

Construction Management Plan

pro forma v2.2

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by

Additional sheets

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

Date	Version	Produced by

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to 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 Community 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, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

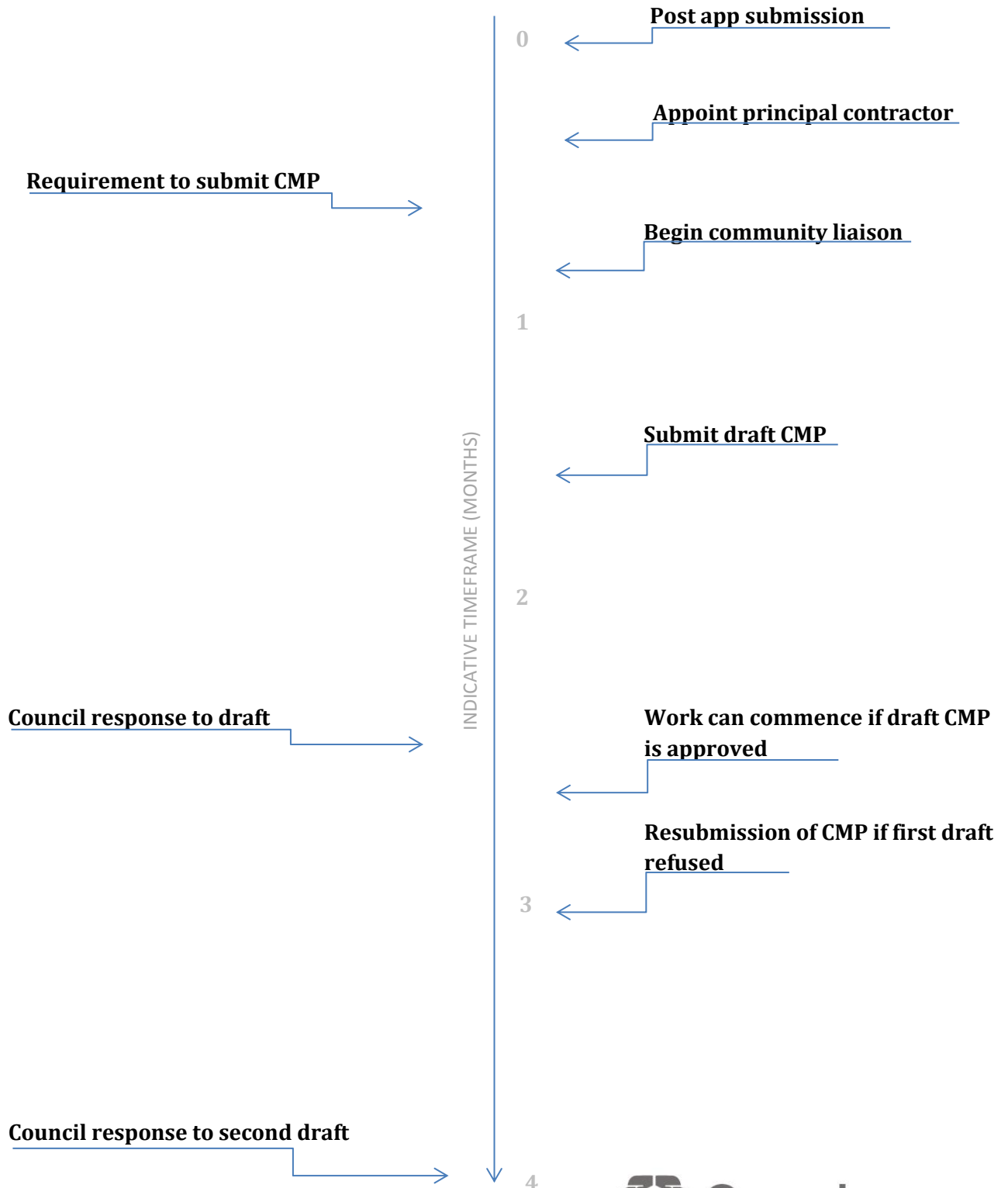
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: Kingsgate Primary School, Kingsgate Road, London, NW6 4LB

Planning reference number to which the CMP applies: 2017-1100-P

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

Name: James Bateman

Address: The Granary, 80 Abbey Road, Barking, London, IG11 7BT

Email: enquiries@rooff.co.uk

Phone: 0208 709 1777

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: Craig Dick / James Case

Address: The Granary, 80 Abbey Road, Barking, London, IG11 7BT

Email: enquiries@rooff.co.uk

Phone: 0208 709 1777

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of [Community Investment Programme \(CIP\)](#), please provide contact details of the Camden officer responsible.

