



# Construction Management Plan

## Property Details:

1 Dunolie Road  
London  
NW5 2XN

Rev	Date	Author	Checker	Comment
-	23/08/19	SB	GW	First Issue
1	08/10/19	SB	GW	Points 8 & 13

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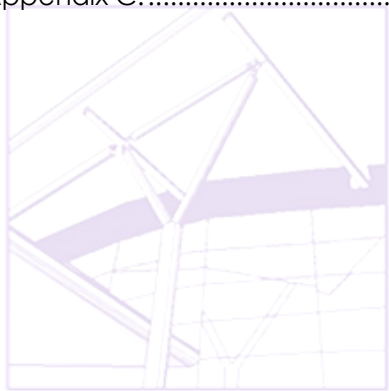
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## Revisions & Additional Material

Please list all iterations here:

Date	Version	Produced by
August 2019	-	Sam Bunning

### Additional sheets

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

Date	Version	Produced by
August 2019	-	Sam Bunning

## Introduction

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

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 kind 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 [Transport for London's](#) (TfL's Standard for [Construction Logistics and Community Safety](#) (**CLOCS**) scheme) and [Camden's Minimum Requirements for Building Construction](#) (**CMRBC**).

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

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

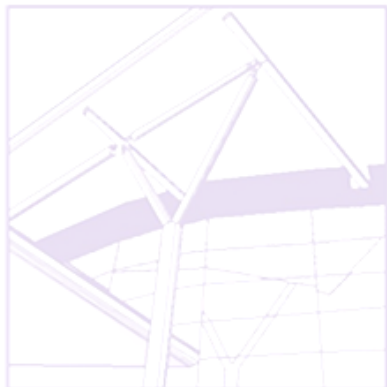
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)."

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

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately **3 months from completion**.

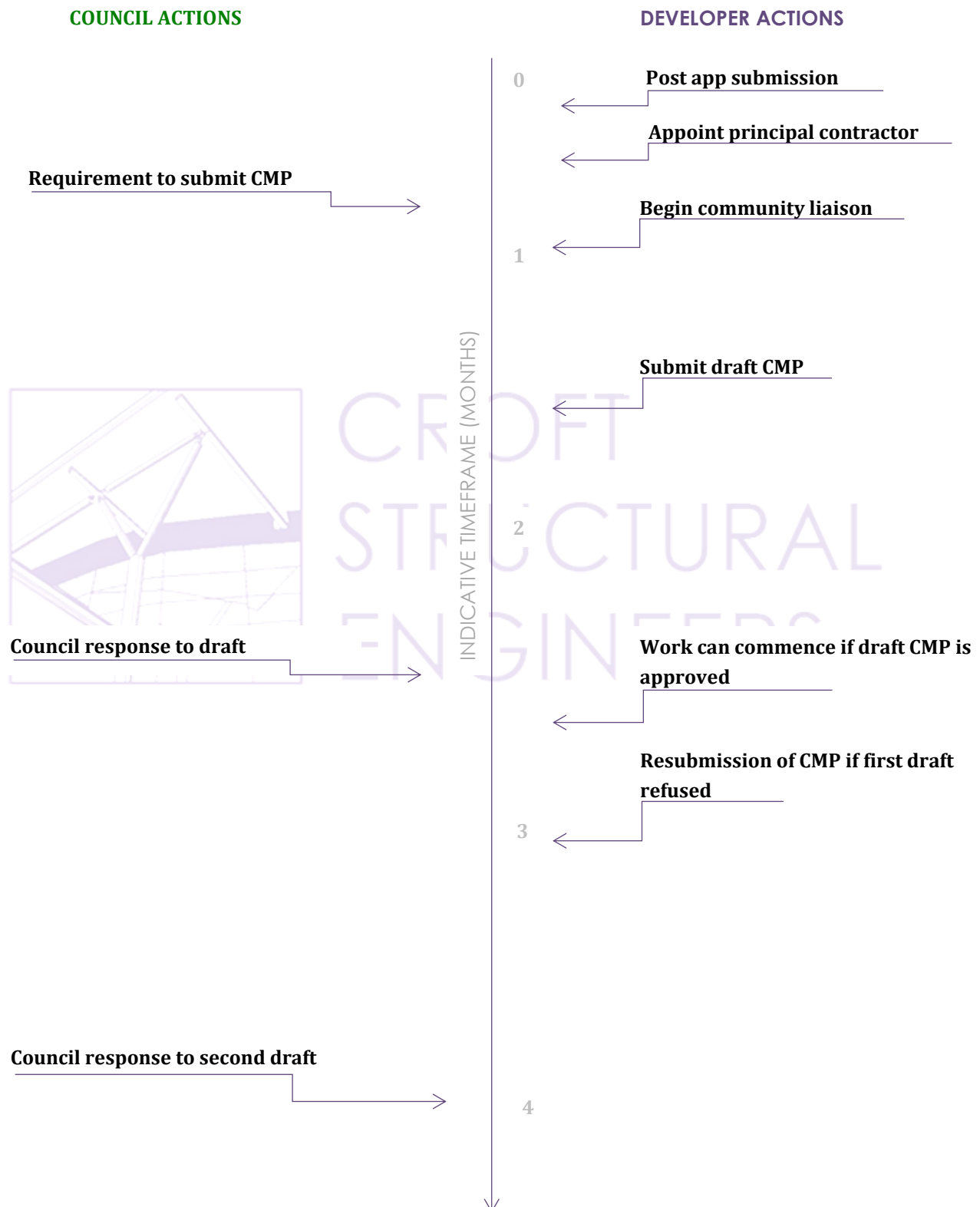
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically



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## Timeframe



## Contacts

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

1 Dunolie Road  
London  
NW5 2XN  
Planning reference number to which the CMP applies: {TBA}

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

Francis Burch  
  
11 North Hill Avenue  
Highgate  
London  
N6 4RJ  
  
[f.birch123@gmail.com](mailto:f.birch123@gmail.com)  
  
07432 553861

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.

Not appointed yet {TBA}

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.

See response to question 3

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.

{TBA}

## Site

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

The existing site is occupied by a single storey garage which is used as storage at present. This appears to be a temporary structure constructed of concrete block walls. The roof is made of corrugated aluminium sheets supported on timber beams. The garage is founded on a mass concrete raft foundation.

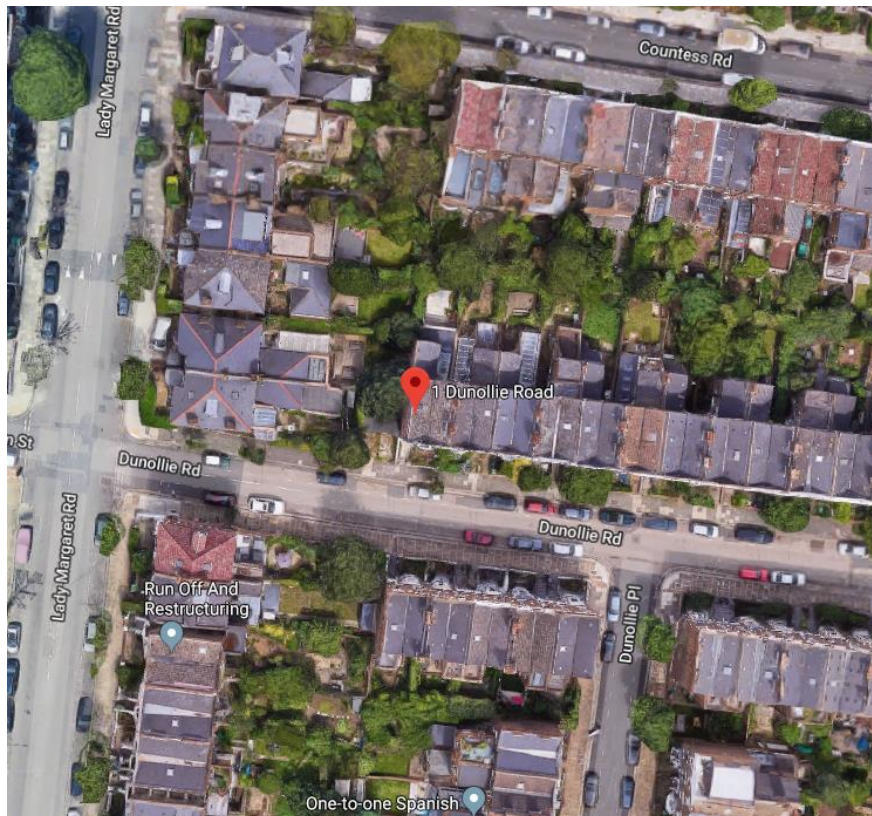


Figure 1: Aerial View of proposed site.

