London Borough of Camden

Construction Management Plan

6 Erskine Road

DRAFT FOR CONSULTATION

www.camden.gov.uk

CONSTRUCTION MANAGEMENT PLAN

INTRODUCTION

The Construction Management Plan (CMP) should help developers 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 should address how any impacts associated with the proposed works would be mitigated and manage the cumulative impacts of construction in the vicinity of the site. The level of detail included in the CMP will depend on the scale and kind of the development. The 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 agreed contents of this CMP must be complied with unless otherwise agreed with the Council. The project manager shall work with the Council to review this CMP if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice further agreements that may be required such as Road closures or hoarding licences.

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 as is necessary.

If your scheme involves any demolition, you will need to make an application to the Council's Building Control Service; please complete 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.)

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Queries: planningobligations@camden.gov.uk

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: 6 Erskine Road, London, NW3-3AJ

Planning application reference: Section 106 – 2013/6326/P

Type of CMP – Condition discharge / Section 106 planning obligation / Major sites framework.

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

Name: Clare Goggin

Address: Jackson Coles LLP, Morelands, 5-23 Old Street, London, EC1V 9HL

Tel: 020 7608 8627

Email: Clare.Goggin@JacksonColes.co.uk

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

Name: Neil Dutton

Address: Primus, 120-128 Moorgate, London, EC2M 6UR

Tel: 07525 813627

Email: neil.dutton@primus.london

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

Name: Neil Dutton

Address: 6 Erskine Road, London, NW3-3AJ

Tel: 07525 813627

Email:
neil.dutton@primus.london

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 Infrastructure Projects (CIP), please provide contact details of the responsible Camden officer.

Name: Neil Dutton

Address: Primus , 120-128 Moorgate, London , EC2M 6UR

Tel: 07525 813627

Email: neil.dutton@primus.london

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

Name: Clare Goggin

Address: Jackson Coles LLP, Morelands, 5-23 Old Street, London, EC1V 9HL

Tel: 020 7608 8627

Email: Clare.Goggin@JacksonColes.co.uk

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: Neil Dutton

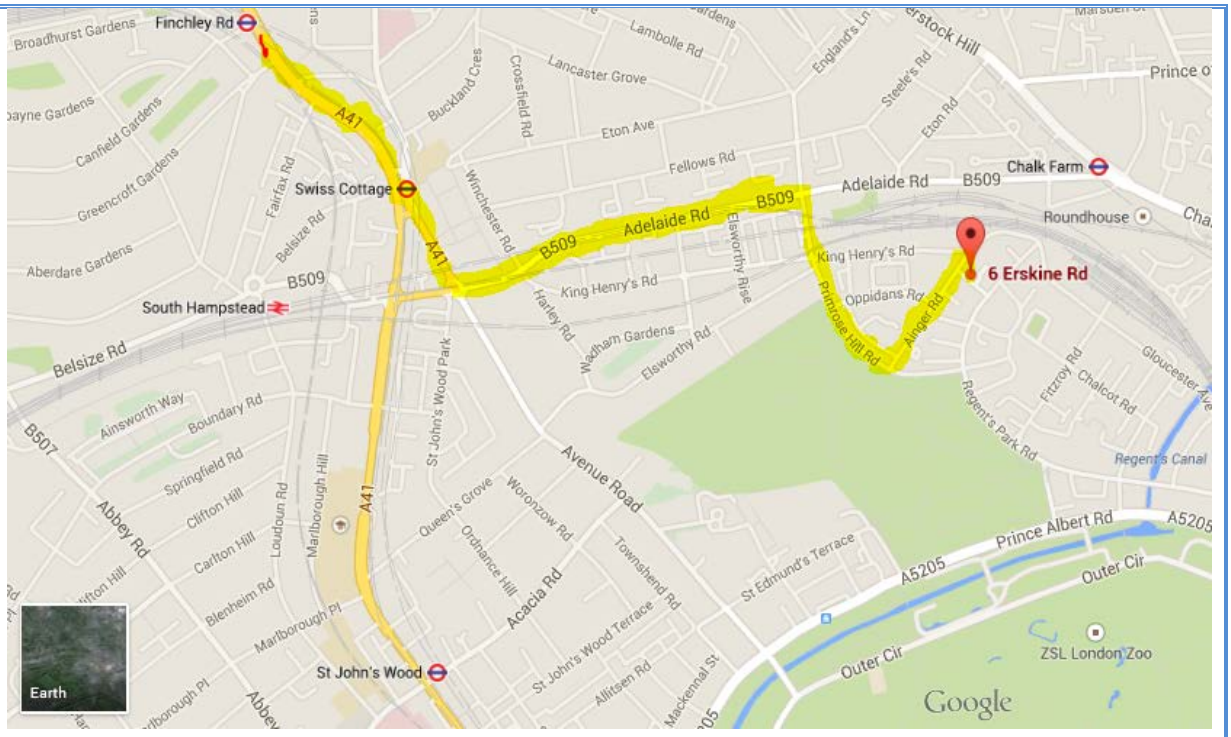
Address: Primus , 120-128 Moorgate, London , EC2M 6UR

Tel: 07525 813627

Email: neil.dutton@primus.london

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.