Name: James Bateman

Address: The Granary, 80 Abbey Road, Barking, London, IG11 7BT

Email: enquiries@rooff.co.uk

Phone: 0208 709 1777

5. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Rooff Limited

Address: The Granary, 80 Abbey Road, Barking, London, IG11 7BT

Email: enquiries@rooff.co.uk

Phone: 0208 709 1777

Site

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



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

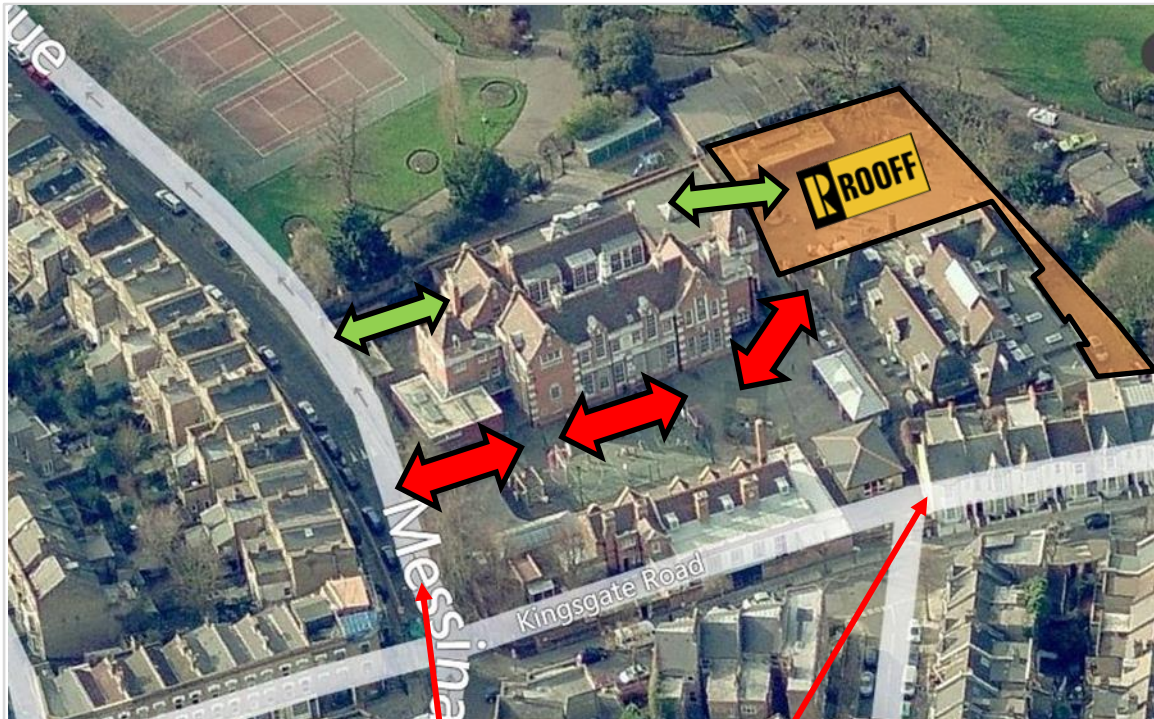
A new single storey timber frame extension to the existing structure, including a new library room, storage rooms and an entrance foyer, all built connected to an existing early 20th century building following the demolition of part of the existing. Includes SIP panel structure, in-situ concrete pad foundations, pitched gable roof with zinc roof covering, timber external cladding and Schueco aluminium windows.

The challenges associated with this project will be working within close proximity to the school and students. And the time period in which the works are to be completed.

8. 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.).



9. 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.



Messina Road

Kingsgate



Segregated Pedestrian



Segregated Vehicle Access

At all times throughout the project, other than immediately within the site compound, pedestrians and vehicles will be segregated. For site operatives/vehicles the gates will remain locked at all times to ensure the site stays secure and is not readily accessible from Messina Avenue. The pedestrian access will have a digi-lock/numerical padlock to access with the code being regularly changed to keep the entrance secure. The vehicle gate will be locked with a padlock and the key will be only be available to the designated Rooff banksman and the School so that they can use the shared access.

During all vehicle movements onsite a designated Rooff banksman will be present at all times. The banksman will escort vehicles from Messina Avenue and close the gate immediately behind them. The vehicle will then be escorted through the playground and into the site compound. Once inside the compound the gates will be shut and locked. If at any time pupils or members of School staff access the playground all vehicle movements will cease immediately until it is safe for the vehicle to proceed. Under no circumstances will vehicles be moving when pedestrians (other than the designated banksman) are present.

10. 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).

Start on site	21 st July 2017
Demolition start	7 th August 2017
Demolition complete	28 th August 2017
Project completion	18 th May 2018

Please also see the attached programme.

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

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

We can confirm this.

12. 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.

There will be a significant amount of service diversion, including: main small power and communications into the classrooms on the north side of the hall. We will run the supplies around the south side of the hall.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft. This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

13. Consultation

The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

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

We have worked on many sensitive sites over the years which have all involved developing close working and co-operative relationships with schools, neighbouring residents, local businesses and stakeholder groups. We have established effective management practices which control this process which we have developed in to a Stakeholder Management Plan.

