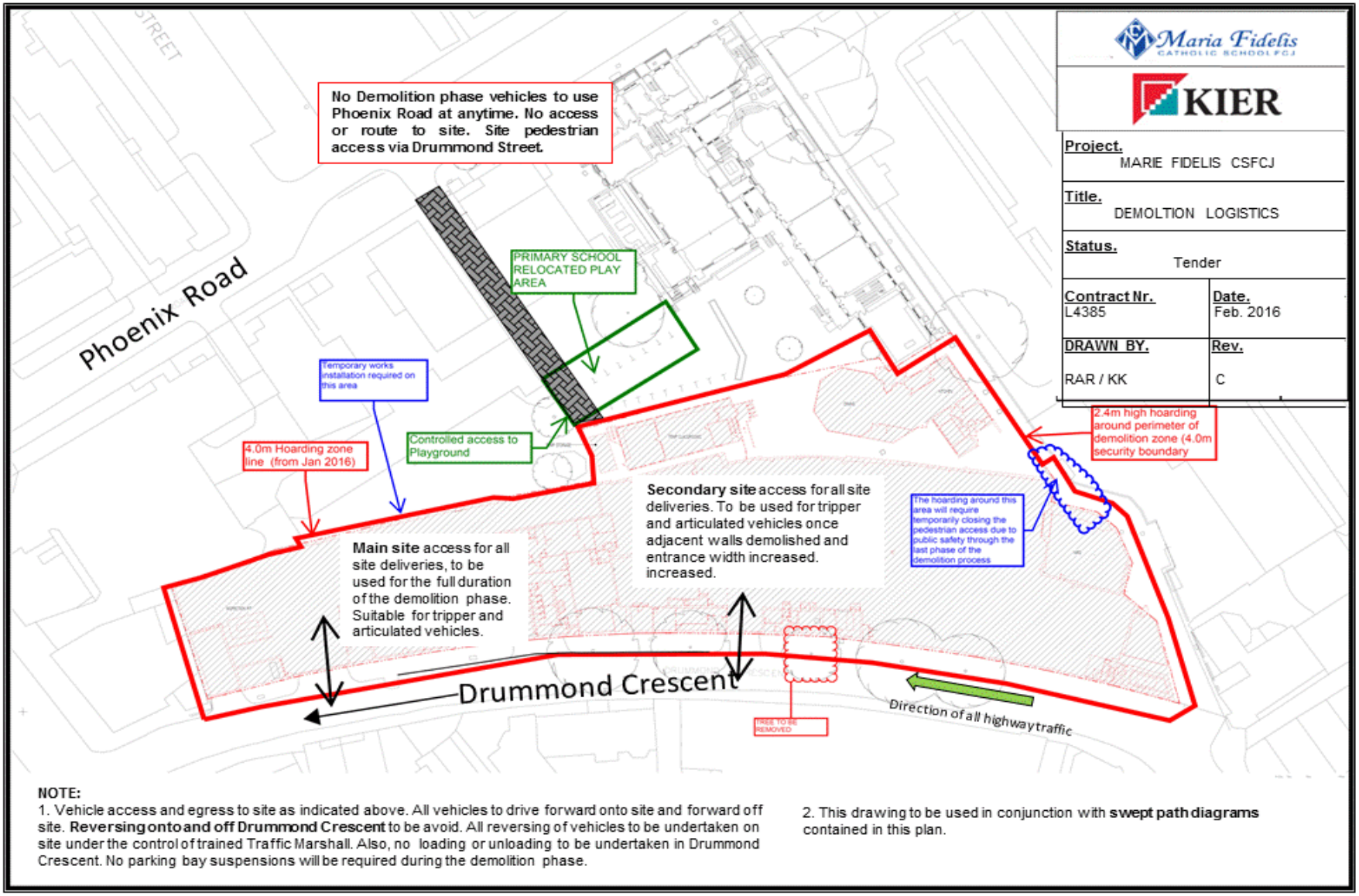
MARIE FIDELIS RC SCHOOL – Existing Road Markings in Drummond Crescent.



