HAMPSTEAD SCHOOL

Construction Management Plan

Wates Construction

Camden

HAMPSTEAD SCHOOL

CONSTRUCTION MANAGEMENT PLAN

INTRODUCTION

This Construction Management Plan (CMP) has been prepared to minimise the impact of their construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site.

The completed and signed CMP addresses how any impacts associated with the proposed works will be mitigated and manage the cumulative impacts of construction in the vicinity of the site.

This CMP follows the best practice guidelines in Transport for London's (TfL's Standard for Construction Logistics and Cyclist Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

The approved contents of this CMP will be complied with unless otherwise agreed with the Council. The project manager will 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 is understood 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.

As the scheme involves demolition, an application to the Council's Building Control Service will be made in due course, using the "Demolition Notice"

(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.)

Section 1 – Site Contacts

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

Site Address: Wates Construction, Hampstead School, Westbere Road, London NW2 3RT

Planning application reference: Pre Planning Reference 2014/6025/PRE

Type of CMP – Part of Planning Application

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

Name: Paul Freeman

Address: Wates Construction, 4th Floor, 344 – 354 Grays Inn Road, WC1X 8BP

Tel: 07920 284108

Email: paul.freeman2@wates.co.uk

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

Name: Wates Construction

Address: Wates House, Station approach Leatherhead,
Surrey, KT22 7SW

Tel: 01372 861000

Email: paul.freeman2@wates.co.uk

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

Name: Paul Freeman

Address: Wates Construction, 4th Floor, 344 – 354 Grays Inn Road, WC1X 8BP

Tel: 07920 284108

Email: paul.freeman2@wates.co.uk

Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of Community Investment Programme (CIP), please provide contact details of the responsible Camden officer.

Name: Paul Freeman

Address: Wates Construction, 4th Floor, 344 – 354 Grays Inn Road, WC1X 8BP

Tel: 07920 284108

Email: paul.freeman2@wates.co.uk

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

As above

Q7. Please provide full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.

Name: Paul Freeman

Address: Wates Construction, 4th Floor, 344 – 354 Grays Inn Road, WC1X 8BP

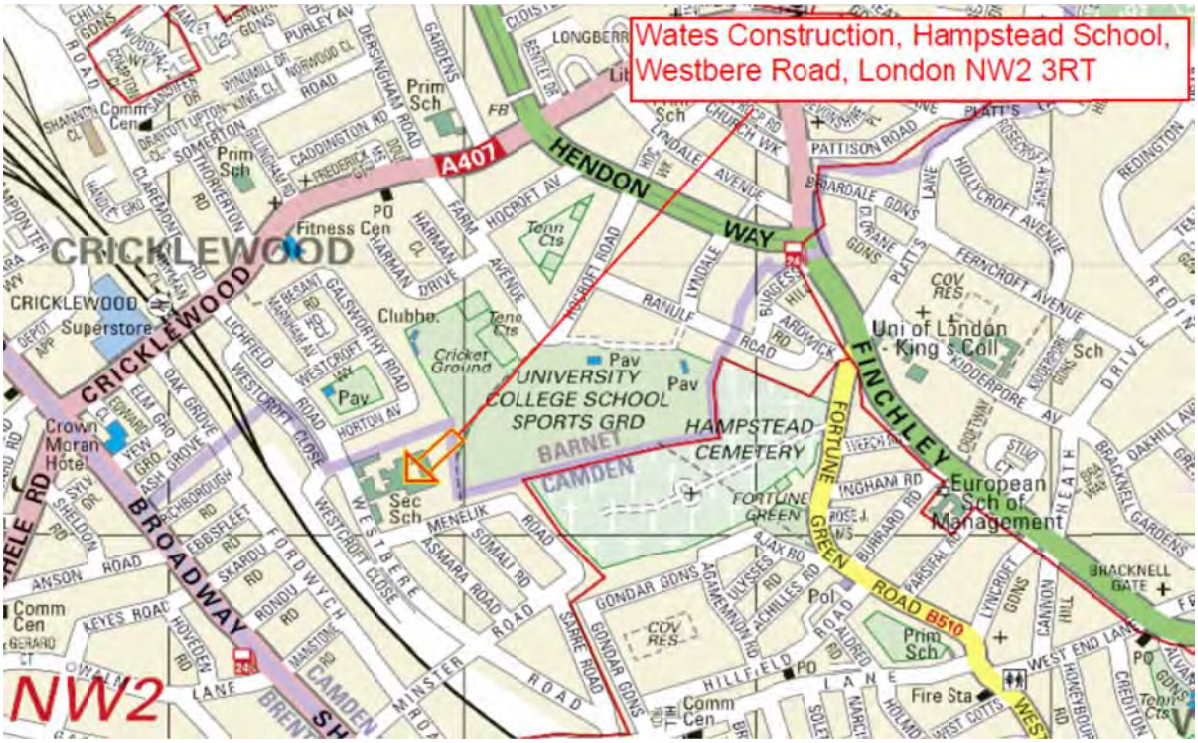
Tel: 07920 284108

Email: paul.freeman2@wates.co.uk

Section 2 – About the Site

Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

The construction site is within the curtilage of the current Hampstead School on Westbere Road. Our construction works consist of (1) a new three storey teaching superblock between Building 2,3 and 6; (2) A new sports block next to Building 8; (3) the refurbishment of Building 3; (4) Demolition of Building 8, (5) Demolition of Buildings 6 & 7; (6) External works associated with all the above. To the north and south of the existing school there are residential properties, to the west of the school is Westbere Road with residential properties opposite the school and to the east is The University College sports ground.



New Buildings

Buildings to be Demolished

Refurbishment

Q9. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings).

New Build –

- Construction of three storey teaching block 4191m^2 GIA : - piled foundations, steel frame, concrete floors, external cladding and windows, flat roof, Internal block work and plasterboard walls, M & E services fitted out to provide technical and standard classroom spaces.
- Sport block single storey (double height) 1120m^2 GIA : raft foundation, steel frame, external cladding, Internal blockwork and plasterboard walls M & E services fitted out to provide sports and changing facilities.

Demolition

- Removal of Building 8 (group of structures), Building 6 and Building 7

External Works

- Following removal of Buildings 6 & 7 the area will be landscaped to provide new sports pitches, hard and soft landscaped areas.

Issues and Challenges

- Working in and around a live school will require close liaison with the school to ensure the safety and security of the staff and students, ensuring construction zones are segregated. Great care will need to be taken to minimise the construction impact on the school's operation whilst the works are taking place.
- Access to the works will be via two existing roads into the school. Again close liaison will be required to ensure construction and school deliveries are diligently controlled.
- The properties and residents to three sides of the project will be affected by increased traffic movements on the Lichfield Road / Westbere Road which will be carefully managed to limit the impact of the construction activities taking place on the project.

Q10. Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting, etc.).