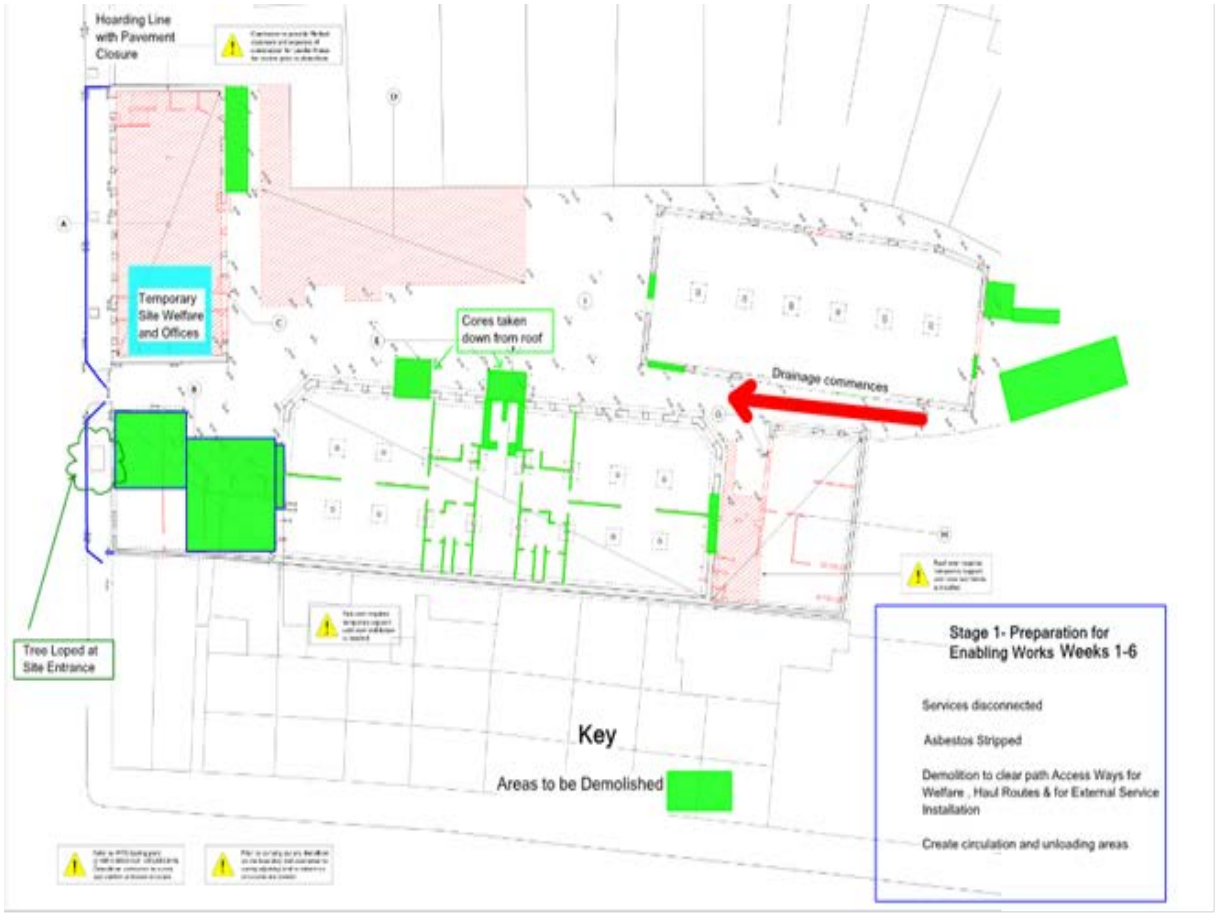


The project is located at 6 Erskine Road, London NW3 3AJ and is being procured via a traditional procurement route. The site comprises 6 nr unoccupied buildings and is directly off Regent's Park Road. On Erskine Road itself, due to site access constraints and as shown in the swept path analyses undertaken, suspended bays will be required. The main route to site will be from the A41 to B509 Adelaide Road, turning south-east onto Regent's Park Road, left onto Primrose Hill Road, right onto Erskine Road, and then left to the site entrance. The site is in a predominantly residential area and is land-locked by residential gardens and also rear yards to adjoining business premises. It is anticipated that party wall awards will be in place at the time of construction commencement. After reviewing the route we confirm that there is no cycle route within our travel plan

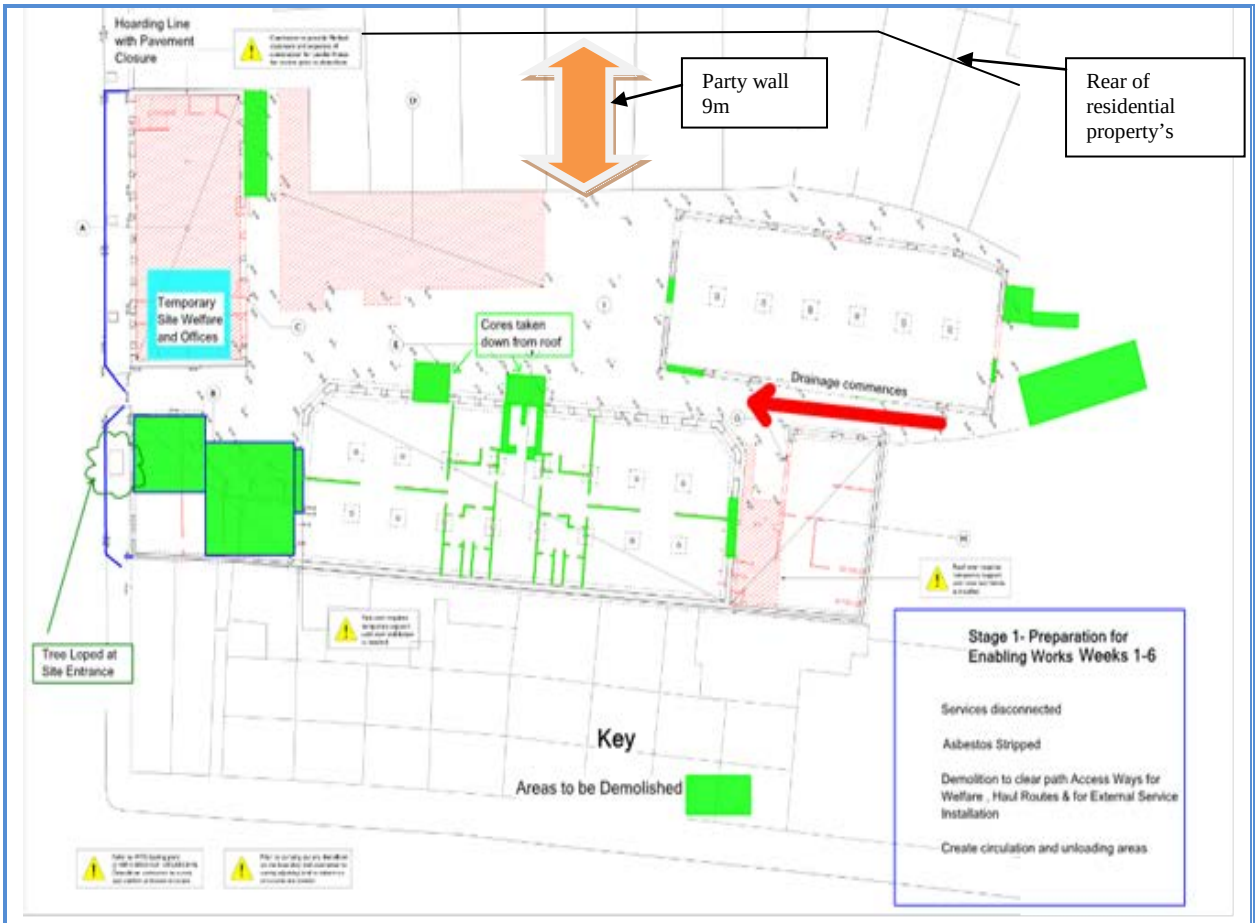
Q9. Please provide a very brief description of the construction works including the size and nature of the development and details of the main issues and challenges (e.g. narrow streets, close proximity to residential dwellings).

The works include the initial strip-out phase which will consist of the removal of non-structural elements, ceilings, walls, etc., followed by the demolition stage (in accordance with the City of London Code of Practice for Deconstruction and Construction Sites) which will include the complete demolition of building 5 (with associated temporary works), the removal of the roofs and roof coverings, the removal of floor slabs, structure including internal columns and loadbearing walls concrete slabs, the protection of the party walls to both sides and protection of pavements to the front and rear of the property.

The main construction stage comprises the rebuilding of building 5, new cores constructed to building 5 to 4 and 1, 2 and 3 together with the party walls, the installation of a new roof structure and new floor slabs within all 6 buildings and sheet piling to building 5. The other 5 buildings will have all external render removed and any damage to masonry will be repaired and re-pointed and then the render finish will be reinstated. The project further includes the installation of all new windows, curtain walling, roofs, and the addition of 6 number lifts. The works also include the installation of new underground drainage mechanical and electrical services, all fitting out and internal finishes. Building 1 will be split into two sections; one side being used for a new sub-station (serving the surrounding Primrose Hill area) the other as a porter's office. Buildings 2 to 5 will be used as office space, building 6 (currently known as Leeder House) will be converted to accommodate four residential apartments.



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.).



