

building in respect of materials, colour, texture, and profile and, in the case of brickwork, facebond and pointing, and shall be retained as such thereafter.

- 12) The metal grilles over the lightwells hereby permitted shall be painted black and so retained thereafter.
- 13) The subterranean development hereby permitted shall not be used or occupied until the entire dwelling has achieved an EcoHomes rating of Very Good, with 40% of the credits achieved under the Energy, Water and Materials sections, and a post-construction review certificate for the dwelling has been issued certifying that a Very Good rating has been achieved.
- 14) Noise emitted by any building services plant, shall not increase the existing lowest LA90(10min) background noise level at any time when the plant is operating. The noise emitted shall be measured or predicted at 1.0m from the facade of the nearest residential premises or at 1.2m above any adjacent residential garden, terrace, balcony or patio. The plant shall be serviced regularly in accordance with manufacturer's instructions and as necessary to ensure that the requirements of the condition are maintained. If at any time the plant is unable to comply with this Condition, it shall be switched off and not used again until it is able to comply.
- 15) Any building services plant shall be supported on adequate proprietary anti-vibration mounts as necessary to prevent the structural transmission of vibration and regenerated noise within adjacent or adjoining premises, and these shall be so retained thereafter.

## **APPEARANCES**

### **FOR THE APPELLANT:**

Neil Henderson	Gerald Eve LLP, Planning Consultants
Peter Edgar	
Thomas Croft	Thomas Croft Architects
Hing Chan	
Pete Gasparatos	FORM Structural Design
Hannah Parham	Donald Insall & Associates, Heritage Consultants

### **FOR THE LOCAL PLANNING AUTHORITY:**

Councillor Marie-Therese Rossi	Member of Planning Applications Committee
Derek Taylor	Deputy Head of Development Management
Mark Butler	Conservation and Design Officer

### **INTERESTED PERSONS:**

Local councillors:	
Councillor David Lindsay	Member for Norland Ward
Councillor Julie Mills	Member for Norland Ward

Amenity groups:	
Amanda Frame	Chairman, Kensington Society
Graham Child	Chairman, Ladbroke Association
Sophia Lambert <sup>6</sup>	Member, Ladbroke Association

Neighbouring and local residents:  
Stella Reed  
Norval Reed  
Catherine Reed  
Sir Nicholas Stadlen  
Tessa Katzenell-Enbogen  
Robina Rose  
Rachel Johnson  
Amanda Waggott  
Verena Chalk  
Gilbert Chalk<sup>7</sup>

## **PHOTOGRAPHS**

- 1 Set of 17 views of the appeal site and surrounding area –submitted by the Council

## **PLAN**

- A Perspective from rear of house –Option 2

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<sup>6</sup> Attended site visit only

<sup>7</sup> Attended site visit only

## **DOCUMENTS**

- 1 Council's letter of notification of the Hearing and list of those notified
- 2 E-mail dated 5 December 2013: Sir N Stadlen to PINS
- 3 High Court Judgement: Richard Szpiro v Royal Borough of Kensington and Chelsea and Nicholas Wheeler [2012]EWHC 1564 (Admin)
- 4 Letter dated 3 September 2013: Arup to Sir N Stadlen
- 5 Appeal Decision Ref APP/K5600/D/13/2206105
- 6 Capita Symonds URS: The Royal Borough of Kensington and Chelsea Surface Water Management Plan Draft Report August 2013 - Executive Summary
- 7 Thomas Croft Architects: 115 Elgin Crescent Preliminary Construction Traffic Management Plan (Scheme A) 15 March 2013
- 8 Royal Borough of Kensington and Chelsea Transport and Technical Services: General Requirements for the Design and Approval of Structures Supporting the Public Highway
- 9 Thames Water: Presentation – Greenstreets @ Counters Creek –Meeting with LBHF and RKBC Officers 5 June 2013

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## Costs Decision

Hearing held on 10 December 2013

Site visit made on 12 December 2013

**by Brendan Lyons BArch MA MRTPI IHBC**

**an Inspector appointed by the Secretary of State for Communities and Local Government**

**Decision date: 24 February 2014**

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### **Costs application in relation to Appeal Ref: APP/K5600/A/13/2206606 115 Elgin Crescent, London W11 2JF**

- The application is made under the Town and Country Planning Act 1990, sections 78, 322 and Schedule 6, and the Local Government Act 1972, section 250(5).
  - The application is made by Mr Mark Hawtin for a full award of costs against The Council of the Royal Borough of Kensington & Chelsea.
  - The hearing was in connection with an appeal against the refusal of planning permission for a new subterranean basement extending to under the side pavement; single storey flank extension at upper ground floor; provision of 2nos. roof lights to main roof; installation of air conditioning unit in the rear subterranean plant room.
- 

### **Decision**

1. The application for an award of costs is allowed in the terms set out below.

#### **The submissions for the appellant**

2. The application for costs was made in writing with the appeal submission on 7 October 2013. At that time the appeal was to be considered by written representations under the Householder Appeals procedure. The appeal was later joined with two others<sup>1</sup> for similar proposals at the same address, and all three were made the subject of a single Hearing, which took place on 10 December 2013. The application therefore now encompasses those aspects of the Hearing relating to this appeal, as well as the other costs involved. At the Hearing, the appellant had nothing to add to the written submission.
3. The planning application that has given rise to the appeal was refused, contrary to the recommendation of the Council's officers, for two reasons: the level of disruption to neighbouring residents of the proposed basement development under the footway, and the absence of a completed planning obligation to ensure compensation for the loss of the existing street tree and funds for the necessary highway works. At the same meeting, an application for similar works that did not extend under the public highway was granted permission subject to conditions and to completion of a satisfactory planning obligation.
4. The substance of the costs application is that the reasons for refusal were unjustified and unreasonable. The appellant argues that in permitting the other application the Council had concluded that any effect on residents could be controlled by the imposition of conditions, which had been subject to prior

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<sup>1</sup> Appeals Ref. APP/K5600/A/13/2199010, APP/K5600/A/13/2199013

discussion with officers. It was unreasonable of the Council to reach a different conclusion on the application now under appeal.

5. The appellant states that a draft planning agreement provided to the Council, which its legal officers had found satisfactory, could readily have been concluded following a resolution to grant permission. It was unreasonable to refuse the application on the grounds of lack of an obligation.

### **The response by the Council**

6. The Council's response was made by letter dated 20 November 2013. The Council did not add to this at the Hearing.
7. The substance of the Council's argument is that both parties had recognised that the effect on residents was a material consideration in the determination of the two applications and that both had considered the potential use of conditions to secure adequate mitigation. But the Council had concluded that conditions would not be enough to mitigate the impacts of the greater extent of the appeal proposal. The Council members were entitled to reach their decision having given weight to the construction impacts of both proposals. They did not take into account a matter that was not material or fail to take account a matter that was material. The first reason for refusal was not unreasonable.
8. Following the decision to refuse, it was a matter of fact that no planning obligation was in existence. The second reason for refusal was correctly applied, and was not unreasonable.

### **Reasons**

9. Circular 03/2009<sup>2</sup> advises that, irrespective of the outcome of the appeal, costs may only be awarded against a party who has behaved unreasonably and thereby caused the party applying for costs to incur unnecessary expense in the appeal process.
10. Paragraph B16 of the Annex to the Circular advises that reasons for refusal should be complete, precise, specific and relevant to the application. Planning authorities will be expected to produce evidence at appeal stage to substantiate each reason for refusal with reference to the development plan and all other material considerations.
11. Paragraph B18 recognises that appeals often involve matters of judgement concerning the living conditions of adjoining occupiers. It advises that where the outcome of an appeal turns on an assessment of such issues, costs are unlikely to be awarded if realistic and specific evidence is provided about the consequences of the proposed development.
12. Paragraph B20 advises that planning authorities are not bound to accept the recommendations of their officers, but if such professional advice is not followed, authorities will need to show reasonable planning grounds for taking a contrary decision and produce relevant evidence on appeal to support the decision in all respects.
13. In this case, the first reason for refusal does not give any specific indication of the anticipated disruption to residents, other than that it would be particularly

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<sup>2</sup> DCLG Circular 03/2009: Costs awards in appeals and other planning proceedings

- associated with the construction period. The development plan policy referred to relates to sustainable transport rather than residents' living conditions.
14. The Council confined its written submission for this appeal to the response to the costs application. This does not set out the precise extent of the anticipated disruption and the differences between the two applications that led the Committee to reach a different conclusion on the use of conditions in each case. It confirms that the difference related to the incursion of the development outside the property boundary and underneath the pavement.
  15. The oral evidence provided at the Hearing by a Committee member did not explain why aspects of development common to both proposals, such as the suspension of parking, were found acceptable in one instance but not the other, or why aspects specific to the appeal proposal, such as closure of the footway and encroachment into the carriageway, would have an unacceptable effect on residents. No technical highways evidence was provided to support the case.
  16. The Councillor also referred to noise and disturbance, which are not specifically addressed by the development plan policy relied on in the reason for refusal, but again did not explain why the measures approved for the control of noise on the permitted scheme were not considered adequate on the appeal scheme and did not produce any technical evidence.
  17. I consider that the Council has not provided realistic and specific evidence to support this reason for refusal, which was therefore unreasonably imposed.
  18. The Council confirmed at the Hearing that the second reason for refusal had now been satisfactorily addressed by the appellant's completed unilateral undertaking ('UU'). There seems every likelihood that the reason could equally have been met by the submitted draft agreement. As the only other reason for refusal had been unreasonably imposed, it follows that this second reason was also unreasonable, even if it was factually correct that a completed obligation was not yet in place.
  19. The Council argues that no additional expense was incurred. As the content of the UU was not contested, no time was taken in discussion at the Hearing, but submission of the appeal would have involved some expense of turning the draft agreement into a UU.
  20. For these reasons, I conclude that unreasonable behaviour resulting in unnecessary expense in the terms of the Circular has been demonstrated. The appellant incurred unnecessary expense in the submission of the appeal and in that part of the Hearing relating to this appeal. A full award of costs on that basis is therefore justified.

### **Costs Order**

21. In exercise of the powers under section 250(5) of the Local Government Act 1972 and Schedule 6 of the Town and Country Planning Act 1990 as amended, and all other enabling powers in that behalf, IT IS HEREBY ORDERED that The Council of the Royal Borough of Kensington & Chelsea shall pay to Mr Mark Hawtin, the costs of the appeal proceedings described in the heading of this decision limited to those costs incurred in the submission of the appeal and in that part of the Hearing relating to this appeal.