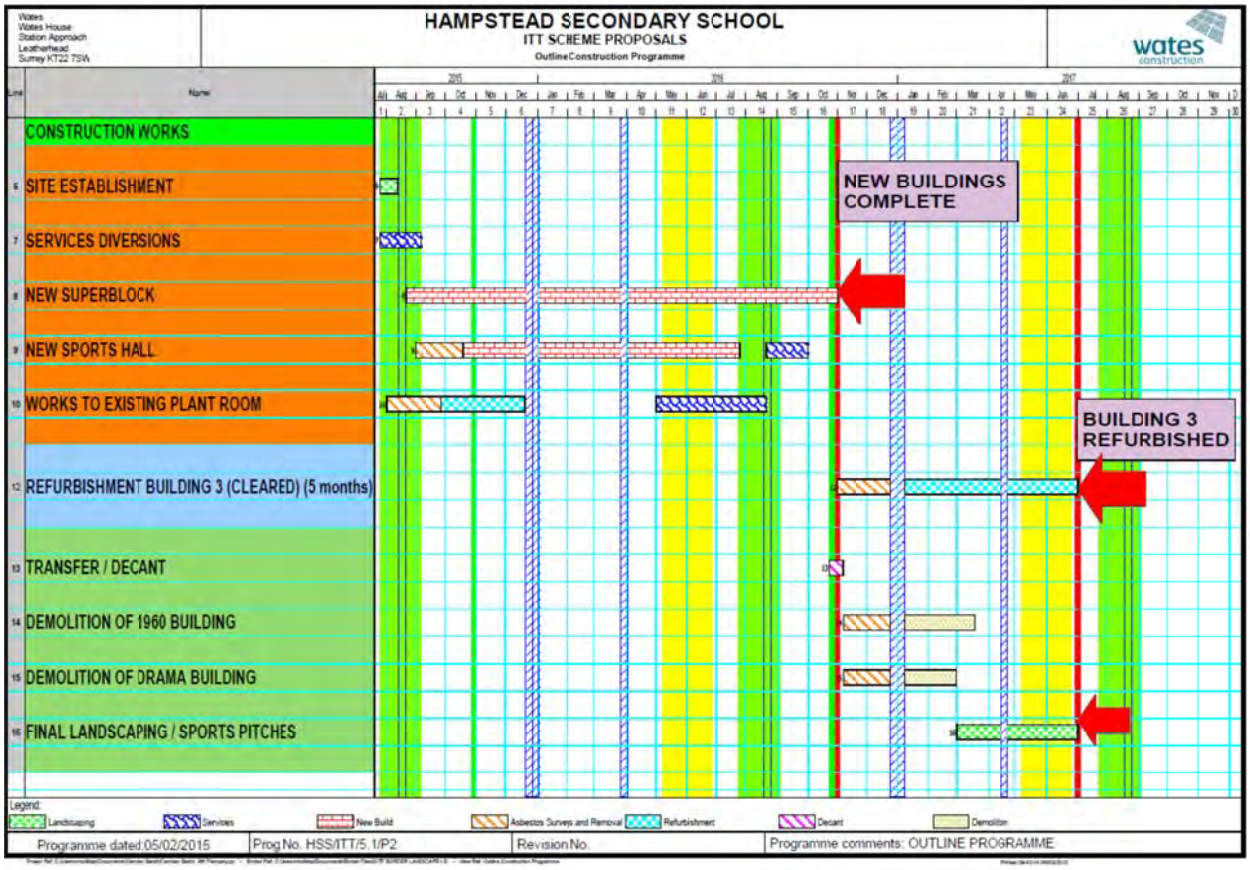
The Hampstead School will be affected by all the construction activities and good management and communication will be required to reduce the effect of the construction works. The properties adjacent to Hampstead School in Horton Avenue and Menelik Road will have direct sight of the new build and demolition areas of the project so have the potential to be affected by the construction activities. Properties adjacent to the school on Westbere Road to a lesser extend will be affected by the construction activities but will notice an increase in traffic along Lichfield Road / Westbere Road.

Q11. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

Please see attached **Appendix 1** for the local highway network parking restrictions.

Q12. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale. (A Gantt chart with key tasks, durations and milestones would be useful).

Provisional Dates Site Establishment:- July 2015
Enabling Works :- July – August 2015
Construction of Teaching Superblock:- August 2015 to October 2016
Demolition Building 8 and Construction of Sports block:- September 2015 – September 2016
Refurbishment Building 3:- November 2016 – June 2017
Demolition of Buildings 6 and 7:- November 2016 – March 2017
External Works March 2017 to June 2017
Completion June 2017



Q13 Please confirm the standard working hours for this 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**

Generally
Personnel access onto site from 0700hrs for staff and operatives, for inductions and briefings
Working Hours: 0800hrs to 1800hrs Monday to Friday & 0800hrs to 13.00hrs on Saturdays.

Works outside of these hours may be required due to the restriction of working in a live school environment.
- When pouring concrete, erection / dismantling of tower crane and commissioning

Q14. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT. etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

At this time we are not aware of any utility works in the footpath or carriageway of Westbere Road, this may change as the design is developed and discussions with the utility companies take place.

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

An Asbestos Management Plan was produced for Camden Council and The Hampstead School in September 2008; this was based on a Type 2 survey carried out in June 2008. As part of our works we will be carrying out an updated Asbestos Management Survey for the buildings we are contracted to work, and where we are due to carry out any intrusive works, a full Refurbishment & Demolition Survey will be commissioned, once the buildings have been vacated.

Based on the current Asbestos Management Plan there are ACM's insitu in various locations within the buildings. A copy of the current plan can be made available if required.

Once we have a full R & D survey we will then produce an asbestos management plan for any ACM's which are to remain insitu, for ACM's which are to be removed we will be employing a licensed asbestos contractor for the removal and also an asbestos monitoring company to manage the process and provide the clean air certification.

All operatives working on the project in area where ACM's remain insitu will have asbestos awareness training as a minimum standard.

Section 3 – Transportation Issues Associated with the Site

Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the *Guide for Contractors Working in Camden*). Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. Construction vehicles must be managed and prevented from causing obstructions to the highway.

Construction vehicle movements (arrival and departure) will be limited to the working hours identified in Section 13 above.

Movements will be scheduled to take place between the hours of 08.00 and 17:00hrs Monday to Friday and 08.00 hrs – 13.00hrs on Saturdays.

No deliveries will be scheduled from 0815 – 0845hrs and 15.00 – 15.30hrs in term time when the majority of students and staff will be entering / leaving the school. We will also be limiting access between 11.00 and 11.20hrs and 13.20 – 14.05 when the school students and staff are on break.

Q17. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.

Please see **Appendix 2** for anticipated delivery and frequency graph and also swept path analysis for larger vehicles accessing the project.

The following list provides detail of the type of vehicles that will need to gain access to the site during the demolition and construction process. The vehicles proposed have been selected to ensure that they are of a size that can be accommodated on the highway network given the constraints of the site access route, whilst minimising the potential number of traffic movements to and from the site.

- Skip Lorry 4 Wheel, 17 Tonne, G.V.W
- Skip Lorry 8 Wheel, 30 Tonne, G.V.W
- Plant delivery Articulated low loader , 40 Tonne, G.V.W
- Concrete Delivery Vehicle 8 Wheel, 30 Tonne, G.V.W
- Building Deliveries 4 Wheel, 17 Tonne, G.V.W Panel body
- Ballast and Loose Materials 8 Wheel, 30 Tonne, G.V.W, Tipper
- General Building Materials 4 Wheel, 17 Tonne, G.V.W, HIAB Flat Bed
- Bulk delivery Articulated flatbed , 40 Tonne, G.V.W
- Bulk delivery Articulated panel trailer , 40 Tonne, G.V.W
- Mobile telescopic 55T Crane, 45 Tonne GVW (Liebherr LTM1055 or similar)
- Muck away lorry, 8 Wheel 32 Tonnes GVW
- Concrete Pump Truck 6 Wheel, 30m reach 25 Tonnes

The opening hours for the site will be between 08.00hrs and 18.00hrs with deliveries generally between 08.00hrs and 17.00hrs (avoiding school drop off/pick up times) with designated tea and lunch breaks allowed for our traffic man-

agement staff. We would normally expect no more than two deliveries an hour over this 9 hour period giving a maximum permissible 16 deliveries per gate per day at peak.

The daily delivery rate will fluctuate to suit the onsite works and as stated elsewhere (Question 2) deliveries will be scheduled and pre-booked to ensure we are able to safely manage each delivery by giving adequate time for booking in, unloading and escorting vehicles off site. Whilst unloading takes place, the site gates will be shut. Because deliveries are scheduled in advance, vehicles will be unloaded immediately using a 'just in time' process to ensure materials are loaded to the required area of work avoiding delays in unloading and excessive storage of materials

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

We will not be constructing any temporary structures over the public highway; all works will be within the curtilage of the Hampstead School.

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

We will not be constructing any temporary structures which occupy the public highway; all works will be within the curtilage of the Hampstead School.

Q20. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). Use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway including; the extent of hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

No works are intended on the footpaths or highway at this current time, with the possible exception of the erection and dismantling of the tower crane.

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

There is no requirement for parking bay suspension, as there are no bays outside the school entrance and the width of the road is sufficient for the vehicles proposed to be used during the construction process.

Section 4 - Traffic Management for the Site

Q22. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.

Please see **Appendix 3** For overall logistics plan showing the North and South entrances from Westbere Road

The proposed works are generally confined within the grounds of the school and will not encroach upon the pavement or roadway. The existing fencing to the school will largely be retained, and no scaffolding will be erected near this boundary. The only occasions when works might be carried out outside the grounds would be when dealing with alterations to the fencing and gates themselves, installing statutory services (to be confirmed by Stats) from mains within the road, or during major lifting operations, when a mobile crane might be required to stand in Westbere Road. On these occasions, we will consult with the council and local police prior to works commencing to establish safe working procedures, using metal mesh and block fencing or similar re-locatable protection to ensure that pedestrians and passing traffic are not put at risk. No skips will be left on the public roadway at any time.