The site is located adjacent to 1 Dunollie Road which is an end of terrace property. The left and rear of the site neighbours' residential properties gardens. Dunollie road is a heavily residential road, both Lady Margaret Road to the West and Montpelier Grove to the east are also residential. Kentish Town train station is approximately 250m South-West from the site.

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

The existing garage will be demolished to make way for a new 3 story dwelling including a basement under the full footprint of the property. The superstructure will be constructed of brick and block cavity walls with timber or concrete floors and a concrete roof. The substructure will be constructed in reinforced concrete retaining walls underpinning case in 1m wide pins. The flank wall of 1 Dunollie Road will be underpinned in mass concrete with a reinforced concrete wall placed internally to support the lateral loads. A lightwell will be created at the front with a glazed walkway over.

The site is constrained by the following:

- The Flank wall of 1 Dunollie Road
- The area is within a controlled parking zone.

The area is within a controlled parking zone. A formal parking suspension may be required during the construction phase.

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

Adjoining properties:

1 Dunollie road will share a party wall with the new construction. There is the potential for impact from construction noise, dust, vibration and increased traffic levels during the works.

The site also backs on to the rear gardens of 24 & 22 Lady Margaret Road. There is the potential for impact from construction noise, dust, vibration and increased traffic levels during the works.

Adjoining roads:

The site backs onto Lady Margaret Road. There is the potential for impact from construction noise & dust during the works.

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





Figure 2: Scaled Plan of Local Highways

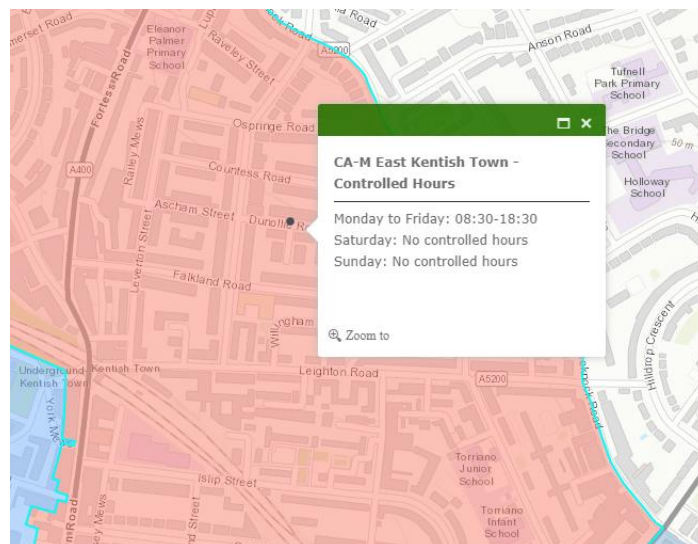


Figure 3: Parking restrictions

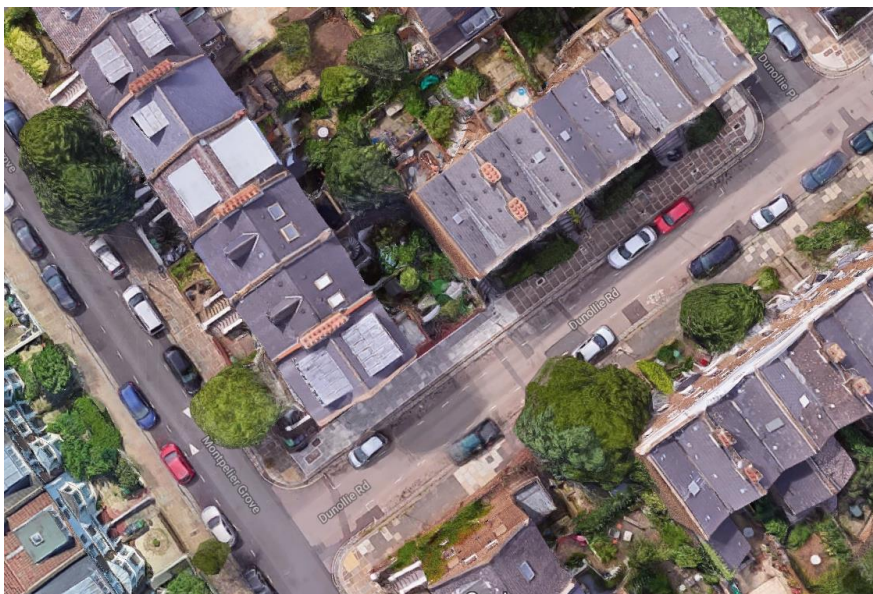


Figure 4: Satellite view showing parking bays in use.

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

The anticipated duration of the various construction phases is presented below.

1. Installation of perimeter hoarding
2. Excavate front to allow for conveyor to be inserted.
3. Form 'front of basement' with cantilevered retaining walls
4. Slowly work from the front to the rear inserting segmental cantilevered retaining walls in a hit-and-miss sequence.
5. Cast ground slab
6. Waterproof internal space with a drained cavity system.

<b>Outline Construction Programme</b> ( For planning purposes only)																
	Months															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Planning approval																
Detailed Design																
Tender																
Party Walls																
Monitoring of Adjacent structures																
Enabling works																
Basement Construction																
Superstructure construction																

Construction is unlikely to commence before the New year of 2020.

11. 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

All site working hours will be limited to those which are allowed by Camden Council.

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

New services will be required to support the new dwelling. This will be designed and submitted at a later date.

## Community Liaison

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

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

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

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

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### Cumulative impact

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

**The Council can advise on this if necessary.**

### 13. Consultation

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

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

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

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

A letter has been sent to all neighbouring properties. This includes: the properties located opposite 1 Dunolie Road and the houses on Lady Margaret Road that the site is adjacent to.

A copy of the letter has also been sent to Georgia Gould, one of the Ward Councillors for Kentish Town.

See Appendix B for consultation letter.

### 14. Construction Working Group

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

All neighbouring properties and a Ward Councillor have been provided with access to this document with contact information for any comments that they may have.

Neighbouring properties will be informed of any relevant construction related proceedings taking place on site and kept up to date with any time scales or design changes. When necessary, this will be achieved via posting regular newsletters which will include details of the construction manager. Site management will be contactable 24/7 for any reasonable concerns that neighbouring property owners or tenants may have.

### 15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "[Guide](#)



for Contractors Working in Camden” also referred to as “Camden’s Considerate Contractors Manual”.

It will be required that the appointed contractor enrolls the project with the "Considerate Contractors Scheme".

The name and contract details of the Project Manager will always be displayed on the CCS poster located at the site entrance.

## 16. Neighbouring sites

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

There are no sites noted nearby. Should this change in the future the Site Manager will liaise with the Principal Contractors of nearby sites. These include those registered under the CCS.

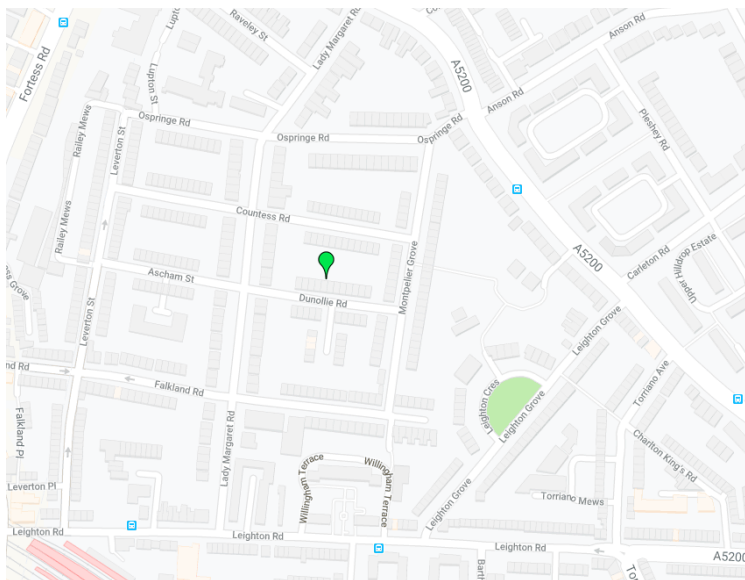


Figure 5: Extract from [www.constructionmap.info](http://www.constructionmap.info)

The Principal Contractor will regularly view the information online for updates on construction activity. This will be supplemented by visual surveys of the local area for additional construction works in progress.

