Construction Management Plan

Pro-forma



**PRO-FORMA**

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| **Queries:** [**planningobligations@camden.gov.uk**](mailto:planningobligations@camden.gov.uk) | |
| **CONSTRUCTION MANAGEMENT PLAN** | |

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| **INTRODUCTION**  **A Construction Management Plan (CMP)** should help developers minimise the impact of their construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site.  The completed and signed CMP should address how any impacts associated with the proposed works will be mitigated and manage the cumulative impacts of construction in the vicinity of the site. The level of detail included 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](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en) and [**(CPG)** 8: Planning Obligations](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/planning-policy/supplementary-planning-documents/camden-planning-guidance.en)  This CMP follows the best practice guidelines in [Transport for London’s](https://www.tfl.gov.uk/info-for/freight/safety-and-the-environment/improving-construction-safety) (TfL’s Standard for [Construction Logistics and Cyclist Safety](http://www.clocs.org.uk/standard-for-clocs/) (**CLOCS**) scheme) and [Camden’s Minimum Requirements for Building Construction](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3245385) **(CMRBC)**.  **The approved contents of this CMP must be complied with unless otherwise agreed with the Council. 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 CMPdoes 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**](http://www.camden.gov.uk/ccm/content/environment/building-control/file-storage-items/demolition-notice---the-building-act-1984-section-80-notice-bc104-.en)**”**  **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.**  **(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.)**  **Page 1 of 18** |

**Section 1 – Site Contacts**

**Q1.** **Please provide the full postal address of the site and the planning reference relating to the**

**Construction works.**

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| Site Address:  **Richard Cobden Primary School, 29 Camden Street, London NW1 0LL**  Planning application reference: **2014/5194/P**  Type of CMP – Condition discharge / Section 106 planning obligation / Major sites framework |

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| **Q2.** | **Please provide contact details for the person responsible for submitting the CMP** |

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| Name: **Des McGuckin**  Address: **11 Argent Court Sylvan Way Southfields Business Pk. Basildon, SS15 6TH**  Tel: **01268 541654**  Email: **des.mcguckin@geeconstruction.co.uk** |

**Q3.** **Please provide the registered contact address details for the main contractor responsible for**

**undertaking the works.**

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| Name: | **Gee Construction Ltd** |
| Address:  Tel: | **11 Argent Court Sylvan Way Southfields Business Pk. Basildon, SS15 6TH**  **01268 541654** |
|  |  |
| Email: | **des.mcguckin@geeconstruction.co.uk** |

**Q4.** **Please provide full contact details of the site and project manager responsible for day-to-day**

**management of the works.**

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| Name: **Paul Maharg**  Address: **11 Argent Court Sylvan Way Southfields Business Pk. Basildon, SS15 6TH**  Tel: **077177686394**  Email: **Paul.maharg@geeconstruction.co.uk** |

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**Q5. Please provide full contact details of the person responsible for dealing with any complaints from**

**local residents and businesses, etc. In the case of** [**Community Investment Programme (CIP)**](http://www.camden.gov.uk/ccm/content/environment/planning-and-built-environment/two/placeshaping/twocolumn/the-community-investment-programme.en)**,**

**please provide contact details of the responsible Camden officer.**

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| Name: **Paul Maharg**  Address: **11 Argent Court Sylvan Way Southfields Business Pk. Basildon, SS15 6TH**  Tel: **077177686394**  Email: **Paul.maharg@geeconstruction.co.uk** |

**Q6. Please provide full contact details of the person responsible for community liaison if different to above.**

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| Name: **Paul Maharg**  Address: **11 Argent Court Sylvan Way Southfields Business Pk. Basildon, SS15 6TH**  Tel: **077177686394**  Email: **Paul.maharg@geeconstruction.co.uk** |

**Q7. 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.**

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| Name: **Des McGuckin**  Address: **11 Argent Court Sylvan Way Southfields Business Pk. Basildon, SS15 6TH**  Tel: **01268 541654**  Email: **des.mcguckin@geeconstruction.co.uk** |

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**Section 2 – About the Site**

