

No. 4 The Hexagon – Construction Management Plan.

Draft Date: 26/05/2016

# Construction Management Plan

pro forma v2.0

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# Review

## For Internal use only

Please initial and date in the relevant section of the table.

The **highlighted areas** of the Draft table will be deleted by their respective teams during pre app review if these sections are no longer applicable.

### Pre app

Community liaison	
CLOCS	
Transport	
Highways	
Parking	
Environmental health	
Sustainability	<i>(attach appendix if necessary)</i>
Sign off	

### Draft

Community liaison	
CLOCS	
Transport	
Highways	
<b>Parking</b>	
Environmental health	
<b>Sustainability</b>	
Sign off	

- INDICATES INPUT REQUIREMENT FROM MULTIPLE TEAMS THROUGHOUT DOCUMENT

# 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 Cyclist Safety \(CLOCS\)](#) scheme) and [Camden's Minimum Requirements for Building Construction \(CMRBC\)](#).

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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.

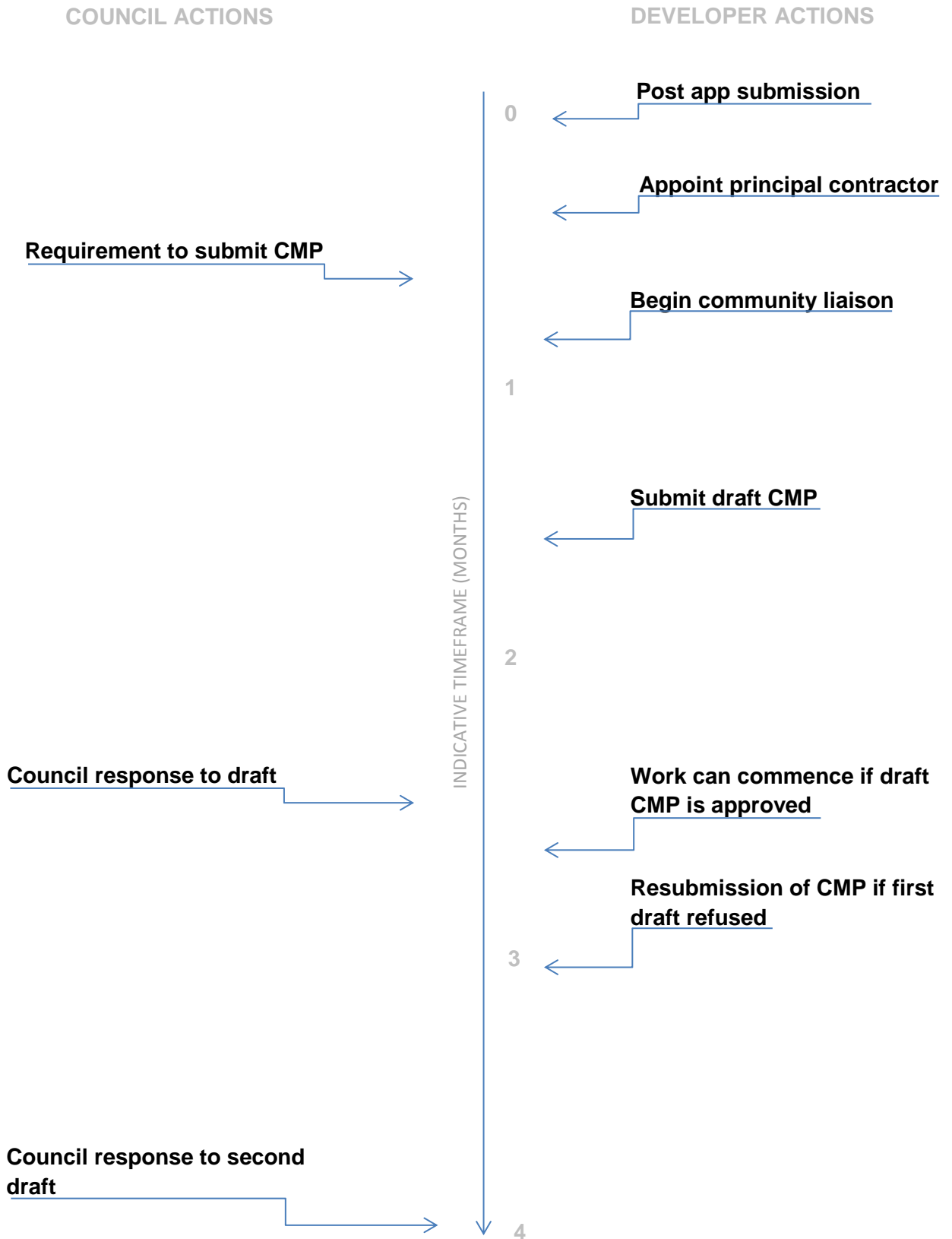
If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "[Demolition Notice](#)"

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 is completed electronically and submitted as a Word file to allow comments to be easily documented.

(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.

# Timeframe



# Contact

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

Address: No. 4 The Hexagon, London, N6 6HR

Planning ref: N/A

Type of CMP – Draft CMP to accompany planning application

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

Name: Damian Tungatt

Address: 8 Duncannon Street, London, WC2N 4JF

Email: dtungatt@motion-uk.co.uk

Phone: 020 7031 8141

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

Name: Details to be provided by the contractor once appointed and prior to commencement.

Address:

Email:

Phone:

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.

Name: Details to be provided by the contractor once appointed and prior to commencement.

Address:

Email:

Phone:

5. Please provide full contact details of the person responsible for community liaison/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 responsible Camden officer.

Name: Details to be provided by the contractor once appointed and prior to commencement.

Address:

Email:

Phone:

6. 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: Details to be provided by the contractor once appointed and prior to commencement.

Address:

Email:

Phone:

# Site

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

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 3-6 The Hexagon. Number 2 The Hexagon is accessed from Fitzroy Park, immediately adjacent to 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.

The development proposals comprised the demolition of the existing property and construction of a new 3 storey residential property including an extension to the lower ground floor level.

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



The development proposals comprised the demolition of the existing property and construction of a new 3 storey residential property including an extension to and the lowering of the lower ground floor level.

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 3.76 and 5.36 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. A full topographical survey was undertaken in May 2016 which included the full length of The Hexagon in addition to the junction between The Hexagon and Fitzroy Park and the 3-way junction between Fitzroy Park, Bowling Club Lane and Dancers End. The topographical survey including road widths along Fitzroy Park and The Hexagon is appended to this CMP as drawing 160128-04.

The Hexagon provides access to 4 residential properties (no. 3-6) and is 3 metres wide at its narrowest point. Adjacent to the frontage of no. 4, a shared driveway/parking area is provided. It is important to note that no. 6 The Hexagon has rights of access to the garage adjacent to no.6. Access to No. 2 The Hexagon is provided from Fitzroy Park, immediately adjacent to The Hexagon. The existing highway layout is shown in Drawings 160128-01 and 160128-04.

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.

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

The property is located at the eastern end of The Hexagon which also provides access to numbers 3, 5 and 6 The Hexagon. Access to No. 2 The Hexagon is provided from Fitzroy Park, immediately adjacent to The Hexagon. As such, the residents of these properties will be the nearest possible receptors likely to be effected by activities on site. Further details, including mitigation measures will be provided by the contractor once appointment and prior to commencement of the works. The location of nearby residents is shown in drawing 160128-01.

4. 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.

Motion drawings 160128-01 and 160128-04, attached, 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.

A full topographical survey has been undertaken and is shown in drawing 160128-04.

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

As planning approval has yet to be granted for the site, the programme of works set out below provides an indication of the duration of each phase of the works. The programme will be updated with the dates envisaged for each phase of the works once planning permission has been granted and the date for works to start on site has been determined.

Phase	Estimated Programme (Weeks)
Site Setup	2
Demolition	4
Excavation	10
Structural Works	16
Non-structural Works/Internal Fit Out	20
Site Clear Up	2

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

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

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.

Deliveries to the site by HGVs will be limited to between 10am-12noon and 2pm-4pm daily so as to avoid peak periods in pedestrian activity.

7. 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. This will be confirmed by the contractor once appointed and prior to the commencement of works on site. If works are required, the scope of works will be discussed and agreed with the residents of The Hexagon at an early stage.

# Community Liaison

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

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 should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

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

## 1. 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. Details of meetings including minutes, lists of attendees etc. must be included.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason should be given. The revised CMP should also include a list of all the comments received. Developers are advised to check proposed approaches to consultation with the Council before carrying 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.

