

**Draft Construction Management Plan
12 Pilgrim's Lane, Camden,
London NW3 1SN**

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
30/06/2022	1 st Draft	Vincent Lasseaux

Additional sheets

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

Date	Version	Produced by

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Introduction

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

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

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

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

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

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

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

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

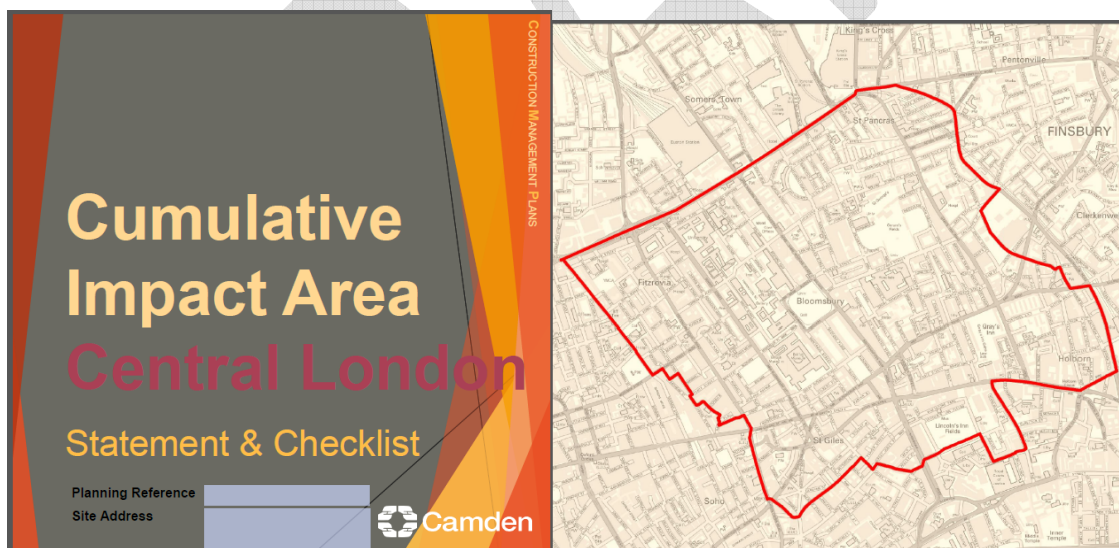
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

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

Revisions to this document may take place periodically.

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

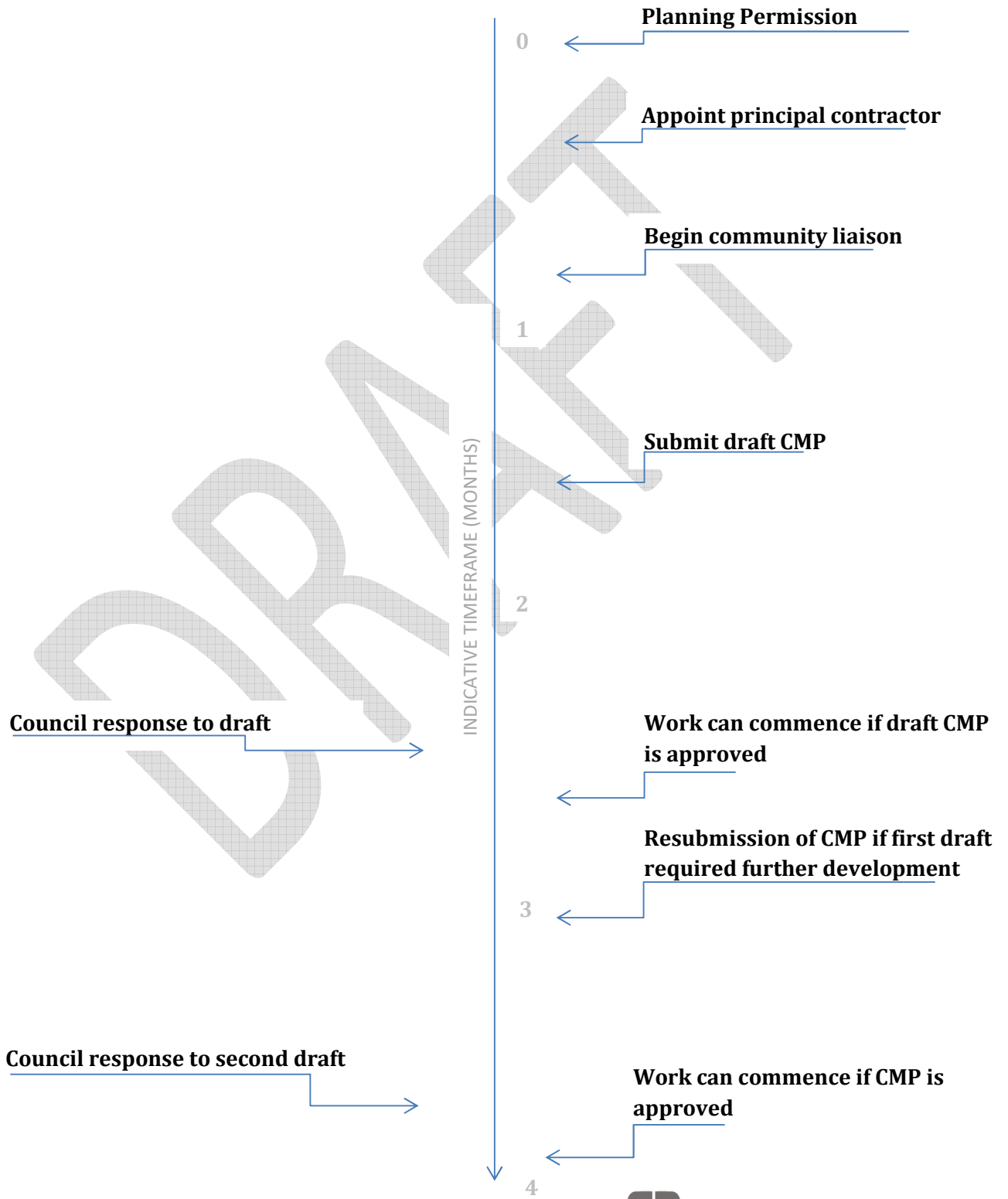
The CIA Checklist can be found at <https://www.camden.gov.uk/about-construction-management-plans#sumf>



Timeframe

COUNCIL ACTIONS

DEVELOPER ACTIONS



Contact

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

Address: 12 Pilgrim's Lane, Camden, London NW3 1SN

Planning application will be submitted in summer 2022.

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

Vincent Lasseaux, Associate, Elliott Wood

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

The site project manager responsible for day-to-day management of the works is currently unknown but will be provided once the contractor is appointed.

4. Please provide full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of Community Investment Programme (CIP), please provide contact details of the Camden officer responsible.

The details of the person responsible for community liaison will be added once agreed with the appointed principal contractor.

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

To be provided once the contractor has been appointed.

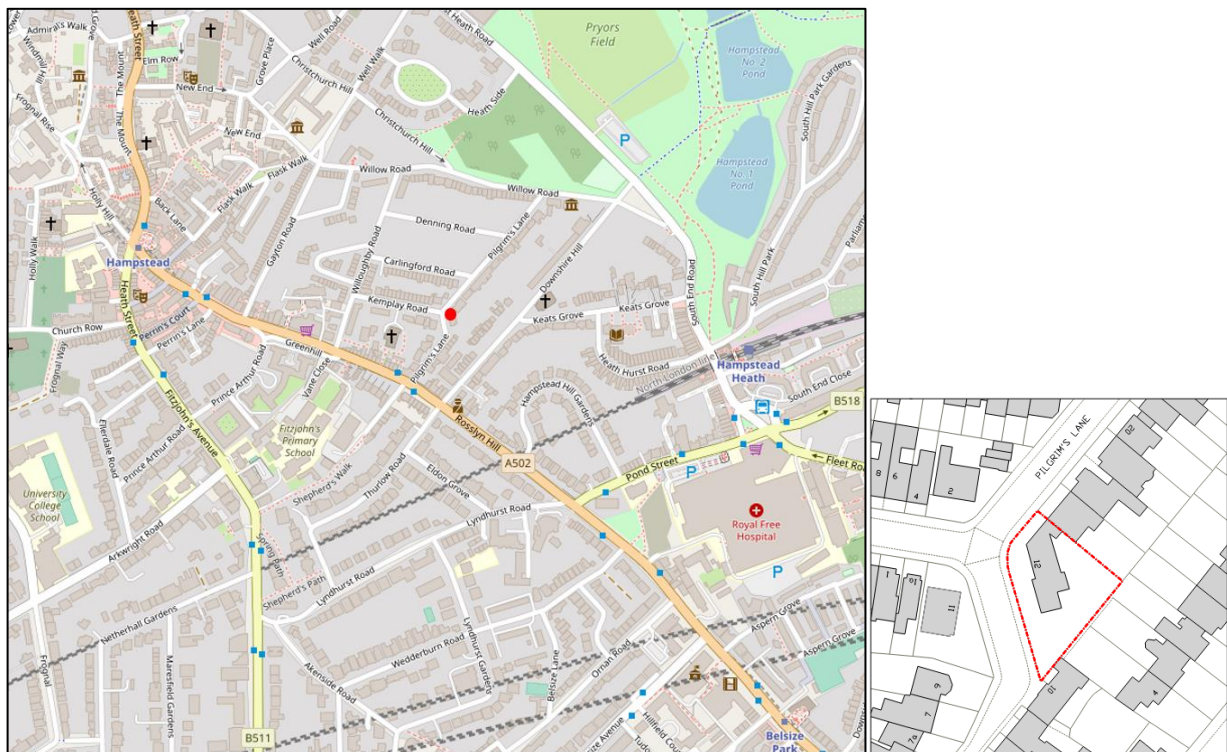
Site

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

This document has been prepared by the Elliott Wood Partnership Limited under the instruction of our client to produce a Construction Management Plan (CMP) for the proposed residential dwelling, with associated refurbishment and lower ground floor works at 12 Pilgrim's Lane, London, NW3 1SN.

Existing Situation

12 Pilgrim's Lane is situated in the London Borough of Camden, within the Hampstead Conservation Area. The site is bounded by Pilgrim's Lane to the west and private residential developments to the north, east and south. The closest stations to the site are Hampstead Underground Station, which is approximately 575m to the west and Hampstead Heath Overground Station which is located 675m to the east.



The site is located on the east side of Pilgrim's Lane, opposite the junction with Kemplay Road, with both streets offering on-street parking on both sides in the vicinity of the site. To the south, Pilgrim's Lane becomes a one-way street (southbound), tying into A502 Pilgrim's Place / Rosslyn Hill. Access to the site from the A502 is done via Willoughby Road and Kemplay Road.

The site currently includes two existing residential units, in a two-storey high, semi-detached arrangement, oriented south to north. The site includes garden areas to the east, west and south of the properties.