Project Title: L4385 Marie Fidelis RC School
Drawing: Plan of Existing Road Markings in Drummond Crescent
Drawing Ref: MFCMP01
Revision: - Rev 00
Date: 29/01/2015

Contract Title	Maria Fidelis	**Contract No.**	L4385 (MFCMP/03)
Activity/Operations:	Deliveries to Site and Risks to Vulnerable Road Users	**Sheet No:**	01

HAZARD	WHO MIGHT BE HARMED	CONTROL MEASURES	SAFE SYSTEM OF WORK	TOOLBOX TALK	BY	DATE	DONE
Construction vehicles - HGVs & Vans Members of the public obstructing deliveries to and from site Construction vehicles obstructing the roads surrounding site	Vulnerable Road Users: Members of the public Cyclists Motorcylists Students Site Personnel Tourists Visitors	Traffic routing plan advising suppliers and sub-contactors of roads and areas to avoid when delivering materials/skips etc Traffic marshals Road signage - both directional and hazard Separate access and egress points in/out of site - one way traffic Avoid deliveries around busy times Ensure that all vehicles and companies meet the minimum requirement of the Fleet Operator Recognition Scheme Bronze level	Refer to: Site Traffic Management Plan Traffic Routing Plan Guidance from the Fleet Operator Recognition Scheme (FORS) Kier Construction London SHE Bulletin for Managing Work Related Road Risk	Traffic Routing Plan to be briefed to all main supplier and sub-contractor vehicle drivers	Kier Site Management Team	07-12 2015	Yes all completed and control measure introduced to reduce risk - Joe Schembri (Contracts Manager)



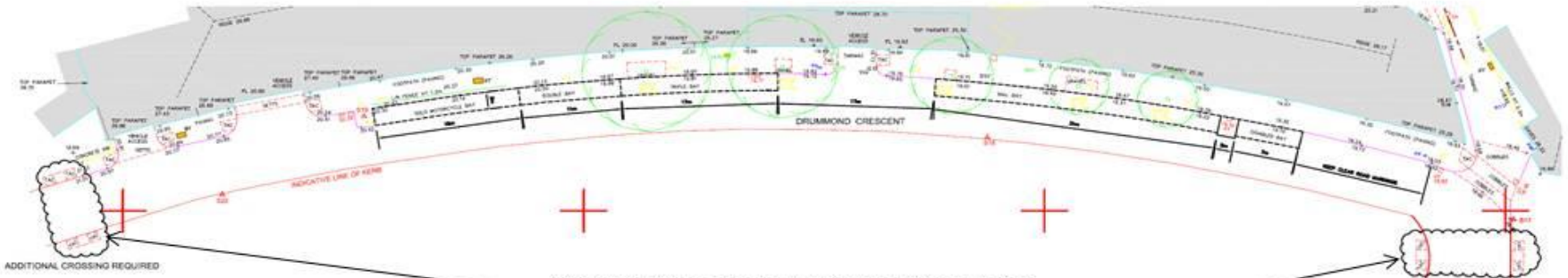
NOTE:

1. Vehicle access and egress to site as indicated above. All vehicles to drive forward onto site and forward off site. **Reversing onto and off Drummond Crescent** to be avoid. All reversing of vehicles to be undertaken on site under the control of trained Traffic Marshall. Also, no loading or unloading to be undertaken in Drummond Crescent. No parking bay suspensions will be required during the demolition phase.

2. This drawing to be used in conjunction with **swept path diagrams** contained in this plan.

Camden

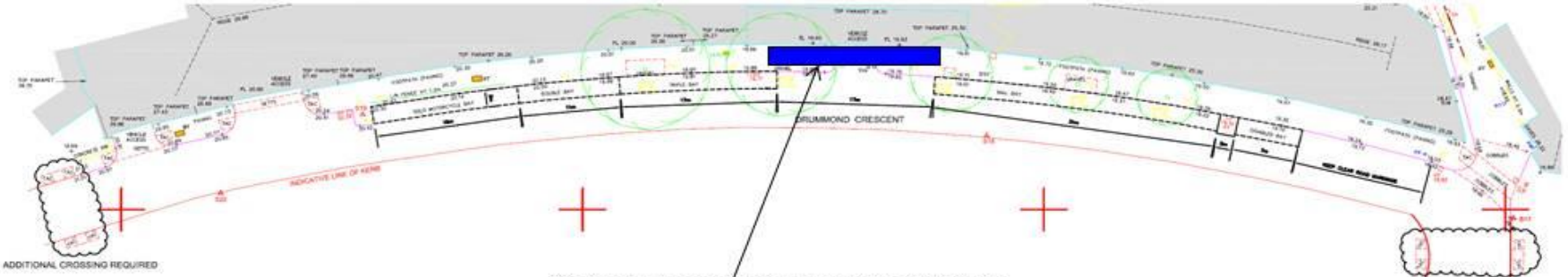
MARIE FIDELIS RC SCHOOL – Location of Temporary Works in Drummond Crescent



New pedestrian crossing points to be formed before northern footpath closed and site hoarding erected. Kier Construction London to obtain all relevant permits for closing footpath and scaffold erection.