As this is a draft CMP to accompany the planning application, it is anticipated that the final CMP will be secured as part of the S106 agreement and that consultation on the final report will be undertaken once planning permission has been approved.

As both Fitzroy Park and The Hexagon are private roads, consultation on the draft CMP was undertaken with the Fitzroy Park Residents Association and the residents of numbers 3, 5 and 6 The Hexagon on the 15<sup>th</sup> April 2016. The points raised by the residents association and our responses are appended to this draft CMP.

## 2. 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.

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 on the site hoarding so that any issues can be reported.

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, the residents of Highfield Grove and Council Officers. This will give the residents of neighbouring properties and properties that border the construction vehicle route on Fitzroy Park to voice any issues they have.

The Construction Project Manager will keep in regular contact with local residents, affected parties and the Council by sending a fortnightly update by email, and post if necessary. It is also proposed that fortnightly meetings will be held with local residents if all parties agree that they are required.

Further details will be provided by the Contractor, once appointed.

### 3. Schemes

Please provide details of any schemes such as the 'Considerate Constructors Scheme', such details should form part of the consultation and be notified to the Council. Contractors will also be required to follow the "[Guide for Contractors Working in Camden](#)" also referred to as "[Camden's Considerate Contractors Manual](#)".

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

### 4. 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.

We are aware of consented developments at The Lodge, The Elms and numbers 6 and 53 Fitzroy Park. The Construction Project Manager will liaise with the Project Managers of the consented developments to ensure that deliveries are coordinated where possible. Further details will be provided by the contractor prior to the commencement of works.

# 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 which give a breakdown of requirements.**

## CLOCS Considerations

### 1. Name of Principal contractor:

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

The details provided within this document are indicative and further details will be provided following the appointment of a contractor and prior to commencement.

### 2. 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 in the appendix and CLOCS Standard point 3.4.7).

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

### 3. 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:

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

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

**4. 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 (ie. 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 links to the [Transport for London Road Network \(TLRN\)](#).

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 be 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.

The vehicle routing plan will be reviewed and confirmed following the appointment of a contractor and following discussions with officers at Camden Borough Council. Any changes to the vehicle routing will be discussed and agreed in advance with the Fitzroy Park Residents Association and Officers at Camden Borough Council.

All deliveries will be booked in with the Construction Project manager a minimum of 24 hours in advance and drivers will be required to call a minimum of 20 minutes prior to arriving at the site to arrange to be met by a banksman at the top of Merton Lane. Banksman will supervise all vehicle movements along Fitzroy Park and The Hexagon as outlined in Q6b.

Emergency access to The Hexagon will be maintained at all times. At any point, if emergency access is required, construction vehicles will be required to move immediately. In addition, notices will be installed at each end of Fitzroy Park 24 hours in advance of major road use with expected start and end times.

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.

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 will also be made aware of the banksman strategy and that they are required to call the Construction Project Manager a minimum of 20 minutes prior to arriving at the site to check that Fitzroy Park and The Hexagon are clear of construction vehicles and to arrange to be met by a banksman at the top of Merton Lane. The proposed banksman strategy is outlined in Q6b. If Fitzroy Park or The Hexagon are not clear, vehicles will not be permitted to proceed to the site and will be given an alternative delivery time. Vehicles will not be permitted to wait or circulate on any roads within the borough.

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.

Contractors carrying heavy equipment/tools will be permitted to utilise the temporary loading area adjacent to no. 4 The Hexagon to unload/load however contractors will not be permitted park on The Hexagon or along Fitzroy Park.

**5. 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.

As a contractor is yet to be appointed, an indicative programme of works is provided in the table below highlighting the approximate duration of key phases of the construction project. The dates of each phase of the works, the vehicle sizes and number of vehicle movements will be confirmed and revised if necessary by the building contractors' Construction Project Manager (CPM), once appointed.

<b>Phase</b>	<b>Estimated Programme (Weeks)</b>	<b>Max. HGV deliveries per day</b>	<b>Anticipated HGV deliveries per phase</b>	<b>Max. LGV deliveries per day</b>
Site setup	2	1-2	8-10	1-2
Demolition	4	2	20	1-2
Excavation	10	2-3	125	1-2
Structural Works	16	2-3	200	1-2
Non-structural works/Internal Fit Out	20	1	100	3-4
Site Clear Up	2	1-2	8-10	3-4

#### **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. Up to 2 vehicles per day will access the site during the demolition and excavation phases of the works with a maximum dwell time of 40 minutes.

#### **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, steel work, blockwork and plant. 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.

#### **LGV Box van (Luton/Transit)**

These will be up to 6 metres in length with a maximum width of 2.0 metres. Approximately 1-2 deliveries per day could be expected throughout the works with a maximum dwell time of 40 minutes. Higher volumes of deliveries could be expected towards the end of the programme when contractors are delivering parts for the internal fit out phase of the works.

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.

Deliveries by HGV's will be limited to between the hours of 10am-12noon and 2pm-4pm to avoid the peak periods in pedestrian activity along Fitzroy Park.

All contractors will also be made aware of the banksmen strategy and that they are required to call the Construction Project Manager a minimum of 20 minutes prior to arriving at the site to check that Fitzroy Park and The Hexagon are clear of construction vehicles and to arrange to be met by a banksman at the top of Merton Lane. The proposed banksmen strategy is outlined in Q6b. If Fitzroy Park or The Hexagon are not clear, vehicles will not be permitted to proceed to the site and will be given an alternative delivery time. Vehicles will not be permitted to wait or circulate on any roads within the borough.

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

We are aware of consented developments The Lodge, The Elms and numbers 6 and 53 Fitzroy Park. The Construction Project Manager will liaise with the Project Managers of the consented developments to ensure that deliveries are coordinated where possible. The contractor will continue to monitor the progress of planning applications in the area and will ensure that deliveries are coordinated with any consented schemes if appropriate.

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.

All deliveries will be booked in with the Construction Project manager a minimum of 24 hours in advance and will be provided with details of the routing plan and the banksman strategy at this point. Drivers will be required to call a minimum of 20 minutes prior arriving at the site to check that the loading area adjacent to the frontage of the site is available and that no other construction vehicles are present on Fitzroy Park. If the vehicle loading area and Fitzroy Park are clear, drivers will be permitted to proceed to the site and will arrange to be met by a banksman at the top of Merton Lane. Deliveries will only be permitted between 10am and 4pm Monday to Friday so as to avoid the typical peak period of vehicle movements along Fitzroy Park. No deliveries will be permitted outside of these hours.

A minimum of 4 banksmen will be based on site and along the route from Merton Lane at all times. A banksman will be required to walk in front of, and monitor all vehicles along Fitzroy Park and The Hexagon to ensure they only travel at walking speed (4mph). When vehicles approach the site, the banksman stationed at the junction of Fitzroy Park with Millfield Lane and Merton Lane will carry out this task. When leaving the site, the vehicle will be accompanied by the banksman usually stationed at the site entrance. The proposed banksman strategy is outlined in Q6b.

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 necessary compliance checks. Please refer to question 5 if any parking bay suspensions will be required for the holding area.

Details to be provided by the contractor prior to commencement.

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).

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.

**6. 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 Marshalls must ensure the safe passage of pedestrians, cyclists and other traffic when vehicles are entering and leaving site, particularly if reversing.

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

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

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 160128-02. Vehicles will reverse into The Hexagon facilitated by a banksman as shown in drawing 160128-TK04. 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 at all times. Banksmen will be available on site at all times to manage the interaction between construction vehicles, pedestrians, cyclists and other road users. Vehicles will leave the site in a forward gear.

Motion drawing 160128-TK04 shows a small skip lorry (equivalent in size to a small tipper, the largest vehicle expected to access the site) accessing the proposed vehicle loading area.

All vehicle movements along The Hexagon and Fitzroy Park will be managed by a minimum of 4 trained banksmen. The proposed banksman strategy is outlined in Q6b.