**Q8. Please provide a site location plan and a brief description of the site, surrounding area and**

**development proposals for which the CMP applies.**

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| 1. The site is fronted by Bayham place. Access to the site is via Bayham Place into the site area. The area is residential and Gee will have plans in places to ensure considerate working and management access of vehicles as described later in this method statement. 2. Vehicle management will have to be put and this will be controlled by a banksman / traffic marshal who will be situated at the main school entrance. This way any vehicle that arrives on site will be escorted to the site compound. If a vehicle arrive at a restricted school time the banksman will move the vehicle to a holding point away from the school premised or send the vehicle away until the restricted movement times have elapsed.      1. The works are divided into 3no. sections. The enabling works and site set up. Which will be undertaken during the summer holiday period from 22/7/15 to 28/8/15.The main construction of the new Nursery building which will be undertaken from 21/8/15 and will run until 25/3/16 and the demolition of the existing nursery following handover and occupation of the new nursery by the school. This will be complete 26/2/16. The overall construction period is 32 weeks |

**Q9. 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).**

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| The contract is for the Construction of:  Richard Cobden School is located in Camden Street, London NW1.  The works comprise the construction of a new single storey teaching block  Before the main work commence there is an enabling works package that includes works to the playground areas around the building. This is removal of fixed furniture, play equipment, railings, minor vegetation and trees, planters.  The enabling also include forming planters to the year 2 playground, new tarmac works and fencing works.  The existing drainage has been previously camera surveyed which showed some minor problems which will be remedied during the works  The new build comprises of, ground beams and strip footings. Brickwork to DPC level, block and beam ground floor slab. Steel frame and wind post construction to support the roof. The roof is a mixtures of flats roofing systems and Sedam roof on ply deck, membrane and single ply construction. The building is clad with masonry cavity wall and Siberian Larch timber cladding.  Internal timber partitions with insulated plasterboard walls, Screed and underfloor heating, new suspended ceilings, decorations, floor finishes and full M&E installation throughout.  External works including drainage connecting to existing sewers, canopy over entrance and new play areas with soft ply surfacing finish.  On completion of the main project the existing nursery block will be demolished and the area made good.  We estimate the contract duration to take 32 |

**Q10. 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.).**

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| * Working man’s college on Camden Road see layout above * Local properties adjacent to Bayham Place |

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**Q11. 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.**

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| Contract commencement 22nd July 2015  Contract completion 26th February 2016  Duration 32 weeks |

**Q12. 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 useful).**

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| **Q13.** | **Please confirm the standard working hours for this site, noting that the standard working hours for construction sites in Camden are as follows: Agreed**   * **8.00am to 6pm on Monday to Friday** * **8.00am to 1.00pm on Saturdays** * **No working on Sundays or Public Holidays** |

**Q14. 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.**

* **New incoming electrical mains supply**
* **New incoming gas supply**

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| **Agreed** |

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**Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.**

**Under taken by LB Camden, prior to works commencing**

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**Section 3 – Transportation Issues Associated with the Site**

**Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the** [***Guide for Contractors Working in Camden***](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)**). 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. Construction vehicles must be managed and prevented from causing obstructions to the highway.**

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| 1. No contractor’s vehicles / deliveries to be permitted access to Bayham Place during the hours of 08:30 to 09:30 and between 15:00 to 16:00hrs. During these times, should a delivery turn up, the banksman will be located at the end of Bayham Place and will move the vehicle on and not allow it to enter or Park in this areas 2. All vehicle deliveries to the site and on the site grounds must be accompanied by a banksman. 3. All delivery will be from the drop off zone in the contractors compound. 4. During the works pedestrian access around the hoarding must be maintained at all times. The route must be protected to ensure there is no danger of falling object from the site or trip hazards and also to ensure no student or other non site person can enter the site. 5. The public access route must be clearly sign posted at all times with suitable directional and safety notices. 6. A safe means of escape must be provided by GCL at all times around the perimeter of the site. 7. Emergency vehicles must be able to gain access to the building at all times. 8. Access arrangement to be reviewed with the school on a weekly basis. |

