

## Construction Management Plan pro-forma

### The Church of the Most Holy Trinity, Dockhead, Bermondsey: New Annex



**Draft Document**

**16<sup>th</sup> May 2025**

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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, to be set out in a Construction Logistics Plan (CLP) see Transport and Site Traffic sections below.

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/CLP will depend on the scale and kind of development. Further policy guidance is set out in Southwark's Planning Guidance.

This CMP follows the best practice guidelines as described in Transport for London (TfL's) Standard for [Construction Logistics and Community Safety \(CLOCS\)](#).

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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"](#)

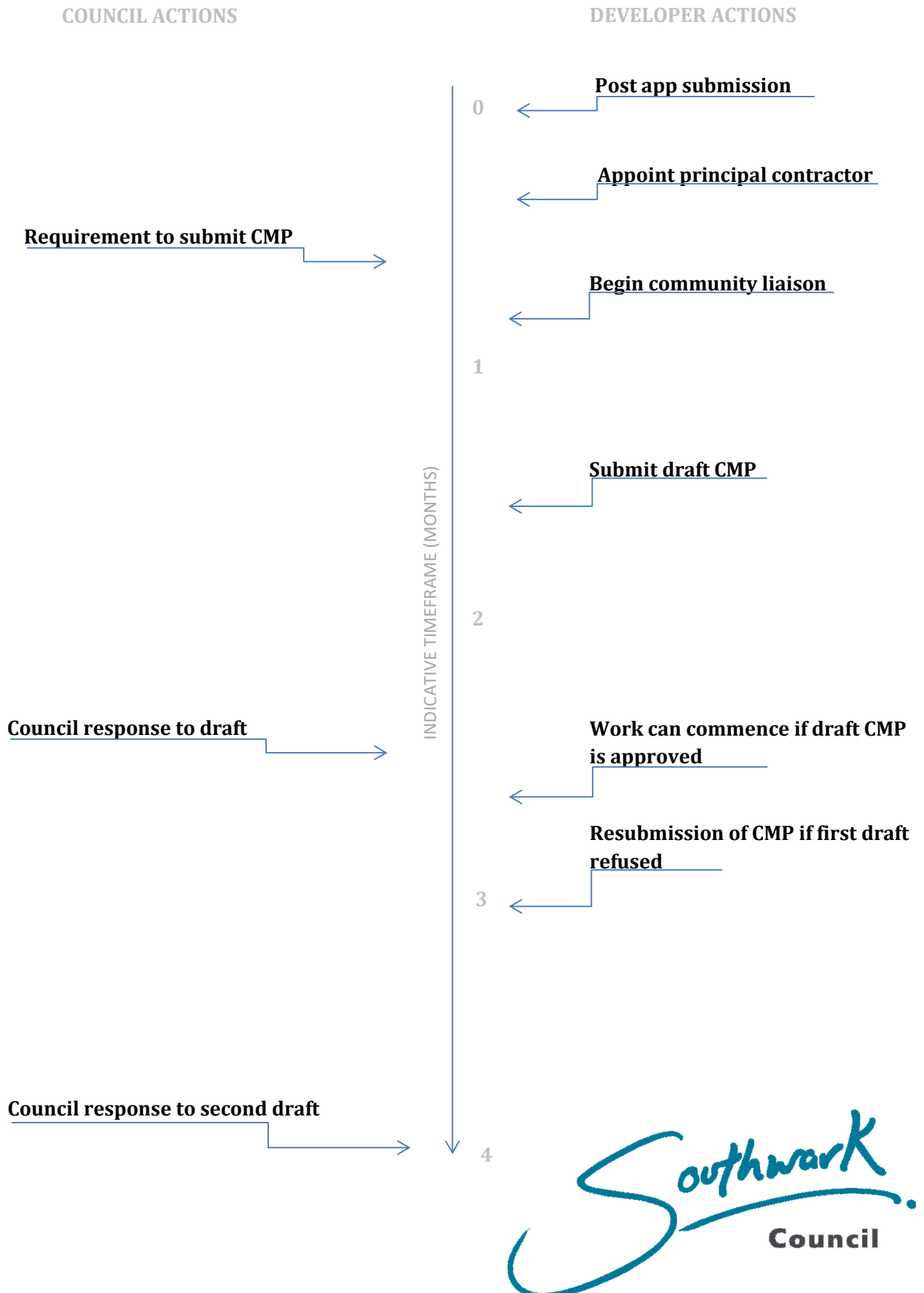
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically 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:** The Church of the Most Holy Trinity, Dockhead, London SE1 2BS

**Planning reference number to which the CMP applies:** LBS Reg. No.: 22/AP/0072

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

**Name:** Steven Paylor

**Address:** St Ann's Gate Architects, 8 Rozelle Close, Winchester, Hampshire, SO22 6QP

**Email:** [steve@stannsgate.co.uk](mailto:steve@stannsgate.co.uk)

**Phone:** 01722 555200

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:** James Barclay

**Address:** Ash Contracting Ltd, 4 The Courtyard, Birling Road, Ryash, West Malling, Kent, ME19 5AA

**Email:** [jamesb@ashltd.biz](mailto:jamesb@ashltd.biz)

**Phone:** 01732 872600

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses.