Noise generated by the demolition and construction process will be considered and its impact on neighbouring properties mitigated. Suitable mitigation measures to be used include:

- Standard construction hours.
- The use of quieter alternative methods or mechanical plant, where reasonably practical.
- Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.
- Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;
- The use of site hoardings or portable acoustic enclosures/screens where practical.
- Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.
- All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties.
- During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery. Primus will use high pressure hoses to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal. Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times.
- Hoarding will be erected around the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site.
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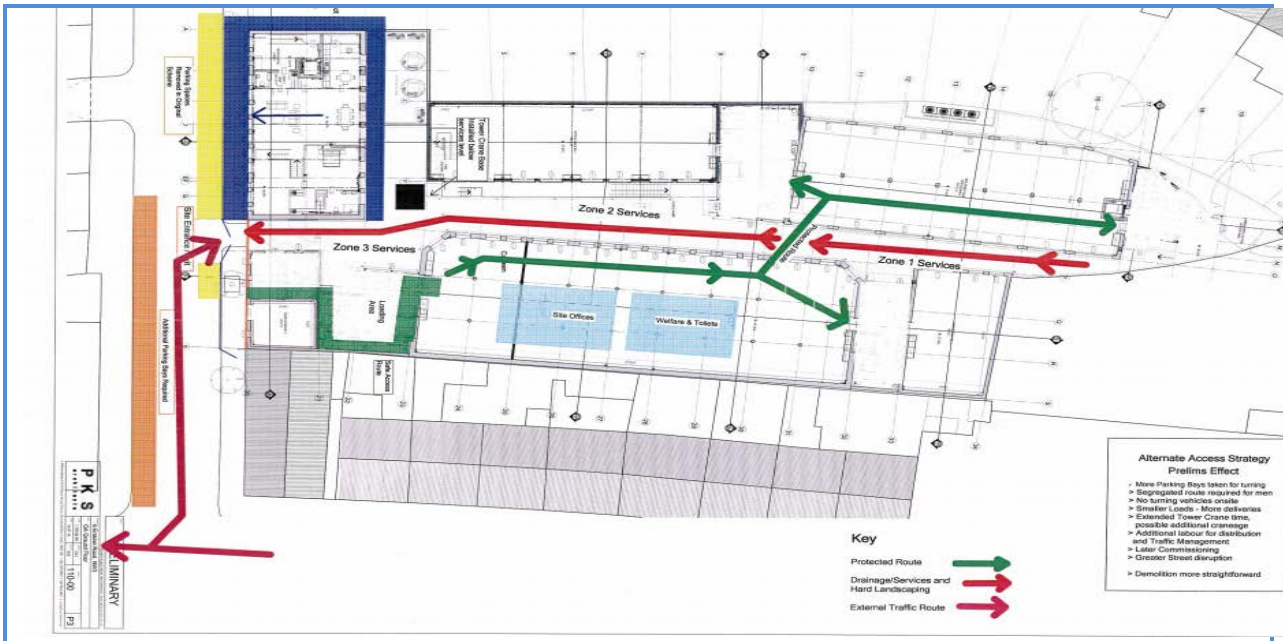
- All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway. A wheel-washing facility will be provided, as required, for the duration of the construction works to ensure the levels of soil on roadways near the site are minimised. The wheel-washing facilities will be in the form of a hose down point located adjacent to the entrance. The excavation is being loaded directly from conveyors into a lorry. So the wheel washing requirement is minimised, any overspill will be washed off the Road surface.
- Primus will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.
- Burning of materials on site will not be permitted in order to prevent smoke emissions.

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.



The site plan shows Parking bay suspension in brown and yellow. We do not have cycle lanes within the immediate vicinity of the site. The footpath (in blue above) will also need to be closed. This will be for the duration of the project.

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).

Please see attached programme appendix 1.

Q13. Please confirm the standard working hours for this site, noting that the standard working hours for the construction sites in Camden are as follows:

Primus working hours will be:

- 08.00 to 18.00 on Monday to Friday
- 08.00 to 13.00 on Saturdays
- No working on Sundays or Public Holidays

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.

Thames water, UKPN, BT – Primus Build intend to discuss installation dates with the utilities suppliers, agree trenching details with them and coordinate installation dates. UKPN have already stated the main power supply coming into the site might be sufficient but tests to the power supply still need to be done. Confirmation on the pathway of main power supplies still need investigation and confirmation on route. After this information has been received a full drawing will be issued as addendum to this CMP.

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

Asbestos survey will be carried out on 19/01/15. We would expect the report back within 10 working days. This report will be added and reissued within the CMP as an addendum.

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.

Defined traffic management procedures are imperative for the efficient handling of materials and waste for the project, but also to ensure effective management of vehicles, passing traffic and pedestrians. The traffic management plan will be controlled by a Logistics Manager and reviewed regularly. The material deliveries and waste away will be within the controlled zone in the Road. Vehicles will turn off engines when delivering and will be turned away when the loading area is in use to ensure no localised waiting.

The Project Manager and Logistics Manager will manage the traffic and working within the unloading point on the road within the loading bay in-front of Leeder House. All deliveries will be booked electronically in advance to ensure single delivery accommodation and co-ordination with waste removal.

Sizes of deliveries will be restricted and kept to a 'just in time'. All suppliers and contractors will be given prior instruction for the route and procedure for deliveries and vehicle details. All materials will be delivered and offloaded into the building by crane or forklift onto the ground floor hoisting area or via the ground floor hoarding entrances. A lifting plan will be implemented in relation to all lifting operations involving lifting equipment. All lifting operations will be undertaken in accordance with Lifting Operations and Lifting Equipment Regulations 1998 (LOLER).

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

Stage 1 Demolition - There will be a maximum of 5 lorry movements per day. The loading bay in front of Leeder House will be used to site a 40 yard skip, to allow loading of waste and access for removal.

Stage 2 Groundworks - there will be a maximum of 10 muck away lorries per day.

Stage 2 and 3 Concrete Pours - 10 concrete lorries per day, pumping of concrete will be done from the front entrance of the site, we will be able to hold the pump and concrete vehicles within the hoarding line loading bay. Mobile crane and tower crane erection commences in stage 3. Erskine Road will need to be closed to day-to-day traffic for one working day.

Stage 4 Deliveries of cladding and glazing for core fit out.