An existing dropped kerb on the northern end of the site gives access to a build-in garage and one off street parking space.

Development Proposals

The proposed alterations include:

- *Extensive refurbishment of the existing property,*
- *Alterations at upper ground floor, and lower ground floor levels,*
- *Pool at lower ground floor level,*
- *Extensive landscaping.*
- *Reprovision of off-street parking*

The existing GIA is circa 344 square meters (3,697 square feet) and the proposed GIA is circa 681 square metres (7,331 square feet).

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

The proposed works consist of demolition and replacement of two storey garage/office side extension with a single storey garage extension, lower ground, and ground floor rear/side extensions, two storey side extension, roof extension to provide living accommodation at second floor and associated works to extend and re-configure the existing dwelling.

It is expected that the works will be completed as a 'bottom up' construction process.

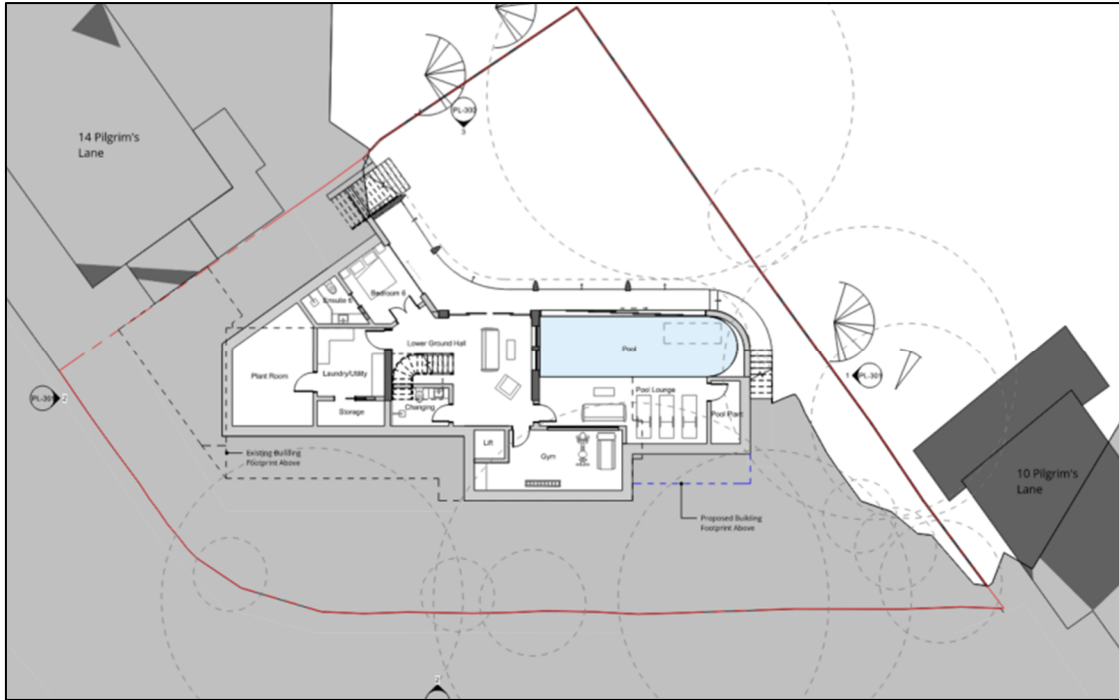
Some of the main challenges that affect the sequence of works on the project are:

- Maintaining stability of existing structure.*
- Maintaining stability of adjoining/adjacent structures.*
- Forming sensible access onto the site to minimise disruption to the neighbouring residents.*
- Providing a safe working environment.*

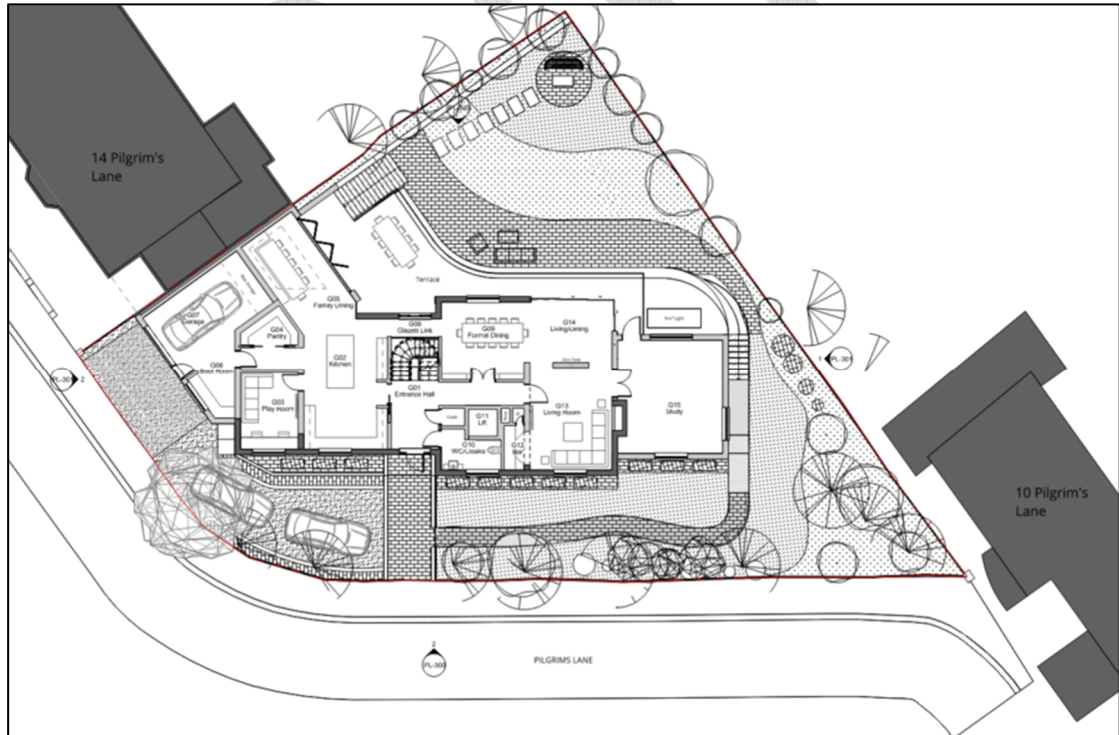
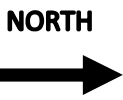
Construction traffic will be managed to avoid, where possible, local school drop-off and collection times and adhere to restrictions on local roads. Restricted turning space on site will require on-street car parking to be temporary suspended.

The Contractor will be entirely responsible for maintaining the stability of all existing buildings, adjoining building and all of the works from the date of possession of the site until practical completion of the works.

The proposed lower ground and ground floor plans are shown below, while the full set of architect's plans are included at Appendix 1.



Lower Ground Floor



Ground Floor

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

Work on proposed development will start following grant of planning permission (estimated to be November 2022). The works will be undertaken in the following phases:

- *Site setup and soft strip – Duration: 2 months*
- *Lower Ground excavation and demolition – Duration: 3 months*
- *Substructure – Duration: 2 months*
- *Superstructure – Duration: 4 months*
- *External finishes – Duration: 2 months*
- *Fit out, testing and commissioning – Duration: 8 months*

The principal contractor will provide a more detailed programme once planning permission is secured and a Contractor is appointed.

The overall construction programme is however estimated to be approximately 18 months (70 weeks).

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

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

Standard working hours for the site will be in line with the standard working hours for construction sites in Camden.

Community Liaison

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

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

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

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

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

Cumulative impact

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

The Council can advise on this if necessary.

10. Sensitive/affected receptors

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

The neighbouring residential properties at 10 and 14 Pilgrim's Lane, as well as 1 and 2 Kemplay Road will be the nearest affected properties with regards to noise, vibration, dust and lighting.

In addition, residential properties with gardens abutting the site might also be affected by noise to a lesser extent (4, 5, and 6 Downshire Hill).

The residential properties on Kemplay Road will primarily be impacted by the noise and construction traffic movements. Every effort will be made to minimise the impact of construction at the site on neighbouring properties.

11. Consultation

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

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

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

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

The main contractor, once appointed, will either update this draft CMP or produce a new CMP which fulfils [Camden Minimum Requirements](#) for CMPs. The updated draft CMP will form the draft for discussion during consultation with the local community.

The appointed contractor will act as a point of contact between residents and the local council so that in the event of issues / concerns arising during the construction process, action can be taken as quickly as possible.

A policy of open and honest communication will be adopted. Before the works commence on site a Newsletter will be delivered to the local businesses and residents surrounding the site. A pre-start meeting with local residents, schools and businesses will be arranged and will give people the opportunity to raise concerns.

12. Construction Working Group

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

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

The site falls within a conservation area, however the construction works is neither sensitive/contentious or in a location which is experiencing high levels of construction traffic. As such, it is not considered necessary or appropriate for a construction working group to be set up for the proposed construction works at the site.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires [enhanced CCS registration](#) that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

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

The contractors will follow the principles of both the Considerate Constructors Scheme and the Guide for Contractors Working in Camden. They will also be required to confirm that they have read and understood the above guide.

The principal contractor will provide photographic evidence of registration details in due course as proof of this.

14. Neighbouring sites

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

No existing or anticipated construction sites that would compromise or add to the impact of construction works at the site have been found. If the situation evolves, the Principal Contractor will provide a location plan of the relevant sites.

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Transport

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

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

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

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

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

To be confirmed once appointed

16. Please submit the proposed method for checking operational, vehicle and driver compliance with the CLOCS Standard throughout the duration of the contract (please refer to our [CLOCS Overview document](#) and [Q18 example response](#)).

The requirement to abide by the CLOCS Standard will be included in all contracts with contractors and suppliers.

All vehicles arriving at the site will be FORS registered and will adhere to the CLOCS standard. All Delivery companies will complete Camden's self-assessment form.

Contracts FORS Bronze accreditation as a minimum will be a contractual requirement, FORS Silver or Gold operators will be appointed, where possible.

Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training.

CLOCS Compliance will be included as a contractual requirement. Checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide. Site checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the afore mentioned risk scale.

These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained and enforced upon accordingly. Where contractors own vehicles and drivers are used the above approach will be modified accordingly. Collision reporting data will be requested from operators and acted upon when necessary.

Details of a risk assessed vehicle route will be provided to all contractors and drivers. Checks will be undertaken regularly to ensure that this is being used.

Contractors and any other service suppliers will be asked to use these routes at all times unless unavoidable diversions occur, and regular reminders to this affect will be provided.

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

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

We can confirm that the developer has read and understood the CLOCS standards. The principal contractor, once appointed, will be required to read and confirm understanding of the CLOCS standards.

We can also confirm that the requirement to abide by the CLOCS Standard will be included in all contracts with the contractors and suppliers.