22. The applicant is now invited to submit to The Council of the Royal Borough of Kensington & Chelsea, to whom a copy of this decision has been sent, details of those costs with a view to reaching agreement as to the amount. In the event that the parties cannot agree on the amount, a copy of the guidance note on how to apply for a detailed assessment by the Senior Courts Costs Office is enclosed.

*Brendan Lyons*

INSPECTOR

## **Appendix 30**

**Appeal Reference APP/5600/W/14/3002634**



# Appeal Decision

Site visit made on 24 July 2015

**by Gary Deane BSc (Hons) DipTP MRTPI**

**an Inspector appointed by the Secretary of State for Communities and Local Government**

**Decision date: 14 August 2015**

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**Appeal Ref: APP/K5600/W/14/3002634**

**49 Cheyne Place, London SW3 4HL**

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
  - The appeal is made by Mr M Harold against the decision of the Council of The Royal Borough of Kensington and Chelsea.
  - The application Ref PP/14/04844, dated 29 July 2014, was refused by notice dated 20 October 2014.
  - The development proposed is the excavation of 3 basement storeys under the property and rear garden.
- 

## Decision

1. The appeal is allowed and planning permission is granted for the excavation of 3 basement storeys under the property and rear garden at 49 Cheyne Place, London SW3 4HL in accordance with the terms of the application Ref PP/14/04844, dated 29 July 2014, subject to the conditions set out in the schedule to this decision.

## Procedural matters

2. On 21 January 2015, the Council adopted Policy CL7 following a Partial Review of the Core Strategy (CS) in relation to subterranean development. Policy CL7 of the emerging Core Strategy, which is referred to in the reason for refusal has therefore been superseded. The main parties have been given the opportunity to comment on CS Policy CL7, as adopted, and the representations received have been taken into account.
  3. In its statement of case, the Council identified conflicts with CS Policy CL7 over and above those specified in the reason for refusal. As the appellant has had the opportunity to respond to these new issues during the appeal process, I am able to take into account the views of both main parties in my assessment of the proposal. As such, I consider that the appellant has not been prejudiced by the recent change in the Council's stance.
  4. Moreover, decisions on planning appeals must be based on the development plan policies that are in place at the time of the decision, rather than at the time when the application was made. The appeal must be determined, therefore, in the light of CS Policy CL7, as adopted.
-

## **Main issues**

5. The main issues in this appeal are, firstly, how the proposal sits with regard to relevant planning policies that govern basement development in the local area; and secondly, whether the proposed development would preserve or enhance the character or appearance of the Royal Hospital Conservation Area.

## **Reasons**

6. The proposal is for a 3-storey subterranean extension under the appeal dwelling and its rear courtyard. It is located within the Royal Hospital Conservation Area (CA), which covers a wide area. I have had special regard to the statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of the CA.
7. The Council has granted planning permission for basement extensions at the site, the most recent of which was for a 2-storey basement and alterations with excavation to a depth of about 10.3-metres. For brevity, I shall refer to this as the approved scheme. From the evidence before me, the approved scheme could be implemented and is, therefore, a realistic fall back position against which the proposal should be assessed. The appeal scheme is similar to the approved scheme but with an additional storey and excavation to an additional depth of about 4.1-metres.
8. The Council states that it no longer seeks to pursue its objection in relation to the position and design of the new light wells that would serve the basement extension. These elements of the proposal would be modest in size, appropriate in design and inconspicuous in public views given their position set back from the footway and behind a low-level boundary wall and planting. As these aspects of the proposal also formed part of the approved scheme, I have no reason to reach a different conclusion to the Council on these matters.

### *Planning policy that governs basement development*

9. CS Policy CL7 deals with basements and is central to the objections raised by the Council and others. It is a criteria-based policy with which all basement developments are required to comply.
10. The supporting text to CS Policy CL7 explains that the construction of new basements has an impact on the quality of life, traffic management and living conditions of nearby residents. It notes that the excavation process can create noise and disturbance and the removal of spoil can involve a large number of vehicle movements. By placing restrictions on the size, position and depth of basements, amongst other things, the policy aims to strike a balance between achieving acceptable basement development and limiting adverse impacts.

### Traffic and construction impacts

11. Interested parties are understandably concerned that the construction works and associated vehicle movements would detract from the visual amenity of the local area, disrupt traffic flows and unduly disturb the living conditions of the occupiers of nearby properties. Residents are also worried about highway safety as No 49 occupies a corner plot next to busy roads and a junction.

12. Inevitably, there would be some impact on the local area and nearby occupiers mainly caused by noise, vibration and dust, both at the site and from vehicles going to and from it. However, this disruption could be managed in a way that minimises the disturbance to others, the surrounding environment and to users of the highway through a Construction Traffic Management Plan (CTMP).
13. A CTMP has been provided at the appeal stage, which updates an earlier version that was submitted to the Council to discharge a condition imposed on the approved scheme. However, it is unclear whether the Council found this earlier document to be acceptable in its entirety. The Council also appears not to have considered the updated CTMP nor has it formally consulted others on it. As interested parties could be prejudiced if I were to consider the updated CTMP, in the interests of fairness I have not done so.
14. The supporting text to CS Policy CL7 indicates that a draft CTMP will be required to be submitted with the application and that, where planning permission is granted, a condition will be imposed requiring a full CTMP. I am therefore satisfied that this matter could be satisfactorily addressed by the imposition of a condition requiring the submission of a full CTMP. This approach appears to have been taken in relation to other recent appeal cases to which the appellant has referred.
15. With a CTMP in place there would be no material conflict with criteria (k) and (l) of CS Policy CS7. These criteria seek to ensure that traffic and construction activity do not cause unacceptable harm to highway safety, increase traffic congestion, unreasonably inconvenience others and to keep any noise, vibration and dust to acceptable levels.

#### Sustainable urban drainage system

16. Permeable surfaces or other sustainable drainage systems and 1-metre of topsoil above any part of a basement within a garden all provide for and reduce the amount of speed and water run-off to the drainage system and also allow for future garden planting. However, in this case, the site is small and largely hard-surfaced at present. As a result, the amount of water to be managed and drained currently is and would be modest even with the development in place.
17. Details of the proposed drainage scheme are included within the appellant's Eco Homes Pre-Assessment (EHPA), which include measures to reduce internal water use, to harvest rainwater to feed the swimming pool and to provide a water butt within the rear courtyard. Given the particular characteristics of the site and in the light of these measures, I consider that the proposal would not materially conflict with criterion (i) of CS Policy CL7 with regard to the provision of a sustainable drainage system.

#### Sewer flooding

18. CS Policy CL7 (n) states that basement development must be protected from sewer flooding through the installation of a suitable pumped device. From the evidence before me, CS Policy CE2 also supports this approach.
19. The site is not located within an area of known surface water flood risk and no incidences of sewer flooding have been brought to my attention. In the absence of any compelling evidence to the contrary, I consider that this matter

could be covered by condition if planning permission were to be granted. With that safeguard in place, I find no conflict with CS Policies CE2 and CL7 (n).

CS CL7 criteria (a), (b), (c) and (j)

20. As the new basement would be located under the full extent of the rear courtyard, it would conflict with criterion (a) of CS Policy CL7. This criterion states that all such development should not exceed a maximum of 50% of each garden or open part of the site. Furthermore, it would comprise more than 1-storey and would add a further basement floor where there is an extant planning permission in place for a basement. Consequently, the proposal would also contravene CS Policy CL7 (b) and (c). The site is not large and so it would not qualify as an exception under criteria (a) and (b). In addition, the appeal scheme would not include at least 1-metre of topsoil on top of the new basement beneath a garden as required by criterion CS Policy CL7 (j).
21. Even so, there are several mitigating circumstances in this case. Firstly, the footprint of the new basement and its coverage of the rear courtyard would be the same as the approved scheme that also includes a part ground floor extension that would infill part of this rear outdoor space. There an extant permission in place that involves excavation to a significant depth on the site.
22. Secondly, the Council asserts that by digging deeper than the approved scheme, the proposal would excavate more soil that, in turn, would result in more noise, dust, vibration and general disturbance, longer construction periods and increased vehicle movements. However, there is no detailed evidence before me to support this opinion. While the volume of material to be excavated will be a factor, much depends on local circumstances and effective management of the construction process. I share the appellant's opinion that there is not necessarily a direct correlation between the volume of excavated soil and the disruption caused because a deeper basement on a small site could involve less disturbance than a shallower basement on a larger site.
23. In this case, the new basement would be predominantly under the existing dwelling with a relatively modest element beneath the small courtyard at a rear corner of the site. The appellant states that the method of construction and the sequence of the works for excavating to a greater depth would be the same as the approved scheme. The potential for additional disturbance could be managed through adherence with an agreed CTMP. This approach would minimise the adverse effects of the proposal.
24. Thirdly, the rear courtyard would, in effect, become a small light well surrounded on all sides by tall built form with the new development in place. This outdoor space is not linked to other areas of green space to provide a wider landscape setting. Any meaningful planting that could be supported by a topsoil cover to the new basement would be inappropriate in such a confined and restricted space that is not readily visible from public vantage points. Moreover, there is an extant planning permission that includes the same site coverage and does not include 1-metre of topsoil cover.
25. Taking all of these points into account, there would be no obvious townscape, landscaping, drainage, safety, amenity or environmental benefit achieved by rigidly applying criteria (a), (b), (c) and (j) of CS Policy CL7. Consequently, a

conflict with these aspects of CS Policy CL7 would be insufficient of itself to withhold planning permission.

### Summary

26. Once complete, there would be no appreciable effect on the living conditions of the occupiers of nearby properties. There would be some disturbance during the construction phase. However, I am not convinced that such disturbance would necessarily be greater than that associated with the approved scheme and conditions could be imposed to mitigate this harm. That there is a conflict with four criteria of CS Policy CL7 is insufficient reason to withhold planning permission given the particular circumstances of this case. The Council raises no issue with the remaining criteria of CS Policy CL7. Therefore, I consider that the proposal is acceptable in the context of this development plan policy.
27. The Officer's report states that the appellant's Construction Method Statement (CMS) and EHPA comply with all relevant CS, saved Unitary Development Plan Policies and the Council's Supplementary Planning Document, *Subterranean Development* (SPD). I have no reason to disagree with that finding.
28. Taking all of these matters into account, I conclude on the first main issue that the proposal sits comfortably with regard to relevant planning policies that govern basement development in the local area.

