

Construction Management Plan

pro forma v2.2

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
09.05.19	Final	Matthew Stimpson (BA (Hons), MPlan, MCIHT)
24.05.19	Final Rev A	Alex Lever

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**

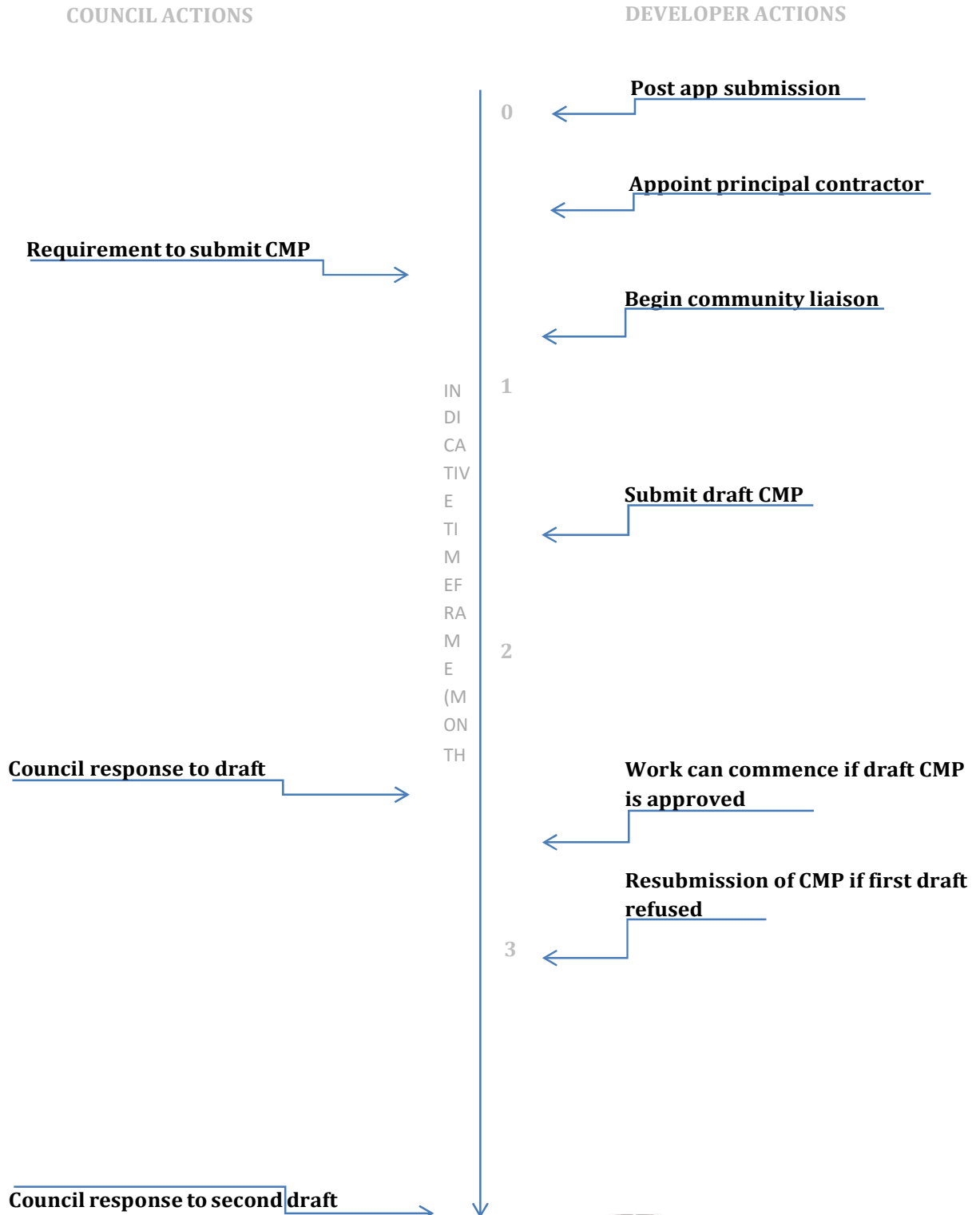
comments to be easily documented. These should be clearly referenced/linked to from the CMP.

