Construction/ Demolition Management Plan

The Hall School

23 Crossfield Rd

London NW3 4NT

Planning Ref : 2020/5867/P

Camden

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
28/09/2022	DRAFT	Steve Cutler

Additional sheets

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

Date	Version	Produced by
Appendix A – Location Plan	DRAFT	Steve Cutler
Appendix B – Traffic Routing Plan	DRAFT	Steve Cutler
Appendix C - TMP	DRAFT	Steve Cutler

Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to all construction activity both on and off site that impacts on the wider environment.

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 nature 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 the Construction Logistics and Community Safety (**CLOCS**) Standard and the Guide for Contractors Working in Camden.

Camden charges a fee for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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 during construction. 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 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.**"

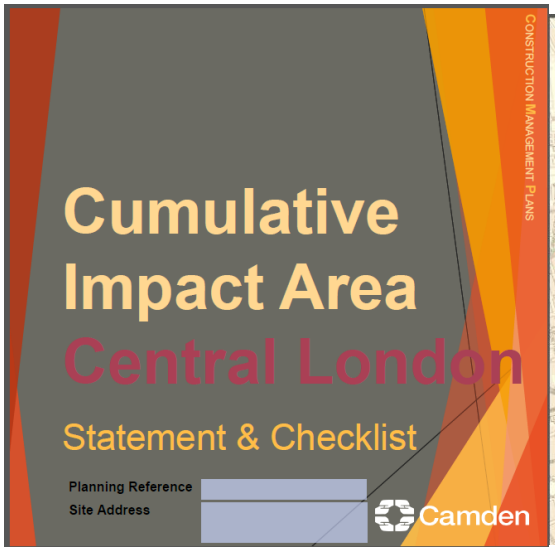
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP. Please only provide the information requested that is relevant to a particular section.

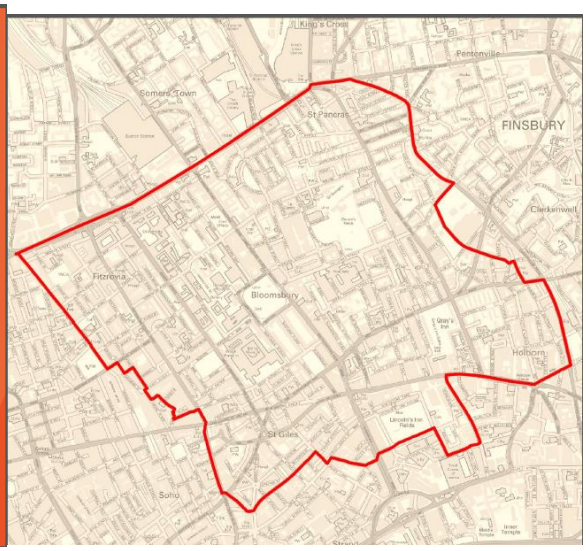
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

