

Construction/ Demolition Management Plan

pro forma

SITE ADDRESS:	26 ROSSLYN HILL, LONDON NW3 1PD
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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
19 th October 2022	Draft 1	South Downs Safety

Additional sheets

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

Date	Version	Produced by
6 th October 2022	Appendix A: Swept Path Analysis (Access-V1 / Egress-V1)	South Downs Safety
6 th October 2022	Appendix B: Site Layout Plan (V1)	South Downs Safety

Introduction

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

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

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

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

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

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

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

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

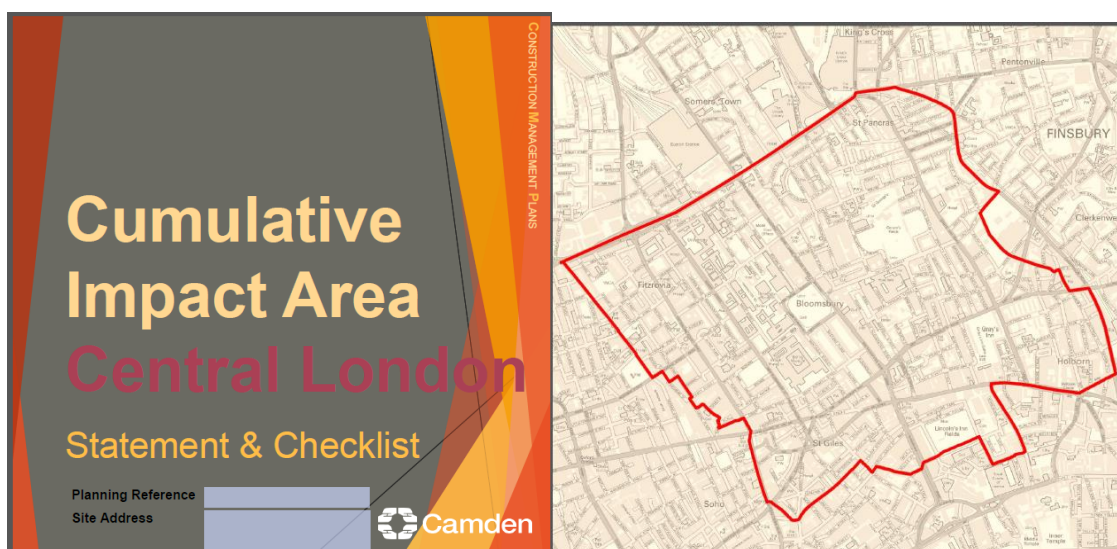
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

Revisions to this document may take place periodically.

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

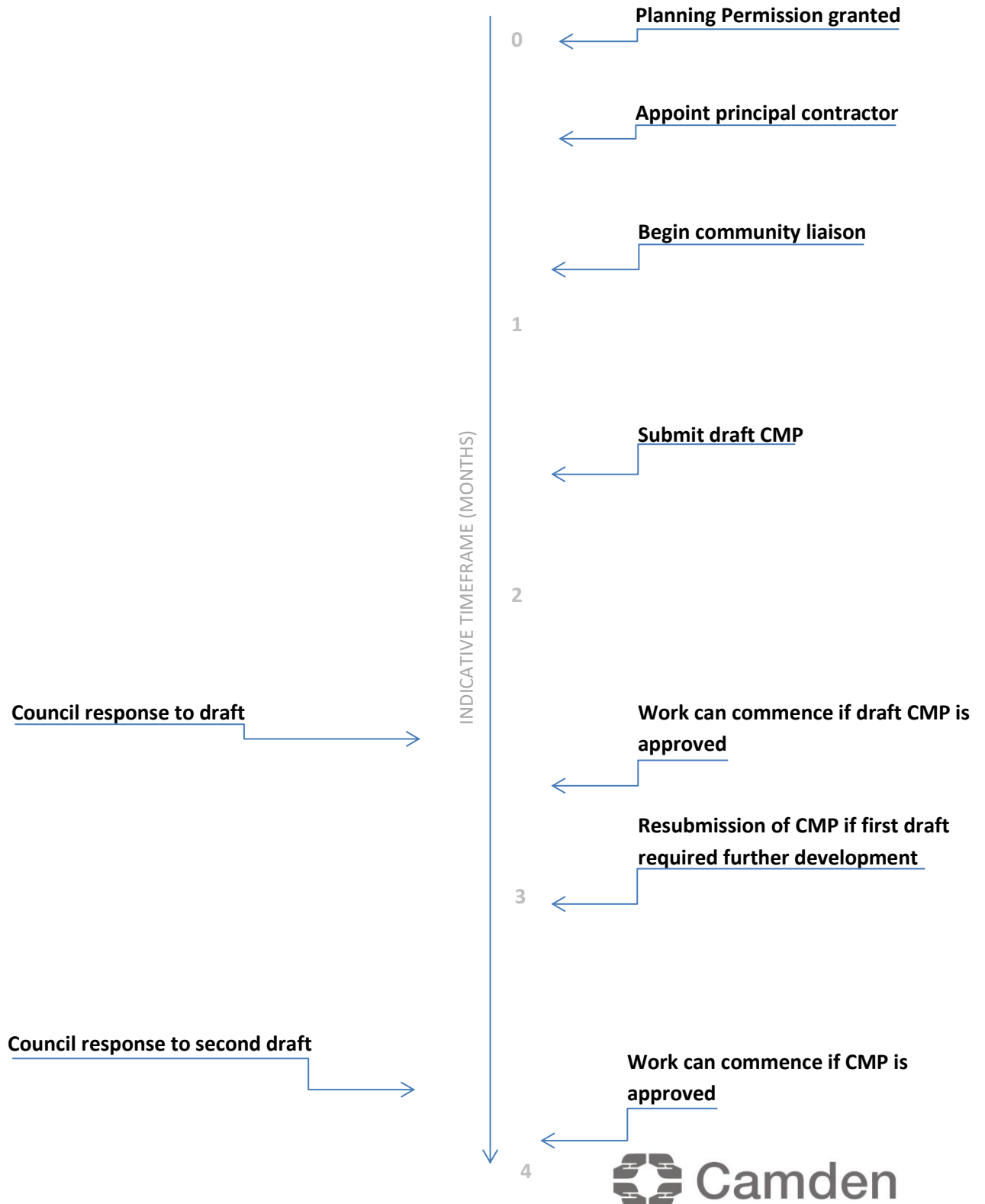
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Site Address:	26 Rosslyn Hill, London NW3 1PD
Planning Reference No:	N/A, this Draft CMP has been produced in support of a planning application.

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

Role:	Architect
Company Name:	Charlton Brown
Contact Name:	Ms. Martina Lucchese
Position:	Architect
Email:	martina@charltonbrown.com

Contact details for the person responsible for preparing the CMP.

Company Name:	South Downs Safety
Contact Name:	Mark Edgar
Position:	Planning Support Consultant
Phone:	07545 898 726
Email:	mark@southdownssafety.co.uk

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.