To ensure that our operations have the minimal impact on the environs, a Weekly Delivery Schedule with timed booking slots for each delivery will be in place. Our traffic co-ordinator will compile and manage this schedule on a weekly basis with our supply chain.

All sub-contractors will be made aware that any vehicle that arrives outside the pre-agreed time will not be accepted onto site, and at no time will vehicles be authorised to wait on Westbere Road or adjacent roads within the borough.

During our pre-start meetings with our supply chain the delivery procedure, time slots, restrictions and available material distribution plant on site will be discussed. All of our supply chain intending to deliver will have to view the site and the surrounding roads to confirm there suitability.

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

Please see **Appendix 4** for details

Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. Confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

Please also see response to question 25

The access and egress constraints will be communicated to contactors in the tender documents, at our Plan Right pre order meeting, at the Supervisors Interview and at the site inductions for all the operatives.

Q25. Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site.

Please also see **Appendix 5** for detail plans to north and south entrances.

No vehicles or skips will be unloaded or loaded whilst standing on the public highway. All vehicles will access the site making use of the two existing entrances into the school grounds. In order to accommodate larger vehicles than those currently accessing the site, it is proposed to temporarily remove the existing gates and sections of the fencing to create a wider opening.

North Entrance

All vehicles associated with this section of the works (the new sports hall and the demolition of the 1960s block) will drive into the site. There will be a traffic marshal dedicated to this entrance, who will operate the gates and monitor vehicle movements to ensure that the public are not incommoded. Vehicles will traverse the site at a walking pace, accompanied by the marshal, to ensure the safety of pupils and staff. Only one large delivery vehicle will be permitted within this area at any one time, and each will be turned in a hammerhead adjacent to the working area, so that they will proceed through and off the site in a forward direction. Special care will be taken whenever the school premises are occupied. All storage and plant will be within the construction area itself, at the rear of the school premises.

South Entrance

Due to the lack of room within this section of the site, which prevents large vehicles from turning round, it will be necessary for all lorries to reverse into the site, off Westbere Road. They will be accompanied by a traffic marshal who will stop oncoming traffic to allow this manoeuvre. Lorries will be able to drive forward off the site, once the delivery has been completed. All skips and plant will be confined to the site compound area, behind the existing school buildings which front on to Westbere Road.

Q26. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

Please see **Appendix 2** for Swept Path Analysis for large delivery Vehicles

Section 5 – Environmental Issues

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

Q27. Please provide details of the times of noisy operations, outlining how the construction works are to be carried out.

The noisy operations on the project will relate to the demolition of the existing buildings, and then to a lesser extent the ground works, augered piles and steel frame erection where large items of plant will be used to facilitate the works.

Demolition
Buildings 8 :- September 2015 – October 2015
Buildings 6 and 7:- November 2016 – March 2017

Ground works and steel frame erection
New Teaching Block – July 2015 – February 2016 (augered Piles)
New Sports Block – November 2015 – February 2016

External Works
Between March 2017 – June 2017

Q28. Please confirm when the most recent noise survey was carried out (before any works were carried out) and provide a copy. If a noise survey has not taken place please indicate the date (before any works are being carried out) that the noise survey will be taking place, and agree to provide a copy.

Latest Environmental Noise Survey report was issued March 2015 based on survey carried out on 29th August 2014 (during the summer school break). We also have a previous report dated March 2014 which was completed during normal school day.

Please see **Appendix 6** for a copy of report

Q29. Please provide predictions for noise and vibration levels throughout the proposed works.

Noise
We will be looking to keep noise below an action level of 75dB at the site boundary. Monitoring will be carried out not less than twice a day, once in the morning and once in the afternoon, in fixed locations around the project during the demolition, piling and ground works. Any works exceeding this level will be stopped and reassessed to ensure adherence.

Vibration
We will be looking to monitor vibration during the piling and demolition works, a monitoring point will be set up on the boundary nearest the source of vibration, we will be looking to keep vibration below 20mm / second PPV (peak particle velocity)

Q30. 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.

In relation to noise and vibration, all plant to be used will be carefully selected to minimise the noise / vibration produced and will be in good working order and properly silenced with manufacturer's attenuation in place. When not in use plant will be switched off with the keys removed. Radios will not be permitted on site other than the two way walke-talkie type. When carrying out the demolition works hydraulic jaws will be used where possible in preference to the use of a hydraulic breaker.

A detailed demolition method statement will be submitted for approval ahead of the works, demonstrating in detail control measures being instigated.

During the course of the project we will be notifying our neighbours about the forthcoming works on the project and providing contact details should they require any additional information or have concerns or complaints.

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

All operatives will be informed about the need to minimise noise and vibration which will be emphasised in risk assessments and method statements which will be briefed to individual operatives.

Operatives will receive appropriate training on the use and maintenance of tools and equipment and be advised of exposure limits for noise and vibration.

Appropriate PPE will be identified and warning signs will be displayed in the vicinity of any noisy activities

Wates Staff will receive training in the use of selected measuring and monitoring equipment

Special attention will be given to the use and maintenance of sound-reduction equipment fitted to power tools and machines.

Persons issued with ear protection equipment will be instructed on its use, care and maintenance. Posters will be displayed warning of the risks of noise and vibration, and environmental tool box talks will be expected for high risk trades

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

During the demolition phase's all areas will be damped down with water to reduce the dust emissions from site

Dust generation during the groundworks phase of the foundations will come from bulk excavation and disposal of pile arisings. The restricted space for construction of the new school means that all excavated materials are removed directly from site as there is not sufficient space in which to stockpile materials, and no requirement for the reuse of excavated materials in the new construction. Excavated material will therefore be loaded directly into tipper lorries at its natural moisture content, prior to being sheeted before disposal off site.

There will be a residual risk of dust generation from the general site surface and haul roads. However water spray dust suppression will be utilised in the event of any prolonged spell of dry weather.

With the completion of the foundations and ground slabs the periods of dust generating activities will be decreased. If any dust does need to be controlled, water spray dust suppression will be used

Dust generation may also occur during the external masonry construction and this risk will be increased by the height of the building. Which will be mitigated by the use of silo or ready mixed mortar which will be crane handled in sheeted tubs. This will limit dust generation associated with site mixed mortar.

Scaffold elevations along boundaries and adjoining the public roads will be fully sheeted to prevent dust and debris from leaving the site boundaries. Dust can also be generated during scaffold striking which will be mitigated by ensuring that all scaffolds are fully cleaned and the arising materials damped down and bagged prior sheeting being removed and the scaffold struck.

On smaller items of plant such as power tools we will be looking to use dust extraction units and within the building vacuum cleaner type products will be used. Which promotes Wates "Bin The Broom" campaign

Q33. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

The key cause for dirt on the highway is normally from deliveries to and from the project.

We will ensure through the following that dirt transfer to the highway is kept to a minimum:-.

- The two tarmac roads on the project will be kept clean throughout the works.
- Any vehicle that has to leave the hard surface roads and go into the construction zone will be checked for cleanliness prior to leaving site, if not up to standard then a jet wash will be used to clean the vehicle.
- A road sweeper will be on call should there be a need to clean the roads on the project or outside on the highway.

Q34. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

Please see **Appendix 7** for product data sheets

Monitoring Dust Emissions

Equipment - A Casella (CEL) Microdust Pro, Real-Time Dust Monitor is proposed to be used for dust monitoring operations on site; the equipment will be supplied with a calibration certificate and will be subsequently re-calibrated on a regular basis.

Baseline Air Quality - The baseline monitoring will be conducted over two days by Wates prior to the commencement of works on site, monitor points are in the locations shown on drawing in **Appendix 7**

Action Level - Subsequent to baseline air quality monitoring, an appropriate action level will be adopted and agreed with the Local Planning Authority, If dust concentrates detected during the baseline monitoring do not exceed 200mg/m^3, it is proposed that action level of 250mg/m^3, as a 15 minute mean, will be adopted.

Monitoring Frequency - Monitoring will be carried out not less than twice a day, once in the morning and once in the afternoon in locations shown, during the demolition, piling and groundworks phases of the project.

Documentation - The following documentation will be held on site:

- Dust monitoring record sheets
- Log of exceedances/complaints with source
- Details of corrective action taken

Corrective actions –
Where the results of monitoring exercises indicate that the action levels have been exceeded, the following will be undertaken by the Sub-contractor:

- The activity or activities causing the action level to be exceeded will be identified;
- It will be determined whether the activities could be easily changed or other simple actions taken to substantially reduce dust levels
- In all cases where action levels are likely to be exceeded, neighbourhood liaison will be undertaken to the degree that is appropriate for the levels likely to be reached and their estimated duration; and
- The incidents of exceedances along with the identified source and the action taken to mitigate the issue will be logged. The logs will be available for review at all times.