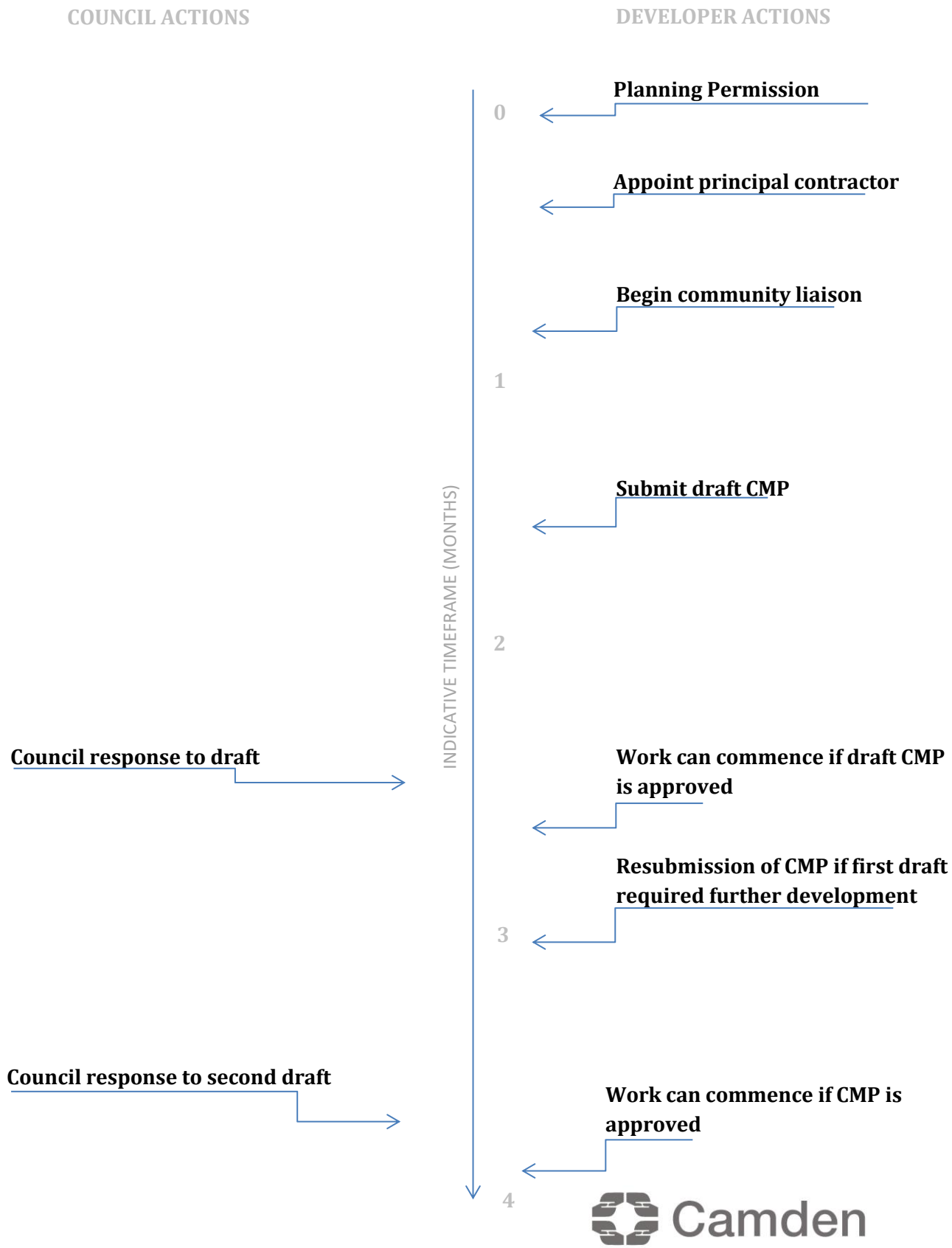
IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans





Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
Begin community liaison
1
Submit draft CMP
INDICATIVE TIMEFRAME (MONTHS)
2
Council response to draft
Work can commence if draft CMP is approved
Resubmission of CMP if first draft required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

Address:

The Hall School, 23 Crossfield Road, London NW3 4NT

Planning reference number to which the CMP applies: 2020/5867/P

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

Name: Steve Cutler, Lifebuild Solutions Ltd

Address: 2 Buckingham Place, Bellfield Road West, High Wycombe, Bucks, HP13 5HW

Email: steve.cutler@lifebuild.co.uk

Phone: 01494 557710 or 07964 607220

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: Dave Moran

Address: 2 Buckingham Place, Bellfield Road West, High Wycombe, Bucks, HP13 5HW

Email: david.moran@lifebuild.co.uk

Phone: 07917 903314

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 the Community Investment Programme (CIP), please provide the contact details of the Camden officer responsible.

Name: Dave Moran

Address: 2 Buckingham Place, Bellfield Road West, High Wycombe, Bucks, HP13 5HW

Email: david.moran@lifebuild.co.uk

Phone: 07917 903314

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: Ken Adams

Address: 2 Buckingham Place, Bellfield Road West, High Wycombe, Bucks, HP13 5HW

Email: ken.adams@lifebuild.co.uk

Phone: 01494 557710

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 is located at an existing school in Crossfield Road London NW3 4NT. The school stands in its own grounds in a residential area of North London near the junction of Crossfield Road and Adamson Road and opens directly onto Crossfield Road. The existing building was constructed in the 1980's and consists of a lower ground floor, ground floor and three upper storeys. The building forms part of a terrace. To the right elevation it is joined to another school building and to the left is a private dwelling. Neither of these form part of the works

A site location plan is included in Appendix A

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 works consist of the removal of the existing roof over the Wathen Hall and the construction of a new extension above the existing structure providing four new classrooms and associated resource and storage space.