Efforts will be made to ensure that delivery routes and times do not clash.

## 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 the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed [here](#), details of the monitoring process are available [here](#). Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

**Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.**

## CLOCS Contractual Considerations

17. Name of Principal contractor:

TBA

18. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

The Principal Contractor will have the requirement to abide by, comply and adhere to the CLOCS Standards for construction logistics throughout the duration of the build. This sets out a set of standards for items such as traffic routing; warning signals; side underrun protection; blind spot minimisation; vehicle manoeuvring warnings; driver training; development and licencing; collision reporting and vehicle loading and unloading outside of the site.

Each requirement has been developed to reduce the risk of collision between heavy good vehicles in the construction sector and vulnerable road users such as cyclists and pedestrians. The standard sets the detailed minimum requirements to create a consistent baseline but is written in a way that encourages roads safety to be managed ever more rigorously as new best practices emerges. The CLOCS Standard is a key step to demonstrate the commitment of construction logistic industry organization to improve road safety throughout the supply chain.

The Principal Contractor will have arranged for vehicles to be checked when attending site and to take the appropriate action under the contract. The Principal Contractor will produce a plan and / or process for complying with the contract. CLOCS Compliance checklist will be carried out randomly onto incoming vehicles, as per the CLOCS Compliance checklist. IT will also be envisaged to work with the Considerate Construction Scheme in order to ensure compliance to the CLOCS standards.

19. Please confirm that you as the client/developer and your principal contractor have read and understood the [CLOCS Standard](#) and included it in your contracts. Please sign-up to join the [CLOCS Community](#) to receive up to date information on the standard by expressing an interest online.

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

TBA

Please contact [CLOCS@camden.gov.uk](mailto: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.**

**20. Traffic routing:** *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless unavoidable diversions occur."* (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, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the [Transport for London Road Network](#) (TLRN) on approach and departure from the site.

See Appendix A for vehicle ingress and egress drawings [final proposed routes TBA].

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

Vehicles routes will be discussed and agreed with suppliers and contractor prior to works start date. Any changes to the plan will be communicated and confirmed in writing to ensure that the use of residential and minor roads is prevented, where possible.

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

Construction vehicle movements 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. (Refer to the [Guide for Contractors Working in Camden](#)).

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. Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait 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.

a. 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.



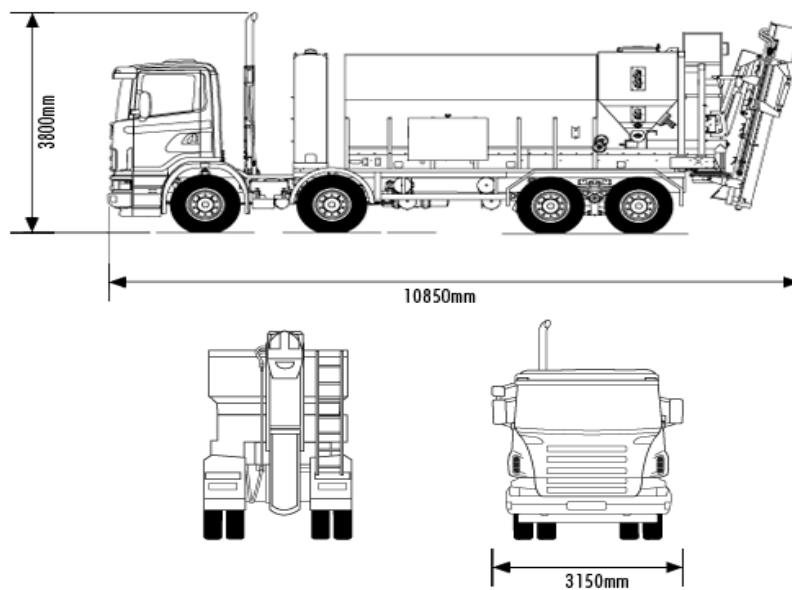


Croft does not consider there to be a large increase in local traffic due to the site works. Both deliveries and disposals will be full loads and no more than once a day unless special circumstances require higher frequencies. Where possible, vehicle movements will be restricted to be after 10:00am and before 3:00pm to prevent higher levels of traffic during rush hours and school times. Details of anticipated construction vehicles are as follows:

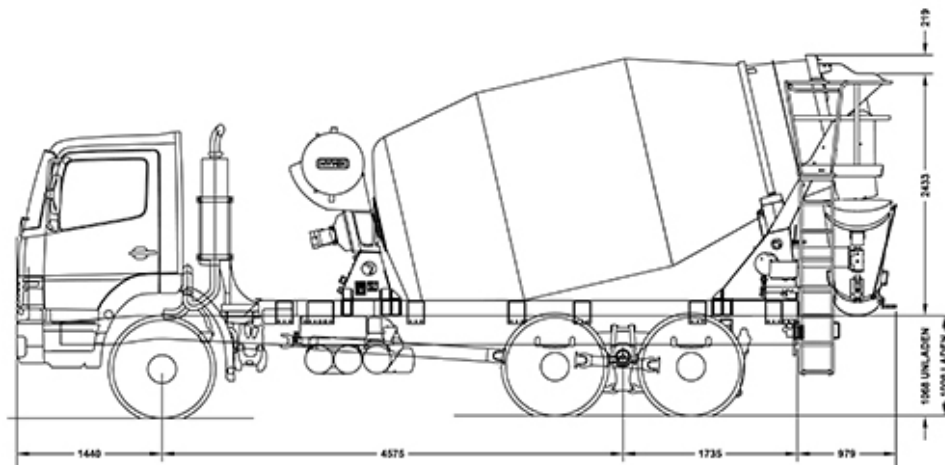
Skip Lorry - Once per day during excavation.



Concrete pump Lorry- Once per day during underpinning.



Concrete mixer Lorry- Once per day during underpinning.



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

It is not known at present if there are any developments near the propose site.  
There are no sites known nearby at present.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

Due to the size of the works, all vehicles will be instructed to wait alongside 1 Dunolie Road during the load time. Vehicle traffic may be temporarily held up by the loading / unloading process. Trained banksman will be on hand to inform drivers of an approximate duration time of the operation, giving them a choice to wait for the road to clear to the pick another route.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

No off-site holding areas are anticipated to be required.

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

Refuse is collected on Wednesday for 1 Dunolie Road and care will be taken to avoid deliveries being made during collection times.

Vehicle traffic may be temporarily held up by the loading / unloading process. Trained banksman will be on hand to inform drivers of an approximate duration time of the operation, giving them a choice to wait for the road to clear to the pick another route.

**22. 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)

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

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

a. Please detail the proposed access and egress routes to and from the site

See Appendix A for vehicle ingress and egress drawings.

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

No vehicles will have access to the site. A conveyor will be used to move soil from the site to the skip placed along site 1 Dunolie Road. Hording will encase the conveyor allowing for safe and unrestricted passage for pedestrians.

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

See Appendix A for vehicle ingress and egress drawings.

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.

No vehicle will enter the site perimeter; therefore, they will not be exposed to soft standing.

Once the vehicles have vacated the parking space alongside 1 Dunolie Road, site staff will sweep and hose down the pavement and roadside to clear any dropped spoil and debris. This will also take place during the day (when required) and at the end of every working day to maintain a safe and presentable area for public use.

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

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

See Appendix A for Site layout drawings.

## Highway interventions

**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.**

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

#### 24. Parking bay suspensions and temporary traffic orders

Please note, parking bay suspensions should only be requested where absolutely necessary.

Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain [Temporary Traffic Order \(TTO\)](#) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

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

It is envisioned that a parking bay suspension will be required for the duration of the works. This will be discussed with Camden Council and applied for by the Contractor in due course.

#### 25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

It is not envisioned that footways will require closure during construction. However larger heavier deliveries and skip removals will be made by craned lorries with enough range to place the load within the site boundary. Trained banksman will be on hand to redirect pedestrian traffic, or pause the operation to allow them to pass.

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

Site hoarding design will be submitted by the Contractor in due course once appointed. This will include appropriate hazard warning signs and safety lights if necessary.

#### 26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

1 Dunolie Road is a narrow two-way street, wide enough for two cars to pass. However, it is common for cars to be parked on both side of the street, limiting flow of traffic to a single car access.

During loading/unloading this may be reduced alongside the site. Trained banksman will be on hand to inform drivers of an approximate duration time of the operation. This would give other road users a choice to wait for the road to clear or to pick another route.

## 27. VRU and pedestrian diversions, scaffolding and hoarding

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

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding 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.

