

The Construction Management Plan (CMP) should help developers minimise the impact of their construction on the surrounding community, both for the construction on site and the transport arrangements for servicing the site.

The completed and signed CMP should address how any impacts associated with the proposed works would be mitigated and manage the cumulative impacts of construction in the vicinity of the site. The level of detail included in the CMP will depend on the scale and kind of the development. The CMP follows the best practice guidelines 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).

The agreed contents of this CMP must be complied with unless otherwise agreed with the Council. 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 be approved by the Council and complied with thereafter.

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

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 as is necessary.

(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.)

Section 1 – Site Contacts

Q1. Please provide the full postal address of the site and the planning reference relating to the construction works.

Site Address: 70 Elsworthy Road, London NW3 3BP

Planning application reference: 20151370/PRE

Type of CMP – ~~Condition discharge / Section 106 planning obligation / Major sites framework~~

Submission with Planning Application

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

Q2.

(IN LIEU OF CONTRACTOR WHO IS IN RECEIVERSHIP)

Name: Martin Macro

Address: hb surveyors and valuers

Tel: 020 7907 4500

Email: martin.macro@hbsv.com

Q3. Please provide the registered contact address details for the main contractor responsible for undertaking the works.

Name: Not known (TBC)

Address:

Tel:

Email:

Q4. Please provide full contact details of the site and project manager responsible for day-to-day management of the works.

Name: Contractor TBC

Address:

Tel:

Email:

Q5. Please provide full contact details of the person responsible for dealing with any complaints from local residents and businesses, etc. In the case of Community Infrastructure Projects (CIP) please provide contact details of the responsible Camden officer.

Name: Martin Macro

Address: As above

Tel: As above

Email: As above

Q6. Please provide full contact details of the person responsible for community liaison if different to above.

Name: Martin Macro

Address: As above

Tel: As above

Email: As above

Q7. 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: Contractor TBC

Address:

Tel:

Email:

Section 2 – About the Site

Q8. Please provide a site location plan and a brief description of the site, surrounding area and development proposals for which the CMP applies.

Site Plan attached.

70 Ellsworth Road is a detached residential property set back within the site and accessed via a private driveway behind an electrically operated gate onto Elsworthy Road. At the front of the site is a separate Lodge House under the same ownership.

The development involves the demolition of the existing buildings on the site and the construction of a new residential building on basement, ground and three upper floors.

Q9. 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).

Construction works consist of excavation for the basement and then construction of a new residential building on basement, ground and two upper floors.

The principle challenges here are a confined landlocked site with access only via the existing entrance gate from Elsworthy Road, and the fact that the site is located in a residential area with numerous direct neighbours (see Q10).

Q10. 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 nearest receptors are the adjoining houses as follows:

- 68 Elsworthy Road
- 56 Avenue Road
- 58 Avenue Road
- 60 Avenue Road
- 62 Avenue Road
- 64 Avenue Road
- 28 Harley Road

Q11. 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.

Elsworthy Road is a two way residential road running east off Avenue Road paved on both sides and provided with speed bumps. There are no cycle lanes in the nearby vicinity.

The road past the site from Avenue Road as far as Wadham Gardens is paved and clear of parking bays with the exception of the following:

- A single 'police space' is found on the left of the road (travelling east) close to the junction with Avenue Road.
- 3 resident's parking spaces are located immediately to the east of the driveway to 70 Elsworthy Road.
- The remaining sections of the road are controlled by single yellow lines, changing to

Q13. 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

Strictly in accordance with the Camden standard working hours.

Q14. Please indicate if any changes to services are proposed to be carried out that would be linked to the site during the works (i.e. connections to public utilities and/or statutory undertakers' plant). Larger developments may require new utility services. If so, a strategy and programme for coordinating the connection of services will be required. If new utility services are required, please confirm which utility companies have been contacted (e.g. Thames Water, National Grid, EDF Energy, BT. etc.) You must explore options for the utility companies to share the same excavations and traffic management proposals. Please supply details of your discussions.

New utility services are to be provided to the new building connected to the infrastructure in Elsworthy Road. Close liaison with the utility providers will be undertaken to ensure that at no time Elsworthy Road will be closed to traffic, nor unduly restricted except for very limited periods.

