

Construction/ Demolition Management Plan

Version 5.0

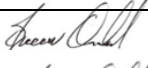
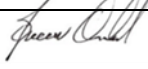


Godwin Court,
Crowndale Road,
Camden, London,
NW1 1NW

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Revisions & additional material

Please list all iterations here:

Rev	Reason For Issue	Issued By	Signed	Date
Draft	Draft for comments	AP	AP	15/5/2020
0.1/2	Revised based on comments	MV	MV	20/08/2020
0.2	Revised Goody Demolition	SN		18/10/2021
0.3	Revised as comments from Icen Project - Goody Demolition	SN		22/11/2021
0.4	Revised as comments from Icen Project - Goody Demolition	SN		19/04/2022
0.5	Revised as comments from Icen Project - Goody Demolition	SN		25/05/2022

Additional sheets

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

Date	Version	Produced by
13.11.2020	10/12621v1	Hoare Lea - Air Quality Assessment
24.04.2019	8102 v1.0	Arbeco - Arboricultural Report
28.06.2019	LS 4257 v1.0	Land Science - Geotechnical and Geo-Environmental Investigation
August 2020	V1	PPS Group - Statement of community involvement
August 2020	V1	Icen Transport Statement
11.11.2021	V1	Goody Demolition Dust Management Plan
-	V1	Statement of Community Involvement

Introduction

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

It is intended to be a live document whereby different stages will be completed and submitted for application as the development progresses.

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any cumulative impacts of other nearby construction sites, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and nature of development. Further policy guidance is set out in Camden Planning Guidance **(CPG) 6: Amenity** and **(CPG) 8: Planning Obligations**.

This CMP follows the best practice guidelines as described in the [Construction Logistics and Community Safety \(CLOCS\)](#) Standard and the [Guide for Contractors Working in Camden](#).

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

The approved contents of this CMP must be complied with unless otherwise agreed with the Council in writing. The project manager shall work with the Council to review this CMP if problems arise during construction. Any future revised plan must also be approved by the Council and complied with thereafter.

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)."

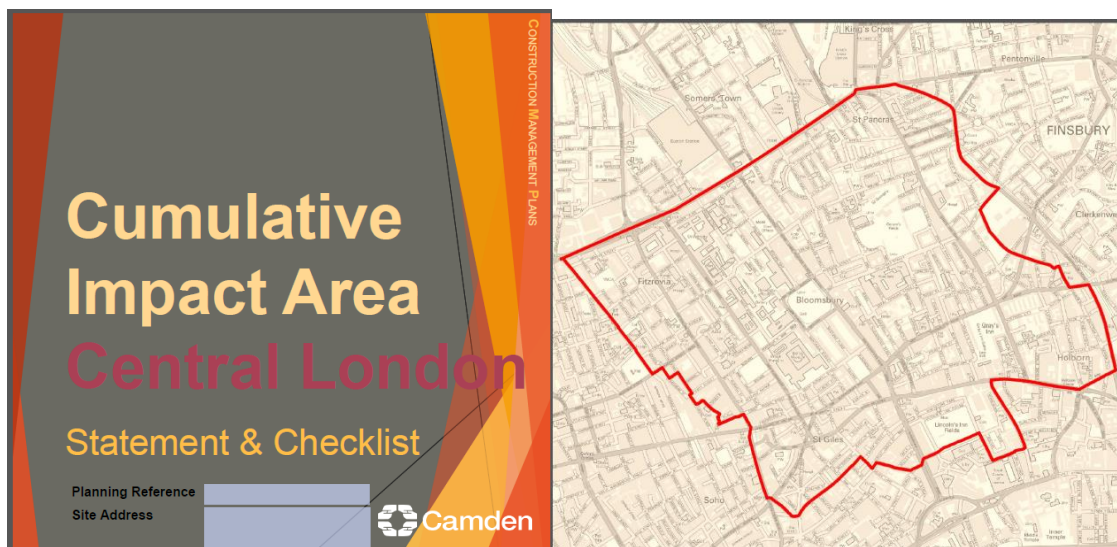
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

Revisions to this document may take place periodically.

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

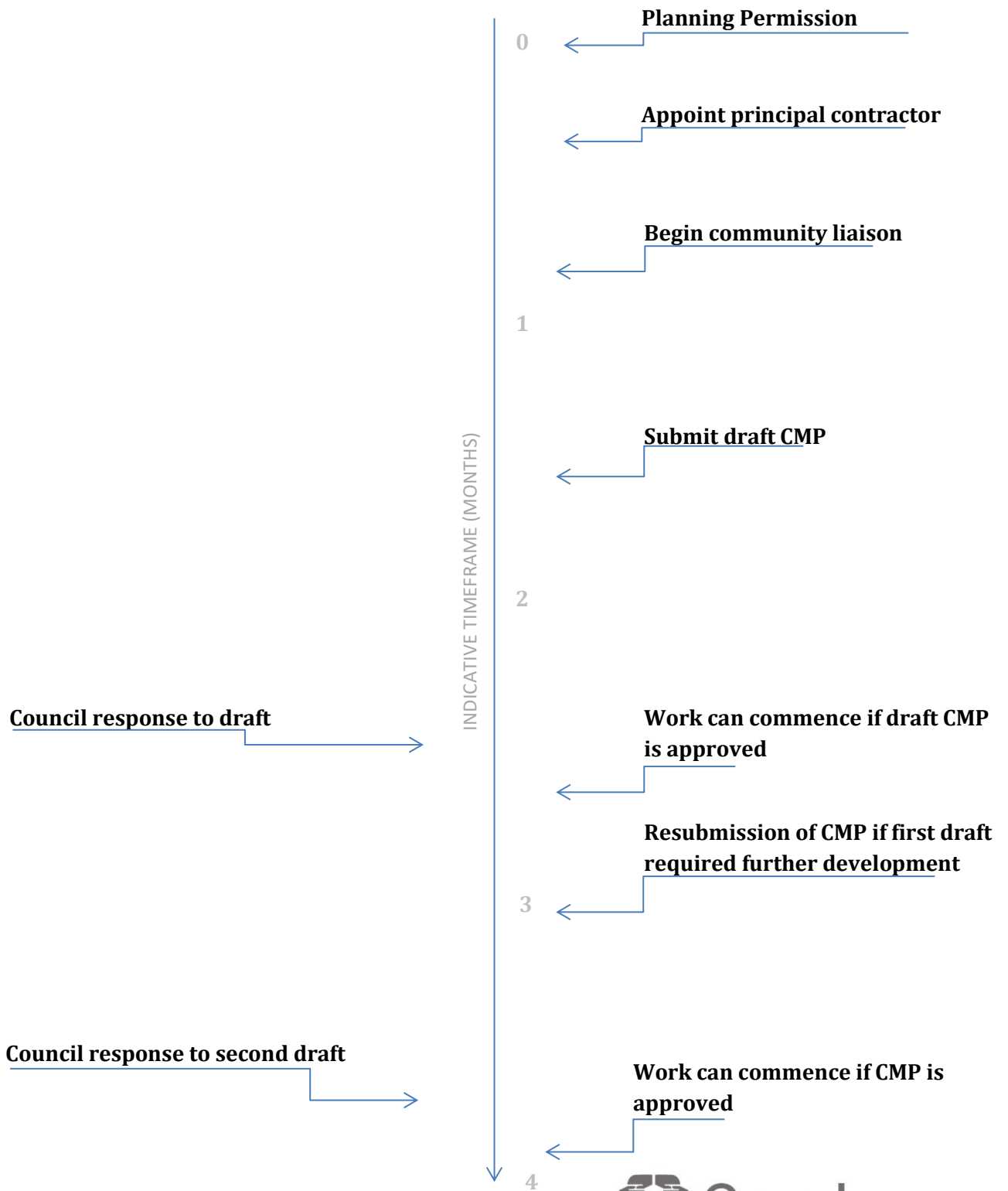
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: Godwin Court, Crowndale Road, Somers Town, London, NW1 1NW

Planning reference number to which the CMP applies: 2020/3801/P

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

Name: Mark Hopson, Development Consultant

Address: London Borough of Camden

Email: mark.hopson@camden.gov.uk

Phone: 020 7974 2986

3. Please provide full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.

Name: James Wall

Address: Goody Demolition Ltd, Wilcox Close, Aylesham Ind Est, Aylesham, Canterbury, Kent, CT3 3EP

Email: james@goodydemolition.co.uk

Phone: 07921 465888

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of Community Investment Programme (CIP), please provide contact details of the Camden officer responsible.