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

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

It is not envisioned that pedestrians will be affected during the majority of construction. However larger heavier deliveries and skip removals will be made by craned lorries with enough range to place the load within the site boundary. Trained banksman will be on hand to redirect pedestrian traffic, or pause the operation to allow them to pass.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

N/A

## 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.

No drilling rigs or heavy percussive machinery is anticipated. Noisy operations will include the use of cutters. The use of these will be limited between the hours of 8am - 4pm.

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

The Contractor will evaluate the scope of the works to determine if a noise survey is necessary. If required, a survey will be carried out by the contractor and a copy will be provided in due course.

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

The best construction method should be chosen to reduce the unnecessary noise and vibration. See Appendix C for mitigation measures.

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.

A management plan for all waste products will be prepared prior to the start date. All soil, site waste and building debris will be removed and disposed of by an approved waste management contractor. Waste products will be hand loaded into a skip by site operatives as it is produced. Skips can then be removed from site into recyclable materials and waste where possible. Works will be carried out in a manner that minimizes waste and allows for as much material as possible to be recycled.

All waste from this site will be dealt with in accordance with the waste duty of care in Section 34 of the Environmental Protection Act 1990

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

The contractor will be responsible to train all relevant employees to be aware of basic methods to control noise and vibration on construction sites. All training recorded will be kept in an overall matrix of site records.

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

See Appendix C for mitigation measures.

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.

No vehicle will enter the site perimeter; therefore they will not be exposed to soft standing.

Once each lorry has vacated the parking space alongside 1 Dunollie Road, site staff will sweep and hose down the pavement and road-side to clear any dropped spoil and debris. This will also take place during the day (when required) and at the end of every working day to maintain a safe and presentable area for public use. Most of the construction activity will be below ground level. This will minimise further the likelihood of dirt or dust spreading to the public highway.

35. Please provide details describing arrangements for monitoring of [noise](#), vibration and dust levels.

The Contractor will evaluate the scope of the works to determine if noise, vibration or dust require monitoring. If required, monitoring will be arranged by the contractor. Results will be made available to all concerned.

36. Please confirm that a 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 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

See Appendix C for noise, dust and vibration risk assessment.

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

GLA measures will be determined and put in place in accordance with the SPG document once a contractor is appointed in due course.

- 38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these 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.

N/A



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).

N/A

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

An asbestos survey will be carried out by the contractor and a key finding will be provided in due course.

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.

Due to the size of the project, there will only be a small team on site at any given time. Maintaining good relationships with neighbouring properties owners and tenants is a top priority. The contractors name and contract number will be displayed on a sign board hung visibly on the site hoarding. Site rules will be in place which include rules relating to appropriate behaviour towards other site staff, visitors and members of the general public.

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.

N/A

**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**

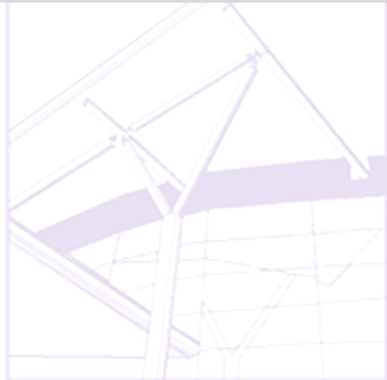
**(iii) Any development site** - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC

**(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 ):
- 
- b) Is the development within the CAZ? (Y/N):
- 
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N):
- 
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered:
- 
- 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:
- 
- 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:



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## Agreement

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed in writing by the Council. This may require the CMP to be revised by the Developer and reapproved by the Council. The project manager shall work with the Council to review this Construction Management Plan if problems arise in relation to the construction of the development. Any future revised plan must be approved by the Council in writing and complied with thereafter. It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

**Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.**

**Signed:** .....

**Date:** .....

**Print Name:** .....

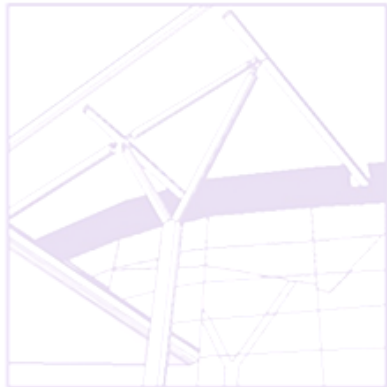
**Position:** .....

Please submit to: [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

End of form.

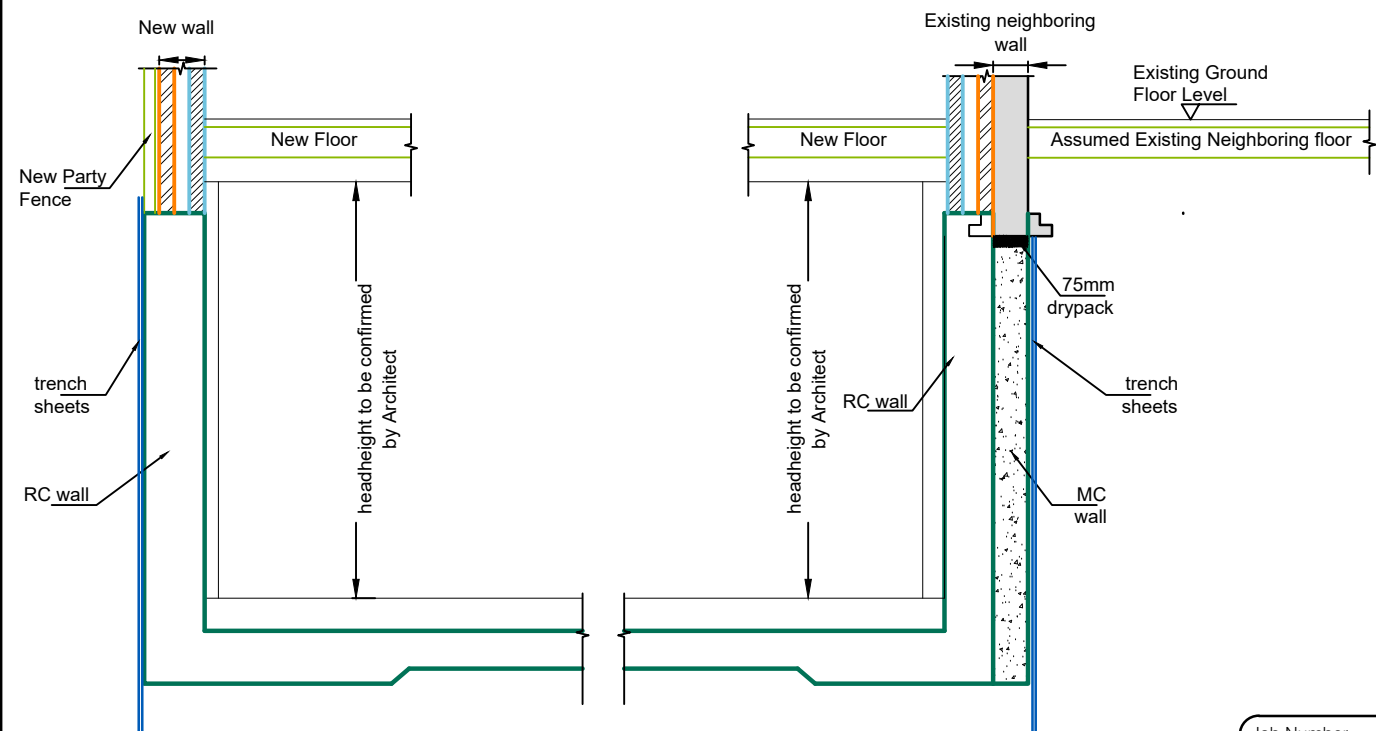
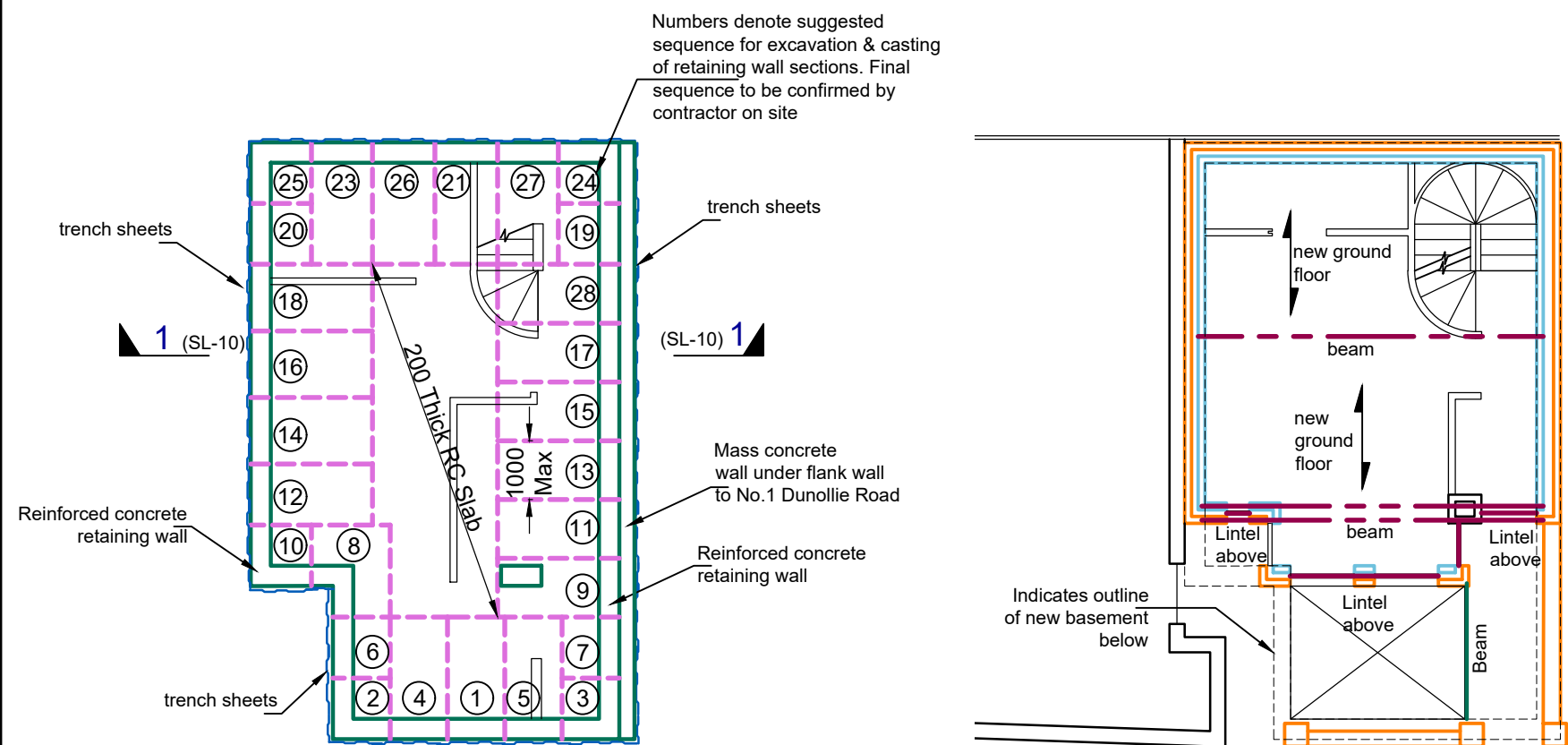
## Appendix A:

PL-10 Basement and Ground Plan and Sections  
TW-11 Temporary Works  
SD-01 Site layout  
SD-02 Vehicle Ingress  
SD-03 Vehicle Egress



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Planning issue  
Not for construction



**Section 1-1**  
(Scale 1:50)

Job Number	Date
190611	July '19
Dwg Number	Rev
PL-10	2
Drawn	Ch'kd
SB	EP
Scale	
As shown @ A3	

Client: Ms Kerena Mond

Project: 1 Dunollie Road

Title : Basement and Ground Plan and Sections

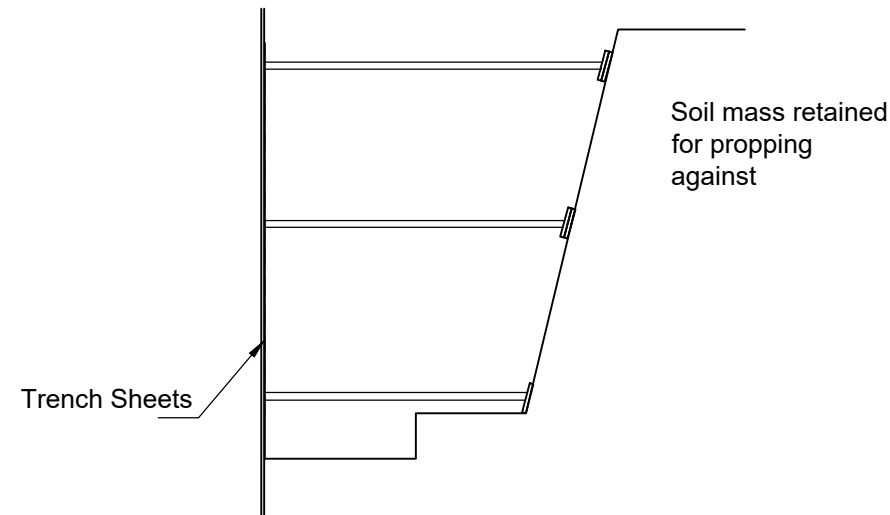
2	09/08/2019	Issued for planning minor amendments
1	10/07/2019	minor amendments
-	09/07/2019	Issued for planning
Rev	Date	Amendments

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London, SE25 5EH.  
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www.croftse.co.uk

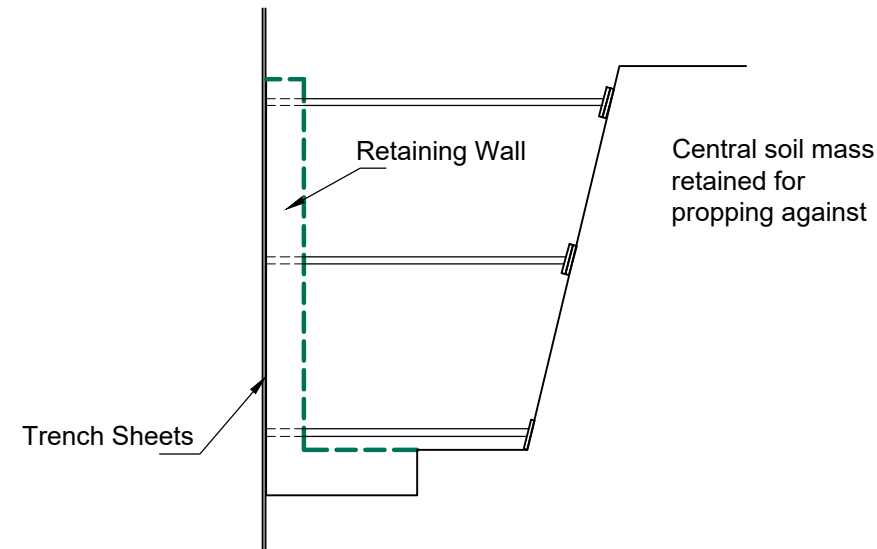


Planning issue  
Not for construction



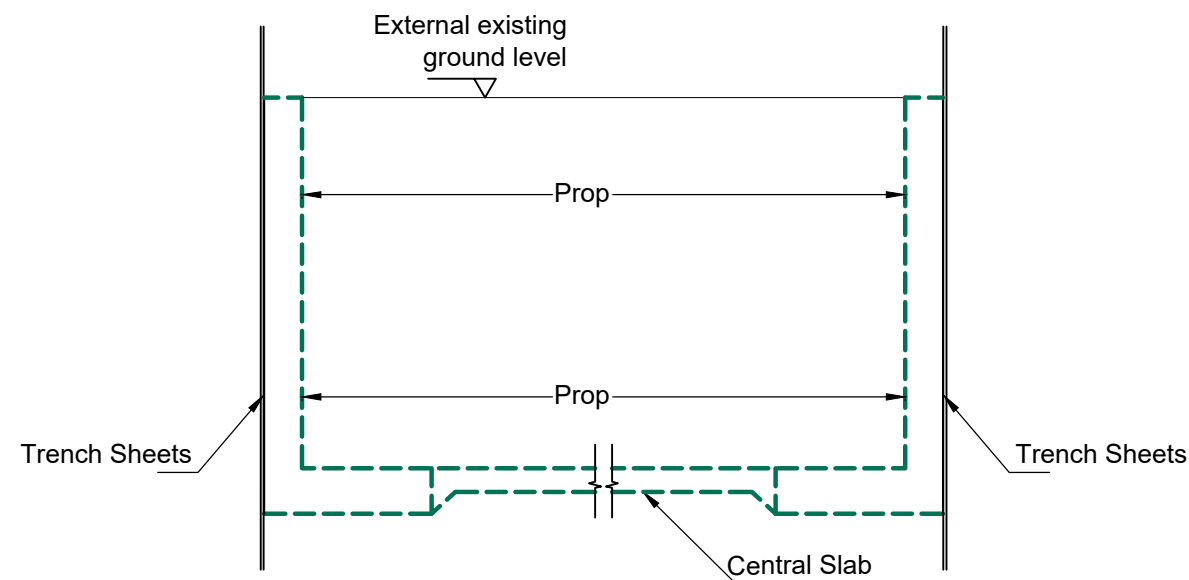
## Phase 1

1. Excavate in 1m width maximum and install props and trench sheets and excavation progresses



## Phase 2

1. Cast Retaining wall and Base.
2. Remove Props after concrete gain sufficient strength



## Phase 3

1. Excavate and cast remainder of base slab. Install full length props while central soil mass is getting removed
2. Proceed with above ground construction