Monitoring Noise

Equipment - A Casella CEL 630 Series Environmental and Occupational Sound Level Meter is proposed to be used for noise monitoring operations on site. The equipment will be supplied with a calibration certificate and will be subsequently re-calibrated on a regular basis.

Baseline Noise Monitoring - The baseline monitoring will be conducted over two days by Wates prior to the commencement of works on site

Monitor points are in the locations shown on drawing in **Appendix 7**.

Noise Action Levels - Typical action level is 75dB or 10dB higher than the maximum recorded baseline noise level, whichever value is greater.

Monitoring Frequency - Monitoring will be carried out not less than twice a day, once in the morning and once in the afternoon at the locations shown during the demolition, piling and groundworks phase of the project.

Documentation
The following documentation will be held on site on-site:

- Noise monitoring record sheets
- Log of exceedances/complaints with source and details of corrective action taken

Corrective actions –
Where the results of the monitoring exercises indicate that the action levels have been exceeded, the following actions will be undertaken:

- The activity or activities causing the action levels to be exceeded will be identified through discussion with the Wates Environmental Monitoring Co-ordinator.
- Investigation will be made to determine whether the activities could be easily changed or other simple actions taken to substantially reduce noise levels.
- If simple and effective remedial measures are not identified, consideration will be given to the implementation of alternative techniques and/or additional mitigation measures; and In all cases where action levels are likely to be exceeded, neighbourhood liaison will be carried out to the degree that is appropriate for the levels likely to breached and their estimated duration.

Monitoring Vibration

Equipment – Vibrock V 9000 Seismograph (or similar). The V9000 Seismograph is a battery powered portable vibration monitor, designed for monitoring piling, demolition, construction and traffic vibrations

Baseline Vibration - The baseline monitoring will be conducted over two days by Wates prior to the commencement of demolition and piling works; monitor points will be on the boundary nearest to the demolition area.

Action Level - Subsequent to baseline vibration monitoring, an appropriate action level will be adopted and agreed with the Local Planning Authority, it is proposed that an action level of 20mm / Second ppv will be adopted.

Monitoring Frequency – Real time monitoring will be carried out whilst the piling and demolition works are carried out on site.

Documentation - The following documentation will be held on site on-site:

- Downloads of data recorded
- Log of exceedances/complaints with source
- Details of corrective action taken

Corrective actions –
Where the results of monitoring exercises indicate that the action levels have been exceeded, the following will be undertaken by the Contractor:

- The activity or activities causing the action level to be exceeded will be identified.
- It will be determined whether the activities could be easily changed or other simple actions taken to substantially reduce vibration levels
- In all cases where action levels are likely to be exceeded, neighbourhood liaison will be undertaken to the degree that is appropriate for the levels likely to be reached and their estimated duration; and
- The incidents of exceedances along with the identified source and the action taken to mitigate the issue will be logged. The logs will be available for review at all times.

Q35. Please confirm that a Risk Assessment has been undertaken in line with the GLA's Control of Dust and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence.

We have carried out a risk assessment as part of the Wates Project Environmental Plan Please see **Appendix 8** for details

Our assessment for the project is that it is Medium Risk

Q36. Please confirm that all relevant mitigation measures from the SPG will be delivered onsite.

We confirm that all relevant mitigation measures detailed in this document will be implemented on site as and when necessary

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm that these monitors will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any instances of the threshold being exceeded and measures that were implemented to address these.

Medium Risk
Please see Question 35 for details

Q38. 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 copies of receipts (if work undertaken).

Food waste to be cleared in to covered skip on daily basis. If rats are witnessed then Wates will liaise with the school as to prevention measures in place around their property. Where appropriate Wates will call in a specialist to control rodents.

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

(Refer to Tfl best practice guidance and (CMRBC) sections: noise operations, abatement techniques, noise levels, vibration levels, dust levels, rodent control, community liaison, etc.)

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

A Weekly Delivery Schedule with timed booking slots for each delivery will be in place to avoid any congestion at the project or in the surrounding roads. Our traffic co-ordinator will compile and manage this list on a weekly basis with our supply chain.

All sub-contractors will be made aware that any vehicle that arrives outside of the pre-agreed time it will not be accepted onto site, and at no time will vehicles be authorised to wait on Westbere Road or adjacent roads in the borough. During our pre-start meetings with our supply chain the delivery procedure, time slots, road restrictions and available material distribution plant on site will be discussed. All of our supply chain intending to deliver to site will view the site and the surrounding roads before any deliveries take place.

Both gates on to the project will be manned during times when access to the project is available and trained banksmen will be available to see vehicles onto / off the project, students, public, cyclists will all take precedence over to any vehicle movements.

Please also see **Appendix 3** for logistics plans

Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

Where practical, materials will be delivered to site pre-cut to size. This not only reduces the amount of labour required on site, but also considerably reduces the amount of waste that has to be subsequently removed.

Our sub-contractors will be encouraged to bring full deliveries to the project, by using a single merchant for their material supply, so as to minimise the impact of individual journeys to / from the project.

Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation. In response to the comments received, the CMP should then be amended where appropriate and where not appropriate a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying it out.

A presentation to the school staff; and public meeting was held on the 12th March 2015 at which the project details and logistics proposals were outlined to the staff & local residents attending. Although no adverse comments to the logistics were received at this event, further consultation will take place with the concerned parties prior to finalising proposals

Please see **Appendix 11** Consultation statement

Q42. Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works. Please confirm how the contact details of the person responsible for community liaison will be advertised to the local community and how the community will be updated on the upcoming works i.e. in the form of a newsletter/ letter drop, or weekly drop in sessions for residents.

Wates are an associate member of the Considerate Constructors Scheme and will be registering the site once we have the site set up complete. As part of Wates' responsibilities we will have a notice board set up with key contact details, information on progress and a comments box, we will also be issuing out newsletters on a regular basis informing our neighbours of what is happening, on the project with potential impacts that could affect them.

Our Project Manager will be the first point of contact for any comments or concerns, messages can be relayed to our Project Manager by the security or site gateman who will be present at the entrances during the working day.

Q43. Please provide details of any schemes such as the 'Considerate Constructors Scheme', the 'Freight Operators Recognition Scheme' or 'TfLs Standard for construction logistics and cyclist safety – CLOCS scheme' that the project will be signed up to. Note, the CLOCS standard should be adhered to and detailed in response to question 46. Such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

As outlined above the Considerate Constructors Scheme will be implemented on the project. As part of Wates Professional Standards and our integrated supply chain the Freight Operators Recognition Scheme will be implemented for all deliveries with a minimum bronze standard of FORS accreditation expected.

As a responsible contractor site operations will be planned and managed in accordance with the Council's "Guide for Contractors Working in Camden"

These standards will be reinforced at pre order meetings with our supply chain, in their orders and also on site as part of our site induction.

Q44. Complaints often arise from the conduct of builders in an area. Please confirm steps being taken to minimise this e.g. provision of suitable smoking area, tackling bad language and unnecessary shouting.

Wates take great pride in respect for people and will take all steps necessary on site to ensure all operatives and staff consider their actions and how they are perceived by students, staff and our neighbours

As part of our office compound a smoking shelter will be set up, as we are working on a school this will need to be in a discreet location. At our supply chain pre start meeting and at site inductions we will reinforce the need for all personnel to be mindful of the school environment and the adverse effect of bad language, improper behaviour and shouting will have on the students and staff of the school together with the residents in the surrounding areas.

We will further reinforce this ethos with signage around the project.

Please see **Appendix 9** for site rules

Q45. Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site.

Camden
Westbere Road – No major construction works, minor housing 2 3 bed properties at 12 and 12a Westbere Road

Barnet
Lichfield Road – No major construction works, conversion of 3 self-contained flats at 36 Lichfield Road

Based on the above searches, cumulative impacts will be minimal.

Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the CLOCS Standard

OPERATIONS:

- **Quality operation**: accreditation via an approved fleet management audit scheme e.g. Fleet Operator Recognition Scheme (FORS) or equivalent.
- **Collision reporting and analysis**: of any collision involving injury to persons, vehicles or property, ideally including use of the CLOCS Manager collision reporting tool.
- **Traffic routing**: any route specified by the client is adhered to unless otherwise specified.

i. **VEHICLES:**

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

ii. **DRIVERS:**

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

STANDARD FOR CONSTRUCTION CLIENTS

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

All of our accredited subcontractors who operate large vehicles are required to demonstrate their compliance with current regulations and as described in previous questions, Wates will implement the various delivery control measures to meet their obligations in this regard

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

We will be producing a green travel plan for the project some of the key items that this will contain relate to accessing the project.

As there will be no parking on site all operatives will be encouraged to use the public transport options in the local vicinity:-

- Bus Route C11 goes past the school and runs between Brent Cross and Archway.
- Connecting bus routes to Cricklewood can be found in **Appendix 10**.
- Main line train services (Thameslink) to Cricklewood Station, which is 5 minutes' walk to the school
- Main line train services also available to West Hampstead where the C11 bus can be caught, journey time of 10 minutes to the school.
- London underground stations
    - Kilburn – Jubilee Line, 12 minutes' walk to the school
    - West Hampstead – Jubilee Line and catch the C11 bus

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

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

Signed: **Date:** 18/03/15

Print Name: Paul Freeman **Position:** Project Manager

Submit: planningobligations@camden.gov.uk

End of form

Wates Construction

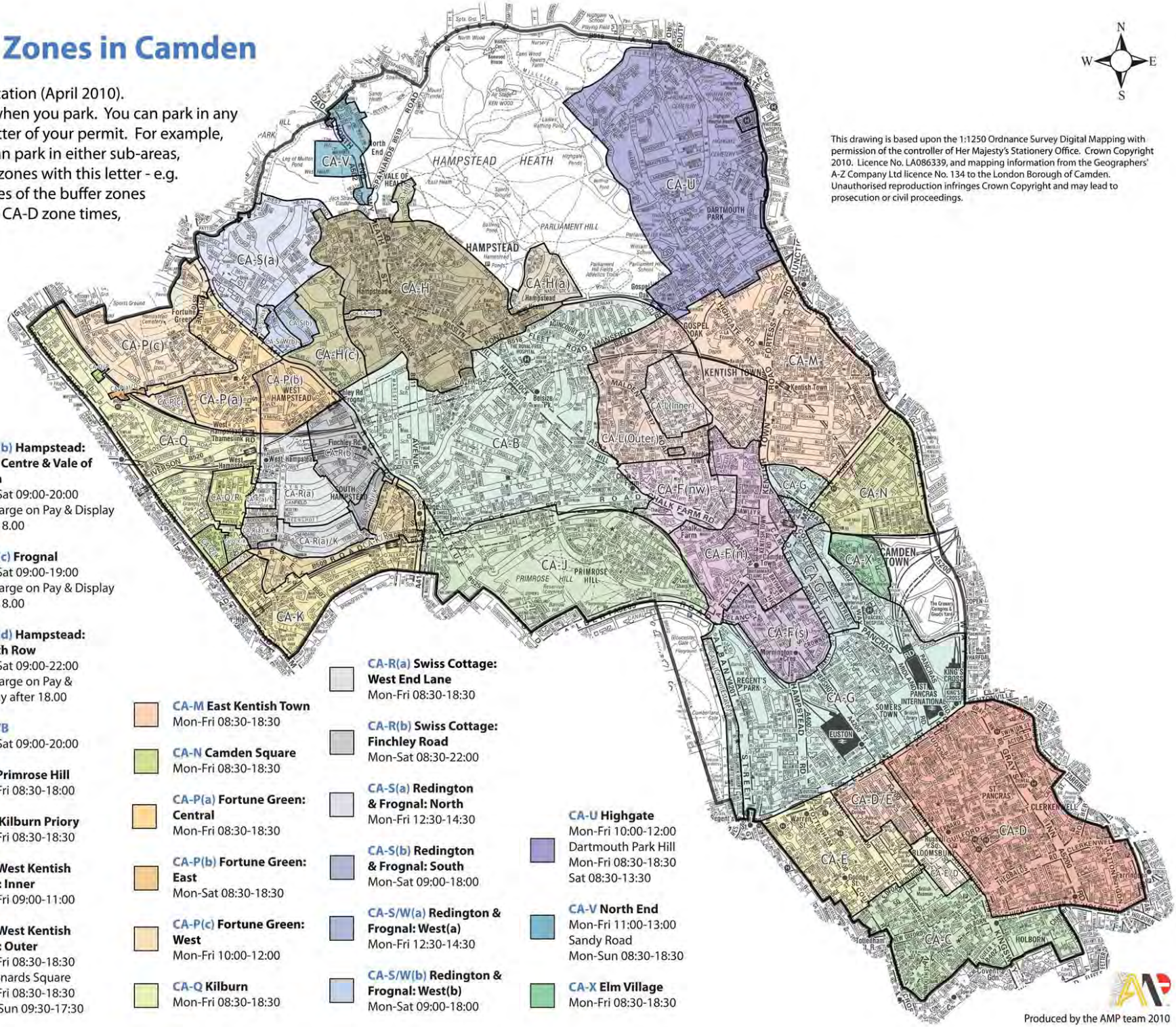
Construction Management Plan

Hampstead School

Appendix 1

Controlled Parking Zones in Camden

Times shown are correct at time of publication (April 2010).
Please check controlled times on-street when you park. You can park in any sub-area or 'buffer zone' with the main letter of your permit. For example, with a Swiss Cottage permit, CA-R, you can park in either sub-areas, CA-R(a) and CA-R(b), or any of the buffer zones with this letter - e.g. CA-R/Q, CA-Q/R, CA-R/K/Q. The zone times of the buffer zones follow the first letter - e.g. CA-D/E follows CA-D zone times, rather than those of CA-E.



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CA-B Belsize
Mon-Fri 09:00-18:30
Sat 09:30-13:30

CA-C Holborn & Covent Garden
Residents Bays are controlled 24 hrs a day, 7 days a week. Parking controls on single yellow lines/Pay & Display bays are Mon-Sat 8:30-18:30

CA-D Kings Cross Area
Mon-Fri 08:30-18:30
Sat 08:30-13:30

CA-E Bloomsbury & Fitzrovia
Mon-Sat 08:30-18:30

CA-F(n) Camden Town: North
Mon-Fri 08:30-18:30
Sat & Sun 09:30-17:30

CA-F(nw) Camden Town: North West
Mon-Fri 08:30-23:00
Sat & Sun 09:30-23:00

CA-F(s) Camden Town: South
Mon-Fri 08:30-18:30
Sat 09:30-17:30
Sun (resident bays only) 9:30-17:30

CA-G Somers Town
Mon-Fri 08:30-18:30

CA-G Crown Estate
Every day 00:00-23:59
Private Parking Only

CA-H(a) Hampstead: South Hill Park
Mon-Sat 09:00-18:00

CA-H(b) Hampstead: Town Centre & Vale of Heath
Mon-Sat 09:00-20:00
No charge on Pay & Display after 18.00

CA-H(c) Frognal
Mon-Sat 09:00-19:00
No charge on Pay & Display after 18.00

CA-H(d) Hampstead: Church Row
Mon-Sat 09:00-22:00
No charge on Pay & Display after 18.00

CA-H/B
Mon-Sat 09:00-20:00

CA-J Primrose Hill
Mon-Fri 08:30-18:00

CA-K Kilburn Priory
Mon-Fri 08:30-18:30

CA-L West Kentish Town: Inner
Mon-Fri 09:00-11:00

CA-L West Kentish Town: Outer
Mon-Fri 08:30-18:30
St Leonards Square
Mon-Fri 08:30-18:30
Sat & Sun 09:30-17:30