To ensure that pedestrian and road user safety can be maintained, it is proposed to implement a banksman strategy, which will be managed by a Banksman Co-ordinator. The following measures will be put in place:

- A Banksman Co-ordinator will be appointed who will keep a log of all construction vehicle movements to and from the site in order to monitor them closely.
- No construction vehicles will be permitted to stop, be held, or wait in the public highway (including Fitzroy Park). Vehicles will instead be waived on by a banksman stationed at the top of Merton Lane down Highgate West Hill into a circling pattern if either Merton Lane or Fitzroy Park is occupied by an exiting construction vehicle.
- A banksman will be stationed at the junction of Fitzroy Park and Merton Lane to monitor construction vehicle manoeuvres into Fitzroy Park. This will ensure that pedestrians crossing from Merton Lane, Millfield Lane or from the Heath do not conflict with construction vehicles.
- A banksman will be required to walk in front of, and monitor all lorries along Fitzroy Park and The Hexagon to ensure they only travel at walking speed (4mph). When vehicles approach the site, the banksman stationed at the junction of Fitzroy Park with Millfield Lane and Merton Lane will carry out this task.
- A further banksman will be stationed at the junction of The Hexagon with Fitzroy Park. This banksman will control traffic approaching from the northern arms of Fitzroy Park when a construction vehicle is manoeuvring to and from The Hexagon. This banksman will also guide construction vehicles reversing into and along The Hexagon into the proposed loading area adjacent to the frontage of the property.
- The banksman team will have a minimum of four members, who will all be on site Monday to Friday between 10:00 and 16:00 when construction traffic movements will take place. The banksmen will have radios in order to contact each other whilst working.
- Temporary road signage will be positioned on Fitzroy Park at either end of the construction vehicle route warning road users of the presence of construction traffic.
- Banksmen will be positioned at either end of the construction route along Fitzroy Park and other vehicles will be held by a banksman when construction vehicles are accessing or leaving the site.

The narrowest section of Fitzroy park carriageway occurs at the southern end of the road between the junction with Merton Lane, 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. Motion drawing 160128-03, appended to this pro-forma shows suitable locations that pedestrians can take refuge on the narrower section of road when a construction vehicle passes. This plan also shows the proposed location of temporary road signage. It is noted that vehicles often park along Fitzroy Park adjacent to the Hexagon and in close proximity to the junction between Fitzroy Park, Bowling Club Lane and Dancers End. As such, temporary 'parking suspensions' will be put in place when HGV deliveries are scheduled as shown in drawing 160128-03. The CPM will ensure that the route is clear for HGVs when deliveries are scheduled. Further details will be provided by the Contractor once appointed.



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).

Motion Drawing 160128-TK02 shows swept path analysis of a small skip lorry (equivalent in size to a small tipper, the largest vehicle expected to access the site) negotiating the junction of Merton Lane and Fitzroy. Concrete will be mixed on site and as such, concrete wagons are not expected to access the site.

A temporary vehicle loading area will be provided within The Hexagon as shown in drawing 160128-02. Swept path analysis showing construction vehicles accessing and leaving this temporary loading area is shown in drawing 160128-TK04.

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.

Site vehicles will have wheels washed down prior to leaving the site so as to reduce unwanted debris spreading onto The Hexagon or Fitzroy Park. The drainage methodology and/or waste water storage will be confirmed by the contractor, once appointed.

In addition, all muck away vehicles will be covered so as to prevent the further spread of material to the highway. Any material transferred to The Hexagon or Fitzroy Park will be cleared immediately. Further details will be provided by the contractor on appointment, prior to commencement.

**7. 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 8 if any parking bay suspensions will be required.

The strategy presented below provides an indicative parking and loading arrangement for construction vehicles associated with the site. Full details and the final strategy will be provided by the contractor once appointed and discussed and agreed with the Fitzroy Park Residents Association, the adjoining residents and Camden Borough Council.

An area of hard standing is provided to the north of no.4 which acts as a parking area for residents of no.4 The Hexagon and also provides vehicular access to the garage at no.6. 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. Vehicular access to the adjacent properties will be maintained at all times, however, in the event that vehicular access is blocked, construction vehicles will be required to move immediately. All vehicle movements will be undertaken under the control of trained banksmen who will manage the interaction between construction vehicles, pedestrians, cyclists and other users of The Hexagon.

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 in drawing 160128-TK04. Vehicles will leave the site in a forward gear. Motion drawing 160128-TK04 shows a small skip lorry (equivalent in size to a small tipper, the largest vehicle expected to access the site) accessing the proposed vehicle loading area. All concrete will be mixed by hand on site and as such, no ready-mix concrete wagons will be required to access the site. All vehicle movements along The Hexagon and Fitzroy Park will be managed by a minimum of 4 trained banksmen as outlined in Q6b.

A hoarding will be installed around the site with a lockable access, as shown in drawing 160128-02. All scaffolding will be installed within the curtilage of the site. All materials and plant will be stored within the rear garden of the property as shown in the drawing attached at 160128-02. Where necessary, ground protection such as ground guards will be provided to protect tree roots from damage and the underlying ground from compaction. The ground protection will be provided as advised by the arboriculturalist. Deliveries will also be made on a 'just-in-time' bases so as to minimise the storage requirements on site.

Once planning approval has been obtained, a full arboricultural report of the Hexagon and surrounding area will be undertaken. This will assess the existing location of vegetation including root protection areas and canopy heights and widths. In collaboration the arboriculturalist, a strategy for tree protection will be formulated and adhered to by the contractor.

Further details will be provided following the appointment of a contractor, prior to commencement.

## Highway interventions

### 8. Parking bay suspensions and temporary traffic management orders

Please note that a parking bay suspension should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, suspensions whose duration exceeds 6 months must apply for a Temporary Traffic Order (TTO). For parking bay suspensions of one year or longer, a Traffic Management Order (TMO) must be applied for.

Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction.

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

As The Hexagon and Fitzroy Park are private roads, no formal parking bay suspensions will be required, however it is recognised that on street parking along Fitzroy Park occurs and this will need to be managed in discussions with local residents, advance warning will be given during appropriate periods setting out timescale and duration for construction works.

It is noted that vehicles often park along Fitzroy Park adjacent to The Hexagon and in close proximity to the junction between Fitzroy Park, Bowling Club Lane and Dancers End. As such, temporary 'parking suspensions' will be put in place when HGV deliveries are scheduled as shown in drawing 160128-03.

The Construction Project Manager will liaise with the neighbours at adjacent properties to ensure that the proposed loading area and vehicle route is clear of vehicles at the beginning of each day will also make residents aware of the delivery schedule. Vehicular access to the adjacent properties will be maintained at all times and banksmen will be on site at all times to manage the interaction between construction vehicles, pedestrians, cyclists and other road users.

### 9. 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).

No temporary highway works will be necessary to enable construction vehicles to access the site. All vehicles will load from the temporary loading area adjacent to the front of no.4 The Hexagon. Vehicle access to The Hexagon will be taken from Fitzroy Park. The proposed set up of the site during construction is provided in drawing 160128-02.

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

Details to be provided by the contractor one appointed and prior to commencement.

## 10. 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).

No diversions are currently proposed. Banksmen will be used as outlined in Q6b to manage the interaction of construction vehicles with pedestrians, cyclists and other road users. Further details and confirmation of the delivery strategy will be provided by the contractor, once appointed and prior to commencement.

## 11. 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 to 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.

The potential risks to both cyclists and pedestrians have been considered and vehicles with appropriate safety equipment will be used. It will be required that all vehicles will be fitted with safety bars, additional mirrors and advisory signage. It will also be required that drivers must have undertaken a cyclist safety awareness course.

In addition, trained banksmen will escort construction vehicles along Fitzroy Park and The Hexagon to manage the interaction of construction activity with pedestrians, cyclists and other vehicles as outlined in Q6b. The narrowest section of Fitzroy park carriageway occurs at the southern end of the road between the junction with Merton Lane, Millfield Land 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. Motion drawing 160128-03, appended to this pro-forma shows suitable locations that pedestrians can take refuge on the narrower section of road when a construction vehicle passes. This plan also shows the proposed location of temporary road signage.

Banksmen will also supervise vehicles along the Hexagon and will manage the interaction between construction vehicles, pedestrians, cyclists and other highway users.

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.

A lockable site hoarding will be installed around the site as shown in Motion Drawing 160128-02 and scaffolding will be installed within the boundary of the site. No temporary structures will be required that will overhang the public highway. Details of hoarding and scaffolding will be confirmed by the contractor prior to appointment and the residents of neighbouring properties will be consulted with.