Q15. Please confirm when an asbestos survey was carried out at the site and include the key findings.

An asbestos survey will be carried out before works commence. Due to the age of the building it is believed that it is very unlikely that there any asbestos products present.

Section 3 – Transportation Issues Associated with the Site

- Q16. Please provide a brief description of the proposed working hours within which vehicles will service the site during the construction period (Refer to the [Guide for Contractors Working in Camden](#)). 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. Construction vehicles must be managed and prevented from causing obstructions to the highway.**

Deliveries will be carefully managed and restricted to the recommended hours in the specified Guide. In view of the fact that the UCL Academy is situated at the junction of Avenue Road and Adelaide Road the additional restrictions recommended will be adopted.

- Q17. 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. You will need to consider whether the roads on the route(s) to and from the site are suitable for the size of vehicles to be used. Please provide details of other known developments in the local area or on the route.**

Throughout the project we anticipate that the average vehicle movements were four per day with a dwell time of approximately 45 minutes all during normal site hours. Due to the restricted access we expect these to be medium sized vehicles only which will manoeuvre directly into the site to load/unload.

Q18. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.).

N/A - all temporary works will be confirmed within the site boundary.

Q19. Please provide details of hoarding requirements or any other occupation of the public highway.

We anticipate that hoardings will not be required due to the location of the new buildings on the site. We expect the existing entrance gate to remain which will be sufficient protection for the site during the works.

Q20. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses). 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 including; the extent of 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. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

The site access is clearly shown on the Location Plan - no special works are expected to be required outside the confines of the site. The Public Highway will not be required for any purposes other than access to the site.

Q21. Please provide details of any proposed parking bay suspensions and temporary traffic management orders which would be required to facilitate construction. If construction vehicles cannot access the site, details are required on where they will wait to load/unload.

None anticipated.

Section 4 - Traffic Management for the Site

- Q22. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Banksman and/or Traffic Marshall arrangements. You should supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted). Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will generally be required to the site boundary with a lockable access. 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. Appropriate ramping must be used if cables, hoses, etc. are run across the footway.**

As noted above the site will accommodate the site activities with no necessity to change any arrangements for road and pavement users except in exceptional circumstances.

When utilities works are being undertaken the providers will manage their own operations. During delivery periods the Contractor will employ a banksman for added safety to users of the Road.

Q23. Please detail the proposed access and egress routes to and from the site, showing details of links to the Transport for London Road Network (TLRN). Such routes should be indicated on a drawing or diagram showing the public highway network in the vicinity of the site. Consideration should also be given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network. Consideration should be given to any major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route, and how any problems can be avoided or mitigated.

The attached location drawing shows the single access and egress route from the site. The site is on the TLRN so no special requirements are considered necessary.

Q24. Please describe how the access and egress arrangements for construction vehicles will be managed. 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 will be invited to visit the site before their element of the works commence. Due to the simple single nature of site access the restrictions will be clear to all.

Pedestrian visitors will be directed via safe protected routes from the public highway to the site accommodation which location will be selected with ease of access for visitors in mind.

Q25. 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.

The selected Contractors will be asked to develop their plan in this regard so that all deliveries and removal of excavated materials will be managed within the confines of the site. If there are unusual circumstances while the site is excavated below the existing Mews House the Contractor will be asked to develop specific plans for this temporary period.

Q26. 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).

As noted above no special measures are necessary for the site, the site access width will be sufficient for egress and ingress of all construction vehicles.

Section 5 – Environmental Issues

(To answer this section please refer to the relevant sections of **Camden’s Minimum Standards for Building Construction (CMRBC)**).

Q27. Please provide details of the times of noisy operations, outlining how the construction works are to be carried out.

Noisy works undertaken strictly in accordance with the Camden guidelines.

Q28. 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.

An acoustic survey was undertaken in conjunction with and is submitted with the Planning Application.

Q29. Please provide predictions for noise and vibration levels throughout the proposed works.

Details included in Noise Report submitted.

Q30. 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.

The Contractors will be instructed to prepare a detailed method statement for the demolition works addressing issues of noise in particular. We will expect dust suppression, wheel washing and other mitigation measures to be incorporated to minimise disruption to the Public Highway and neighbouring properties

This Method Statement will be incorporated into Party Wall agreements with the surrounding properties.