Role:	Principal Contractor
Company Name:	TBC following appointment
Contact Name:	TBC following appointment
Position:	TBC following appointment
Tel:	TBC following appointment
Email:	TBC following appointment

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.

Please refer to question 3.

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

Role:	Principal Contractor
Company Name:	TBC following appointment
Contact Name:	TBC following appointment
Position:	TBC following appointment
Tel:	TBC following appointment
Email:	TBC following appointment

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.

6.1 SITE CONTEXT

The property at no. 26 Rosslyn Hill is located on the north-east side of Rosslyn Hill. It abuts the Grade II listed Building of the Former Hampstead Police Station on its south-east side. The site is located within the Hampstead Conservation Area. Unlike the Police Station, no. 26 Rosslyn Hill is set back from the street front and presents a small garden with a mature oak tree.

A side passage on the south-east side of the property connects the front garden to the rear courtyard. On the south-east side of the building, a tall boundary wall separates the property from the garden of nos.22-24 Rosslyn Hill, which is also a Grade II listed building. On the street front, the tall boundary wall interrupts and leaves space for a low trellis that hides part of a single storey garage building belonging to nos.22-24 Rosslyn Hill.

Figure 1: Site Location Plan



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).

6.2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

Proposed development in brief:

Demolition of the semidetached building at No. 26 Rosslyn Hill with front facade retention only, lower the lower ground floor level and raise the roof level (new roof).

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

Table 1: Estimated Start Date And Duration Of Works

ESTIMATED START DATE:	End 2023
ESTIMATED DURATION OF WORKS:	18 Months

Table 2: Estimated Project Programme

SITE ACTIVITY*	DURATION (WEEKS)	EST START	EST END
1. Site set up and demolition	TBC	TBC	TBC
2. Sub-structure	TBC	TBC	TBC
3. Super-structure	TBC	TBC	TBC
4. Cladding	TBC	TBC	TBC
5. Fit-out, testing and commissioning	TBC	TBC	TBC

*SOME CONSTRUCTION ACTIVITIES MAY BE CARRIED OUT CONCURRENTLY AND WE ANTICIPATE THE TOTAL DURATION OF THIS PROJECT TO BE APPROXIMATELY 18 CALENDAR 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:

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

Table 3: Working Hours

GENERAL CONSTRUCTION WORKS	
Monday - Friday	08:00 – 18:00
Saturday	08:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted
NOISY WORKS - PILING & EARTHWORKS	
Monday - Friday	08:00 – 18:00
Saturday	08:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted
HIGH IMPACT WORKS - DEMOLITION, CONCRETE BRAKING	
Monday - Friday	08:00 – 18:00
Saturday	08:00 – 13:00
Sunday	Not Permitted
Bank Holidays	Not Permitted

NB: Operatives will arrive onsite from 07.30 with work commencing not before 08:00.

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

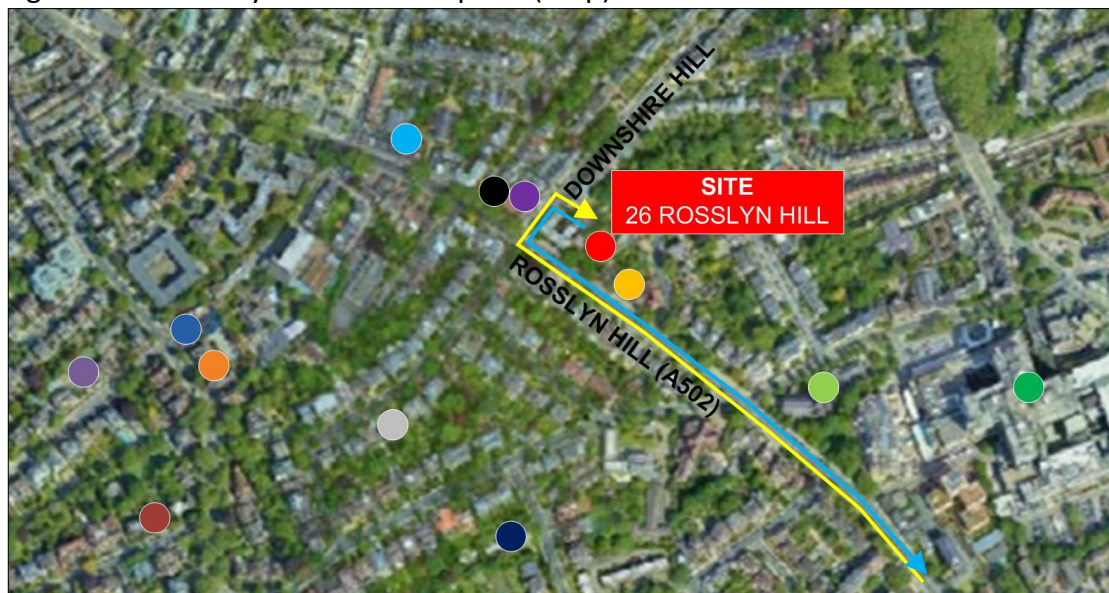
Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).

Table 4: Potentially Sensitive Receptors

SITE ID	TYPE	NAME	APPROXIMATE DISTANCE FROM SITE
	Doctors Surgery	Rosslyn Hill Surgery	40m
	Doctors Surgery	Keats Group Practice	50m
	School	The Academy School	165m
	School	Hampstead Hill School	260m
	School	Fitzjohn's Primary School	344m
	School	St Antony's School For Boys	355m
	School	Devonshire House Pre-Preparatory School & Oak Tree Nursery	395m
	School	Devonshire House Pre-Preparatory School	450m
	Hospital	Royal Free Hospital	245m
	Hospital	Royal Free Hospital (Emergency)	310m
	Place Of Worship	Bishop Of Edmonton	185m
	Dental Surgery	Practice On The Hill	80m

There are no Markets or Children's Nurseries, within the immediate vicinity of the site.

Figure 2: Potentially Sensitive Receptors (Map)



11. Consultation

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

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

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

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

Pre-commencement neighbourhood liaison will be carried out in accordance with the London Borough of Camden Community liaison guidance: guidance for developers and contractors.

A consultation letter will be issued to neighbouring residents, business, schools and organisations that may be affected by the demolition and construction of the development. Letters and/or emails will allow at least 14 days to comment on the proposals.

The consultation letter will include:

- a statement making clear that the consultation is about the CMP.
- a summary of the key details of the construction process and details of how to request a copy of the CMP.
- the deadline for comments.
- contact details of who to contact with any questions and where to send comments.

All comments will be reviewed and if applicable will inform the final version of the CMP.

12. Construction Working Group

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

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

The most important factor in minimising complaints is the development of an effective neighbourhood liaison and communication strategy.

In line with the London Borough of Camden's Community Liaison Guidance, the project team intend to implement a clear communication strategy, which will be maintained throughout the duration of the project.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [CCS site registration](#) for the full duration of your project including additional [CLOCS visits](#). Please provide the CCS site ID number that is specific to the above site.

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

13.1 CONSIDERATE CONSTRUCTORS SCHEME (CCS) REGISTRATION

It is confirmed that the Principal Contractor will register this site with the Considerate Constructors Scheme (CCS) and that the Site-Specific CCS ID will be made available to Camden on request.