Project Title: L4385 Marie Fidelis RC School
Drawing: New Crossing Points in Drummond Crescent
Drawing Ref: MFCMP05
Revision: - Rev 00
Date: 02/02/2016

MARIE FIDELIS RC SCHOOL – Location of Temporary Works in Drummond Crescent

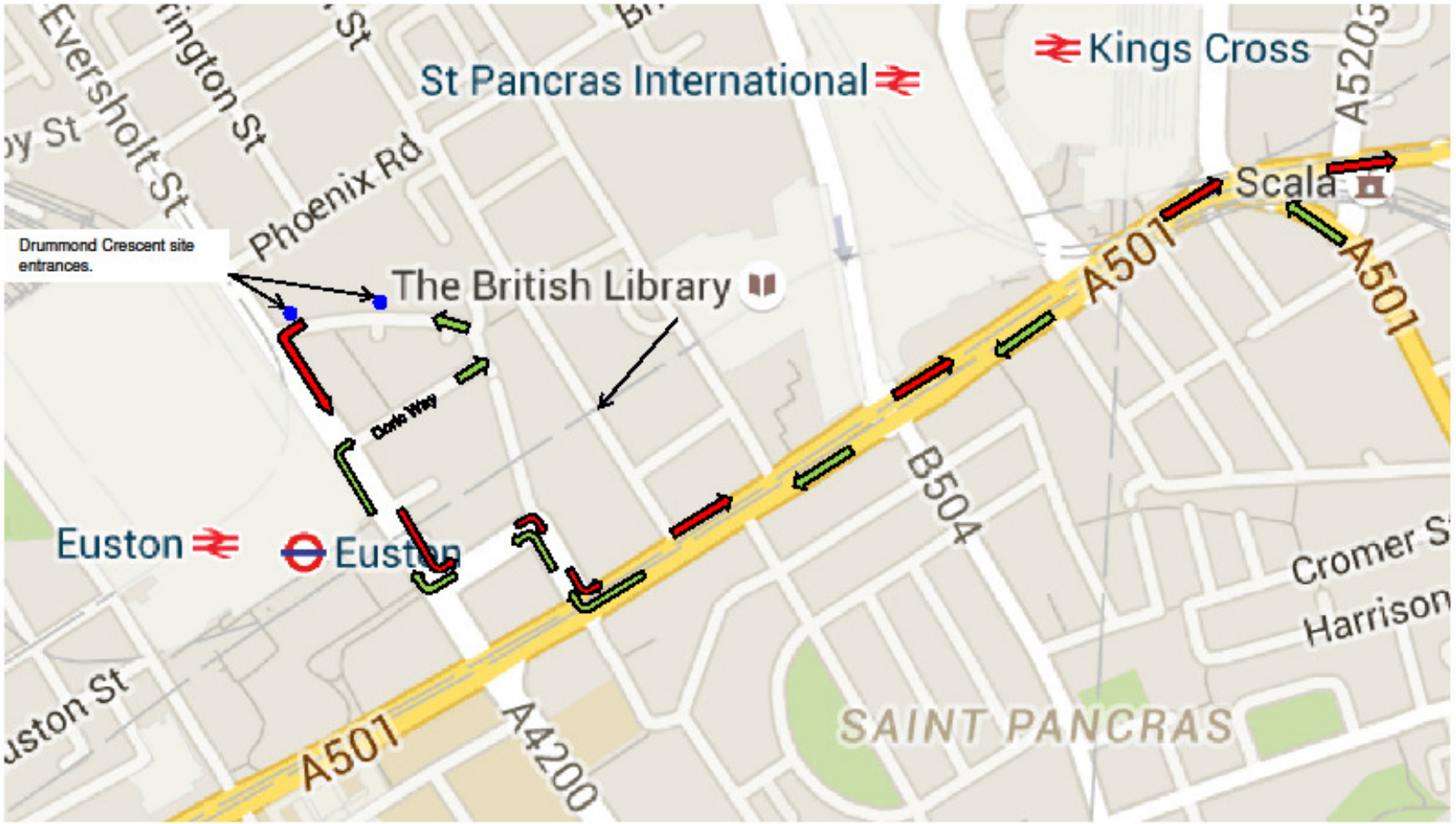


Scaffold to be used during demolition of 2 storey external brick façade. Kier Construction London to obtain any relevant licence for scaffolding as required by L B Camden.

Project Title: L4385 Marie Fidelis RC School
Drawing: Temporary Works in Drummond Crescent
Drawing Ref: MFCMP06
Revision: - Rev 00
Date: 02/02/2016

MARIE FIDELIS RC SCHOOL – PROPOSED DEMOLITION WORKS VEHICLE ROUTE FOR RIDGE VEHICLES.