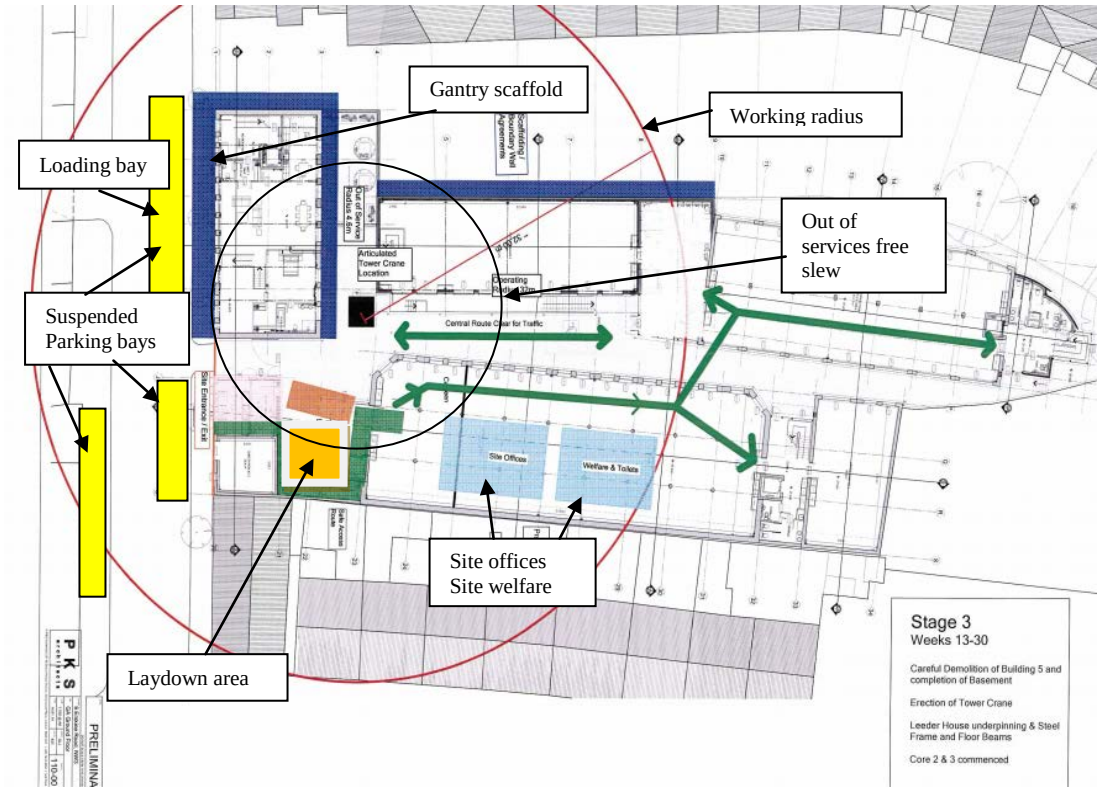
Stage 5 Deliveries for residential and office fit outs.

- Debris/ rubble/ waste 40 yarder skip
- Muck away Lorry 9m x 2.5m (Dwell time 30min per load)
- Concrete Lorry 9m x 2.5m (Dwell time 20min per delivery)
- Mobile crane 12.300m x 2.430m Dwell time 8hours)
- Delivery vehicle type 1 5m x 2.15m (Dwell time 20min to 1hour)
- Delivery vehicle type 2 7m x 2.15m (Dwell time 20min to 1hour)
- Delivery vehicle type 3 10m x 2.500m (Dwell time 20min to 1hour)
- Delivery vehicle type 4 14.154m x 2.520(Dwell time 20min to 30min)

We have reviewed all deliveries and will maintain a clear path down Erskine Road, with the exception of the date of the aforementioned tower crane erection.

We have reviewed the traffic route and are not aware of any other known developments occurring within our construction phase.

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



In blue we are showing a gantry scaffold which sits in front of Leeder House. We will be closing the Parking bay adjacent to the front of Leeder House, and will be closing the footpath in the same area.

The crane turning radius will not over sail any adjacent properties in free slew; we will lift the jib to a 10 degree angle to prevent this from happening while the crane is not in use. When the crane is in service the jib will again not lift over any properties, with any loads, by using the same method.

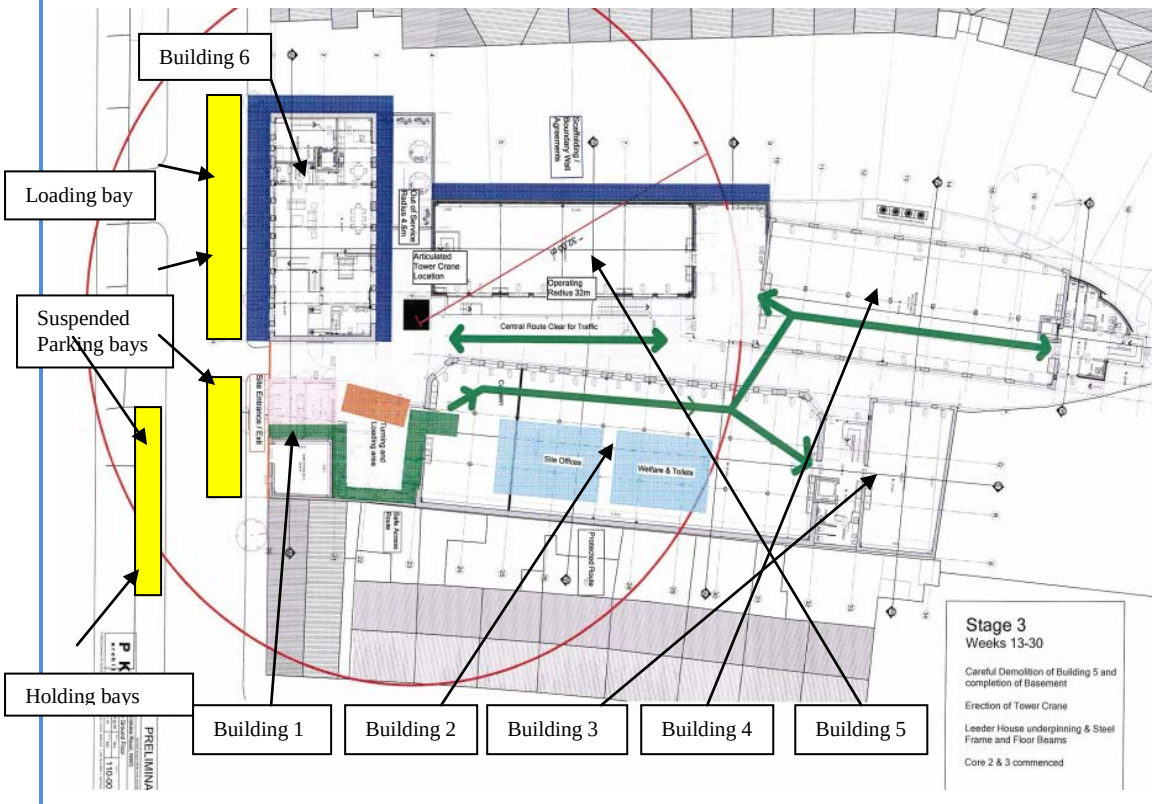
Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

Primus will be hoarding off in two areas of the project, which are both on front of the building on Erskine Road. This will fall within our licencing of suspended bays. Please see diagram stage 3.

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.

Please refer to drawing on Q21, Q22, and Section 4 - Traffic Management for the Site. This drawing references all the queries, noted above. We are only using suspension bays to accommodate swept paths, along with the loading of demolition material from Leeder House, if the facilities office can be removed.