SYMBOL IS FOR INTERNAL USE

# Environment

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

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

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. No noisy works will be permitted on Sundays or Bank Holidays.
- Deliveries by HGVs will be restricted to between the hours of 1000 and 1200 and 1400 and 1600 and will be scheduled to distribute vehicle movements throughout these hours so as to avoid periods of intensive activity.
- In order to reduce the effect of noisy works on neighbouring properties, where practical and possible contractors will use well-maintained and silenced plant and equipment including compressors, generators and power tools.

The construction contractor will provide further details prior to commencement.

2. 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.

A noise survey will be carried out following the appointment of a contractor prior to commencement. A copy of the noise survey will be supplied to the Borough once completed.

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

Details to be provided by the contractor prior to commencement.

4. 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.

Details to be provided by the contractor prior to commencement.

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

Details to be provided by the contractor prior to commencement.

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

Hoardings bordering the property will help contain any dust. Where required, scaffolding and sheeting can be erected to further contain dust. Water dampening measures will also be used if considered necessary. More details will be provided by the contractor once appointed and prior to commencement. The final details of the arrangement will be supplied to the residents of the adjacent properties and any comments regarding the site set up will be addressed.

7. 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 vehicles will enter the site and as such, the transferal of detritus to the public highway will be limited. Site vehicles will have wheels washed down prior to leaving the site so as to reduce unwanted debris spreading onto The Hexagon or Fitzroy Park. The drainage requirements and/or storage of waste water will be confirmed by the contractor once appointed.

In addition, all muck away vehicles will be covered so as to prevent the further spread of material to the highway. Any material transferred to The Hexagon or Fitzroy Park will be cleared immediately. Further details will be provided by the contractor on appointment, prior to commencement.

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

Details to be provided by the contractor prior to commencement.

9. Please confirm that a [Risk Assessment](#) has been undertaken at planning application stage in line with the [GLA's Control of Dust](#) and Emissions Supplementary Planning Guidance (SPG), and the risk level that has been identified, with evidence. Please attach the risk assessment as an appendix if not completed at the planning application stage.

Details to be provided by the contractor prior to commencement.

10. Please confirm that all of the GLA's 'highly recommended' measures from the [SPG](#) document relative to the level of risk identified in question 9 have been addressed by completing the [GLA mitigation measures checklist](#). Please attach this as an appendix.

Details to be provided by the contractor prior to commencement.

- 11. If the site is a High Risk Site, 4 real time dust monitors will be required, 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.

Details to be provided by the contractor prior to commencement.



12. 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).

Details to be provided by the contractor prior to commencement.

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

An asbestos survey will be carried once a contractor has been appointed and prior to commencement. The key findings will be included in the final CMP.

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

Details to be provided by the contractor prior to commencement.

 SYMBOL IS FOR INTERNAL USE

# Agreement

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

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

**Signed:** .....

**Date:** .....

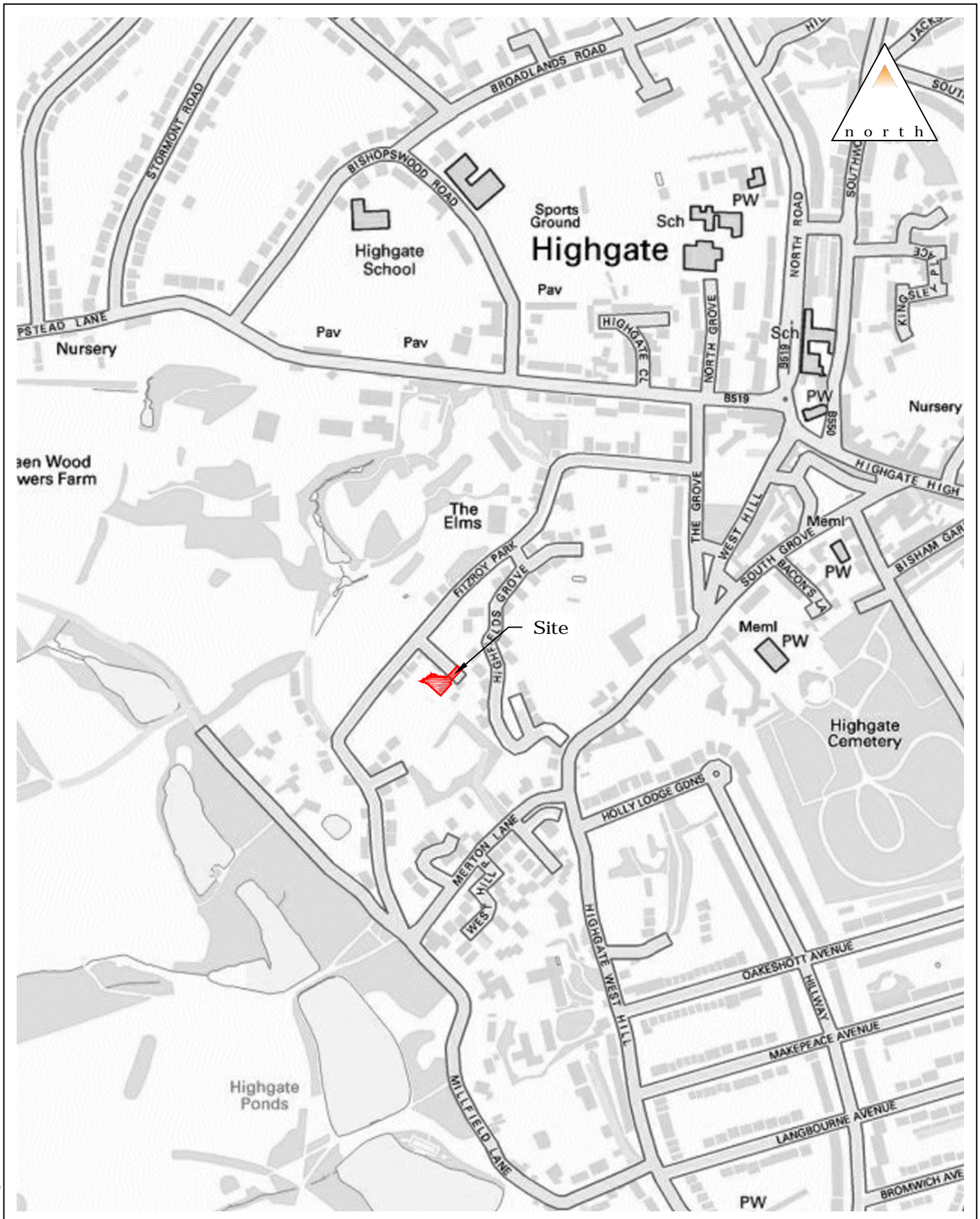
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**Position:** .....

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

End of form.

**Figures**



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Project:

4, The Hexagon

Title:

Site Location Plan

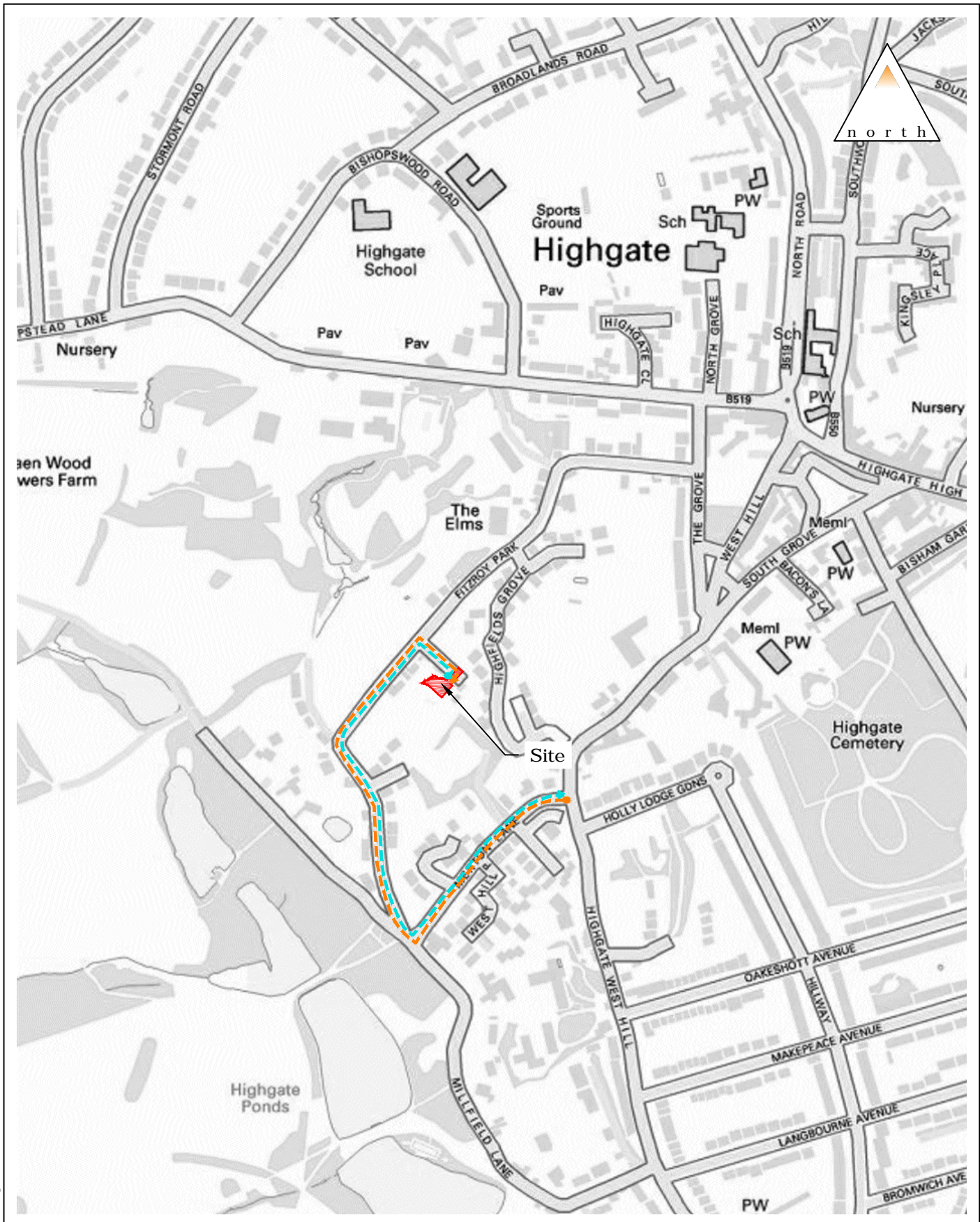
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Figure 1

Revision:





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LEGEND

- Inbound
- Outbound

Project:

4, The Hexagon

Title:

Construction Vehicle  
Routing Plan

Scale: NTS (@ A4)

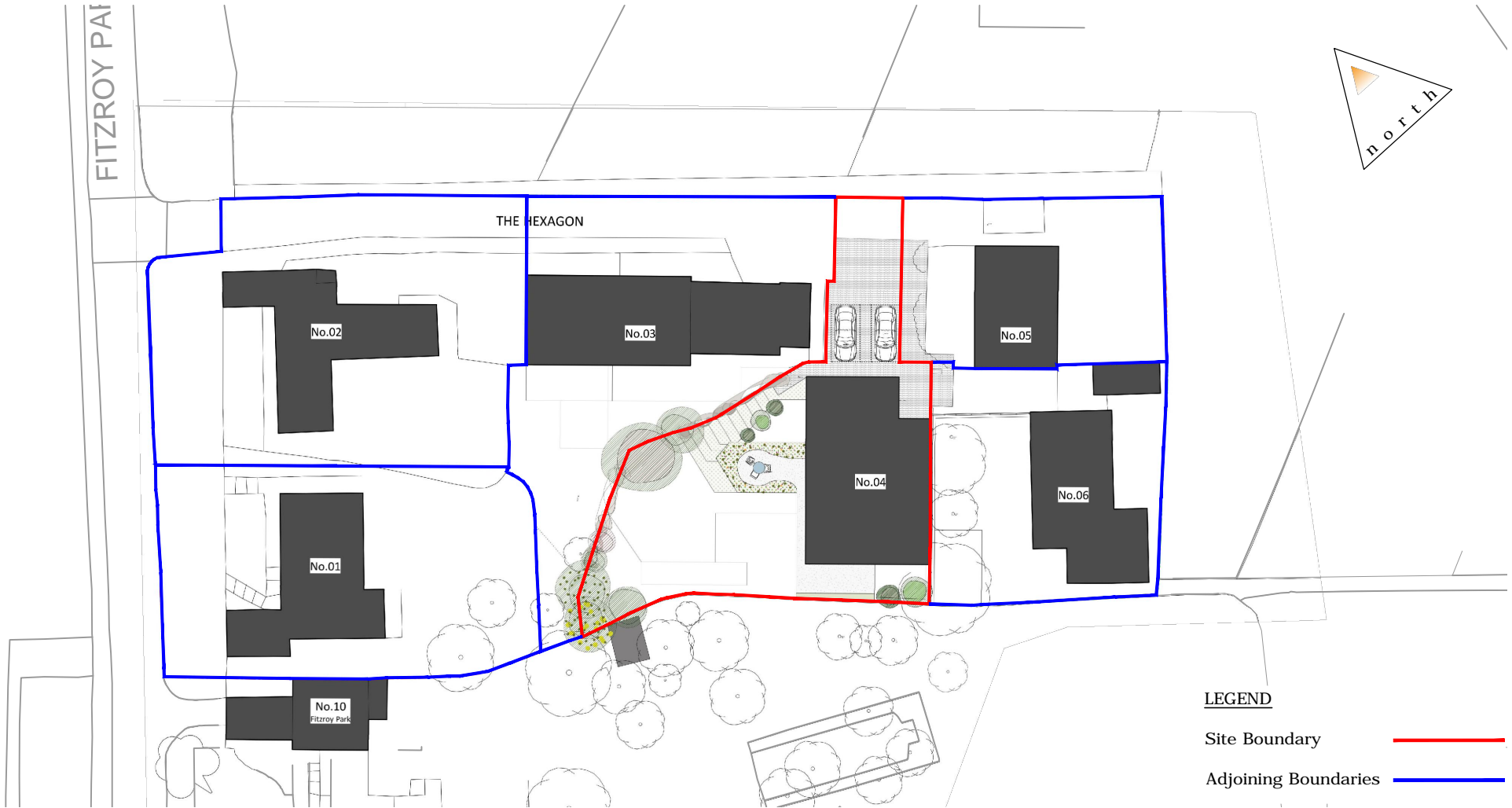
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Figure 2

Revision:

**Drawings**

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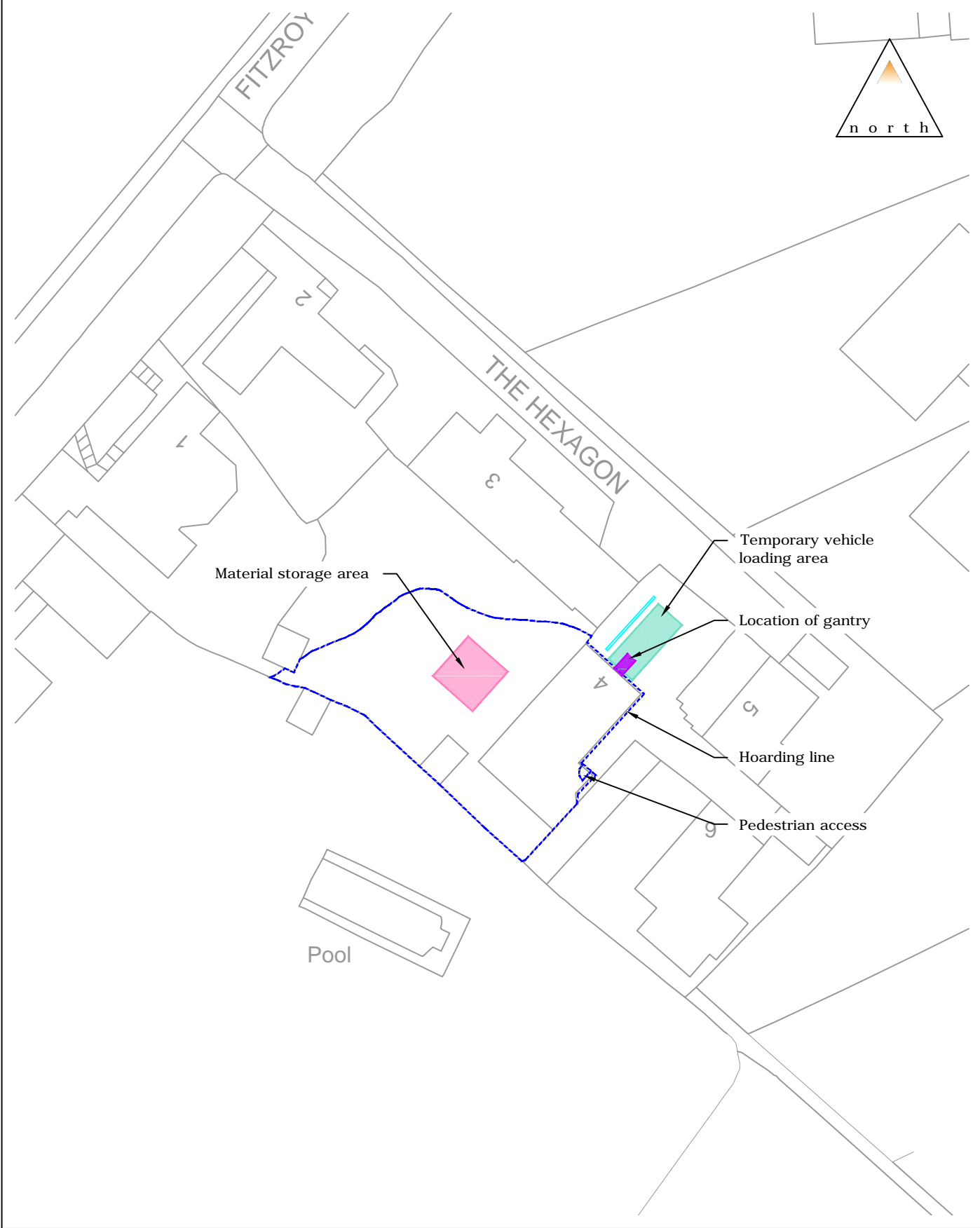
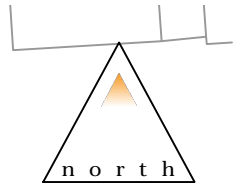
Project:  
**4, The Hexagon**