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

Site Traffic

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

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

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

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

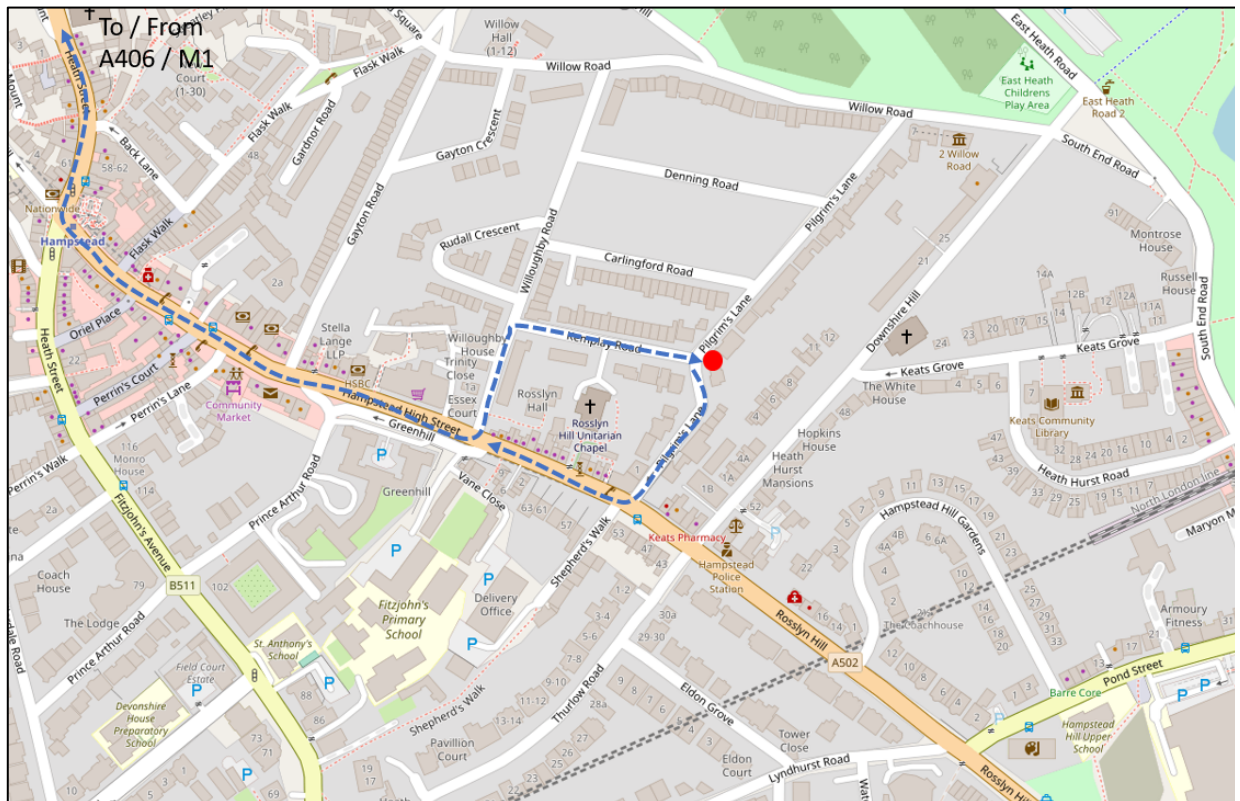
Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

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

We recommend that all traffic comes off the A502 Hampstead High Street, with access forming a one-way loop turning left on Willoughby Road, right onto Kemplay Road to its eastern junction with Pilgrim's Lane where the site is located. Egress will follow Pilgrim's Lane to its southern junction with the A502 (Rosslyn Hill at this point), where construction traffic will turn right, heading towards the wider network (A406/M1).

The above construction route has been selected to minimise the impact on local schools.

Please see the suggested construction ingress/egress route below for agreement:



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

The route for deliveries will be sent to all companies before they are due to arrive. Furthermore, the contractor will display access routes on-site by the site gates. Delivery vehicles will be controlled to ensure that unloading only takes place within designated times and in the correct location.

"Just in Time" scheduling of deliveries, where possible, will minimise storage capacity required, double handling and congestion around the site. Restricted delivery times based around the local school times will be discussed and detailed with all suppliers and contractors.

Where "Just in Time" deliveries are not economic or practical, site storage of materials and plant will be very carefully controlled by restricted allocation of zones to particular trades. Detailed plans of the site will be drawn up outlining areas available for moving and storing materials during the various stages of the contract.

19. Control of site traffic, particularly at peak hours: *"Clients shall consider other options to plan and control vehicles and reduce peak hour deliveries" (P20, 3.4.6)*

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

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

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

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

For Example:

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

Skip loader: 2 deliveries/week during first 10 weeks

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

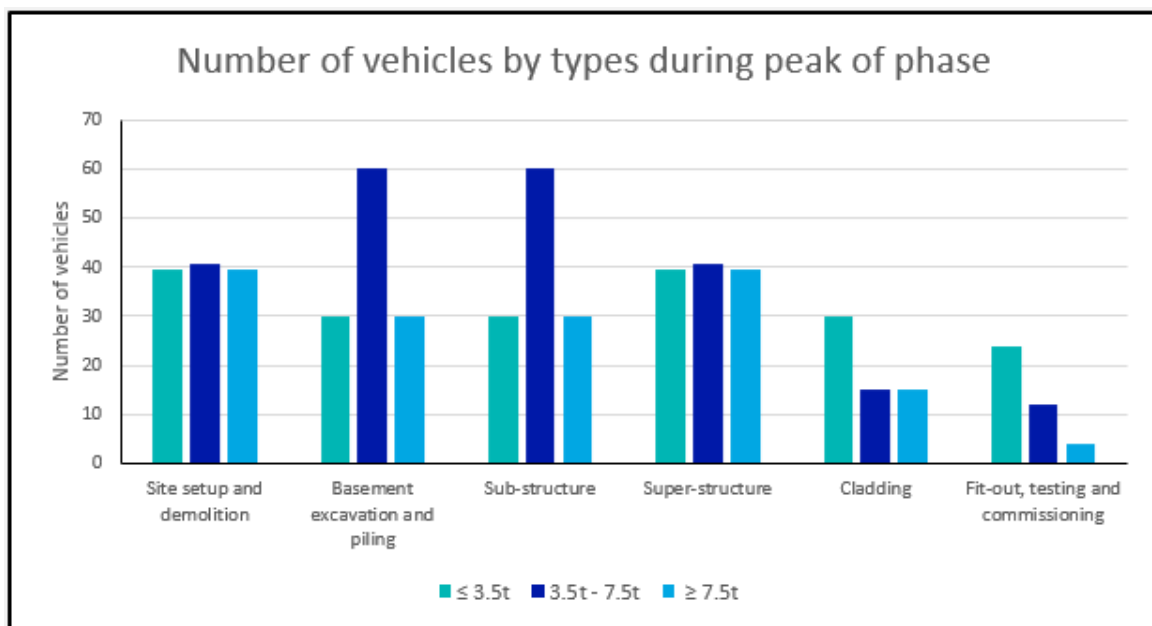
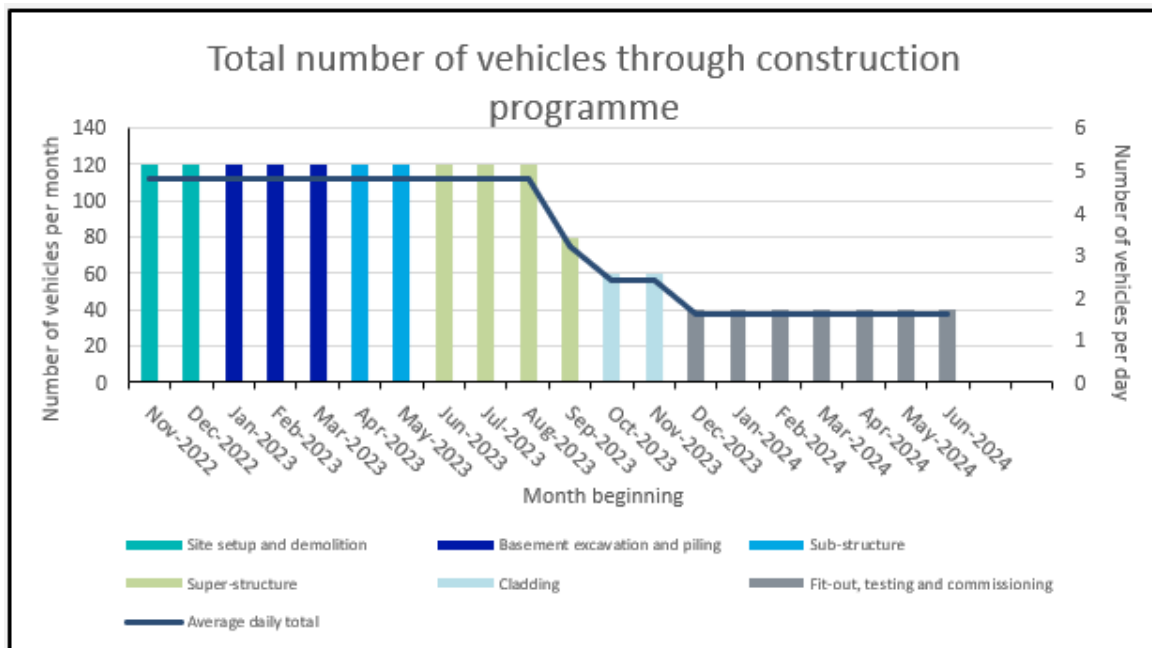
18t flatbed: 2 deliveries/week for duration of project

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

b. Cumulative effects of construction traffic servicing multiple sites should be minimised

An estimate of the construction vehicles per construction phase will be provided by the principal contractor once appointed. It is however anticipated that the following construction vehicles will access the site:

- 32t Tipper
- Skip loader
- Cement mixer
- 18t flatbed truck
- 3.5t vans



Pilgrim's Lane and the roads immediately leading to it are residential roads. The contractor will provide trained and qualified traffic marshals. Zig zag barrier will be deployed to protect pedestrian and cyclist when vehicles are being directed by the traffic marshals.

Contractors and suppliers are required to notify the Site Logistics Co-ordinator to agree delivery dates and times based around the peak time restrictions such as school pick up and drop off times.

Due to the extent of works it is envisaged the most essential vehicles will be concrete lorries during large concrete pour and 32t Tippers (muck away lorries) during the excavation. The latter will be naturally restricted due to the turn round times of early loading and the journey to and from the selected landfill site. Any abnormal loads to be delivered will be notified in advance to the Local Authorities.

Suppliers and subcontractors will be notified in advance of the desired location for delivery. Specific traffic maps and rules indicating the required traffic route with peak delivery restriction times clearly printed on the maps, these will be included in all subcontractors and supplier orders. All site traffic will be directed to Site entrance by use of directional signage and a qualified traffic marshal.

It is currently envisaged that construction traffic to ingress and egress the site between 9.30am - 3.00pm Monday to Friday to avoid school hours during terms times and 8.00am-1.00pm on Saturdays. During school holidays construction vehicles will access the site between 9.30am and 4.30pm and 8.00am-1.00pm on Saturdays. The times will be monitored, and adjustments made, if required.

