

# Construction Management Plan

Pro-forma

Updated 01/01/2025 Version 3

# Contents

<a href="#"><u>Revisions</u></a>	3
<a href="#"><u>Introduction</u></a>	4
<a href="#"><u>Contact</u></a>	5
<a href="#"><u>Site</u></a>	7
<a href="#"><u>Community liaison</u></a>	9
<a href="#"><u>Transport</u></a>	12
<a href="#"><u>Environment</u></a>	21
<a href="#"><u>Agreement</u></a>	30

# Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
13/03/2025	1	GL/ EU (Motion)

## Additional sheets

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

Date	Version	Produced by
14/03/2025	Figure 1 – Site Location Plan	Motion
14/03/2025	Figure 2 – Construction Vehicle Routeing Plan	Motion
14/03/2025	Appendix A – Existing Highway Network	Motion
14/03/2025	Appendix B – Proposed Site Set Up	Motion
14/03/2025	Appendix C – Swept Path Analysis	Motion

# Introduction

The purpose of a 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.

CMP development sites will be inspected by Camden's Site Planning Inspectors or nominated officers to assess compliance with the CMP. These inspections will consist of both planned and unplanned site visits for the duration of the works. Developers/contractors are required to provide access to sites for inspection and cooperate fully throughout the inspection process ensuring compliance with the CMP.

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 where requested. Please only provide detail that is relevant to the question and provide responses that are as brief as possible.

Additional material may be appended to the main document, however large standalone files such as environmental reports must be submitted as separate files. These should be clearly referenced/linked to from the CMP.

# Contact

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

Address: 4 The Hexagon, Fitzroy Park, London, Camden, N6 6HR

Planning reference number to which the CMP applies: 2023/0534/P

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

Name: Motion Consultants

Address: 84 North Street, Guildford, GU1 4AU

Email: eupon@motion.co.uk

Phone: 01483 531300

**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.**

Name: Jonathan F. Schuman

Address: 4 The Hexagon, Fitzroy Park, London, Camden, N6 6HR

Email: jonathan@magnetproperties.co.uk

Phone: 01582 487564

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

Name: Jonathan F. Schuman

Address: 4 The Hexagon, Fitzroy Park, London, Camden, N6 6HR

Email: jonathan@magnetproperties.co.uk

Phone: 01582 487564

**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: Jonathan F. Schuman

Address: 4 The Hexagon, Fitzroy Park, London, Camden, N6 6HR

Email: jonathan@magnetproperties.co.uk

Phone: 01582 487564

# 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 proposal is for the *“Erection of single-storey rear lower ground floor extension”*.

The site is located on The Hexagon, which is a private road accessible from Fitzroy Park and is located to the north of Hampstead Heath and to the west of Fitzroy Park Allotments. The location of the site in relation to the surrounding area is shown in **Figure 1**, attached to this pro-forma.

The Hexagon provides access to numbers 2-6 The Hexagon. Fitzroy Park is a private road, which is managed and maintained on behalf of residents by the Fitzroy Park Residents Association. Fitzroy Park is also located within the Highgate Conservation Area and forms part of designated Fitzroy Open Space area.

Motion drawing 2501091-01, attached at **Appendix A**, shows the layout of the highway in the vicinity of the site. As Fitzroy Park is a private road, parking is provided on the carriageway on an informal basis and private parking restrictions in force. There are no cycle lanes on Fitzroy Park and no footway is provided adjacent to the carriageway.

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 development includes the construction of a single-storey lower ground floor rear extension.

The property is fronted to the north by The Hexagon which is a 3 metre wide single carriageway which provides access to the 6 residential properties. Fitzroy Park is also a private road and is circa 5 metres wide in the vicinity of the site and is subject to a 20mph speed restriction along its length. Fitzroy Park connects between Merton Lane/ Millfield Lane to the south and The Grove to the north.

Fitzroy Park is a privately maintained road, which has a carriageway width that varies between 3.6 and 5 metres between the site and Merton Lane. The narrowest section of Fitzroy Park carriageway occurs at the southern extent of the road between the junction with Merton Lane and Millfield Lane and Fitzroy Lodge. Between Fitzroy Lodge and the site, the carriageway is typically in excess of 4.1 metres wide, which is sufficient for a Heavy Goods Vehicle and cyclist to pass.

The Hexagon provides access to 5 residential properties (no. 2-6). Adjacent to the frontage of no. 4, a shared driveway/parking area is provided. It is important to note that the area in front of the house is demised to no. 4 in the Freehold Title plan and the neighbours only have a right of access to access their properties. No. 6 The Hexagon has rights of access to the garage adjacent to no.6. The exiting highway layout is shown in Drawing 2501091-01 at **Appendix A**.

The site is bound to the north by The Hexagon and on all other sides by residential properties which also are afforded access from The Hexagon. The site benefits from a rear garden. The site is within a quiet residential area, that are along narrow streets with residential properties on either side of the current dwelling.

At all times vehicular access to the garage of no6 and pedestrian access to the rear garden of no 3 will be maintained in any parking or storage of goods

**8. Please provide the proposed start and end dates for each phase of construction as well as an overall programme timescale.**

Start date: 1<sup>st</sup> June 2025

End date: 1<sup>st</sup> September 2025

Total time period: 3 months



9. Please confirm the standard working hours for the site, noting that the standard working hours for construction sites in Camden are as follows. Please note that permitted delivery times differ from this as per section 19.

- 8.00am to 6pm on Monday to Friday
- 8.00am to 1.00pm on Saturdays subject to agreement with Camden
- No working on Sundays or public holidays

Please note that these are Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out. Permitted working hours will be considered on a case-by-case basis and the Council reserves the right to reduce/amend these where necessary, including refusal of permission for Saturday working.

The provisional working hours for the site will be 08:00 to 18:00 Monday to Friday and 08:00 13:00 on Saturdays. No work will be permitted on Sundays or public holidays. The full delivery schedule is outlined at Q18.

# Community Liaison

**Consultation is an important part of the CMP process. Camden requires the process to:**

- Be separate to any previous engagement that may have taken place during the planning process and is specifically around construction impacts
- Take place before the submission of the first draft
- Provide a copy or link to the draft CMP
- Allow a response time of 14 days
- To be followed up with newsletters, email updates etc
- To take into consideration other sites in the immediate area and how cumulative impacts with those sites will be minimised
- To demonstrate any changes to the proposed approach based on feedback
- To outline a construction working group where necessary

The Council can advise on this where necessary. Please contact the Council if there is uncertainty over the need for highways changes to deliver the site before any engagement work is undertaken.

N/A

## 10. Consultation

Letters introducing the contractor and outlining the works should be sent to affected parties. Please use the letter template which is provided in the Transport guidance section. Please ensure that ward councillors are emailed a copy of the letter. Ward councillor contact details can be found on the Camden website.

Where relevant/applicable, please ensure that letters are also sent to:

- Residents
- Businesses
- Neighbouring or nearby construction sites
- Resident groups or similar
- Neighbouring planning authorities where applicable

- Transport for London if the site impacts on bus movement/infrastructure, is located on the Strategic Route Network (SRN) or Transport for London Route Network (TLRN)
- Network Rail and/or London Underground where applicable
- Emergency service where applicable

The Council can advise on the above if needed.