The quietest and newest vehicles/plant machinery shall be used at all times. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order and operated in such a manner as to minimise noise emissions.

The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'. When dealing with tall buildings, 3D modelling should be used to predict noise levels and Part 2 vibration (in the case of basement/underground works).

Q31. Please provide evidence that staff have been trained on BS 5228:2009

TBC – Contractor not yet selected

Q32. Please provide details on how dust nuisance arising from dusty activities, on site, will be prevented.

As noted above dust arising will be damped down during construction.

Q33. 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.

As noted above lorries will have wheels washed before they leave site and there will be an operative stationed in the road during these periods with a hose. Every evening the Contractor will inspect the road and carry out further washing if found necessary.

Q34. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

The main Contractor shall carry out prediction of noise and vibration levels before any work is carried out on site. These predicted noise and vibration levels shall be registered in the Construction/Demolition Management Plan.

Noise attenuation screening to be used if deemed appropriate and noise monitoring to be carried out at the start and at regular intervals during each task period. Any mobile screens shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical.

Noise monitoring shall be undertaken using a combination of semi-permanent (continuous) and attended monitoring methods. The locations of the semi-permanent (continuous) and attended monitoring and the frequency of the sampling have previously been agreed with London Borough of Camden in writing.

Where the measured noise levels are more than 3 dB (A) above the predicted noise levels or in the event of a complaint of noise an investigation shall be carried out to ascertain the cause of the exceedance or the complaint and to check that Best Practicable Means are being used to control the noise in accordance with the steps set out in the application for 'prior consent'. Noise levels shall be reduced further if it is reasonably practicable to do so.

In the case of vibration, measured vibration levels shall be compared with the criteria in BS 5228: 2009 part 2 (i.e. 1mms^{-1} PPV for potential disturbance in residential and using a suggested trigger criteria of 2mms^{-1} for commercial). Lower limits must be agreed with the Council if there is a risk that vibration levels may interfere with vibration sensitive equipment or other vibration sensitive objects.

Q35. Please confirm that a Risk Assessment has been undertaken 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.

This Risk Assessment will form part of the Method Statement required of the Contractor.

Q36. Please confirm that all relevant mitigation measures from the SPG will be delivered onsite.

The Contractor when appointed will be required to comply with this requirement.

Q37. If the site is a High Risk Site, 4 real time dust monitors will be required, as detailed in the SPG. Please confirm that these monitors 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.

Not Applicable

Q38. 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 copies of receipts (if work undertaken).

28 days prior any building works are being carried out the contractors shall submit a method statement on how the destruction/dispersion of rodents will be controlled during demolition works.

The method statement shall demonstrate if / how the presence of rats and mice has been ascertained and how they will be destroyed if they have been/are found on site.

At all times the site shall be kept free, so far as is reasonable practicable, from rats and mice. (Prevention of Damage by Pests Act 1949, part 'H' of the Building Regulations (Drainage & Waste Disposal). And we require method statement/s on how existing/new drainage will be sealed during the construction process.

Section 6 – Monitoring, Compliance, Reporting and Consultation about Traffic and Activities related to the Site

(Refer to TfL best practice guidance and CMRBC sections: noise operations, abatement techniques, noise levels, vibration levels, dust levels, rodent control, community liaison, etc.)

- Q39. Please provide details describing how traffic associated with the development will be managed in order to reduce/minimise traffic congestion. Deliveries should be given set times to arrive, dwell and depart. Delivery instructions should be sent to all suppliers and contractors. Trained site staff must assist when delivery vehicles are accessing the site, or parking on the public highway adjacent to the site. Banksmen must ensure the safe passage of pedestrians, cyclists and motor vehicular traffic in the street when vehicles are being loaded or unloaded. Vehicles should not wait or circulate on the public highway. An appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected.**

Throughout the works suppliers will generally be given specific times for deliveries which will be emailed in advance along with preferred routes. Trained site staff and specialist Banksmen will be on hand to assist and also manage other traffic and pedestrians.

Traffic movements will be managed to obviate the need for waiting or circulating on the Public highway. Any temporary parking will be undertaken within the site boundary at times when this is possible.