Stakeholder Management Plan – key objectives

- Pre-Commencement Engagement Plan
- Resident Consultation Programme
- Pre-Start Liaison Meeting
- Provide a Single Point of Contact
- Estate Disruption Management Protocol
- Short Term Planning
- Regular Monitoring
- Resident Feedback

Stakeholder Management Plan: Kingsgate Primary School

The operational requirements will cover the day to day running of the project, whilst it is carried out on the occupied school campus. General communication links will involve:

- Pre-commencement school assembly – informing pupils of the work activities that will take place and the health and safety issues involved.
- Establishment of the site rules governing particular health and safety and emergency action plans that will need to be integrated with the schools own emergency evacuation procedures.
- Weekly programme meetings with the school – advising of the works coming up and any particular actions necessary.

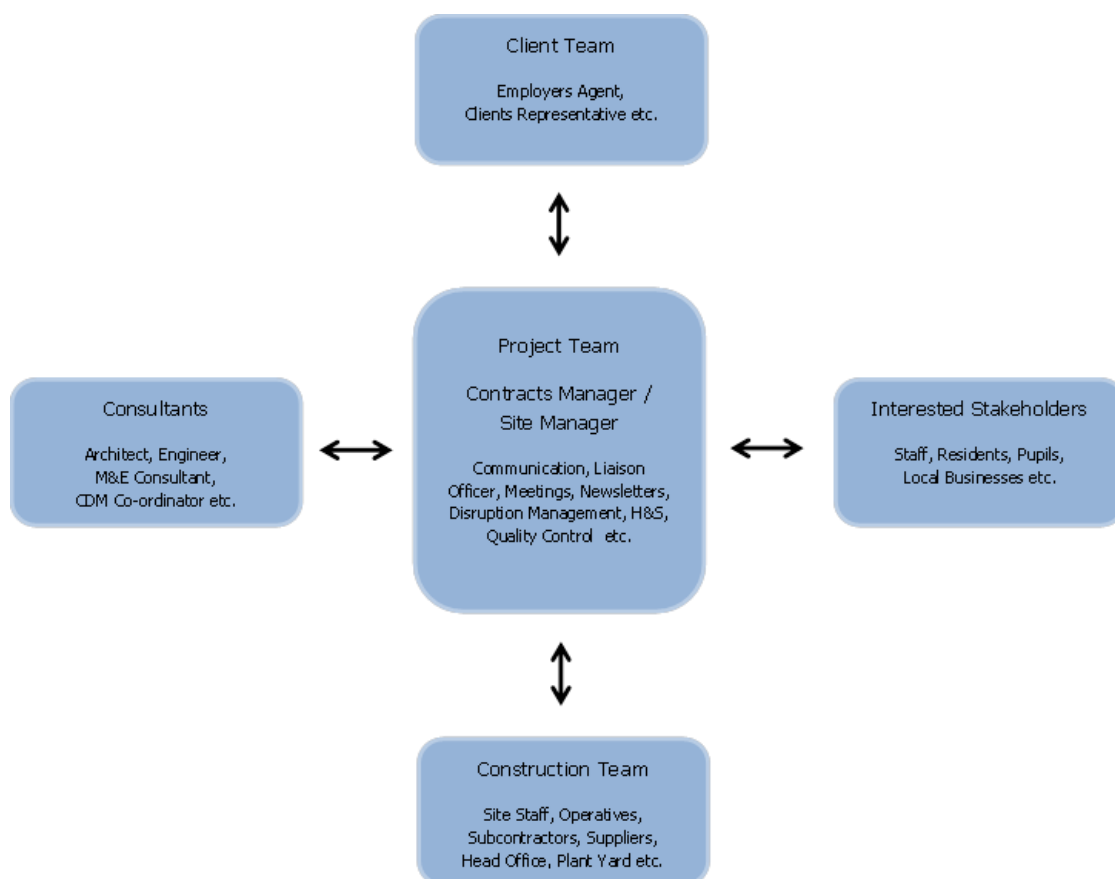
Monthly programme and client satisfaction review – focus on **key performance indicators** of client satisfy action and conformity with health and safety procedures and practices.

Wider Stakeholder, Community Involvement and diversity issues

The critical factor regarding wider community consultation is to issue advance programming information. Our normal procedure is to notify local residents, community groups, nearby schools and the immediate public. This would be carried out by way of:

- meetings through a single point of contact,
- newsletters on notice boards, posters,
- and letter drops as discussed above.

The dedicated liaison officer (Rooff Contracts Manager/Site Manager) will control this process and work in partnership with members of the client team. We will be advised by the client of particular interest ad diversity groups but we operate under a policy of “respect for all”, and all our staff and sub-contractors are expected to work under the same ethos. Communication with local groups and diverse populations will involve translating services if necessary. Much of our work force is in fact made up of the diverse populations living and working in and around London, so we feel that we are able to embed with the local population as part of the way in which we carry out our business.



14. 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.

We actively seek to engage with the local communities we work with. From the moment we are selected, we work closely with key stakeholders such as local residents and businesses to find out their views about our proposed work. We arrange appropriate local events to show the plans and find out how this might impact upon the residents and businesses. These are usually held in a local school, church halls, or other similar venues. The meetings are structured, with the sole aim of ascertaining the views of the local community. The meetings are usually held outside of working hours, enabling us to capture the views of as many residents as possible.