Please provide the following as part of the CMP submission in the appendices:

- A copy of the letter
- An address list or map showing the letter distribution area
- A summary of any responses received and any aspects of the proposed approach that has been modified to accommodate feedback.
- If a meeting has taken place to discuss construction impacts, please provide a list of attendees and minutes for the meeting.

Please provide a summary of the consultation here ie. Dates of meetings, letter drops, whether any responses were received, and where relevant material is appended.

Consultation will be undertaken by the project manager and/or in advance of the commencement on site. This will include the Fitzroy Park Residents Association and the residents of numbers 2, 3, 5 and 6 The Hexagon.

## **11. Construction Working Group**

For particularly sensitive/contentious sites, 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. Please ensure that adjacent or neighbouring construction sites are included as part of this.

It is proposed that a Construction Working Group will be formed by the Construction Project Manager to ensure that residents are aware of how the construction works are progressing and provide them with the opportunity to raise any issues that may arise as they occur. A direct dial number of the Construction Project Manager will also be provided.

Representatives of the Fitzroy Park Residents Association will be invited to join the Construction Working Group as well as the residents of number 2, 3, 5 and 6 The Hexagon and Council Officers. The Construction Project Manager will keep in regular contact with local residents, affected parties and the Council as appropriate.

## 12. Schemes

Camden requires that all sites with CMPs are registered with the Considerate Constructors Scheme (CCS). Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#) for the full duration of your project. The number of CLOCS visits should be based on your project duration and should continue throughout. A CCS site ID number must be provided rather than a company registration number.

Be advised that Camden is a Client Partner with the Considerate Constructors Scheme and has access to all CCS inspection and CLOCS monitoring reports undertaken by CCS.

Please provide your site CCS registration number.

The contractor shall follow and abide by the Guide for Contractors Working in Camden.

## 13. Complaints

Please agree to maintain a complaints log which must be made available for inspection.

This will be agreed to.

# Transport

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 both by Camden compliance monitoring officers and also CCS monitors as part of your CLOCS monitoring visits through CCS to ensure compliance. Please refer to the CLOCS Standard when completing this section.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

Please note that this section may also be referred to as a Construction Logistics Plan in the context of the CLOCS Standard.

## CLOCS Contractual Considerations

**14. Name of Principal contractor:**

Kiril Tonchev - KT construction  
51 Dartmouth Road NW4 3HY

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

Details to be provided by the contractor prior to the commencement of works.

**16. 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, and that all drivers of vehicles over 3.5t will have undertaken safe urban driver training, and that all such vehicles will be fitted with additional driver vision aids and audible left turn alerts.

I also confirm that all suppliers will be made aware of agreed vehicle routing and delivery times as provided below.

Details to be provided by the contractor prior to the commencement of works.

Please contact [CLOCS@camden.gov.uk](mailto:CLOCS@camden.gov.uk) for further advice or guidance on any aspect of this section.

# Site Traffic

## 17. Construction traffic routing

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes, schools/nurseries, and areas which attract high concentrations of pedestrians.

a. 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.

Construction vehicles will access the site from Highgate West Hill, turning left onto Merton Lane and right into Fitzroy Park. Vehicles will proceed along Fitzroy Park, before reversing into The Hexagon facilitated by a banksman. Given a banksman will instructing the vehicle and will be aware of any pedestrian movement, vehicle reversing warnings will be switched off to avoid creating unnecessary noise for local residents. Vehicles will leave the site in forward gear travelling southbound along Fitzroy Park, turning left onto Merton Lane and right onto Highgate West Hill. A vehicle routing plan is shown in **Figure 2**, appended to this CMP.

All contractors, delivery companies and visitors will be advised of and required to adhere to the specified route and all other measures detailed in this plan prior to journeys being undertaken.

All contractors and visitors to the site will be advised to travel to the site by public transport or on foot or by cycle. The Construction Project Manager will provide all site personnel with details of local public transport services.

b. Please provide tracking/swept path drawings for constrained manoeuvres on both approach and departure routes.

A temporary vehicle loading area will be provided within The Hexagon as shown in drawing 2501091-02 at **Appendix B**. Swept path analysis showing construction vehicles accessing and leaving this temporary loading area is shown at **Appendix C**.

## 18. Construction traffic vehicle types and delivery times

Construction vehicle movements should be restricted during the hours of 9.30am to 4.30pm on weekdays. If there is a school in the vicinity of the site or on the proposed approach and/or departure routes, then deliveries must also be restricted during the hours of 3pm and 3.30pm on weekdays during term time.

Vehicles may be permitted to arrive at site between 07.00 and 08.00 subject to agreement with Camden. Where this is not possible, vehicles should arrive at 8.00am whereby they must be immediately admitted to site. Vehicles should then be held until 09.30 before being allowed to depart. If vehicles need to wait outside the site before 08.00 then they should only do so with prior agreement with Camden. Engines must be switched off during any agreed queuing/waiting on the highway.

a. 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



**Small Tipper (equivalent in size to a Skip Lorry)**

This vehicle will be a maximum of 6.5m long and 2.5m wide and 3.5m high.

**Concrete Mixer**

These will be up to 7.17 metres in length with a maximum width of 2.4 metres. A maximum of 4-6 deliveries will be required throughout the construction works.

**Flat bed truck**

These vehicles will be up to 6.5 metres long and 2.4m wide. These vehicles will be used to deliver and collect scaffolding, and building materials such as plaster, cement, concrete and blockwork. Deliveries will be expected a maximum of once every 1-2 days during the site set-up, structural works and fit out/clear up phases of the works with a maximum dwell time of 40 minutes with the exception of scaffold erection and dismantling, when the vehicle would need to be on site for a maximum of 5 hours.

**Box van (Luton/Transit)**

These will be up to 6 metres in length with a maximum width of 2.0 metres. A maximum of 1-2 deliveries per day could be expected throughout the works with a maximum dwell time of 40 minutes.

It is anticipated that the maximum number of vehicles which will be required to visit the site each day will be 6, however, it is expected that an average of 2-3 deliveries to the site will visit the site daily throughout the duration of the works. Further details will be provided following the appointment of a contractor.

**b. Please specify the permitted delivery times as agreed with Camden.**

Deliveries will be restricted to between the hours of 10:00 and 15:30 and will be scheduled to distribute vehicle movements throughout these hours.

All deliveries are to be booked in with the site project manager at least 24 hours before and all drivers will be informed of the vehicle route and location of the appropriate loading area prior to undertaking a journey to the site. All drivers will be required to phone 20 minutes prior to arriving on site to confirm that the loading area is clear. If the loading area is not available, the vehicle shall not proceed to the site and will be given an alternative delivery time. Vehicles will not be permitted to wait, stack or circulate on the roads within the borough.

**c. 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.

It is understood that No.53 on Fitzroy Park will be under construction in the near future. Considering the scale of the proposed development, the predicted level of traffic for construction is considered negligible and will not result in a significant increase in traffic in comparison to No.53.

**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.

Please identify the locations of any off-site holding areas or waiting points on approach to site.