**Name:** James Barclay

**Address:** Ash Contracting Ltd, 4 The Courtyard, Birling Road, Ryash, West Malling, Kent, ME19 5AA

**Email:** jamesb@ashltd.biz

**Phone:** 01732 872600

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:** James Barclay

**Address:** Ash Contracting Ltd, 4 The Courtyard, Birling Road, Ryash, West Malling, Kent, ME19 5AA

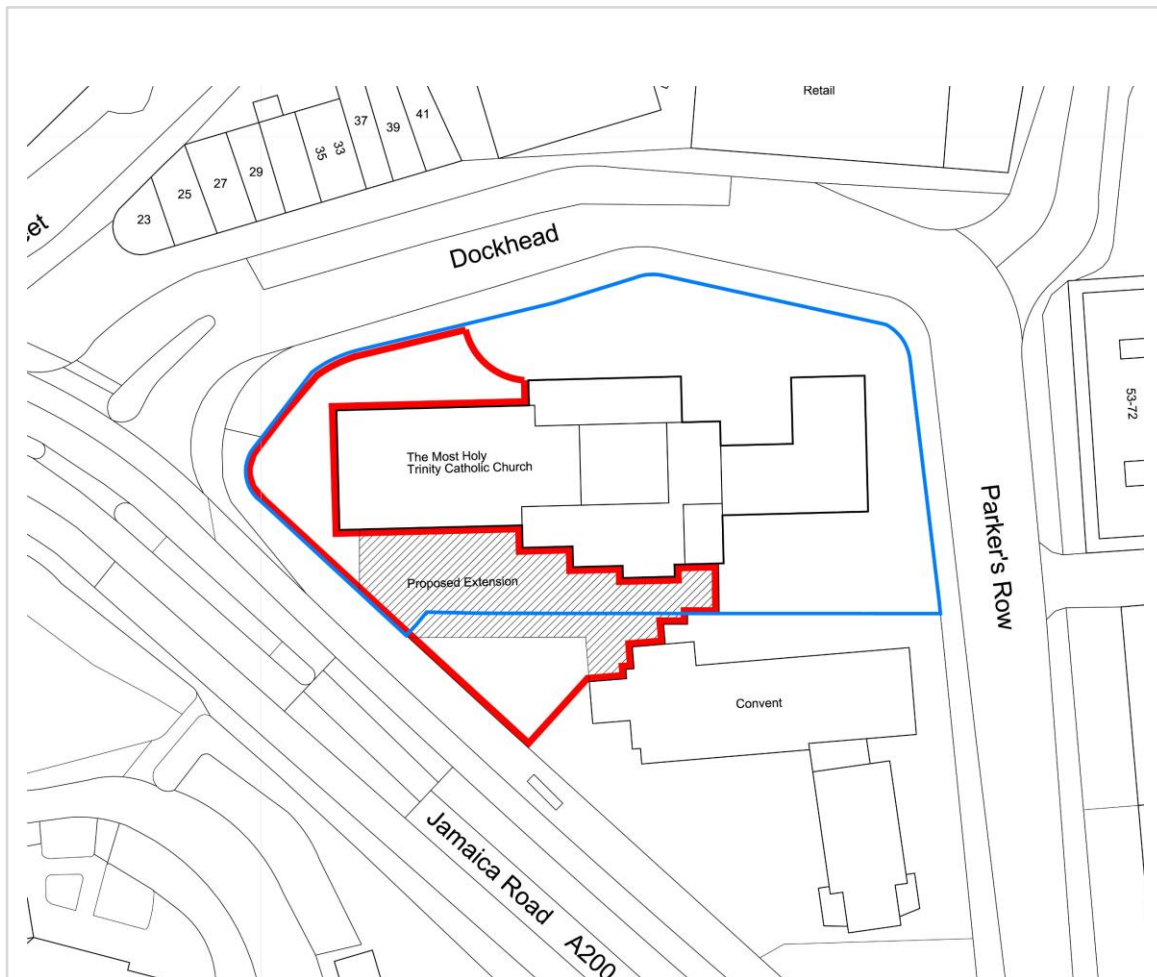
**Email:** jamesb@ashltd.biz

**Phone:** 01732 872600



# 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.

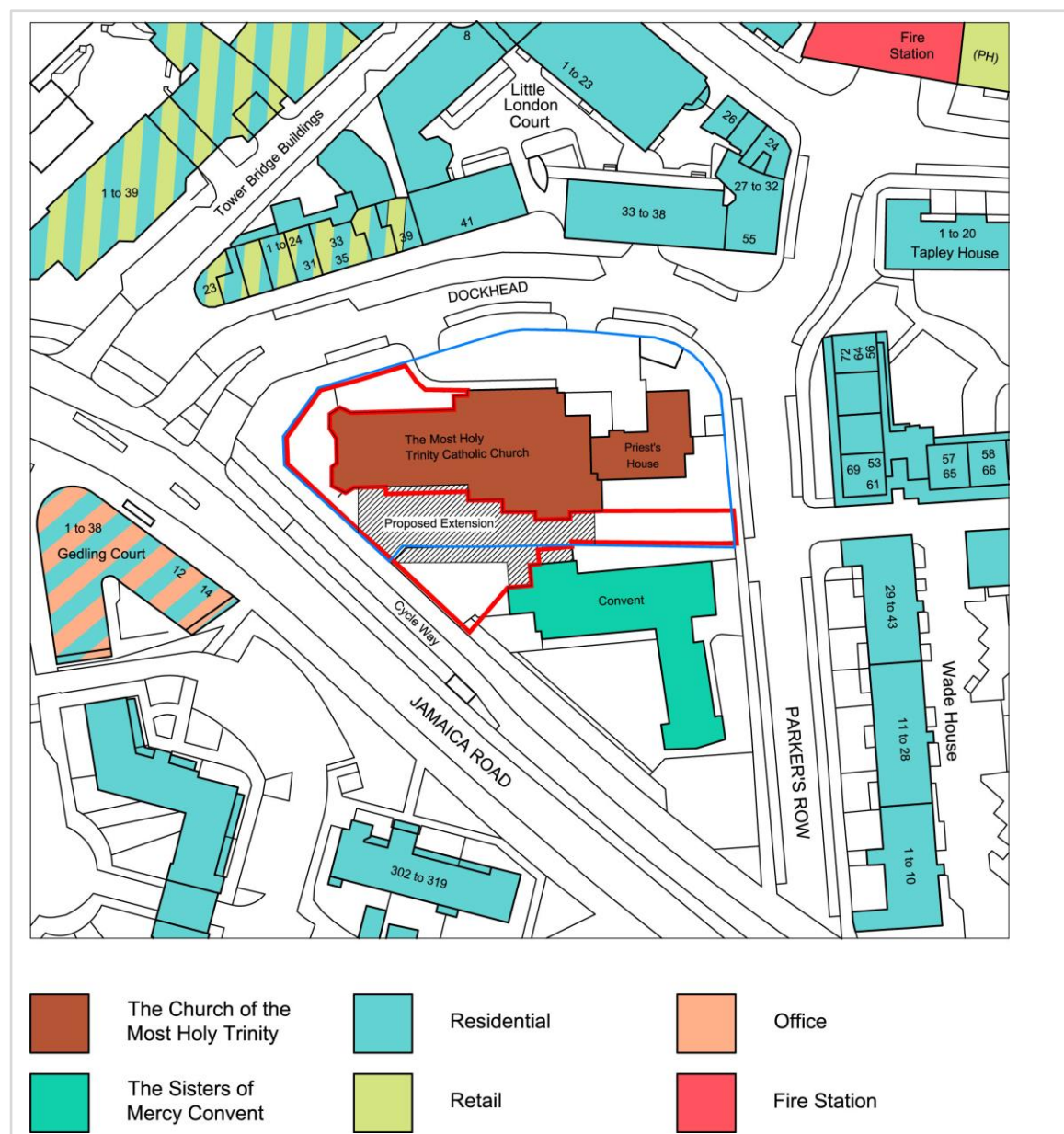


The site for the proposed new annex to the Church of the Most Holy Trinity, is bound by Jamaica Road (A200) to the west, Dockhead to the north and Parker's Row to the east. Adjacent and to the south of the site is the Sisters of Mercy Convent, with the surrounding area predominantly comprised of medium rise residential dwellings, with integrated small office and commercial units. The proposed new annex will link to the church and provide a new hall, meeting rooms, circulation space, toilets and kitchen.

