

Transport Note

Introduction

1. The following note has been produced in response to comments from the London Borough of Camden in relation to a planning application for a site at 37/39 Rudall Crescent (planning ref. 2013/0824/P).
2. The purpose of this note is to supplement the Construction Management Plan and provide further information regarding the potential impacts of construction vehicles on on-street parking in the vicinity of the site.
3. A site visit was undertaken in order to survey the location of on-street parking bays along Willoughby Road and Rudall Crescent, along which construction vehicles will proceed in order to access the site from Hampstead High Street (A502).

Swept Path Analysis

4. A swept path analysis (SPA) was undertaken to determine the potential impact of construction vehicles on on-street parking within the locality of the site. This involved plotting the surveyed location of on-street parking bays in the vicinity and tracking the construction vehicle along the most appropriate route to/from the site.
5. It is envisaged that construction vehicles will arrive from Hampstead High Street (A502) and turn into Willoughby Road before circulating around Rudall Crescent via the site. The SPA therefore incorporated this route, with Rudall Crescent tracked clockwise and anti-clockwise to ensure that the route with the least impact is identified.
6. On the basis of the construction requirements of the site and previous comments from the Council, it was considered that a small tipper vehicle was the most suitable vehicle for the SPA.
7. The SPA is included at **Appendix A**.

Conclusions

8. Based on the SPA 1 on-street parking space would need to be temporarily suspended to enable a small tipper lorry to access the site during the construction period. As shown on the SPA, the bay which would need to be suspended is located immediately adjacent to the site.
9. From a comparison of the clockwise and anti-clockwise routes around Rudall Crescent, it is considered that either could be utilised by the small tipper lorry as there is no material difference between the two.

Appendix A

Swept Path Analysis