Name: Mark Hopson, Development Consultant

Address: London Borough of Camden

Email: mark.hopson@camden.gov.uk

Phone: 020 7974 2986

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

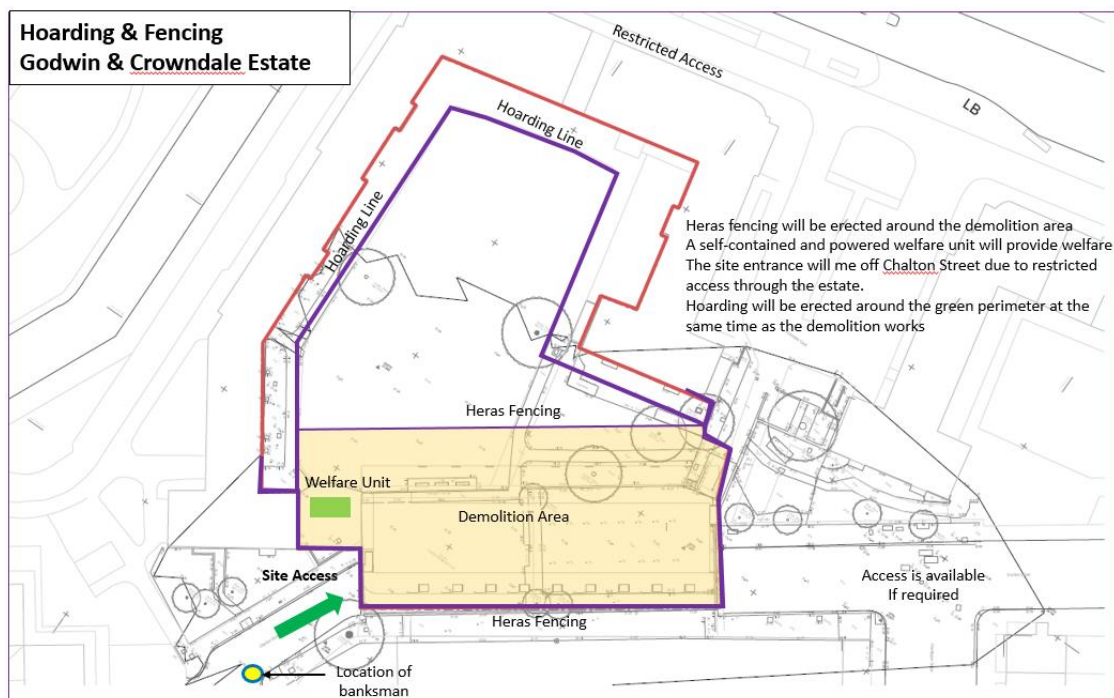
Name: Spencer Nichol

Address: Goody Demolition Ltd, Wilcox Close, Aylesham Ind Est, Aylesham, Canterbury, Kent, CT3 3EP

Email: spencer@goodydemolition.co.uk

Phone: 01304 840126

Phase 1 - Goody Demolition Ltd will carry out the removal of the MUGA Pitch and car park areas installing hoarding around the area with some tree removal and hand over to LBC.



Main issues for Phase 1 operations

- Disruption to neighbouring residents (Noise, vibration and dust)
- Impact on local road network
- Access & egress to site via Chalton Street and Cranleigh Street

Phase 2 (Not part of Goody Scope) - The proposed development consists of 10 number terraced 3 story dwellings as set out in the associated site development drawings.

The proposal is to construct the new housing units using an off-site manufacture (OSM) approach. This will involve constructing the units in a factory and transporting them to the development site as pre-assembled modules ready for occupation. Transport access is a key consideration with the OSM approach. A clear approach, free of obstructions, to the site is needed along with sufficient space for a crane to be set up and operated. During the lifting process, an area will need to be cordoned off and secured to ensure members of the general public are not at risk.

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

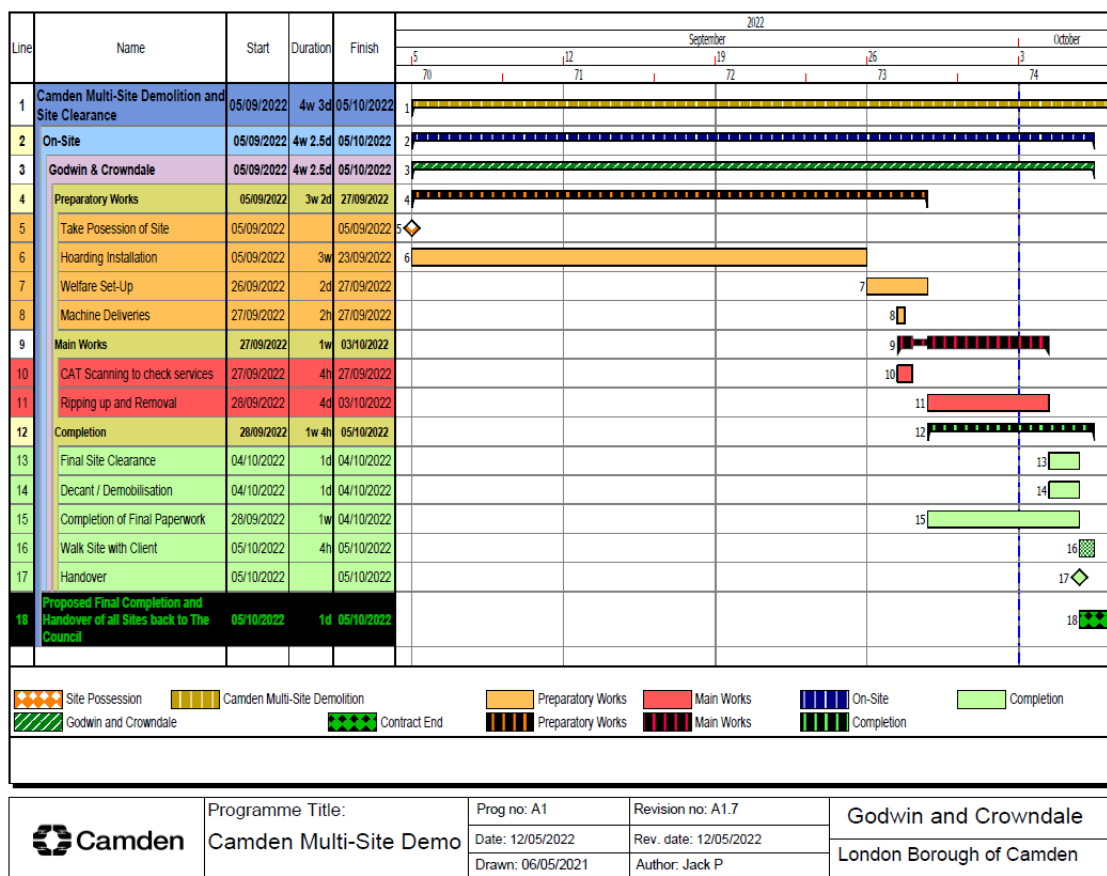
As planning approval is yet to be granted, the programme of works has yet to be confirmed. The CMP will be updated prior to commencement on-site and a programme including the start and end dates will be provided by the Construction Project Manager.

Key Demolition Date:

Start on Start: 05.09.2022

Demolition completion: 05.10.2022

Appendix B -Camden Multi-Site Demo V5



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

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

The standard working hours as above will be adhered to throughout the demolition period. Any deviation to this shall be only happen after written approval has been obtained.

Community Liaison

A neighbourhood consultation process must have been undertaken prior to submission of the CMP first draft.

This consultation must relate to construction impacts, and should take place following the granting of planning permission in the lead up to the submission of the CMP. A consultation process specifically relating to construction impacts must take place regardless of any prior consultations relating to planning matters. This consultation must include all of those individuals that stand to be affected by the proposed construction works. These individuals should be provided with a copy of the draft CMP, or a link to an online document. They should be given adequate time with which to respond to the draft CMP, and any subsequent amended drafts. Contact details which include a phone number and email address of the site manager should also be provided.

Significant time savings can be made by running an effective neighbourhood consultation process. This must be undertaken in the spirit of cooperation rather than one that is dictatorial and unsympathetic to the wellbeing of local residents and businesses.

These are most effective when initiated as early as possible and conducted in a manner that involves the local community. Involving locals in the discussion and decision making process helps with their understanding of what is being proposed in terms of the development process. **The consultation and discussion process should have already started, with the results incorporated into the CMP first draft submitted to the Council for discussion and sign off.** This communication should then be ongoing during the works, with neighbours and any community liaison groups being regularly updated with programmed works and any changes that may occur due to unforeseen circumstances through newsletters, emails and meetings.

Please note that for larger sites, details of a construction working group may be required as a separate S106 obligation. If this is necessary, it will be set out in the S106 Agreement as a separate requirement on the developer.