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).

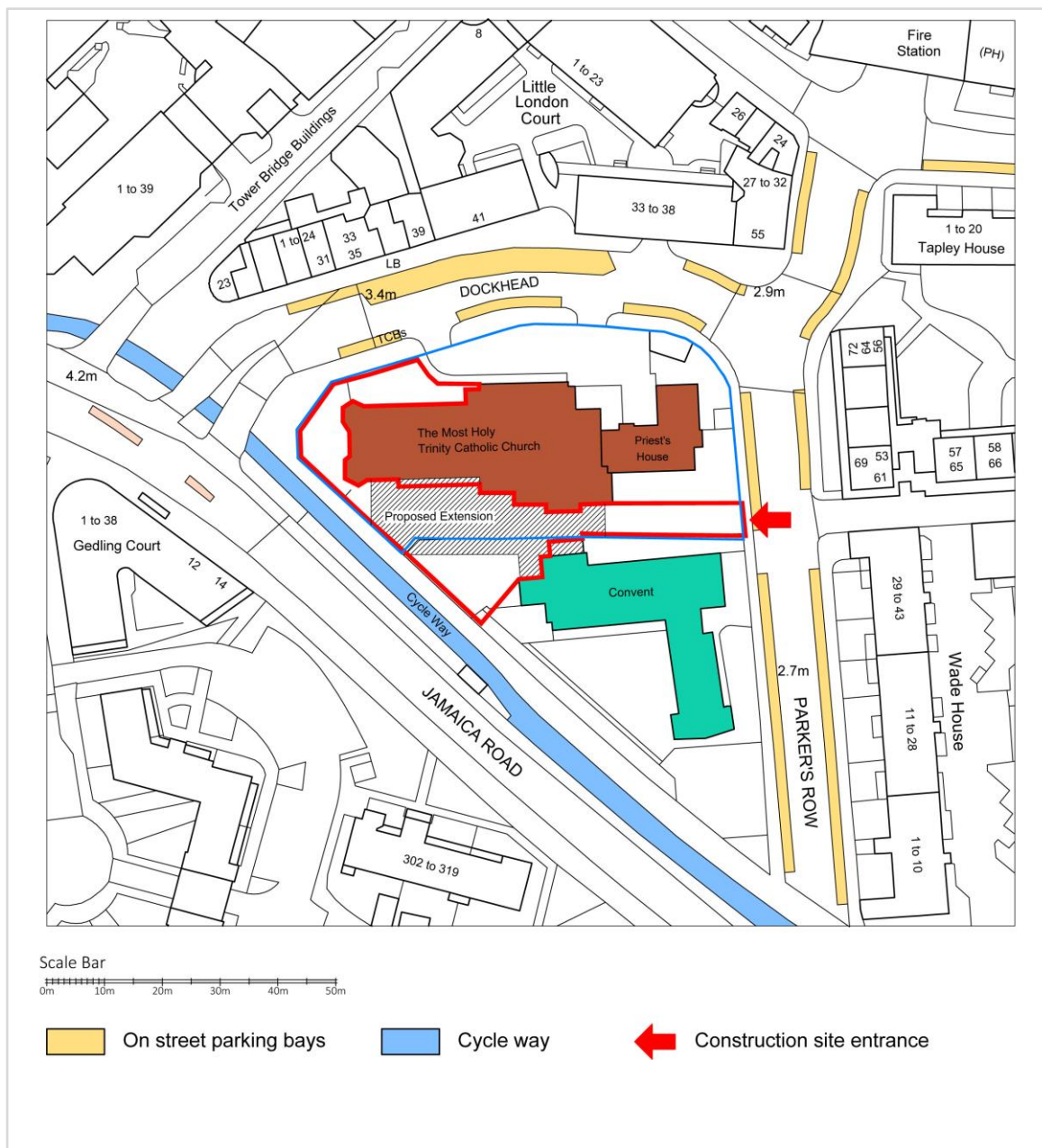
The proposed new annex is single storey with the refurbishment and adaption of an existing basement to provide a plantroom for the annex and additional small meeting room. The majority of the new building will be structured with a steel frame, with the new toilet block to the east being of a traditional masonry construction. The main large elements which will be transported to site are the steel frame for the new building and associated crane. All construction traffic associated with the build of the new annex, will be taken into the site from a new opening formed in the Parish Priest's House garden wall from Parker's Row. Parker's Row is a dead-end street with cars generally parked both sides of the carriageway. A couple of the parking bays near this new temporary site entrance are proposed to be temporarily suspended during the construction phase of the new annex, and the maximum size of construction delivery lorries are being carefully restricted to minimize disturbance to this road.

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 immediate neighbouring building which will be affected by the proposed construction works is the Sisters of Mercy Convent, located to the south of the site and will join the proposed new annex. Further beyond the site and across the roads of Jamaica Road, Dockhead and Parker's Row, which bound the site are numerous residential buildings, with a parade of small shop units north of Dockhead and small office units across Jamaica Road to the west.