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Drawing:  
**160128-01**

Revision:  
**A**



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Project:  
**4, The Hexagon**

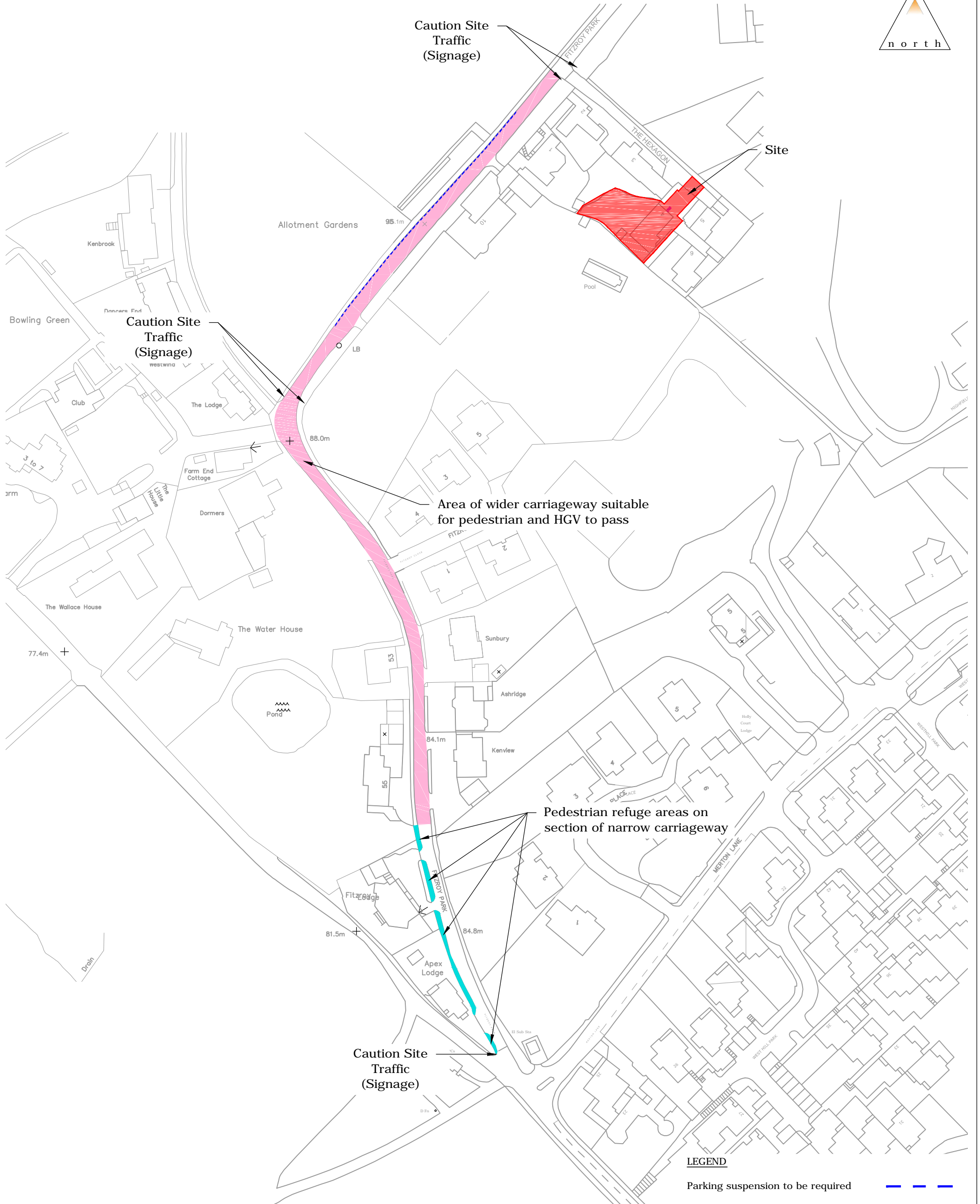
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Drawing:  
**160128-02**

Revision:  
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**LEGEND**

Parking suspension to be required



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Project:  
**4, The Hexagon**

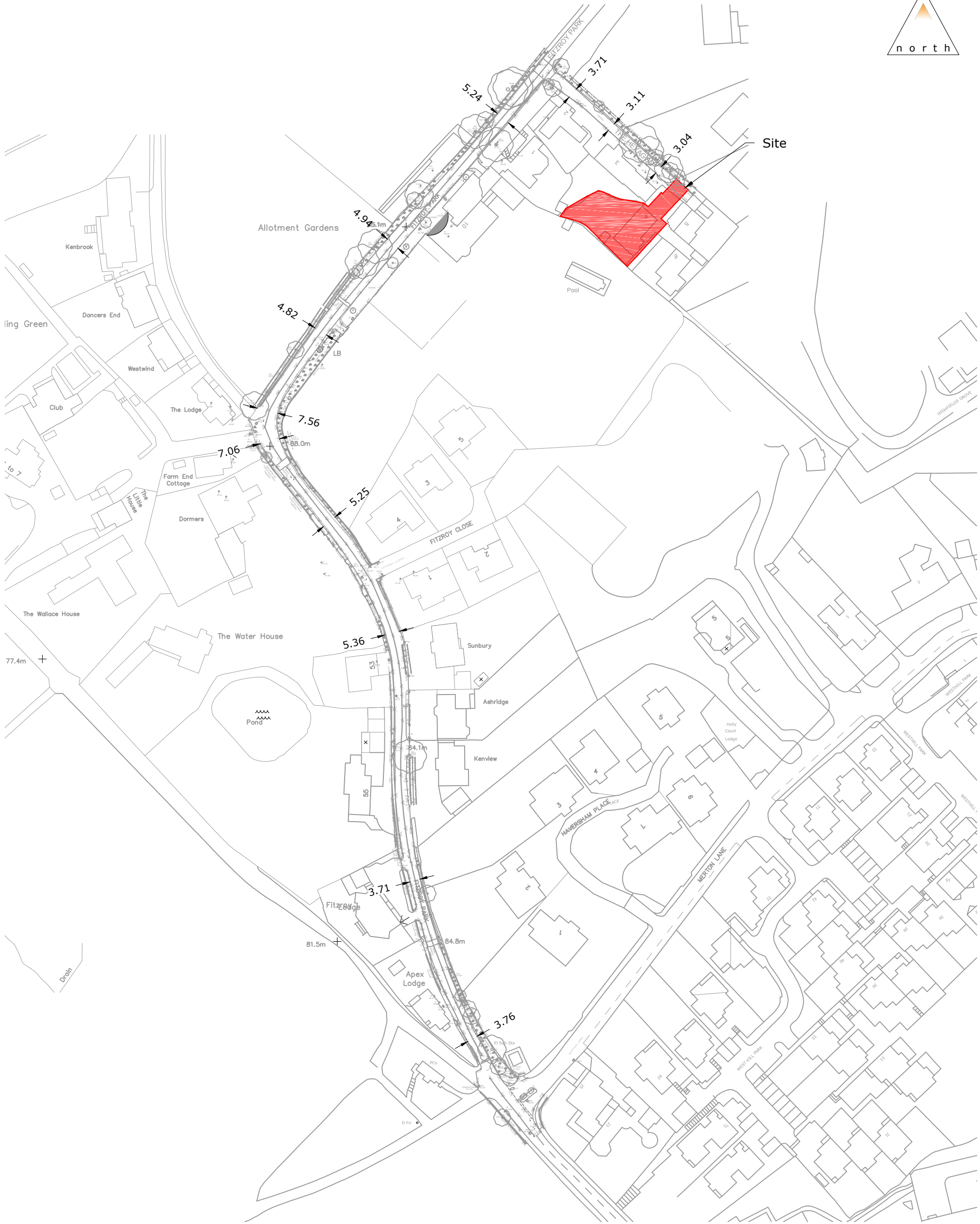
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Notes:

Drawing:  
**160128-03**

Revision:  
**A**



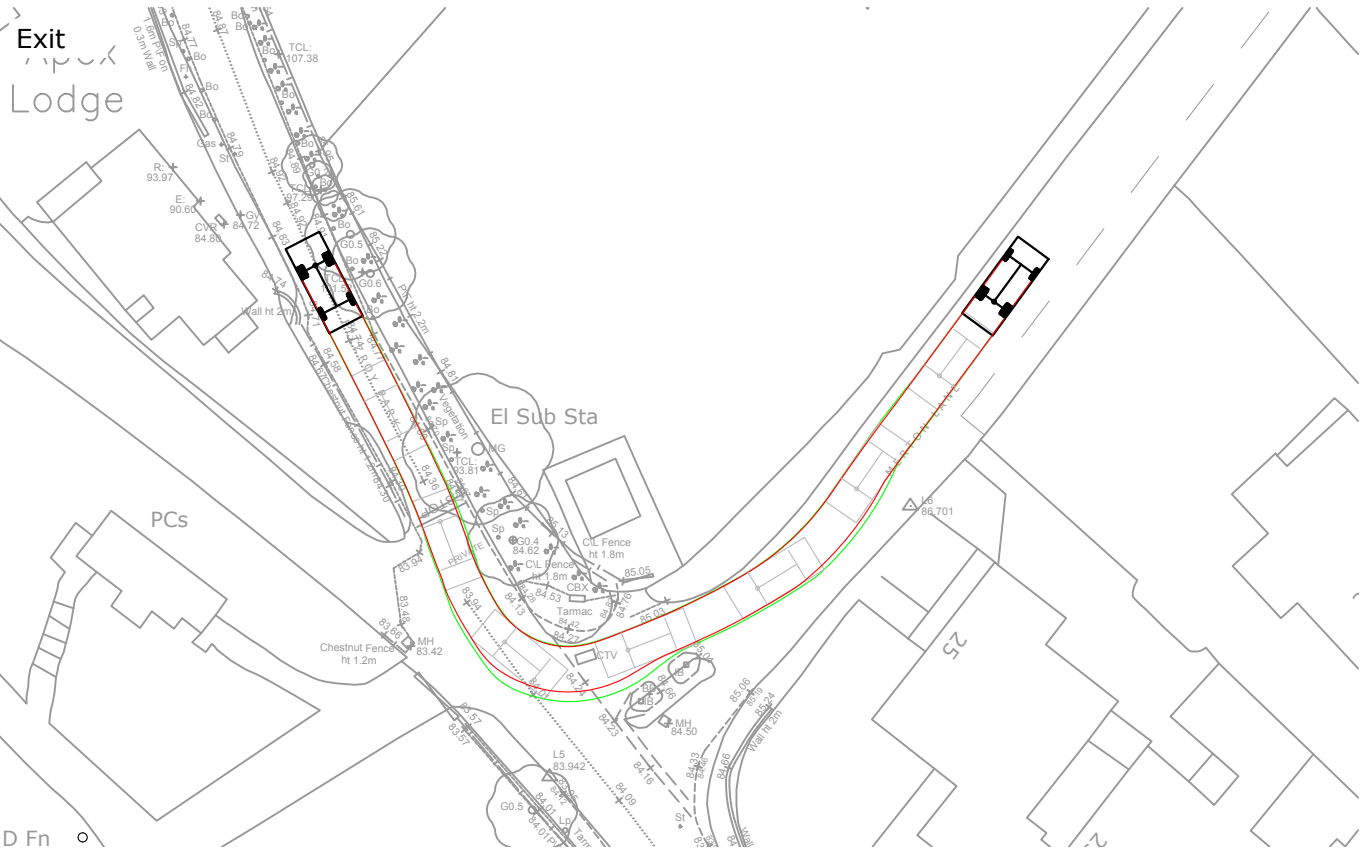

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Project: <b>4, The Hexagon</b>	
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	Revision: -

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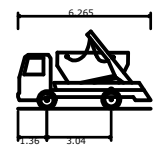
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Small Skip Lorry  
 Overall Length 6.265m  
 Overall Width 2.500m  
 Overall Body Height 3.650m  
 Min Body Ground Clearance 0.396m  
 Max Track Width 2.435m  
 Lock-to-lock time 6.00s  
 Curb to Curb Turning Radius 6.340m

Project:  
**4, The Hexagon**

Title:  
**Swept Path Analysis  
 Skip Lorry**

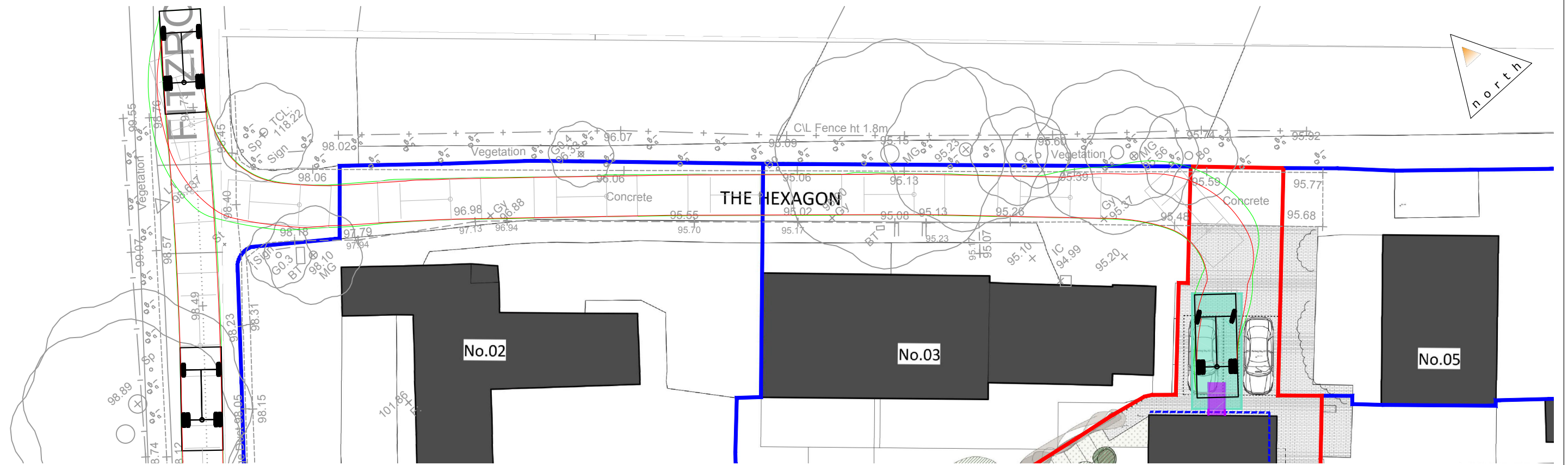
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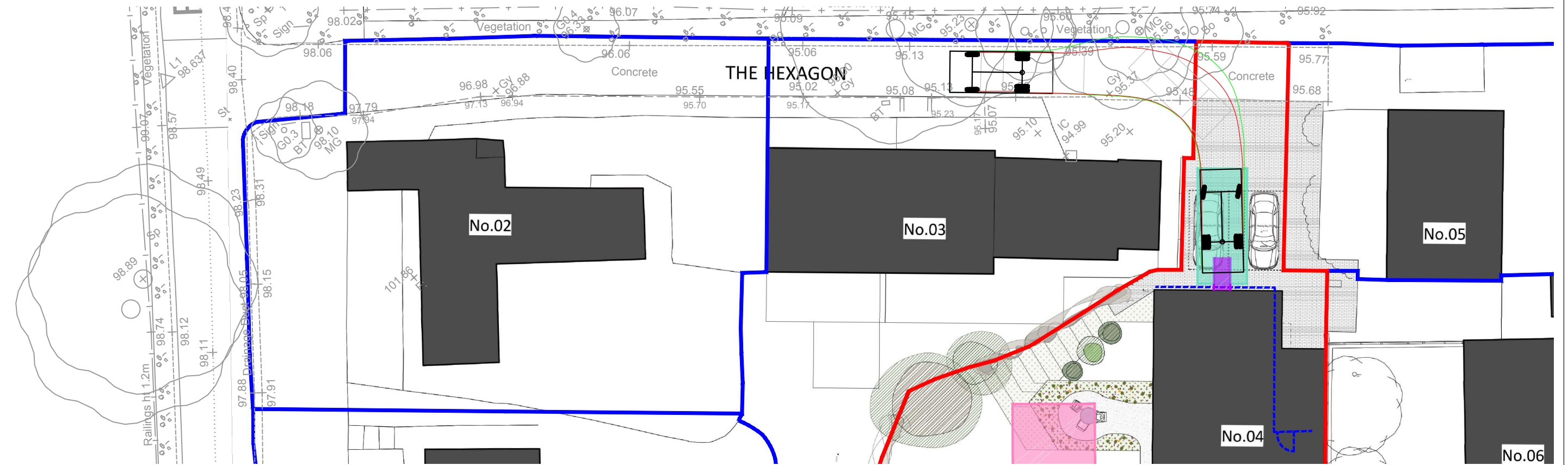
Revision:  
**A**