### *Character and appearance*

29. Once complete, the only visible signs of the appeal scheme at ground level would be 3 small roof lights each with a grill over in the front garden of No 49 and a walk-on roof light within the rear courtyard. The proposal would limit the opportunities for planting within this courtyard. However, this outdoor space is small and surrounded by built form and is not seen from any obvious vantage point apart from a small number of windows of nearby properties. As such, there would be no discernable effect on the character and appearance of the CA, which would be preserved.

### *Other matters*

30. Concern is raised by interested parties about the effect on the structural integrity of nearby buildings given the proposed depth of excavation. However, the proposal is supported by a CMS which the Council states is in accordance with its SPD. The CMS concludes that the excavation and construction would not affect the structural integrity of the dwelling or adjoining properties. I have no reason to reach a different conclusion.
31. I acknowledge the firmly held concerns expressed by interested parties against the appeal scheme, which I have carefully considered. Some of these concerns can be addressed through conditions and others have been addressed in the context of the main issues. The level of local opposition is not, in itself, a reasonable ground for resisting development. To carry significant weight, opposition should be founded on valid planning reasons, which are supported by substantial evidence. Having taken into account all of the evidence before me, I am not persuaded that the objections raised, taken individually or together, outweigh my findings in relation to the main issues.

32. Reference is also made to several appeal decisions that involve basement developments. While I have had regard to these decisions, I have assessed the proposal on its own merits, as I am required to do.

### **Conclusion**

33. Overall, for the reasons set out above, and having regard to all other matters raised, I conclude that the appeal should be allowed subject to conditions.

### **Conditions**

34. I have attached a condition requiring that the development be carried out in accordance with the approved plans for the avoidance of doubt and in the interests of proper planning. To ensure the satisfactory appearance of the development, a condition is imposed to require that the grills to the front light wells are painted black and maintained as such.
35. For the reasons already given, conditions requiring the submission of a CTMP and measures to minimise disturbance to the occupiers of neighbouring properties are necessary. The CTMP is an appropriate way to address the protection of the London Plane tree adjacent to the site, on Tite Road, during the construction phase. To safeguard the living conditions of the occupiers of nearby properties, a condition requiring that the development is undertaken in accordance with the Considerate Constructors Scheme is also required.
36. The appointment of a properly qualified engineer is needed mainly to ensure that the construction of the basement does not undermine any neighbouring buildings or adversely affect the local water environment. To promote sustainable development, a condition is imposed to require the dwelling to achieve at least a 'Very Good' Eco Homes rating.
37. CS Policy CL7 (n) requires that basements be protected from sewer flooding through the installation of a suitable pumped device. A condition is required to ensure the submission of details of a pumped device in compliance with this policy. This condition is additional to those suggested by the Council.

*Gary Deane*

INSPECTOR

### **Schedule of conditions**

- 1) The development hereby permitted shall begin not later than three years from the date of this decision.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans: Refs 3802(00)02, 3802(00)03, 3802(00)04, 3802(00)05, 3802(00)06, 3802(00)07, 3802(04)11, 3802(04)12, 3802(04)13, 3802(04)14, 3802(04)15, 3802(04)16, 3802(04)17, 3802(04)18, 3802(04)19 and the Ordnance Survey Plan, which shows the site edged red.
- 3) No development shall commence until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved Construction Traffic Management Plan.

- 4) No development shall commence until details of a pumped device to protect the basement from sewer flooding has been submitted to and approved in writing by the Local Planning Authority. The approved pumped device shall be installed prior to first occupation or use of the basement. The approved pumped device shall thereafter be retained and maintained in accordance with the manufacturers instructions.
- 5) No development shall commence until a Chartered Civil Engineer (MICE) or Chartered Structural Engineer (M.I. Struct.E) has been appointed to supervise the construction works throughout their duration and their appointment has been confirmed in writing to the Local Planning Authority. If that the appointed engineer ceases to perform that role for whatever reason before construction works are completed, those works will cease until a replacement Chartered Civil Engineer or Chartered Structural Engineer holding the afore-described qualifications has been appointed to supervise their completion and their appointment has been confirmed in writing to the Local Planning Authority. At no time shall any construction work take place unless a Chartered Civil Engineer or Chartered Structural Engineer holding the afore-described qualifications is at that time currently appointed and their appointment has been confirmed in writing to the Local Planning Authority in accordance with this condition.
- 6) No development shall commence until such time as the lead contractor, or the site, is signed to the Considerate Constructors Scheme and its published Code of Considerate Practice, and the details of: (a) the membership; (b) contact details; (c) working hours as stipulated under the Control of Pollution Act 1974; and (d) Certificate of Compliance, are clearly displayed on the site so that they can be easily read by members of the public, and shall thereafter be maintained on display throughout the duration of the works forming the subject of this permission.
- 7) The grills to the front light wells shall be painted black and so maintained.
- 8) The subterranean development hereby approved shall not be occupied or used until the entire dwelling has achieved an Eco Homes rating of 'Very Good' with at least 40% of credits achieved under the Energy, Water and materials sections, and a post construction letter of compliance for the dwelling has been issued certifying that a 'Very Good' rating has been achieved.

## **Appendix 31**

### **Draft Construction Vehicles Management Plan August 2016**





PAUL MEW ASSOCIATES  
TRAFFIC CONSULTANTS 020 8780 0426

ANDREW & ELIZABETH JEFFREYS

11 ROSSLYN HILL,  
LONDON, NW3 5UL

OUTLINE CONSTRUCTION LOGISTICS PLAN

August 2016

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- 1.0 INTRODUCTION
- 2.0 POLICY CONTEXT
- 3.0 SITE INFORMATION
- 4.0 DEMOLITION & CONSTRUCTION DETAILS
- 5.0 TRAFFIC MANAGEMENT
- 6.0 SITE WASTE MANAGEMENT PLAN
- 7.0 DEVELOPING & USING POLICIES
- 8.0 MONITORING, COMPLIANCE, REPORTING & REVIEW
- 9.0 CLP MANAGEMENT

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- 1. Site Location
- 2. Public Transport Access Map
- 3. AutoTrack: Small tipper truck entering and exiting the site
- 4. AutoTrack; 12 metre rigid truck entering and exiting the site
- 5. Preliminary Vehicle Routeing Plan

## Appendices

- A Site Boundary
- B Proposed Site Plans
- C Demolition and Construction Phasing Schedule

Ref: File path P:\ P1284 11 Rosslyn Hill Outline CMP August 2016

## 1.0 INTRODUCTION

- 1.1 Paul Mew Associates is instructed by Andrew & Elizabeth Jeffreys in relation to proposals at 11 Rosslyn Hill, London, NW3 5UL. The local planning authority is the London Borough of Camden.
- 1.2 The site location is presented on a map in Figure 1 of this report; the application site's boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.
- 1.3 The site currently comprises of a single dwelling. The site occupies frontage onto Rosslyn Hill. The site has a single vehicle access onto Rosslyn Hill.
- 1.4 The planned proposal include the following:
- Construct a new single storey basement beneath the forecourt to the house with a swimming pool. A double basement is to be provided locally in the south east corner for plant equipment.
  - Construct a new single storey basement to the south of the existing lightwell along the south elevation to the building for plant
- 1.5 The proposed site plans are presented in Appendix B and the phasing of the development is shown in Appendix C.
- 1.6 During the planning application consultation process the local planning authority has requested details in relation to the demolition and construction phases of the proposed development and its impact on the adjoining highway and neighbouring area.

### **Aims and Benefits of This Construction Logistics Plan**

- 1.7 As set out in the 'London Freight Plan sustainable freight distribution: a plan for London' (TfL, 2007) document, the aims/benefits of Construction Logistics Plans are as follows:

The economy will benefit from an increase in legal loading and improvements in reliability resulting from fewer trips, a reduction in construction duration and illegal waiting at or near sites, and the promotion of off-peak and out-of-hours deliveries.

In terms of the environment, air quality impacts will be reduced by minimising site deliveries and using the most sustainable forms of freight available.

Society will be improved by reducing the number of casualties caused by freight vehicle accidents, by minimising congestion and deliveries, and by reducing theft through the use of consolidation centres.

### **This Construction Logistics Plan**

- I.8 Chapter 2 of this Construction Logistics Plan report looks at policy and guidance to determine what the report should include, Chapter 3 deals with the site and anticipated construction vehicle issues.
- I.9 The applicant will not be instructing contractors until after the planning application has been determined. As such the information provided in this Construction Logistics Plan should be seen as preliminary and subject to contractor alterations.

## 2.0 POLICY CONTEXT

### LB Camden

- 2.1 Policy relating to development and transport is set out in a range of publications from the London Borough of Camden. Policies relevant to the demolition and construction phases of the proposed development at 11 Rosslyn Hill are set out below.
- 2.2 The Camden Local Planning Guidance has been prepared in line with the policies of the Local Development Framework (LDF). Camden Planning Guidance covers a range of topics (such as design, housing, sustainability and planning obligations) and all of the sections should be read in conjunction with, and within the context of, Camden's other LDF documents.
- 2.3 Chapter 8 of the Camden Local Planning Guidance looks at the implementation of Construction Management Plans. Construction Management Plans are required for developments that are constrained or near valuable buildings or structures. It also notes that no development should damage nearby properties or neighbouring amenities.
- 2.4 The guidance relates to Core Strategy Policy CS5 Managing the impact of growth and development and policies DP20 Movement of goods and materials, and DP26 Managing the impact of development on occupiers and neighbours of the Camden Development Policies. These three policies are outlined below.