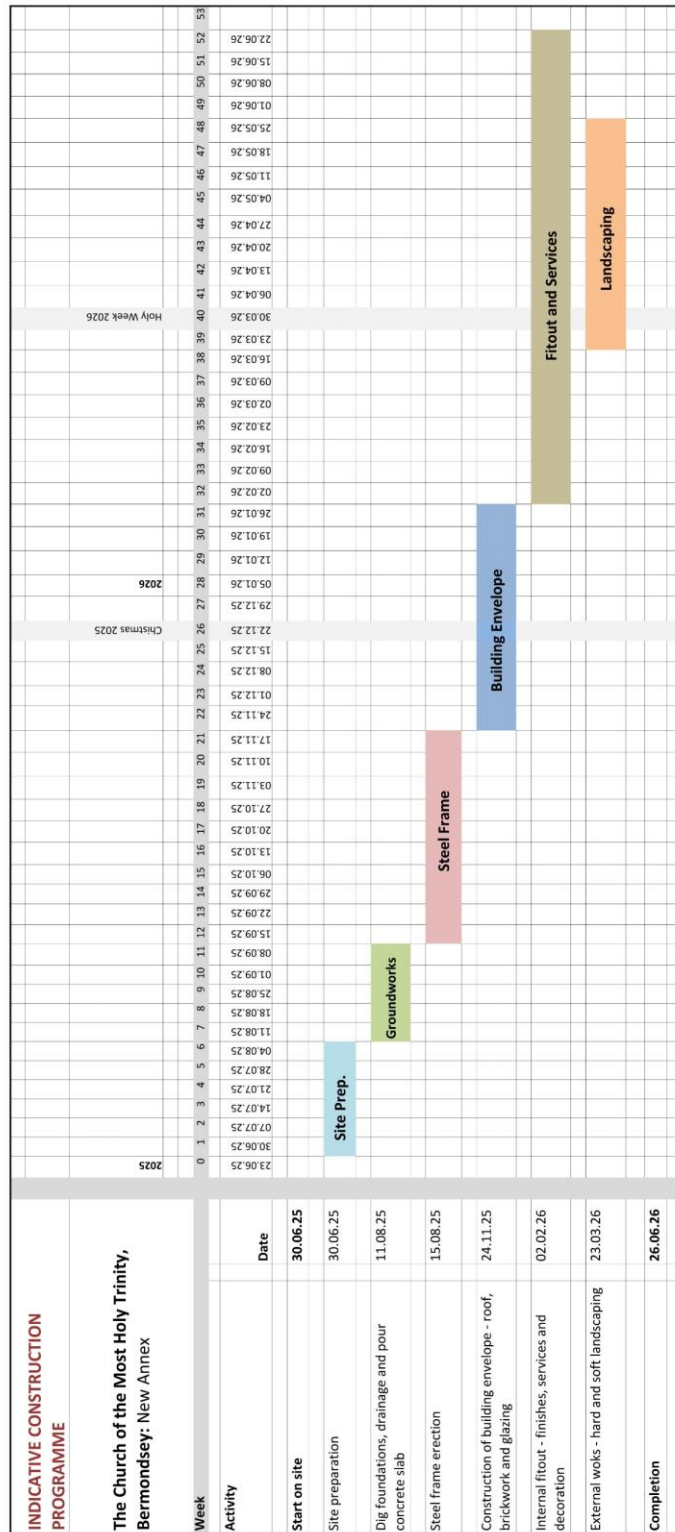
9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.



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).

The Gantt chart on the next page details an indicative construction programme showing the progression of the works once the construction phase commences. At the moment the indicative start date has been shown as the 30<sup>th</sup> June 2025 with a 52 week construction programme completing on the 26<sup>th</sup> June 2026.





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

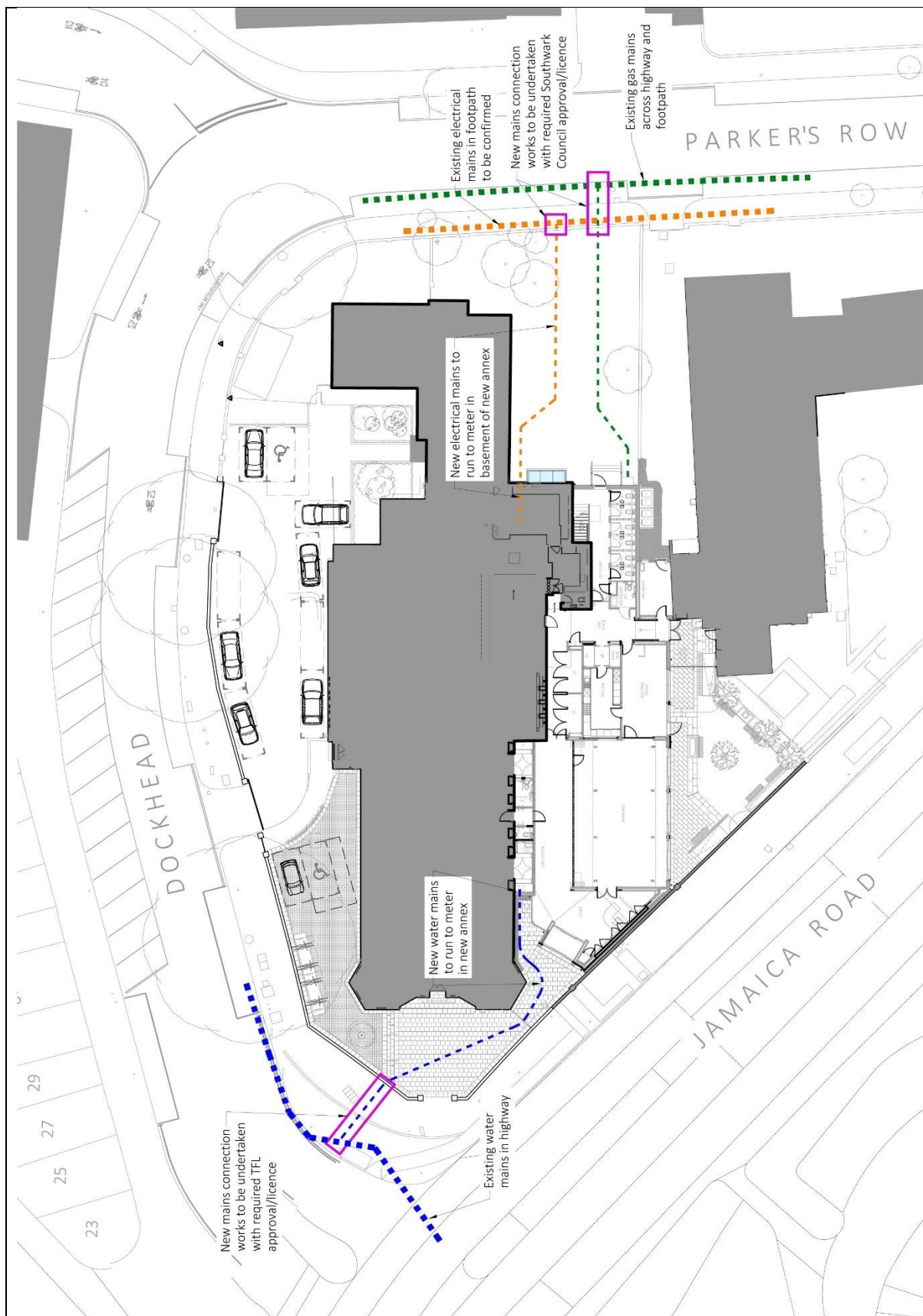
- 8.00am to 6pm on Monday to Friday
- 9.00am to 2.00pm on Saturdays
- No working on Sundays or Public Holidays

The site opens at 7:30am with the work starting at 8am until 4:30 Monday to Friday

Saturday working will be 9:00am to 2.00 pm

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.

Referring to the plan below a new water connection will be made for the new annex to the existing water main adjacent to the Junction of Jamaica Road and Dockhead. A new gas connection will also be made to the new annex from the existing gas main running along Parker's Row to the east. There is a possibility that a new electrical connection may have to be made to the existing electrical mains found in Parker's Row, but this has still to be confirmed.