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

The majority of our contracts are registered with the Considerate Constructors Scheme, the benefits of which are to ensure that we consider and adhere to the schemes requirements, such as, appearance, respecting the community, protecting the environment, safety and caring for the workforce.

As we have incorporate the scheme requirements into our Management System, if a contract is not required to be registered by the client we will carry out the practice of the scheme by default.

16. Neighbouring sites

Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

We are not aware of any sites that will have a significant impact on our working on this scheme.

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 referenced above which give a breakdown of requirements.

CLOCS Contractual Considerations

17. Name of Principal contractor:

Rooff Limited

18. 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](#) and [Q18 example response](#)).

All deliveries will be via Travis Perkins, Jewsons and other contractors with similar levels of accreditation.

19. 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:

As above

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

Site Traffic

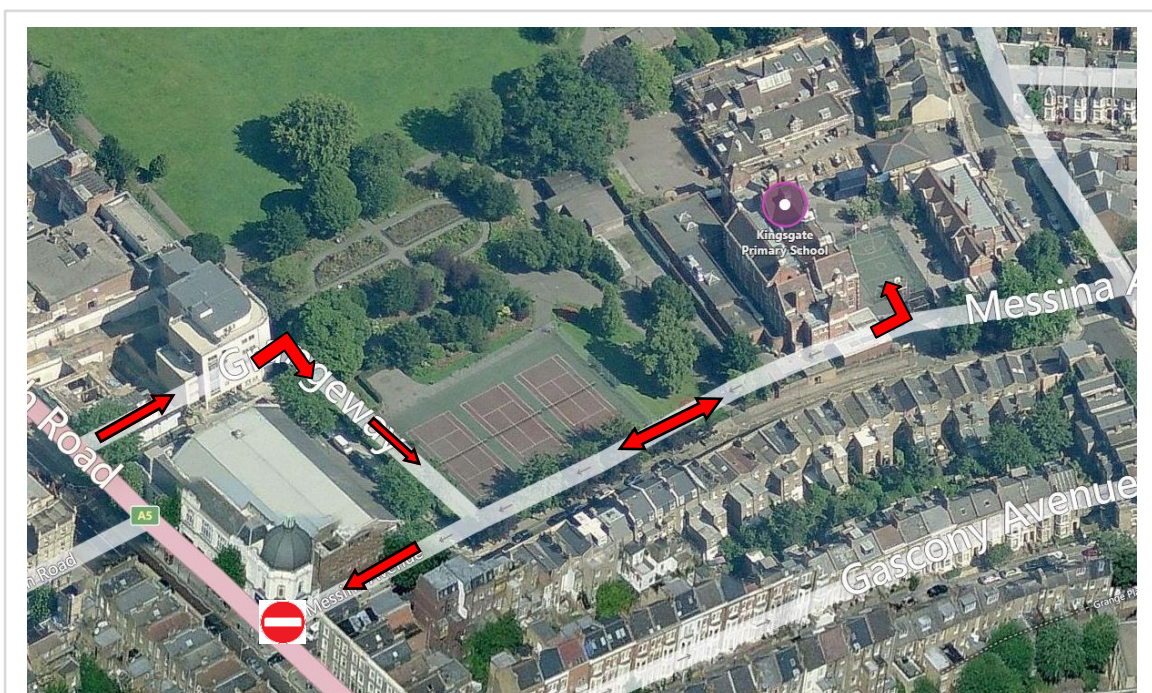
Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

20. 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 (i.e. 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 how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.



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.

We will hold daily briefings with all staff to keep them informed of any changes. We will liaise with suppliers, ensuring they are aware of the route. Where required, we will liaise with Camden for the occasional use of the 'No Entry' at the west of Messina Avenue to allow access for larger deliveries. We will ensure there are signs in place which inform people of any diversions. In addition, there will be banksman in place to ensure the safe delivery of goods.

Drivers are required to phone site prior to arriving.

Deliveries to site are only allowed within the following times;

-Up until 8am

-9.10am – 10am

-10.10am – 10.55am

-4.15pm – 6.15pm

21. 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.

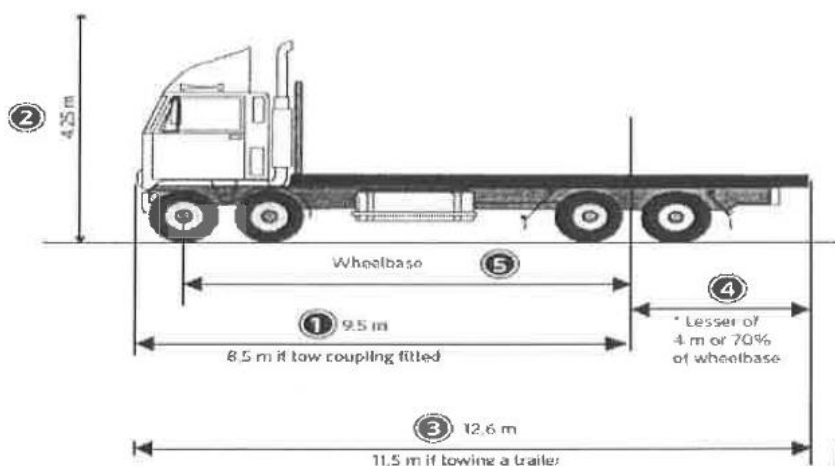
a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time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

Drivers are required to phone site prior to arriving to ensure the banksman is ready to take receipt of the deliveries.. Deliveries will be scheduled on a just-in-time basis and will be programmed into the specific delivery time slots.