### **Policy CS5- of the Core Strategy Managing the impact of growth and development**

*"The Council will manage the impact of growth and development in Camden. We will ensure that development meets the full range of objectives of the Core Strategy and other Local Development Framework documents, with particular consideration given to:*

*a) Providing uses that meet the needs of Camden's population and contribute to the borough's London-wide role;*

- b) Providing the infrastructure and facilities needed to support Camden's population and those who work in and visit the borough;*
- c) Providing sustainable buildings and spaces of the highest quality; and*
- d) Protecting and enhancing our environment and heritage and the amenity and quality of life of local communities. The Council will protect the amenity of Camden's residents and those working in and visiting the borough by:*
- e) Making sure that the impact of developments on their occupiers and neighbours is fully considered;*
- f) Seeking to ensure development contributes towards strong and successful communities by balancing the needs of development with the needs and characteristics of local areas and communities; and f) requiring mitigation measures where necessary.*

## **Policy DP20- Movement of goods and materials**

*In order to minimise the movement of goods and materials by road the Council will:*

- a) Expect development that would generate significant movement of goods or materials both during construction and in operation to minimise the movement of goods and materials by road, and consider the use of more sustainable alternatives such as rail and canal links;*
- b) Promote the development and use of freight consolidation facilities and other initiatives with potential to reduce the impact of goods vehicles, and encourage the use of cycle courier services for local deliveries; and*
- c) Seek to promote and protect facilities for the movement of goods by rail and water, including facilities for transfer between road, rail and canal. Minimising the impact of the movement of goods and materials by road The Council will expect development that would generate significant movement of goods or materials by road, both during construction and in operation, to:*
  - d) Be located close to the Transport for London Road Network or other Major Roads;*
  - e) Avoid any additional need for movement of vehicles over 7.5 tonnes in predominantly residential areas;*
  - f) Accommodate goods vehicles on site; and*
  - g) seek opportunities to minimise disruption for local communities through effective management, including through the optimisation of collection and delivery timings and the use of low emission vehicles for deliveries.*

## Policy DP26 - Managing the impact of development on occupiers and neighbours

*The Council will protect the quality of life of occupiers and neighbours by only granting permission for development that does not cause harm to amenity. The factors we will consider include:*

- a) Visual privacy and overlooking;*
- b) Overshadowing and outlook;*
- c) Sunlight, daylight and artificial light levels;*
- d) Noise and vibration levels;*
- e) Odour, fumes and dust;*
- f) Microclimate;*
- g) The inclusion of appropriate attenuation measures. We will also require developments to provide:*
- h) An acceptable standard of accommodation in terms of internal arrangements, dwelling and room sizes and amenity space;*
- i) Facilities for the storage, recycling and disposal of waste;*
- j) Facilities for bicycle storage; and*
- k) Outdoor space for private or communal amenity space, wherever practical*

## Transport for London

- 2.5 As referenced in the above policy extracts, Transport for London (TfL) has developed a Construction Logistics Plan (CLP) guidance document to support sustainable construction practices in London. The document is designed to give specific help to transport planners and people working in the construction industry.
- 2.6 CLPs are an important management tool for planners, developers and those working in construction companies. They act as the catalyst for reducing the negative transport effects of construction work on local communities, residents, businesses and the environment.
- 2.7 There are two types of CLPs that are usually required to be submitted:

- *An outline CLP*

*This type of CLP accompanies an associated application to a planning authority - either a Greater London local authority or Transport for London (TfL). It may be submitted earlier in the planning process during pre-application discussions. This CLP gives the planning authority an overview of the expected logistics activity during the construction project.*

- *A detailed CLP*

*This type of CLP goes to a planning authority at the post-granted discharge of conditions stage, and/or at the highways design stage.*

- 2.8 The main difference between an outline CLP and a detailed CLP is the level of information provided. This will usually depend on the stage of the development plans.
- 2.9 An outline CLP should contain a summary of the main logistics issues expected during construction and make it clear what the developer intends to do. The detailed CLP requires further information about how the proposed activities will be organised and managed.
- 2.10 At the time of writing this report the development proposals at 11 Rosslyn Hill are under consideration by the local planning authority further to the submission of a full planning application.
- 2.11 The construction contractor has not been formally appointed however the detailed design has not been carried out therefore a significant amount of the detailed information regarding the demolition and construction phases of the proposals is not available.
- 2.12 Hence this is an outline CLP.



### 3.0 SITE INFORMATION

- 3.1 TfL's CLP guidance document states that it is good practice at the outline stage to provide information regarding the site and surroundings and details of the proposals such as: the location of the site, the size and nature of the development, details of any parking constraints near the site, details of site access, including public transport, cycling and footways, and any changes to services during the construction phase.

#### Site Address

- 3.2 The full address of the site is 11 Rosslyn Hill, London, NW3 5UL.

#### Development Proposals

- 3.3 As is mentioned in the introduction, the proposal is to:
- Construct a new single storey basement beneath the forecourt to the house with a swimming pool. A double basement is to be provided locally in the south east corner for plant equipment.
  - Construct a new single storey basement to the south of the existing lightwell along the south elevation to the building for plant

#### Local Transport Options

- 3.4 In terms of public transport, a total of five day time bus services with high hourly service frequencies operate from stops within 380 metres of the site. The closest of these stops is on Rosslyn Hill immediately to the front of the site.
- 3.5 Bus stops on Rosslyn Hill immediately outside the site serve bus routes 268, C11 and 168 these routes are available from the stop around 150 metres from the site outside the Royal Free Hospital.
- 3.6 A further bus stop to the west of the site on the B160 Winchester Road serves the 212 and W16 bus routes.

- 3.7 A map and details of local bus stops and services in proximity to the site is presented in Figure 2.
- 3.8 The nearest train station to the site is Hampstead Heath National Rail Station which is around 500 metres to the north east of the site; refer to Figure 2. The typical off-peak and on-peak service is four trains per hour in both directions (to Richmond, Stratford and Clapham Junction) throughout most of the day, including Sundays.
- 3.9 In addition to the Hampstead Heath National Rail Station the site is close to Hampstead tube station. Hampstead is on the Edgware branch of the Northern line, between Golders Green and Belsize Park stations. The station is on the boundary between travel card zone 2 and zone 3.
- 3.10 The walk routes to the nearby bus stops and train stations as referenced herein are very direct and straightforward. Footpaths within proximity to the site appear to be well lit, sufficiently wide and in a good state of repair.
- 3.11 A pedestrian crossing is provided to assist safe crossing on Rosslyn Hill immediately outside the site.
- 3.12 TfL's Cycle Guide 14 encompassing the area surrounding the application site has been assessed and it demonstrates that the site is well served by a mixture of signed and un-signed safe cycle routes.
- 3.13 The site is well connected by road. Rosslyn Hill runs directly to the Hampstead Hill to the north of the site which provides quick access to the A406 North Circular and the M1. Details of the routing of construction vehicles will be outlined in detail later in this report.

### **Parking Constraints**

- 3.14 The roads in proximity to the site are within a controlled parking zone (CPZ). The roads surrounding the site are within the controlled parking zone CA-B. The restrictions enforced within this zone are resident permit holders only parking between 9am-6:30pm Monday to Friday and between 9:30am-1pm on Saturday.
- 3.15 A pelican crossing which is immediately adjacent to the site on Rosslyn Hill. Rosslyn Hill is part of TfL's Strategic Road Network.

### **Site Access**

- 3.16 There is single vehicle access to the site; it is proposed to continue to provide the crossover on the site's Rosslyn Hill frontage in order that vehicles can access the site during the demolition and construction stages.

### **Programme**

- 3.18 The scheme project engineers are Alan Baxter & Associates. At the time of writing the current construction programme indicates a construction start date of autumn 2016 with the construction forecasted to take 7- 8 months.

### **Construction Workers**

- 3.19 The tender documentation will specify that all vehicles operated by contractors and their subcontractor must be accommodated on site throughout construction. During construction works the site will provide the requisite off-street parking spaces to avoid overspill parking.

### **Construction / Delivery Hours**

- 3.20 Construction work and deliveries will be within the "Guide for Contractors Working in Camden also referred to as "Camden's Considerate Contractor's

Manual" (LB Camden) working hours modified to avoid school travel times as follows:

- Only between 09:30 and 15:00 hours during school term time.
- 8am and 1pm Saturdays

3.21 In addition to this the contractor will consult with the Air Studios to discuss when the best time for deliveries to occur, as to minimise deliveries when the studio is being used. As some vehicles will need to reverse into the site and therefore will produce a reversing beep these will be prioritised for times when the studios are not in use.

3.22 No construction works or deliveries will take place on Sundays or Bank or Public Holidays.

3.23 Additional measures will be put in place to ensure that sub contractors vehicles and deliveries do not occur during school pick-up and drop-off times. This will take the form of a 'manned barrier' at the entrance to Rosslyn Hill. Should vehicles' arrivals coincide with restricted hours they will be turned away and instructed to return within permitted hours.

3.24 Prospective contractors may make alternative proposals at tender stage subject to review by stakeholders and council approval.

### **Vehicle Access and Vehicle Access Hours**

3.25 The number of construction trips per day will vary through the 7 month construction programme, and contractors will be required to provide monthly estimates of traffic as part of the tender documentation, and to agree site access arrangements with LB Camden.

3.26 It is anticipated that the largest construction vehicles needing to access the site will be 12 metre rigid truck for delivering the piling. An example of this type of vehicle has been used in swept path analysis discussed later. Construction vehicles

accessing the site will need to be confirmed at a later date by the appointed contractors.

3.27 As requested in TfL's 'Building a better future for freight: Construction Logistics Plans' the project contractors will be expected to:

- Keep construction vehicle trips to the site to a minimum by consolidating deliveries and by using a booking system
- Restrict peak hour deliveries where possible
- Use freight operators who are part of Freight Operators Recognition Scheme (FORS) where possible

### **Routes**

3.28 To the east of the site Pond Street the B518, runs east-west will be the only route allowed to access the site. Vehicles will be able to exit the site onto Rosslyn Hill or carry straight onto Pond Street. The vehicle routeing is shown in Figure 5 of this report.

## 4.0 DEMOLITION & CONSTRUCTION DETAILS

- 4.1 TfL's Construction Logistics Plan guidance document states that 'the outline CLP should contain a summary of the main logistics issues expected during construction. It must be clear to the planning authority what the developer intends to do'. Appendix C of this report states the phasing of the proposed development.

### Demolition

- 4.2 There are various stages of the demolition and construction.

#### Site set-up:-

- Lay anti-skid steel road plate over the pavement to protect from muck-away lorries entering the site.

#### Demolition:-

- Check site for any utilities running through the job-site and liaise with utility companies if required.
- Remove waste from site using small tipper lorries between the hours mentioned previously in the report. **(2/3 lorries a day)**
- Small tipper trucks are to approach site from B518 Pond Street across Rosslyn Hill and straight into the site. Lorries will be guided in by a banks man taking into consideration the crossing.
- Lorries to drive straight into the site where they are loaded by diggers. **(small digger on site permanently)**
- Lorries to turn right or left when leaving the site along Rosslyn Hill on the A502 or straight across onto Pond Street.