# 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.

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## 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**

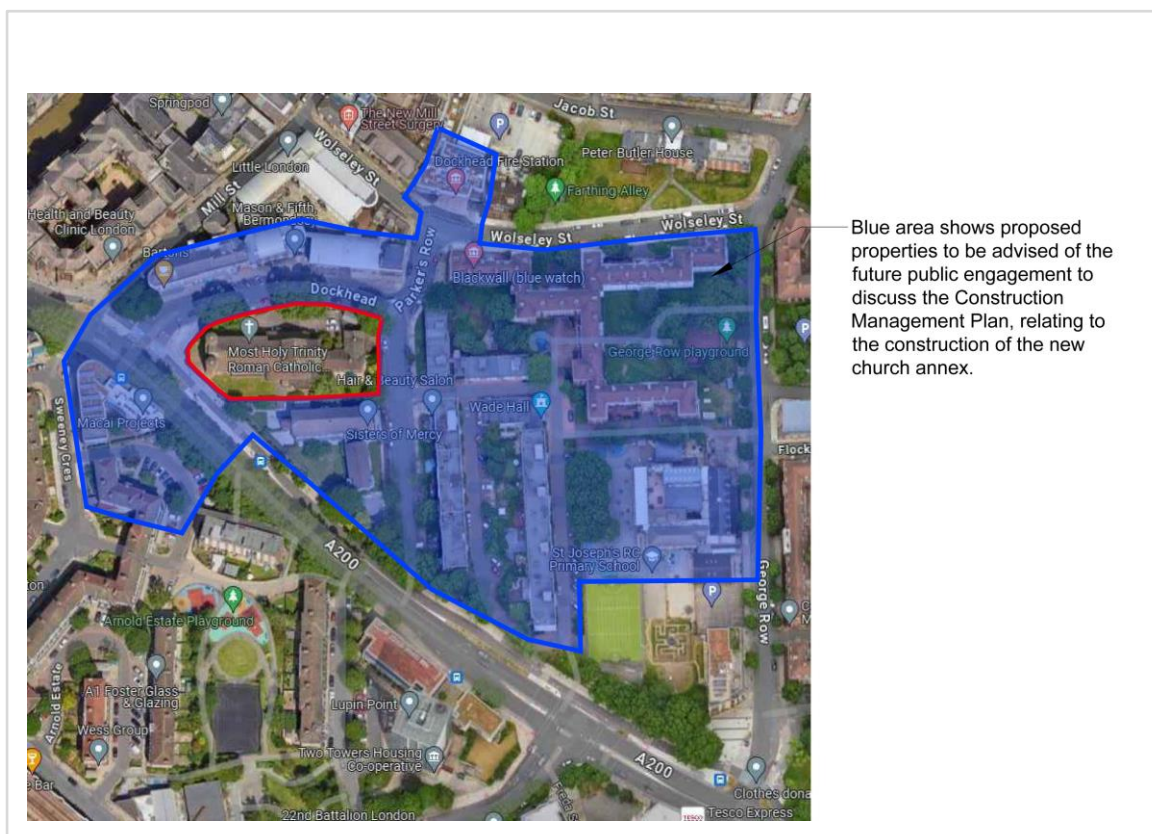
The Council expects meaningful consultation. For large sites, this may mean two or more meetings with local residents **prior to submission of the first draft CMP**.

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.

So that those in the neighbourhood (who could potentially be affected by the proposed construction works), can view and make comment on this draft construction management plan, it is proposed for the church to contact the residents and businesses shown in the area marked blue on the below plan. The church will make contact via a mail drop to each property where possible, providing details of a weblink on the church website providing access to this draft construction management plan, and an opportunity for comments to be left for consideration. The weblink will be made available for a two-week period, and midway there will be an open session in the evening where the neighbourhood can meet the representatives of the church and construction design team to discuss the draft construction management plan further.



## 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 proposed new annex is not regarded as a large project and is not subject to a S106 agreement with a requirement for construction working groups. Therefore, this section is not applicable.

## 15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate.

## IMPROVING CONSTRUCTION

[CONSIDERATECONSTRUCTORS.COM](https://www.considerateconstructors.com)

CONSIDERATE  
CONSTRUCTORS  
SCHEME



Contractor: Ash Contracting Ltd  
Site Name: The Church of the Most Holy Trinity  
Site ID: 517217

Order Reference: SRO39885

Dear Colleague

We acknowledge receipt of your online registration order and fee for this project and confirm that it is now registered with the Considerate Constructors Scheme. We will send you a VAT paid invoice in the next 2-3 working days.

You can manage your registration and track your performance via the [Insights Dashboard](#).

You will shortly receive your Scheme branded materials which should be displayed as soon as possible. To make the most of your registration with the Scheme and to help you prepare for your Monitor visit, we would suggest you take some time to visit the following links,

- the Scheme's [Best Practice Hub](#) for examples of construction industry best practice, case studies, campaigns and e-learning
- review the [Code of Considerate Practice](#) and [Checklist](#)
- Access the [Insights Dashboard](#) to manage your registration, track your performance and review the optional self-assessment checklist ahead of your visit.

If you have any queries, please email [registrations@ccscheme.org.uk](mailto:registrations@ccscheme.org.uk).

Kind regards

### 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.

Southwark Council confirmed during an on-site meeting on 18<sup>th</sup> March 2025, that there are no neighbouring sites that will impact the development.

## 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.**

Southwark is a CLOCS Champion, and as such has made a public commitment to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. All vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the national [CLOCS Standard](#).

Southwark as a CLOCS Champion has committed to:

- embed the requirement to operate to the CLOCS Standard into policy and guidance documents
- ensure the planning process requires submission and approval of an outline and/or detailed CLP that addresses the main transport impact/risks in delivering the project safely before consent is granted
- require a project to have effective CLOCS implementation monitoring mechanisms and to provide to the authority (if requested) CLOCS compliance performance data
- have in place effective enforcement mechanisms to secure prompt action by the project team should a breach occur

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.

Please refer to the CLOCS Standard when completing this section.

Checks of the proposed measures will be carried out by the council to ensure CLOCS compliance.

Please refer to the [CLOCS Overview](#) and [Monitoring Overview](#) for a breakdown of requirements.

# CLOCS Contractual Considerations

17. Name of Principal contractor:

Ash Ltd

18. Please submit the proposed [method for checking operational, vehicle and driver compliance](#) with the CLOCS Standard throughout the duration of the contract.

The contractor will implement the following methods for checking CLOCS compliance

- CLOCS information to be issued to all subcontractors before orders have been placed
- CLOCS registration checks before orders are placed
- When rams are received they are checked for CLOCS compliance
- When delivery's arrive on site the vehicles are checked for CLOCS compliance
- Signage will also be installed

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 become a member of the [clocs become a clocs champion 2021.pdf](#)

Southwark strongly recommends/advise that you and your principal contractor sign up to CLOCS to also make public your commitment, to ensuring the safest, cleanest construction vehicle journeys.

I confirm the contractor (Ash Contracting Ltd) has registered with CLOCS with their registration certificate shown below.