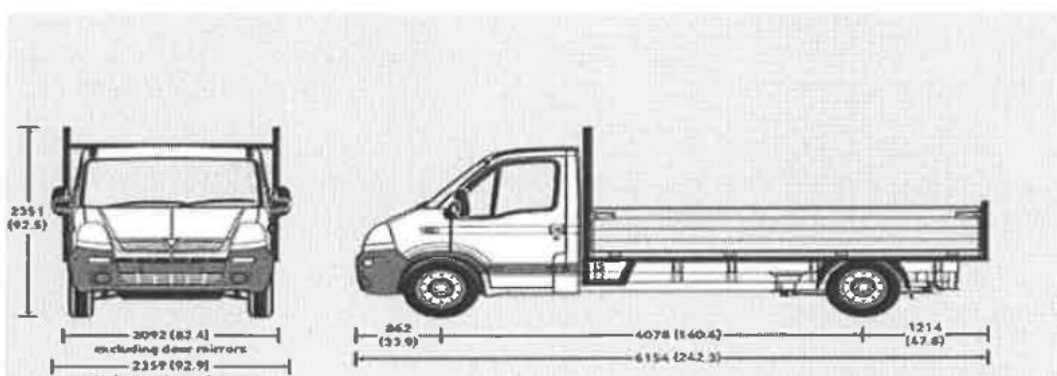
Deliveries to site are only allowed within the following times;

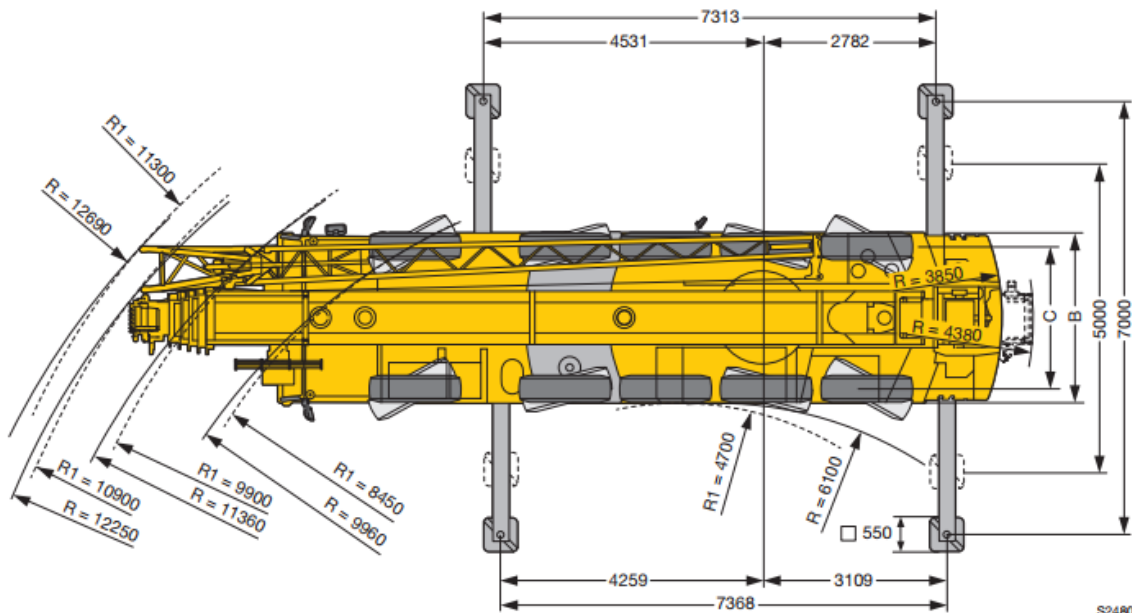
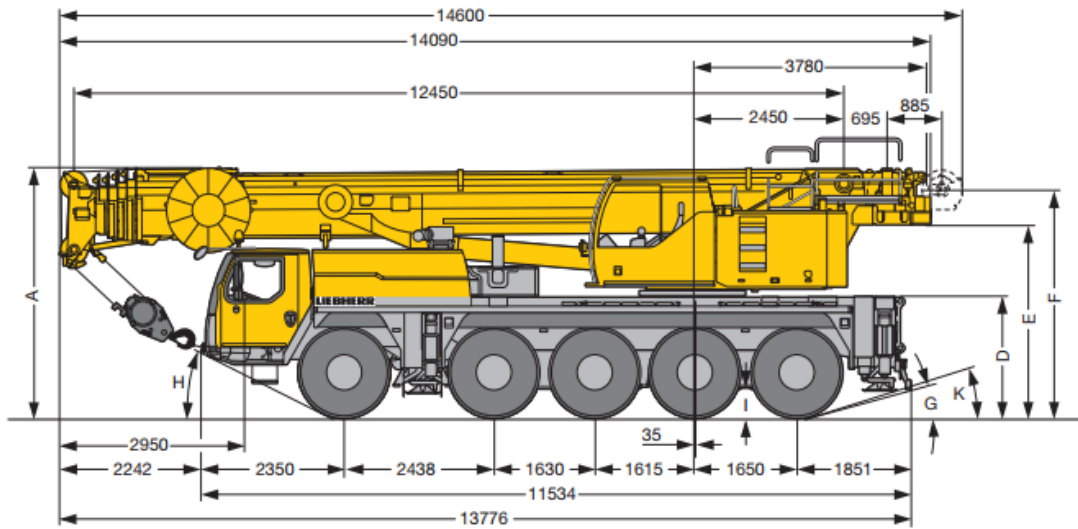
- Up until 8am
- 9.10am – 10am
- 10.10am – 10.55am
- 4.15pm – 6.15pm