#### Site Hoarding:-

- Transit vans will deliver site hoarding to the site **(2/3 deliveries)**

- 4.5 There are clearly constraints with regards to achieving vehicle access to the site and the contractor is prepared to manage these constraints safely and with as minimal disruption to the free-flow of traffic on the adjoining highway.
- 4.6 Figure 3 of this report presents AutoTrack generated vehicle swept paths of a small tipper lorry accessing the site from the east via B518 Pond Street turning within the site and exiting back onto Rosslyn Hill. The tracking over runs an area where a basement will be formed however the proposed construction method is to construct a supported slab and remove soil from below this retaining the turning area.
- 4.7 The vehicle swept paths illustrate that the manoeuvres are achievable with the minimum number of manoeuvres. Banks men (LANTRA or similarly qualified) will be needed to control the flow of vehicle traffic as well as pedestrians whilst the muck-away lorry is in place.
- 4.8 The vehicle tracking diagrams demonstrates that it will not be necessary to suspend any of the nearby parking spaces during the demolition stage.
- 4.9 During the demolition stage vehicles will physically enter the site therefore a wheel-wash facility will be needed. In addition the contractor will assign workers to ensure pavements are cleaned and maintained accordingly throughout the build.

### **Construction**

- 4.10 Detailed information concerning the construction methods and materials used for the new build are not in hand at the time of writing this outline CLP.
- 4.11 In Appendix C of this report we have outlined the key phasing of the development.

- 4.12 Full details including the hours of operation, duration of the construction process, and broad details of day-to-day deliveries of materials and equipment will be provided in the detailed CLP.
- 4.13 A material storage area will be allocated on the site.
- 4.14 Deliveries of construction materials will be made between the hours of 09:30 and 15:00 Monday to Friday during school term time and 8am to 1pm on Saturdays so as to minimise disruption to the free flow of traffic on Rosslyn Hill.
- 4.15 As will be the case during the demolition stage, the vehicles will enter the site from Rosslyn Hill during the construction stage. Deliveries of building materials will be transported to the site in a variety of different vehicles with these vehicles driving into the site from Pond Street.
- 4.16 As explained above, further information on day-to-day deliveries of materials and equipment will be provided in the detailed CLP.
- 4.17 Below is a summary of the construction programme for the site:
- The studio building will be partially demolished to allow piling
  - Install piles to basements including double basement
  - Excavate to formation level of the basements and provide temporary propping to piled wall (Based on a top down sequence where a supported slab is formed and solid removed from underneath this allowing a turning area as shown to be maintained throughout basement excavation.)
  - Install drainage
  - Install drainage layer and blinding and void former
  - Cast basement slabs Excavate to the formation of the double basement, provide propping to walls and repeat steps above
  - Construct lining walls and internal columns and walls
  - Construct the pool tank
  - Cast the basement roof slab



- Reinststate ground levels and landscaping
- Rebuild the studio building

- 4.18 All demolition and construction related traffic will be routed to the site via Pond Street the B518.
- 4.19 The largest delivery vehicle will be a 12 metre rigid truck needed to deliver the piling.
- 4.20 Figure 4 of this report illustrates a 12 metre entering and exiting the site. Banks men will be required to control traffic on Rosslyn Hill to assist the driver in safely getting to the position shown on the diagram.
- 4.21 Due to the size of the vehicle the truck will have to reverse into the site and will therefore will generate some beeping.
- 4.22 As there will be a small number of large vehicles reversing into the site, the contractors will be able to notify surrounding neighbours of when these will occur and can adjust the times as to generate the least amount of disruption as possible.
- 4.23 The following chapter sets out preliminary traffic management details.

## 5.0 TRAFFIC MANAGEMENT

5.1 This section assesses how construction traffic will be managed in terms of volume of traffic, type of vehicles, routeing and other material considerations.

### Volume & Type of Vehicles

5.2 Information on the volume of demolition and construction vehicles including the projected number of daily/weekly vehicle trips are shown below.

5.3 The largest vehicles used on the site will be 12 metre rigid truck transporting the steel piling.

5.4 Alongside the rigid truck the following vehicles will be required throughout the process of construction and demolition:

- Concrete lorries ( **2/3 a day during piling**)
- Small Grab/Muck away Lorries (**4 a day during excavation**)
- Cranes (**One remain on site for piling**)
- Transit size small / medium vans ( **General deliveries during fit out 3/ 4 a day**)
- 12 metre rigid truck ( **1 a day to deliver piling**)

5.5 The contractor estimates that during the busiest period of the programme of works there will be on average 10 vehicles accessing the site, this is when the excavation of the basements will be occurring.

5.6 As explained in the preceding chapter, the removal of waste from the site using muck-away lorries would be restricted to between 09:30 and 15:00 during school term times on weekdays and 08:00 to 13:00 on Saturdays.

5.7 The contractor will liaise with the studios when larger vehicles are arriving and need to reverse into the site. No reversing will occur when the studio is in use and will therefore mitigate the chance of the reversing beep causing a disruption.

- 5.8 The movement of demolition and construction related traffic will be managed so as to cause as minimal disruption as possible to free flowing traffic on Rosslyn Hill, and to local residents and businesses.
- 5.9 Details of the day-to-day deliveries of materials and equipment will be provided at the detailed CLP stage, however it is known at the time of writing this report that the largest construction related vehicles will be rigid roll on roll off skip lorry.

### **Vehicle Routeing**

- 5.10 All demolition and construction related vehicles will be carefully routed so as to minimise disruption on the local and the wider highway network adjoining the site.
- 5.11 As illustrated in the preceding chapter, all large demolition and construction vehicles will need to approach the site from the east via Ponds Street B518 and then exit either to the north or south along Rosslyn Hill. This routeing plan will be specified to all contractor and sub-contractor companies who will be involved in sending vehicles to the site.
- 5.12 A preliminary demolition/construction vehicle routeing plan is presented in Figure 5 of this report which illustrates the route large vehicles will take when accessing the site. A more detailed vehicle routeing plan could be produced when the locations of suppliers and contractors/sub-contractors depots is known in order that a full routeing strategy can be determined from origin to destination and vice versa.
- 5.13 TfL has produced a 'freight journey planner' tool on its website (<http://freightplanner.tfl.gov.uk/user/freightJourneyPlanner.php>), this tool will be used to ensure that the route vehicles take to and from the site is as efficient as possible whilst avoiding any unsuitable/restricted roads.

## Vehicle Call-Up Procedure

5.14 It is proposed that the following vehicle call-up procedures will be in place at the development;

- Deliveries will be given set times to arrive.
- Delivery instructions will be sent to all suppliers and contractors.
- Trained site staff will assist when delivery vehicles are visiting the site, and parking on the highway adjacent to the site.
- Banks men will ensure the safe passage of pedestrians and vehicular traffic in the street when vehicles are being loaded or unloaded.
- A risk assessment for site transport safety will be prepared and submitted to the local planning authority.
- The site telephone number will be given to Suppliers who must confirm site arrival time at least 20 minutes prior to arrival and only to approach site once confirmation that site is clear is received.

5.15 The site manager will have responsibility for supervising, controlling and monitoring vehicle movements to / from the site.

5.16 Coordination of transport / deliveries and arrivals will be supervised by the site manager to ensure that the loading/collection area is clear of vehicles and materials before any subsequent lorry arrives.

5.17 Contractor workers will as far as possible be encouraged to arrive and leave the site by public transport.

## Other Material Considerations

5.18 In order to ensure the effective and safe management of demolition and construction related vehicles throughout the build programme, the contractor will hire a suitable number of trained and designated banks men.

- 5.19 Banks men will be LANTRA or similarly qualified to carry out the traffic management procedures required during the works.
- 5.20 The contractor and any sub-contractors or other suppliers sending vehicles to and from the site will be members of the Fleet Operator Recognition Scheme (FORS). A brief introduction to FORS is presented below:

***Fleet Operator Recognition Scheme (FORS)***

*FORS is a voluntary scheme set up by TfL. It aims to improve freight delivery in London by providing an industry quality and performance benchmark that encourages best practice. FORS increases professionalism among vehicle and fleet operators. Among the benefits are greater legal compliance, reduced supply chain disruption and improved occupational road safety.*

- 5.21 Becoming FORS Bronze accredited means a contractor or subcontractor operating HGVs and/or fleets of vans has reached a set standard in the following areas:
- Drivers and driver management.
  - Vehicle maintenance and fleet management.
  - Transport operations.
  - Supporting policies and procedures.
- 5.22 Main contractors to the development must show they and their suppliers are committed to safer and more efficient ways of working on site. This includes the use of vehicles. TfL recommends that within 90 days of an awarded contract, all contractors must have registered and gained FORS Bronze accreditation as a minimum standard. A list of FORS Bronze accredited companies can be found at [www.fors-online.org.uk](http://www.fors-online.org.uk)
- 5.23 Online delivery booking and tracking systems are the best way to record vehicle movements to and around a site. They are also a good way of controlling deliveries.

- 5.24 As is stipulated in TfL's Construction Logistics Plan guidance document, 'the minimum requirement is for the developer to use the free TfL online delivery booking and management system available on TfL's freight webpages'.
- 5.25 The contractor must also give the planning authority access to the data for monitoring and statistical analysis purposes.
- 5.26 Finally, a 'Contractor's handbook' will be prepared prior to any works commencing on the site. Copies of the handbook will be sent to all sub-contractors and key personnel on the site.
- 5.27 A well-planned handbook will support supervisors and managers in making sure the terms and conditions of the CLP are met by everyone working at the site. The handbook should include the following information:
- Communicate the aims and objectives common to all CLPs.
  - Clearly explain all site-specific CLP agreements and methods of working.
  - Sets out the main contractor's general practices and standards.
  - A site map.
  - Hours of site opening.
  - Details of other related sites such as the consolidation centre.
  - Health and safety information.
  - The staff travel plan, or advice on how to get this information.
  - Main contact details.
- 5.28 A wheel wash facility shall be provided at the vehicular access gate leading on Rosslyn Hill, the wheel wash facility will ensure that mud/detritus originating from the site is not deposited on the public highway. Where the deposition of some dirt on the highway is unavoidable, any mud/detritus shall be expeditiously cleared using street cleansing vehicles or similar. No development dirt shall be evident on the highway at the end of any working day.