**Q17. 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. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.**

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| 1. Access to the site is fairly restricted therefore the choice of construction vehicles for both haulage and craneage is paramount. 2. Short wheelbase vehicles or rigid back vehicles should be used for deliveries on Richard Cobden School. 3. No articulated vehicles will be permitted 4. Initially 2/3 vehicle deliveries per day increasing to 5 number during peak construction 5. Access is via, Pender street / Bayham Street / Bayham place 6. No access will be permitted from Camden Street. 7. All vehicle deliveries to the site and on the site grounds must be accompanied by a banksman. |

**Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.)**

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| N/A |

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**Q19. Please provide details of hoarding requirements or any other occupation of the public highway.**

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| Site set up – The site cabins will be double stacked to save space and will be located in school playground.  The site will be surrounded with 2.4m ply fence and 2.4m high heras hoarding to be used as a temporary measure during the summer holiday period for the enabling works.  No materials or hoarding will over sail the public highway |

**Q20. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). 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 including; the extent of 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. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.**

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| LB Camden have works to undertake as part of this contract. This is replacing damaged paving in the blue hatched area on the sketch below.  We would assume that LB Camden would close this footpath during these works and as such we have shown the diversion of the footpath as necessary |

**Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.**

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| No parking suspension are envisaged at this stage of the contract |

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**Section 4 - Traffic Management for the Site**

**Q22. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. 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. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.**

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| We do not intend to block the roadway and will not require parking suspension.  However we will need to close the pavement as there are works to be undertaken works on the pavement by LB Camden and also works to the footpath from part of the contract including the boundary wall, therefore please see below a sketch of the require pavement closure,  Gee will make an application to LBC for a pavement closure.    As noted above we will employ at full time banksman / traffic marshal to ensure controlled delivery of materials t and from site.  During the works pedestrian access around the hoarding must be maintained at all times. The route must be protected to ensure there is no danger of falling objects from the site or trip hazards and also to ensure no pupil or other non site person can enter the site.  The public access route must be clearly sign posted at all times with suitable directional and safety notices.  A safe means of escape must be provided by GCL at all times around the perimeter of the site.  Emergency vehicles must be able to gain access to the building at all times. |

**Q23. Please detail the proposed access and egress routes to and from the site, showing details of links to the** [**Transport for London Road Network**](http://www.lscp.org.uk/lrsu/engineering_tlrn.html) **(TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.**

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**Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. 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.**

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| **Controls**   1. All subcontractor and suppliers will be notified of the above arrangements in their official order. 2. The order will also contain route maps and directions to the site so as vehicles do not enter the school at their main entrance. 3. The above will be conveyed to subcontractor at the pre-order quality control meeting. 4. Gee construction will manage and control noise and dust on site. Noise will be monitored by Richard McCully Gee Construction’s IMS manager on a monthly basis using an electronic noise meter and reports produced for Client on the data found. At the commencement of the project ambient sound readings will be taken which will form the base line for future readings. All noise will be controlled and maintained within statutory guidelines and recommendations. |

**Q25. 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.**

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| Of loading of materials will be on the site and not in the public highway. There will be not parking on site. Site staff and operative will be encouraged to use public transport.  The nearest LUL station is Mornington Crescent |

**Q26. 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).**

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| **Vehicle access marking in RED** |

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**Section 5 – Environmental Issues**

To answer these sections please refer to the relevant sections of **Camden’s Minimum Standards for Building Construction** ([CMRBC](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3245385)).