In addition, significant refurbishment of the existing building will also be undertaken

The primary challenges of the site include

a) The storage of materials and the removal of demolition materials from the site
b) The proximity of local residents and school staff pupils and visitors
c) Potential conflicts with other road users including pedestrians & cyclists
d) Keeping neighbouring building users informed and liaising with them to accommodate their reasonable needs during the course of the works.
e) Potential noise, dust and vibration nuisance to adjacent properties
f) Delivery of materials through congested narrow streets
g) Craneage & hoisting of materials

8. 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).

Works are anticipated to commence 30th May 2023 to coincide with the schools half term, and are expected to last approximately 46 weeks

9. 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 standard working hours for construction sites in Camden will be strictly adhered to

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

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.

10. Sensitive/affected receptors

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.).

Nos 14 – Crossfield Road

Nos 4 -12 Strathray Gardens

Eton Court, Eton Rd

Nos 22 -37 Adamson Road

11. 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 the draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

The school issued a CWG letter to the local neighbours on 6th April 2023 and LIFE Build issued letters regarding the requirement for temporary traffic orders on 17th April - see appendix I & I.1 for copies of the letters

These were hand delivered to the following parties :

Strathray Gardens; No. 1 (flats 1-5), No 2 (flats 1 -3), No. 3 (flats 1,2), No.3 (flats 1 - 3), No. 4 (flats 1 - 3), No.5 (flats 1, 2), No.6 (flats 1-6), No.7, No. 8 (flats 1-5), No.9 (flats 1-12), No.10 flats (1-5), No.11, No. 12 (flats 1-12) and

Crossfield Road; No. 1 (flats 1-4), No.2 (flats 1-4), No.3 (flats1-4), No.4 (flats 1-4), No.5 (flats 1-3), No.7 (flats1-6), No.7 (flats 1-4), No.8 (flats 1-4), No.9 (flats 1-3), No. 10 (flats 1,2), No.14 (flats 1,-3), No.15 (flats1 -3), No.16 (flats 1 -3), No.18 (flats 1 -3), No. 19 (flats 1,2), No. 20 (flats 1 -4), No.21 (flats 1-4), No. 22 (flats 1-4), No. 23 (flats 1-3), No. 24, No.25, No. 26, No.27, No.28, No.29, No.30

Eton Avenue NW3 3H; No. 50 and 52

Letters were posted to the residents of the following residences, as individual letterboxes are not accessible for hand deliveries:-

Eton Court; addressed to the residents of apartments 16-29, 30-43, and 44-57

"Adamsfields"; 28 Adamson Road, NW3 3JB - addressed to the residents of flats 1-10

Headmaster of Hereward House School, at 14 Strathray Gardens.

40 Eton Court

10 Strathray Gardens

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this 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 Site Manager Dave Moran will be responsible for community liaison. He will be supported by the Contracts Manager Steve Cutler. Contact details for both will be circulated to local residents and businesses in the form of a letter of introduction prior to works commencing. During the project regular newsletters will be produced containing information on the progress of the works along with notice of any upcoming works which may cause disruption. These will be circulated via post and through the school. CWG meeting was held on Wednesday 26th April 2023, CWG did not require any changes to the CMP. Please see the minutes from the CWG meeting Appendix I.2

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires CCS site registration for the full duration of your project including additional CLOCS visits. Please provide the CCS site ID number that is specific to the above site.

Contractors will also be required to follow the Guide for Contractors Working in Camden. Please confirm that you have read and understood this, and that you agree to abide by it.

The site will be registered with the Considerate Constructors Scheme (CCS). The site reference number will be confirmed.

The contact details for the site manager will be clearly displayed outside the site and also provided in a letter of introduction to local residents who may be affected

The CCS complaints sheet will be used to record any matters that arise and investigations will be undertaken for all matters raised. Subsequent actions and improvements will be implemented where necessary.