Job Number	Date
190611	July '19
Dwg Number	Rev
TW-11	-
Drawn	Ch'kd
SB	EP
Scale	
As shown	
@ A3	

Client: Ms Kerena Mond

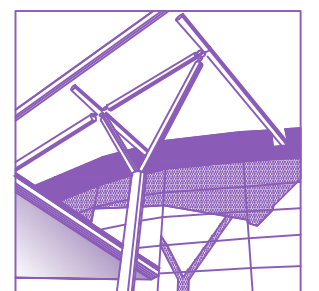
Project: 1 Dunollie Road

Title : Temporary works

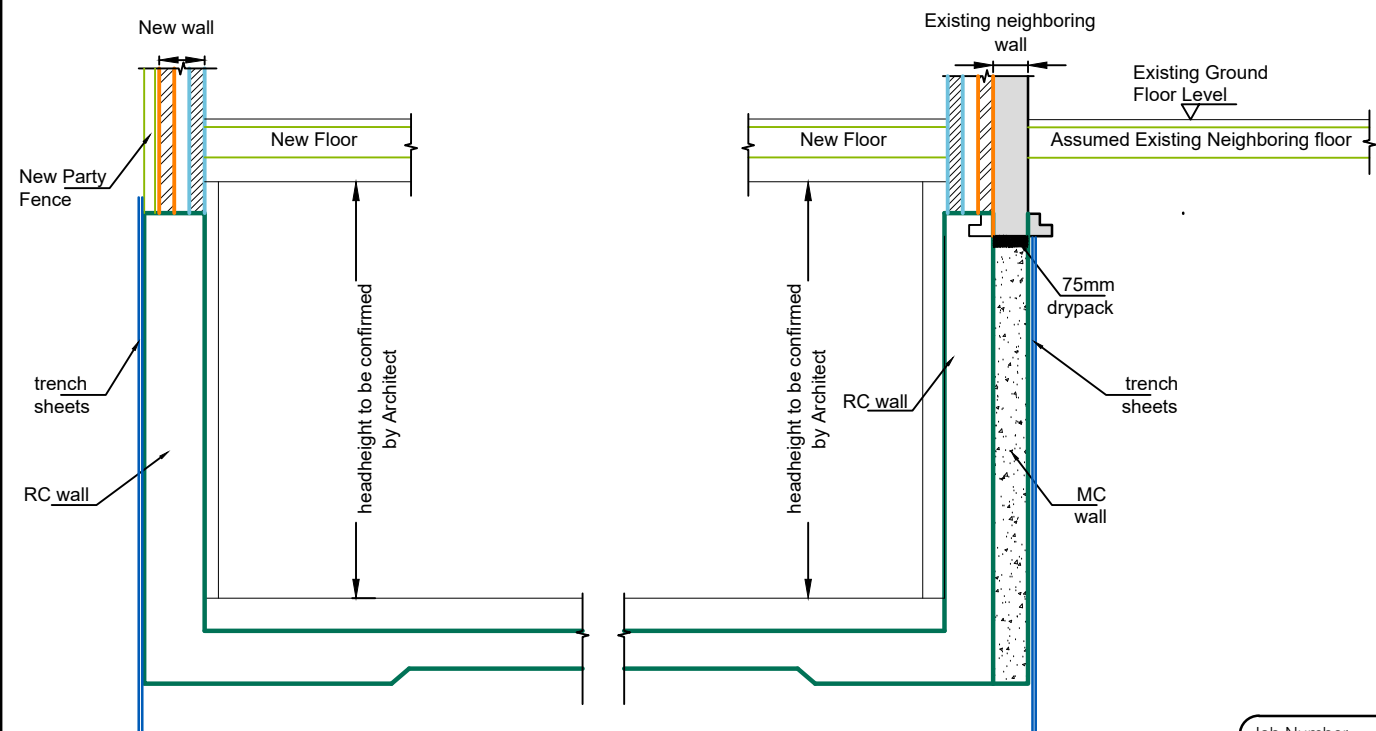
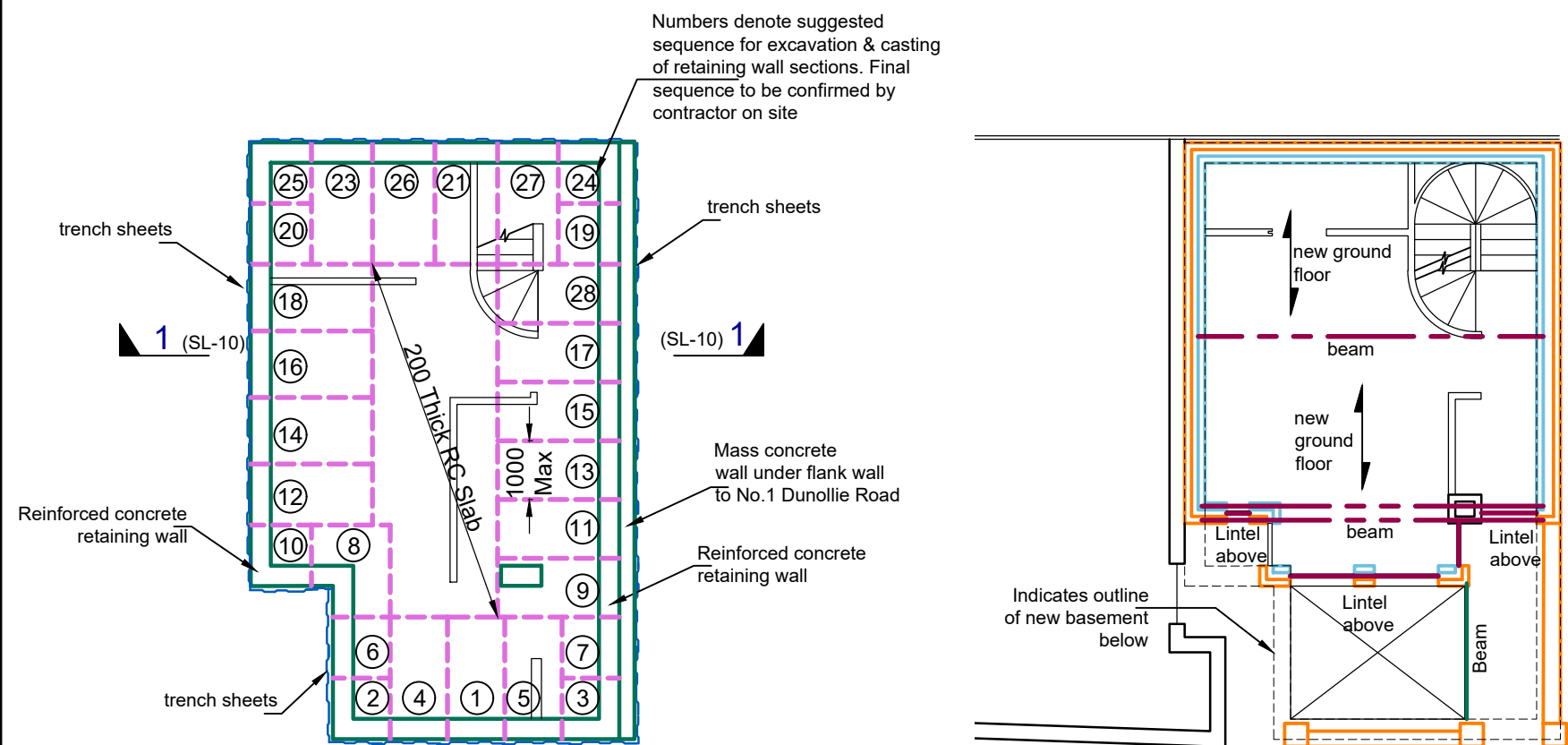
-	09/07/2019	Issued for planning
Rev	Date	Amendments