Low frequency deliveries (one a week):-




High frequency deliveries (daily):-



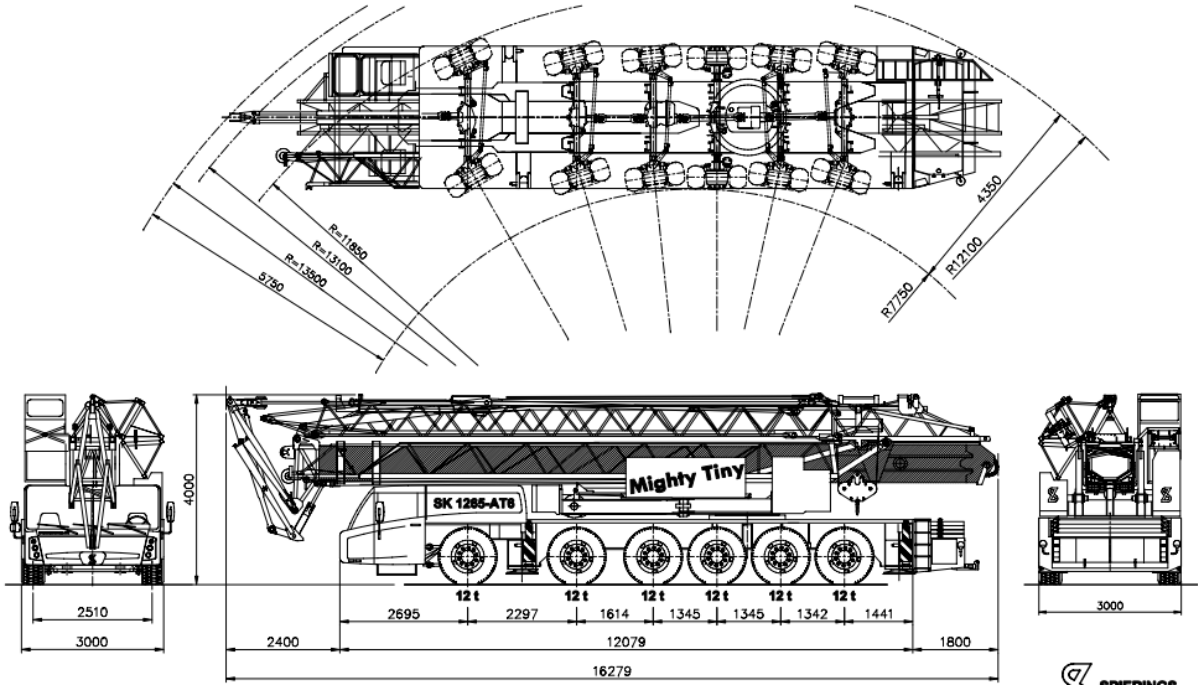


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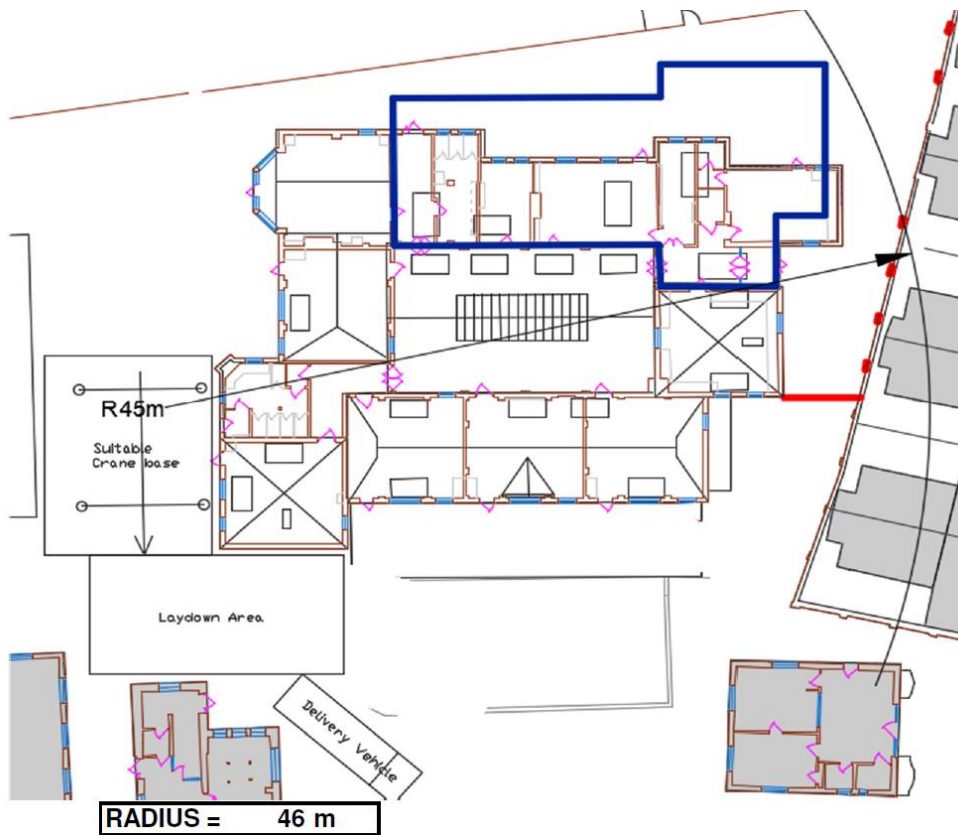
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Spierings Hydraulic Folding Crane

SK 1265 – AT6



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

There are no other developments in the local area we are aware of.

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.

We always phase our deliveries, thereby ensuring we meet needs of our clients. We have well developed scheduling systems, which take account of issues such as traffic delays. The site manager is responsible for scheduling deliveries, and will ensure they are made during the agreed times.

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 any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