- Q40. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).**

Due to the location and extent of the site no additional measures are considered likely to be required. This will be reviewed with the successful Contractor once appointed.

- Q41. Please provide details of consultation on a draft CMP with local residents, businesses, local groups (e.g. residents/tenants and business associations) and Ward Councillors. Details should include who was consulted, how the consultation was conducted and a summary of the comments received in**

response to the consultation. 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 it out.

This consultation will take place once Planning has been granted and the works are in the detailed design stage so that when Contractors are appointed local stakeholders views and suggestions will have been accommodated.

Q42. 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., . Please confirm how 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.

The Contractor shall keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

A Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that residents and others can channel their questions and complaints to a member of staff who has the authority to take action.

All Contact Boards shall include the following materials:

- (a) The title 'Contact Board'
- (b) Name of the main contractor, address and person to whom correspondence should be addressed.
- (c) Name of the site manager.
- (d) Month and year of completion of works.
- (e) Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

The applicant shall ensure that a staffed telephone enquiry line is maintained at all times when site works are in progress to deal with enquiries and complaints from the local community. The telephone number (and any changes to it) shall be publicised widely in the local community affected by the works. It shall also be notified to the Noise and Licensing Enforcement Team on 0207 974 4444.

Should noise/vibration/dust complaints arise from the building construction/building works, these complaints must be recorded in a complaint's register and made available to the Local Authority, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

Should complaints be received concerning works/activities, then all works/activities being the cause of

complaint must cease (Tasks in progress accepted due to structural integrity issues), until such time as further agreement to work is negotiated.

- Q43. Please provide details of any schemes such as the ‘Considerate Constructors Scheme’, the ‘Freight Operators Recognition Scheme’ or ‘TfLs Standard for construction logistics and cyclist safety – CLOCS scheme’ that the project will be signed up to. Note, the [CLOCS standard](#) should be adhered to and detailed in response to question 46. 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”.**

We will expect the Contractor to be a member of the Considerate Constructors Scheme.

- Q44. 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.**

Bad language and shouting will be discouraged on site and will be identified in the Tender Preliminaries as behaviour which will be punished by removal from site. Designated smoking areas will be provided within the confines of the site so that the local streets are not affected in this regard.

- Q45. 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.**

No plans are available since the timing of the works are not yet known.

- Q46. Please provide details to confirm that all contractors and sub-contractors operating large vehicles over 3.5 tonnes will meet all of the following conditions, as outlined in the [CLOCS Standard](#)**

i. Operations

- Quality operation: accreditation via an approved fleet management audit scheme e.g. Fleet Operator Recognition Scheme (FORS) or equivalent.
- Collision reporting and analysis: of any collision involving injury to persons, vehicles or property, ideally including use of the [CLOCS](#) Manager collision reporting tool.
- Traffic routing: any route specified by the client is adhered to unless otherwise specified.

ii. Vehicles

- Warning signage: warning cyclists of the dangers of passing the vehicle on the inside
- Side under-run protection: fitted to all vehicles over 3.5 tonnes which are currently exempt
- Blind spot minimisation: front, side and rear blind-spots completely eliminated or minimised as far as is practical and possible
- Vehicle manoeuvring warnings: enhanced audible means to warn other road users of a vehicle's left hand turn or other manoeuvres

iii. Drivers

- Training and development: approved progressive training and continued progressive training especially around vulnerable road users (including for drivers excluded from Certificate of Professional Competence requirements)
- Driver licensing: regular checks and monitoring of driver endorsements and that drivers hold the correct licence for the correct vehicle

Standard for Construction Clients

- Construction logistics/management plan: is in place and fully complied with – as per this document.
- Suitability of site for vehicles fitted with safety equipment: that the site is suitably prepared for vehicles fitted with safety equipment to drive across.
- Site access and egress: should be carefully managed, signposted, understood and be clear of obstacles.
- Vehicle loading and unloading: vehicles should be loaded and unloaded on-site as far as is practicable.
- Traffic routing: should be carefully considered, risk assessed and communicated to all contractors and drivers.
- Control of site traffic, particularly at peak hours: other options should be considered to plan and control traffic, to reduce traffic at peak hours.
- Supply chain compliance: contractors and sub-contractors throughout the supply chain should comply with requirements 3.1.1 to 3.3.2.