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London, SE25 5EH.  
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Planning issue  
Not for construction



**Section 1-1**  
(Scale 1:50)

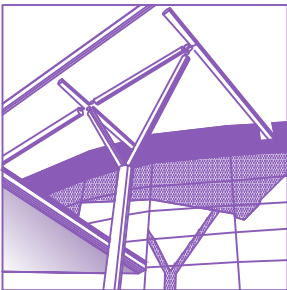
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190611	July '19
Dwg Number	Rev
PL-10	2
Drawn	Ch'kd
SB	EP
Scale	
As shown @ A3	

Client:	Ms Kerena Mond
Project:	1 Dunollie Road
Title :	Basement and Ground Plan and Sections

2	09/08/2019	Issued for planning minor amendments
1	10/07/2019	minor amendments
-	09/07/2019	Issued for planning
Rev	Date	Amendments

**Croft Structural Engineers**

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Planning issue  
Not for construction

Enclosed  
Conveyor

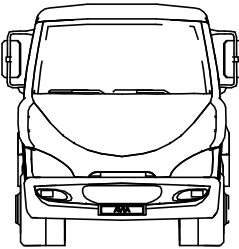
Pavement

Road

Skip

Hoarding

Vehicle parking area



Conveyor

Skip

Pavement

Section A-A  
Scale 1:100

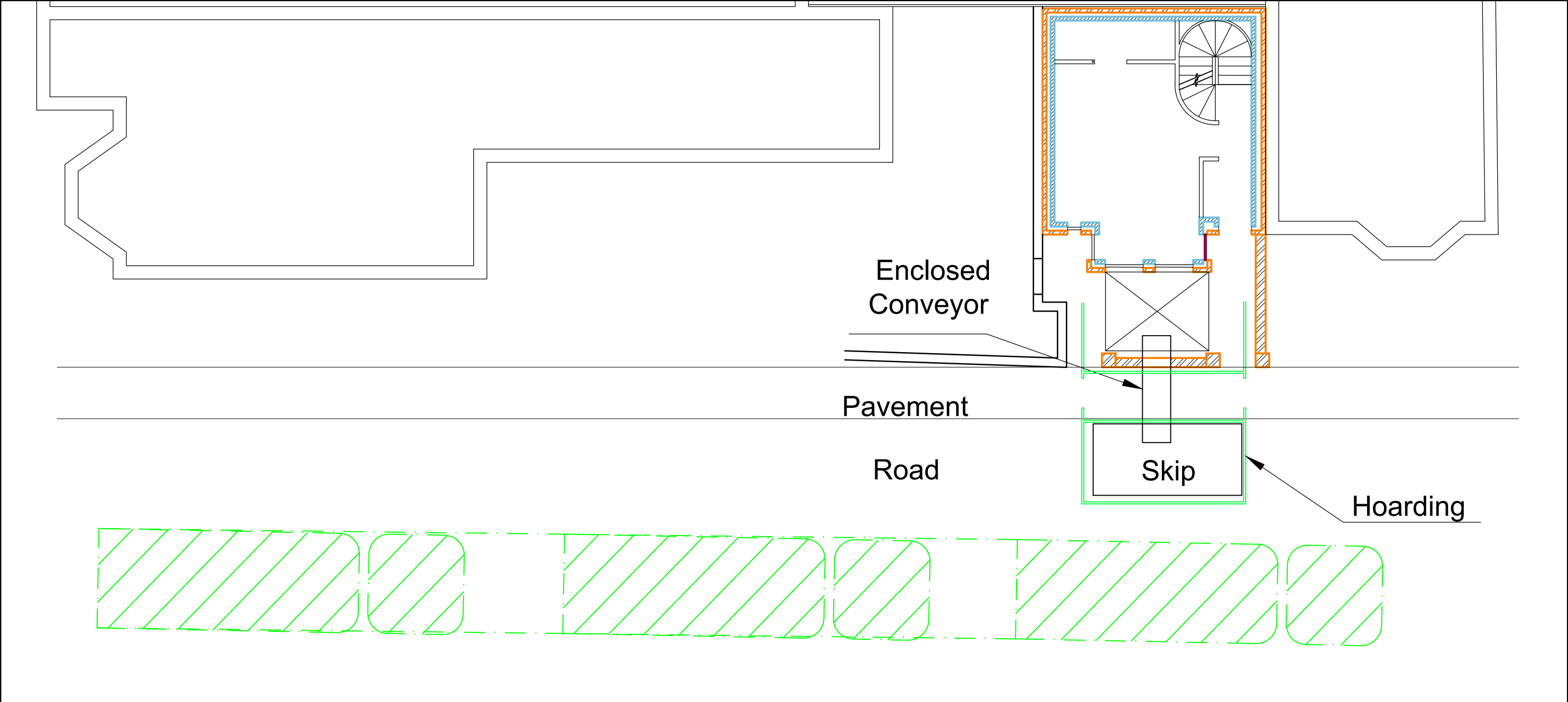
Job Number	Date
190611	Aug '19
Dwg Number	Rev
SD-01	-
Drawn	Ch'kd
SB	SB
Scale As shown @ A3	

Client: Ms Kerena Mond
Project: 1 Dunollie Road
Title : Site layout

-	23/08/2019	Issued for planning
Rev	Date	Amendments

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Typical vehicles  
tracking diagram for  
all expected traffic.

Pavement

Planning issue  
Not for construction

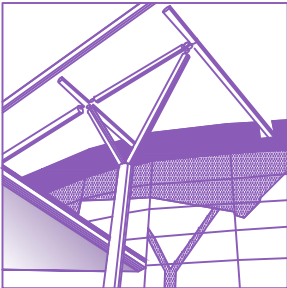
Job Number	Date
190611	Aug '19
Dwg Number	Rev
SD-02	-
Drawn	Ch'kd
SB	SB
Scale	
As shown	
@ A3	