**CLOCS**  
Champion  
Member

## **Ash Contracting Limited**

is committed to ensuring safer, leaner and  
greener construction vehicle journeys

Andy Brooke  
CLOCS Programme Director

Membership valid until

13 May 2026

Membership number: CM012048



Construction  
Logistics and  
Community Safety

[clocs.org.uk](https://clocs.org.uk)

Together we are stronger

# 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.”*

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.

Clients shall ensure the project team develop, implement and monitor a suitable and sufficient CLP.

An approved CLP that, as a minimum, shall:

- have input from significant site and fleet operators
- have identified community considerations
- have considered planned measures
- have risk-assessed and specified safest vehicle routes
- define ‘last mile’ vehicle routes to and from site
- require use of a delivery management system
- require competent site access traffic marshals
- remain responsive to changing requirements

[CLOCS outline CLP template](#)

[CLOCS CLP Guidance](#)

[CLOCS CLP Training](#)

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.

This will be included in the contractor's pre start meeting with the subcontractors and will be passed on to their supply chain.

**21. Control of site traffic, particularly at peak hours:** Principal contractors shall ensure use of an effective delivery management system to minimise congestion, disruption and emission.

Principal contractors shall operate a system that manages deliveries to and from site. This could range from a simple spreadsheet to licensed software. The delivery management system should include capacity to:

- plan and schedule delivery times
- capture vehicle/driver details and accreditation
- co-ordinate with neighbouring sites
- control and reduce peak hour traffic
- include the complexity of holding area

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 9.00am and 2.00pm 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.

[CLOCS app to help monitor efficiencies at the Gate](#)

a. Please provide details [in the construction logistics plan](#), 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.

- Articulated loads – strictly will not be permitted.
- Rigid loads – used for the delivery of smaller plant, equipment, materials, and the removal of spoil because of excavation works. It is anticipated that between 3-5 vehicle movements of this type will occur per day over the duration of the works, with the busiest period being the first 20 weeks of the contract.
- It is anticipated that a typical workforce shift will arrive in 3-6 vehicles (car or LGVs)
- A negligible volume of visitor traffic is expected during the duration of the works.

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

Southwark Council confirmed during an on-site meeting on 18<sup>th</sup> March 2025, that there are no neighbouring sites that will impact the development.

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.

There is only one entrance to the site, which minimises the issue.

We ensure that all deliveries call the Site Manager before attending the site to ensure the area is ready to take the delivery.

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.

The project is not that big and will not require large number of vehicles daily, this will be managed by the Site Manger

The nearest holding area is Great Dover Street and this will be passed on to all subcontractors/ deliveries via the pre start meetings

e. Please provide details of any other [planned measures](#) designed to reduce the impact of associated traffic [such as the use of The Directory of London Construction Consolidation Centres](#)).

We will use as few subcontractors on the project as possible reducing the number of vehicles required on the site, careful planning of deliveries will be considered and ensure that we use just on time deliveries and maximising the space on the vehicles to ensure they are full.

**22. Site access and egress:** Principal contractors shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles.

Principal contractors shall ensure that effective traffic management principles are adhered to by: • minimising potential hazards e.g. using one-way systems, traffic lights and calming measures • assisting with safe vehicle access and egress • using additional equipment such as wide angled mirrors to aid the driver's view of the road

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

As detail 9 there is only one vehicle route on to the site and this will also be used for pedestrians if applicable.

There will be a separate pedestrian entrance from the front of the church using the existing path.

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

As stated above before any deliveries arrive on site, they are required to call ahead to ensure the site is ready to take deliveries. Then a trained banksman will oversee safe access and egress of the delivery.

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).

Please see on the next page Pegasus Group swept path analysis drawing P23-2149 SK01 C for manoeuvring a 12m rigid vehicle in and out of the temporary site entrance from Parker's Row.



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.

#### Wheel wash

- Roads will not be affected by mud or spoiling from vehicles delivering to the site. All vehicles (muck away) shall be covered and loaded from hard standings to prevent spoil on the tyres from being transferred to roads or falling from the vehicles onto roads.
- If the above method of keeping the wheels clean fails, there shall be a stand-by portable wheel-wash system (water jet spray, pump and browser) to clean wheels, water discharging into existing drainage and larger deposits cleared away with shovels and containers.
- If applicable a road sweeper will be introduced at regular intervals to maintain the roads.

**23. Vehicle loading and unloading:** Principal Contractors shall ensure that vehicles are loaded and unloaded on-site as far as is practicable.

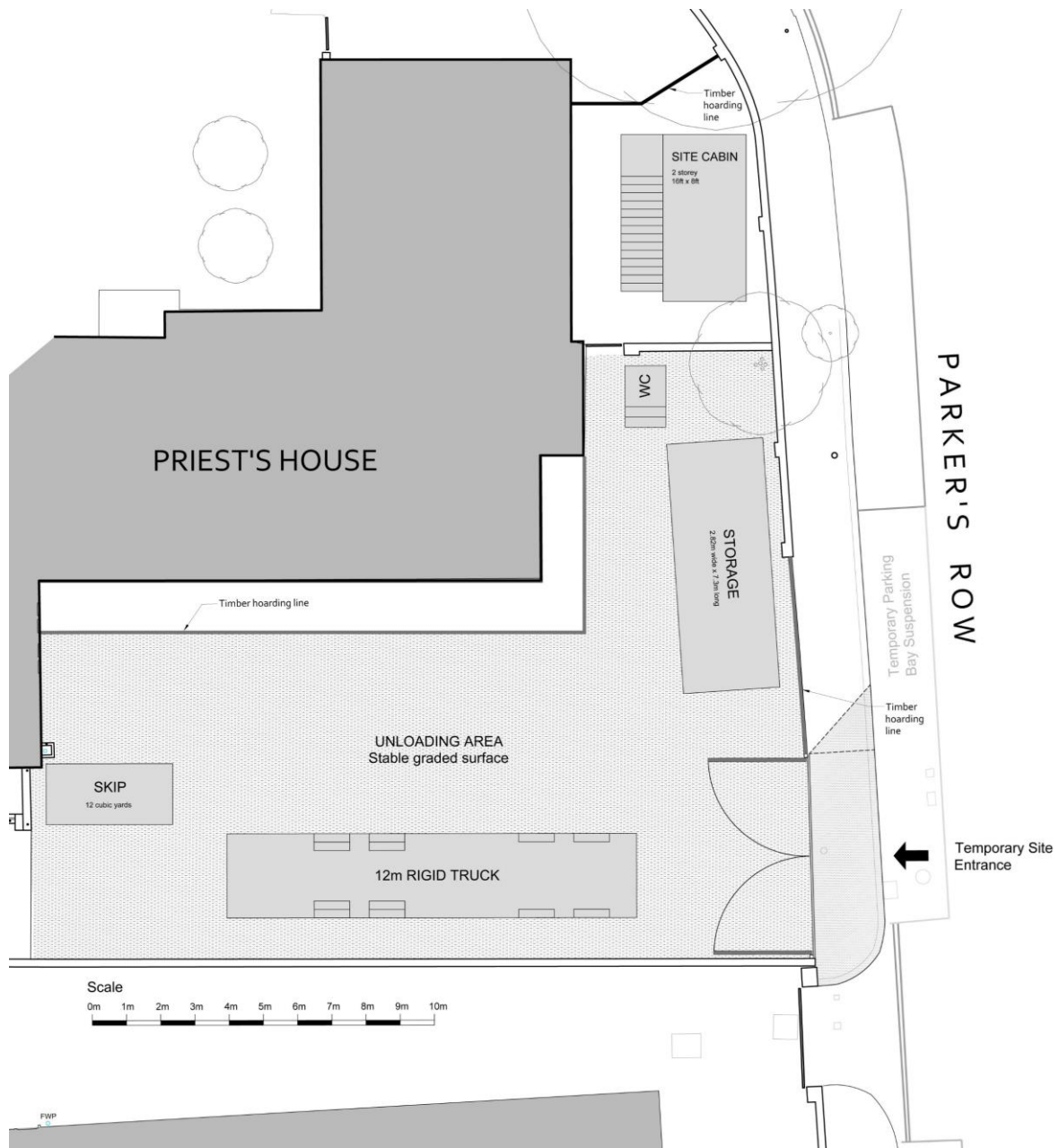
Principal contractors shall either: • Provide a stable, graded surface on-site for vehicle loading and unloading, or • Identify a suitable 'off-loading' area off-site