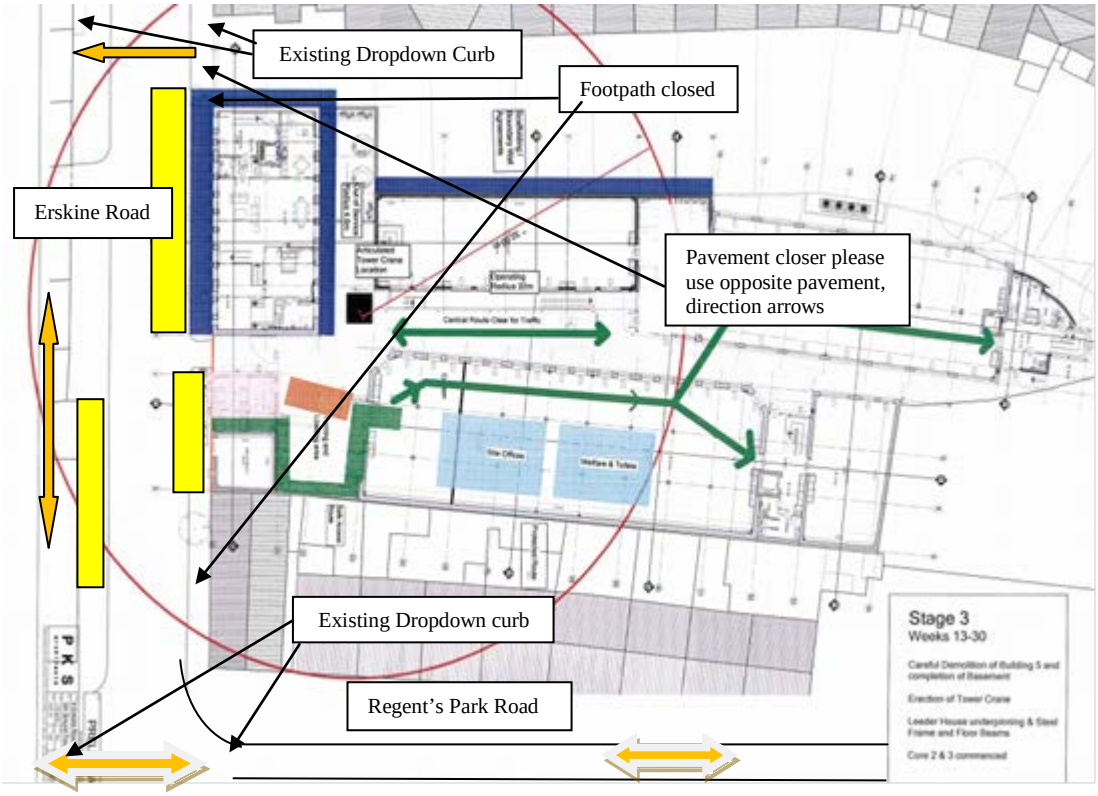
Q21. Please provide details of any proposed Parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

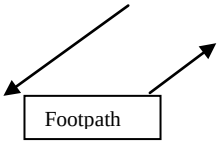


Primus will apply for the required amount of Parking bays 17 days in advance of any required suspension as stated within Camden suspension Parking requirement. 10 bays will be required throughout the project

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.

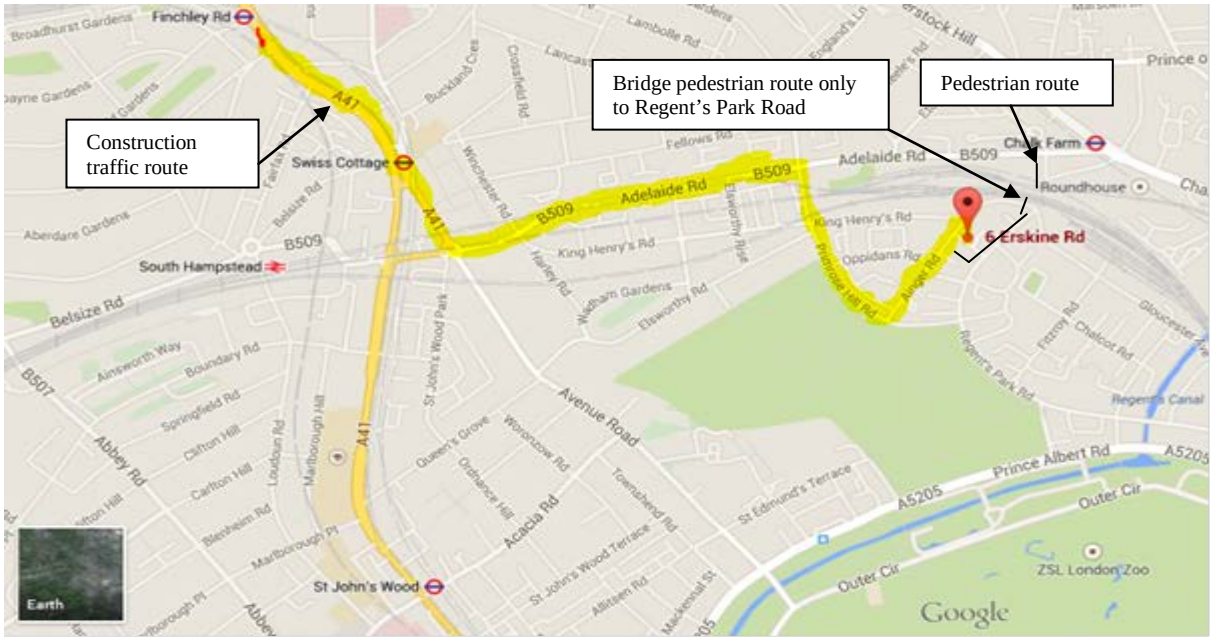




A banksman will be overseeing all traffic, along with a logistics manager on all deliveries. This should not affect pedestrian and cyclist safety. Erskine Road is a side street which has relatively low levels of pedestrian traffic. We are also segregating pedestrians from site traffic. We are not affecting any overhead works where pedestrians are required to walk under any overhead gantries. We have diverted the footpath to allow access to Erskine Road. Primus will install all safety signs on hoarding and on foot paths to show clear and safe access routes to site.

Access onto site will be monitored through swipe cards which will allow only approved site personnel access. The access route to divert pedestrian to the footpaths/pavement will all be pre-agreed with Camden and meet the traffic act code of practice. We have taken into account the existing drop-down curbs to allow access for wheelchair users, individuals with walking impairment, young children, prams, blind and partially sighted people. We are maintaining existing routes from Regent's Park Road and Adelaide Road on the entrances of Erskine Road.

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.



The main route to site will be from the A41 to B509 Adelaide Road, turning south-east on to Regent's Park Road, left on to Primrose Hill Road, right onto Erskine Road, then left to the site entrance. For pedestrians traveling by train, the main station will be Chalk Farm, served by the Northern Line. After alighting from Chalk Farm, pedestrians will turn left to the first set of lights, cross over at the pedestrian crossing onto Adelaide Road and follow that to Elton College Road. Make a left and carry on over the bridge to Regent's Park Road and continue up Regent's Park Road until reaching Erskine Road on the left. The site entrance will be on the left hand side, with the safety signs and site office signs posted on the hoarding line.

Primus have walked both routes and reviewed vehicle and pedestrian access to site. There are no schools or any other public buildings or museums within our traffic plan. Primus has reviewed weight restrictions on our traffic route and do not foresee any issues with deliveries to and from site. I.e. low bridges etc.