Client: Ms Kerena Mond
Project: 1 Dunollie Road
Title : Site Ingress

-	23/08/2019	Issued for planning
Rev	Date	Amendments

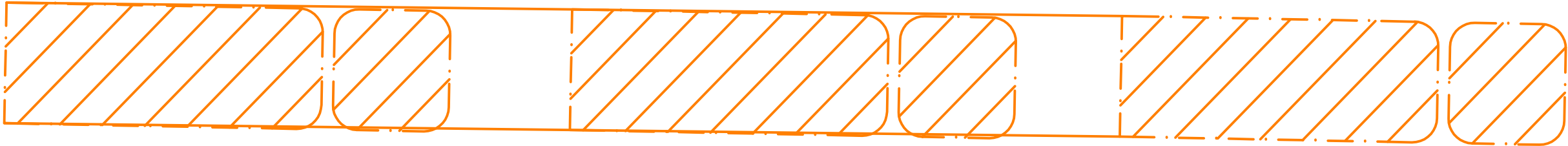
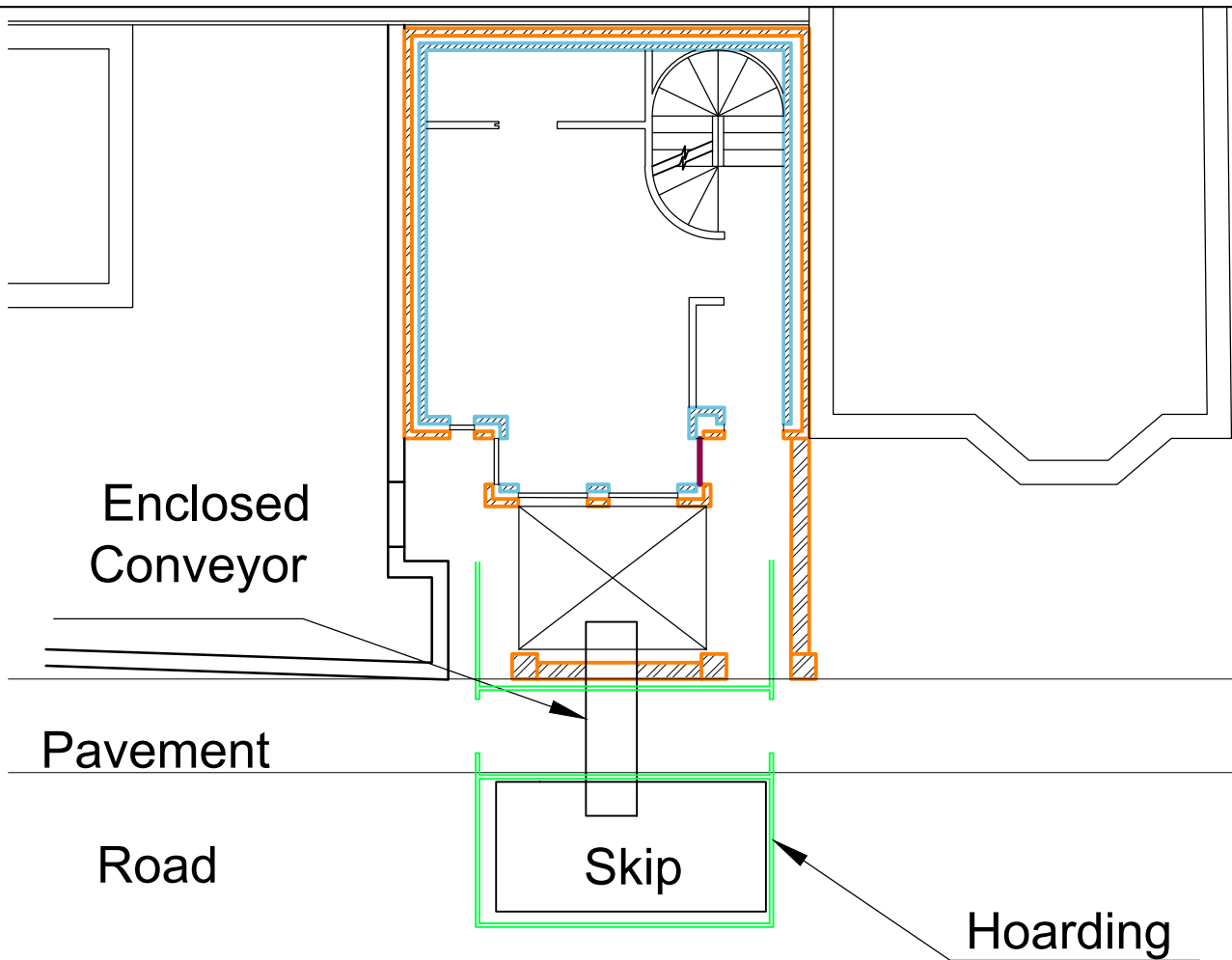
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London, SE25 5EH.  
020 8684 4744  
www.croftse.co.uk





Typical vehicles  
tracking diagram for  
all expected traffic.



Pavement

-	23/08/2019	Issued for planning
Rev	Date	Amendments

Planning issue  
Not for construction

Job Number 190611	Date Aug '19
Dwg Number SD-03	Rev -
Drawn SB	Ch'kd SB
Scale As shown @ A3	

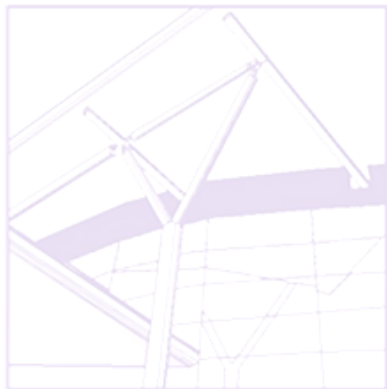
Client: Ms Kerena Mond
Project: 1 Dunollie Road
Title : Site Egress

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## Appendix B:

Consultation letter.



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Croft Structural Engineers  
Clock Shop Mews  
Rear of 60 Saxon Road  
London SE25 5EH

T: 020 8684 4744  
E: [enquiries@croftse.co.uk](mailto:enquiries@croftse.co.uk)  
W: [www.croftse.co.uk](http://www.croftse.co.uk)

Councillor Georgia Gould  
Member Support,  
Town Hall  
Judd Street  
London  
WC1H 9JE

Dear Councillor Georgia Gould

## RE: Garage adjoining 1 Dunollie Road

We are writing to inform, on behalf of the property owner of the above address, that it is their intention to commence with the construction of a new dwelling including a basement on the aforementioned site.

As part of the requirements of Camden Council for basement and extension applications, we have prepared a Construction Management Plan (CMP).

As a condition of the planning application process and we are seeking the views of residents concerning the CMP. If you would like a copy of the draft CMP please email [sbunning@croftse.co.uk](mailto:sbunning@croftse.co.uk) and we will forward you a copy.

On delivery, if you have any comments about any aspect of the draft CMP, please write to us or send an email at [sbunning@croftse.co.uk](mailto:sbunning@croftse.co.uk) with your views by 6<sup>th</sup> September 2019.

Please note that we can only consider comments on the CMP itself and not any views you may have concerning the proposed development in general; these can be addressed to the council itself.

Sam Bunning

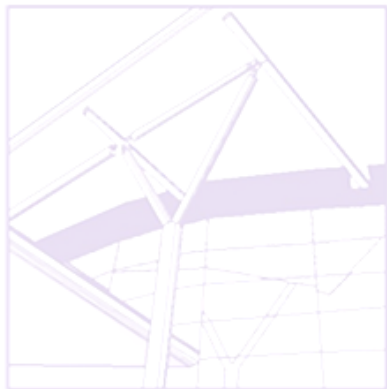


HNC

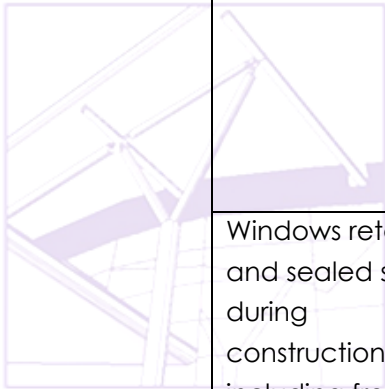
cc: Member Support – Camden Town Hall

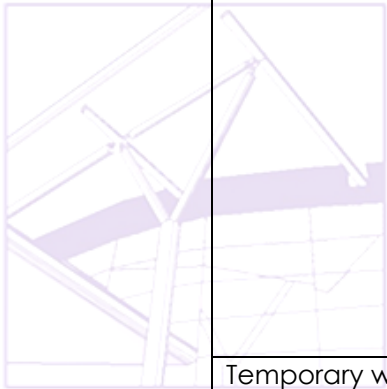
## Appendix C:

Noise Duct & Vibration Risk Assessment.



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CONSTRUCTION TASK	Control Measure,	NOISE	DUST	VIBRATION
<b>In accordance with the best practical means, to be used To minimize, noise, vibration and dust during the construction of the basement, including the excavation, that is likely to affect adjacent residential premises and school (if any)</b>				
1. Preparation of site to fully contain the area  	Boarding to front of house enclosing entrance, and windows kept in place for complete duration of construction	Boarding keeps noise inside the house and keeps house more rigid stopping attenuation, absorbs sound and Stops airborne sound escaping	Dust from debris stored internally is contained within boarded up house preventing it from escaping to neighbours before collection.	Any internal vibration is further reduced by additional boarding to absorb before emitting to neighbour: as timber absorbs vibration better than metal or glass. The house is also more rigid, stopping vibration
	Windows retained and sealed shut during construction, including front door and terrace doors kept closed	Airborne noise is contained within development	Airborne dust is contained within the development	Windows being sealed shut (taped) stops any rattling of windows or accentuation of any vibrations on site
	Hording and sheeting to cover roof terrace.	Covering with hording and sheeting restricts airborne noise from escaping as best can be.	Sheeting to roof terrace stops window blowing up dust from excavation and any dust generated from works escaping to vicinity.	Hording and sheeting stops vibration as best is practicable.

	Retention of internal floors and structure during excavation works	Keeping the internal floors in situ during works allows the house to work as a buffer to contain noise and reduces the site area to the smallest volume reducing the effect noise can have.	Dust is contained to a smaller area and has several filters (ie floors and walls) to pass through and thus get stopped before it can affect neighbours, thus reduced.	Retaining the existing structure reduces vibration by keeping the house rigid and secondly by having a mix of materials all with different attenuation frequencies; vibration is absorbed and not accentuated, lastly floors and walls act as a break in otherwise continuous structure which acts as a buffer to stop vibration continuing out to neighbours.
	Temporary works and structure	Temporary works allow the house to be kept rigid and allow for small scale, less noise emitting methods of construction to be used.	Temporary works keep the house rigid and safe so stop other areas of the house degenerating through works and thus dust being created.	Temporary works keep the house rigid which stops vibrations.