- 5.29 No parking will be available on site with construction operatives travelling to and from the site by public transport. As mentioned previously in the report there are numerous transport links near to the site including buses and underground rail services. All vehicles will enter the site unload and exit the site in forward gear. There is to be no vehicles waiting on the adjacent highway, the call-up measures mentioned in the report will be implemented to avoid this situation. All materials will be stored within the curtilage of the site.

## 6.0 SITE WASTE MANAGEMENT PLAN

6.1 A report produced by the strategic commission in 2008 looked at how better to reuse and recycle construction waste. Below outlines the action plan relating to various areas of the construction process.

- *Demolition – unwanted material arising from the demolition or strip out of an existing structure.*
- *Excavation – unwanted material resulting from excavation activities such as a reduced level dig and site preparation and levelling, and the excavation of foundations, basements, tunnels, and service trenches, typically consisting of soils and stones.*
- *Construction (including refurbishment) – any other unwanted material produced at the construction site, which is not classified as Demolition or Excavation waste. This also includes packaging waste.*

6.2 Good practice waste minimisation & management (WMM) on construction, redevelopment & demolition) projects will help to reduce the vast quantities of construction waste going to landfill every year. More efficient use of materials will make a major contribution to reducing environmental impacts of construction including effects linked to depletion of resources & disposal.

6.3 Key features of Waste Minimisation Management include;

- Demolition – avoid the disposal of as much of the reusable materials as possible & maximise the use of reclaimed materials on site.
- Design solutions – over specification should be avoided & as much as possible should be reused or recycled. The building should be flexible with regards to future adaptations & the materials required.
- Logistics – this includes the use of just in time deliveries & improving the movement of materials to & within from the site alleviating storage & congestion.
- Modern Methods of Construction – improvements in the products & processes used in the construction industry, from innovative components used on site through to whole building systems manufactured off site. In



part this enables waste minimisation in the construction line where there is repeatability in the production line.

- Materials procurement – by ordering the correct amount at the right time surplus material is avoided, storage should be safe & secure to avoid weather damage or theft & take-back schemes should be set up so surplus materials are returned to the supplier rather than being left on site or disposed of.
- Packaging – use materials with minimal packaging & encourage take-back of the packaging or segregate it for re-use.

– Key features of a Site Waste Management Plan include;

- A person is identified as being responsible for the SWMP who may also be given responsibility for compliance with Duty of Care.
- A register is produced on a clearly set out form, of the likely types & quantities to be generated.
- Training is formalised for all personnel on site so waste awareness improves.
- All contractors must sign & agree to the SWMP.

Target recovery & recycling rates for each waste are identified, along with formal measurements to demonstrate compliance with the SWMP.

## 7.0 DEVELOPING & USING POLICIES

7.1 This section will, upon consent being granted and detailed design having been completed, confirm the proposed work programme and total timescale for the project, giving the duration of each major phase of the construction and the preferred start date.

7.2 Details of policies and procedures to be in place during the construction will be set out in the detailed CLP, including:

- Waste minimisation.
- Use of alternative modes of transport.
- Vehicle renewal replacement.
- Consolidation and/or collaboration and off-site fabrication.

7.3 The following chapter sets out the monitoring, compliance, reporting and review of the CLP throughout the demolition and construction programme.

## 8.0 MONITORING, COMPLIANCE, REPORTING & REVIEW

- 8.1 This outline CLP has been prepared for submission to the local planning authority, London Borough of Camden, in order to present initial information with regards to the proposed demolition and construction plan for the planned basement at 11 Rosslyn Hill, London, NW3 5UL.
- 8.2 Should the planning application be granted consent then it is expected that the local authority will request that a detailed Construction Management Plan be secured through a condition of consent.
- 8.3 The detailed CLP would need to be submitted to and approved in writing by the local Council prior to the commencement of any demolition or construction on the site. Once approved the CLP will form an enforceable document that the contractor has to adhere to, and would give the Council powers to monitor and enforce if necessary throughout the programme.
- 8.4 A CLP Coordinator will be formally appointed and details of this person will be provided in the detailed CLP report.
- 8.5 The CLP Coordinator will take responsibility for the day-to-day management of the CLP and is the first point of contact for site issues. They will help the development run smoothly by making sure each construction phase complies with the CLP. It is also the Coordinator's job to oversee the effectiveness of the CLP, and prepare regular updates to the planning authority when asked.
- 8.6 It will be the duty of the CLP Coordinator to respond to any questions or queries about the development and put in place any mitigation measures needed to resolve traffic issues connected with the construction work. An example of the duties a Coordinator may need to carry out is illustrated as follows:
- Remind contractors and subcontractors about designated routes to and from the site.

- Check vehicles arriving at site to make sure they meet the developer's safety requirements.
- Manage the delivery booking and scheduling tool that records deliveries

8.7 The planning authority will be responsible for monitoring the CLP, while the developer and their contractor will have responsibility for collecting data according to a schedule agreed between them and the planning authority. The LB Camden will nominate a person to be the contact for ongoing monitoring.

8.8 The agreed contents of the 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.

## 9.0 CLP MANAGEMENT

- 9.1 The CLP will be managed through the appointment of a CLP Coordinator. As explained in the preceding chapter, a CLP Coordinator will be formally appointed and details of this person will be provided in the detailed CLP report.
- 9.2 At this stage the key contact details and people who have assisted in the preparation of this report is listed as follows:

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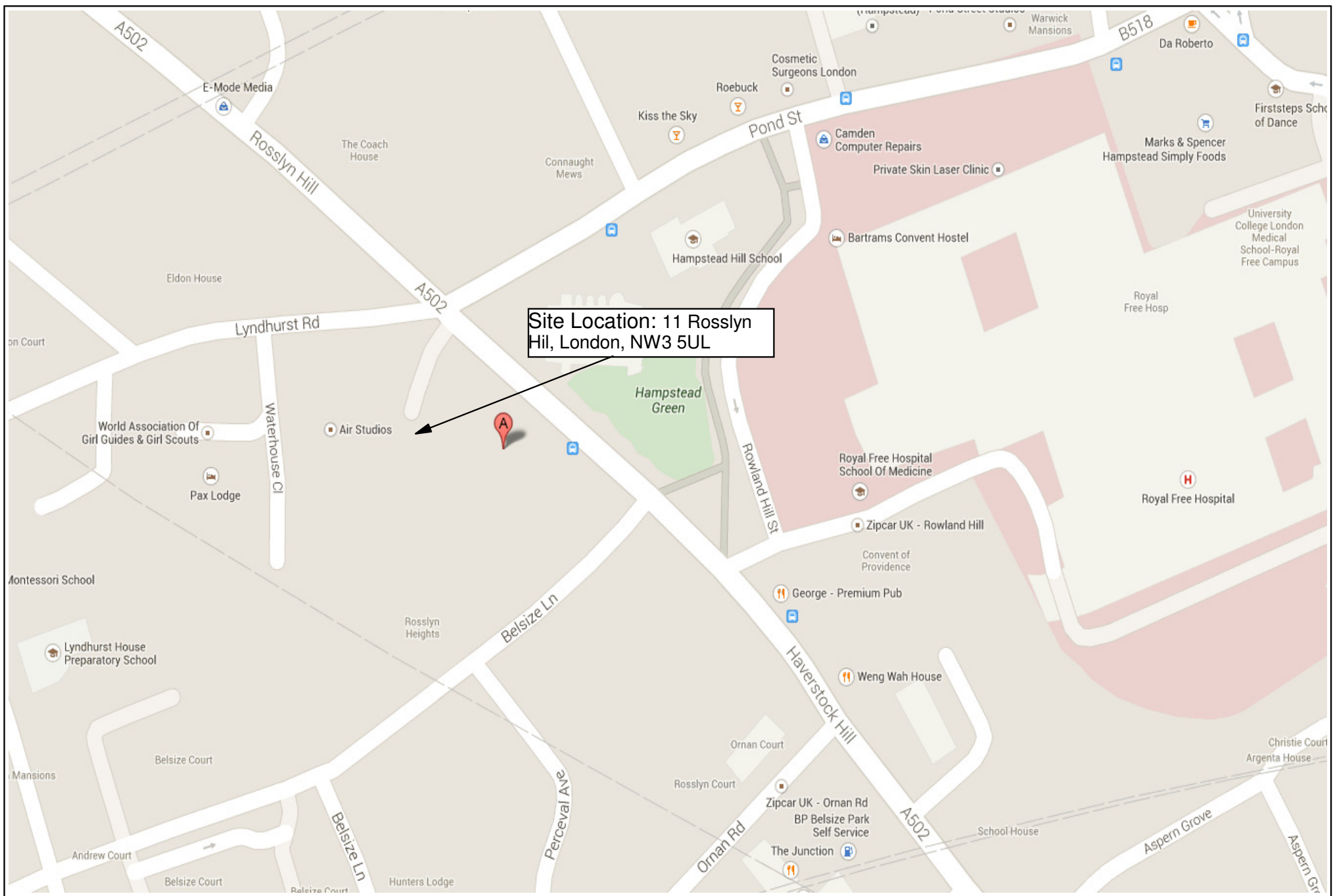
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## FIGURES



Date: August-2016  
 Scale: NTS  
 Source: Google Maps  
 Drawing No: P1284/TS/01