Cumulative impact

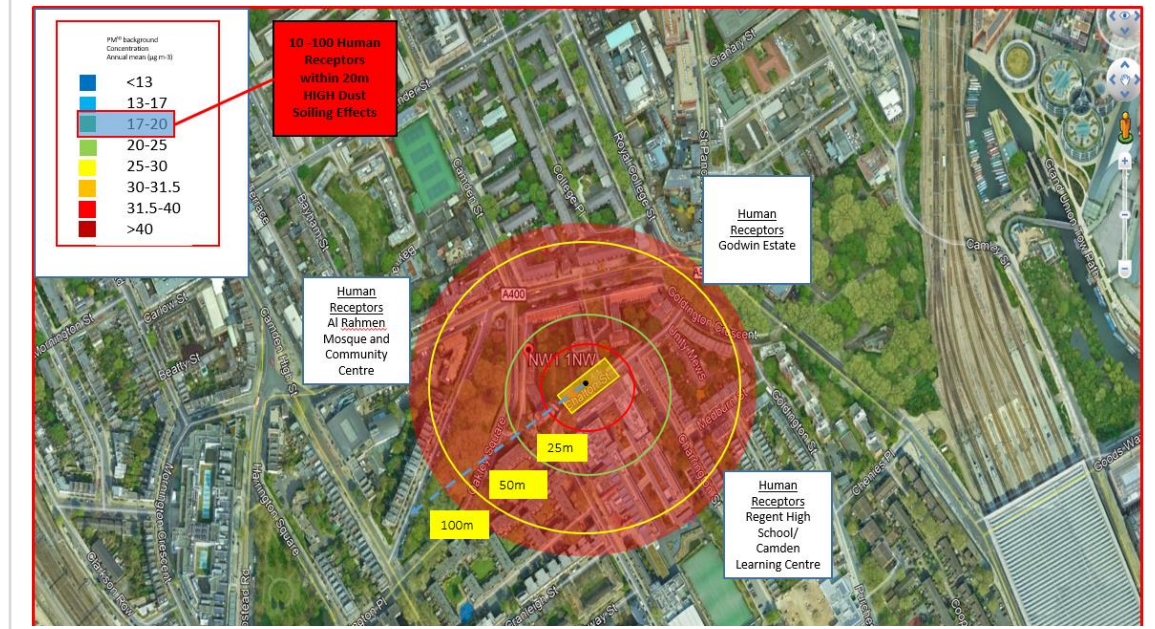
Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

The nearest potential receptors will be adjacent residential, dwellings within the Godwin and Crowndale Estate and the educational buildings at Regents High School



11. Consultation

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

Evidence of who was consulted, how the consultation was conducted and a summary of the comments received in response to the consultation should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying them out. If your site is on the boundary between boroughs then we would recommend contacting the relevant neighbouring planning authority.

Please provide details of consultation of draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors.

Contact details of the Site Manager (including a 24 hour phone number) will be provided to LBC and to adjacent businesses and residents, as well as displayed on the hoarding.

The Client and the Contractor will strive to be 'Good Neighbours', and as such will employ systems to ensure that any local issues and concerns are understood. Consultation and communication with local residents and businesses will commence prior to the commencement of construction. Adjacent residents and businesses will be provided with information concerning construction, including the proposed timescales, working hours, loading bay suspension and delivery scheduling, alongside contact details for the Site Manager and a 24/7 helpline.

In line with best practice guidance, the Contractor will notify local businesses and residents that will be directly affected or potentially inconvenienced by construction works. This will help to minimise the impact construction may have on the surrounding community and ensure that residents and businesses are fully informed at all times.

The previous consultation is outlined in the statement of community involvement on the planning application no 2020/3801/P

Goody Demolition will work with Camden Councils Project and LBC Stakeholder Engagement Officer "TBC" to build upon the existing contact working with Camden Council and with direct contact with neighbouring residents. We will consult with existing channels of communication that the project is using such as the Ward Councillors, the neighbourhood forums and residents groups. This plan will be distributed via a link on the website "We are Camden"

<https://consultations.wearecamden.org/children-schools-families/godwin-and-crowndale-cip-proposals-for-comment/>

Planning Application
Received 08-07-2010
Registered 20-07-2010
First Site Notice 26-07-2010
Valid 20-07-2010
Consultation Expiry 25-08-2010
Validated 20-07-2010
Consultation Expiry Date 25-08-2010
Decision Expiry 14-09-2013
Date of First Consultation 26-07-2010

We are Camden – Godwin and Crowndale CIP proposals
Closed 30 Sep 2020
Opened 13 Aug 2020
Results expected 30 Nov 2020
Feedback expected 1 Dec 2020

Update 20.05.2022 – Inncircle Consulting are consulting residents of Godwin & Crowndale Estates on 21.05.2022 with a targeted approach to young people per the planning requirements to do so. We are also waiting for permission from the adjacent Regent High School so further engage with students there on their perspective on use of the MUGA and landscaping improvements to Godwin's court.

12. Construction Working Group

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

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

LBC will conduct a monthly “Community Working Group” (this replaces Construction Working Group) for demolition phase operations. The first meeting will be held after the “Meet the Contractor” and we will review our DMP to reflect the concerns of the residents and local representatives present at this meeting.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

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

Commencement of Demolition 05.09.22

Goody Demolition Ltd will enroll the main development works in the CCS and measures will be put in place to follow the initiatives set out by this scheme. Goody have carried out many demolition contracts with the Considerate Constructors Scheme with other schemes achieving beyond compliance.

Contractors will accord with;

- Guide for Contractors working in Camden,
- Camden’s Considerate Contractors Manual,
- TfL’s Standard for Construction Logistics and Cyclist Safety (CLOCS)
- TfL’s Fleet Operator Recognition Scheme (FORS), and
- Camden’s Minimum Requirement for Building Construction (CMRBC)

14. Neighbouring sites

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

The contractor will liaise with the Council prior to the commencement of works on site to establish any other sites in the vicinity which should be considered. As permission has not yet been granted, and a start on site has not yet been confirmed - providing this information at the current time would not be the correct baseline for considering cumulative impacts.

Transport

This section must be completed in conjunction with your principal contractor. If one is not yet assigned, please leave the relevant sections blank until such time when one has been appointed.

Camden is a CLOCS Champion, and is committed to maximising road safety for Vulnerable Road Users (VRUs) as well as minimising negative environmental impacts created by motorised road traffic. As such, all vehicles and their drivers servicing construction sites within the borough are bound by the conditions laid out in the CLOCS Standard.

This section requires details of the way in which you intend to manage traffic servicing your site, including your road safety obligations with regard to VRU safety. It is your responsibility to ensure that your principal contractor is fully compliant with the terms laid out in the CLOCS Standard. It is your principal contractor's responsibility to ensure that all contractors and sub-contractors attending site are compliant with the terms laid out in the CLOCS Standard.

Checks of the proposed measures will be carried out by CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

Goody Demolition Ltd

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

Goody Demolition will abide by the CLOCS Standard will be a pre-requisite for all sub-contractors and suppliers. Goody will appoint a CLOCS champion and will responsible for setting up and monitoring the CLOCS standard via the use of the CLOCS manager tool for this site.

Audits will be carried out by the CLOCS champion to demonstrate compliance as per the guidelines set in the CLOCS guide managing driver training and licensing.

FORS accredited operators will be used during the works, where these are accredited to Bronze level drivers will have additional Safe Urban Driver training (or equivalent) and that vehicles will be fitted with additional safety equipment (nearside CCTV/Fresnel lens, audible left turn alert for example).

17. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts.

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

As the Principal Contractor for Demolition works Goody shall:

- Ensure the project's potential impact on the community has been properly risk-assessed
- Develop and/or implement the agreed CLP and ensure it remains suitable and sufficient
- Procure site and fleet operations that comply to the requirements of the CLOCS standard
- Ensure site arrangements enable the safest fleet operations including, but not limited to, 'last mile' routing, level access/egress, stable loading/unloading areas, effective delivery management systems and competent site access traffic marshals
- Ensure effective and efficient site access gate checks of HGVs and their drivers to ensure they always comply to the CLOCS standard. Non-compliances must be immediately risk-assessed, appropriately mitigated and addressed through procurement processes
- Review information on all collisions that result in harm (and near miss incidents) that occur on journeys associated with the project and ensure they are quickly investigated and actions taken to prevent recurrence

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

Site Traffic

Sections below shown in blue directly reference the CLOCS Standard requirements. The CLOCS Standard should be read in conjunction with this section.

18. Traffic routing: *“Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur.” (P19, 3.4.5)*

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, stations, public buildings, museums etc.

Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. The route(s) to and from the site should be suitable for the size of vehicles that are to be used.

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

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

Vehicles routes to the site for construction vehicles have been developed with consideration of risk and sensitive receptors and road restrictions. The route to the site from the A4200 (East) and A40 (West) have been developed seeking to avoid, where possible, major cycle routes, schools and other sensitive receptors. Vehicles will route to and from the site from the A4200 East will be to predominate route for lorries. For vehicles approaching from either East they can turn off the A3211 then into A4200 Kingsway carrying straight on keeping on the A4200 Southampton Row in to A4200 Eversholt Street then right into Cranleigh Street and finally left into Chalton Street.