KIER



Notes:

Traffic route for all demolition vehicles to site. Vehicles

Traffic route for all demolition vehicles away from site to depot.

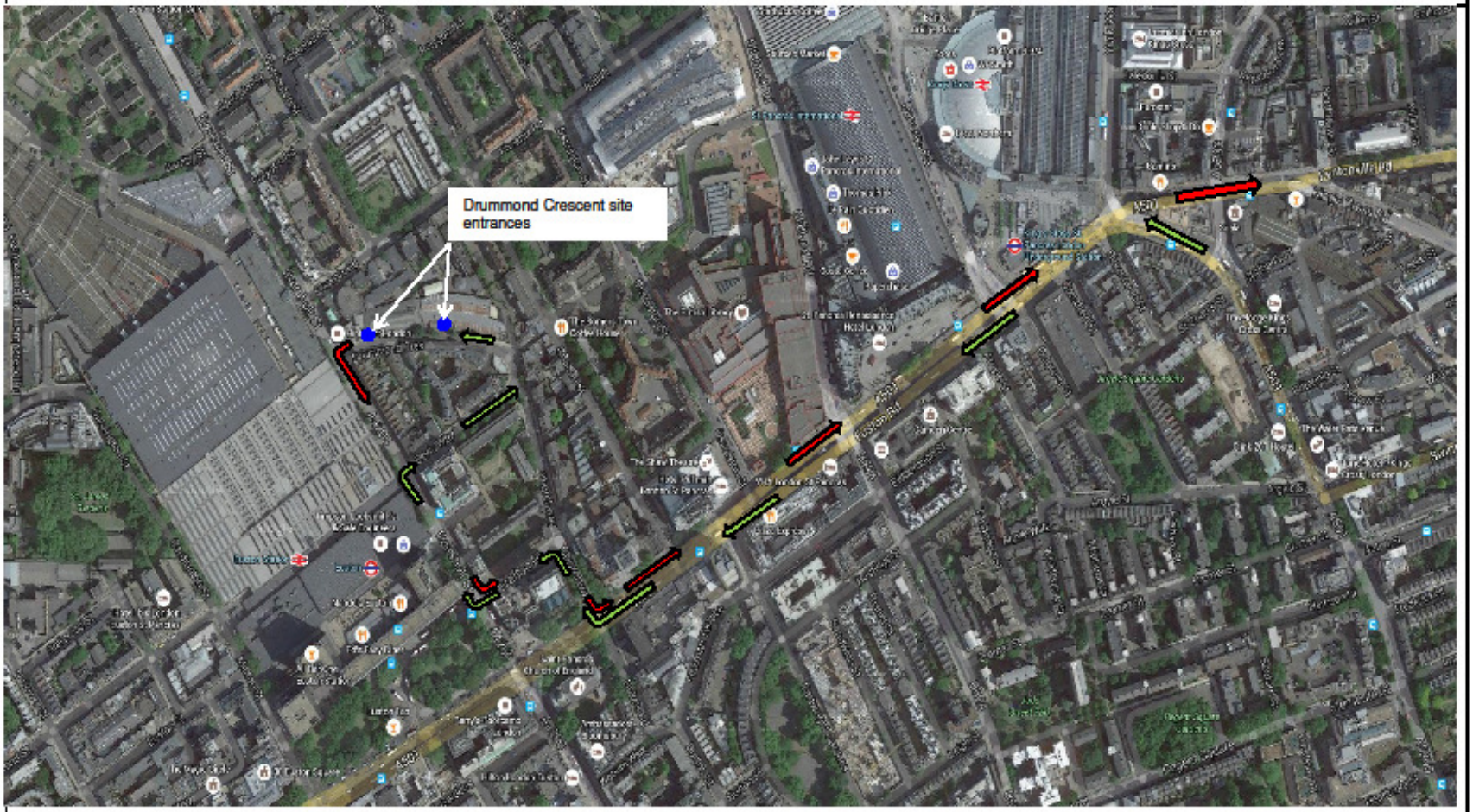
1. Demolition contractors deport and disposal location east of London.
2. No site access via Phoenix Road.
3. No site traffic at anytime to use Phoenix Road due to location of schools.

Project Title: L4385 Marie Fidelis RC School
Drawing: Demolition Vehicle Route
Drawing Ref: L4385 – MFCMP / 008
Revision: - Rev 01
Date: 09/02/2016

Camden

MARIE FIDELIS RC SCHOOL – PROPOSED DEMOLITION WORKS RIDGE VEHICLE ROUTE

KIER



Notes:

Traffic route for all demolition vehicles to site.