All deliveries will be allocated delivery time slots of 1 hour. All deliveries to site will be scheduled by the Site Logistics Co-ordinator and any unscheduled or non-agreed deliveries will be turned away. Site management will take necessary action against any defaulting contractors or suppliers to ensure corrective action plans are put in place and implemented to ensure there is no further default.

b. where possible. Please provide details of other developments in the local area or on the route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

We are not aware of any existing or anticipated construction sites that would impact on the works at the site. Camden Council are to advise if they are aware of any construction sites near the site. Unless we are informed otherwise, we consider that no co-ordination is therefore necessary. However, should we become aware of any other nearby construction then we would work with the contractors at those developments, as appropriate.

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

We have provided swept path analysis for the larger vehicles expected to access the site during construction. This includes a 32t Tipper and concrete mixer. Please refer to the attached swept path analysis at Appendix 2.

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

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

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

It is anticipated that a holding area will not be required. Vehicles to site will be scheduled by the Contractor to avoid multiple vehicles arriving at the same time. If vehicles are required to wait, then this will be in a holding area outside the Borough.

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

We will ensure that deliveries are minimised as far as reasonably practical.

Space permitting, the options for providing a central hub for the delivery of materials in advance of a forward journey to the site will be investigated by the contractor.

This will reduce the overall amount of CO2 emissions locally and reduces the number of vehicles arriving at the site ensuring the safety of, and disruption to, road users is kept to a minimum.

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

The contractor and his subcontractor(s) will adopt 'green fleet' management practises in the operation of the site construction plant and the road licenced vehicles servicing the site.

All equipment and vehicles will comply with Euro 6 emissions regulations.

Contractors will be required to prove that they are taking measures to further reduce the carbon emissions of any vehicles coming to the development and will be expected to adopt the practises of the Safe Fuel-Efficient Driving Scheme (SAFED).

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

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

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

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

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

All traffic will access the site from Kemplay Road. Given the location of the site at the junction of Kemplay Road & Pilgrim's Lane, all large construction vehicles will be required to manoeuvre utilising the full width of the highway. A traffic marshal will be present to manage all reversing manoeuvres at the site. The access manoeuvres to and from the site will require on-street car parking fronting the site to be suspended.

Swept path analysis of a concrete mixer and 32t Tipper are provided at Appendix 2.

Smaller vehicles will be able to access and egress Pilgrim's Lane with no specific manoeuvring guidelines.

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

Construction vehicles will not access the site. Please refer to Q20a and Appendix 2 for more details.

As the construction programme evolves, it might be proposed for all traffic to be managed by a Site Manager and a full time Traffic Marshall(s). This will be confirmed once a principal contractor is appointed on site.

The vehicles will access and egress the site via the existing crossovers (details to be agreed once principal contractor appointed). Folding delivery gates will be opened across the entrances to the site such that gates do not open across the public footpath. They will be opened only when a delivery vehicle is entering or leaving the site and will be monitored on a full-time basis by the Traffic Marshall(s).

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

Construction vehicles will not access the site. However, please refer to swept path analysis sketches of construction vehicles along Pilgrim's Lane in Appendix 2.

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

As construction vehicles will not access the site but load/unload within the public highway, wheel washing facilities are not considered necessary.

The Traffic Marshall will ensure a clean and presentable loading area, footway and nearby roadway will be retained at all times. Dirt will be manually swept. In the event of any unforeseen circumstances a road sweeper will be made available.

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

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

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

Refer to the sketch in Appendix 2 for the loading and unloading proposals.

Vehicles will arrive at the loading area on-street in a forward gear and leave in a forward gear under the guidance of the Traffic Marshall.

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

Deliveries and waste collections will typically take place between 9.30am and 3pm to avoid peak traffic hours. In general, deliveries will be restricted to take place within 60 minute time slots and waste collections within approximately 30 minutes.

Traffic management will consist of temporary signs and cones as appropriate to warn pedestrians and passing traffic of operations along Kingstown Street. A Traffic Marshall will be appointed and be responsible for the safe loading and unloading of deliveries at the site.

Street Works

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

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

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

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

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

22. Site set-up

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

Please refer to the drawings in Appendix 2 for site set up.

Hoarding will be provided around the perimeter of the site. Directly south of Kemplay Road, on-street car parking will be suspended to allow loading and unloading to take place from Pilgrim's Lane. The site access will be located adjacent to the loading/unloading area.

Staff welfare facilities will be provided in the north-eastern corner of the site, while the site compound is anticipated to be the east of the building.

23. Parking bay suspensions and temporary traffic orders

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

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

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

Please see Q22 and Appendix 2 for details.

Loading / unloading activities at the site will require three parking spaces to be suspended at different times during construction. This includes a single parking bay on the eastern side of Pilgrims Lane directly north of the junction of Pilgrim's Lane and Kemplay Road. A further two parking spaces directly south of the same junction will also need to be suspended and would be used as a loading bay during construction. The contractor will provide details of timings and duration once appointed.

All footpaths and walkways surrounding the perimeter of the site boundary will remain open during construction, except for any such emergency requiring the full evacuation from site unless alternative arrangements have been agreed with the LB Camden Highways Department.

All site hoardings will be within the site boundary and will not impede on the footpaths. All access gates will be locked with either chains/padlocks or biometric fingerprint access.

Full direction signage will be used on the external face of the hoarding. Barriers will be used when vehicles are accessing the entry and exit gates.

24. Occupation of the public highway

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

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

No public highway will be used for storage.

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

All loading/unloading will take place on street, requiring the temporary suspension of three parking spaces (see Q23). Thus, no temporary works are required to enable construction.

25. Motor vehicle and/or cyclist diversions

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

None required.

26. Scaffolding, hoarding, and associated pedestrian diversions

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

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

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

Please refer to the drawings in Appendix 2 for hoarding location. No scaffolding will be located near the site boundary or on/over the public highway.

Site security is of the utmost importance not only to secure materials on the site but to ensure that no unauthorised persons enter the site. To this end construction materials will be stored within the site boundaries. The hoarded enclosure will provide a secure locked gate and materials kept within this area will be kept to a minimum.

All site activities are to be contained within the hoarding line, outside of loading and unloading, which will take place from Pilgrim's Lane. All loading and unloading activities will be monitored by a Traffic Marshal. When deliveries are due to take place, pedestrians will be signposted to use the footway on the western side of Pilgrim's Lane.

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

No structures will overhang the public highway.

27. Services

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

At this time the extent of changes to services is unknown – this is still to be determined. This information will therefore be updated for the final CMP.

We will be ensuring that wherever possible companies share the same excavations and that they are aware of the traffic management proposals.

Environment

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

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

No works will commence prior to 8am and all works will cease by 6pm Monday to Friday and by 1pm on Saturdays.

The noisy operations that will be necessary for this development will not take place outside of the working hours agreed – in line with Camden Council's guidelines.

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

Quiet periods during the working days will be established with neighbours and local residents during consultation with these parties.

Where there is significant noise, control measures will be identified, implemented, and monitored as per the guidance for employers on the Control of Noise at Work Regulations 2005.

All possible steps will be taken to reduce the noise levels to acceptable levels.

Details of noisy operations will be included by the main Contractor once appointed.

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

Details of the noise survey will be shared once undertaken and available.

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

The principal contractor, once appointed, will provide estimates of noise and vibration levels.

We will follow HSE guidelines on the noise and vibration exposure limits and ensure that the higher action values are not exceeded. Control measures will be used throughout the duration of the project to minimise the noise and vibration levels emitted. Levels will be monitored, recorded and reviewed on a regular basis.

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

Once predicted levels for noise and vibration are known, mitigation measures will be incorporated during the construction works to prevent disturbances from the activities on the site, including the actions to be taken in cases where these exceed the predicted levels.

Below are some measures which will be implemented on site to control noise levels.

Control at source:

- *noise emissions limits for equipment brought to site.*
- *retrofitting controls to plant and machinery and using silencers on machinery.*
- *use of acoustic and echo screens.*
- *Administrative and legislative control, good community relations and a complaint contact line will be available and posted at all times*
- *Control of working hours particularly when using percussive instruments,*
- *Control of delivery areas and times,*
- *Careful choice of compound location,*
- *Physically screening of the site,*
- *Noise Monitoring, to check compliance with noise level limits, cessation of works until alternative method is found.*
- *Many of the activities which generate noise can be mitigated to some degree by careful preparation of machinery and use of tools. This may best be addressed by tool box talks and site inductions.*

If noise or vibration levels reach higher action levels then immediate action will be taken based on statutory requirements, HSE guidance and industry best practise.

The contractor will provide further details once appointed.

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

All staff will be trained on BS 5228:2009.

The main Contractor will provide evidence of training certificates following their appointment and as soon as we have confirmed which staff will be on site.

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

Use of hoarding around the entire perimeter of the site to assist in the screening of dust generation from low-level sources.

Off-site pre-fabrication to be used, where practical.

Loading and unloading of vehicles, dismantling of site equipment such as equipment or materials around site will be conducted in such a manner as to minimise noise generation. Where practical these will be conducted away from noise sensitive areas.

Deviation from approved method statements to be permitted only with prior approval from the main contractor and other relevant parties.

The contractor will carry out regular brushing and water spraying of heavily used site hard surfaces and access points.

Vehicles transporting materials capable of generating dust to and from site to be suitably sheeted on each journey to prevent release of materials and particulate matter.

Burning of wastes or unwanted materials will not be permitted on-site.

Dust complaints reported by neighbours will be immediately investigated by the contractor.

34. Please provide details describing how any significant amounts of dirt or dust that may be spread onto the public highway will be prevented and/or cleaned.

It is anticipated that a maximum of three construction vehicles a day will access the site.

The level of dirt and dust that may spread onto the public highway at the site will therefore be limited. If dirt falls onto the public highway, this will be swept manually by one of the construction workers and stored on site.

Vehicles transporting materials capable of generating dust to and from site to be suitably sheeted on each journey to prevent release of materials and particulate matter.

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

Noise, vibration and dust levels will be addressed through:

- *Prevention*
- *Suppression*
- *Containment*

Contractors will monitor and manage air quality in accordance with current best practise guidance (Mayor of London Control of Dust and Emissions during Construction and Demolition SPG); with the aim to reduce emissions of dust, PM₁₀ and PM_{2.5} from construction and demolition activities.

The appointed contractor will provide further details of the measures to be applied on site once appointed.

36. Please confirm that a Risk Assessment has been undertaken at planning application stage in line with the GLA policy. [The Control of Dust and Emissions During Demolition and Construction 2104 \(SPG\)](#), that the risk level that has been identified, and that the appropriate measures within the GLA mitigation measures checklist have been applied. Please attach the risk assessment and mitigation checklist as an appendix.