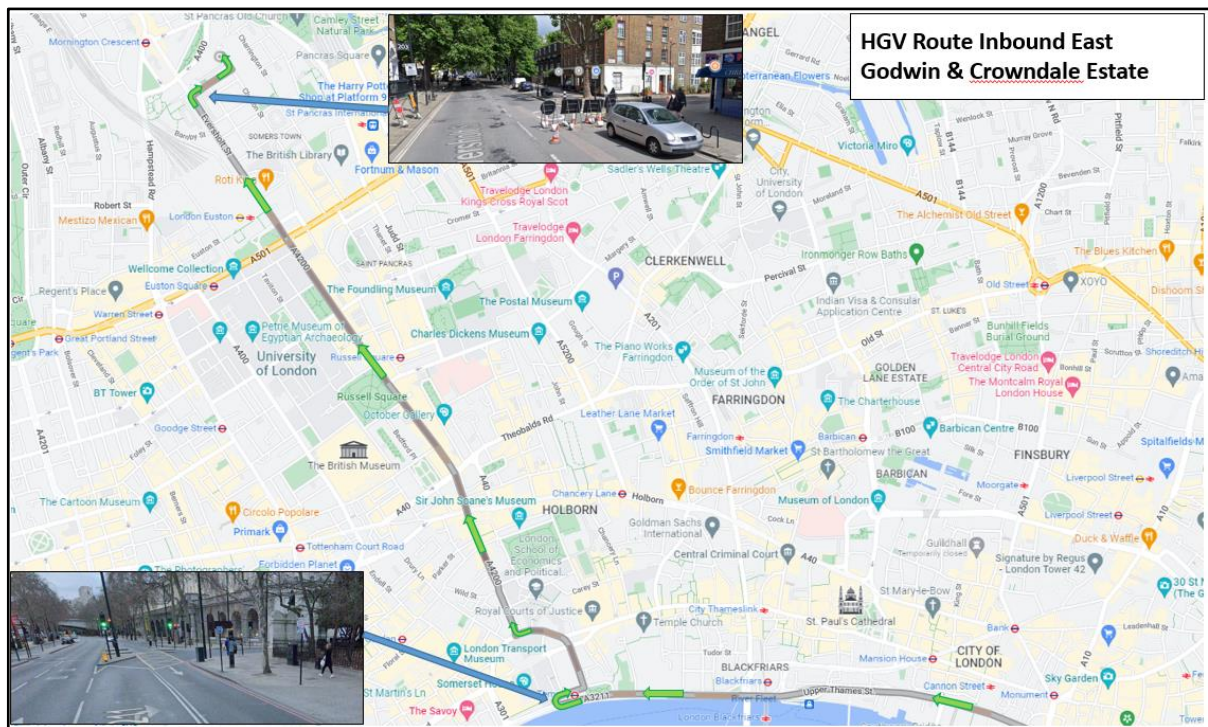
From the West use the A40 continue onto Marylebone Rd/Marylebone Flyover/A501 and then turn left onto Chalton Street.

Vehicles exiting the site to the East will traverse down Chalton Street turning left into Polygon Road and right into Ossulton Street and then left onto A501 Euston Road.

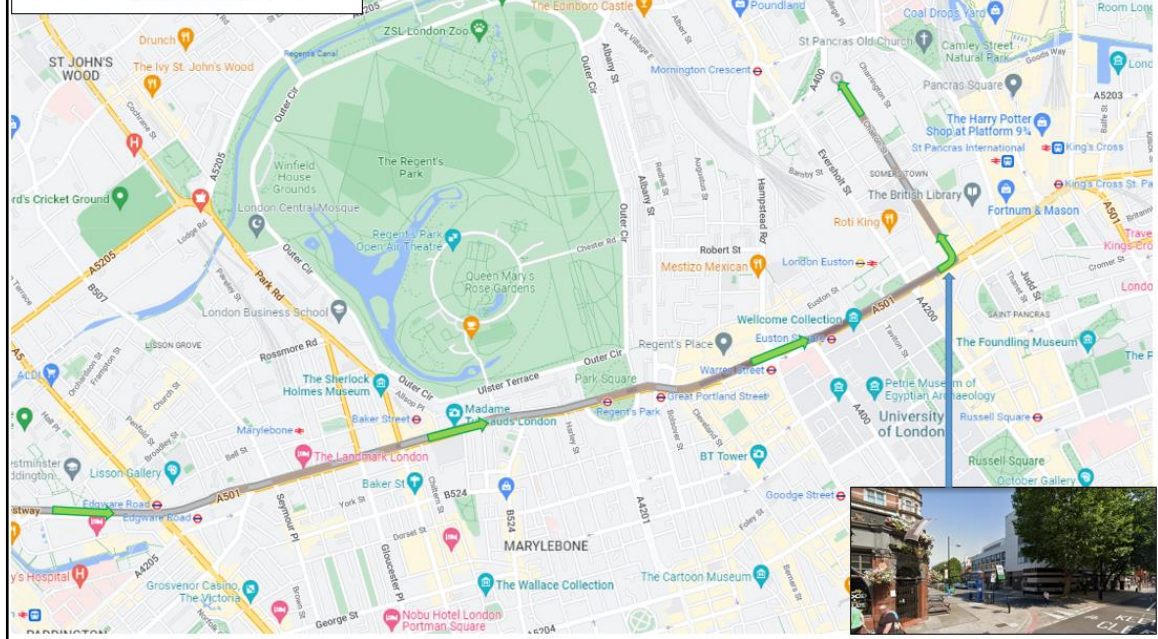
Vehicles exiting the site to the West will traverse down Chalton Street turning right into Cranleigh Street then right into A4200 Eversholt Street and then left into Harrington Square and then right onto A501 Euston Road.

Note: we will be using rigid lorries for the demolition contract

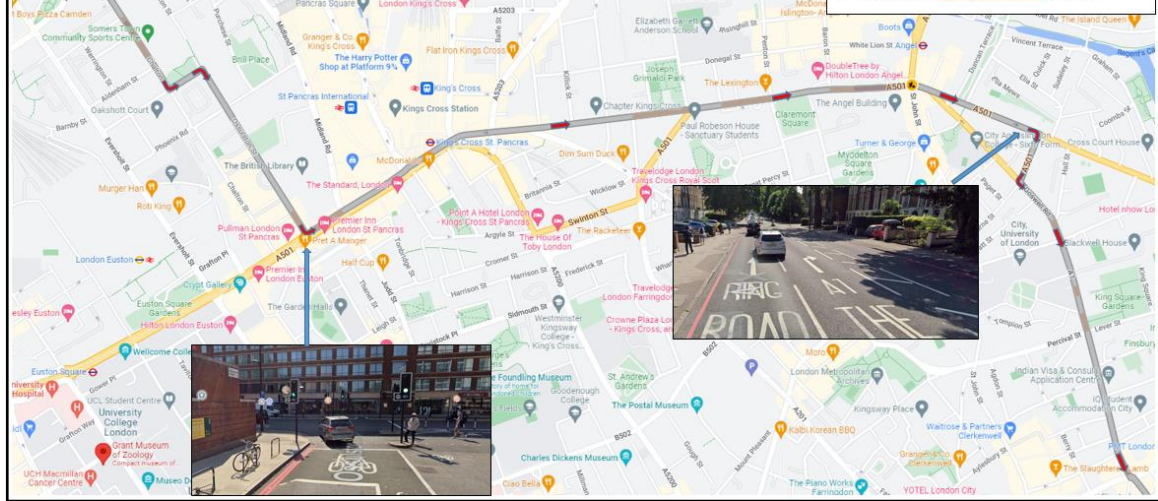
Note: We been made aware that there is a Transport scheme currently under development in Somers Town - awaiting further details on this and London Borough of Camden Principal Transport Planner on Transport Strategy will make us aware if there are any implications for the site.



**HGV Route Inbound West
Godwin & Crowndale Estate**



**HGV Route Outbound East
Godwin & Crowndale Estate**





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

Details of the vehicle routing identified at Q18a) and shown at the vehicle routing plan attached at Appendix B will be provided to all contractors in advance of commencement of works. Contractors will be advised of any restrictions on the access route and any on-site restrictions and the Construction Project Manager will ensure that this is adhered to.

19. Control of site traffic, particularly at peak hours: *“Clients shall consider other options to plan and control deliveries and reduce peak hour deliveries” (P20, 3.4.6)*

Construction vehicle movements should be restricted to the hours of 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays. If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to the hours of 9.30am and 3pm on weekdays during term time.

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

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors.

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

For Example:

32t Tipper: 10 deliveries/day during first 4 weeks

Skip loader: 2 deliveries/week during first 10 weeks

Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project

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

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

All vehicles shall be pre-booked with the Logistics Manager and a timed delivery slot allocated. Telephone contact shall be established with the delivery vehicle to confirm arrangements have been made.

All deliveries will be notified to ensure deliveries do not arrive to site or leave outside of the hours of 9.30am and 4.30pm Monday to Friday and 8am to 1pm on Saturday.

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

- Hook lift skip lorry – 8.6 mtr in length;
- Rigid truck – 13.5m in length;
- Large tipper – 10.2m in length;
- Beavertail rigid (8 tonne Demolition Excavator delivery & collection) – 13.5m in length;

All vehicles will enter/exit the site in forward gear, No loading/unloading shall be permitted outside the perimeter of the site.