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.



Please see below proposed site set up drawing for the construction works, showing access into the site for construction vehicles, unloading area, storage of materials, skip for waste and site cabins with welfare facilities.



## Southwark Council working in partnership with the Considerate Contractors Scheme.

**Our aim:** To raise standards within Southwark and the construction industry in general.

Southwark Council are Client Partners with the Considerate Constructors Scheme and are committed to making sure all projects are registered. Therefore, we ask that you and your principal contractor allow for Site, Company and Supplier Registration with the Considerate Constructors Scheme, including the appropriate fee, and ensure compliance with the Scheme's Code of Considerate Practice to also make public your commitment, to ensure best practice measures are implemented throughout the duration of your development.

Construction sites, companies and suppliers voluntarily register with the Scheme and agree to abide by the Code of Considerate Practice, designed to encourage best practice beyond statutory requirements. For more information on the Code, please click [here](#).

The Scheme's main areas of concern fall into three categories: the general public, the workforce and the environment.

[Click here to find out about the three types of registration with the Scheme](#)

### Raise standards in Southwark and the construction industry.

#### Why?

The construction industry has a huge impact on all our lives, with most construction work taking place in sensitive locations. If all construction sites and companies actively demonstrated competent management, efficiency, awareness of environmental issues and above all neighbourliness, then they would become a positive advertisement, not just for themselves but for the industry as a whole.

#### What?

The Code of Considerate Practice commits those sites, companies and suppliers registered with the Scheme to care about appearance, respect the community, protect the environment, care about safety and value their workforce.

#### Who?

The Scheme is open to construction sites, companies and suppliers of all types and size and for every type of construction activity, with many construction companies and clients automatically registering all their work as company policy.

#### How?





Through the monitoring of registered sites, companies and suppliers, and the displaying of posters around the construction site, promoting registration with the Scheme. If passers-by wish to comment, the name and telephone number of the site manager or company contact is clearly displayed, alongside the freephone telephone number of the Scheme's administration office. Registered companies and suppliers also display a vehicle sticker or magnet, showing their unique registration number, on every vehicle used on the public highway.

### **When?**

- Sites should be registered before any construction activity commences, including initial demolition work.
- Construction companies, including main and trade contractors, can register at any time.
- Construction suppliers can register at any time.

### **Benefits**

Over 90,000 sites and more than 1000 companies have already registered with the Considerate Constructors Scheme, recognising the many advantages that come with being part of an organisation actively helping to raise standards in the construction industry.

Sites, companies and suppliers that choose to register with the Scheme are monitored against a five-point code of Considerate Practice which commits them to care about appearance, respect the community, protect the environment, care about safety and value their workforce.

### **The benefits of registering with the Scheme include:**

- Nationally recognised membership, recommended by local authorities, the Government, main contractors and major industry clients.
- Gain a competitive edge with prospective clients by demonstrating a commitment to high standards.
- Considerate Constructors Scheme branding and recognition.
- Listing on the Scheme's website for registered companies and suppliers.
- Independent assessment by experienced industry professionals who will also advise and guide.
- Assess and benchmark performance and strive for development and improvement.
- Viewed positively by planning authorities, demonstrating a commitment to community engagement and minimising impact.
- Opportunity to win National Awards.

# Highway interventions

Please note that Temporary Traffic Regulation Orders (TTROs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off. [Roads and Highway Licences](#)

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.

Please provide details of any proposed parking bay suspensions and TTRO'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](#).

Due to the location of the temporary site entrance, we will need to apply for parking suspension of two bays on Parkers Row as shown on diagram in section 27.

## 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.

No storage or accommodation to be situated on the highway

- 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 on next page St Ann's Gate Architect's drawing 1121-400-220 showing details of temporary site entrance to be constructed through existing brick boundary wall of Priest's House gardens along Parker's Row. These details show a localised area of the existing brick wall to the Priest's House garden to be carefully dismantled with the intension of reusing the same bricks to later rebuild the wall following the construction phase. If some of the old bricks cannot be reused then new bricks to closely match existing will be used to provide the same boundary wall before the works commenced. This drawing also shows the existing pavement to be locally relayed in tarmac with a dropped kerb reusing the existing kerb stones to provide a relatively flush access for vehicles to enter the temporary site entrance.



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

The public footpath is to be closed due to the site entrance. A footpath diversion is to be created where ramps will be used. See diagram shown in section 27.

## **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).

No public highway diversions needed.