**Q27. Please provide details of the times of** [**noisy operations**](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2)**, outlining how the construction works are to be carried out.**

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| * Minor demolitions / removal of fixtures and fitting – 22/7/15 to 10/7/15 Will not exceed an average of 50db at 15m from 8.00am to 3.00pm * Excavation of bulk material – loading onto lorries – 11/8/2015 to 7/9/15 Will not exceed an average of 50db at 15m from 8.00am to 3.00pm * Impact drill of fixtures and fittings – 10/9/15 to 26/2/16, will not exceed an average of 45 db at 10m from 8.30am to 5.00pm * Background noise will not exceed an average of 45db at 10m, from 8.30am to 5.00pm   **ABATEMENT NOISE TECHNIQUES**    -                 The quietest and newest vehicles/plant machinery shall be used at all times.  All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.    -                 The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 ‘Noise and Vibration Control on Construction and Open Sites’.    **MONITORING - NOISE LEVELS**    -                 The main Contractor shall carry out prediction of noise and vibration levels before any work is carried out on site. These predicted noise and vibration levels shall be registered in the Construction/Demolition Management Plan.    -                 Noise attenuation screening to be used if deemed appropriate and noise monitoring to be carried out at the start and at regular intervals during each task period. Any mobile screens shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical.    -                 Noise monitoring shall be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods. The locations of the semi-permanent (continuous) and attended monitoring and the frequency of the sampling have previously been agreed with London Borough of Camden in writing.    -                 **Where the measured noise levels are more than 3 dB (A) above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for ‘prior consent’.  Noise levels shall be reduced further if it is reasonably practicable to do so.**  Noise Monitoring equipment will be maintained on site and competency based induction on their use provided to Site Agent for the monitoring of noise emissions when works are operation to ensure that monitoring is undertaken and recorded in a Noise Register linked with the Daily Site Records.  The monitoring and measurement of noise shall be audited by our IMS function to ensure that effective records are maintained and that noise levels, if they are recorded to exceed the planned levels, are managed to minimise the impact on the local environment and inhabitants.  Should this occur a specific Noise Management Plan will be instigated that will document the method of noise abatement and its deployment throughout Site plus records of enhanced monitoring to verify its minimisation of noise emissions. |

**Q28. 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.**

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| Noise Survey appended to this CMP. Conducted by Cole Jarman April 2014. |

**Q29. 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.**

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| Vibration is negligible, no driven piling is used and no major impact or percussion plant is to be used on this contract.  We anticipate that levels of 45db or less will be experienced at adjoining properties. Noise levels may exceed this predicted level for limited and unstained period of time. The extent |

**Q30. 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.**

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| Only minor demolition is to be carried out of low level walls railing, play equipment and planters, we do not anticipate any of these works exceed a level of 45db at adjoining properties. The project will not utilise plant for pilling, vibration or impact driven demolition due to the nature of the existing buildings on site.  Monitoring of vibration will occur during the peak demolition activity on site. |

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**Q31. Please provide evidence that staff have been trained on BS 5228:2009**

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| N/A for this type of contract |

**Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.**

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| Use of sealed deliveries  Covered vehicles carrying lose building materials  Covers on skips and waste deliveries to and from site and whilst on site  Wetting down of site during dry periods  Tool-box talks and training to be carried out on the above  Notices issues to suppliers as part of order process regarding sealed and covered deliveries |

**Q33. 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.**

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| Gee will employ wheel washing at the site entrance with drainage to a silt trap for access water run off  Gee will employ a traffic marshal to sweep the road on a regular basis.  Periodically Gee will employ a mechanical road sweep to clear the whole of Bayham place |

**Q34. 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.**

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| Gee construction will manage and control noise and dust on site. Noise will be monitored by Richard McCully Gee Construction’s IMS manager on a monthly basis using an electronic noise meter and reports produced for Client on the data found. At the commencement of the project ambient sound readings will be taken which will form the base line for future readings. All noise will be controlled and maintained within statutory guidelines and recommendations. |

**Q35. Please confirm that a** [**Risk Assessment**](http://www.hse.gov.uk/risk/controlling-risks.htm) **has been undertaken in line with the** [**GLA’s Control of Dust**](http://www.london.gov.uk/thelondonplan/guides/bpg/bpg_04.jsp) **and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence.**

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| This will be undertaken prior to works commencing on site on 2/7/15 |

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**Q36. Please confirm that all relevant mitigation measures from the** [**SPG**](https://www.london.gov.uk/priorities/planning/supplementary-planning-guidance) **will be delivered onsite.**

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| Confirmed and accepted |

**Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the** [**SPG**](https://www.london.gov.uk/priorities/planning/supplementary-planning-guidance)**.**