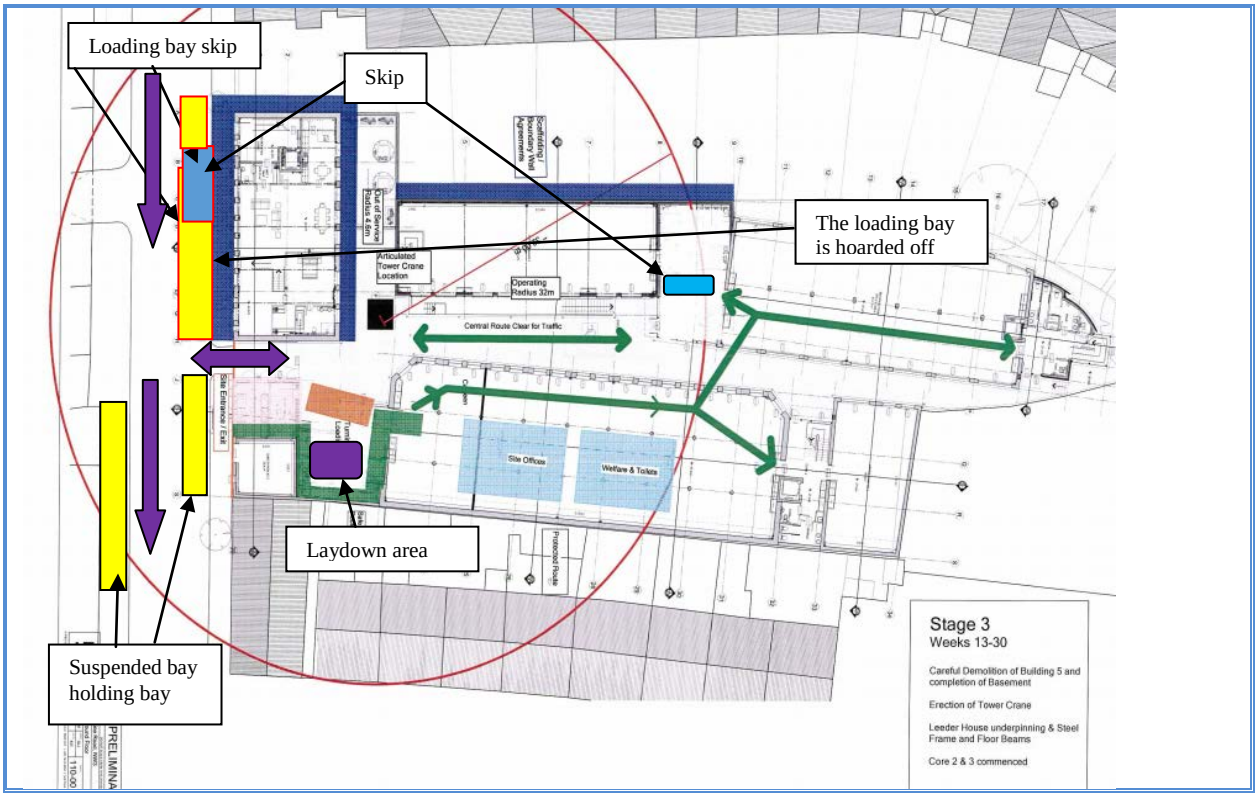
Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. Confirm how contractors, delivery companies and visitors will be made aware of the route (to and from the site) and of any on-site restrictions, prior to undertaking journeys.

On a weekly basis the Logistics Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week.
Hauliers will be required to contact the site on a daily basis and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Logistics Manager to ensure deliveries are controlled and vehicles are not waiting on local Roads, thereby ensuring that there is always space at the site to accommodate the necessary plant and deliveries.

Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading/unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.

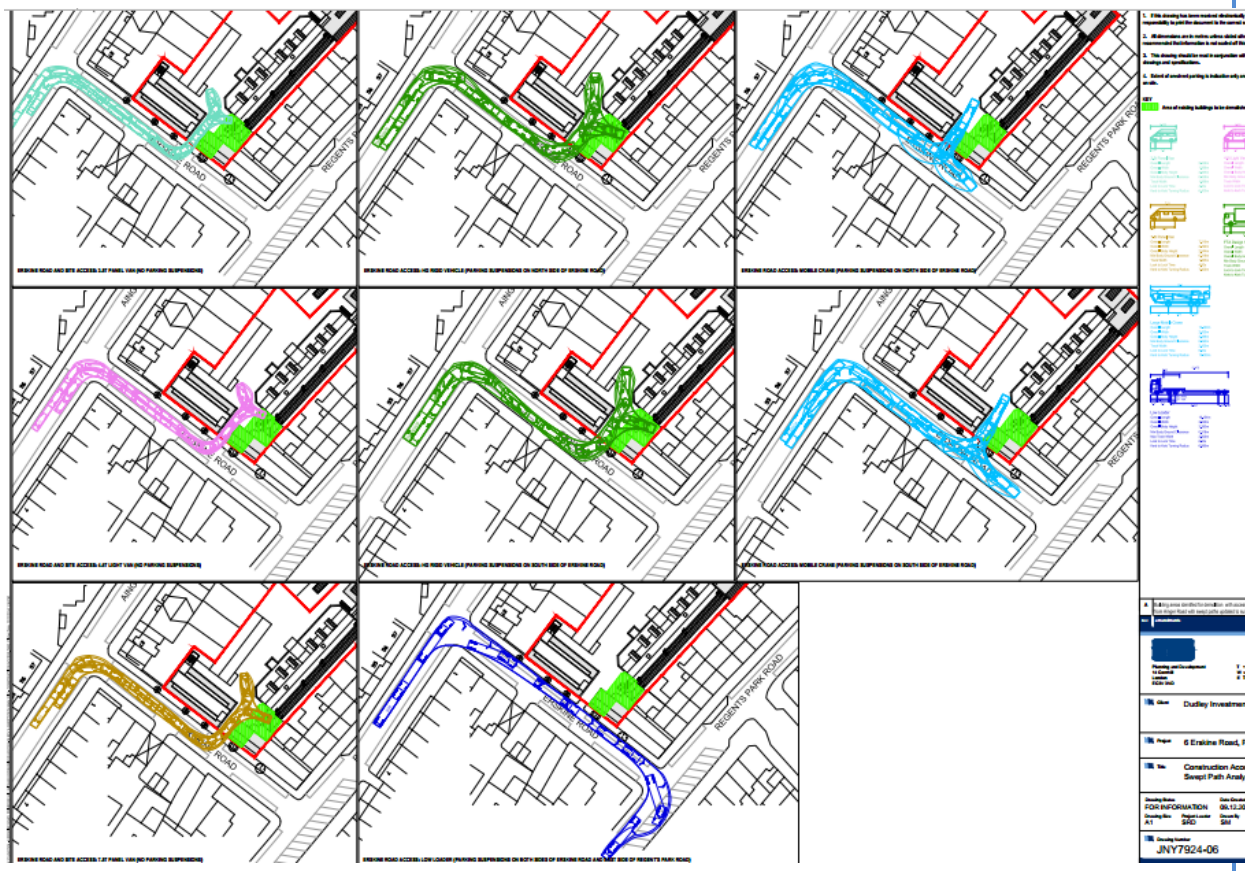
Use of the agreed vehicle routes shall be included as a contractual requirement of the Sub-Contractors and will be communicated to all individuals associated with the works. It is envisioned that this information will be communicated in the form of a leaflet or email and will include information with regard to times of operation, delivery routes, the call up procedure and delivery slot information. Visitors to site will be made aware of local transport trains, buses and the main route if driving. We will endeavour to stress that they use public transport to prevent any added traffic to the local area.

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.



This diagram shows access onto site and the route when leaving site. Laydown areas are also shown which will move as the project progresses. We will however only ever use two number positions. The loading bay with the skip will be hoarded-off with gates at both end to allow access and egress for either side. This will prevent traffic being blocked by construction activity or construction traffic.

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).