Not applicable

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](#)).

Not applicable

22. 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 marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

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

We have a well developed plan, which allows access and egress to Kingsgate Primary School. Vehicles and pedestrians will still access the school through Messina Avenue; however, the entrances will be separate. The access to the school will be controlled by locks, and the codes changed on a regular basis. The only person with access to the key for the vehicle entrance will be a member of our team. The gates will be locked when they are not in use.

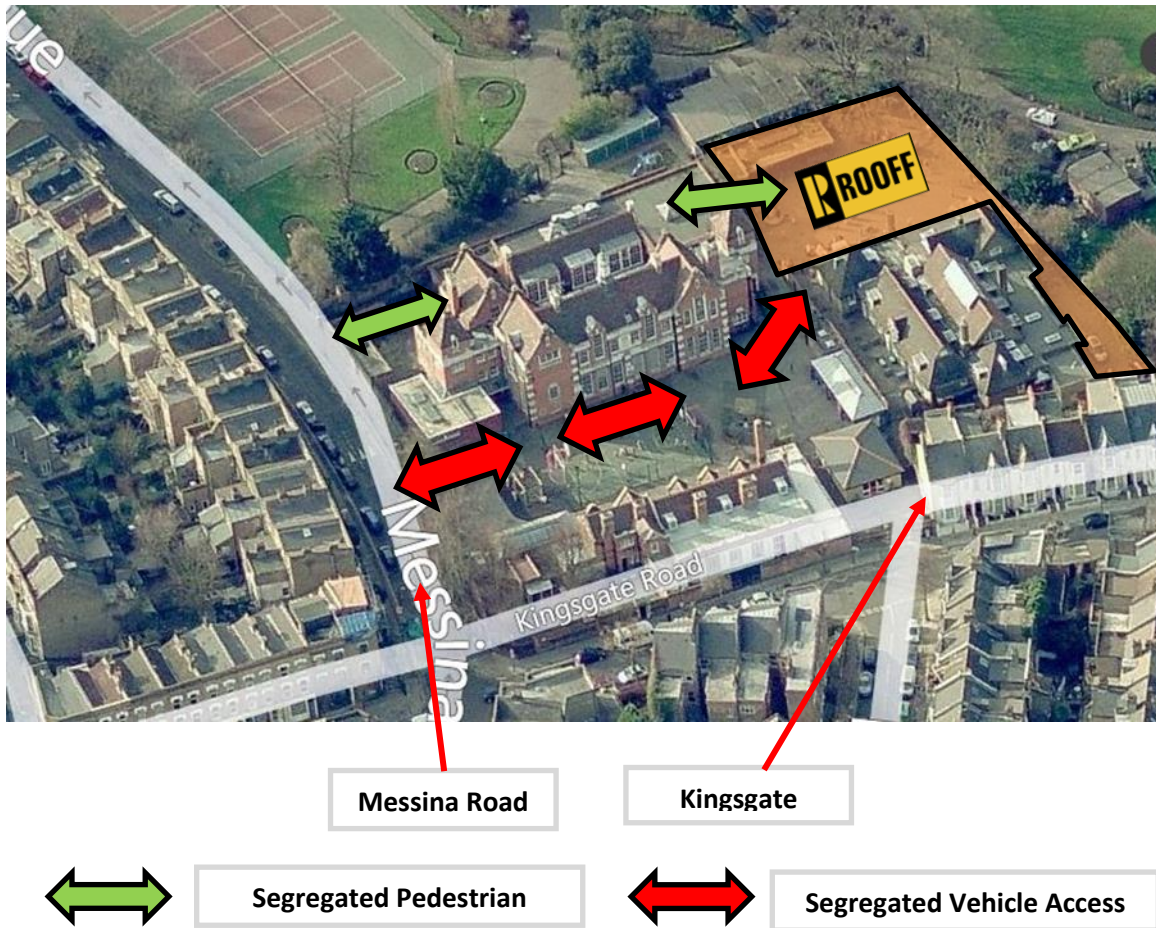
b. Please describe how the access and egress arrangements for construction vehicles will be managed.