CA-M East Kentish Town
Mon-Fri 08:30-18:30

CA-N Camden Square
Mon-Fri 08:30-18:30

CA-P(a) Fortune Green: Central
Mon-Fri 08:30-18:30

CA-P(b) Fortune Green: East
Mon-Sat 08:30-18:30

CA-P(c) Fortune Green: West
Mon-Fri 10:00-12:00

CA-Q Kilburn
Mon-Fri 08:30-18:30

CA-R(a) Swiss Cottage: West End Lane
Mon-Fri 08:30-18:30

CA-R(b) Swiss Cottage: Finchley Road
Mon-Sat 08:30-22:00

CA-S(a) Redington & Frognal: North
Mon-Fri 12:30-14:30

CA-S(b) Redington & Frognal: South
Mon-Sat 09:00-18:00

CA-S/W(a) Redington & Frognal: West(a)
Mon-Fri 12:30-14:30

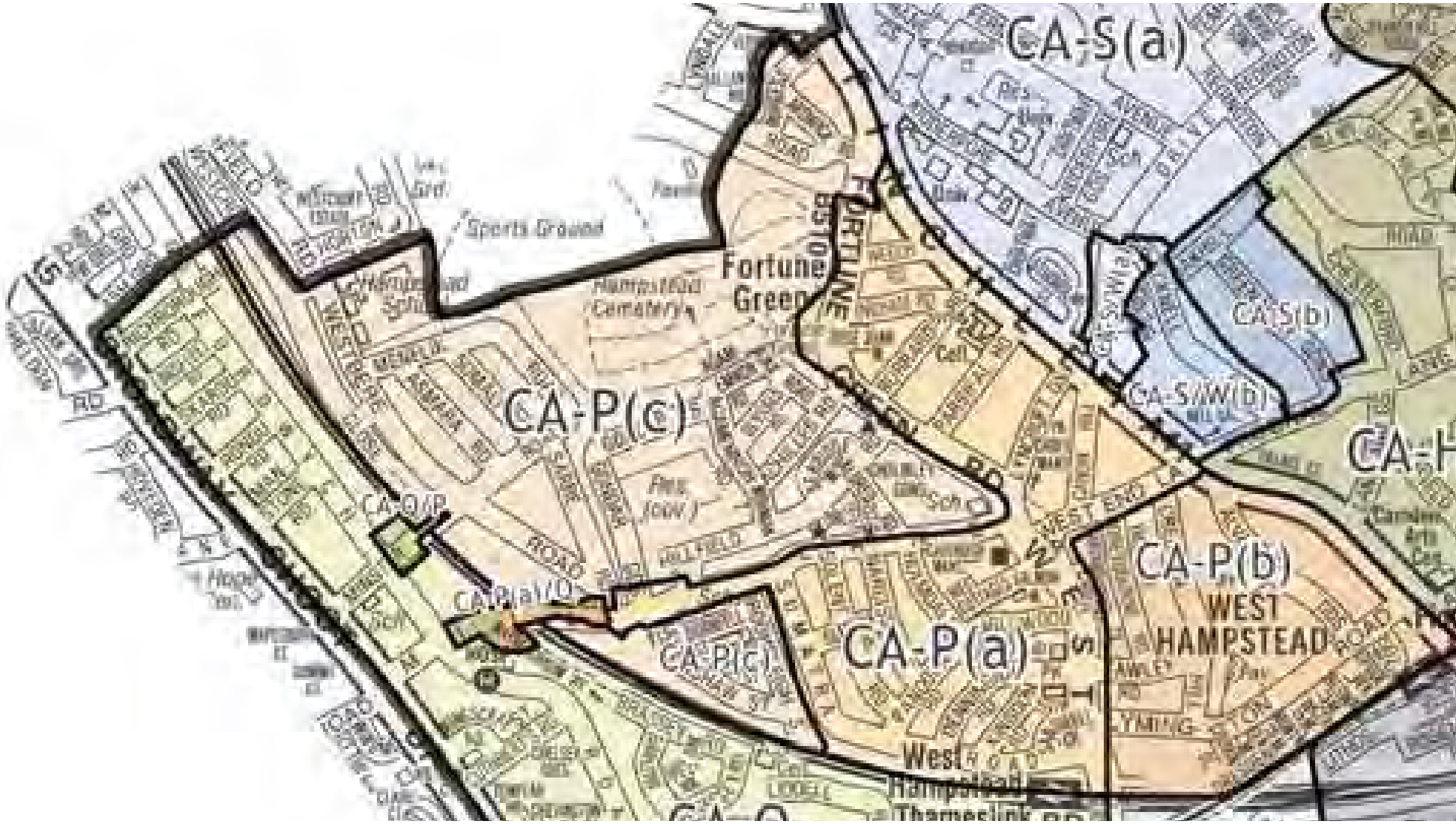
CA-S/W(b) Redington & Frognal: West(b)
Mon-Sat 09:00-18:00

CA-U Highgate
Mon-Fri 10:00-12:00
Dartmouth Park Hill
Mon-Fri 08:30-18:30
Sat 08:30-13:30

CA-V North End
Mon-Fri 11:00-13:00
Sandy Road
Mon-Sun 08:30-18:30

CA-X Elm Village
Mon-Fri 08:30-18:30

Produced by the AMP team 2010

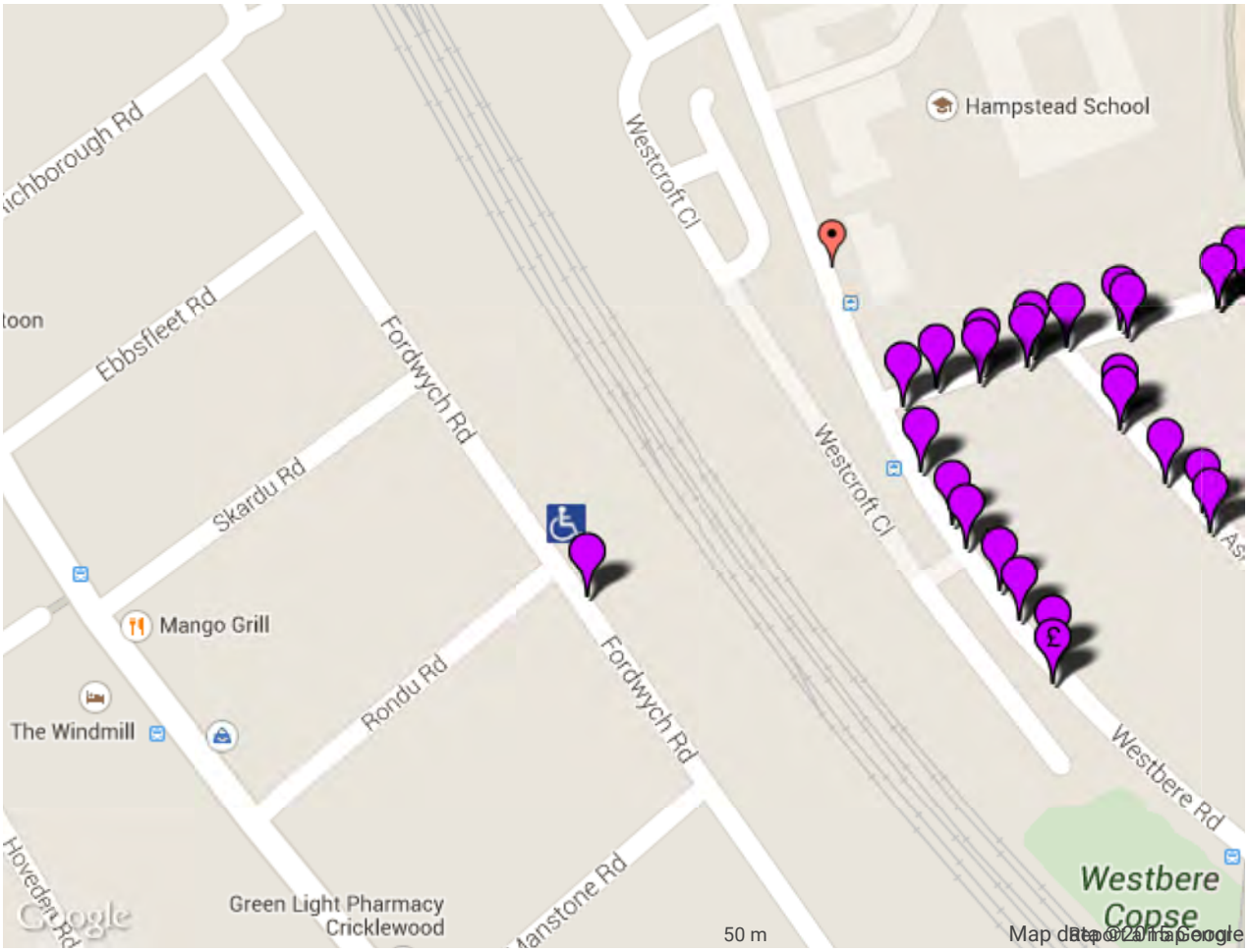

CA-S(a)
CA-S(b)
CA-S/W(b)
CA-P(c)
CA-P(a)
CA-P(b)
WEST HAMPSTEAD
Fortune Green
Hampstead Cemetery
Sports Ground
CA-P(a)/(b)
CA-P(c)

Search for parking

Street or postcode: 2 menelik road Type of bay: Please select

Want to park for free?