Para 1.9 of the SPG notes that the risk assessment is only applicable to major developments. As this CMP is for the development of a lower ground floor and other minor alterations at a home the requirement for a risk assessment is not required.

No bonfires will be allowed onsite at any time.

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

All Supplementary Planning Guidance will be followed throughout the duration of the project.

- 38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the [SPG](#). Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

The site is a low-risk site. As such, the following actions will be undertaken to monitor dust:

- *Take into account the impact of air quality and dust on occupational exposure standards to minimise worker exposure and breaches of air quality objectives that may occur outside the site boundary, such as by visual assessment;*
- *Keep an accurate log of complaints from the public, and the measures taken to address any complaints, where they were required.*

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

As a considerate contractor, every effort will be made to keep the site clear of food and other substances that can attract rodents/vermin. Visual inspections will be undertaken regularly to check for rodents/vermin on-site.

During inspection, if signs of rodents/vermin are identified, then a rodent/vermin control firm (a member of the NPTA National Pest Technicians Association or BPCA (British Pest Control Association) will be instructed to clear the site.

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

Prior to the site clearance, an asbestos survey will be carried out to check the presence of any notifiable asbestos or hazardous materials.

Key findings will be shared with the council. If there is evidence of asbestos, it will be removed by specialists.

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

The contractor will be asked to police a respectful behaviour policy of builders towards the neighbourhood they work in. There will be a zero-tolerance policy for any anti-social behaviour including bad language, unnecessary shouting, loud music and smoking outside of designated area.

The Contractor will follow the principles of Considerate Constructors Scheme (CCS) and as such will implement measures to prevent anti-social behaviour such as described. These measures will include, but not be limited to, on-site training, indoor welfare facilities and rules focusing on personal appearance and conduct.

42. If you will be using non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.

From 1st September 2015

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

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

From 1st September 2020

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

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

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


- a) Construction time period (mm/yy - mm/yy): **Approx. 18 months (70 weeks) starting November 2022 (exact date to be confirmed once planning permission granted)**
- b) Is the development within the CAZ? (Y/N): **No**
- c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): **No**
- d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: **The machinery on site will be registered by the main contractor prior to commencement.**
- e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: **Yes**
- f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: **Yes**

● SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: 

Date: 30/06/2022

Print Name: Vincent Lasseaux

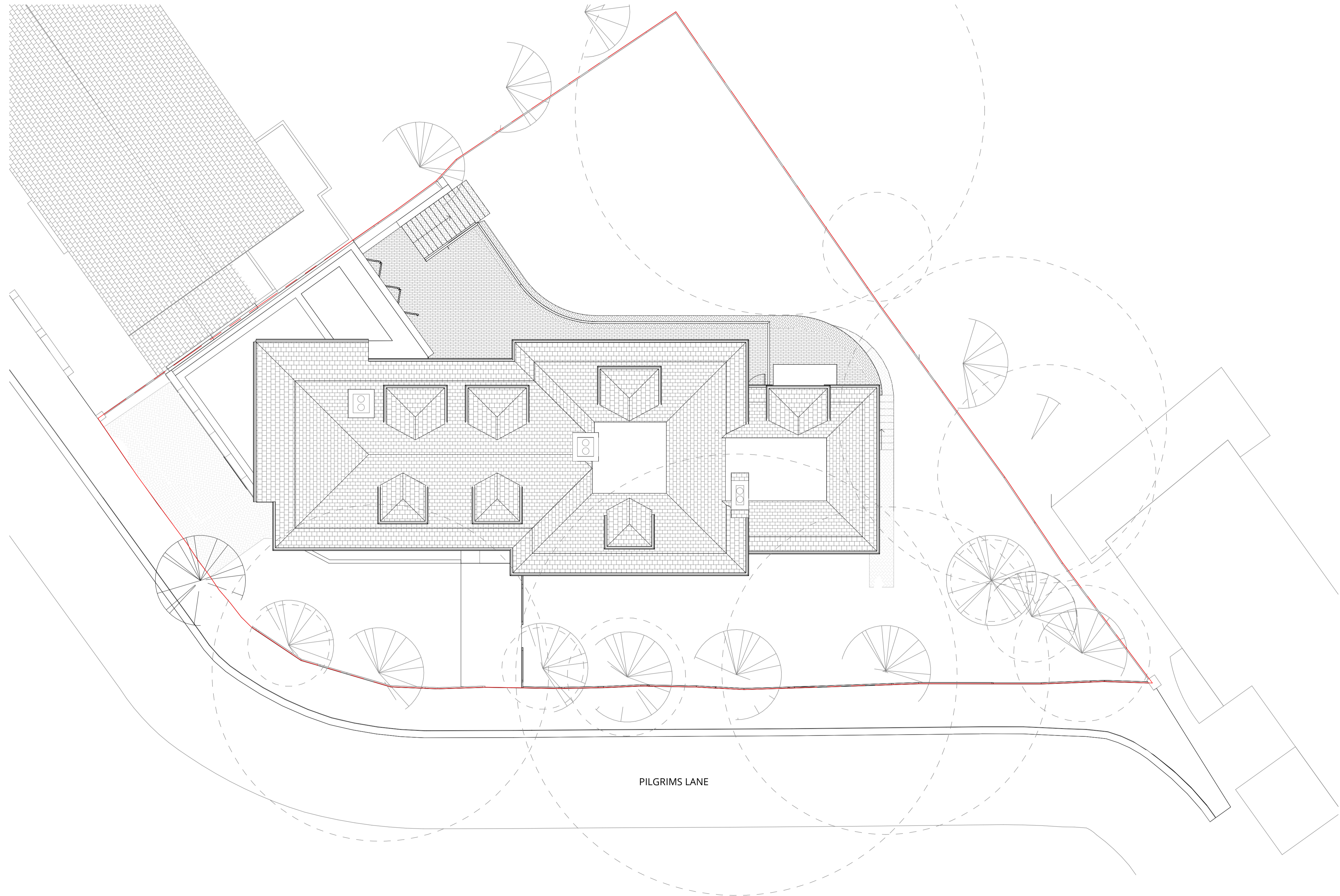
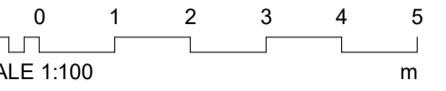
Position: Associate, Elliott Wood

Please submit to: planningobligations@camden.gov.uk

Appendix 1

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Notes:



Proposed Site Plan
 1 : 100

Rev	Description	Date	Drawn	Clkd
0	First Issue	25.05.22		



16 lambton place
 notting hill
 london w112sh
 t 02072293125
 f 02072293257
 e info@wolffarchitects.co.uk

status: **PLANNING**

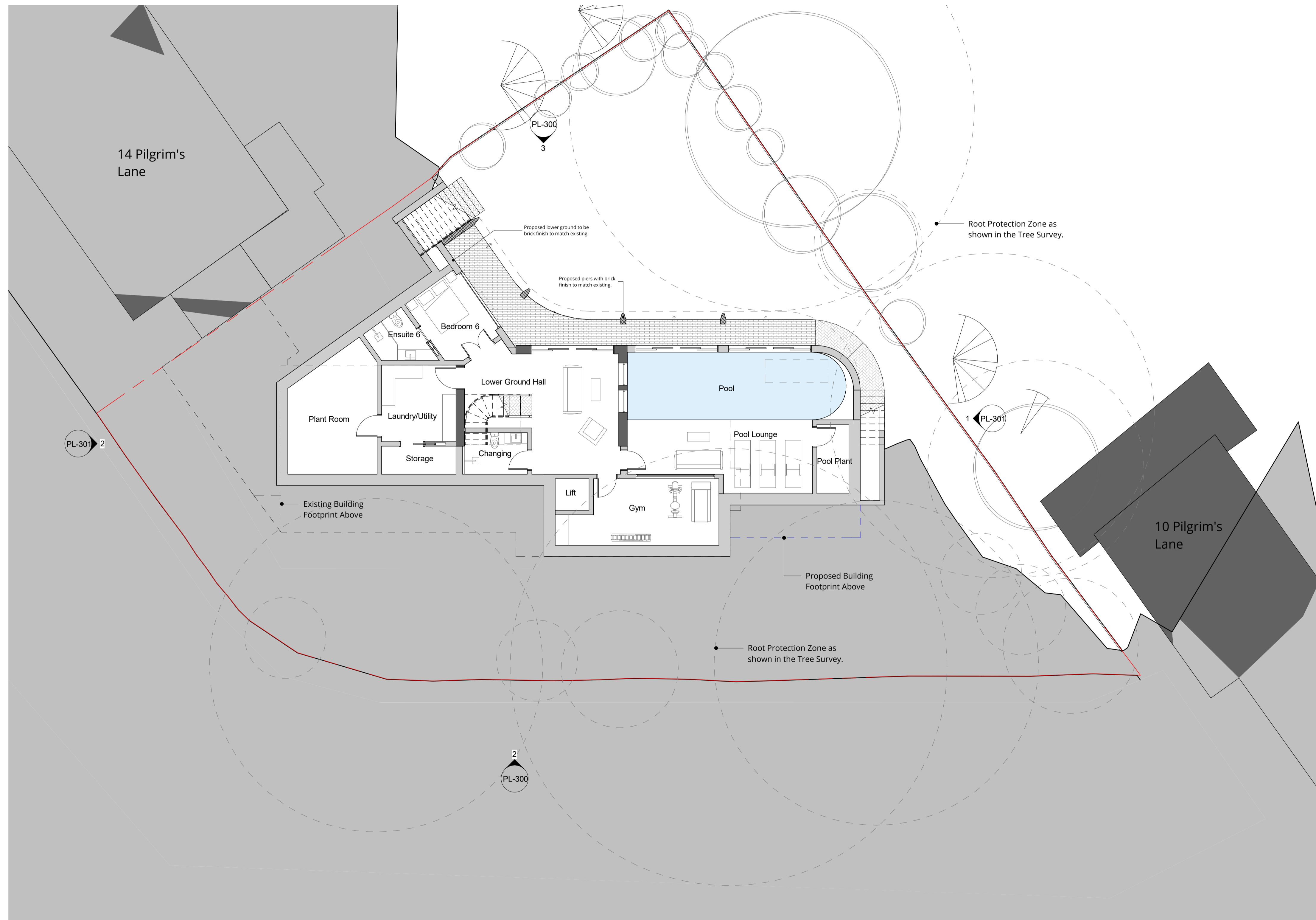
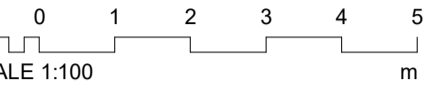
project: **12 Pilgrim's Lane
 Hampstead, London**

drawing title: **Proposed Site Plan**

date: **01/23/07** | scale: **1 : 100**

dwg no: **2160-PL-011** | rev no: **0**

Notes:



Proposed Lower Ground Plan
 1 : 100

Rev	Description	Date	Drawn	Chkd
0	First Issue	25.05.22		



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 f 02072293257
 e info@wolffarchitects.co.uk

status: **PLANNING**

project: **12 Pilgrim's Lane
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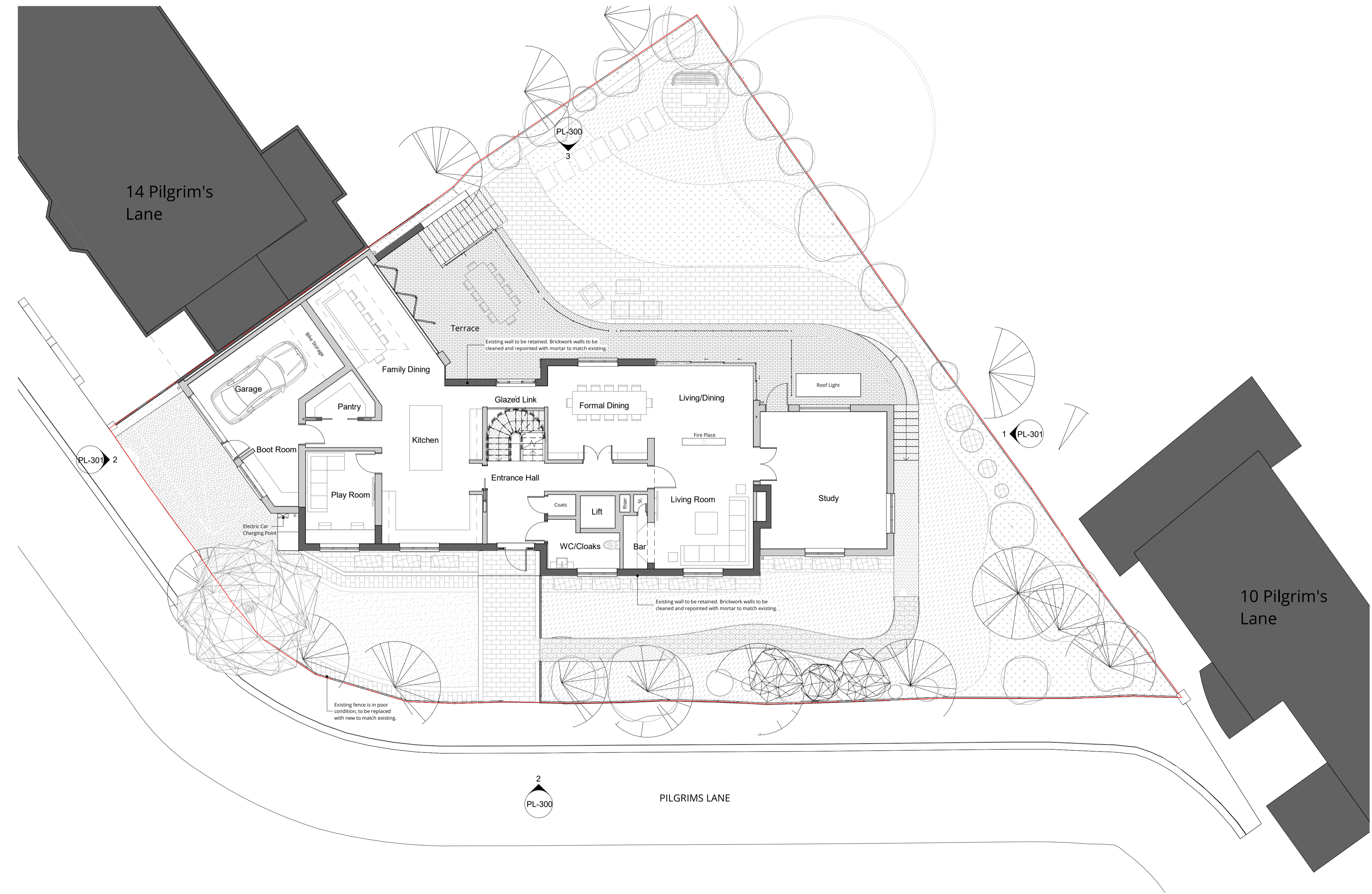
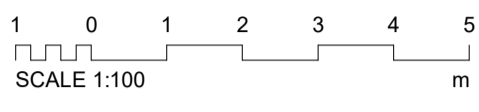
drawing title: **Proposed Lower
 Ground Floor Plan**

date: **11/19/21** | scale: **1:100**

dwg no: **2160-PL-201** | rev no: **0**

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Notes:



Proposed Ground Floor Plan Floor
 1 : 100

Rev	Description	Date	Drawn	Clkd
0	First Issue	25.05.22		



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project: **12 Pilgrim's Lane
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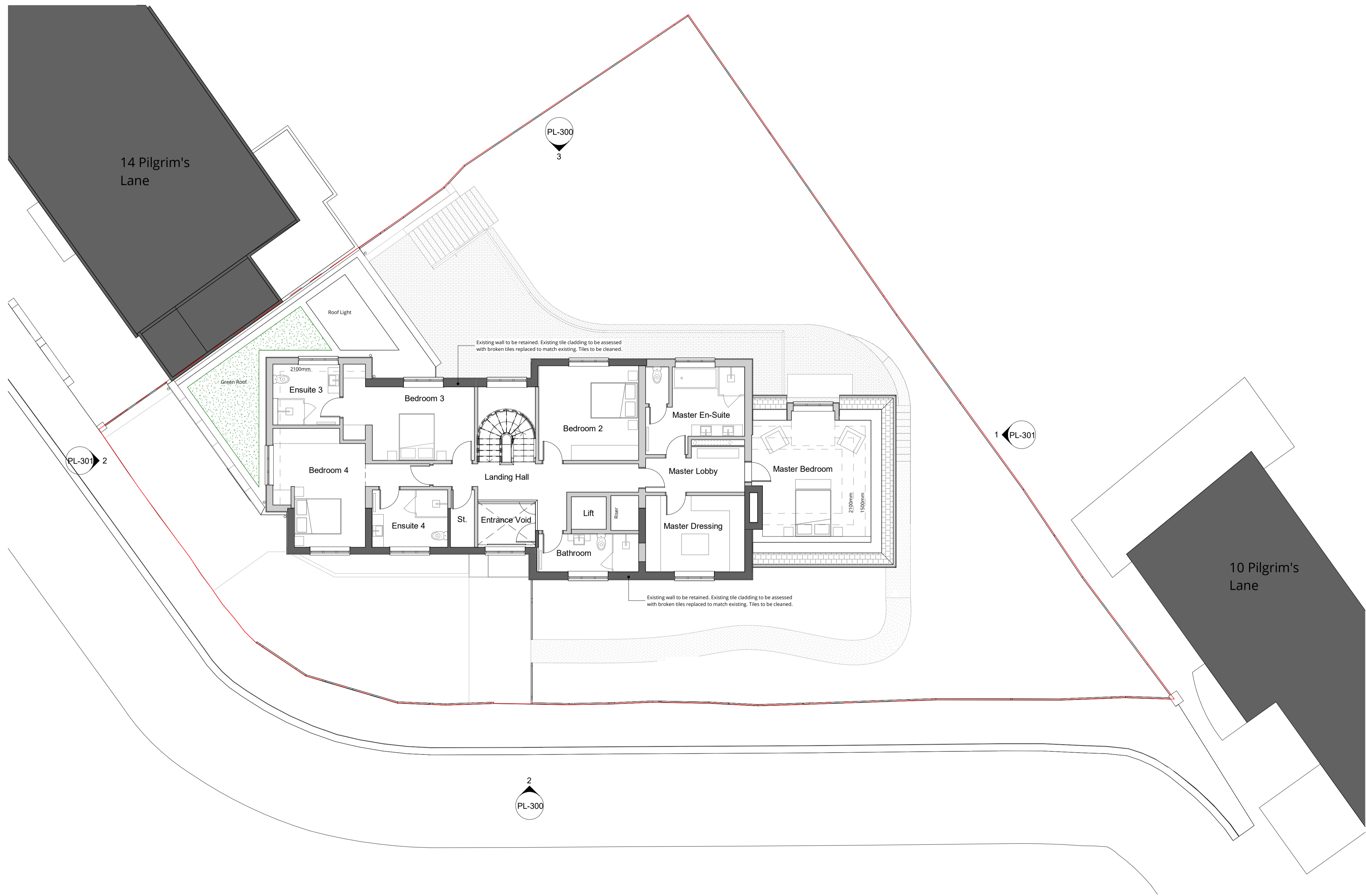
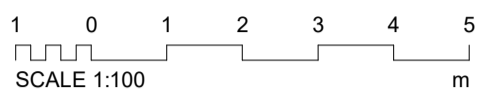
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date: **01/21/22** | scale: **1 : 100**

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Notes:



Proposed First Floor Plan
1 : 100

Rev	Description	Date	Drawn	Chkd
0	First Issue	25.05.22		



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status: **PLANNING**

project: **12 Pilgrim's Lane
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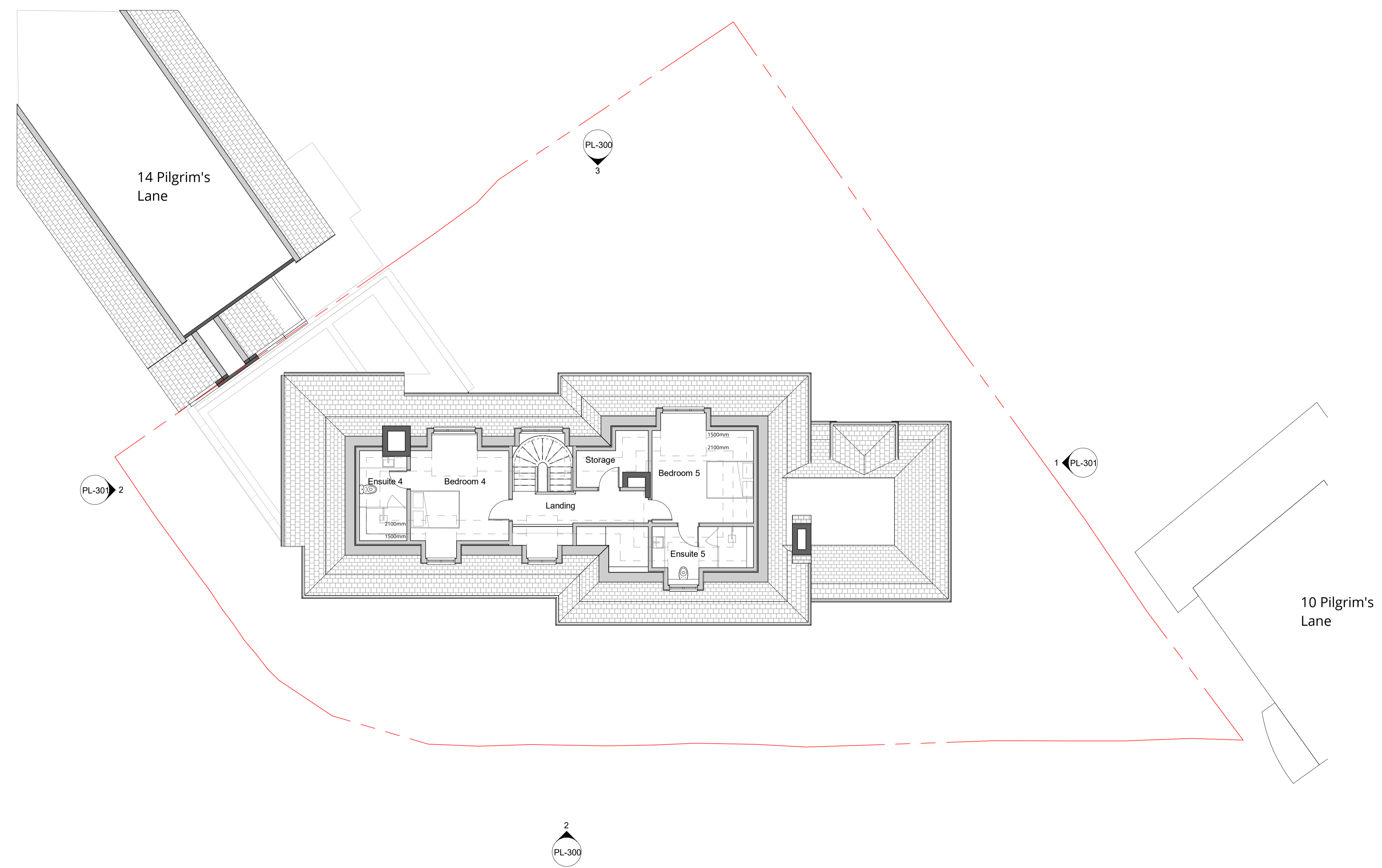
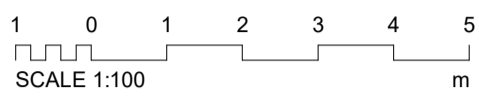
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date: **01/21/22** | scale: **1 : 100**

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Notes:



Proposed Second Floor Plan
 1 : 100

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project: **12 Pilgrim's Lane
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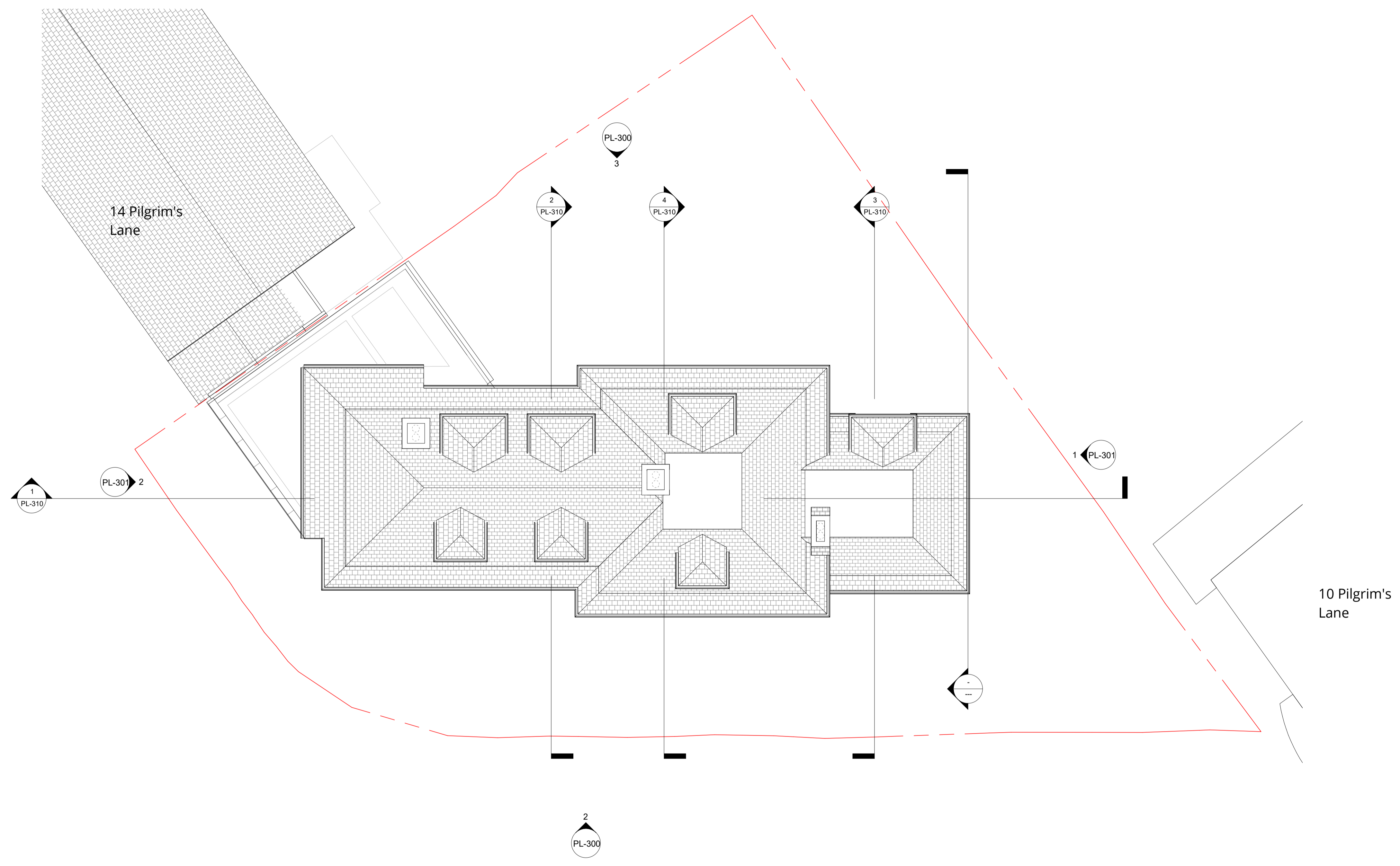
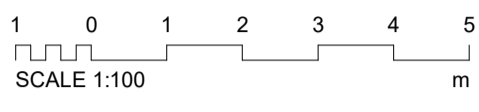
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date: **01/21/22** | scale: **1 : 100**

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Notes:



Proposed Roof Plan
1 : 100

Rev	Description	Date	Drawn	Chkd
0	First Issue	25.05.22		



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e info@wolffarchitects.co.uk

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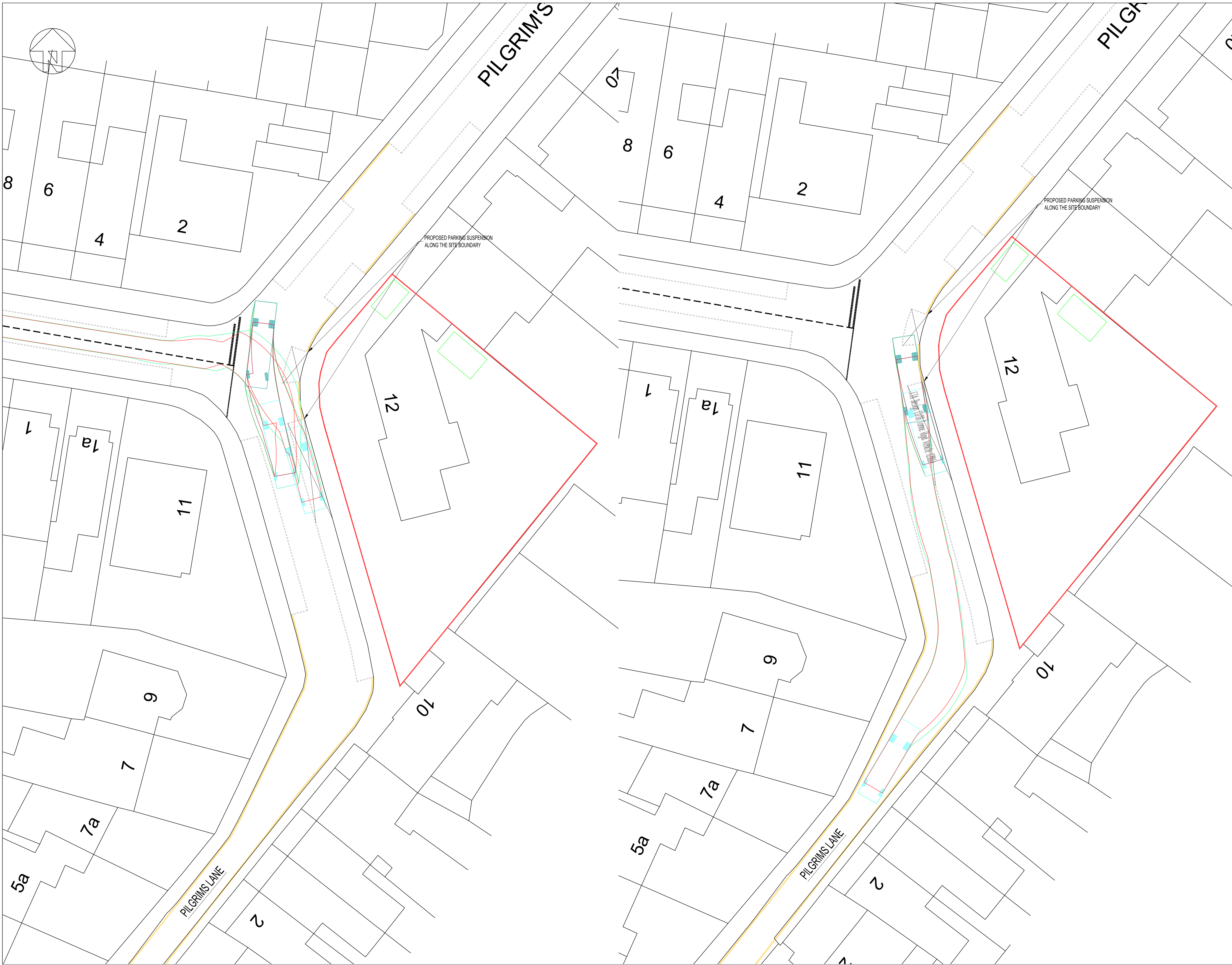
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Hampstead, London**

drawing title: **Proposed Roof Plan**

date: **01/21/22** | scale: **1 : 100**

dwg no: **2160-PL-205** | rev no: **0**

Appendix 2



This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

Do not scale from this drawing.