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



Contact

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

Address: Channing Junior School, 1 Highgate High Street, Highgate, London, N6 5JR

Planning reference number to which the CMP applies: 2018/4925/P

Type of CMP: Framework CMP to support Planning Application. A full CMP will be conditioned as part of the planning consent.

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

Name: Matthew Stimpson

Address: Elizabeth House, 39 York Road, London, SE1 7NQ

Email: mstimpson@odysseyconsult.co.uk

Phone: 0207 620 2444

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: Peter Wylie

Address: Suite 6, Sandhurst House, 297 Yorktown Road, Sandhurst, Berkshire, GU47 0QA

Email: Peterwylie@curoconstruction.com

Phone: 07944855201

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: (same response as question 3)

Address:

Email:

Phone:

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: Peter Wylie

Address: Suite 6, Sandhurst House, 297 Yorktown Road, Sandhurst, Berkshire, GU47 0QA

Email: Peterwylie@curoconstruction.com

Phone: 07944855201

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.

The Channing School is an independent day school for girls comprising a junior school, senior school and sixth form. The junior school is primarily located on the western side of Highgate Hill and is in the jurisdiction of the London Borough of Camden (Of which this planning application relates to). The senior school and sixth form are located on the eastern (opposite) side of Highgate Hill and are within the jurisdiction of the London Borough of Haringey. Facilities between the two sites are shared when necessary by the school.

A Site Location Plan is attached at **Figure 1**.

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).

Proposed southern rear extension to provide a new hall at ground floor level and minor alteration to the eastern elevation at lower ground level of the existing building. Creation of a sports changing room facility at subterranean level adjacent to the existing tennis courts.

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.).

The nearest potential receptors that could be affected by the development are parishioners of St Joseph's RC Church, delegates and employees of the Ghana High Commission and residents of 104 -112 Highgate Hill.

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.

Odyssey drawing **17-282-001** shows the existing highway arrangement in the vicinity of the site.

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).

Further Update 09.05.19:

The following are the approximate programme dates for each phase:

- 1. Phase 1 Pavilion: 07.01.19 to 17.09.19.**
- 2. Phase 2 Dining Hall (TBC): 15.07.19 to 22.06.20.**
- 3. Phase 3 Classroom Extension: 15.07.19 to 27.09.20
(inc demobilisation).**

Phase 1 Jan 19-Sept 19	Expected Duration	Expected Average Daily Vehicle Trips	Typical Vehicle Type(s)	Anticipated Number of Staff on Site
Site Establishment	4 Weeks	8	3.5t Panel Van 10m Rigid 15m Articulated Flatbed	12
Piling & Ground Beams	6 Weeks	12	10m Rigid	20
Basement Bulk Excavation	4 Weeks	12	10m 4-Axle Tipper	20
Structure (steel frame, concrete floors, cladding, roof).	20 Weeks	12	9m Concrete Mixer 10m Rigid / 15m Articulated Flatbed	25
M&E Services & Fit- out	20 Weeks	12	9m Concrete Mixer 10m Rigid / 15m Articulated Flatbed	25
External Works	4 Weeks	8	7.5tonne Box Van 3.5tonne Panel Van	25
Final finishing, commissioning & snagging	4 Weeks	12	3.5t Panel Van 10m Rigid / 15m Articulated Flatbed	35
Total	9 Months	-	-	-

Phase 2 & 3 July 19-Sept 20	Expected Duration	Expected Average Daily Vehicle Trips	Typical Vehicle Type(s)	Anticipated Number of Staff on Site
Site Establishment (June 2018)	4 Weeks	8	3.5t Panel Van 10m Rigid 15m Articulated Flatbed	12
Piling & Ground Beams (July-Sept 2018)	6 Weeks	12	10m Rigid	20
Basement Bulk Excavation	4 Weeks	12	10m 4-Axle Tipper	20
Structure (steel frame, concrete floors, cladding, roof).	20 Weeks	12	9m Concrete Mixer 10m Rigid / 15m Articulated Flatbed	25
M&E Services & Fit- out	20 Weeks	12	9m Concrete Mixer 10m Rigid / 15m Articulated Flatbed	25
External Works	4 Weeks	8	7.5tonne Box Van 3.5tonne Panel Van	25
Final finishing, commissioning & snagging	4 Weeks	12	3.5t Panel Van 10m Rigid / 15m Articulated Flatbed	35
Total	14 Months	-	-	-

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

The provisional working hours for the site will be 0800-1800 Monday to Friday and 0800 to 1300 on Saturday. No work will be permitted on Sundays, Bank Holidays and Public Holidays.