The preliminaries of the Building Contract will require the successful Contractor to ensure that these requirements are met in full.

Q47. Please provide details of any other relevant information with regard to traffic and transport (if appropriate).

N/A

The agreed contents of this Construction Management Plan must be complied with unless otherwise agreed with 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 and complied with thereafter.

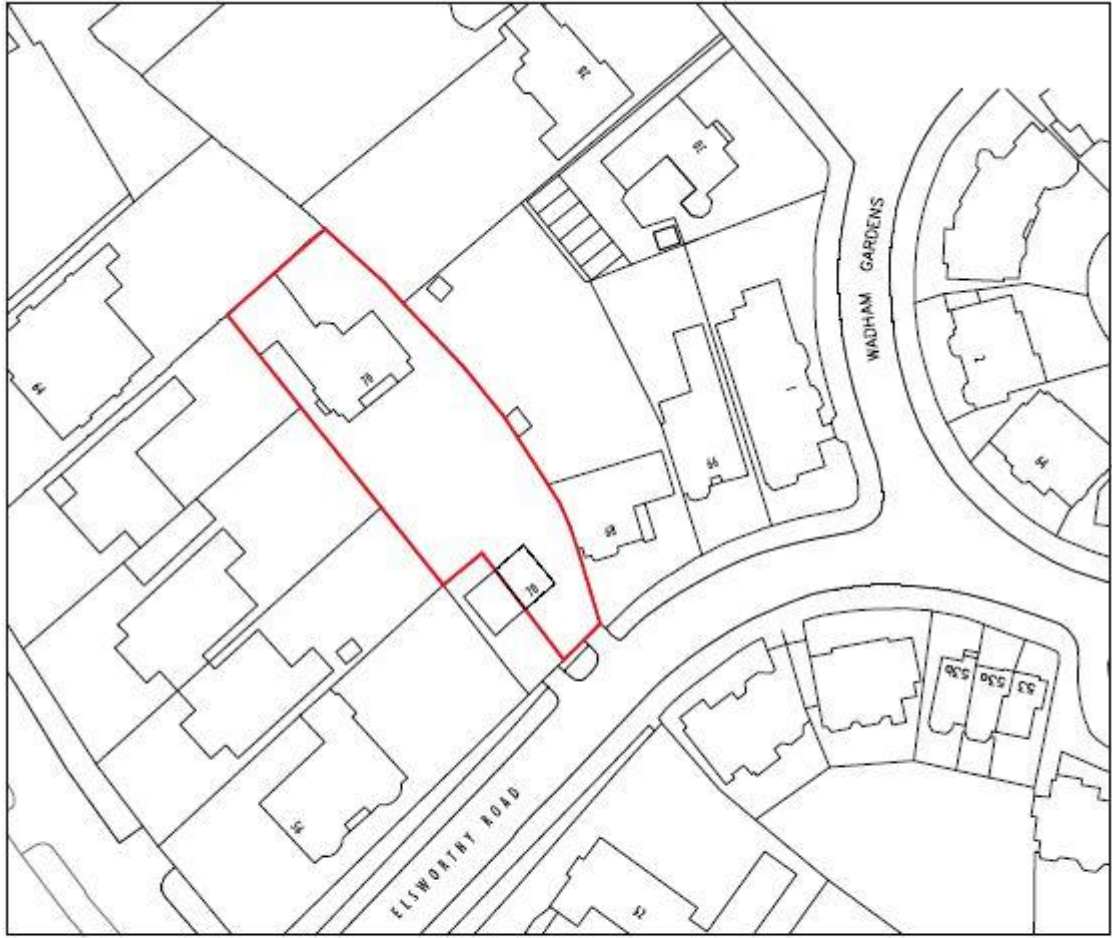
It should be noted that any agreed Construction Management Plan does not prejudice further agreements that may be required such as road closures or hoarding licences.

