

Construction Management Plan: 42 Hampstead Lane, N6 4LL

1. INTRODUCTION

This Construction Management Plan (CMP) has been prepared in relation to the approved development at 42 Hampstead Lane, N6 4LL under planning reference HGY/2019/2944 in the London Borough of Haringey (LBH).

This document seeks to outline the construction methods and vehicle movements at the site. It seeks to provide a construction strategy that will minimise the potential for disruption to local residents and users of the highway network.

The contents of the method statement will be complied with unless otherwise agreed with LBH. It is a live document that is to be updated, as necessary, to include further relevant information as it becomes available and address any issues that may be identified.

2. DESCRIPTION OF PROJECT

The construction works involve the demolition and reconstruction of a standalone family dwelling housed at No. 42 Hampstead Lane of circa 2,1006 sqm. The development is over lower ground and three upper floors. The construction will include a swimming pool, car lift, and plant room on the lower ground floor. The existing swimming pool in the garden is to be infilled amongst other site landscaping and improvement works

All site construction works, and welfare facilities will be contained within the demise site boundaries of 42 Hampstead Lane, and we do not consider that these works will materially affect traffic or parking within the local area. The initial intention is to use an "on-site" loading bay, however, we may also request a parking 'bay suspension' to be set in place outside of 42 Hampstead Lane to give vehicles a safe unloading area without traffic disruption. We have attached Swept Path Analysis drawings for both options to the rear of this report.

3. PERSONNEL

The Client, designers and consultants involved in the project are as follows (full project directory appended to CMP):

CLIENT

Mr H. Golshirazi

DEVELOPMENT MANAGER

Epsilon Real Estate Partners
3-5 Barret Street, London, W1U 1AY

ARCHITECT

KSR Architects
14 Greenland Street, London, NW1 0ND

BUILDING SERVICES ENGINEER

Integrated MEP Ltd
52-54 Rosebery Avenue, London, EC1R
4RP

STRUCTURAL ENGINEER

Form Structural Design
77 St John Street, London, EC1M 4NN

COST MANAGEMENT

Gardiner & Theobald, 10 South Crescent,
London, WC1E 7BD

4. CLIENTS CONSIDERATIONS / MANAGEMENT REQUIREMENTS

- a) This document seeks to provide a strategy to minimise the potential disruptive impact of the development on local residents, highways, and the general public.
- b) Special consideration is to be given to the proximity of the site to both Kenwood House and the neighboring residential properties. We will instruct our Chartered Building Surveyors to engage with residential neighbours and make sure formal Party Wall Agreements are in place where required before any Party Wall related construction works commence onsite.
- c) The aim is to limit deliveries, reduce their frequency minimise disruption to traffic.
- d) Noisy working hours are governed by the Council; Monday-Friday 8.00 – 18.00 and Saturday 8.00 – 13.00. Noisy building work should not take place on Sundays or Bank Holidays.
- e) Epsilon Real Estate Partners and the Main Contractor will provide close liaison with the immediate residents within the surrounding area including matters of clear access, security, noise and dust control throughout the duration of the work.
- f) We have notified the immediate neighbours of our intent to start (please see attached letter).
- g) Before construction local residents and neighbours who may be affected by the works will receive letters **(A)** notifying them of the nature of the works, **(B)** the proposed starting date, **(C)** provide contact details for residents to get in touch directly to Epsilon Real Estate Partners who are acting as Development Manager. Details will be provided for contact during working hours and out of hour periods. Newsletters will also be provided detailing updates and information provided during the works.
- h) Consideration of health and safety for all those working on-site, visitors, and the general public. The site will be kept secure with appropriate H&S signage and on-site welfare provision.
- i) Appropriate contract works insurance cover will be in place before the commencement of works.

5. PROJECT MANAGEMENT

The project management team (Epsilon Real Estate Partners) are responsible for implementing measures within the construction methodology and Management Plan.

Epsilon Real Estate Partners will monitor, review and where necessary revise the processes outlined in the plan.