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.

All planned utility upgrades are complete and were dealt with separately to the main works undertaken by Curo Construction Ltd and this CMP.

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.

Please see separate addendum on “community liaison” attached.

Please note that Curo Construction have been undertaking regular communication with the neighbours, stakeholders and relevant parties. This communication started in December 2018 in relation to other phases.

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.

The contractor communicates directly with local residents through periodic mail drops. Additionally, email communication is in place between the contractor and some neighbours as required. Contact details are widely disseminated and displayed on our entrance gates.

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 Project has been registered to the Considerate Constructors Scheme. See project specific information below,

Site ID:	114639
Project Manager:	Mr Alex Lever
Site Number:	07730 683768
Project Manager Mobile:	07730 683768
Project Manager email:	alexlever@curoconstruction.com
Site Address:	Curo Construction Ltd Channing Junior School Highgate Hill Highgate London N6 5HF
Current Registration Completion Date:	29/05/2020
Current Registration Value:	£4,500,000
Registration type:	Single registration

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16. Neighbouring sites

Council to advise.

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.

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:

Curio Construction.

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](#)).

A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site.

Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

Further Update 09.05.19: All drivers that enter site are checked and recorded in regards to the FORS and CLOCS accreditations and have therefore undertaken the safe driver training. If a driver is accredited to a FORS Bronze level, assurances will be sought via the driver and their company in regards to the safe driver training requirements.

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:

Where the contractor's own vehicles and drivers are used the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary

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.

The site has a large frontage onto Highgate High Street (B519), a broad carriageway which in total measures some 14 metres in width. It is proposed that a temporary construction vehicle access point is formed on to this road by partially demolishing an existing wall and suspending some 12 metres (2 bays) of pay and display bay.

Given that the site will benefit from direct access onto the B519, it will not be necessary to route construction vehicles along narrow or minor roads. Construction vehicles will access the B519 from the A1 Archway Road from either the north or the south depending upon origin.

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.

All major deliveries will be managed and co-ordinated by key members of the site team. Weekly Delivery Schedules will be agreed with Supply Chain to ensure main routes do not become congested with 'waiting' vehicles. The delivery schedules will take account of peak traffic times on and around the site and delivery times will need to be limited to ensure deliveries do not arrive at school day start & end times. Traffic marshals will control the movement of lorries in and around the site

All deliveries will be given prior notification of the time restrictions when an order/delivery is scheduled during term time. Any delivery that arrives within the above hours will be sent away. We can confirm that NO waiting on the public Highway will be permitted.

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.

It is anticipated that the following construction vehicles would be utilised during the works:

- Small skip lorry – 6.26m in length;
- Concrete mixer – 8.36m in length;
- Rigid truck – up to 13.5m in length;
- Large tipper – 10.2m in length;
- Low Loader (piling rig delivery) – 17.9m in length;
- Mobile Crane – 19.0m in length.

It is reasonably assumed that the maximum number of heavy vehicles would not exceed 15 HGVs per day during the peak periods of the construction phase. These vehicles would include tipper-type vehicles, delivery and concrete mixer trucks. The number of heavy vehicles accessing the site is expected to be considerably less during the demolition and fit out phases.

In view of the strict management of construction vehicle activity at the site it is considered unlikely that more than one large vehicle would access the site simultaneously.

Additional update 09.05.19: Construction vehicle movements will be in line with the preamble to this question, i.e between 9.30am to 3pm on weekdays and between 8.00am and 1.00pm on Saturdays).

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

Council to Advise

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.