Have a Class VI Mirror. Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

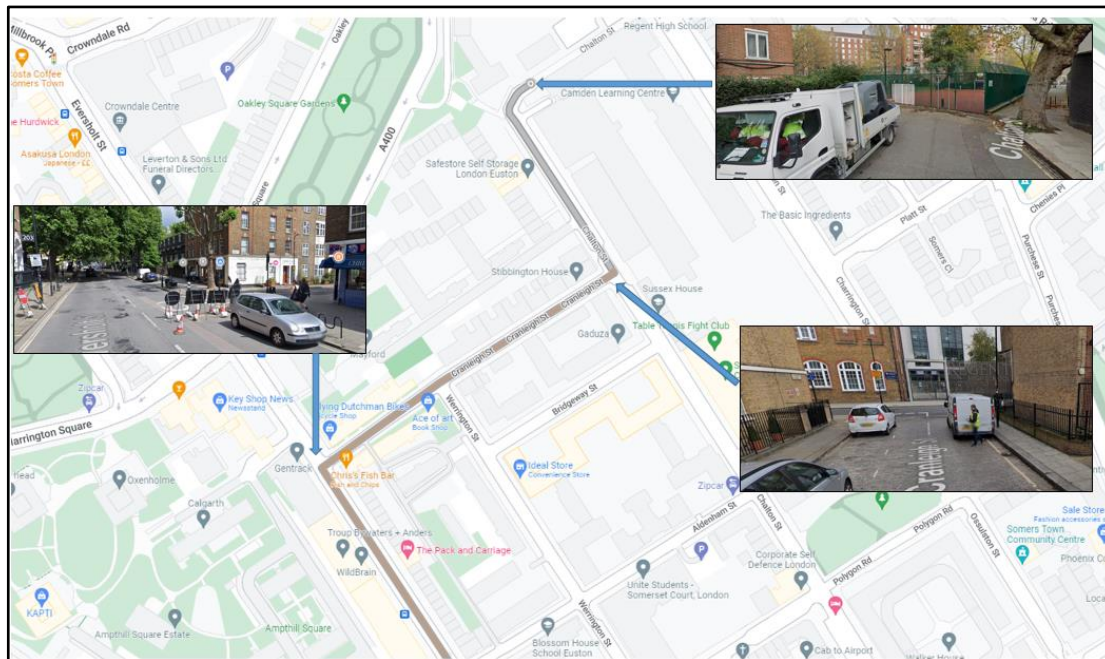
It is reasonably assumed that the maximum number of heavy vehicles would not exceed 4 HGVs per day during the peak periods of the construction phase. These vehicles would include tipper type vehicles, delivery and concrete mixer trucks. The number of heavy vehicles accessing the site is expected to be considerably less during the fit out phases. As such, the estimate of 4 HGV's per day is considered to be a suitably robust or worst-case scenario.

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

The Councils project team will liaise with the appointed contractor prior to the commencement of works to establish any other sites in the vicinity which should be considered.

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

Having reviewed the proposed traffic routes we have not encountered any issues with tight manoeuvres. Traffic routes and easy sweep entry/exit gates provide very good traffic flow routes.



RHINO
Waste Services Limited
charging towards a greener London

Vehicle Type:	Volvo FM Skip Bin Truck	Featured Skip:	40 yard	Tipping Height 40 yard skip:	5.10m
Vehicle Width:	2.98m	Tipping Height 35 yard skip:	5.00m	Tipping Height 30 yard skip:	4.90m
Vehicle Height:	3.8m	Vehicle Length:	8.6m		

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

highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

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

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

There will be no off-site holding areas required for the duration of the works. The site will liaise with other nearby construction sites to ensure that the impact on the public highway of multiple construction schemes is kept to a minimum.

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

Traffic Management Plan will be under constant review throughout the project and shall be revised where necessary. Also could state that site Liaison Officer will attend liaison/co-ordination meetings with the Council's Highways Department, and the, Highways and Public Realm Working Group.

The use of rail or waterways to transport site material is not considered to be appropriate for this site.

We will require segregated waste to be removed and sent to local recycling centres to be processed.

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

Goody will exercise an anti-idling policy, whereby drivers, particularly when working in public areas, will always remove the keys from the ignition when they park and leave their vehicles.

- No vehicles or plant will be left idling unnecessarily.
- If a vehicle does not adhere to the pre booked time slot or arrives, without communication/permission from the Logistics Manager, the delivery will be turned away from site.
- All vehicles and plant will be well maintained as per the manufacturers' maintenance schedule and will have daily checks completed to ensure that they are good working order.
- Engines and exhaust systems shall be regularly serviced as per the manufacturers' recommendations and subsequently maintained to meet statutory limits/opacity tests.
- All Non-Road Mobile Machinery (NRMM) shall be compliant with EU Engine Emissions Stage 3a Greater London / 3b emission standards.
- All road going vehicles will have the necessary MOT certificates.
- All plant will so far as reasonably practicable, be located away from the site boundaries.
- Under no circumstances shall the burning of waste be permitted on site.

20. Site access and egress: *"Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

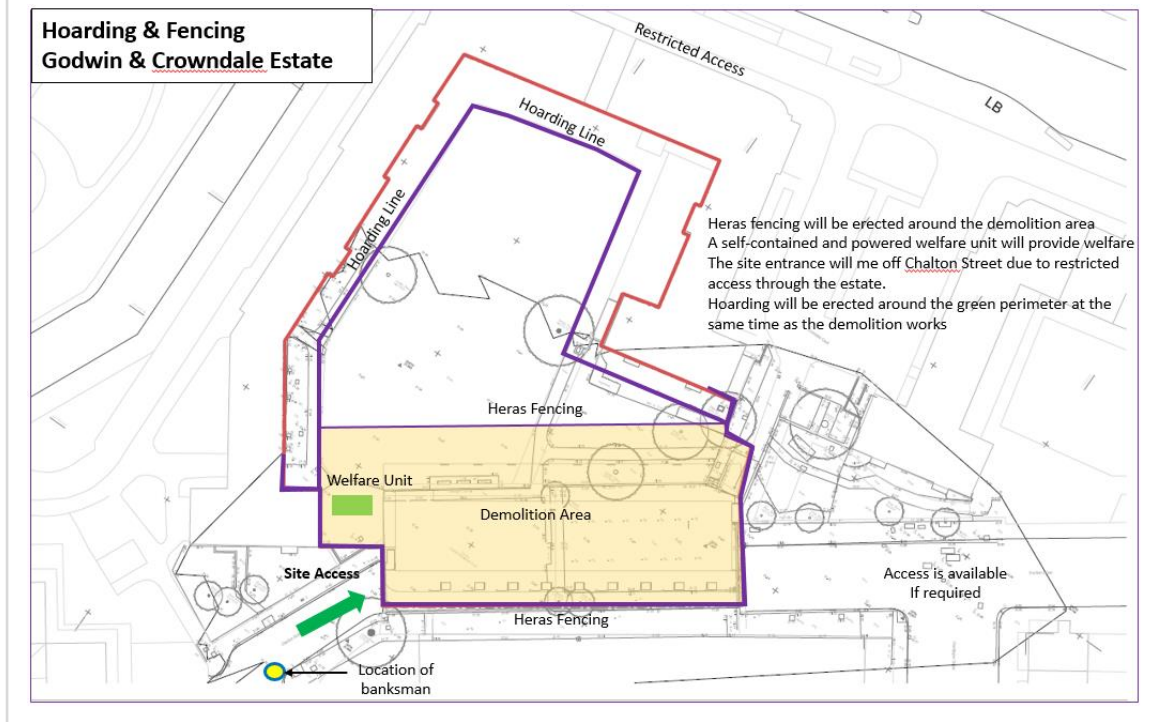
This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals must ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

Traffic marshals, or site staff acting as traffic marshals, should hold the relevant qualifications required for directing large vehicles when reversing. Marshals should be equipped with 'STOP – WORKS' signs (not STOP/GO signs) if control of traffic on the public highway is required. Marshals should have radio contact with one another where necessary.

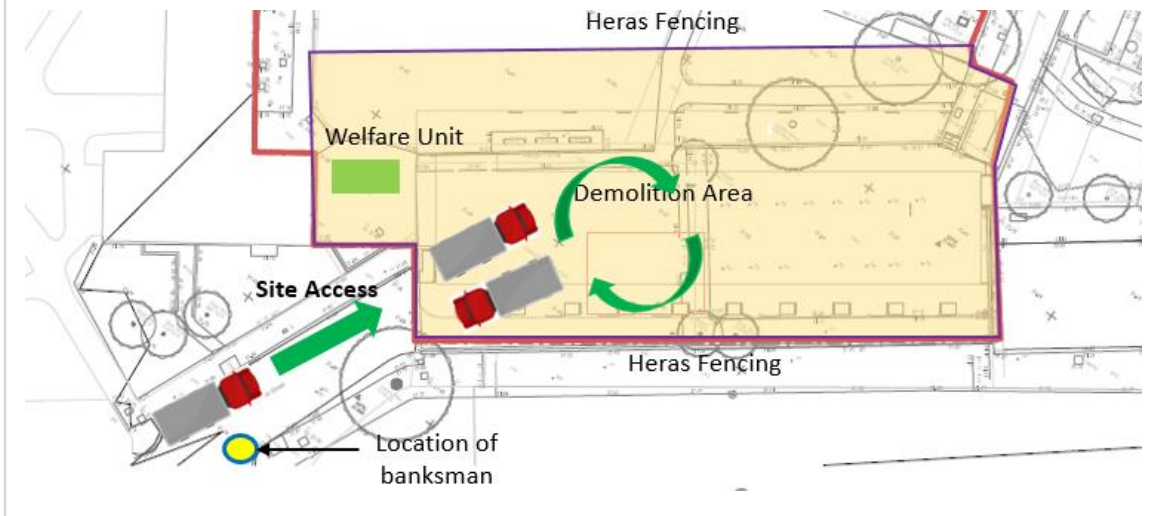
a. Please detail the proposed site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

The site compound will be established on site at the end of Chalton Street to the dead end near MUGA pitch. Vehicular access and egress will be off Chalton Street. Access gates will be established with clear visibility splays for pedestrians and traffic/directional signage for the site will be agreed the London Borough of Camden. All gates will be closely monitored and managed with only designated key-holders authorised to operate them.