Outside of controlled hours you can park in **permit holder, pay-and-display** or **metered bay** without needing to pay or hold a permit. controlled hours for a parking bay may differ from those of the parking zone. Parking zone controlled hours are displayed (by clicking on a map marker) Please check actual street signs for the controlled hours of individual bays before you park.



Map legend

Permit holder

- Display full map legend (opens new window)

For more information please contact parking services

- **pay**

  Business rates Go
- **apply**

  Film in Camden Go
- **report**

Group	Parking bay type
Permit holders	Permit holder
	Pay & Display / residents permits
Meter	Pay & Display
Disabled	Disabled blue badge
	Disabled green badge
	Loading/disabled bay
Trader	Loading bay
Bicycle stand	Bicycle stand
Miscellaneous	Coach parking places
	Electric recharging point
Various	Car club
	Solo motorcycle
Car park	Car park

Barnet Parking Restrictions - Single yellow lines at junctions of roads only

Wates Construction

Construction Management Plan

Hampstead School

Appendix 2

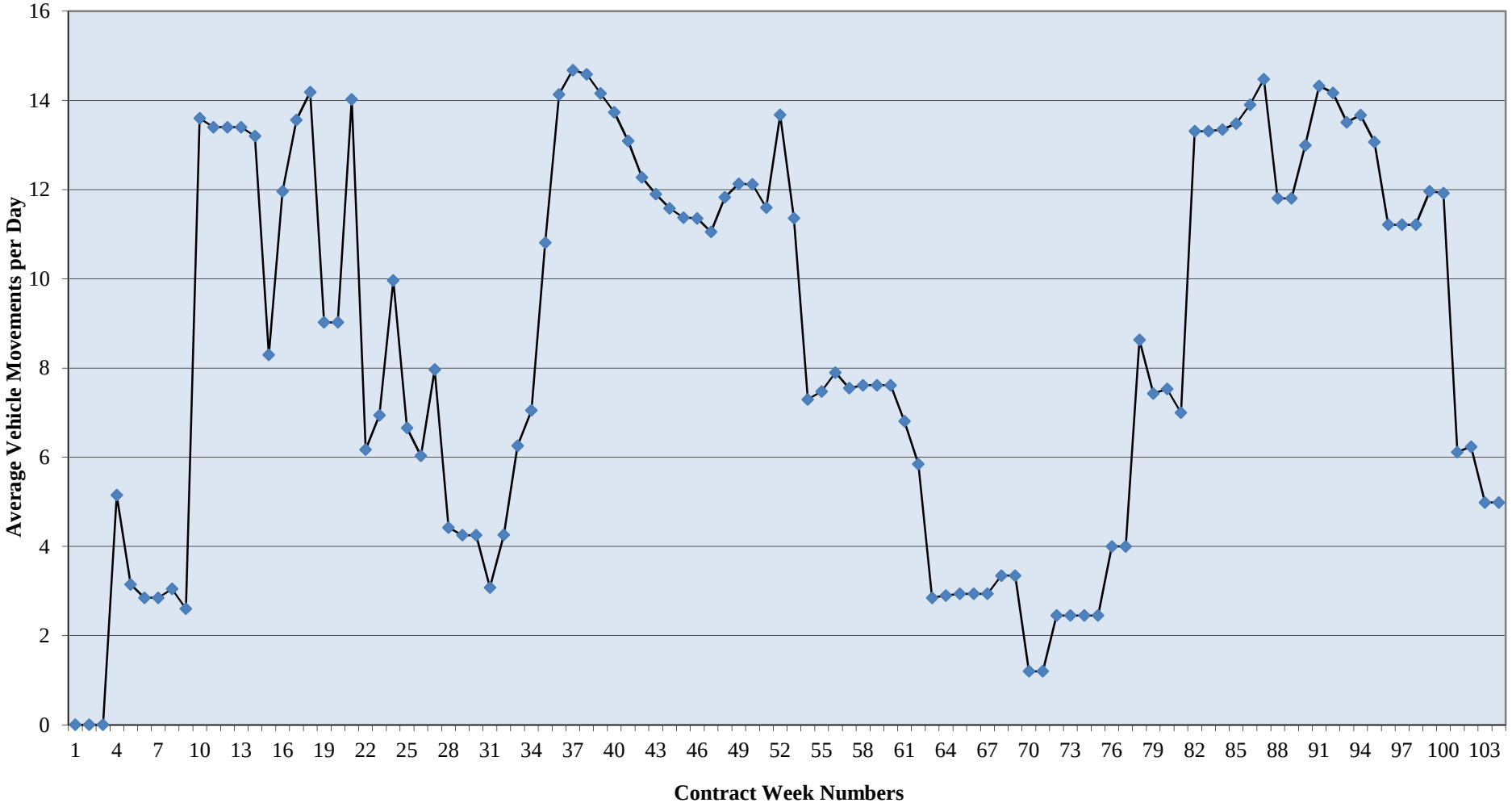
CMP Question 17 & 26

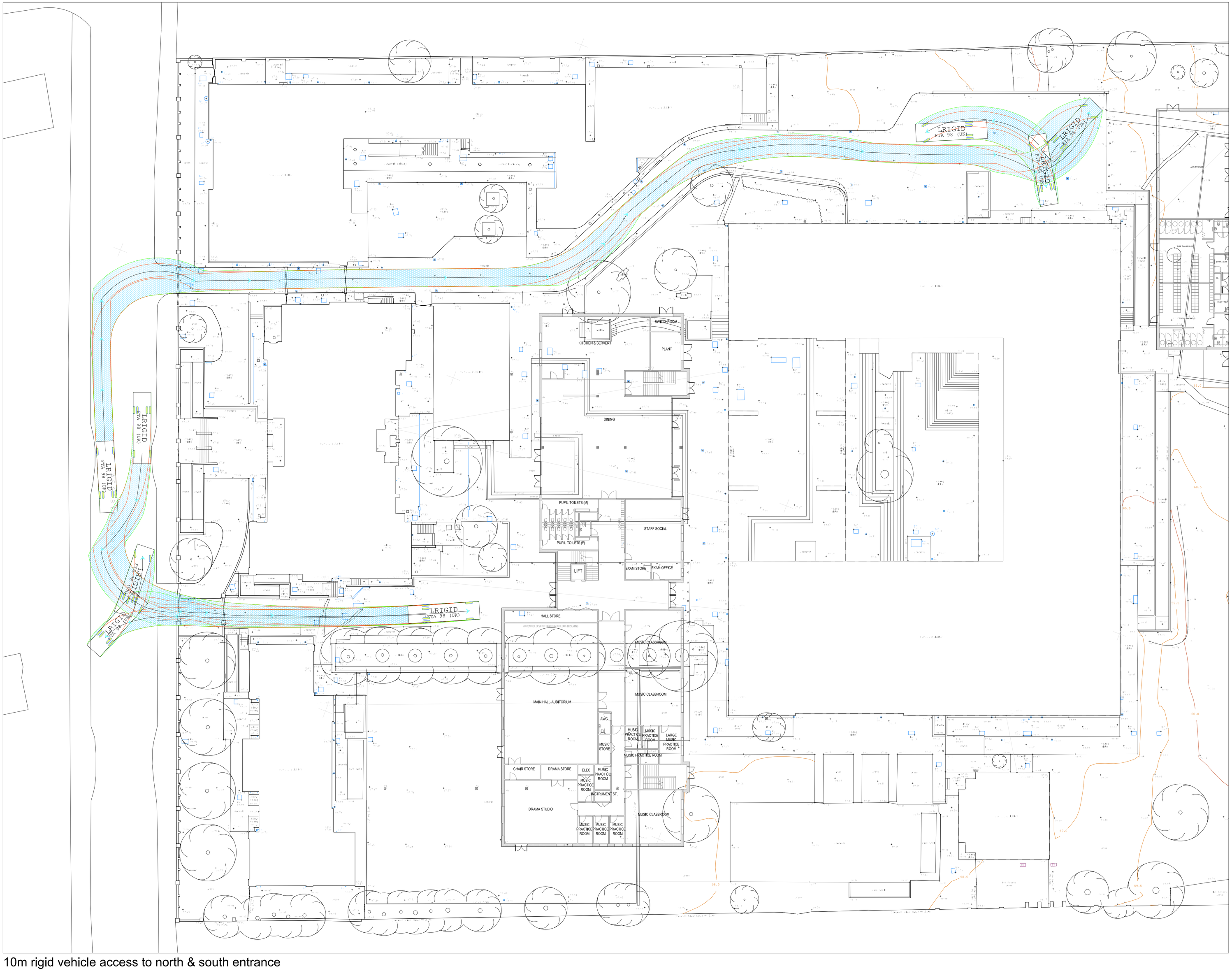
Activity	Indicative Area / volume	Type of vehicle				
		Large lorry	Concrete wagon	Artic. lorry	Large box van	Period Week Nos.
Phase 1 – New Build						
Site establishment	-	8			6	4 – 6
Skips	-	282				4 – 70
Services diversions	-	40	10		10	4 – 9
Scaffolding	3,000 m²	32		78		27 – 52
Piling	120 No.	140	280	20		10 – 14
Excavation	2,200 m³	220				10 – 18
Foundations	2,200 m²	26	120	35		15 – 18
Superstructure	6,100 m²	24		35	10	18 – 33
PCC Planks	4,800 m²			31		24 – 33
External walls	3,100 m²	61				30 – 44
Windows etc.	320 No.				17	33 – 44
Roofing	2,400 m²	20		4	10	34 – 44
Drainage	1,200 m³	120	10		5	4 – 18
Mechanical Services	5,500 m²	170		10	410	35 – 64
Electrical Services	5,500 m²	134		10	290	33 – 64
Brickwork / partitions	1,100 m²	69				34 – 44
Dry lining / screed	3,500 m²	18			24	35 – 46
Joinery	200 No.	5			21	48 – 56
Metalwork	30 No.	2			4	49 – 51
Sanitaryware	100 No.				8	39 – 48
Flooring	5,500 m²	4			6	54 – 62
FF&E	5,500 m²	50			25	62 – 70
Landscaping	600 m²	18				56 – 70
Miscellaneous	-	20	20	6	50	4-70