Entry



Exit



	<p>Small Skip Lorry</p> <p>Overall Length 6.265m</p> <p>Overall Width 2.500m</p> <p>Overall Body Height 3.650m</p> <p>Min Body Ground Clearance 0.396m</p> <p>Max Track Width 2.435m</p> <p>Lock-to-lock time 6.00s</p> <p>Curb to Curb Turning Radius 6.340m</p>
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Project:  
4, The Hexagon

Title:  
Swept Path Analysis  
Skip Lorry

Scale: 1:250 (@ A3)

Notes:

Drawing: 160128-TK04	Revision: B
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## Appendix A

## RESPONSE TO RESIDENTS ASSOCIATION COMMENTS

### 1. Topographical survey

This is needed to ensure SWA for HGVs are shown to be safe, practical and most importantly accurate and reliable. This needs to be done now not post consent. This should include length of Hexagon, T-junction with Fitzroy Park and 3-way corner with Bowling Club Lane & Dancers End

A topographical survey has been undertaken which includes the length of The Hexagon, the T-Junction between The Hexagon and Fitzroy Park and the 3-way junction with Bowling Club Lane and Dancers End. This has been used to ensure that the route is suitable for use by HGVs and how pedestrian and cyclists safety can be maintained.

### 2. Width of Hexagon

These dims must be included on all drawings given width reduces from 3.7m wide at FP to a pinch point of 2.6m outside No3 where their living accommodation is only 2m away from the track. Given the HGVs detailed are 2.5m wide there is little room for manoeuvre and this needs to be clearly shown so that it can be appropriately considered

The dimensions from the topographical survey have been used and are shown on the drawings attached to the Construction Management Plan.

### 3. Residents' parking suspensions

Given very limited width of Fitzroy Park at various pinch points - at T-junction and 3-way junction - please provide SWA showing how HGVs will negotiate these turns with cars parked. I measured the width with a van parked by the post-box and it was only 2.5m - not wide enough for HGVs. If HGVs cannot pass then please show clearly how many car parking 'bay suspensions' will be needed and where.

The topographical survey has been used to determine road widths. To be robust, we have assumed that a 2.5 metre wide vehicle could be parked at the edge of Fitzroy Park. Where Fitzroy Park narrows to below 5 metres, 'parking suspensions' will be put in place and residents will be notified of their locations and hours of operation. The location of 'parking suspensions' is shown in Drawing **160128-03**.

### 4. HGV sizes

It was noted that no concrete wagons were included in the initial draft CTMP which was a serious omission particularly given the shortest concrete wagon is 7.6m long and SWA provided have only taken account of HGV 6.5m long - ie there is a 0.9m deficit. No information on exceptional loads and how exactly these will access the site have also not been provided. eg: crane, steels, fenestration etc.

The volume of concrete required to make the basement slab is 15 cubic metres. This quantity of concrete is such that it can be mixed on-site by hand without the use of concrete wagon. This has been confirmed by the structural engineer.

Steels can be spliced as necessary and as such, it will be ensured that they can be delivered on a 6.5 metre long flat-bed truck. This has been confirmed by the structural engineer.

A mini-piling rig will be needed for the piling work. These can be supplied to the site on the back of a flat-bed truck. This has been confirmed by the structural engineer.

## 5. Quantum of HGVs

No information was provided on total number of HGVs nor any information at all on LGVs. Need to know how many in total HGVs for demolition, spoil away, concrete in etc. It was noted that movements are capped at 12 per day. Working hours should also be capped at 10-12 and 2-4 for large loads to cope with higher pedestrian traffic along Fitzroy Park particularly during summer months.

Noted, this has been included in the CMP.

Phase	Estimated Programme (Weeks)	Max. deliveries day	HGV per	Anticipated HGV deliveries per phase	Max. deliveries day	LGV per
Site setup	2	1-2		8-10	1-2	
Demolition	4	2		20	1-2	
Excavation	10	2-3		125	1-2	
Structural Works	16	2-3		200	1-2	
Non-structural works/Internal Fit Out	20	1		100	3-4	
Site Clear Up	2	1-2		8-10	3-4	

## 6. Contractors' parking

No information was provided on where all these contractors will off-load and park up during the day.

Noted. It has been outlined that all contractors and visitors to the site will be advised to travel to the site by public transport or on foot or by cycle. Contractors carrying heavy equipment/tools will be permitted to utilise the temporary loading area adjacent to no. 4 The Hexagon to unload/load however contractors will not be permitted park on The Hexagon or along Fitzroy Park.

## 7. Community Working Group

Residents at No2 must be included particularly as HGVs will be exiting by turning left over their land and HGVs will pass their front door just 3.9m away which is a safety concern for Siri. Highfields Grove should also be invited in view of their ownership of the verge and trees along The Hexagon (see Point 9 below).

Noted. It will be ensured that the residents of No. 2 The Hexagon and Highfields Grove will be consulted with.

## 8. CBR data for FP and Hexagon

FPRA are in the process of commissioning this information. Load bearing of the road is likely to be very low indeed (5%) so sub-surface compression of tree roots and services will need to be addressed.

Noted. Tree root protection will be provided where necessary. We will follow direction provided by the arboricultural consultant.

## 9. Off-site trees

There are a number of high amenity value trees along the Hexagon owned by Highfields Grove. HGV construction impacts on these need to be addressed particularly as one or two are only 0.6m from the track.

Noted. Once planning approval has been obtained, a full arboricultural report of the Hexagon and surrounding area will be undertaken. This will assess the existing location of vegetation including root protection areas and canopy heights and widths. In collaboration the arboriculturalist, a strategy for tree protection will be formulated and adhered to by the contractor.

## 10. Wheel-washing

I noticed mention of this but where will it drain to?

Drainage and/or waste water storage will be provided for the wheel wash facility, however, the exact and final details will be provided by the contractor once appointed.

11. Emergency Vehicle Access and General Notification to Residents Contractors and all banksmen must be briefed on need to emergency vehicle access at all times ( in particular ambulance access to 5 and 1 The Hexagon). Would also engender goodwill with all FP residents for notices to be put at each end of FP 24 hours in advance of major road use, with expected start and end times.

Emergency access to The Hexagon will be maintained at all times. At any point, if emergency access is required, construction vehicles will be required to move immediately. In addition, notices will be installed at each end of Fitzroy Park 24 hours in advance of major road use with expected start and end times.