The CLOCS scheme, guide for contractors working in Camden, and Camden's Considerate Contractor's manuals will be displayed in the site welfare facilities and referred to in the site induction

14. Neighbouring sites

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

We will liaise with the council prior to works commencing on site to establish other sites in the vicinity that have construction vehicle movements that require co-ordination with.

All reasonable efforts will be made to co-ordinate the scheduling of construction traffic movements with those of any nearby developments

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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

Lifebuild Solutions Ltd

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract.

All suppliers and contractors will with issued with the CLOCS standard for construction logistics with their orders. A record of all deliveries will be kept and a CLOCS compliance checklist undertaken

As part of our order documentation to our supply chain, the following statement will be included:

'all drivers of vehicles over 3.5T need to have undertaken Safe Urban Driver training. Our traffic marshall will be checking training certificates as part of his duties, so you need to ensure that your drivers have the relevant training certificates with them or undertake the training before attending this site

Your vehicles must be fitted with blindpsot minimisation equipment (Fresnel lens / CCTV) and audible left turn alerts'

Our traffic marshall will keep a log of all deliveries and check both of the above items

17. 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.

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

Lifebuild will sign up to the CLOCS community and will forward CLOCS standards with all orders to their supply chain

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.

18. 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, stations, public buildings, museums etc.

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.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

Vehicles will approach the site via the A41 leaving at Swiss Cottage and joining Adelaide Road (B509). They will then turn left onto Primrose Hill Road and then Left again into Eton Ave.

From there traffic will turn right onto Lancaster Grove then Left into Crossfield Road.

Following offloading at site, vehicles will continue down Crossfield Road turning right onto Eton Ave and then left onto Winchester Road. This will lead the traffic back to the B509 Adelaide Road and via a left turn back to the A41 and the major road network

A marked up traffic routing plan is included in appendix B

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

The main contractors traffic management plan (TMP) will be issued to all trade sub-contractors and materials suppliers alike as part of their pre-appointment documentation. The TMP will be discussed during site inductions and each sub-contractors foreman will be advised of the need to notify the site manager of anticipated deliveries 24 hours in advance

To manage site traffic a delivery booking system in the form of a whiteboard will kept updated in the site office showing on what days and at what times deliveries are expected. This will be updated daily and will show the next two weeks in advance.

Delivery drivers will be required to call the foreman / site manager at least 15 minutes before arrival, so that appropriate labour and plant can be prepared in readiness.

Should deliveries clash, then the second driver will be told to divert away from site outside the borough and await a call to advise that the delivery area has been cleared.

This plan will ensure vehicles are not left waiting or circulating adjacent to the site causing an obstruction.

A copy of the traffic management plan is included in appendix C

19. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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.

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

We have prepared a schedule of anticipated numbers of delivery vehicles – See Appendix D

The construction vehicles likely to access the site are as follows

- Demolition lorries – 3.5m tippers 5m long and 7.5 T trucks 7m long
- Concrete mixer – These will be a standard ready mixed lorry with an approximate size of 8.4m long by 2.4m wide. Deliveries will take place during the structural phase of the project and a maximum of 6 vehicles could be expected on the day of a concrete pour with a maximum dwell time of 45mins
- Box van (Luton type) – these will be utilised for all ancillary deliveries and small components. The approximate size of these vehicles is 8m long by 2.1m wide. We would expect a maximum of 3 deliveries per day with a maximum dwell time of 45mins
- Rigid Lorry – These are typically 10m long and will need outriggers extended to 5.5m wide to offload via hiab. Each delivery will take approximately 30 mins to offload. These will be expected twice weekly throughout the project duration
- Skip Lorry – 2.1m wide by 3.75m long - We expect two collections per week throughout the project duration
- Mobile crane – for the lifting of the roof steels and mechanical plant onto the roof

We agree to minimise peak time construction vehicle movements. All contractors / suppliers will be required to book in deliveries with the site management team 48 hours in advance of deliveries being made and a time slot will be allocated

We propose to suspend two parking bays in Crossfield Road for the duration of the project as noted in appendix G