We have provided 8 different options indicating that we are able to enter site with smaller vehicles, with agreement of the suspended bays as shown in Q21. This will be required throughout the project to allow access and turning into site.

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.

Primus employs Safety, Health and Environment Advisers who are trained and experienced in the use of noise monitoring equipment. We retain our own noise monitoring equipment and regularly carry out monitoring checks during the course of construction, to ensure noise levels adjacent to the works are within specified limits.

We understand the limitations of noisy works within a residential environment and ensure all subcontractors are aware of the site restrictions on noisy work as detailed within subcontract orders and the site rules. Noisy work will be covered under our permit to work system which will identify the activity, its location, the duration and any applicable control measures necessary to mitigate its effect.

Primus is sensitive to the requirements of working alongside existing occupied premises. We recognise the importance of working closely with the Client's management team to ensure that they are informed in advance of any noisy or disruptive activities that we may be undertaking and to allow time for the agreement of any reasonable mitigation measures that may be required.

We will restrict noisy activities within our operations to the following times:

- In two time-slots for breaking out concrete – 10.00 to 12.00 and 14.00 to 16.00
- Cutting and high noise level will follow the same timing.

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.

Primus has not completed a noise survey to date. We are not due to start on site until late February. Prior to any work commencing, Primus will produce a noise survey and will provide a copy to Camden.

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

Primus will respect any reasonable request to reduce the duration of noisy activities further if required. Contractors will be required to have all plant and tools fitted with either silencers or dampers so far as is practical and working methods will be regularly reviewed to ensure that nuisance to adjacent properties and residents is mitigated wherever practical.
Should noise levels reach 80dB (A) operatives will be informed of the risks to their hearing and supplied (if requested) with either appropriately attenuated ear defenders or earplugs.

Should noise levels reach 85dB (A) or above operatives will be informed of the risks to their hearing and supplied with appropriately attenuated ear defenders or earplugs and instructed to wear them during noisy operations. The contractors are to ensure compliance by carrying out regular active monitoring.

Our Health and Safety Director will undertake noise surveys during their regular site inspections. However, operatives will be informed that as a general rule, if they need to raise their voice when standing 2 metres away from a noise source, it is too loud and hearing protection must be worn.
It is the buying policy of Primus to ensure that the noise and vibration produced by work equipment is considered together with the price when new purchases are made with a view to lowering the risk when equipment is used.

Contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.

To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls and given information in order to reduce the risk.
Should it be deemed necessary, contractors are to undertake noise and hand arm vibration monitoring and, dependant on the results, further control measures will be required.
Below are some examples of maximum usage for tools in order to prevent injury and ill health.

Tool	Hand Vibration (m/s^2)	Maximum usage period in 8hrs (Minutes)
2- stroke breaker	10	38
Electric breaker (7kg)	9	46
Rotary/hammer drill (4kg)	10	38
Rotary/hammer drill (9kg)	14	19
Rotary drill	2.5	480
7/9” Grinder	5.5	124
Circular saw 6” – 9”	2.5	480
Wall chaser (twin) blade)	4	235

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.

Primus will action and establish communication, environmental site aspects and emergencies controls. We will hold environmental tool box talks, produce an environmental plan and review our sub-contractors impacts and produce full assessments of each activity which involve noise levels which are above normal. We will also ensure that the demolition works will only be carried out within normal working hours.

Our health and safety director will carry out noise level checks throughout the demolition to maintain the correct noise levels. Most of the demolition will be done within the building with windows and roofs left on. This will lower the impact of noise. Primus will carry out a full pre-qualification check on all sub-contractors along with statements on their environmental policies to ensure compliance on maintaining noise levels and mitigation measures are met.

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

Primus will ensure that the demolition sub-contractor meets all statutory requirements, and is fully competent to carry out these types of work. The correct training will be in place to cover all aspects expected of this standard.

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

The principle construction activities that will generate dust are typically demolition, excavation, foundations and external works.

The materials disturbed by excavation activities are inert materials (principally crushed concrete and clay/gravel fill) and therefore the dust generated during their removal and transportation does not represent a hazard to either people or the environment. We will also add shielding to cutting equipment

When activities are being carried out that risk generating large volumes of airborne dust, Primus will employ dust suppression measures. This will normally take the form of damping down and dust screens. Good site management will be strictly enforced to ensure work areas are kept clean and tidy at all times to prevent the migration of dust throughout the site.

We will erect a full site boundary, keeping away from sensitive receptors, and there will be a fully trained Manager on site throughout the construction period. We will be using water as dust suppressant where applicable and muck-away trucks will be covered to prevent wind effects on contents.

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.

Primus will have a hose and pressure washer at the main entrance to prevent any dirt/dust leaving the site. We will employ a road sweeper on a day-to-day basis, as required to maintain a clean road surface. The main time where the roads will need to be cleaned within the project will be when ground works commence i.e. removal of soil /clay etc. We will monitor this carefully.

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

While noisy level of activity's are in operation we will monitor noise level to make sure the levels are within specified limits. Noisy work will be covered under our permit-to-work system which will identify the activity, its location and duration, and any applicable control measures necessary to mitigate its affect.

Sub-contractors are encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features.

To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls, and given information in order to reduce the risk. We will also be looking at Method Statements/ Risk assessments to ensure that they are reviewing all aspect of the tools be used to complete each section of the of the works requirement.

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.

An Air Quality Assessment has been undertaken and has focussed on the impact of construction dust and emissions. This assessment has been prepared taking into account all relevant local and national guidance and regulations.

The risk levels of Dust Soiling and PM_{10} effects have both been assessed and identified.

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

The mitigation measures, emanating from the risk assessment, will be delivered on site via communication, a dust management plan, site management, waste management and monitoring and measures specific to earthworks, construction and track-out.

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 exceedances of the threshold and measures that were implemented to address these.

This is not a high risk site. As it is low risk, Air quality on dust in line with SPG was completed as stated below

Erskine Road, London Borough of Camden Air Quality Assessment

Air Quality CONSULTANTS

Document Control

Client	Cundall Johnson and Partners LLP	**Principal Contact**	Ian Cansfield

Job Number	J1692

Report Prepared By:	Suzanne Hodgson and Laurence Caird

Document Status and Review Schedule

Report No.	Date	Status	Reviewed by
1692/2/F2	26 June 2013	Final Report	Prof. Duncan Laxen

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).

The buildings have recently become vacant therefore no site inspections have been carried out to date. A specialist contractor will be appointed to carry out a site inspection and remove rodents if they are found on site prevent them from moving to other properties around the area. Other initiatives we will implement are as follows:

- No waste on site
- No eating or drinking on site other than canteen area
- Capping of drains
- Traps installed

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.

Please refer to Q21, 22 site plan and traffic management. We also outline loading area and note traffic flow, pedestrians, cyclists.

The image in response to Q21 demonstrates a routed plan to and from site for construction and personnel. We will have controlled deliveries to prevent the congestion of construction traffic to and from the site.

A schedule will be produced allowing time slots for sub-contractors and day-to-day deliveries due to the space available on and off the site at Erskine Road

We will also employ a full-time logistics manager to oversee all deliveries schedules, they will work closely with sub-contractors and day-to-day delivery personnel to ensure deliveries are keeping to the pre-agreed schedule.

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).

Due to the nature of this project, and the construction phasing schedule, we will not require off-site material storage areas.