Signed:

Date: 31 JULY 2015

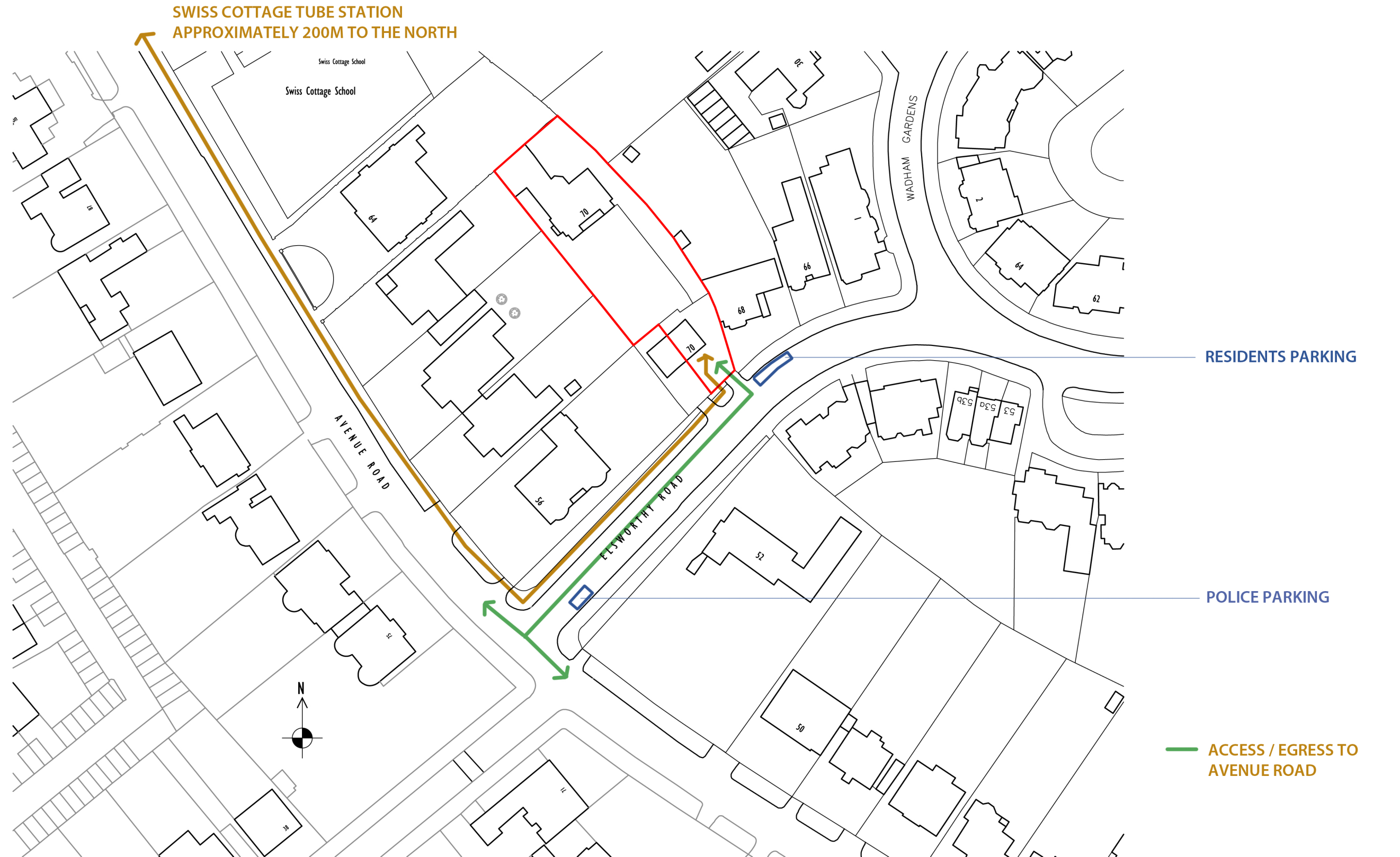
Print Name: MARTIN MACRO

Position: COMMUNITY LIAISON OFFICER



EXISTING: Location plan

1:1000 at A3
1:500 at A1



EXISTING: Location plan

1:1000 at A3
1:500 at A1

w o l f f
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no:	rev:
0	PLANNING SUBMISSION

date:
04.08.15

status:
PLANNING

project:
70 Elsworthy Road London, NW3

date:
19.02.15

scale:
1:1000 (A3)

drawing title:
EXISTING Location Plan

dwg no:
1422-PL-000

rev no:
-