We have one concrete slab that needs to be poured over the Wathen Hall roof. A further parking bay will be suspended ahead of the casting date to allow the concrete pump to be set up and for the concrete wagon to be parked. The concrete supplier will be required to deliver at intervals so that no waiting in Crossfield Road is undertaken by a second mixer

The bulk of the materials will be hand off loaded and no materials will be stored on the road / pavement out of hours

A mobile crane is needed to lift the steelwork and mechanical plant over the existing building and into position. The crane needs to set up in Crossfield Road and we provide a plan in appendix H.2 showing where the crane will set up and the diversion route that is proposed. We will obtain a traffic management contractors drawing showing the proposed diversion routs and submit with the road closure application

Due to the nature of the works, we anticipate that vans will be used to deliver most of the materials and we will have labour on site to hand off load daily. There may be a couple of instances where a hi-ab is required and we propose that this sits in the yellow line area adjacent to the lower ground floor access staircase. This location is opposite Adamson Road where the junction makes for a wider road. We propose to install chapter 8 barriers around the vehicle and set it slightly into the road to allow the delivery to be off loaded onto the kerb line ready for immediate hand off loading into the building

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

Works are not due to commence until May 2023 half term and we will liaise with the council prior to works commencing on site to establish the location of any other sites in the vicinity that have construction vehicle movements that require co-ordination with.

All reasonable efforts will be made to co-ordinate the scheduling of construction traffic movements with those of any nearby developments

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

We append swept path analysis drawings for the various junctions on the approach to the site. At the Lancaster Grove / Crossfield Road junction, the tipper (none will be used) and rigid lorries will not be able to pass should a car be parked in the end bay in Crossfield Road, so we will seek consent / make payment to suspend the parking bay ahead of the bays needing to be suspended. The following instances are envisaged : steelwork delivery (4 days)

Having undertaken the swept path analysis, our supply chain will be instructed not to use rigid lorries unless the material being delivered (i.e steel) necessitates that size vehicle being used

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

The project is relatively small and large numbers of deliveries to site are not anticipated

However, Adelaide Road has a section of single yellow line as well as a resident parking permit scheme in place and could potentially be used for holding vehicles that arrive outside of their allocated delivery time.

There are also a number of parking bays directly outside the site in Crossfield Road which will need to be suspended for deliveries to offload.

During the steelwork erection period three further bays will need to be suspended for the delivery vehicles to be parked up

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

We will investigate the potential for using construction material consolidation centres and other measures such as electric vehicles to reduce the impact of traffic associated with the development works.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

Whilst waiting for offloading, drivers of delivery vehicles will be instructed by our traffic marshall to turn off engines to reduce noise and air pollution from engine exhausts

This will be included in the traffic management plan issued to all sub-contractors and material suppliers

20. 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)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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 site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

Site delivery vehicles are to park up on the highway and thus this section is not applicable. The pedestrian access route for deliveries is shown on the site plan in Appendix E

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

All vehicle movements to and from the site will be supervised by trained traffic marshal's or banksmen who will manage the interaction between construction vehicles and other road users in Crossfield Road

See appendix F for the proposed off loading area (see also appendix I for the plans appended to the residents TTO letter)

We will seek consent from the council for temporary suspension of the footpath while concrete lorries discharge and the material is pumped into the site (one day envisaged)

The site manager will constantly review the anticipated number and timings for the following days with input from the suppliers and specialist subcontractors

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Appendix K for the swept path analysis drawings. These show that rigid lorries cannot turn from Lancaster Grove into Crossfield Road without the suspension of one parking bay - as noted in our response to Q19c

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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

Wheel washing facilities will not be required as vehicles will not be leaving permanent hardstanding for loading or unloading. The footpath will be swept clean after each delivery

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Due to the restricted nature of the site vehicles will be parked and unloaded in Crossfield Road immediately opposite the site entrance. This will require the suspension of 2no parking bays for the duration of the works. See Appendix F for marked up site plan

b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

As stated in response to Q20b All vehicle movements to and from the site will be supervised by trained traffic marshal's or banksmen who will manage the interaction between construction vehicles, other road users & pedestrians in Crossfield Road