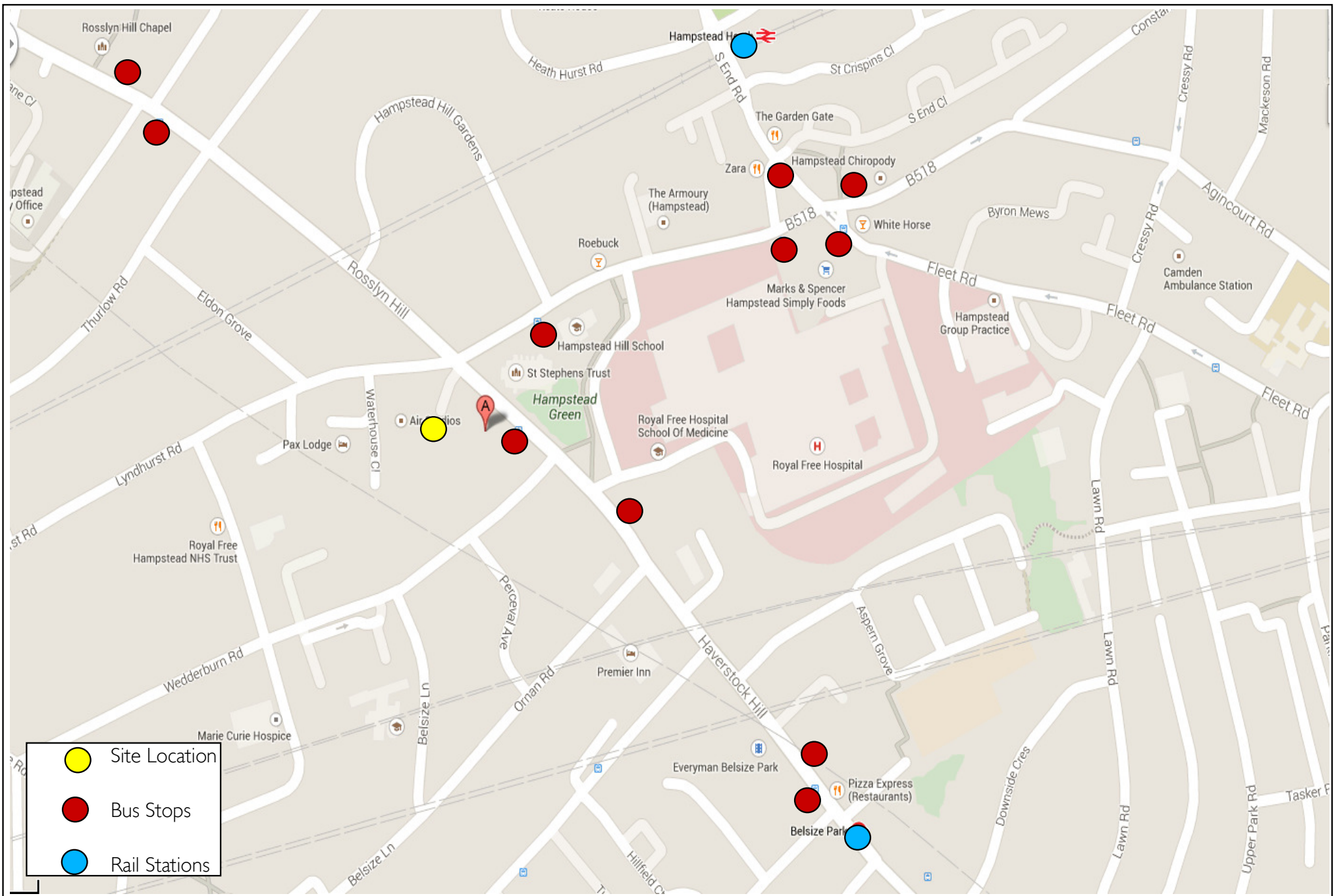


P1284: 11 ROSSLYN HILL, LONDON, NW3 5UL

Figure 1.  
 Site Location.



PAUL MEW ASSOCIATES  
 TRAFFIC CONSULTANTS



Date: August-2016  
 Scale: NTS  
 Source: Google Maps  
 Drawing No: P1284/CMP/02



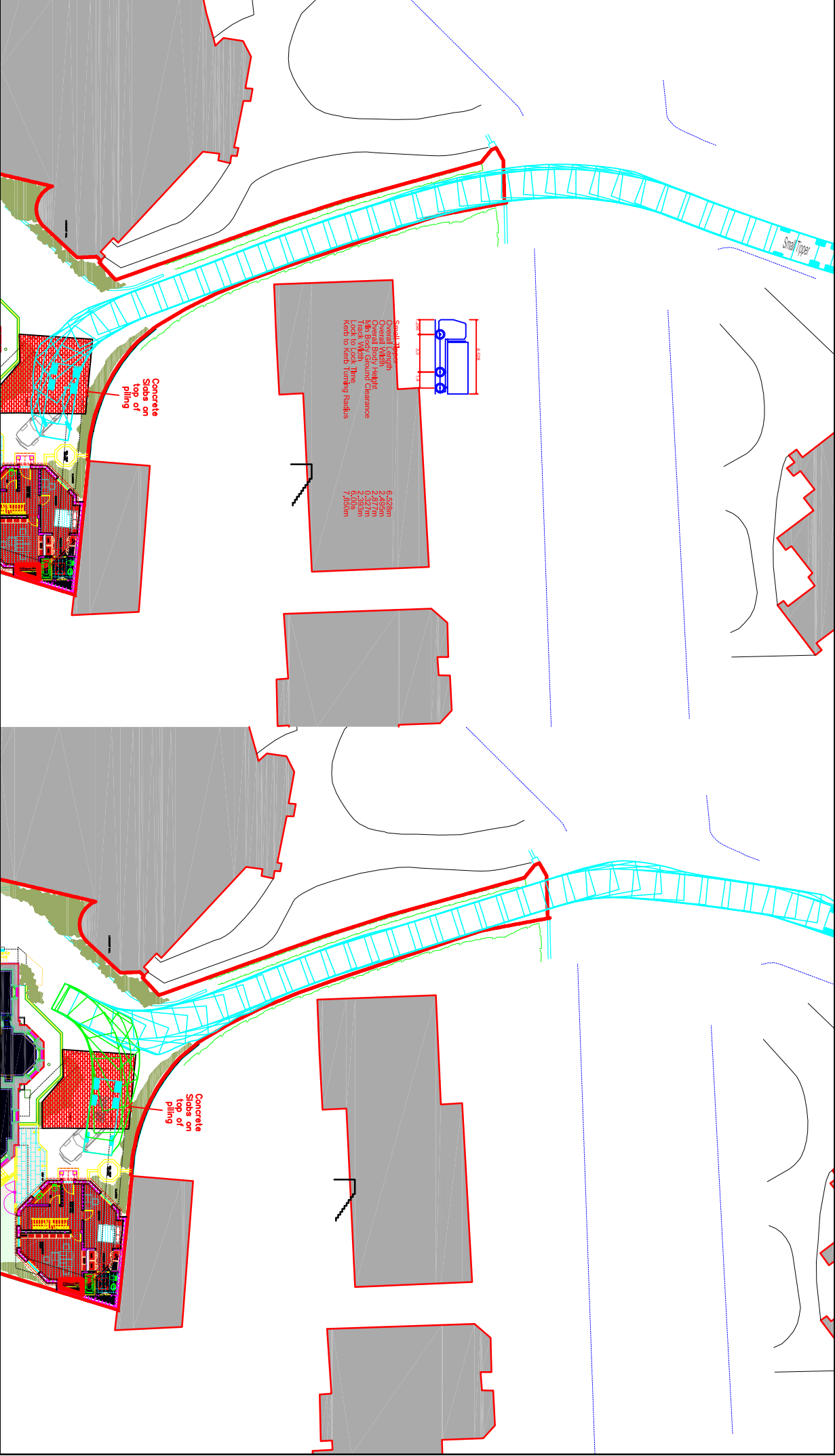
P1284: 11 ROSSLYN HILL, LONDON, NW3 5UL

Figure 2.  
 Public Transport Access Map.



PAUL MEW ASSOCIATES  
 TRAFFIC CONSULTANTS





# P1284: 11 Rosslyn Hill

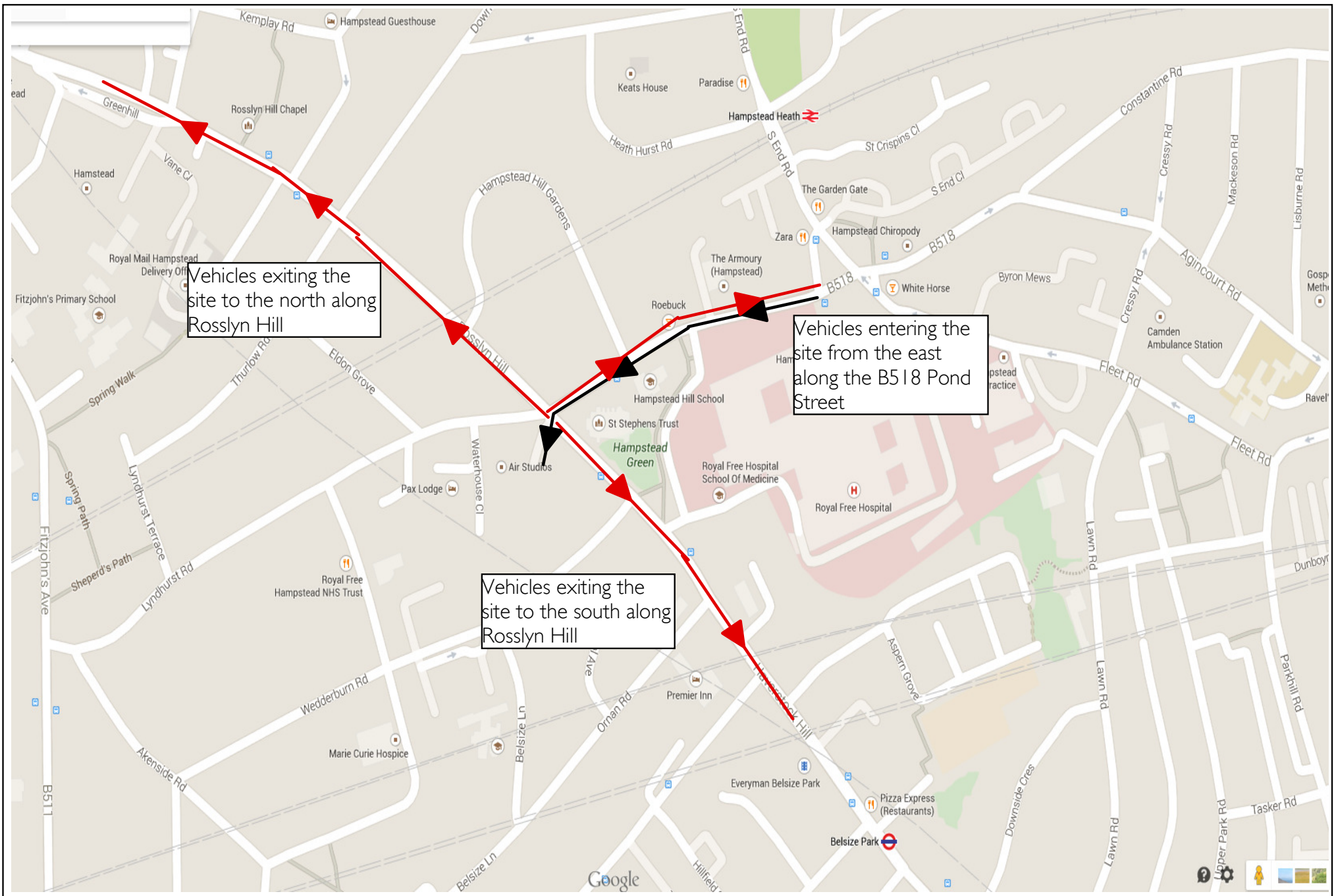
Figure 3.