13.2 GUIDE FOR CONTRACTORS WORKING IN CAMDEN

It is confirmed that the Principal Contractor will read and understand the Guide for Contractors Working in Camden and agree to abide by it.

14. Neighbouring sites

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

As considered appropriate the Principal Contractor will liaise with contractors completing work on other local sites with the aim of pro-actively managing the cumulative impacts of local construction projects.

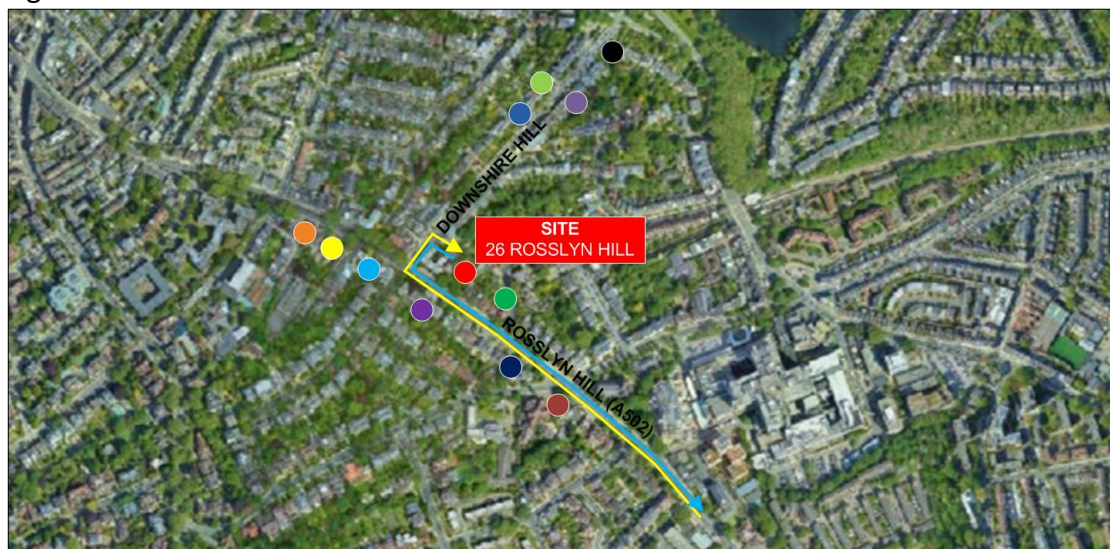
Following a search of the London Borough of Camden planning portal (within Rosslyn Hill and Downshire Hill), the following projects have been identified as potential sites of interest. This list is not exhaustive and communication will be established with any other projects that may be subsequently identified as active on site.

Table 5: Potential Sites of Interest

SITE ID	PLANNING REF	SITE ADDRESS	PROPOSED DEVELOPMENT
	2022/2436/P	39 Basement Flat Rosslyn Hill London Camden NW3 5UJ	Installation of a detached timber outbuilding to the rear garden.
	2021/3128/P	20 Rosslyn Hill London NW3 1PD	Erection of replacement single storey rear extension.
	2020/1182/P	63 Rosslyn Hill London NW3 5UQ	Excavation and extension of the existing basement; installation of lightwells to front, rear and side elevations; installation of railings to side elevation staircase.
	2020/5108/P	Basement Flat 45 Rosslyn Hill London NW3 5UH	Erection of single storey rear garden room.
	2020/5226/P	19 Rosslyn Hill London NW3 5UJ	Erection of a three storey side and a two storey rear extension; alterations to the existing roof to create a recessed roof terrace; erection of garden shed; erection of a pergola in rear garden.
	2019/6093/P	9B Rosslyn Hill London NW3 5UL	Erection of single storey rear extension, replacement of 2 rear windows, and installation of solar panels to rear roof slopes.
	2019/1698/P	North Bridge House Senior School 65 Rosslyn Hill London NW3 5UD	Erection of a single storey outbuilding

SITE ID	PLANNING REF	SITE ADDRESS	PROPOSED DEVELOPMENT
	2022/3135/P	39 Downshire Hill London Camden NW3 1NU	Proposed demolition and rebuilding of existing non-original rear conservatory extension.
	2022/0131/L	21 Downshire Hill London NW3 1NT	Internal reconfiguration of the lower ground floor, general refurbishment across all floors, refurbishment of historic window casements and replacement of the non-historic modern window casements on the rear wing.
	2020/3997/L	40 Downshire Hill London NW3 1NU	Erection of a single storey rear extension and the provision of new front lightwell stair, together with internal alterations including enlargement of openings in lower ground floor rear room wall.
	2020/0025/L	16 Downshire Hill London NW3 1NT	Erection of a single storey rear and side extension following demolition of conservatory; erection of replacement outbuilding; minor internal and external alterations; ground/ patio works including alterations to front garden steps; landscaping and incidental works.

Figure 3: Potential Sites Of Interest



Transport

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

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

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

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

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

Role:	Principal Contractor
Company Name:	TBC following appointment
Address	TBC following appointment
Phone:	TBC following appointment
Email:	TBC following appointment

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

It is agreed that the Principal Contractor will comply with the CLOCS Guide: Managing Supply Chain Compliance, Sept 2020.

(https://www.clocs.org.uk/resources/clocs_guide_managing_supply_chain_compliance.pdf).

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

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

We confirm that the above has been/will be carried out and that all contracts will include the requirement to adhere to the 'CLOCS Standard'. CLOCS Compliance will be included as a contractual requirement.

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

Site Traffic

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

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

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

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

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

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

All construction vehicles shall follow the site access and egress routes detailed below and shown in figure 4.

18.1 LOCAL ROUTE:

Site Access: Yellow Arrow:

1. Head in a north westerly direction on Haverstock Hill (A502) and continue into Rosslyn Hill (A502).
2. At the junction with Downshire Hill turn right into Downshire Hill before turning right into the rear of the site.

Site Egress: Blue Arrow:

3. Exit the rear of the site in a forward gear and turn left onto Downshire Hill and continue to the junction with Rosslyn Hill (A502).
4. At the junction with Rosslyn Hill (A502) turn left into Rosslyn Hill (A502) and continue in south easterly direction into Haverstock Hill (A502).

Please refer to: Appendix A: Swept Path Analysis

Figure 4: Site Access and Egress Routes



18.2 ROUTE TO AND FROM TLRN:

The route to the site from the TLRN will originate from the A501, the TLRN egress route will be via A501.

It will be the responsibility of hauliers to identify the most efficient route from the TLRN to the site via the local access route (taking into consideration roadworks, diversions etc), and from the local egress route to the TLRN.

Figure 5: Site Access/Egress Route (TLRN)



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

The Principal Contractor will ensure that all sub-contractors, delivery companies and visitors will be advised of and required to adhere to the specified site access and egress routes and any other restrictions detailed within this CMP.

Details of permitted vehicle routes and delivery/collection hours will be included within all supplier contracts.