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

See Appendix G for Local Highway network plan

Site access shown in Appendix E

23. Parking bay suspensions and temporary traffic orders

Parking bay suspensions should only be requested where absolutely necessary and these are permitted for a maximum of 6 months only. For exclusive access longer than 6 months, you will be required to obtain a Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - including details of the expected duration in

months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

As stated previously parking bay suspensions will be required in Crossfield Rd immediately outside the site to facilitate loading & offloading and also to place a waste skip for the project duration (46 weeks)

A road closure will be required in Crossfield Rd between the junctions of Adamson Road and Eton Avenue for the siting of a mobile crane. The road closure would be required for two weeks whilst the steelwork and roof plant was installed

Applications for permissions will be made at the appropriate time

24. Occupation of the public highway

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. 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 justification of the proposed occupation of the public highway.

The Hall school site is completely landlocked on all sides with the only access available as shown previously in appendix E.

There is no vehicle access available between the adjacent buildings so all materials need to be offloaded on the highway and walked through the existing building. The frontage of the school sits directly adjacent to the public footpath, so no space exists to place a waste skip on school property

The site office and welfare areas will use existing lower ground floor rooms with the building

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

No alterations to the public highway are anticipated

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

During the planned road closure for the steel erection and concrete pumping a diversion will be necessary during working hours. See Q9 re working hours.

The proposed route is shown in Appendix H.2

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining properties, including fire escape routes. 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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

The site is located behind the existing building façade there will be no hoarding or scaffold required to the elevation facing the public highway

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

No Scaffolds will overhang the public highway on this project

A temporary mobile crane sited in Crossfield Road will be required to erect the steel frame. A road closure will be required to carry this out. The proposed crane location is shown in Appendix I

27. Services

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.

No new utility connections are anticipated

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.

The existing roof finishes / concrete slab over the Wathen Hall are to be removed, with a scaffold crash deck being provided underneath. We propose to remove the slab during August 2023 using hand held breakers and will abide by the working hours. All waste materials will be wheel barrowed through the school (with ramps over the steps) for loading into waiting skips. Other noisy works include the forming of structural openings in the brickwork see Q9 re working hours

The four classroom roof extension works involves a new steel floor, metal decking, concrete slab, steel frame, SFS structural wall lining, curtain walling, rainscreen cladding, external balustrade and green roofing works. The bulk of the materials will be loaded vertically using an electric hoist located a secure area within the school playground .

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.

The majority of the works are internal refurbishment so the risk of noise nuisance outside the site boundary should be minimal. However part of the works involves removing the roof to the Wathen hall which is to targeted to take place in the summer 2023 and constructing a new floor and roof above. This will involve some demolition and the erection of a small steel frame

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

During the superstructure works phase to Wathen Hall we would anticipate noise levels of approximately 85dB

For the refurbishment works this will be significantly less as works will be carried out inside the existing building

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.

Noisy work will be restricted to agreed working hours with no works being carried out on evenings, Sundays or Bank Holidays. See Q9 re working hours

Contractors will use well maintained and silenced plant and equipment

Contractors and suppliers will be encouraged to use electrically powered vehicles where possible

Notice will be given to affected residents of any planned unavoidable noisy operations

Alternative methods or plant will be investigated and used where possible

Acoustic screens will be erected around noisy plant or operations

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

The project manager has attended the Site Managers Safety Training Scheme Course

This course covers all elements of the construction works including information on controlling noise and vibration as detailed in BS 5228:2009

Copy of certificate shown below


citb

citb

Site Safety Plus

To certify that

David Christopher Moran

has successfully completed the following course

Site Management Safety Training Scheme Refresher

For the Construction and Civil Engineering Industries

Course completion date: 14-08-2020

Certificate expiry date: 31-08-2025

Braden Connolly
Director of Products and Services

Issued Date: 24-08-2020 955085 Registration No: 929285

33. Please provide specific details on how air pollution and dust nuisance arising from dusty activities on site will be prevented. This should be relevant and proportionate to activities due to take place, with a focus on both preventative and reactive mitigation measures.