Pre-arranged delivery times will be set by the site manager and will be strictly adhered to in order to prevent more than one delivery vehicle accessing the site at any one time. The site manager will detail out weekly deliveries, so all the site team are aware of what will be arriving.

The above requirement will form part of all contract documentation with suppliers. In view of the above procedure, no 'wider' off-site vehicle holding areas are proposed in association with the proposed works.

It has previously been discussed that the site will make sufficient/ suitable provision in the event that more than one (large) vehicle simultaneously attends. This situation is however not expected to regularly occur owing to strict management of arrivals.

Fully trained and competent Traffic Marshalls (TM's) will be in attendance at all times to coordinate deliveries. Traffic Marshalls will be instructed to turn away any un-scheduled delivery, with follow-up contact by the logistics manager to the delivery company involved to ensure adherence to contracts.

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.

There will be no off site holding areas required for the duration of the works. The site will work with other nearby construction sites as described earlier within this CMP.

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](#)).

The site manager, and by delegation the site foreman, will take ownership of the final/ approved CMP and will ultimately be responsible for implementing the measures set out therein. The Contractor will contact Camden Highways Officers prior to commencement of works to agree any final matters relating to the Construction Management strategy.

Delivery Times

Specific delivery times have been established to avoid congestion during peak times to the school and surrounding areas. Times detailed below:

8:00 to 9:00 – No deliveries (Morning drop off)

9:30 to 15:00 – Deliveries

15:00 to 16:30 – No Deliveries (afternoon collection)

16:30 to 17:30 – Deliveries

Pre-arranged delivery times will be set by the site manager and will be strictly adhered to in order to prevent more than one delivery vehicle accessing the site at any one time. The above requirement will form part of all contract documentation with suppliers. In view of the above procedure, no off-site vehicle holding areas are proposed in association with the proposed works.

Co-ordination with Other Construction Activity

The site manager will, prior to commencement on site and at regular intervals during the construction and in liaison with relevant officers at Camden, check for other local construction activity for the purpose of liaising with those sites on matters relating to construction activity (including vehicle movements). Camden Council should inform the Site Manager of any other construction activity in the vicinity of the site (Including Greenwood Place)

Co-ordination with Domestic Waste Collections

The LB Camden's website states that domestic rubbish and recycling collection activity in the vicinity of the site takes place on Mondays. The Contractor, all sub-contractors and suppliers will be made aware of the existing collection activity and will ensure that waste collection vehicles are not unduly obstructed by the construction works. To this end, priority will be given by banksmen to waste collection vehicles where relevant.

Road Sweeping and Wheel Washing

A wheel washing facility will, in accordance with good practice, be provided at the site for use throughout the construction period. Any mud or debris that might find their way onto the public highways will be removed by a dedicated member of the Contractor's staff (road sweeper).

Pollution and Dust Control

Camden Council require the control of construction vehicle and plant emissions, with particular emphasis on PM10 and NOx emissions. Upon appointment of a Contractor, and prior to any works taking place, a Method Statement will be prepared and submitted in line with the minimum recommendations set out in Camden's Local policy guidance.

Similarly, the Method Statement will include details relating to the control of dust emissions from demolition and construction activity.

The method Statements should include measures to reduce dust pollution and other airborne debris such as:

- Ensuring that all materials transported to and from site are in enclosed containers or fully sheeted;
- Ensuring stock piles of topsoil etc. are kept below hoarding heights and kept damp in dry windy conditions;
- All vehicles removing dust generating materials or waste are to be completely sheeted with tarpaulin/ netting;
- Ensuring materials have a minimum of packaging;
- Ensuring all polystyrene and similar lightweight materials are weighted down;
- Making sure all dust generating materials are adequately packaged;
- Ensuring all vehicles leaving the site have been through the wheel wash and that loads are covered where spoil or demolition material is being removed;
- Keeping the loading drop heights of soil into lorries as low as possible;
- Establish air quality procedures to minimise dust generation and control plant and vehicle dust emissions;
- Undertaking regular air quality sampling to monitor air quality levels.