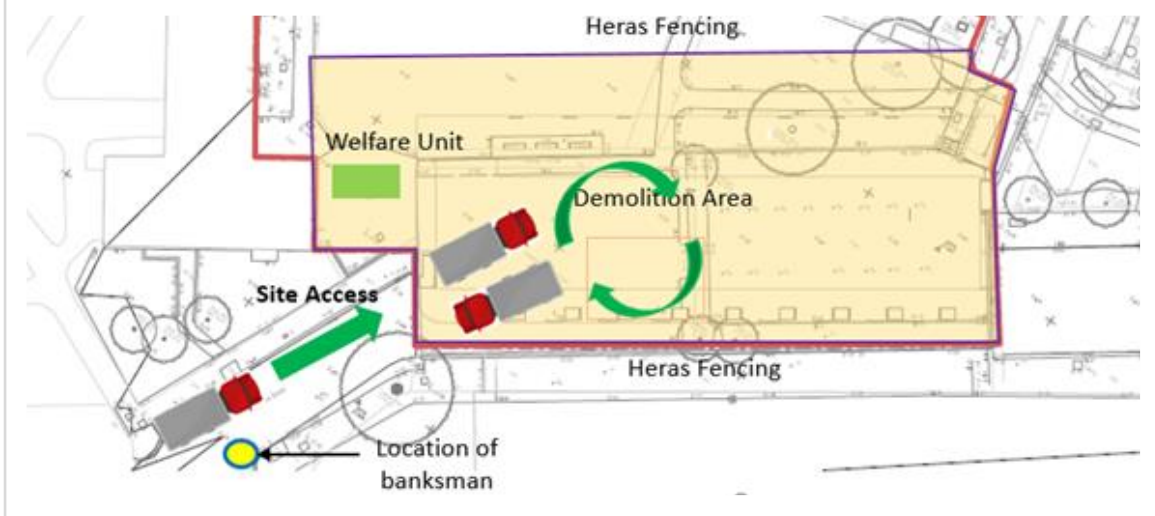
b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

All vehicle movements on site will be supervised by banksmen who will manage the interaction between construction vehicles, pedestrians and other road users.



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

Swept path shall be issued once the principal contractor has been appointed and their transport sub-contractor has undertaken a survey.



Provisions for on-site vehicle turning through the construction phase will be made to the front of the site within the area where the welfare units were placed on the demolition phase.

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

It is a small site and all materials will be loaded from a hard standing area until that requires removal and as such wheel washing facilities are not envisaged to be required. However, the site roads and footpaths will be inspected by the site supervisor and the banksman with any material transferred to the road or footway will be cleared and swept immediately.

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

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

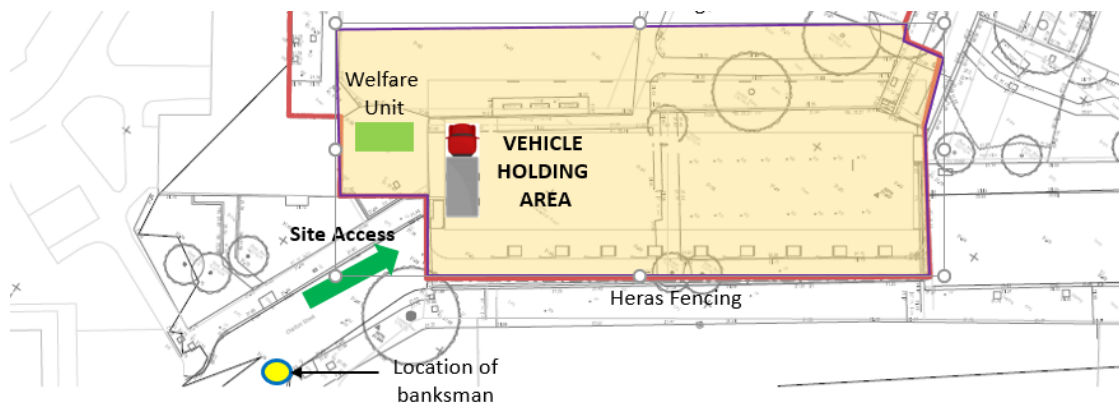
a. please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

Vehicle Call Up Procedure/ Vehicle Holding Areas

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

Site Parking

There will be a single vehicle on-site parking permitted and operatives will be asked to utilise public transport where possible.



b. Where necessary, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded. Please provide detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

All vehicle movements on site will be supervised by banksmen who will manage the interaction between construction vehicles, pedestrians and other road users

The site will be accessed from Chalton Road, where will be a traffic marshal to bank in the vehicle to site. Should a vehicle be required to hold it will be held within the site boundary at the end of Chalton Road (Dead End) which will not inconvenience local traffic.

Street Works

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

Please note that Temporary Traffic Orders (TTOs) and hoarding/scaffolding licenses may be applied for prior to CMP submission but won't be granted until the CMP is signed-off.

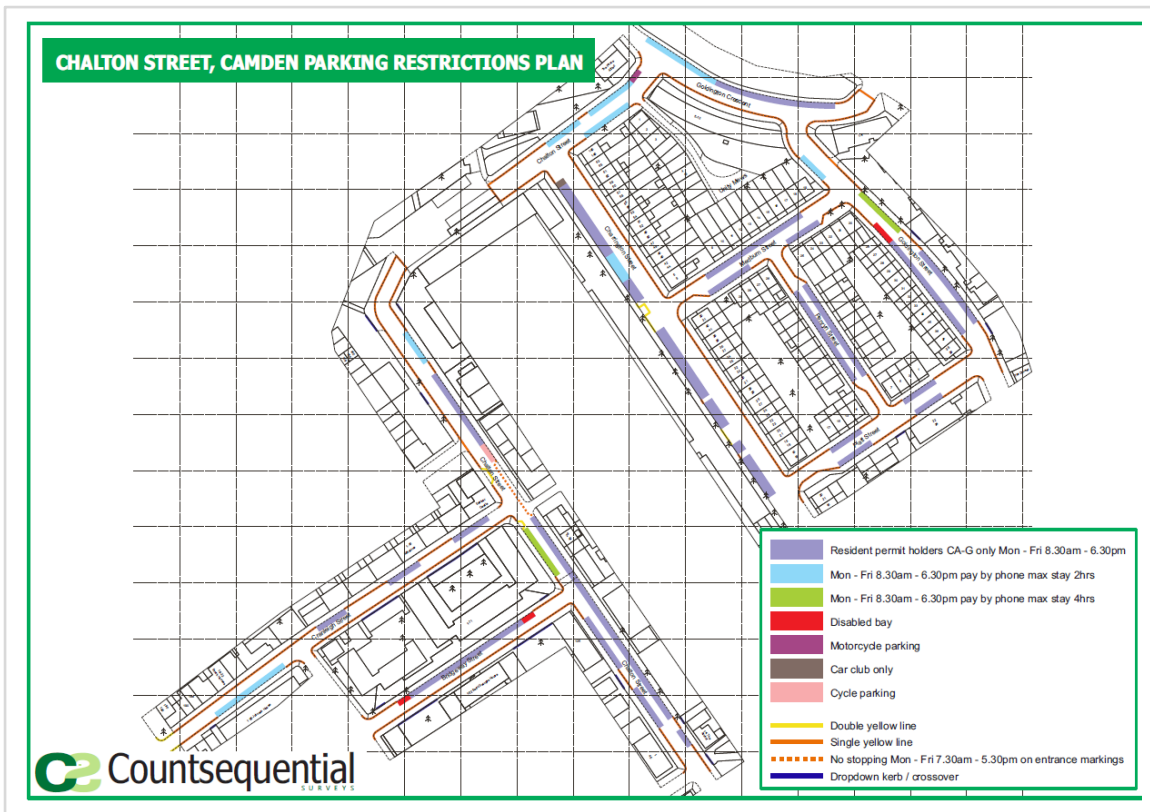
Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

If the site is on or adjacent to the TLRN, please provide details of preliminary discussions with Transport for London in the relevant sections below.

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

22. Site set-up

Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.



23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found [here](#).