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

The strategy presented below provides an indicative parking and loading arrangement for construction vehicles associated with the site. An area of hard standing is provided to the north of no.4 which acts as a parking area for residents of no.4. It is proposed that a temporary vehicle loading area is created in this area, adjacent to the frontage of no.4 as shown in drawing 160128-02 at **Appendix B**.

Vehicles will reverse into The Hexagon facilitated by a banksman. Construction vehicles will then reverse into the proposed loading area adjacent to the frontage of No.4 as shown at **Appendix C**. Vehicles will leave the site in a forward gear. Motion drawing 2501091-TK05 at **Appendix C** shows a concrete mixer (the largest vehicle expected to access the site) accessing the proposed vehicle loading area.

All materials and plant will be stored within the rear garden of the property as shown in the drawing attached at 2501091-02 at **Appendix B**. Deliveries will also be made on a 'just-in-time' bases so as to minimise the storage requirements on site.

Contractors will do everything they can to ensure access to the garage at no.6 is maintained at all times. Access to the parking and garden associated with no. 3 will be maintained at all times.

**e.** Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres or reusing materials on site.

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

## 19. Construction vehicle loading

Vehicles entering and leaving the site should be carefully managed, using gates that are clearly marked. Traffic marshals must oversee all vehicle movements during site entry and exit. Marshals must control/stop all general traffic to permit this when necessary, particularly if the vehicle is reversing.

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

**a.** Please state whether vehicles will load from within the site boundary or from the public highway.

It is proposed that all deliveries will take place from a temporary vehicle loading area located adjacent to the frontage of no. 4 The Hexagon as shown in Motion drawing 2501091-02 at **Appendix B**, not from the highway.

**b.** Please describe how the above – either site entry/exit or loading from the highway - will be managed/overseen by traffic marshals, stating the number of marshals that will be required. If marshals need to be stationed away from site to manage vehicles on approach/departure, please also detail this here.

Vehicles will reverse into The Hexagon facilitated by a banksman and construction vehicles will then reverse into the proposed loading area adjacent to the frontage of No.4. Vehicles will leave the site in a forward gear. Vehicular access to adjacent properties will be maintained.

Motion drawing 2501091-TK05 at **Appendix C** shows a concrete mixer (the largest vehicle expected to access the site) accessing the proposed vehicle loading area.

c. 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.

Site vehicles will be checked before leaving the site to reduce unwanted debris spreading onto The Hexagon or Fitzroy Park.

## Site set up

### 20. Site set-up and temporary highways changes

Please detail all temporary highways changes that will be required as part of the site set up – eg. Parking bay suspensions/changes to kerbside loading, temporary crossovers, lighting column relocation, gantry over the footway etc. Any accompanying drawings should be provided in the appendix. Please note that the impact on the public highway must be minimised as far as possible.

As part of the above, any detail drawings of the site up on the public highway should be presented as a scaled plan and must:

- Use the latest highways layout
- Show vehicle loading areas/vehicle site access points
- Show any structures that are to be located on the highway
- Show all parking/kerbside impacts
- Show all street furniture that is to be impacted/relocated
- Show all relevant dimensions including footway and carriageway widths

The following - where applicable - can be shown as part of the above or separately if preferred:

- Vehicle tracking into and out of site
- The site set up and any associated temporary traffic management measures must conform to the [Safety at Street Works and Road Works Code of Practice](#).
- Numbers and locations of traffic marshals
- Scaffolding plans

Please note that any load-bearing gantries located on the highway may be subject to a separate assessment by our structures team. This will be advised upon when the CMP is reviewed by Camden.

**a.** Please list all relevant changes below and/or reference drawings in the appendix.

A construction site setup plan is shown within **Appendix B**. Welfare & office facilities are to be provided within the existing building. All materials and plant will be stored within the rear garden of the property as shown in the drawing attached at 2501091-02 at **Appendix B**.

**b.** Please confirm whether or not the footway will remain accessible to pedestrians during installation of temporary structures on the highway. If this is not possible then please state

how pedestrian safety will be maintained during this period, providing details of any associated traffic/pedestrian management, including provision of safe crossing points.

Pedestrian access around the site will remain accessible and no temporary traffic management measures will be required as part of the site set up.

## **21. Parking bay suspensions and temporary traffic orders**

Parking bay suspensions should only be requested where absolutely necessary and can be provided using individual bay suspensions for up to 6 months, or a temporary traffic restriction (TTR) for periods exceeding 6 months. Information regarding parking suspensions can be found [here](#). For periods greater than 6 months, or for any other changes to existing parking/loading/traffic restrictions on the highway, a [Temporary Traffic Restriction \(TTR\)](#) will be required. Please refer to the CMP guidance document which outlines the TTR process.

Please state clearly the number and type(s) of bays that will require individual suspension or removal using a TTR.

Please also state whether separate, short-term closures are anticipated for crane operations, utilities works etc.

This information can be presented as a drawing if preferred.

No formal parking bay suspensions will be required. No contractor parking will occur along the allotments or along Fitzroy Park.

## **22. Motor vehicle/cyclist/pedestrian diversions**

Please note that footway closures are not permitted unless there is no alternative. Footway access must be maintained using a gantry or temporary walkway in the carriageway unless this is not possible. Where this is not possible, safe crossing points must be provided to ensure that pedestrian access is maintained. Where formal or controlled crossing points are to be suspended, similar alternative facilities must be provided. Camden reserves the right to require temporary controlled crossing points in the event of any footway closures.

Please provide details of any diversion routes here, or present these in a drawing if preferred. All motor vehicle diversion routes should be presented in the form of a drawing showing the relevant signage.

No vehicle/cyclist/pedestrian diversions are required.

## **23. 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.

There are not expected to be any changes to services as a result of the development proposals.

# Environment

**24.** 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 subject to agreement with Camden
- No working on Sundays or Public Holidays

Please note that these are Camden's standard times. However, the times operated should be specific to the site and related to the type of work being carried out. Permitted working hours will be considered on a case-by-case basis and the Council reserves the right to reduce/amend these where necessary, including refusal of permission for Saturday working.

Where noise or vibration from the construction of the proposed development exceed the significant observed adverse effect levels or at the reasonable request of the council, works (where reasonably practicable) shall take place on a 2 hours on/off basis. For example:

- ON - Monday to Friday 08:00 - 10:00, 12:00 - 14:00 & 16:00 - 18:00
- ON - Saturdays 11:00 - 13:00.

Where quiet periods are not practical due to engineering reasons the contractor will consider the provision of alternative quiet spaces.

The following measures will be implemented:

- Noisy work will be restricted to between 0800 and 1300 Monday to Friday and between 0800 and 1300 on Saturdays. Agreement will be sought from Camden in regard to construction activity on Saturdays. No noisy works will be permitted on Sundays or Bank Holidays.
- Deliveries will be restricted to between the hours of 1000 and 1530 and will be scheduled to distribute vehicle movements throughout these hours so as to avoid periods of intensive activity.

The noise and vibration hours will also be adhered to.