Primus has programmed the project to run in conjunction with the deliveries and installation schedules. The site will not allow for over-loading with materials. Scheduling of deliveries is the most reasonable way in which to prevent any logistical issues and prevent congestion.

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.

The Draft Construction Management Plan is out for public consultation from December 22nd 2014 to January 23rd 2015.

Local stake holders have been issued with letters proving a website whereby they are able to leave comments on the Draft Construction Management Plan. Once the consultation period has expired we will collate all comments and demonstrate that we have amended the CMP where appropriate.

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.

Primus will provide a detailed newsletter 14 days prior to construction commencement on site. We will also provide a newsletter every 8 weeks after the first newsletter has been produced. We will also attend meetings with the residents and business associations, as appropriate.

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".

Primus will be registering the project with Considerate Construction Scheme, CLOCS, and Guide for contractors working in Camden.

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.

Primus will provide a smoking area away from the main gate to ensure limited health risks to local residents. Interaction can take place with non-construction personnel. Site personnel will not be permitted to loiter outside the main gate.

Within Primus' Health and safety plan we state 'No personnel shall indulge in fighting, horseplay, tomfoolery or practical jokes including wolf whistling etc.'

We will work on a red card system, therefore any personal found to be acting within a manner we deem unacceptable, will be removed from site and consequently barred from working on any Primus site within the UK.

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.

Primus has reviewed the area in conjunction with our traffic management plan. We have not identified any construction sites within our vicinity; therefore we do not anticipate having any impact on construction sites within a 3 mile radius of the Erskine Road site.

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.

Primus has reviewed and confirm that all of the aforementioned conditions will be met prior to start on site or will be ongoing throughout the project.

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

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.

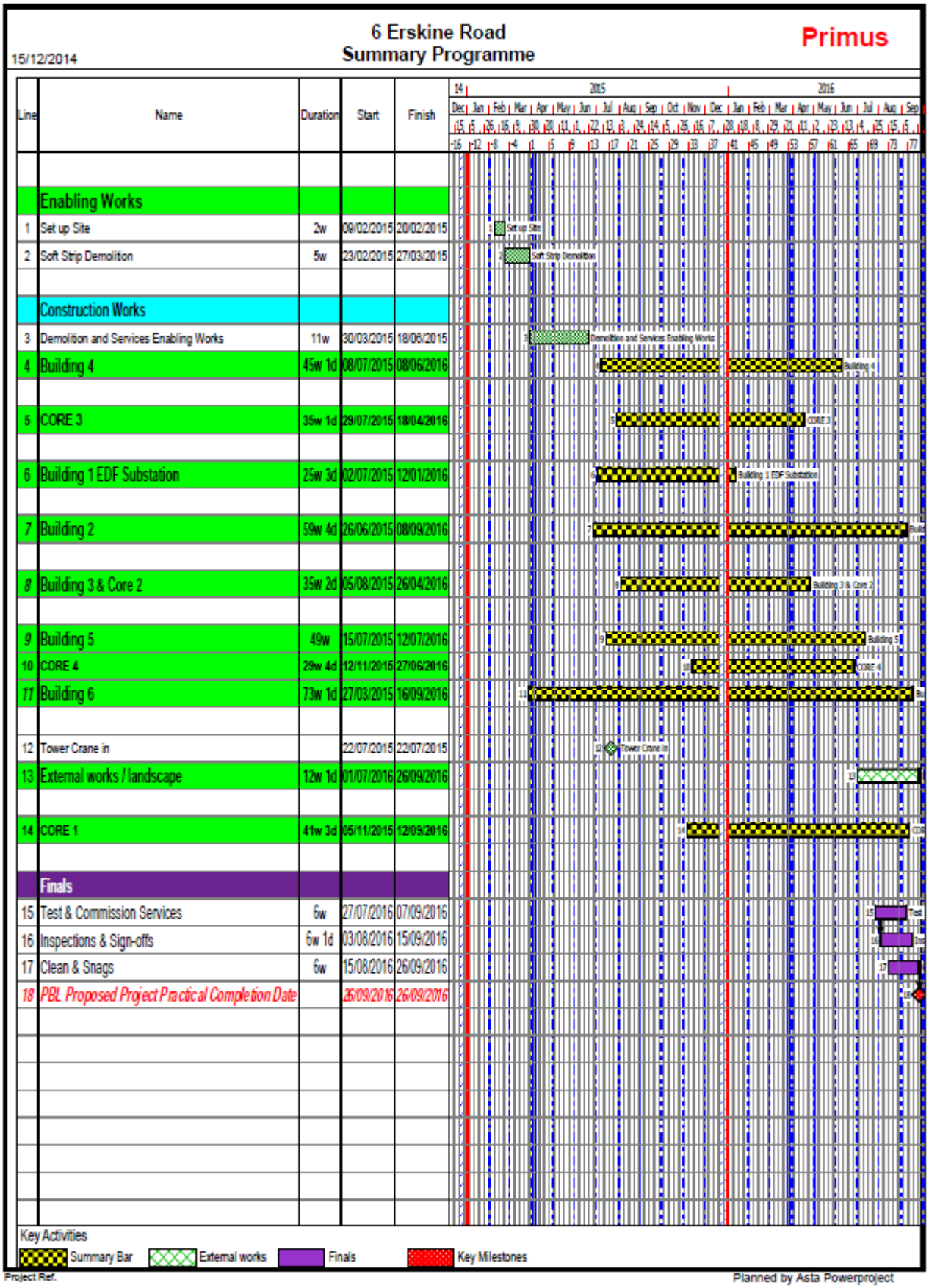
Signed: …… **Date:** ……..

Print Name: ……. **Position:** ……

Submit: planningobligations@camden.gov.uk

End of form

Appendix 1.


6 Erskine Road
Summary Programme
15/12/2014
Primus
Line
Name
Duration
Start
Finish
2015
2016
Enabling Works
1 Set up Site 2w 09/02/2015 20/02/2015
2 Soft Strip Demolition 5w 23/02/2015 27/03/2015
Construction Works
3 Demolition and Services Enabling Works 11w 30/03/2015 18/06/2015
4 Building 4 45w 1d 08/07/2015 08/06/2016
5 CORE 3 35w 1d 29/07/2015 18/04/2016
6 Building 1 EDF Substation 25w 3d 02/07/2015 12/01/2016
7 Building 2 59w 4d 26/06/2015 08/09/2016
8 Building 3 & Core 2 35w 2d 05/08/2015 26/04/2016
9 Building 5 49w 15/07/2015 12/07/2016
10 CORE 4 29w 4d 12/11/2015 27/06/2016
11 Building 6 73w 1d 27/03/2015 16/09/2016
12 Tower Crane in 22/07/2015 22/07/2015
13 External works / landscape 12w 1d 01/07/2016 26/09/2016
14 CORE 1 41w 3d 05/11/2015 12/09/2016
Finals
15 Test & Commission Services 6w 27/07/2016 07/09/2016
16 Inspections & Sign-offs 6w 1d 03/08/2016 15/09/2016
17 Clean & Snags 6w 15/08/2016 26/09/2016
18 PBL Proposed Project Practical Completion Date 26/09/2016 26/09/2016
Key Activities
Summary Bar
External works
Finals
Key Milestones
Project Ref.
Planned by Asta Powerproject