No parking bay suspensions are required on the Demolition phase of works

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space

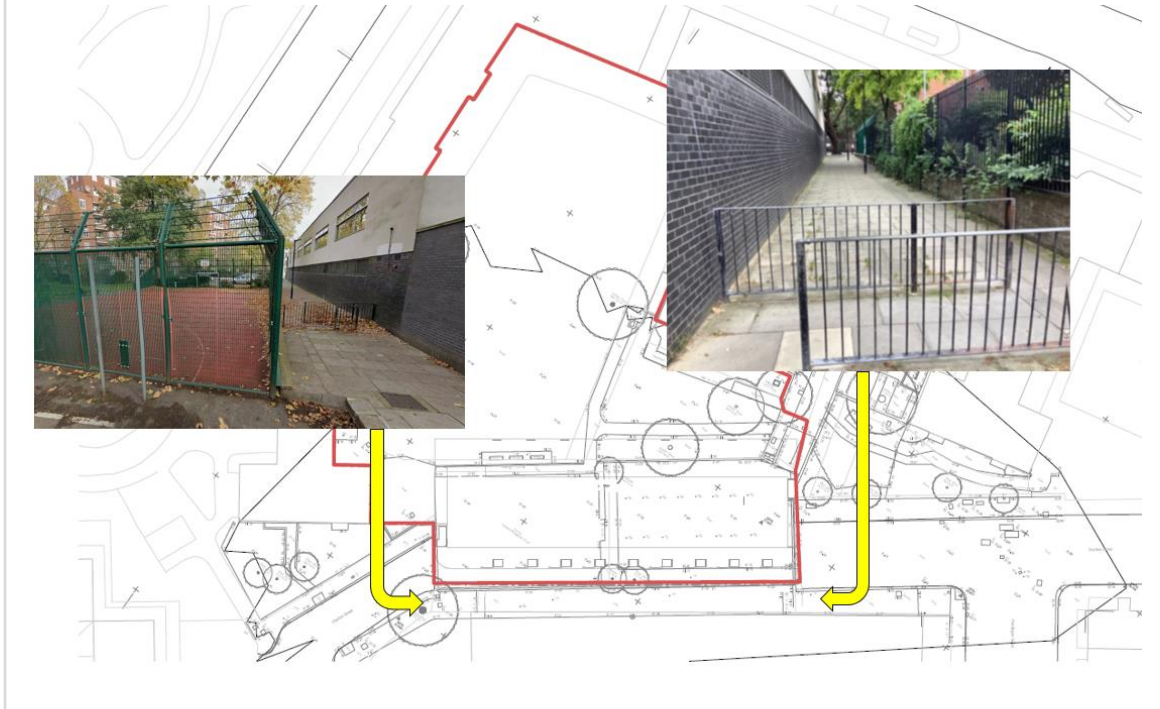
on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

a. Please provide justification of proposed occupation of the public highway.

We do not foresee any closures of footpaths for our works

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

We will be removing the external fence of the MUGA pitch and iron fence and dwarf wall to allow the area to be hoarded. Heras fencing will be erected to protect the general public and watchers will be in place to control pedestrian traffic.
The site hoarding will be erected once the walls are removed.
See G2831 - Conditional Survey for more details



25. Motor vehicle and/or cyclist diversions

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

N/A – Only when vehicles are accessing and egressing site see 20 b

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians safety must be maintained if diversions are put in place. Vulnerable footway users should also be considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps must be used if cables, hoses, etc. are run across the footway.

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions, and hoarding should not restrict access to adjoining properties, including fire escape routes. Lighting and signage should be used on temporary structures/skips/hoardings etc.

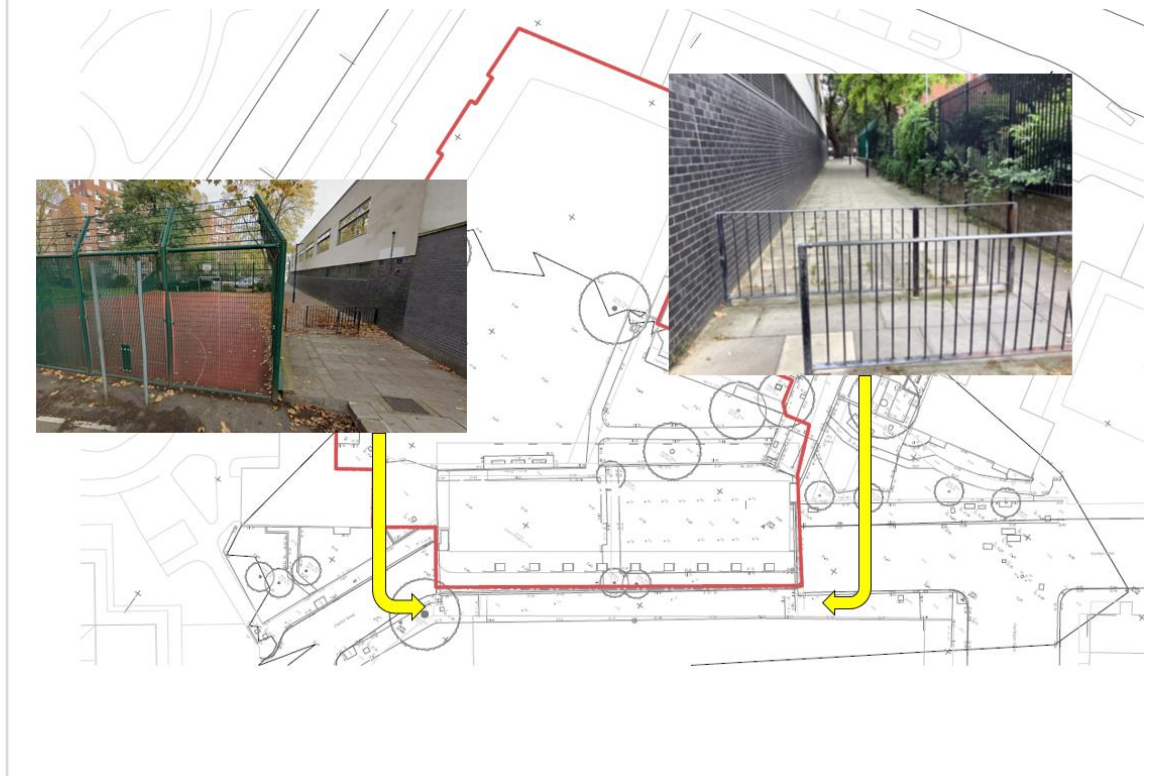
A secure hoarding will generally be required at the site boundary with a lockable access.

a. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

We will be removing the external fence of the MUGA pitch and iron fence and dwarf wall to allow the area to be hoarded. Heras fencing will be erected to protect the general public and watchers will be in place to control pedestrian traffic.

The site hoarding will be erected once the walls are removed.

See G2831 - Conditional Survey for more details



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

N/A

27. Services

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

companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

The following Utility companies are involved and have been contacted by the LBC to divert the service ready for Phase 2 Construction works;

- UKPN electrical supplies

Environment

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

28. Please list all [noisy operations](#) and the construction method used, and provide details of the times that each of these are due to be carried out.

Having considered the issue of Noise Pollution on the Godwin & Crowndale Estate Project we have identified the main sources of noise on the project as:

- Mechanical Removal – these will be one of the first operations undertaken on site and should take around 1 weeks to complete
- Breaking out of slab and foundations – this will involve the use of machinery and will take approximately 1 weeks to complete, however idling machinery will be turned off
- Site Vehicles and Site Plant operating on the site

All works will be undertaken within the normal construction hours as outlined in Section 9

Digging out tarmac areas 08.30 to 17:30

Filling skips with debris 08.30 to 17:30

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

Due to the nature of the works minimal noise will be produced as we will use the bucket attachment to dig out the majority of the site and do not foresee any major foundations in the construction of the MUGA pitch or Car Park. We anticipate levels of 76 Db at source and therefore not a high pollutant and nuisance to the surrounding occupants considering the duration of these works.

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

Goody Demolition Ltd will comply with British Standard 5228 'Code of practice for noise and vibration control on construction and open sites'. Frequent Noise Monitoring will be undertaken and reviewed with Camden officers.

Average noise on the site boundary is estimated to be in the region of 70 – 80dB there will be peaks or spikes but these will not be continuous. It is anticipated the maximum noise level to be 80 dB at 10m from the site boundary. This noise will not be continuous. We will endeavour to keep within the permitted levels which will be monitored throughout the Project to ensure compliance.

31. Please provide details describing mitigation measures to be incorporated during the construction/[demolition](#) works to prevent noise and vibration disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

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

- We will work closely and cooperate fully in terms of working in normal site hours, as set out by London Borough of Camden which also takes into account the planning condition that has been stipulated regarding working hours;
- Well maintained, sound attenuated plant will be used to carry out all operations;
- Reducing plant noise to acceptable levels;
- Solid hoarding will be used along the boundary to the residential properties. This will reflect sound back into the site to a significant extent. This will be supplemented locally to machinery with movable sound reflecting/absorbing barriers as required;
- Noise arising from Site Vehicles and plant will be managed first of all by rigorously implementing the site hours;
- Coordinated delivery times and efficient traffic management to prevent queuing of traffic accessing the site;
- Positioning plant away from properties;
- Localised shrouding of plant in accordance with BS5228;
- Toolbox talks to site operatives.

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

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

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

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

Goody's management team will have CITB Site Safety Plus 'Site Environmental Awareness Training Scheme'

All other staff will be briefed on site with toolbox talks on this British Standard.

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

In relation to dust, the removal of the Pitch and Car Park are likely to be a source of disruption. Prior to starting daily operations wind speed and direction will be assessed and method/ sequence of works adjusted if necessary. Water spraying techniques will be utilised throughout the demolition to suppress dust.

Apart from demolition activities dust is likely to present a problem during long dry spells and in these periods damping down across the site will be employed to avoid windborne dust crossing the site boundary and causing inconvenience. Further to this, any localised cutting or drilling water-based dust suppression will be utilised at all time and will adhere to agreed Risk Assessments.