**25.** Please include a site plan detailing the location of the works and any nearby sensitive receptors



The property is located at the eastern end of The Hexagon which also provides access to numbers 3, 5 and 6 The Hexagon. As such, the residents of these properties will be the nearest possible receptors likely to be affected by activities on site. The location of nearby residents is shown in drawing 2501091-01 at **Appendix A**.

**26.** Where applicable, please describe the methods to be used for the demolition, ground works and piling phases. Include the type of plant likely to be used onsite

N/A

**27.** Please describe the mitigation measures to be incorporated during the demolition and construction works to prevent noise and vibration disturbances from the activities on the site.

Details to be provided by the contractor prior to commencement.

**28.** Please confirm that the works will follow the guidance included in 'London Good Practice Guide: Noise & Vibration Control for Demolition and Construction'.

The works will follow the guidance within 'London Good Practice Guide: Noise & Vibration Control for Demolition and Construction'.

**29.** For medium or large developments, please provide details describing arrangements for the monitoring of noise and vibration levels, including instrumentation, locations of monitors and trigger levels where appropriate. Small sites can be asked to implement a monitoring strategy due to the sensitivity of the local environment.

Contractor shall ensure that all monitoring data is available for inspection and review by the council and should include noise, vibration and dust monitoring data.

We may request to provide a real-time monitoring data to be published if requested by the community working group.

Please refer to the Camden Guidance for additional information on monitoring requirements.

N/A

**30.** For large developments, please confirm if a S61 application will be submitted once the contractor has been appointed. Please see the Camden guidance for information on how to apply for extended working hours.

N/A

**31.** If required, please provide an Air Quality Assessment (AQA) and/or Dust Risk Assessment (DRA).

**To establish if an AQA is required**, please refer to Camden's [Air Quality Planning Guidance](#) document (section 3) and the Council's 'Air quality assessments in planning applications' [webpage](#).

**Please attach the AQA and/or DRA as an appendix to this proforma.**

Not required due to the scale of the development.

AQAs and/or Dust Risk Assessments (DRA) should be undertaken at planning application stage for all major developments and follow the methodology outlined in the GLA's [The Control of Dust and Emissions During Demolition and Construction SPG](#). This may not be required for smaller developments, but a DRA will be as part of the CMP assessment. The risk assessment must take into account the proximity of all human and sensitive local receptors (e.g. schools, care homes, health centres etc.) relative to the site boundary, as detailed in the [SPG](#).

**Please attach the AQA and DRA as an appendix to this proforma.**

N Not required due to the scale of the development.

**32.** 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 the AQA have been addressed by completing the GLA mitigation measures checklist. (See [Appendix 7 of the SPG document](#).)

Not required due to the scale of the development.

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

Where required, scaffolding and sheeting can be erected to contain dust.

**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.

Site vehicles will be checked before leaving the site to reduce unwanted debris spreading onto The Hexagon or Fitzroy Park. Any material transferred to The Hexagon or Fitzroy Park will be cleared.

**35. Air quality monitoring requirements.**

**Real-time dust (PM<sub>10</sub>) monitoring with MCERTS 'Indicative' sensors will be required for all sites with a high OR medium dust impact risk level, as established by the air quality assessment.** If the site is a 'high risk site, **four** real time dust monitors will be required. If the site is a 'medium risk site', **two** real time dust monitors will be required.

The dust monitoring must be utilised in accordance with the [SPG](#) and [IAQM guidance](#), and **the proposed dust monitoring regime (including number of sensors, monitoring locations, equipment specification, and trigger levels) must be submitted to the Council for approval during the CMP process.** 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.** The Council encourage proactive planning when strategizing the dust monitoring regime to reduce unwanted delays.

**A minimum of three-months of baseline air quality monitoring data must be collected prior to the commencement of works on site.** A summary report must be provided to [AirQuality@Camden.gov.uk](mailto:AirQuality@Camden.gov.uk), following the baseline monitoring period.

Monthly dust monitoring reports must also be provided to the Council detailing: onsite activities during each monthly monitoring period, dust mitigation measures utilised, monitoring data coverage, graphs of measured dust (PM<sub>10</sub>) concentrations, any exceedances of the trigger levels, and an explanation on the causes of any and all exceedances in addition to the 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.**

**Using the above information, please provide details on the air quality monitoring strategy for the proposed development**

**36.** All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" ([SPG](#)), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of Camden Council. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at:

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

Direct link to NRMM Practical Guide (V6):

<https://www.london.gov.uk/sites/default/files/2024-05/NRMM-Practical-Guide-Accessible-May2024.pdf>

#### **Current requirements**

**(i) Any development within Greater London** – NRMM used on the site of any major development will be required to meet Emission Stage IIIB as a minimum.

**(ii) Any development site within the Central Activity Zone** - NRMM used on any site within the Central Activity Zone will be required to meet Emission Stage IV as a minimum.

**(iii) NRMM register** - The site and all in-scope machinery (37-560kW) must be registered on the [GLA's NRMM Website](#).

**(iv) Generators** - Generators are required to meet Emission Stage V across the whole of London. When bringing a generator to site, you must ask your supplier for a Stage V generator. If a suitable Stage V solution is not available for the site, you will need to apply for an exemption.

#### **From 1st January 2025**

**(v) All development sites in Greater London required to meet Stage IV** - The CAZ, Opportunity Areas and Greater London zones will no longer have different emission standards. All NRMM on all sites within Greater London will be required to meet Stage IV as a minimum. Generators will continue to be required to meet Stage V.

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

Details to be provided by the contactor prior to commencement.

- 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 confirm 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:

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

Idling Action calls for businesses and fleet operators to take the **Engines Off pledge** to reduce emissions and improve air quality by asking fleet drivers, employees and subcontractors to avoid idling their engines wherever possible. Free driver training materials are available from the website: <https://idlingaction.london/resources-1>

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.

Vehicles will only arrive one at a time, manoeuvring into the given space provided for suspended loading/unloading and then turning engines off whenever possible in order to avoid idling. It will be ensured that all vehicles switch off engines when stationary – no idling engines.

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

Not required.

**39.** 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.

Details to be provided by the contractor prior to commencement.

**40.** The CMP Planning Site Inspector conduct site inspections, which may be scheduled (planned) or unscheduled (unplanned) visits. Ensure the site accessible and available for these inspections. Non-compliance with the agreed CMP plan or failure to meet CMP requirements may result in a deduction from the bond payment, please confirm that you understand these requirements.

Not required due to the scale of the development.

## Mental Health Training

**41.** Poor mental health is inextricably linked to physical health, which in turn impacts performance and quality, and ultimately affects productivity, creativity and morale. Workers in the construction industry are six times more likely to take their own life than be killed in a fall from height.

We strongly recommend signing up to the “[Building Mental Health](#)” charter, an industry-wide framework and charter to tackle the poor mental health in the construction industry, or joining [Mates In Mind](#), which providing the skills, clarity and confidence to construction industry employers on how to raise awareness, improve understanding and address the stigma that surrounds mental health.

The Council can support by providing free Mental Health First Aid training, publicity resources and signposting to local support services.

Please state whether you are or will be signed up to the Building Mental Health charter (or similar scheme), and that and appropriate number of trained Mental Health First Aiders will be available on site.

Details to be provided by the contactor prior to commencement.