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

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

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

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

For Example:

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

Skip loader: 2 deliveries/week during first 10 weeks

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

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

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

Table 6: Estimated start date and duration of works

ESTIMATED START DATE:	End 2023
ESTIMATED DURATION OF WORKS:	18 Months

Table 7: Site activities, vehicle types and estimated quantities

SITE ACTIVITY*	DURATION (WEEKS)	VEHICLE MOVEMENTS PER WEEK				
		RIGID DELIVERY LORRIES	CONCRETE WAGONS	SPOIL REMOVAL WAGONS/ SKIP LORRY	BOX VAN	TOTAL (AVG) PER WEEK
1. Site set up and demolition	TBC	TBC	TBC	TBC	TBC	TBC
2. Sub-structure	TBC	TBC	TBC	TBC	TBC	TBC
3. Super-structure	TBC	TBC	TBC	TBC	TBC	TBC
4. Cladding	TBC	TBC	TBC	TBC	TBC	TBC
5. Fit-out and commissioning	TBC	TBC	TBC	TBC	TBC	TBC

*SOME CONSTRUCTION ACTIVITIES MAY BE CARRIED OUT CONCURRENTLY AND WE ANTICIPATE THE TOTAL DURATION OF THIS PROJECT TO BE APPROXIMATELY 18 CALENDAR MONTHS

Table 8: Vehicle dimensions

VEHICLE DESCRIPTION	LENGTH (M)	WIDTH (M)	DWELL TIME (MINS)
Rigid Delivery Lorries	10.00	2.50	30
Concrete Wagons	9.80	2.75	40
Skip Lorry (Demolition)	8.80	3.00	30
Spoil Removal Wagons (Excavation & Construction)	9.50	2.50	30
Box Van (Luton/Transit)	6.00	2.00	30

Table 9: Details of abnormal loads

DESCRIPTION	DURATION (HOURS)	MAX NO OF VEHICLES/DAY	VEHICLE TYPE
1. Site set up and demolition	TBC	TBC	TBC
2. Sub-structure	TBC	TBC	TBC
3. Super-structure	TBC	TBC	TBC
4. Cladding	TBC	TBC	TBC
5. Fit-out and commissioning	TBC	TBC	TBC

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

As considered appropriate the Principal Contractor will liaise with contractors completing work on other local sites identified as active on site with the aim of pro-actively managing the cumulative impacts of local construction projects.

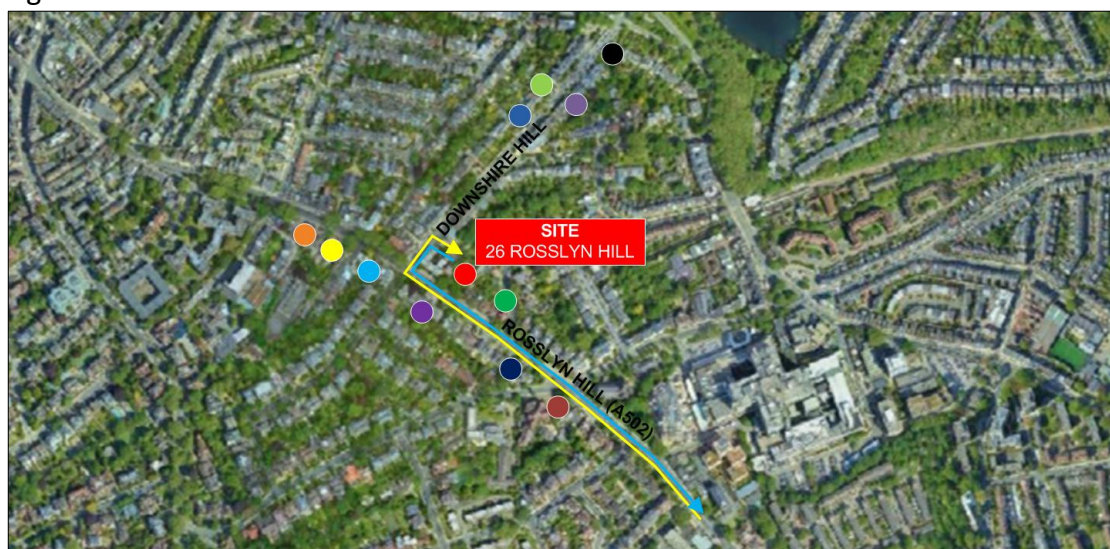
Following a search of the London Borough of Camden planning portal (within Rosslyn Hill and Downshire Hill), the following projects have been identified as potential sites of interest. It is acknowledged that this list is not exhaustive, therefore, the Principal Contractor will proactively identify any other potentially active sites within the vicinity of the site and if required the permitted traffic hours for both deliveries and collections will be revised accordingly.

Table 10: Potential Sites of Interest

SITE ID	PLANNING REF	SITE ADDRESS	PROPOSED DEVELOPMENT
	2022/2436/P	39 Basement Flat Rosslyn Hill London Camden NW3 5UJ	Installation of a detached timber outbuilding to the rear garden.
	2021/3128/P	20 Rosslyn Hill London NW3 1PD	Erection of replacement single storey rear extension.
	2020/1182/P	63 Rosslyn Hill London NW3 5UQ	Excavation and extension of the existing basement; installation of lightwells to front, rear and side elevations; installation of railings to side elevation staircase.
	2020/5108/P	Basement Flat 45 Rosslyn Hill London NW3 5UH	Erection of single storey rear garden room.
	2020/5226/P	19 Rosslyn Hill London NW3 5UJ	Erection of a three storey side and a two storey rear extension; alterations to the existing roof to create a recessed roof terrace; erection of garden shed; erection of a pergola in rear garden.
	2019/6093/P	9B Rosslyn Hill London NW3 5UL	Erection of single storey rear extension, replacement of 2 rear windows, and installation of solar panels to rear roof slopes.
	2019/1698/P	North Bridge House Senior School 65 Rosslyn Hill London NW3 5UD	Erection of a single storey outbuilding

SITE ID	PLANNING REF	SITE ADDRESS	PROPOSED DEVELOPMENT
	2022/3135/P	39 Downshire Hill London Camden NW3 1NU	Proposed demolition and rebuilding of existing non-original rear conservatory extension.
	2022/0131/L	21 Downshire Hill London NW3 1NT	Internal reconfiguration of the lower ground floor, general refurbishment across all floors, refurbishment of historic window casements and replacement of the non-historic modern window casements on the rear wing.
	2020/3997/L	40 Downshire Hill London NW3 1NU	Erection of a single storey rear extension and the provision of new front lightwell stair, together with internal alterations including enlargement of openings in lower ground floor rear room wall.
	2020/0025/L	16 Downshire Hill London NW3 1NT	Erection of a single storey rear and side extension following demolition of conservatory; erection of replacement outbuilding; minor internal and external alterations; ground/ patio works including alterations to front garden steps; landscaping and incidental works.

Figure 6: Potential Sites of Interest



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

Please refer to Appendix A: Swept Path Analysis.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

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

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

Holding areas or waiting points will not be required to facilitate this development. All construction vehicles will be received directly into the managed vehicle set down area and will not queue or circulate on the public highway.