Further measures to reduce dust pollution and other airborne debris which will be implemented are:

- Ensuring that all materials transported to and from site are in enclosed containers or fully sheeted;
- Avoidance of stock piles of material etc. are with debris removed as and when required;
- All vehicles removing dust generating materials or waste are to be completely sheeted with tarpaulin/ netting;
- Ensuring all insulation and similar lightweight materials are directly deposited into a 40 yard bin and contained ;
- Ensuring all vehicles leaving the site have been through the wheel wash and that loads are covered where spoil or demolition material is being removed;
- Keeping the loading drop heights of soil into lorries as low as possible;
- Establish air quality procedures to minimise dust generation and control plant and vehicle dust emissions;
- Dampening the site with use of mechanical aid such as utilising the waterjets on a road sweeper but not engaging the suction;

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

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

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

With regard to the risk of mud being spread to adjacent highways, Goody Demolition Ltd will maintain wheel washing facilities on site, through a drip though and rumble grid, and carefully maintain clean hardstanding's across the site to ensure the surrounding highways remain in a clean acceptable condition and are not impacted on by our work. All vehicles leaving site will be inspected by the gate person, those with dust / debris on the wheels will be subject to a wheel wash. The site supervisor will monitor the external roads surrounding the site for mud or debris that might migrate onto the public highways will be removed by a dedicated member of the staff.

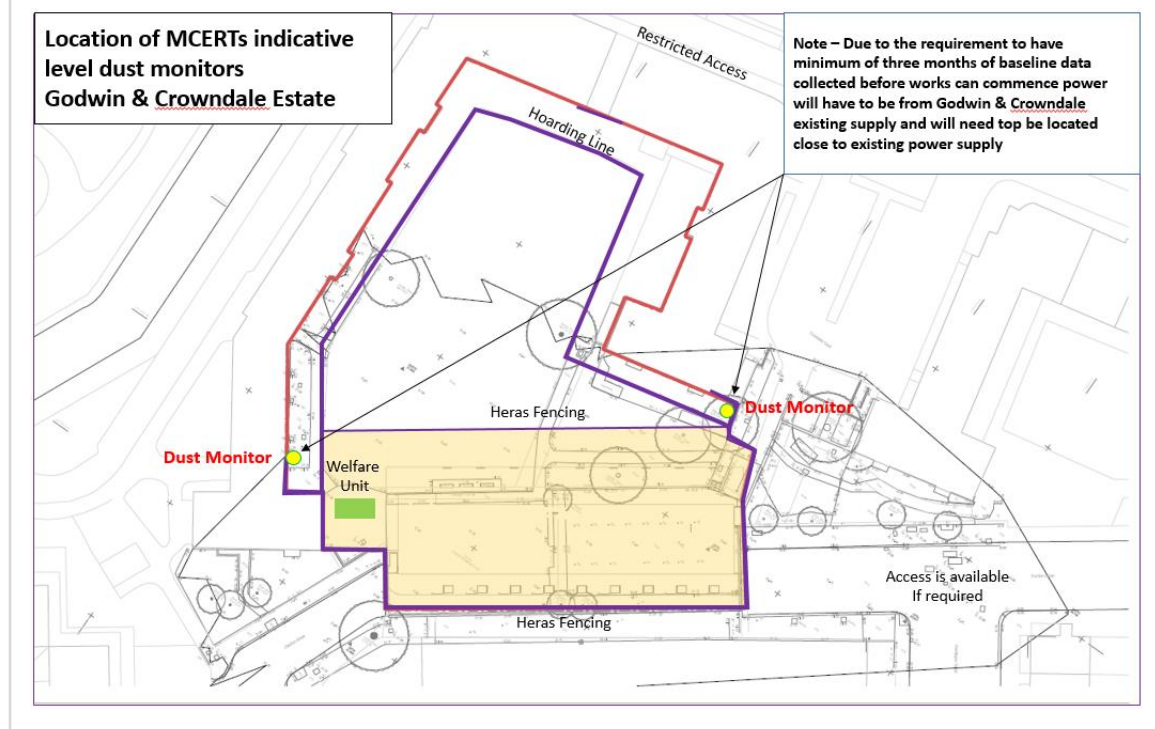
35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels, including instrumentation, locations of monitors and trigger levels where appropriate.

There will be minimal dust, vibration caused by the car park and MUGA pitch removal operations and noise will be assessed by the use of hand held monitors.

36. Please confirm that an Air Quality Assessment and/or Dust Risk Assessment has been undertaken at planning application stage in line with the GLA policy [The Control of Dust and Emissions During Demolition and Construction 2014 \(SPG\)](#), and that the summary dust impact risk level (without mitigation) has been identified. The risk assessment must take account of proximity to all human receptors and sensitive receptors (e.g. schools, care homes etc.), as detailed in the [SPG](#). **Please attach the risk assessment and mitigation checklist as an appendix.**

We have conducted a Dust Risk Assessment, which identified the site as being Low Risk overall, noting that the site is Medium Risk for demolition. This air quality assessment has been provided in the dust management plan.

Note – LBC will install two MCERTs indicative level dust monitors at the site for the duration of the works, with a minimum of three months of baseline data collected before works can commence onsite.



37. Please confirm that all of the GLA’s ‘highly recommended’ measures from the [SPG](#) document relative to the level of dust impact risk identified in question 36 have been addressed by completing the [GLA mitigation measures checklist](#).

We have conducted a Dust Risk Assessment, which identified the site as being Low Risk overall, noting that the site is Medium Risk for demolition. This air quality assessment has been provided in the dust management plan

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

Note: real-time dust (PM₁₀) monitoring with MCERTS 'Indicative' monitoring equipment will be required for **all sites with a high OR medium dust impact risk level**. If the site is a 'high impact' site, 4 real time dust monitors will be required. If the site is a 'medium impact' site', 2 real time dust monitors will be required.

The dust monitoring must be in accordance with the SPG and IAQM guidance, and the proposed dust monitoring regime (including number of monitors, locations, equipment specification, and trigger levels) must be submitted to the Council for approval. Dust monitoring is required for the entire duration of the development and must be in place and operational **at least three months prior to the commencement of works on-site**. Monthly dust monitoring reports must be provided to the Council detailing activities during each monthly period, dust mitigation measures in place, monitoring data coverage, graphs of measured dust (PM₁₀) concentrations, any exceedances of the trigger levels, and explanation on the causes of any and all exceedances in addition to additional mitigation measures implemented to rectify these.

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

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

We have conducted a Dust Risk Assessment, which identified the site as being Low Risk overall, noting that the site is Medium Risk for demolition. This air quality assessment has been provided in the dust management plan

- 39. Please provide details about how rodents, including rats, will be prevented from spreading out from the site. You are required to provide information about site inspections carried out and present copies of receipts (if work undertaken).

Prior to works commencing the site will be assessed to check for evidence of rodents with relevant site inspections being issued to LBC. Pending the outcome of this, a Specialist Contractor will be approached to lay strategically placed traps around the perimeter of the site. These traps will be monitored and emptied as required. During the site induction we will make operatives aware of the risk the presence of rodents can cause a health hazard to workers. Leptospirosis is a disease that is closely linked to rats. This will include

- Gloves are to be worn at all times whilst on site;
- Strict hygiene must be adopted by everyone on site with hands being thoroughly washed prior to eating, drinking and smoking;
- Only eating within designated areas;
- Ensure workforce maintain a respectable standard of dress;
- Ensure workforce treat the public with respect;
- Encourage operatives not to leave site in dirty work clothing;
- All canteen waste to be disposed off inside closed skips.

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

It is highly unlikely that any asbestos is present within the construction of the MUGA or the car park.

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

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

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

(i) Major Development Sites – NRMM used on the site of any major development will be required to meet Stage IIIA of EU Directive 97/68/EC

(ii) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IIIB of EU Directive 97/68/EC

From 1st September 2020

(iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

(iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC

Please provide evidence demonstrating the above requirements will be met by answering the following questions:

- a) Construction time period (mm/yy - mm/yy): 06.12.2021 to 26.01.2022
- b) Is the development within the CAZ? (Y/N): Yes - The site is within this zone, not within the central activity zone – the NRMM standards here apply
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: Yes
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: Yes
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: Yes

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and City of London Corporation lead the London **Idling Action Project** to educate

drivers about the health impacts of air pollution and the importance of switching off engines as a simple action to help protect the health of all Londoners.

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

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

- No vehicles or plant will be left idling unnecessarily.
- All vehicles and plant will be well maintained as per the manufacturers' maintenance schedule and will have daily checks completed to ensure that they are good working order.
- Engines and exhaust systems shall be regularly serviced as per the manufacturers' recommendations and subsequently maintained to meet statutory limits/opacity tests.
- NRMM's using ultra-low sulphur tax exempt diesel and fitted with appropriate exhaust after-treatment such as catalysts and diesel particulate filters as stated on the approved list managed by the Energy Saving Trust.
- All road going vehicles will have the necessary MOT certificates.
- All plant will so far as reasonably practicable, be located away from the site boundaries.

• SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed:

Date:

Print Name:

Position:

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.6