# 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 the failure to ensure compliance with the CMP will be taken very seriously by the Council including draw down of funds from the construction management bond payment and possible formal enforcement in line with the CMP Guidance.

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.

**Print name** .....

**Position**.....

**Date** .....

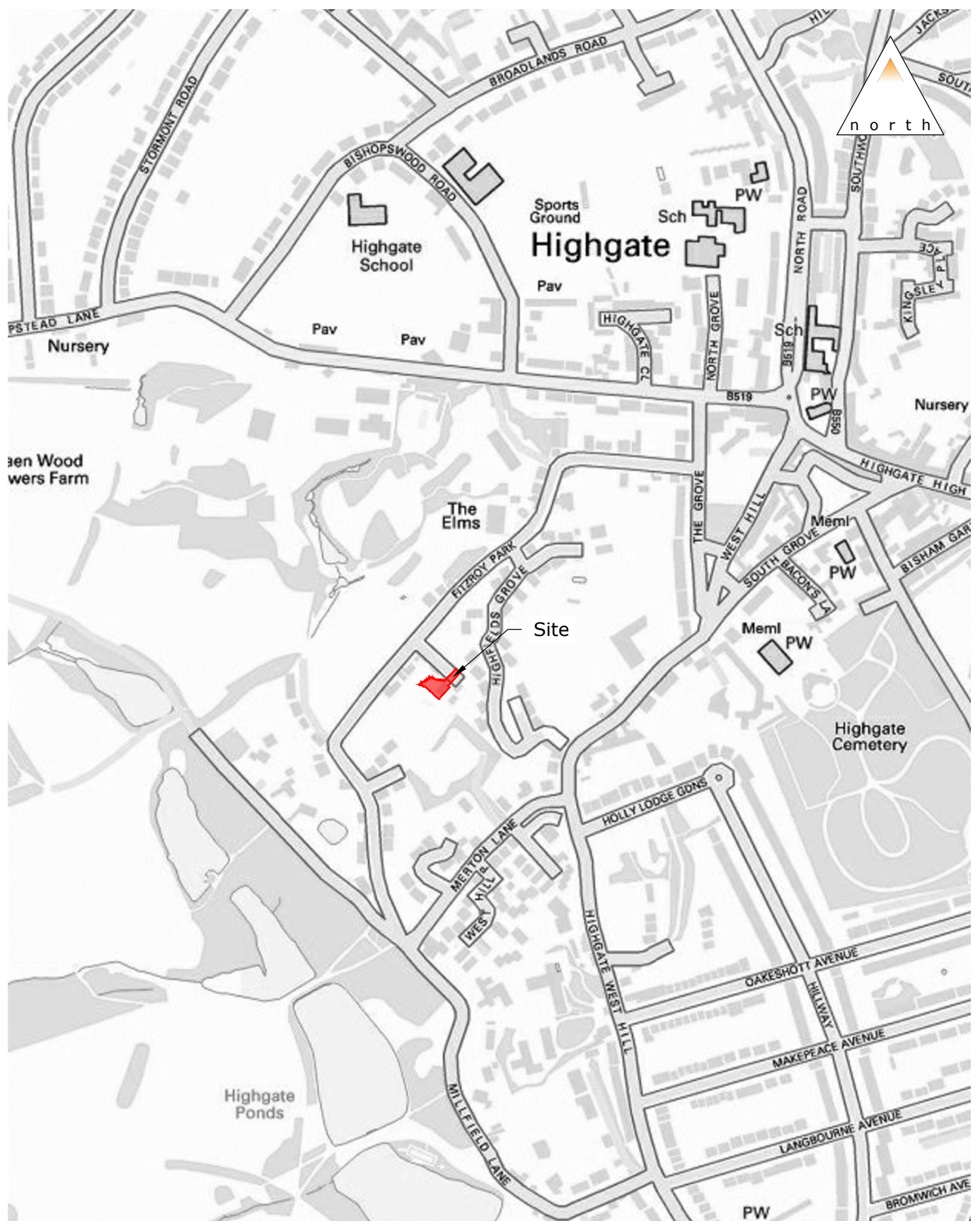
**Please submit to:** [planningobligations@camden.gov.uk](mailto:planningobligations@camden.gov.uk)

**End of form.**

Updated 01/01/2025 V3.0



## **Figures**



Project:

4, The Hexagon

Title:

Site Location Plan

Scale: NTS (@ A4)

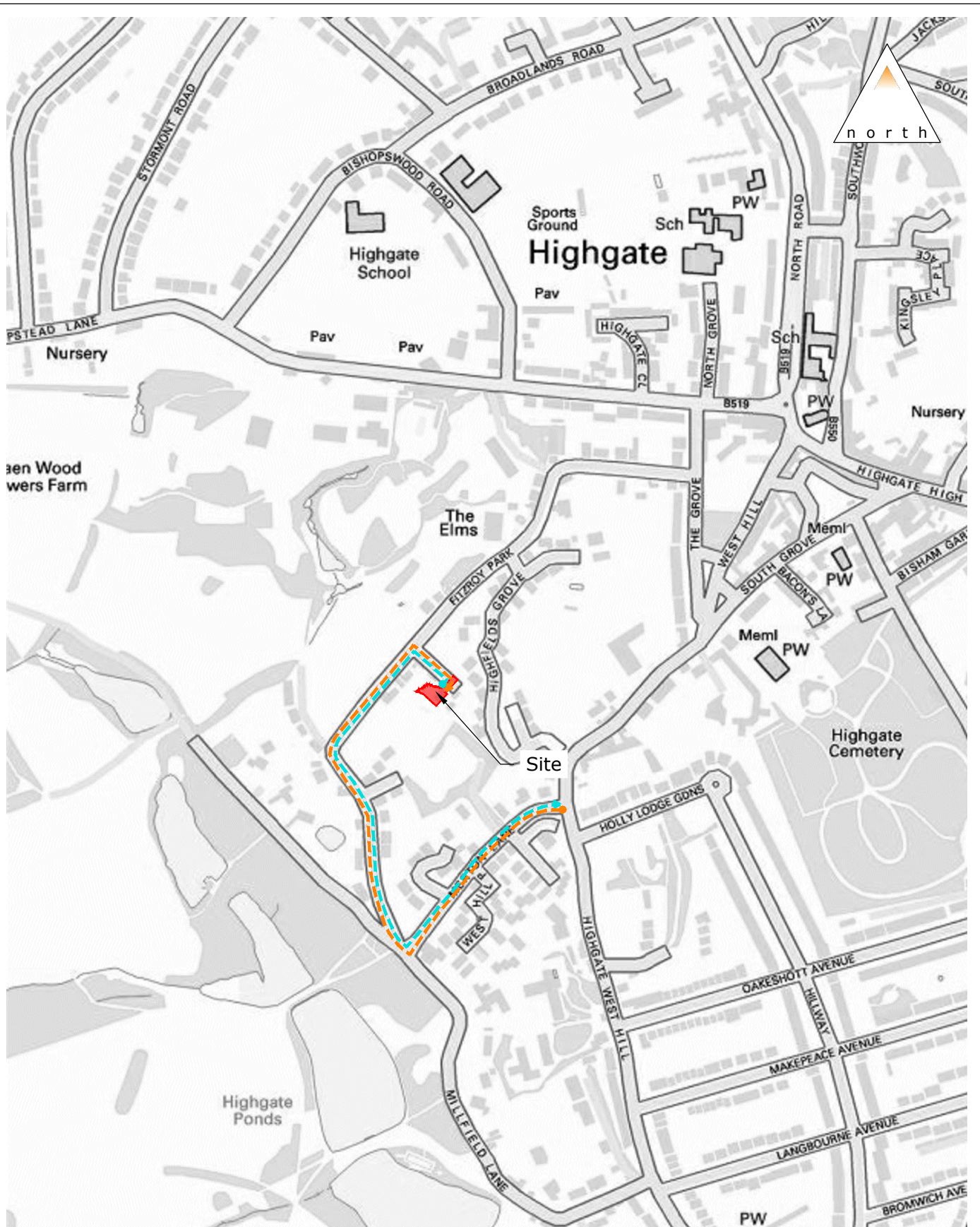
Drawing:

Revision:

Figure 1



C:\Users\ellieupton\Motion\StaffSite - Mafiz 2501091\Drawings\SOCAMD Drawings\Figure 2.dwg



www.motion-uk.co.uk

#### LEGEND

Inbound



Outbound



Project:

4, The Hexagon

Title:

Construction Vehicle  
Routing Plan

Scale: NTS (@ A4)

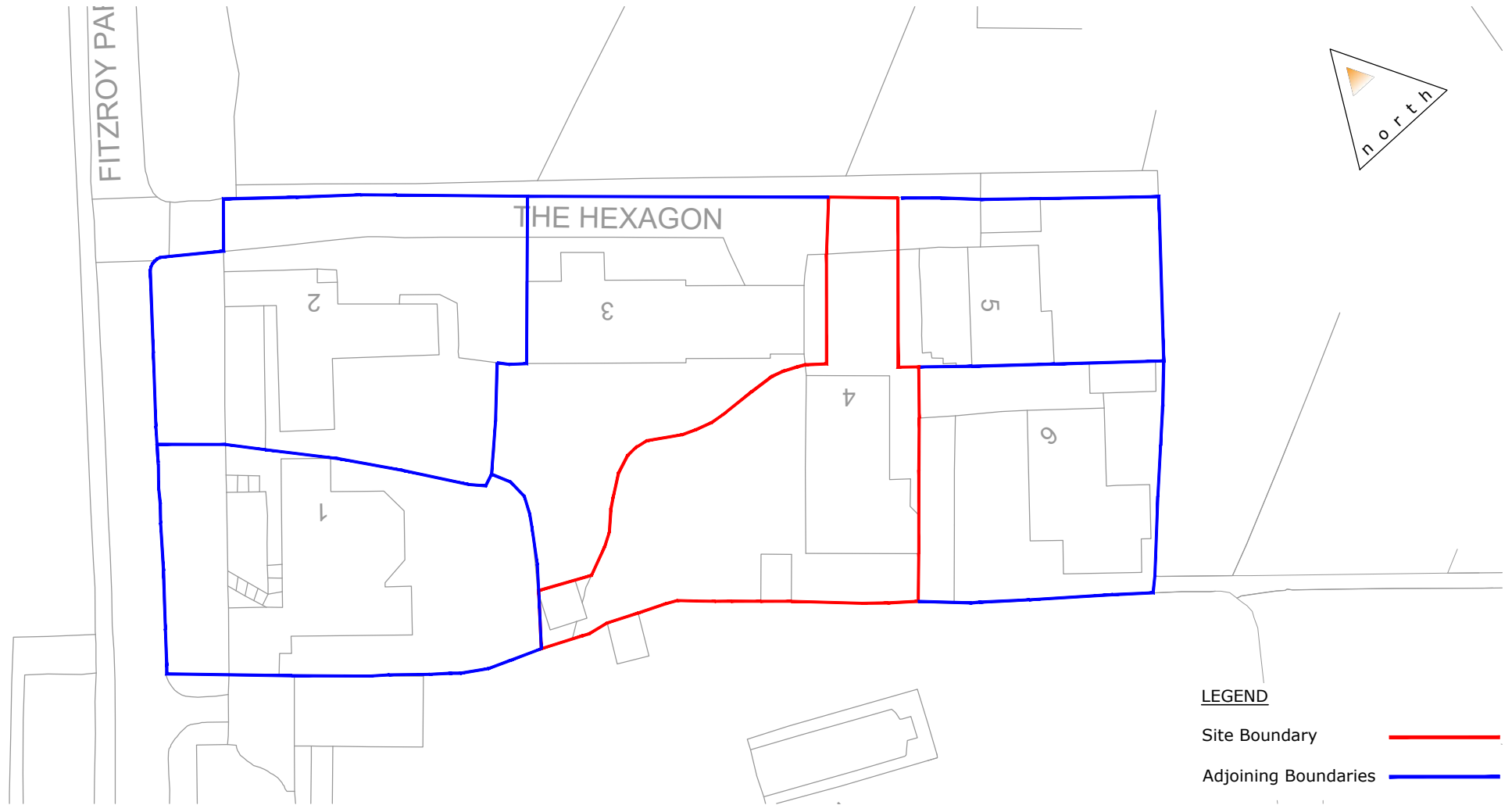
Drawing:

Revision:

Figure 2

## **Appendix A**

Existing Highway Layout



**LEGEND**

- Site Boundary —
- Adjoining Boundaries —



Project:  
**4, The Hexagon**

Title:  
**Existing Highway Arrangement**

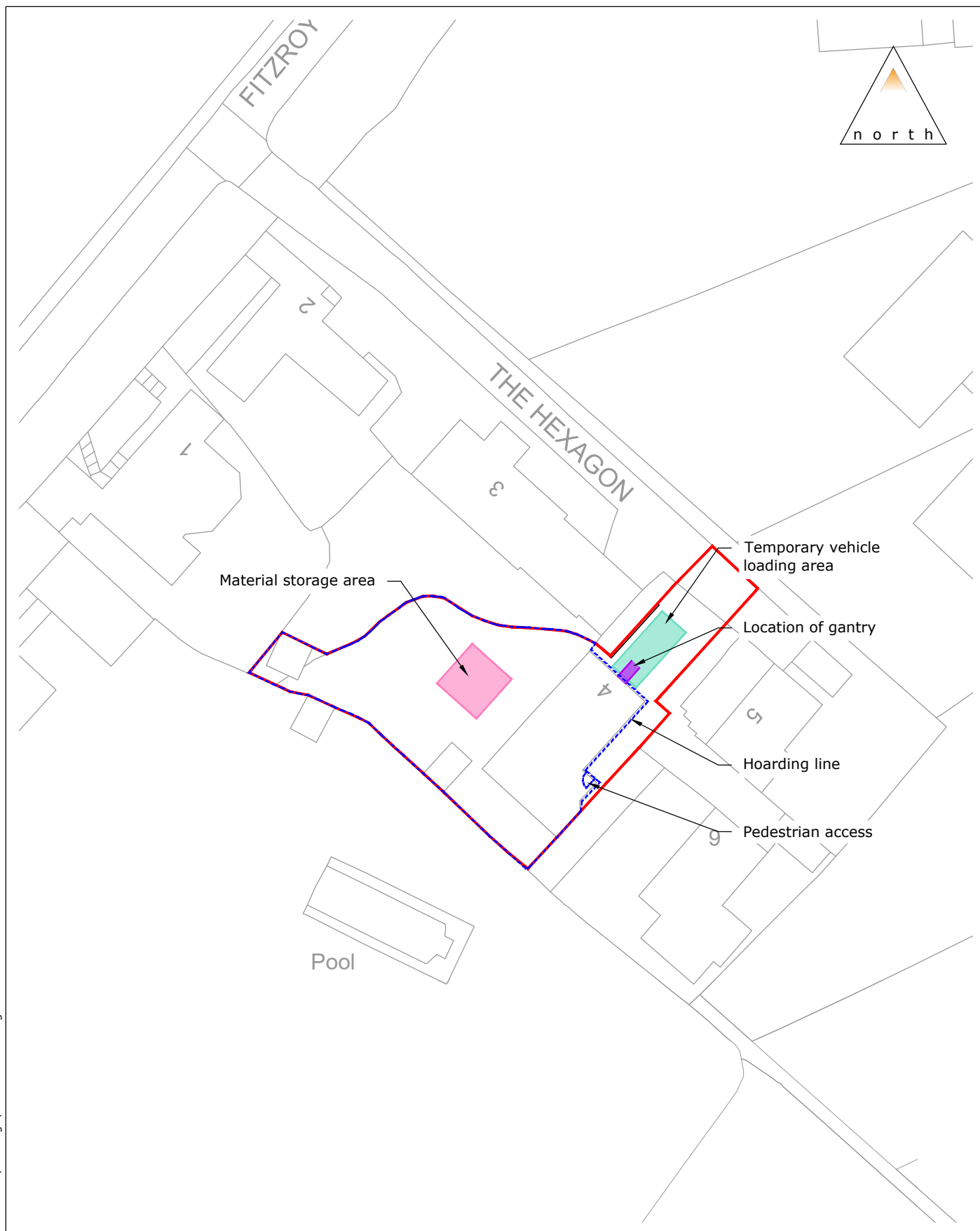
Scale: 1:500 (@ A4)

Drawing:  
**2501091-01**

Revision:  
**A**

## **Appendix B**

Proposed Site Set Up



Project:

4, The Hexagon

Title:

Proposed Highway Arrangement

Scale: 1:500 (@ A4)

Drawing:

2501091-02

Revision:

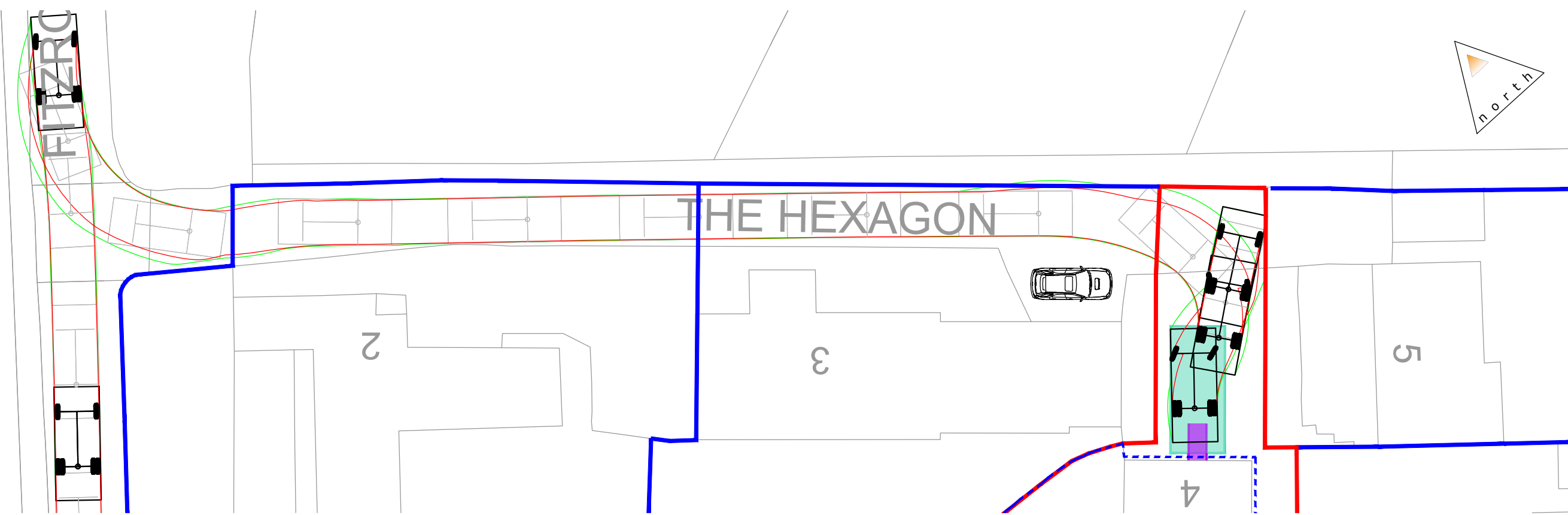
A

## **Appendix C**

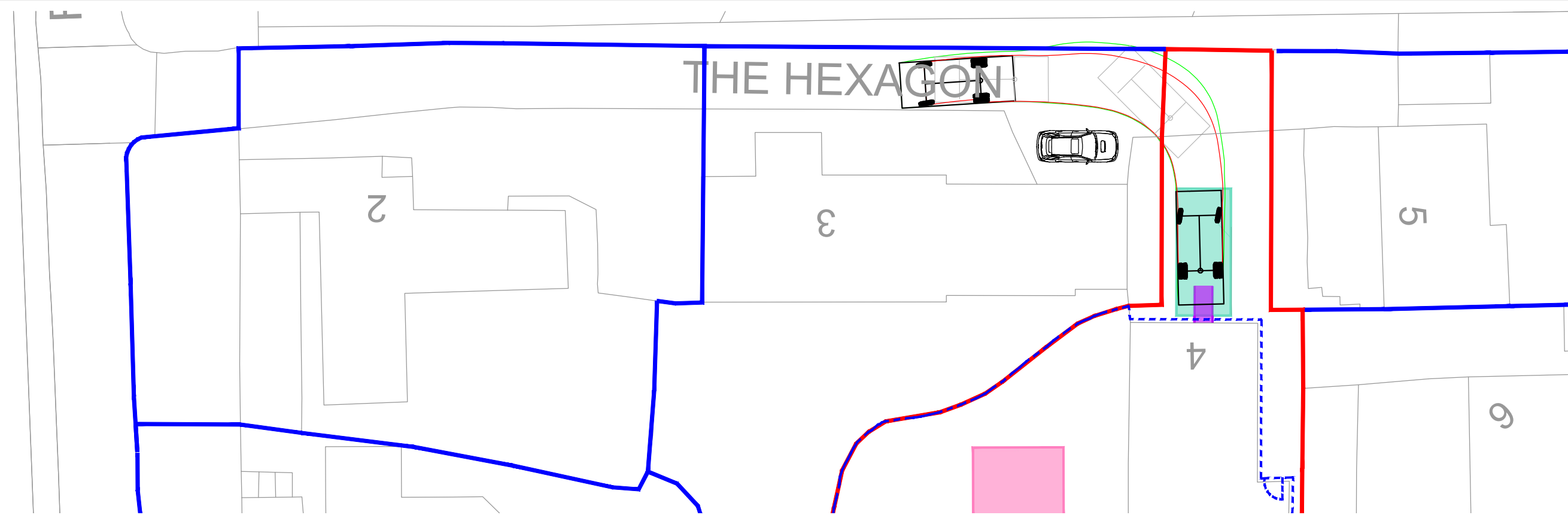
Swept Path Analysis



Entry



Exit

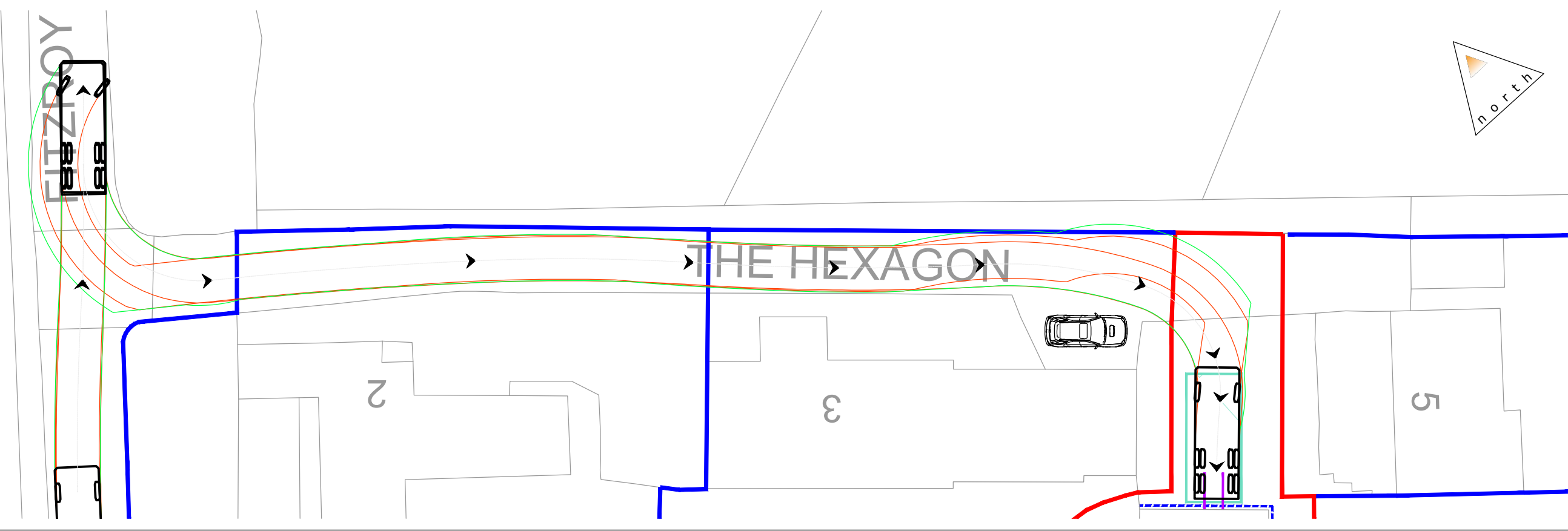


Small Skip Lorry  
Overall Length 6.265m  
Overall Width 2.500m  
Overall Body Height 3.650m  
Min Body Ground Clearance 0.396m  
Max Track Width 2.435m  
Lock to lock time 6.00s  
Kerb to Kerb Turning Radius 6.340m

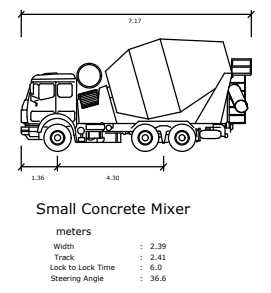
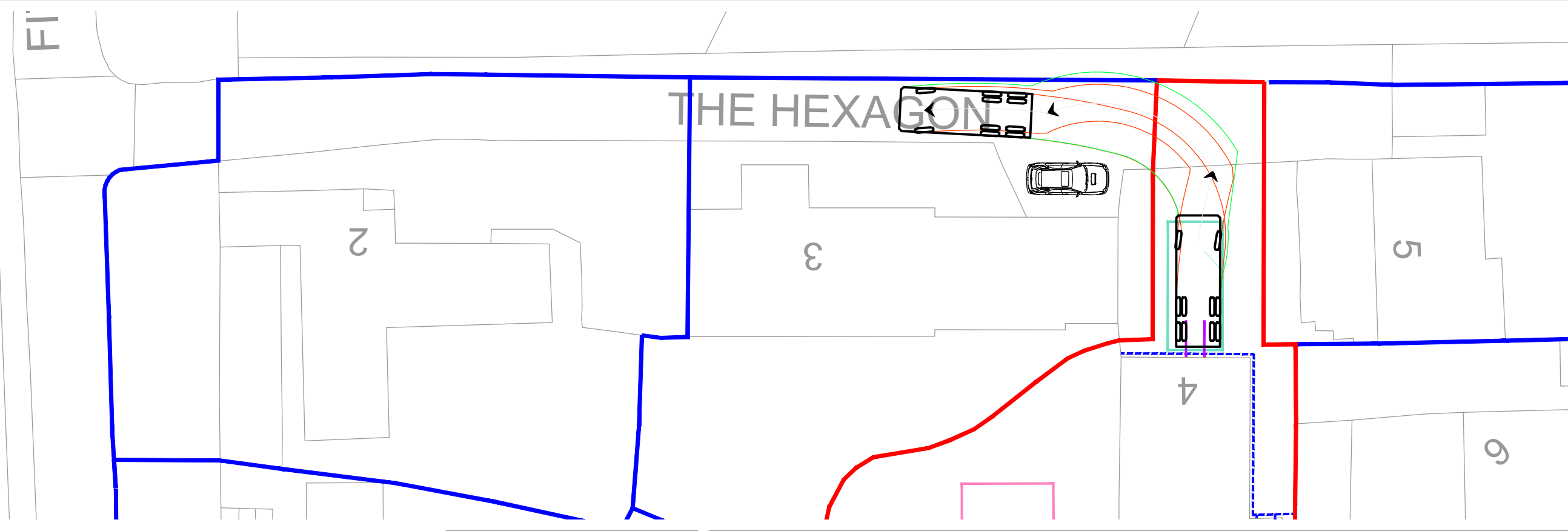
www.motion.co.uk

Project: 4, The Hexagon		
Title: Swept Path Analysis Skip Lorry		
Scale: 1:250 (@ A3)		
Notes:		Revision: A
Drawing: 160128-TK04		

Entry



Exit



Project: 4, The Hexagon		
Title: Swept Path Analysis Concrete Mixer		
Scale: 1:250 (@ A3)		
Notes:		Revision: A
Drawing: 2501091-TK05		