In addition to the above provisions, the following measures will be taken to reduce any further negative effects on the environment:

- Ensuring all contaminants on site are safely stored with the necessary procedures put in place for leaks and spillages etc.
- A waste management system will be implemented on site.

Noise / Vibration

A variety of measures will be used to minimise the noise levels at the site, including:

- Coordinated delivery times and efficient traffic management to prevent queuing of traffic accessing the site;
- Ensuring all plant has sound reduction measures (mufflers, baffles or silencers);
- Utilising construction techniques that minimise the production of noise;
- Strict adherence to the site working hours;
- Implement an action plan where noise levels exceed acceptable levels;
- Positioning plant away from properties;
- Machines not in use will be throttled down to a minimum;
- Cutting operations will be kept off site as much as possible by pre-fabrication;
- Localised shrouding of plant in accordance with BS5228; and
- Toolbox talks to site operatives.

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

Construction vehicles will enter the site directly from the adjacent B519 Highgate High Street. A temporary access and crossover arrangement onto Highgate High Street will be formed by removing part of a boundary wall and suspending 2 parking bays.

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

Appropriately trained banksmen will assist vehicle movements in an out of the site and manage the interaction between the construction vehicle and other road users.

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).

Swept Path drawings are provided as follows:

Phase One: Odyssey Drawing **17-282-002**; and,

Phase Two: Odyssey Drawing **17-282-004**.

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.

A wheel washing facility will, in accordance with good practice, be provided at the site for use throughout the construction period. Any mud or debris that might find their way onto the public highways will be removed by a dedicated member of the Contractor's staff. Liquid or spoil run-off will be controlled on site via regular inspections and protecting mats. The site will also contain a store for diesel generator oil, fuel and other similar liquids.

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.

Suitably qualified banksmen will assist construction vehicles as they enter and leave the site. The banksmen will manage the interaction between the construction vehicles and other road users. Banksmen will be permanently stationed at the site entrance throughout site open hours.

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](#).

A Traffic Regulation Order was required for the suspension of four parking bays on Highgate road as shown on Drawing 17-282-003.

A full Temporary Traffic Order has been granted by Camden Borough Council. This is now in place and will be throughout the construction phase. TTO reference number 47940/TTR38794

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).

Please see drawings **17-282-03** and **17-282-04** which provide an indicative site set-up arrangement.

Highway works were carried out as part of the Phase 1 Pavilion works. Curo formed a crossover to enable access and egress to site.

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

Pedestrian flows at the site entrances will accordingly be controlled by qualified banksmen, who will be on duty at all relevant periods. Additionally, deliveries will be programmed to avoid peak school periods at the start and end of each day.

A temporary hoarding line will be erected to isolate the construction phases from the school playing/activities area.

During Phase 1 there will be a pupil crossover installed to allow pupils to pass through the construction area in order to access the activity area. This facility will be managed strictly by banksmen and gates to ensure pupils can only cross at safe times.

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).

N/A

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.

Further Update 09.05.19:

Suitably qualified banksmen will assist construction vehicles as they enter and leave the site. The banksmen will manage the interaction between the construction vehicles and other road users. Banksmen will be permanently stationed at the site entrance throughout site open hours.

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.

N/A

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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.

Having considered the issue of Noise Pollution on the Channing School Project we have identified the main sources of noise on the project as:

- Piling
- Groundworks
- Demolitions
- Site Vehicles and Site Plant operating on the site

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.

A noise survey was carried out in September 2018. Please refer to our Noise Management Plan 27th September 2018 section 4.2 for results and details of this survey.

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

An independent noise assessment has been carried out by a suitably qualified acoustician in line with the construction methodology with has prediction noise ratings at the nearest receptors. Please refer to section 5 of our Noise Management Plan 27th September 2018. The maximum predicted exposure is 69db(A) at the nearest receptor.

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.