The Site Management Team will implement a robust Delivery Management System (DMS), with the primary objective of ensuring that construction vehicles are able to be received directly on arrival. The main elements of the Delivery Management System will be as follows:

- a. Consideration will be given when placing orders to avoid “part loaded” vehicles and to best coordinate orders to reduce generated construction vehicle road trips
- b. All contractors must inform the Site Management Team about all deliveries a minimum of 48 hours before attending site
- c. All deliveries will be recorded on a delivery chart located within the project office
- d. The delivery chart will be arranged on an hour-to-hour basis
- e. All drivers will contact the Site Management Team a minimum of half an hour before attending site
- f. In cases of delayed or failed delivery the contractor must inform the Site Management Team as soon as possible to rearrange delivery
- g. Traffic Marshals and the Site Management Team will manage and direct all construction vehicle site access and egress movements at all the times
- h. Traffic Marshals will wear appropriate high-vis clothing and PPE
- i. Traffic Marshals will use appropriate signage to forewarn public of construction vehicle movements
- j. Traffic Marshals will use expandable barriers to separate the public from construction vehicle movements, if required
- k. Traffic Marshals will have relevant training and appropriate qualifications and/or certification to undertake their daily tasks
- l. Deliveries will only be scheduled and accepted within the permitted delivery hours
- m. When expecting a delivery, and if required, the site will be made ready to accept vehicles directly into site, this includes Traffic Marshals being ready to supervise the construction vehicle manoeuvres into site and to ensure separation of construction vehicles and the public

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

The use of construction material consolidation centres is considered to not be required due to the scale of works being undertaken. However, the Principal Contractor is committed to reducing the quantity of delivery vehicles required to attend site and will do so via the considered and pro-active ordering of materials.

The delivery of materials by water or rail is not considered viable due to the scope and scale of the proposed works and the site's geographical location.

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

The robust operation of the Delivery Management System will ensure that all construction vehicles are received directly on arrival to site.

Whilst attending site construction vehicle engines will be switched off to avoid idling.

The importance of reducing instances of engine idling will be stressed to all sub-contractors, delivery companies and visitors to the site.

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

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

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

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

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

Please refer to Appendix B: Site Layout Plan.

NB: It is confirmed that the Principal Contractor will have authorised and unobstructed access to the parking area to the rear of the site, and the use of the managed vehicle setdown area shown within Appendix B: Site Layout Plan.

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

All construction vehicle movements will be supervised by suitably qualified and experienced Traffic Marshals. When attending site construction vehicles will be positioned within the managed setdown area located to the rear of the site.

Please refer to:

Appendix A: Swept Path Analysis

Appendix B: Site Layout Plan

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

Please refer to Appendix A: Swept Path Analysis.

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

N/A, construction vehicles will not enter the site and whilst attending site will be positioned within the managed vehicle setdown area which will be constructed of a solid substrate and will be kept free of mud and detritus at all times.

Please refer to Appendix B: Site Layout Plan.

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

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

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

21.1 DELIVERIES AND COLLECTIONS:

During deliveries and collections construction vehicles will be positioned within the managed vehicle setdown area which is located directly to the rear of the site. Plant and materials will then be off-loaded and taken directly into site. All vehicle manoeuvres and delivery and collection activities will be supervised by suitably qualified and experienced Traffic Marshals.

21.2 SPOIL REMOVAL:

The method of spoil removal will be wait and load with spoil removal vehicles loaded by excavator and by hand. During spoil removal activities vehicles will be positioned within the managed vehicle setdown area which will be located directly to the rear of the site. All vehicle manoeuvres and spoil removal activities will be supervised by suitably qualified and experienced Traffic Marshals.

Please refer to

Appendix A: Swept Path Analysis

Appendix B: Site Layout Plan

NB: It is confirmed that the Principal Contractor will have authorised and unobstructed access to the parking area to the rear of the site, and the use of the managed vehicle setdown area shown within Appendix B: Site Layout Plan.

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

Protecting pedestrians is of paramount importance, and suitably qualified and experienced Traffic Marshals will be in attendance at all times whilst construction vehicles access or egress the managed vehicle setdown area, and during the transportation of plant and materials into/out of the site.

During vehicle movements Traffic Marshals will pay attention to pedestrians, road users, and vulnerable road users, with particular attention being paid to cyclists, pushchair users and the disabled. During these instances all parties will be adequately forewarned of any obstructions and if necessary, construction activities will be temporarily stopped.

Please refer to Appendix A: Swept Path Analysis for the approximate positions of Traffic Marshals during construction vehicle site access and egress manoeuvres.

Street Works

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

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

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

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

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

22. Site set-up

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

Please refer to Appendix B: Site Layout Plan.

23. Parking bay suspensions and temporary traffic orders

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

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

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

There are no parking bay suspensions required to facilitate the proposed development.

Please refer to Appendix B: Site Layout Plan.

24. Occupation of the public highway

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

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

There is no requirement to use the public highway for storage, site accommodation or welfare facilities during the proposed works.

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

No highway works are necessary to enable construction to take place.

25. Motor vehicle and/or cyclist diversions

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

There is no requirement to implement any road diversions and no road disruption is expected as the external site layout has been designed to ensure that the public highway will be unaffected during the construction period.

There is also no other anticipated use of the public highway during the construction period.

26. Scaffolding, hoarding, and associated pedestrian diversions

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

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

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

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

There is no requirement to install hoarding and/or scaffolding that intrudes onto the public highway. However, to ensure the Health & Safety of the public and prevent unauthorised access a secure hoarding with lockable access will be installed around the perimeter of the site as required.

Please refer to Appendix B: Site Layout Plan.

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

N/A.

27. Services

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

This information will be included within the final version of this CMP.

Environment

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

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

A Construction Noise Assessment which will detail the required information will be prepared to support the final version of this CMP.

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

A Noise Impact Assessment will be prepared which will detail measured ambient noise levels. The ambient noise data detailed within the Noise Impact Assessment will then be used during the preparation of a site-specific Construction Noise Assessment.

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

A Construction Noise Assessment which will detail the required information will be prepared to support the final version of this CMP.

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

A Construction Noise Assessment which will detail the required information will be prepared to support the final version of this CMP.

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

If required, the suitably qualified and experienced acoustician engaged on the project will instruct key members of the on-site Management Team and will:

- a. Explain how the monitoring system/equipment works
- b. Explain the relevance of the agreed action and trigger levels
- c. Instruct staff regarding the procedures to follow if action and trigger level warnings are received

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.

An Air Quality Dust Management Plan which will detail the required information will be prepared to support the final version of this CMP.

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.

Whilst attending site construction vehicles will be positioned on a clean and stable surface (managed vehicle setdown area).

The depositing of mud/detritus on the highway originating from the site or from any construction vehicle associated with the development is unacceptable and under no circumstances will concrete residue or other detritus be washed into the drainage system. We confirm that the Local Authority will be informed promptly should any such damage to the highway inadvertently occur.

Consideration will also be given to protecting the road and pavement surfaces from HGV movements, skips, outriggers and other related plant, materials and equipment.