LEGEND

FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.540m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

- SITE BOUNDARY / PROPOSED HOARDING
- SITE WELFARE / SITE COMPOUND

NOT FOR CONSTRUCTION

rev	sc	date	by	chk	description
P1	S2	22.06.22	MAS	VLa	Issued for information

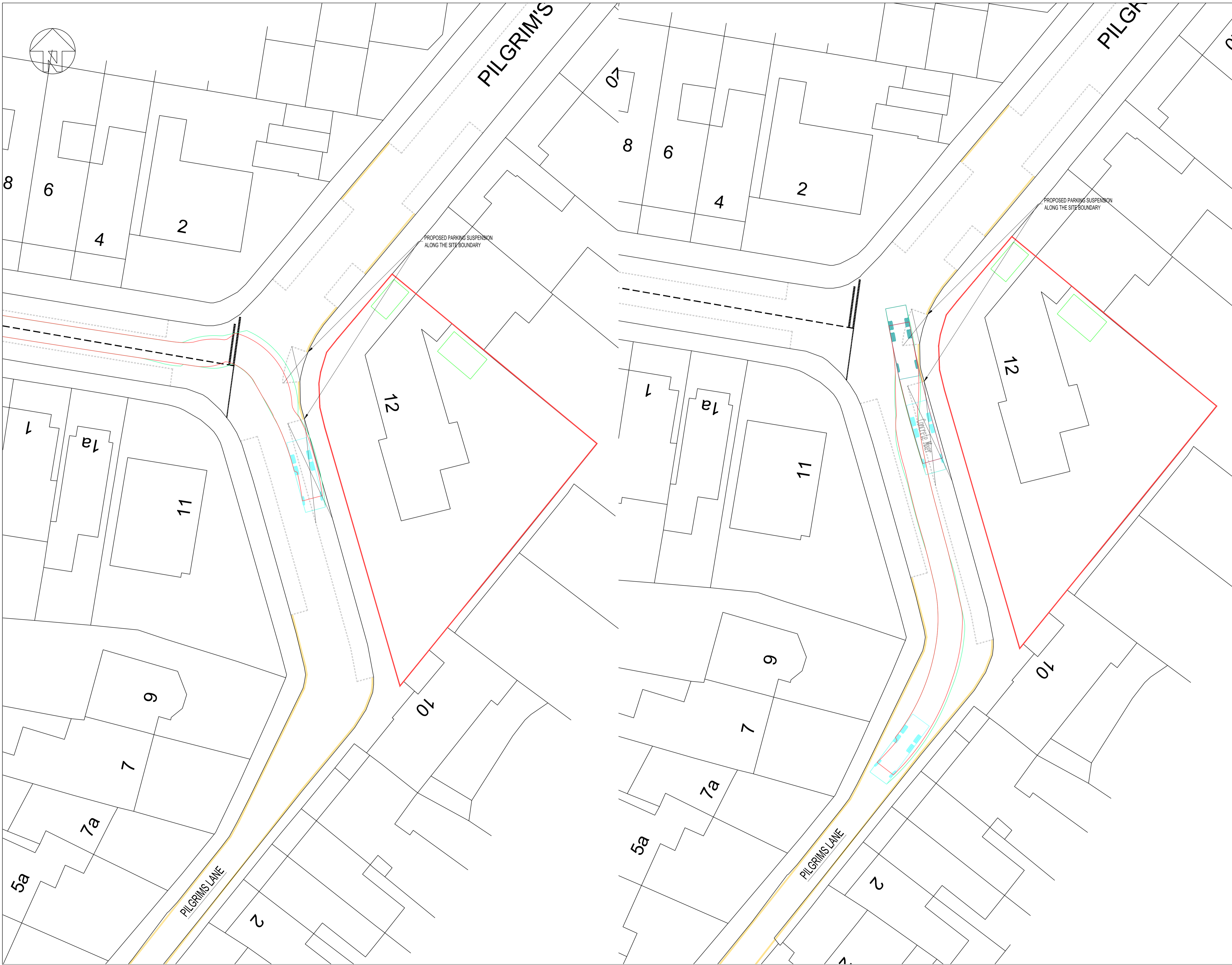
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(020) 7499 5888 • elliottwood.co.uk

Project
12 Pilgrim's Lane
NW3 1SN

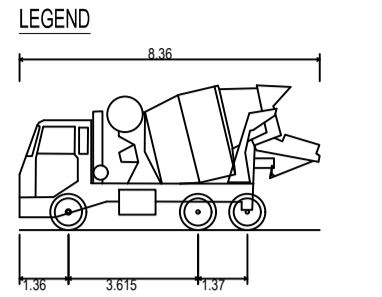
Drawing title
Proposed Vehicle Loading and Unloading - 10m Rigid Vehicle

Scale (s)	Date	Drawn				
1:200@ A1	June 2022	MAS				
Drawing status	Status	Revision				
Preliminary	S2	P1				
Project no.	Originator	Zone	Level	Type	Role	dlg no.
2210419	-EWP-	ZZ-	00-	DR-	C-	60000

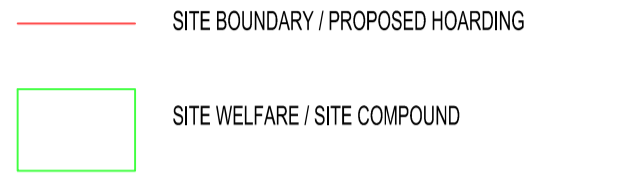


This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

Do not scale from this drawing.



Concrete Mixer
 Overall Length 8.360m
 Overall Width 2.380m
 Overall Height 4.027m
 Min Body Ground Clearance 0.358m
 Max Track Width 2.413m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 8.210m



NOT FOR CONSTRUCTION

rev	no	date	by	chk	description
P1	S2	22.06.22	MAS	VLa	Issued for information

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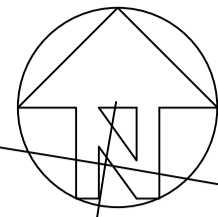
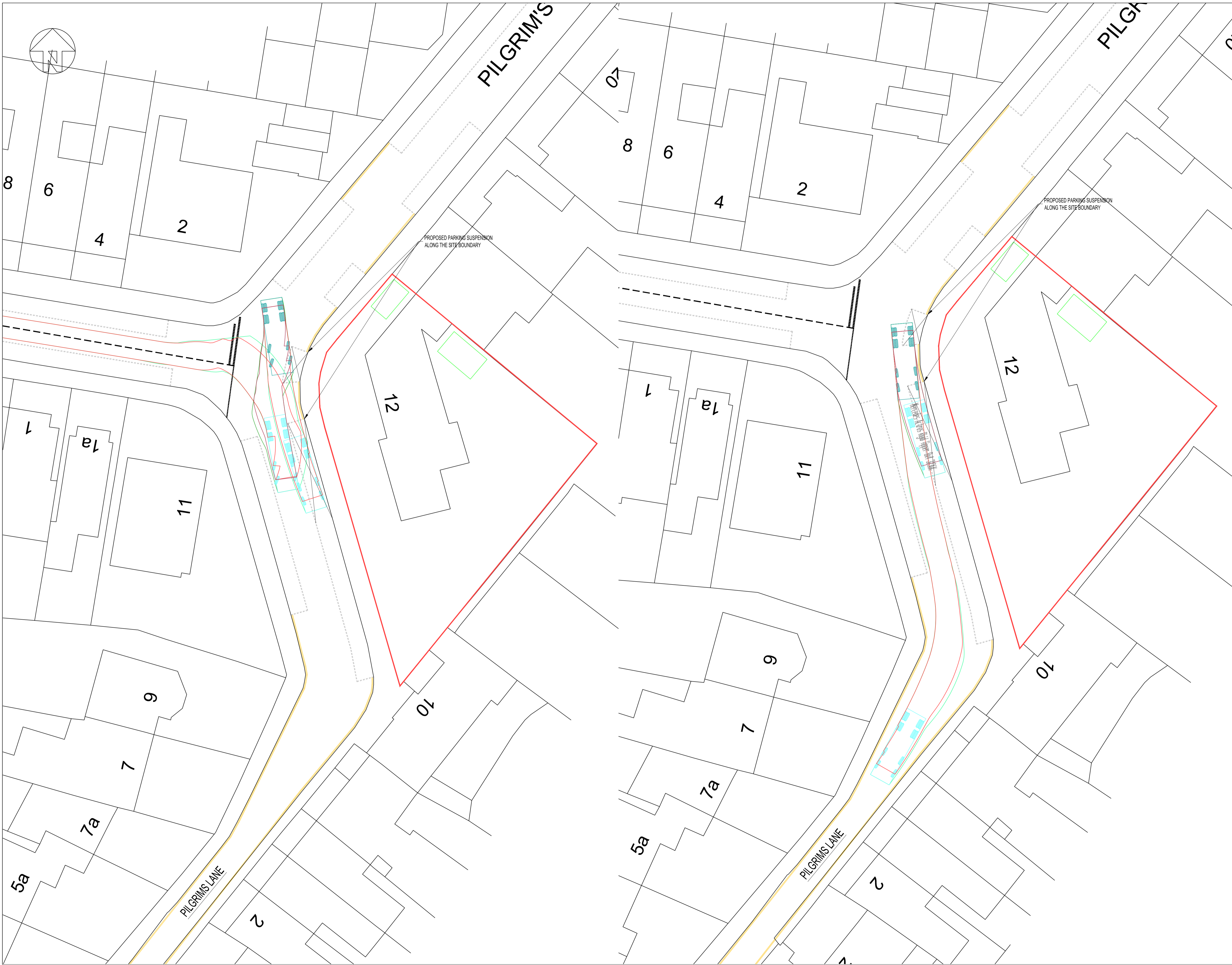
Project
 12 Pilgrim's Lane
 NW3 1SN

Drawing title
 Proposed Vehicle Loading and Unloading - Concrete Mixer

Scale (s) 1:200@ A1 Date June 2022 Drawn MAS

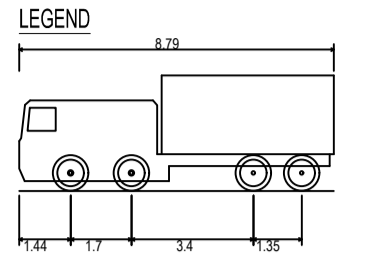
Drawing status Preliminary Status Revision S2 P1

Project no. 2210419 -EWP-ZZ- 00- DR - C-60001



This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

Do not scale from this drawing.



Mercedes Actros Rigid Tipper 8x4 3236K
 Overall Length 8.790m
 Overall Width 2.490m
 Overall Body Height 3.23m
 Min Body Ground Clearance 0.280m
 Track Width 2.490m
 Lock to lock time 5.0s
 Wall to Wall Turning Radius 10.750m

— SITE BOUNDARY / PROPOSED HOARDING

□ SITE WELFARE / SITE COMPOUND

NOT FOR CONSTRUCTION

rev	sc	date	by	chk	description
P1	S2	22.06.22	MAS	VLa	Issued for information

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Project
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Drawing title
 Proposed Vehicle Loading and Unloading - Rigid Tipper

Scale (s) 1:200@ A1 Date June 2022 Drawn MAS

Drawing status Preliminary Status Revision S2 P1

Project no. 2210419 -EWP- ZZ- 00- DR - C-60002