We will work closely with the school and Camden to ensure that they heavier vehicles only access the site when the children are in classes. As part of our Site Management Plan (SMP), which we will share with Camden, we will let you know what we are expecting to be delivered and when. The plan is fluid, meaning it can be changed as the need arises. As stated, there will be banksmen in place to usher traffic on and off site, and the playground

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).

During all vehicle movements onsite a designated Rooff banksman will be present at all times. The banksman will escort vehicles from Messina Avenue and close the gate immediately behind them. The vehicle will then be escorted through the playground and into the site compound. Once inside the compound the gates will be shut and locked. If at any time pupils or members of School staff access the playground all vehicle movements will cease immediately until it is safe for the vehicle to proceed. Under no circumstances will vehicles be moving when pedestrians (other than the designated banksman) are present.

The gates will not be left open at any time and they will be locked shut once the pedestrian/vehicle has safely accessed them.



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.

Localised power washers will be available if required, as will road sweepers if Messina Avenue requires additional cleaning.

23. 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 24 if any parking bay suspensions will be required.

All plant and materials delivered throughout the project will be brought onto site via the access of Messina Avenue. Site vehicles will be segregated. Unloading will take place within the site compound.

No traffic movements will be carried-out outside the hours of 8am-6pm Monday – Friday and 8am – 1pm Saturday without prior consent of the London Borough of Camden.

Highway interventions

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

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

24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found [here](#).

Not applicable

25. 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).

Not applicable

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

Before works start we will have setup a secure timber hoarding denoting our site compound area. Initially an exclusion zone will be formed around/inside the structure(s) that are being demolished.

These will consist of plastic pedestrian barriers such as those used for Chapter 8 Street Works and/or Heras fence panels.

We have the full range of site signs, including no entry, contact detail signs and routing signage for vehicles and pedestrians.

26. 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 are no one.

27. 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 at 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.

Site safety and security is our top priority. We will liaise closely with the school and parents to ensure their children remain safe at all times. There will be staff on hand to guide people and vehicles to the right entrances. This means their safety is guaranteed at all times.

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.

Not applicable

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Environment

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

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

Not applicable

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

Not applicable

30. Please provide predictions for [noise](#) and vibration levels throughout the proposed works.

Not applicable

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

We will install plastic steel works barriers or Heras fencing, which means that people will be safe throughout the build. In addition, if required, we will arrange for the erection of acoustic barriers to reduce noise.

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

All our Site Managers are SMSTS and First Aid trained.

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

Suppression of Dust & Dirt will be a priority. All works causing dust nuisance will be implemented into the disruption management protocol. Procedures such as damping and covering skips will be considered. A hose or sprinkler will be installed to suppress the dust that will be generated from the demolition works.

All operatives at induction will be made aware of the need to eliminate dust where possible, and this will be reiterated through the contract via toolbox talks.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

A hose or sprinkler will be installed to suppress the dust that will be generated from the demolition works. At all times during the demolition operation the machine(s) will be overseen by a fully qualified banksman. The materials generated will then be loaded either directly into skips onsite or deposited in a small dumper (<5T) which will be transport them to the skip area, within our site compound.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

These arrangements will be agreed as part of the sites Project Environmental Management Plan upon award of tender.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

Our demolition contractor will conduct a risk assessment.

37. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

Not applicable

- 38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), 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.

Not applicable

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

These measures will be provided as part of the Project Environmental Management Plan upon award of tender.

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

A full obtrusive R&D asbestos survey will be carried out prior to the commencement of works.

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

We have well developed site rules, which are enforced by the site manager. They are responsible for the overall site, including sub-contractors. We are an open organisation, and actively encourage residents to raise issues with us directly. All our details will be on site, meaning we are well placed to respond to people's questions.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

- a) Construction time period (mm/yy - mm/yy):
- b) Is the development within the CAZ? (Y/N):
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection:
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required:

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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.

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.