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

A Construction Noise Assessment and an Air Quality Dust Management Plan which will detail the required information will be prepared to support the final version of this CMP.

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

An Air Quality Dust Management Plan which will detail the required information will be prepared to support the final version of this CMP.

37. Please confirm that all of the GLA's 'highly recommended' measures from the SPG document relative to the level of dust impact risk identified in question 36 have been addressed by completing the GLA mitigation measures checklist. (See Appendix 7 of the SPG document.)

An Air Quality Dust Management Plan which will detail the required information will be prepared to support the final version of this CMP.

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

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

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

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

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

An Air Quality Dust Management Plan which will detail the required information will be prepared to support the final version of this CMP.

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

It will be ensured that a reactive contract with a reputable local pest control company will be in place for the duration of the project.

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

This information will be included within the final version of this CMP.

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

The Principal Contractor will be registered with the Considerate Constructors Scheme, or will register the site with the Considerate Constructors Scheme.

The Principal Contractor will make a commitment to conform to the Code of Considerate Practice by:

- Ensuring courteous and respectful language and appropriate behaviour in and around the construction activity.
- Providing a safer environment, preventing unnecessary disturbance, and reducing nuisance for the community from their activities.
- Proactively maintaining effective engagement with the community to deliver meaningful positive impacts.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions. See the Mayor of London webpage 'Non-Road Mobile Machinery (NRMM)' for more information, a map of the Central Activity Zone, and for links to the NRMM Register and the NRMM Practical guide (V4):

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

Direct link to NRMM Practical Guide (V4):

https://www.london.gov.uk/sites/default/files/nrmm_practical_guide_v4_sept20.pdf

From 1st September 2015

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

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

From 1st September 2020

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

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

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

- a) Construction time period (mm/yy - mm/yy): **18 Months**
- b) Is the development within the CAZ? (Y/N): **NO**
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): **YES**
- d) Please confirm that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: **It is confirmed that the Principal Contractor will comply with this requirement.**
- 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: **It is confirmed that the Principal Contractor will comply with this requirement.**
- 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: **It is confirmed that the Principal Contractor will comply with this requirement.**

43. Vehicle engine idling (leaving engines running whilst parked or not in traffic) produces avoidable air pollution and can damage the health of drivers and local communities. Camden Council and 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/business/>

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

It is confirmed that instructions will be provided to staff and subcontractors to avoid idling and to turn engines off whilst not in use.

If required, the Principal Contractor will commit to the “Engines Off” pledge.

• 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: TBC following appointment of the Principal Contractor

Date: 19th October 2022

Print Name: TBC following appointment of the Principal Contractor

Position: TBC following appointment of the Principal Contractor

Please submit to: planningobligations@camden.gov.uk

End of form.

V2.8

APPENDIX A


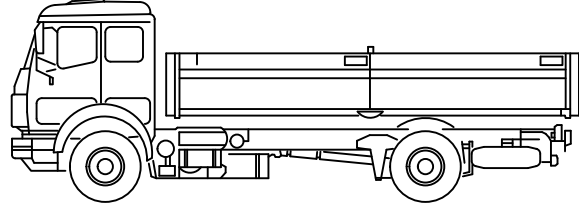
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V1	SWEPT PATH ANALYSIS: ACCESS - V1 (06.10.22)

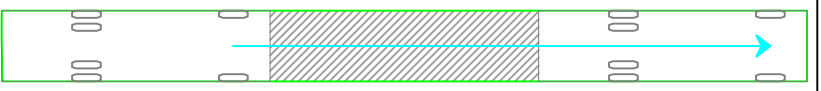
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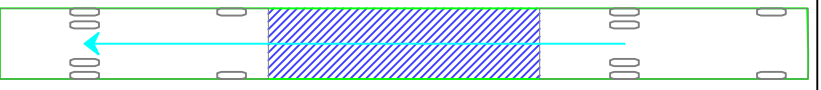
NB: VEHICLE PROFILE IS FOR ILLUSTRATIVE PURPOSES ONLY



FORWARD MOVEMENTS ARE SHOWN IN GREY
(design speed for all constrained forward movements - 3mph)



REVERSE MOVEMENTS ARE SHOWN IN BLUE
(design speed for all reverse movements - 2mph)

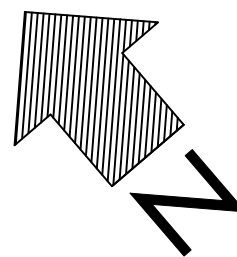


KEY:


- SITE BOUNDARY
- SITE HOARDING
- VEHICULAR SITE ACCESS
- PEDESTRIAN SITE ACCESS
- PEDESTRIAN AND MATERIAL SITE ACCESS
- MATERIAL STORAGE AREA
- TRAFFIC MARSHAL POSITION

NOTES:

a. Do not scale from this drawing.
b. This drawing is to be read and printed in colour.
c. This drawing is for illustrative purposes only.
d. Road layout and location of street furniture is approximate.
e. Swept Path Analysis drawings are indicative only, it remains the Principal Contractor/Freight Operators responsibility to ensure that vehicles are able to undertake the proposed manoeuvres.



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1:200



South Downs Safety Ltd
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T: 07545 898 726
W: www.southdownssafety.co.uk

CLIENT:

CHARLTON BROWN
ARCHITECTURE & INTERIORS

PROJECT:

26 ROSSLYN HILL
LONDON NW3 1PD

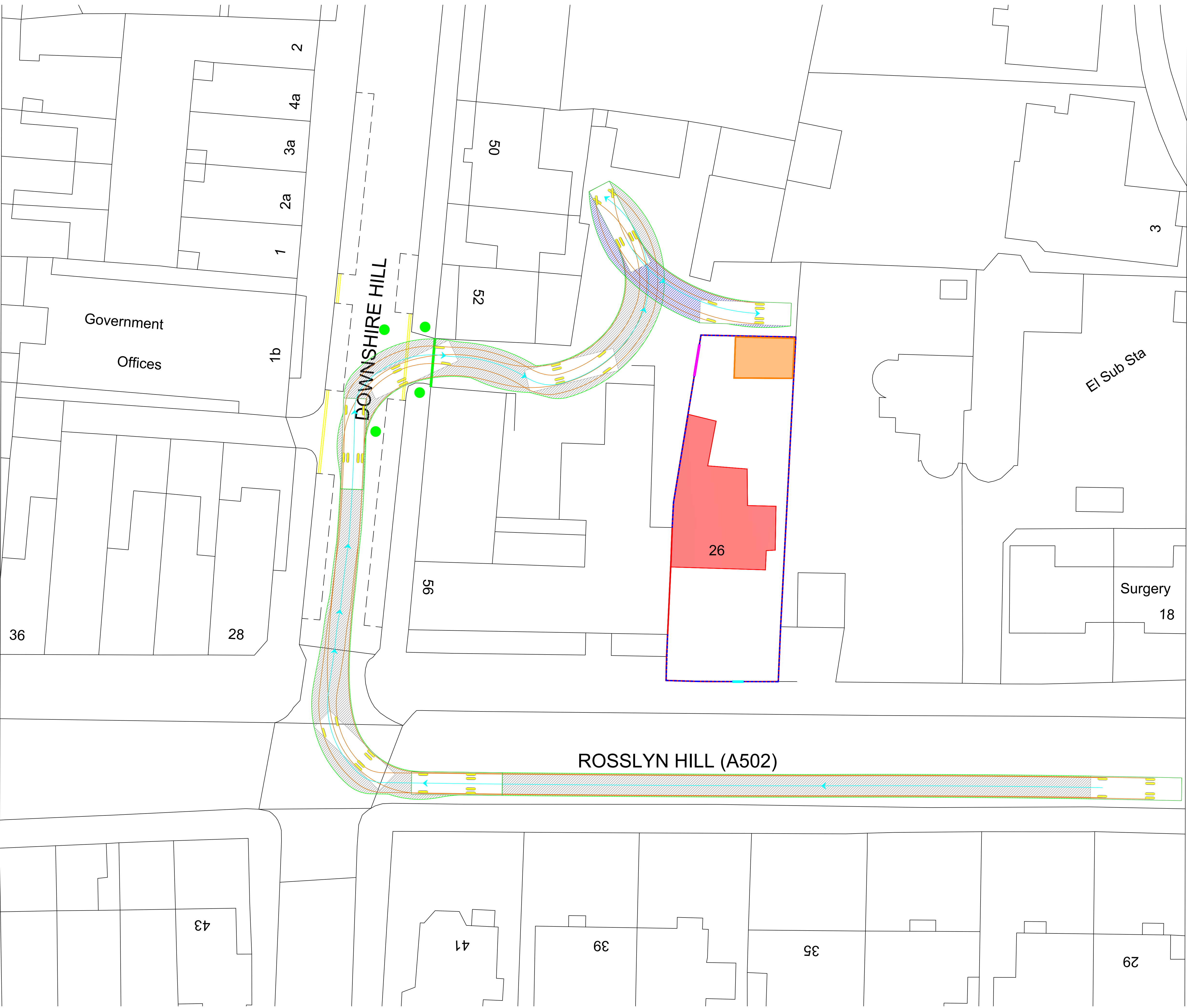
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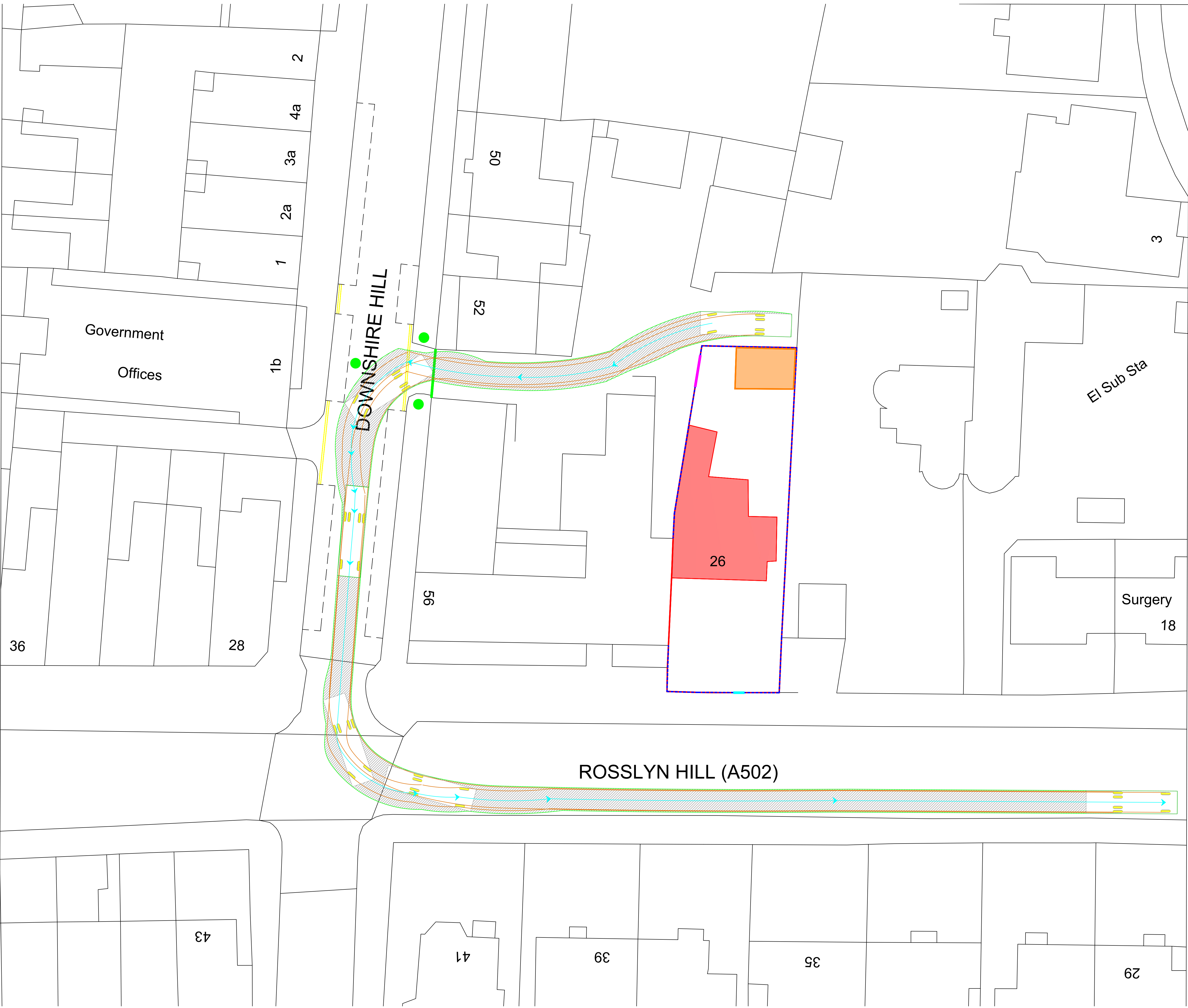
SWEPT PATH ANALYSIS: ACCESS

DRAWING STATUS:

FOR INFORMATION

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DRAWING NUMBER: SDS-239				REV: V1


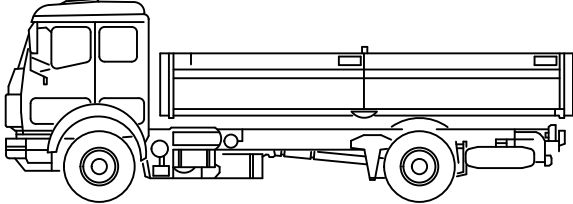




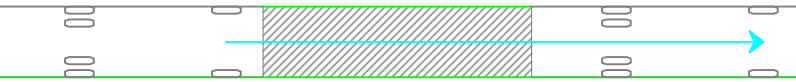
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V1	SWEPT PATH ANALYSIS: EGRESS - V1 (06.10.22)				