Activity	Indicative Area / volume	Type of vehicle				
		Large lorry	Concrete wagon	Artic. Lorry	Large box van	Period Week Nos.
Phase 2 – Demolition and refurbishment						
Site establishment	-	8			6	102 - 104
Skips	-	150				72 – 104
Scaffolding	1,500 m²	50		78		72 – 94
Excavation	6,000 m³	600				82 – 96
Demolition	4,200 m²	168				76 – 87
External walls	1,500 m²	10				76 – 90
Windows etc.	120 No.				5	76 – 90
Drainage	200 m³	20	2		2	74 – 80
Mechanical Services	1,500 m²	36		4	80	78 – 102
Electrical Services	1,500 m²	28			56	78 – 102
Brickwork / partitions	200 m²	6				85 – 91
Dry lining / screed	1,100 m²	6			8	85 – 94
Joinery	60 No.	2			10	90 – 96
Sanitaryware	20 No.				2	84 – 90
Flooring	1,500 m²				4	94 – 99
FF&E	1,500 m²	10			5	96 – 102
Landscaping	10,000 m²	48			20	86 – 104
Miscellaneous	-	20	20	6	50	84 - 100

Hampstead Secondary School

Preliminary Vehicle Flow Analysis





10m rigid vehicle access to north & south entrance

GENERAL NOTES

This drawing to be read in conjunction with all relevant drawings & specifications. This drawing must not be scaled. All users of this drawing are to ensure that it is the latest revision. No drawing is to be used for construction unless it is noted on the drawing that it is issued for construction.

DRAWING NOTES

CDM Regulations

Hazards	Date Added	Date Mitigated	Risk Assessment Date

REV	DATE	BY	DESCRIPTION	CHK

ISSUED FOR:

INFORMATION

CLIENT:

Wates House
Station Approach
Leatherhead
Surrey.
KT22 7SW
T +44 (0) 1372 861000
F +44 (0) 1372 861131
www.wates.co.uk

wates Engineering

PROJECT TITLE:

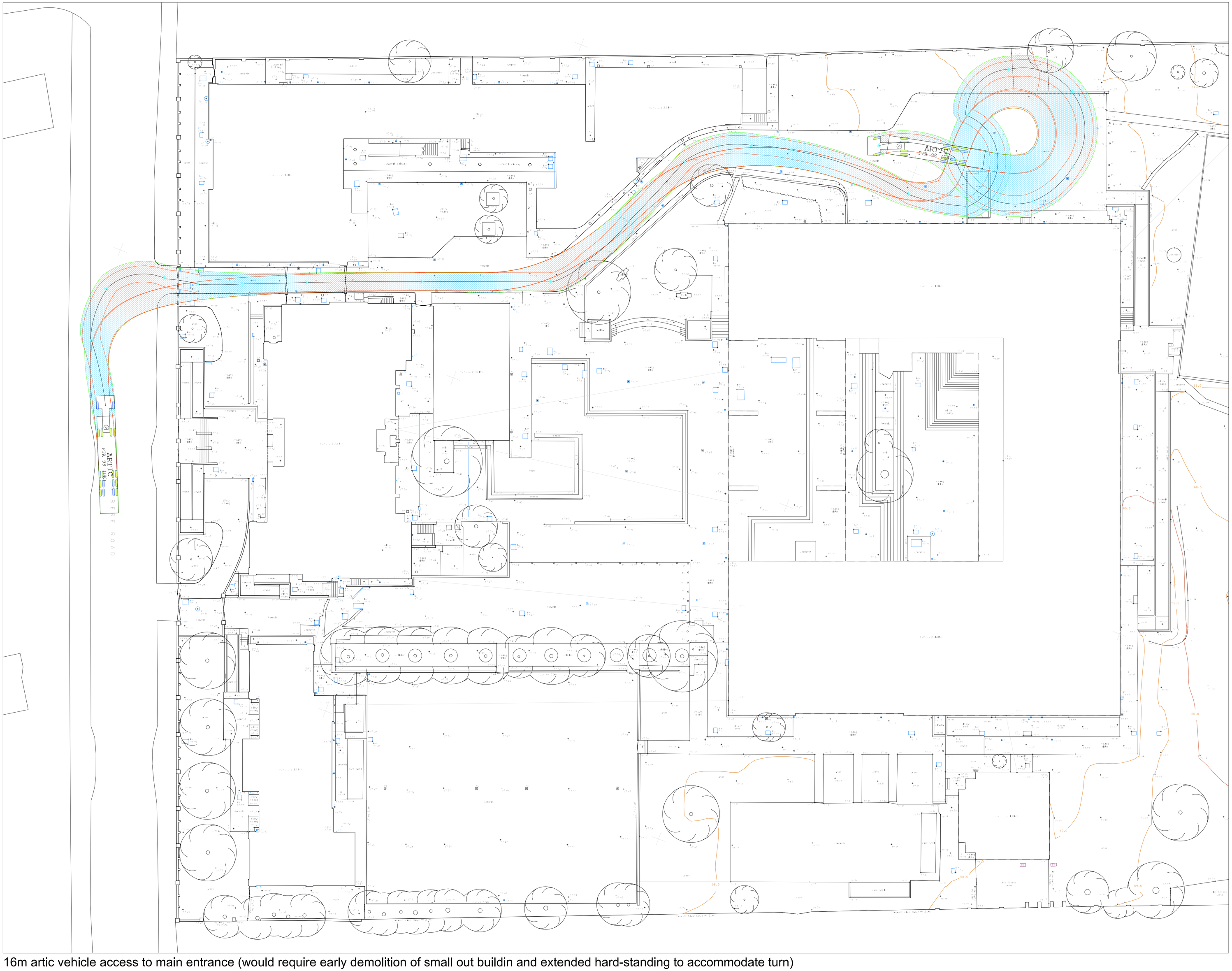
Hampstead Secondary school
Westbere Road

DRAWING TITLE:

Swept path analysis sheet 04
at construction

DATE:	DRAWN:	CHECKED:	APPROVED:
--/--/--	JET	---	---

SCALE:	DRAWING No.:	Rev:
1:250@ A1	517.15.004	A00



16m artic vehicle access to main entrance (would require early demolition of small out buildin and extended hard-standing to accommodate turn)

GENERAL NOTES

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CLIENT:

Wates House
Station Approach
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wates Engineering

PROJECT TITLE:

Hampstead Secondary school
Westbere Road

DRAWING TITLE:

Swept path analysis sheet 05
at construction

DATE:	DRAWN:	CHECKED:	APPROVED:
--/--/--	JET	---	---

SCALE:	DRAWING No.:	Rev:
1:250@ A1	517.15.005	A00