## **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.

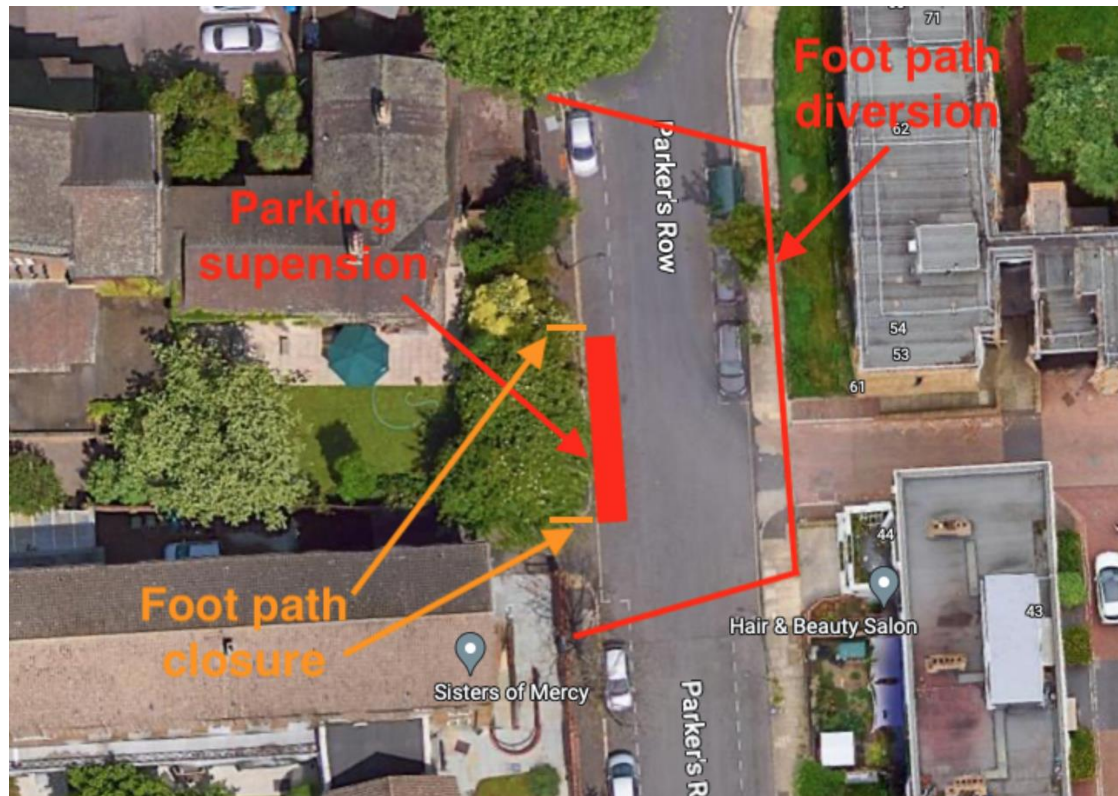
Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding, gantries and any excavations on the highway.

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 / processes.

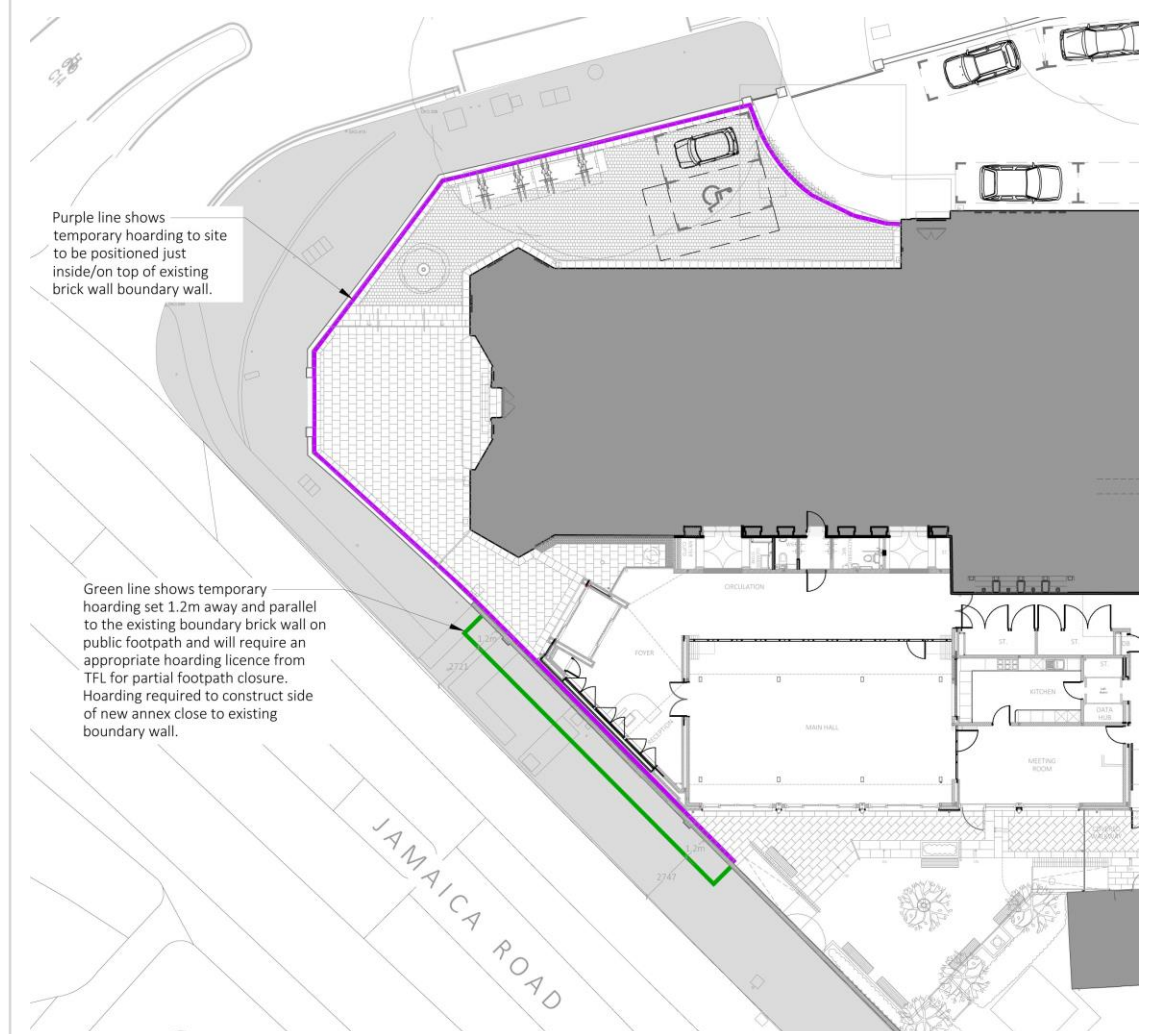
The public footpath is to be closed due to the site entrance. A footpath diversion is to be created where ramps will be used.





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.

A 1.2m wide strip of land along Jamaica Road is proposed to have temporary hoarding constructed to allow the south west elevation of the new annex to be constructed close to the boundary wall (line shown in green). This hoarding will provide security to the site and safety from the works to the public using the public footpath/cycle way. An application will be made to TFL for a licence to temporarily and partially reduced the width of the footpath and to construct this hoarding.



# 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: [networkdevelopment@southwark.gov.uk](mailto:networkdevelopment@southwark.gov.uk)

End of form.