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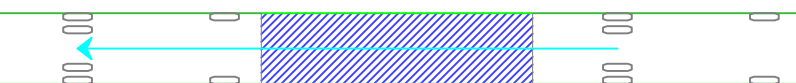
VEHICLE: RIGID FLATBED
LEGNTH: 10.00m
WIDTH: 2.50m
NB: VEHICLE PROFILE IS FOR ILLUSTRATIVE PURPOSES ONLY



FORWARD MOVEMENTS ARE SHOWN IN GREY
(design speed for all constrained forward movements - 3mph)



REVERSE MOVEMENTS ARE SHOWN IN BLUE
(design speed for all reverse movements - 2mph)



KEY:

SITE BOUNDARY

SITE HOARDING

VEHICULAR SITE ACCESS

PEDESTRIAN SITE ACCESS

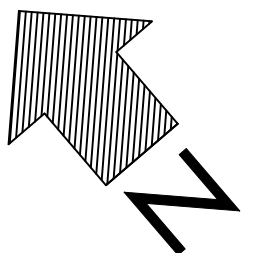
PEDESTRIAN AND MATERIAL SITE ACCESS

MATERIAL STORAGE AREA


TRAFFIC MARSHAL POSITION

NOTES:

a. Do not scale from this drawing.
b. This drawing is to be read and printed in colour.
c. This drawing is for illustrative purposes only.
d. Road layout and location of street furniture is approximate.
e. Swept Path Analysis drawings are indicative only, it remains the Principal Contractor/Freight Operators responsibility to ensure that vehicles are able to undertake the proposed manoeuvres.



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1:200



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CLIENT:

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PROJECT:

26 ROSSLYN HILL
LONDON NW3 1PD

DRAWING TITLE:

SWEPT PATH ANALYSIS: EGRESS

DRAWING STATUS:

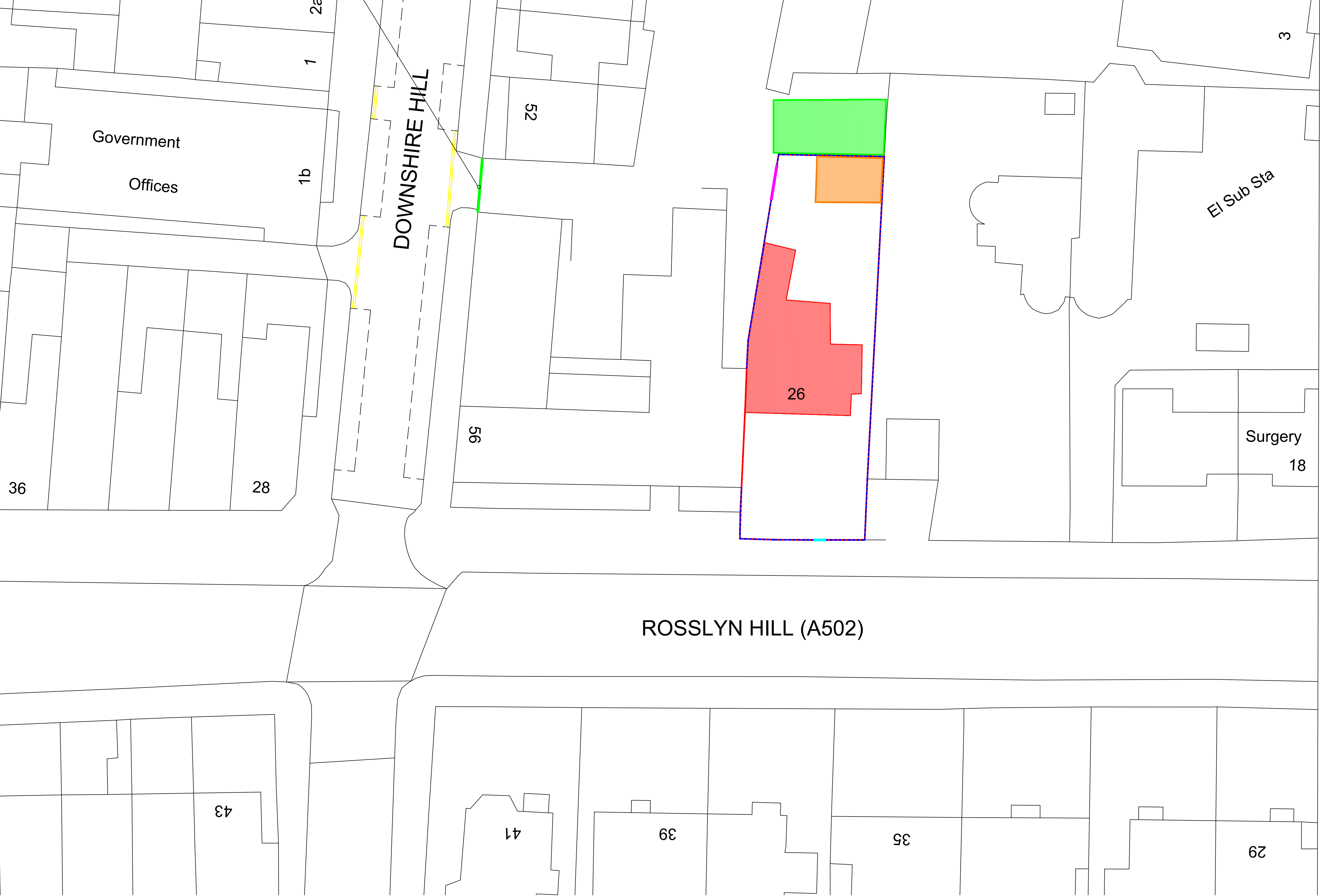
FOR INFORMATION

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ME	ME	06.10.22	1:200	A1

DRAWING NUMBER:	REV:
SDS-240	V1

APPENDIX B

SITE LAYOUT PLAN



REV:	DETAILS:
V1	SITE LAYOUT PLAN (06.10.22)

VEHICLE DETAILS:

N/A

KEY:

SITE BOUNDARY

SITE HOARDING

VEHICULAR SITE ACCESS

PEDESTRIAN SITE ACCESS

PEDESTRIAN AND MATERIAL SITE ACCESS

MATERIAL STORAGE AREA

MANAGED VEHICLE SETDOWN AREA

NOTES:

a. Do not scale from this drawing.

b. This drawing is to be read and printed in colour.

c. This drawing is for illustrative purposes only.

d. Road layout and location of street furniture is approximate.

e. Swept Path Analysis drawings are indicative only, it remains the Principal Contractor/Freight Operators responsibility to ensure that vehicles are able to undertake the proposed manoeuvres.

0246810m

1:200

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CLIENT:

CHARLTON BROWN
ARCHITECTURE & INTERIORS

PROJECT:

26 ROSSLYN HILL
LONDON NW3 1PD

DRAWING TITLE:

SITE LAYOUT PLAN

DRAWING STATUS:

FOR INFORMATION

DRAWN:	DESIGNED:	DATE:	SCALE:	SIZE:
ME	ME	06.10.22	1:200	A1

DRAWING NUMBER:	REV:
SDS-238	V1