Traffic route for all demolition vehicles away from site.

1. Demolition contractors deport and disposal location east of London.
2. No site access via Phoenix Road.
3. No site traffic at anytime to use Phoenix Road due to location of schools.

Project Title: L4385 Marie Fidelis RC School
Drawing: Demolition Vehicle Route
Drawing Ref: L4385 – MFCMP / 009
Revision: - Rev 01
Date: 09/02/2015

Camden

MARIE FIDELIS RC SCHOOL – Current Construction Sites.

KIER

Notes:

1. HS2 works minimal during Marie Fidelis demolition phase. Hence, no issue with heavy traffic at this time generated from the HS2 project.

Project Title: L4385 Marie Fidelis RC School
Drawing: Other Local Construction Works
Drawing Ref: L4385 – MFCMP / 010
Revision: - Rev 00
Date: 02/02/2016

Camden

NORTHEAST DEMOLITION UK LTD
Newlands, Drakes Lane, Little Waltham, Chelmsford, Essex CM3 3ND

RISK ASSESSMENT

H : High Risk **M : Medium Risk** **L : Low Risk** **I : Insignificant**

Hazard /Work Activity Assessed:	***Assessment No:***
CONTROL OF DUST AND EMISSIONS DURING DEMOLITION	**1**

Persons at Risk:

Employees	Contractors	Visitors	Others
X	X	X	X

Hazards involved with the Activity/Process: (Most significant determines Risk Rating.

SIGNIFICANT RISKS	H	M	L	I
1. Sensitivity of area to dust effects on people and property	X			
2. Sensitivity of area to human health impacts	X			
3. Sensitivity of area to ecological impacts		X		
4. Risk of dust impacts demolition	X			
5. Asphyxia			X	
6. Skin contamination			X	
7. Inhalation of contaminants			X	
8. Ingestion of contaminants			X	

Initial Rating: Likelihood (of accident) x Severity = Rating (See Page 2)
6 x 1 = 6

Existing Safety Measures/Controls:

1. Two dust monitoring sensitive receptors to be installed adjacent to Maria Fidellis School – external consultants to set up an automatic particulate monitors at the site boundary to measure representative PM10 Levels. Fortnightly reports will be provided to the Council detailing any exceedances of the threshold and measures that are implemented to address these.
2. Soft strip inside buildings prior to demolition (retaining walls and windows to the building to provide a screen against dust.
3. Buildings to be demolished mechanically (no explosive blasting).
4. COSHH data sheets checked for those materials producing dust, any toxic material identified, assessment to be made as to who, what, where and when work shall be completed.
5. Bag and remove any biological debris or damp down such material prior to demolition.
6. Dust emissions to be minimized and/or contained to boundaries of the site.
7. Dustboss to be used during demolitions of Former Met Police Depot.
8. Wind blown dusts to be minimized by damping down. Water to be used from fire hydrant on footpath on Drummond Crescent.
9. Clean down as you go policy to be adopted.
10. Adequate means of monitoring / measuring toxic dusts to be provided and maximum exposure limits (WEL's) to be checked.

Information Instruction and Training:

Information Instruction and Training:

1. Operatives to be briefed regarding the hazards of dust to their health.
2. Operatives to be briefed regarding PPE and Toxic dust

Personal Protective Equipment *** Always as a last resort**

Safety Helmet	X	Harness		Dust Masks	X
Safety Boots	X	Rescue Equipment		Partial Respirators	
Goggles / Visor	X	Monitoring Equipment		Breathing Apparatus	
Overalls	X	Hi visibility coat / waistcoat	X		
Gloves	X				
Ear Defenders					

Revised Risk Rating: Likelihood x Severity = (Rating No)
3 x 1 = 3

Additional Controls Required:

Assessor:	**Signature:**	**Date:**
BRADLEY HARRIS		**2-Feb-16**

Risk Rating

LIKELIHOOD

1. Most unlikely
2. Unlikely
3. Possible
4. Likely
5. Very Likely
6. Certain

SEVERITY OF INJURY

1. Trivial injuries
2. Minor injuries
3. Major injuries to the person
4. Major injuries to several people
5. Death to one person
6. Multiple deaths

Rating Action Bands

RATING BANDS AND ACTION REQUIRED

1 - 3	Minimal Risk	- Maintain controls
4 - 6	Low Risk	- Fine tune controls
8 - 10	Medium Risk	- Improve controls
12 - 36	High Risk	- Improve controls NOW consider stopping work

To establish RISK RATING, multiply LIKELIHOOD by the SEVERITY

Agreement

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

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

Signed: ……

Date: ……..

Print Name: ……..

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.