**Please confirm that these monitors will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.**

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| N/A |

**Q38. Please provide details about how rodents, including** [**ra****ts**](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/pest-control/about-the-pest-control-service.en)**, will be prevented from spreading out from**

**the site. You are required to provide information about site inspections carried out and copies of**

**receipts (if work undertaken).**

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| Gee will review the site with Camden Pest control and provide preventative measures if deemed necessary  Gee will ensure the control of food waste on site  Gee will ensure that no food waste is left about the site and removes in sealed bags from site  Canteens and food areas will be inspected daily to ensure that they are left clean and tidy and all food waste is removed and bagged from site  Gee will ensure any temporary connections to drainage are fully sealed and checked regularly. |

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**Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site**

(Refer to [Tfl best practice guidance](https://www.tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guidance) and [(CMRBC)](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=3245385) sections: [noise operations](http://www.camden.gov.uk/ccm/content/environment/environmental-health--consumer-protection/noise/reducing-noise/noise-from-construction-sites.en?page=2), abatement techniques, noise levels, vibration levels, [dust levels](https://www.london.gov.uk/sites/default/files/Dust%20and%20Emissions%20SPG%208%20July%202014_0.pdf), rodent control, community liaison, etc.)

**Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.**

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| To enable the works to progress effectively the following controls will have to be implemented:-   1. Access will be via Bayham Place as above. 2. Vehicle management will have to be put and this will be controlled by a banksman / traffic marshal who will be situated at Entrance Gate A. This way any vehicle that arrives on site will be escorted to the site compound. If a vehicle arrive at a restricted school time the banksman will move the vehicle to a holding point away from the school premises or send the vehicle away until the restricted movement times have elapsed. 3. Access to Bayham Place Estate will be maintained at all times throughout the contract period 4. The specific site controls and timing for deliveries are described in Access arrangements and traffic management in item 2.2 below.      1. The tender programme identified the detailed sequence of the works. Simply it will be as follows:- 2. The works are divided into 3no. sections. The enabling works and site set up. Which will be undertaken during the summer holiday period from 22/7/15 to 28/8/15.The main construction of the new Nursery building which will be undertaken from 21/8/15 and will run until 25/3/16 and the demolition of the existing nursery following handover and occupation of the new nursery by the school. This will be complete 15/4/16. The overall construction period is 39 weeks with the main building works taking 36 weeks.   We detail below our site compound arrangement:-   1. Site set up – The site cabins will be double stacked to save space and will be located in school playground as noted above. The site will be surrounded with 2.4m ply fence and 2.4m high heras hoarding to be used as a temporary measure during the summer holiday period for the enabling works. 2. The construction sequence will follow that identified the programme. 3. Detailed H&S method statements (MS) will be provided by all trades and submitted to Gee a minimum of 14 days before commencing on site. Gee will comment on each MS and ensure an approved MS is on site 7 days before the works commence.   **2.2 Access and Traffic Management**   1. Access to the site is fairly restricted therefore the choice of construction vehicles for both haulage and craneage is paramount. 2. Short wheelbase articulated vehicles should be used for brick & block and steel works deliveries on Richard Cobden School. 3. All the working areas will be securely fenced off to ensure staff and children cannot enter the working areas. 4. No contractor’s vehicles / deliveries to be permitted on the school grounds from 8.15 am to 9.30am, and from 2.30pm to 3.30pm during the school arrival and departure peak periods 5. All vehicle deliveries to the site and on the site grounds must be accompanied by a banksman. 6. All delivery will be from the drop off zone in the contractors compound. 7. During the works pedestrian access around the hoarding must be maintained at all times. The route must be protected to ensure there is no danger of falling object from the site or trip hazards and also to ensure no student or other non site person can enter the site. 8. The public access route must be clearly sign posted at all times with suitable directional and safety notices. 9. A safe means of escape must be provided by GCL at all times around the perimeter of the site. 10. Emergency vehicles must be able to gain access to the building at all times. 11. Access arrangement to be reviewed with the school on a weekly basis. 12. All windows adjacent to the working areas will be protected. |

**Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of** [**construction material consolidation centres**](http://www.tfl.gov.uk/cdn/static/cms/documents/building-on-the-benefits-of-consolidation-centres.pdf)**).**

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| See above |

**Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. 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 it out.**

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| A draft Construction Management plan was submitted to Camden Council as part of the Planning Application. This gave details of all consultations held prior to Planning Permission being granted. |

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**Q42. 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. Please confirm how 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.**

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| **Steps taken to ensure Customer satisfaction**  We have in-depth understanding of the issues that matter to all stakeholders, including:-  **Local residents**   * We will provide them with project information prior to project commencement. * We will ensure a safe, efficient and practical traffic management system is put in place. * We will put strict environmental controls in place to minimise the impact of the construction works upon their quality of life. * We will hold meetings with local residents. * We will post leaflets to local residents regarding the upcoming works. * We will produce site information notices around the project, which will inform passers by about the works.   **Students**   * We will ensure the construction process is safe, efficient and actually enhances the Students’ knowledge and experience. * We will do this by creating activities for the Students which will educate and engage them in the construction process * Offer work experience if required   **Teachers and staff**   * We will work professionally and courteously alongside the College and remain respectful of the College’s working environment at all times. * There will be strict environmental controls in place to prevent noise and pollution from affecting upon teaching. * We will develop a considered programme of works with the teachers and staff to respect the College calendar and curriculum   **Caretakers / College Site Manager**   * We will work in partnership with the College site manager to ensure our construction works allow him/her to carry out his/ her everyday duties as per normal. * We will provide help and assistance to the College site manager on small jobs around the College where possible.   **Social Impact & Community Awareness**  A construction project or development will by its nature have a social impact on the local environment and community.    We have found that by engaging with the local community, advising them of what is being carried out, how long it will last and how this might affect them we have been able to develop procedures and processes to reduce any negative impact caused through lack of communication and greater understanding of the local communities requirements.  Gee Construction carry out all works with a positive consideration to the local community such as local traders, residents, businesses not to mention site personnel and visitors. Special awareness is focused on considering those with site, hearing and mobility difficulties.  **Local Labour & Training Initiatives**  Gee Construction use where possible local labour and material suppliers, this encourages integration of the site with its community. By being open and approachable to local initiatives we are able to maximise the opportunities that a major construction project can provide for the local community both in terms of training and employment.  **Case study**  On our Sutton Framework, we implemented an open day in conjunction with the local authority whereby we offered local suppliers, merchants, and subcontractors the opportunity to “Meet the Buyer”. In Sutton’s environmental offices at Denmark Road Carshalton, we met with the local supply chain and entered into discussion on how a mutually convenient relationship could be entered into. It is our policy where possible to employ local suppliers on local projects.  It is not always possible to use the local supply chain, e.g. where the lead designer has specified a specialist product that is not always manufactured in the UK never mind in proximity to the project.  Also it may prove to be a shortage of trained or suitably qualified operates in the proximity of the contract. In these instances and where possible we have recommended to our key suppliers to offer training e.g. to brick layers, carpenters or decorators.  If is a fact that on our Sutton contracts where we commenced our initiative on local employment that theft on site and breaches of security were all but eliminated. |

**Q43. Please provide details of any schemes such as the ‘Considerate Constructors Scheme’, the ‘Freight Operators Recognition Scheme’ or ‘TfLs Standard for construction logistics and cyclist safety –** [**CLOCS scheme**](http://www.clocs.org.uk/standard-for-clocs/)**’ that the project will be signed up to. Note, the** [**CLOCS standard**](http://www.clocs.org.uk/standard-for-clocs/) **should be adhered to and detailed in response to question 46. 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**](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)**” also referred to as “**[**Camden’s Considerate Contractors Manual**](http://www.camden.gov.uk/ccm/cms-service/download/asset?asset_id=799001)**”.**

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| Gee will register with the considerate constructors scheme on this contract |