The measures we will take to reduce noise pollution will be as follows:

- We will work closely and cooperate fully in terms of working in normal site hours, as set out by London Borough of Camden which also takes into account the planning condition that has been stipulated regarding working hours.
- Well maintained, sound attenuated plant will be used to carry out all operations
- Reducing plant noise to acceptable levels
- Solid hoarding will be used along the boundary of the construction compound. This will reflect sound back into the site to a significant extent. This will be supplemented locally to machinery with movable sound reflecting/absorbing barriers.
- Noise arising from Site Vehicles and plant will be managed first of all by rigorously implementing the site hours.

Careful selection of plant and vehicles is essential. All plant used on the Channing Junior School site will be sound attenuated and will be regularly serviced/maintained to ensure it is operating correctly. The site induction for plant operators will cover the issue of noise specifically and they will be warned against over revving of plant and the operation of horns in all but necessary situations. Machine operatives will be advised to isolate plant/ equipment during idle periods reducing not only noise levels but encouraging efficient running of equipment and reduced fumes.

In terms of misbehaviour of operatives and staff on the site this will be guarded against by strict rules being out in place that will form part of Supply Chain method statements and will be covered in site induction and tool box talks. Any operative found in contravention of the required standards will be warned for a first offence and removed from the site should there be a re-occurrence.

All the measures mentioned above and others will be captured and monitored in our proposals under the Considerate Contractors scheme.

As part of the CCS requirement and in line with our Company Policy, we will put in place a complaints procedure which will include 24/7 contact details for the Site Management Team, a logging system for complaints and a process for remedial action to be identified and implemented

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

Curo Construction to provide ahead of the proposed start on site date.

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

In relation to dust, groundworks & demolitions is again likely to be the main source of disruption. Prior to starting daily operations wind speed and direction will be assessed and method/ sequence of works adjusted if necessary. Water spraying techniques will be utilised in necessary to suppress dust.

Apart from groundwork activities dust is likely to present a problem during long dry spells and in these periods damping down across the site will be employed to avoid windborne dust crossing the site boundary and causing inconvenience.

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.

With regard to the risk of mud being spread to adjacent highways, Curo will maintain wheel washing facilities on site and carefully maintain clean hardstanding's across the site to ensure the surrounding highways remain in a clean acceptable condition and are not impacted on by our work.

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

Please also refer to the answers shown at 21e.

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.

Please see attached our Air Pollution Risk Assessment Score Sheet for Construction Activities.

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](#).

The GLA mitigation measures checklist has been reviewed and where applicable covered by the Air Pollution Risk Assessment. Any further mitigation measures not covered by this will be dealt with via the Curo Construction SHEQ plan and further RAMS.

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.

The Air Pollution Risk Assessment score is within the Medium Risk range. Two number real time dust monitors will be installed as required and the data issued back to the council as requested. Specification of the monitors will be confirmed in due course.

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).

As our site is within the confines of the school grounds we will comply with the school policy unless we feel extra measures need to be undertaken, in which case we will engage with a specialist vermin control subcontractor and implement a plan in line with their recommendations.

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

A full Asbestos Refurbishment and Demolition survey was carried out 3rd April 2018. Small amounts of Chrysotile were found within the existing boiler room. This has subsequently been removed and disposed of by a licenced contractor on behalf of the School.

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.

In terms of misbehaviour of operatives and staff on the site this will be guarded against by strict rules being out in place that will form part of Supply Chain method statements and will be covered in site induction and tool box talks. Any operative found in contravention of the required standards will be warned for a first offence and removed from the site should there be a re-occurrence.

All the measures mentioned above and others will be captured and monitored in our proposals under the Considerate Contractors scheme.

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): Jan 19 – Aug 20
- b) Is the development within the CAZ? (Y/N): No
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes
- 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: The site has already started to input data for the plant being used on other phases. For access to the projects account please use the following details Username: Channing Junior School 2018 Password: Pass06.12
- 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:
Yes an inventory will be held on site throughout the construction phase of all plant and equipment.
- 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: Yes details will be held on site along with the site inventory.

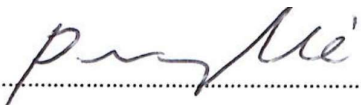
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Agreement

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:09.05.19.....

Print Name:Peter Wylie.....

Position:Planning & Design Director.....

Please submit to: planningobligations@camden.gov.uk

End of form.