Current guidelines and recommendations will be followed

Scope of work – Dust Emitting Activities

- Demolition – removal of the existing roof
- Internal Soft strip to existing building

In accordance with guidance given in the Control of Dust and Emissions during Construction and Demolition Supplementary Planning Guidance July 2014, the dust emission magnitude for this project has been assessed as Small

Control of Dust on Site

Prevention measures include

- Avoidance of dry sweeping of large areas and use of vacuum instead
- Damping down
- Removal of waste materials in a timely manner
- Dust collection on tools and plant

Suppression Measures

- Application of dust suppressants
- Covering of materials and waste skips
- Use of plant with dust suppression/ collection measures incorporated
- Ensuring adequate water supply on site

Containment Measures

- Enclose operations with a high potential for dust production
- Checking on road vehicles for compliance with London Low Emission Zone

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.

The project does not involve any bulk excavation and vehicles are unable to access the site so the potential for dirt or dust to be transferred to the highway is extremely low.

Dirt or debris accidentally left by delivery vehicles will be cleaned immediately by the traffic marshals. The areas will then again be cleaned and swept at the end of every shift.

An open order with a local road sweeping company will be in place should the need arise

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

Operations including those involving noise, vibration and dust will be monitored by the main contractors site management team as appropriate for the works being carried out on a particular day.

Noise Monitoring

The site manager will carry out attended manual noise measurements both at regular times and at times of particularly noisy works. Measurements will be taken with a hand-held sound level meter at the site boundaries and in the street on the pavement. The sound level meter will give a direct reading in decibels and a stopwatch will be used to time the meter readings.

Levels will be recorded on a noise monitoring field record sheet

The results will be compared to the predicted and acceptable levels and should they exceed these by +3dB a system of investigation will be employed as detailed below

- Note the general data on the record sheet
- Inspect the equipment to ensure correct working and calibration date
- Recheck noise levels
- Erect acoustic screening around activity
- Recheck levels with screening in place
- Investigate alternative methods
- Recheck using new working method
- If levels are still too high ensure activity is carried out in an agreed noisy works period only which has been communicated to affected parties.

Vibration Monitoring

There are no planned piling works or breaking of existing concrete so the risk of vibration is extremely low therefore continuous monitoring of vibration levels not deemed necessary

Dust monitoring

The site will follow best practice methods to minimise formation of dust and harmful emissions. Visual assessments will be carried out to take into account the impact of annoyance due to dust soiling, the risk of health effects and the possible harm to ecological receptors.

The availability of dust suppressants will be reviewed so as to be made ready before dusty operations are commenced. Site operatives who will be responsible for dust suppression will receive appropriate training.

A log of complaints from the public and measures taken to address these will be kept and made available for inspection

36. Please confirm that an Air Quality Assessment and/or Dust 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 2014 (SPG) (document access at bottom of webpage), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the SPG. **Please attach the risk assessment and mitigation checklist as an appendix**.

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

All relevant mitigation measures from The Control of Dust and Emissions during Construction and Demolition SPG will be delivered on site

Contact details of the site manager who is the person responsible for dust & emissions will be displayed on the site entrance facing Crossfield Road so that local businesses and residents are able to contact the main contractor if they have any complaints or issues to report

38. Please confirm the number of real-time dust monitors to be used on-site.

Note: **real-time dust (PM_{10}) monitoring with MCERTS 'Indicative' monitoring equipment will be required for all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and **the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval**. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each

monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM_{10}) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

In accordance with Camden's Clean Air Action Plan, the monthly dust monitoring reports must also be made readily available and accessible online to members of the public soon after publication. Information on how to access the monthly dust monitoring reports should be advertised to the local community (e.g. presented on the site boundaries in full public view).

Inadequate dust monitoring or reporting, or failure to limit trigger level exceedances, will be indicative of poor air quality and dust management and will lead to enforcement action.

The dust emission magnitude assessment for this site is given as small so real time dust monitoring is not required

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).

Lifebuild have been informed there is no evidence of rodent infestation either within the existing building or around the site

In the event rodents are discovered on site a contractor will be appointed by the school to lay and monitor bait traps. The site manager will also periodically inspect for evidence of mice or rats such as dropping, footprints, running tracks or burrows.

The construction site will use the toilet facilities located in the existing building discharging into a sealed foul sewer.

Rubbish bins will be provided around the site and in the welfare facilities and will be cleaned daily with waste disposed of to wait and load skips.