**Q44. 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.**

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| **Code of Conduct**  Client consideration is very important. All sub-contractors' staff must follow this Code of conduct when working in or near the School premises. - The Code of Conduct sets out minimum standards for courteous, professional behaviour.  Further to our own in house policies and methods of working Gee Construction also have extensive experience of working within the Considerate Constructors Scheme and its Company Code of Considerate Practice.  considerate-constructors-scheme  WORKING IN THE RICAHRD COBDEN SCHOOL PREMISES  Considerate  All work will be carried out with due consideration for the children, public & visitors  Identification  You must carry with you your company ID card at all times  General Conduct  In no circumstances should racist, sexist, abusive or "foul" language be used. No behaviour must offend or intimidate; all persons must be treated equally at all times.  Parking  Parking within the contractors compound only if necessary for unloading of tools and materials then seek alternative parking. Always take care not to damage other parked vehicles.  Clean and Tidy  Footways and carriageways adjacent to the site, as well as all visible aspects of the site, such as hoardings, scaffolding and warning lights will be kept clean and in good order. Dust and smoke will be kept to a minimum. Mud and spillage is to be cleaned off pavements and roads immediately.  Pride in the condition and appearance of the site and the adjoining highway will be shown in every way, including the tidiness of temporary structures, materials and machinery, and the constant removal of litter and rubbish.  Clear all debris and clean up generally at the end of each working session. Make sure communal passageways and entrances are left clean and tidy; don't leave building materials lying around.  Safe  Works and vehicle movements will be carried out with utmost care for safety of passers-by as well as for workers. All plant and machinery will be maintained in safe working order and the safety of structures is to be checked frequently.  Smoke Pollution  Never smoke within the School or site. Smoking will not be permitted in the site or site confines;  A designated smoking area will be set up for site operatives with prior agreement with the School Head and Client Projects managers.  Noise Pollution  Do not play radios/cassettes when on site. |

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**Q45. 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.**

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| There are no construction sites within 200m of Richard Cobden school and therefore there will be no impact on the site. |

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**Q46**. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the [CLOCS Standard](http://www.clocs.org.uk/standard-for-clocs/)

**OPERATIONS:**

* **Quality operation**: accreditation via an approved fleet management audit scheme e.g. [Fleet Operator Recognition Scheme (FORS)](http://www.fors-online.org.uk/index.php?page=P_LANDING) or equivalent.
* **Collision reporting and analysis**: of any collision involving injury to persons, vehicles or property, ideally including use of the [CLOCS](http://www.clocs.org.uk/standard-for-clocs/) Manager collision reporting tool.
* **Traffic routing**: any route specified by the client is adhered to unless otherwise specified.

1. **VEHICLES:**

* **Warning signage**: warning cyclists of the dangers of passing the vehicle on the inside
* **Side under-run protection**: fitted to all vehicles over 3.5 tonnes which are currently exempt
* **Blind spot minimisation**: front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
* **Vehicle manoeuvring warnings**: enhanced audible means to warn other road users of a vehicle’s left hand turn or other manoeuvres

1. **DRIVERS:**

* **Training and development**: approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
* **Driver licensing**: regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

**STANDARD FOR CONSTRUCTION CLIENTS**

* **Construction logistics/management plan**: is in place and fully complied with – as per this document.
* **Suitability of site for vehicles fitted with safety equipment**: that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
* **Site access and egress**: should be carefully managed, signposted, understood and be clear of obstacles.
* **Vehicle loading and unloading**: vehicles should be loaded and unloaded on-site as far as is practicable.
* **Traffic routing**: should be carefully considered, risk assessed and communicated to all contractors and drivers.
* **Control of site traffic, particularly at peak hours**: other options should be considered to plan and control traffic, to reduce traffic at peak hours.
* **Supply chain compliance**: contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

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| Gee will ensure that our suppliers and subcontractors are aware of the CLOCS standards and will ask for verification of compliance.  Gee will operate the CLOCS compliance toolkit and will operate the compliance checking of vehicles and monitor process on site  All Gee Group drivers are registered, and have received the induction training. |

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**Q47. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).**

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| As Above |

**The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 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:** …………………………………………

**Submit:** [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form

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