Autotrack: Small Tipper Truck entering and exiting the site

Date: August-2016  
 Scale: 1:450@A4  
 Source: Ordnance Survey  
 Drawing No. P1284/CMP/03







Date: August-2016  
 Scale: NTS  
 Source: Google Maps  
 Drawing No: P1284/CMP/05



P1284: 11 ROSSLYN HILL, LONDON, NW3 5UL

Figure 5.

Preliminary Vehicle Routeing Plan

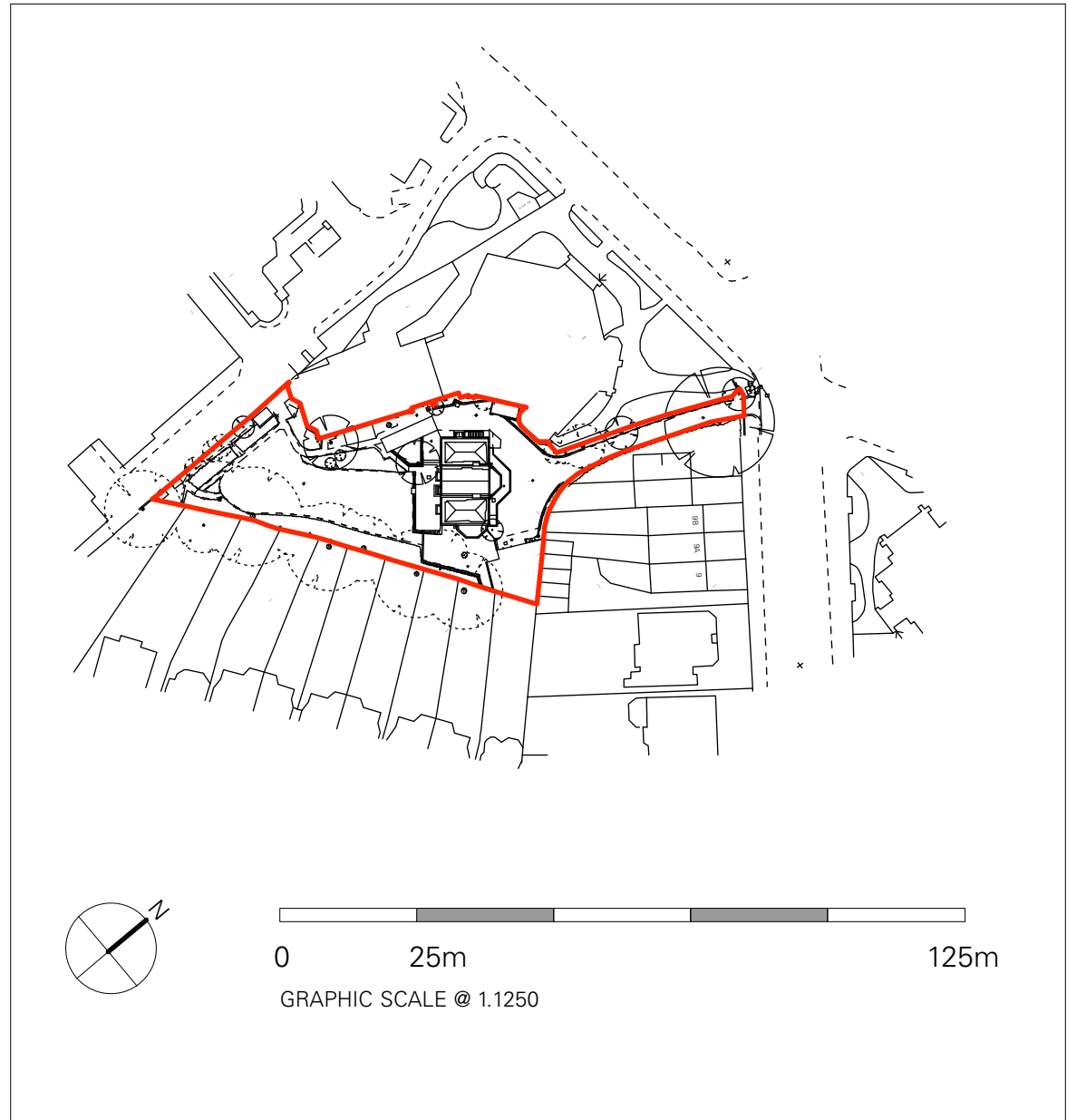
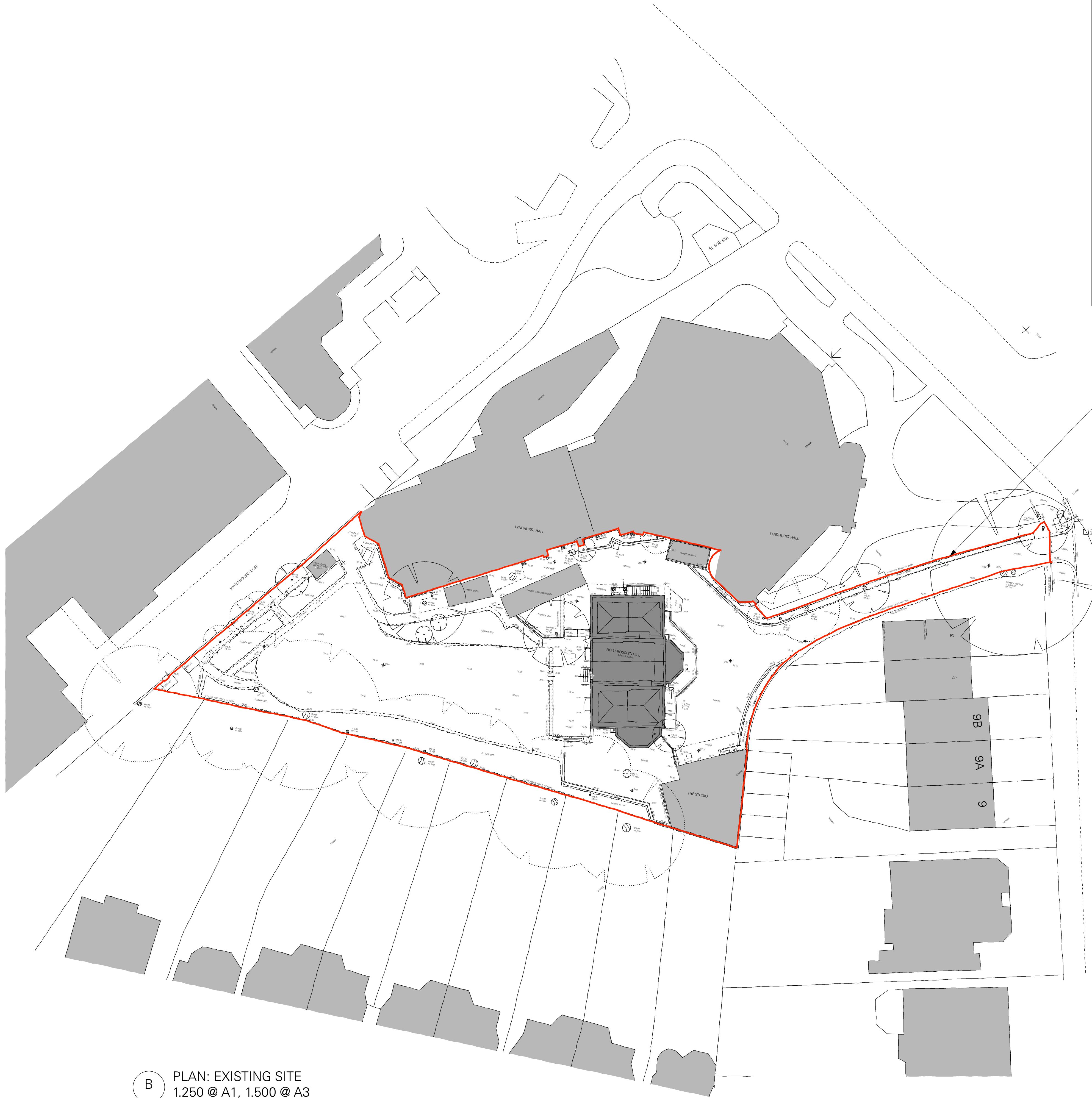


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## APPENDIX A

### Site Boundary





A PLAN: EXISTING LOCATION  
1:1250 @ A1, 1:2500 @ A3

RED LINE INDICATES SITE BOUNDARY

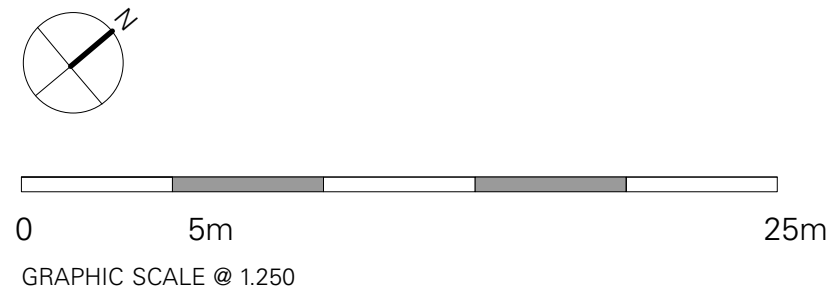
B PLAN: EXISTING SITE  
1:250 @ A1, 1:500 @ A3

DO NOT SCALE WORKING DIMENSIONS FROM THIS DRAWING

NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT SPECIALISTS AND CONSULTANTS DRAWINGS.

REVISION	DESCRIPTION	DATE (D.M.Y.)
DWG ISSUE:		
SURVEY		



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JOB TITLE:		
11 ROSSLYN HILL LONDON NW3 5UL		
DRAWING TITLE:		
PLAN: EXISTING LOCATION & SITE		
SCALE:	DRAWN BY:	DATE (D.M.Y.):
AS SHOWN	ON CENTRE	MAR 2015
JOB NUMBER:	DWG NUMBER:	REVISION:
250	001	*

## APPENDIX B

### Proposed Site Plan