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

A refurbishment and demolition survey was carried out in July 2019, the following ACMs were noted

- Asbestos insulating board
- Vinyl floor tiles and bitumen adhesive
- Flash guards within electrical switchgear
- Cement flues and cowl
- Stair nosings

A copy of the report is included in Appendix J

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.

During the project a designated smoking and vaping shelter will be provided at a location agreed with the school.

The site rules, which include those associated with smoking, abusive language and shouting will be displayed in the welfare facilities, discussed at induction and issued to subcontractors and suppliers with their order

Operatives who fail to comply with the rules will be removed from site

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. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

https://www.london.gov.uk/what-we-do/environment/pollution-and-air-quality/nrmm

Direct link to NRMM Practical Guide (V4):

https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

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 (05/23 - 04/24):

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 confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: No plant that falls under the NRMM standard required on site.

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

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: There are no items of plant which fall within NRMM standards on site.

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and the City of London Corporation lead the London **Idling Action Project** to educate drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: https://idlingaction.london/business/

Please provide details about how you will reduce avoidable air pollution from engine idling, including whether your organisation has committed to the Engines Off pledge and the number of staff or subcontractors who have been provided with free training materials.

Lifebuild are committed to the `engines off 'pledge to reduce pollution from idling engines. All vehicles and plant will be required to switch off engines whilst not in use to ensure compliance with Camden's Traffic order no 72:2019. This will be communicated to all operatives at induction and will also form part of the project traffic management plan that will be distributed with all subcontract and supplier orders

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: ……

Date: ……..

Print Name: ……

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

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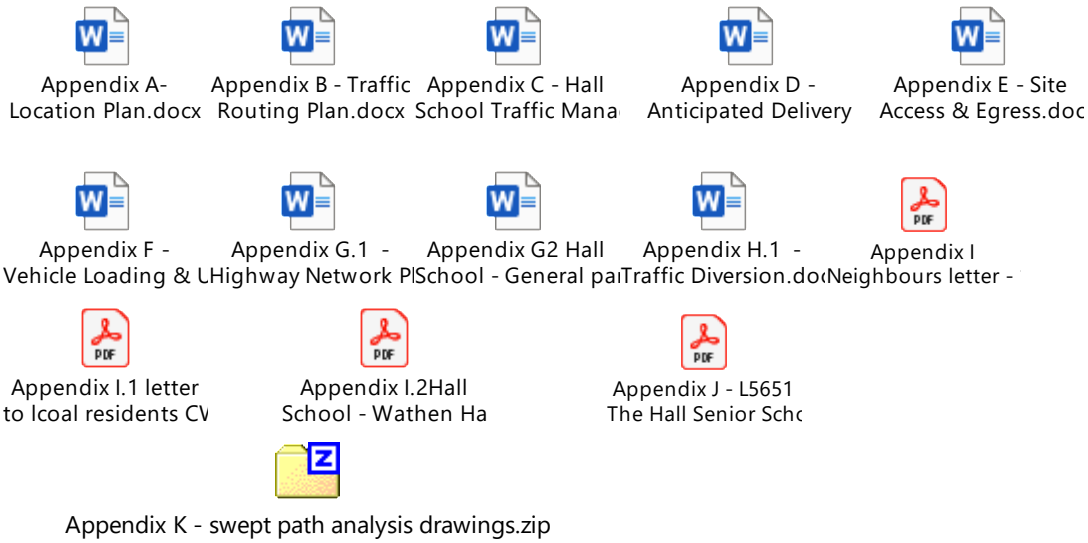
Appendix A- Location Plan.docx
Appendix B - Traffic Routing Plan.docx
Appendix C - Hall School Traffic Mana
Appendix D - Anticipated Delivery
Appendix E - Site Access & Egress.doc
Appendix F - Vehicle Loading & L
Appendix G.1 - Highway Network Pl
Appendix G2 Hall School - General pai
Appendix H.1 - Traffic Diversion.do
Appendix I Neighbours letter -
Appendix I.1 letter to lcoal residents CV
Appendix I.2Hall School - Wathen Ha
Appendix J - L5651 The Hall Senior Schc
Appendix K - swept path analysis drawings.zip