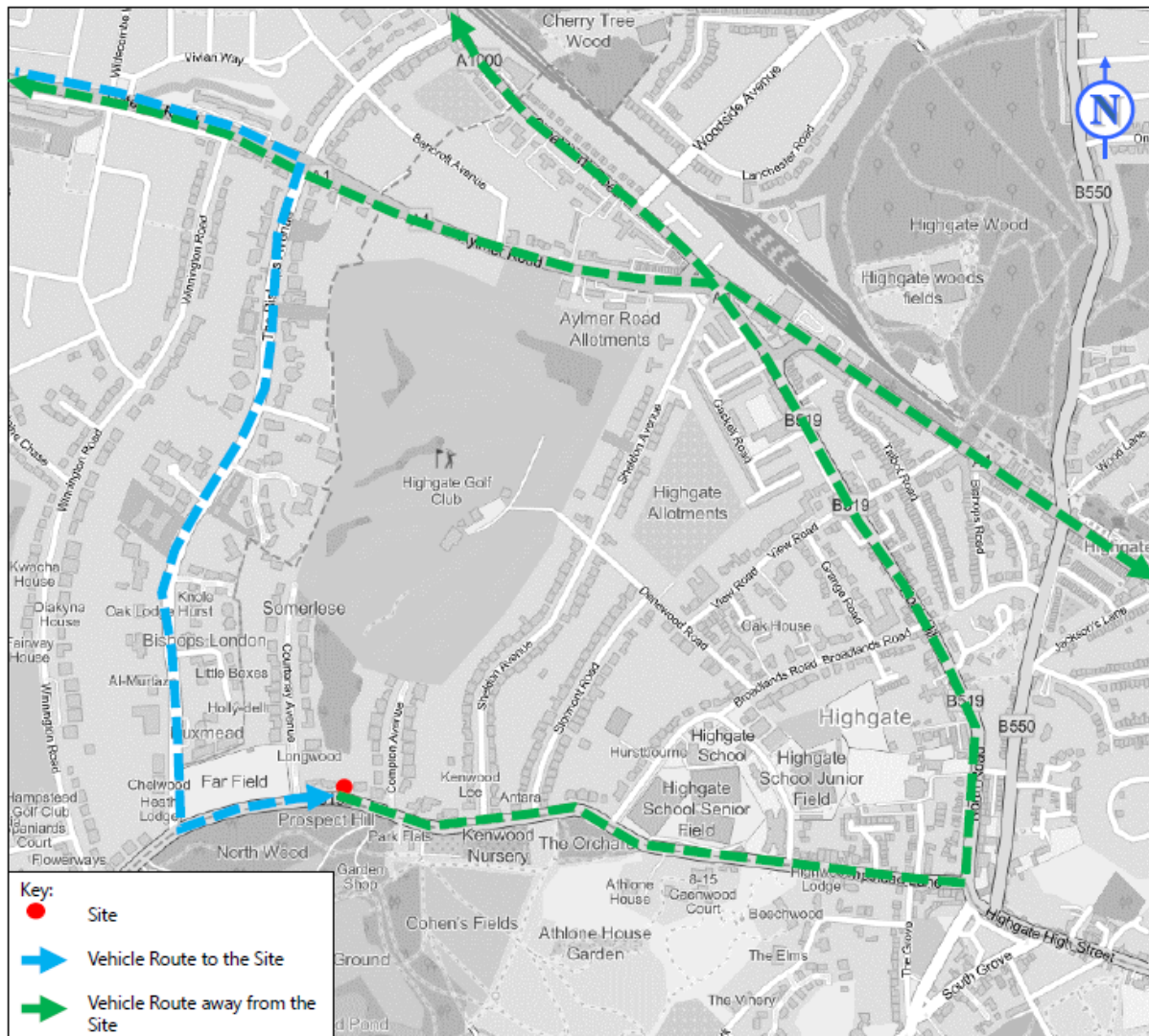
A clear point of contact will be provided for locally interested parties so that in the event of issues / concerns then this contact can be identified and subsequently appropriate actions can be taken.

Information will be provided with contact numbers of key personnel for residents to contact. Epsilon Real Estate Partners will personally deal with complaints to ensure they are resolved quickly.

6. SITE LOCATION

The site is located on Hampstead Lane which is within part of the Highgate Conservation Area and within 0.8 miles of Highgate Village and 1.3 miles of Hampstead and Golders Green. The site falls from South to North. The entire site is approximately 2,000 sqm.

42 Hampstead Lane, Site Location / Vehicle Route Plan



- Hampstead Lane (or B519) is the only road providing direct access to the site. Hampstead Lane can be accessed from the A1 via the Bishops Avenue. As per the above location plan / site vehicle traffic route, a no right turn policy will be implemented when leaving the site. This will divert traffic to the North Hill (B519) end of Hampstead Lane. All vehicles when leaving site are to use North Hill to get to the A1 or North Circular Road (A406).
- Before vehicles arrive, they will inform the site 30-mins prior to ensure the loading bay space is available and to avoid queuing. We have produced a vehicle Swept Path Analysis which is appended to this report which shows how vehicles will enter and exit the "on-site" loading bay. If an "on-street" loading bay is also required, then we will submit an application to the Local Authority for a 'parking bay suspension' to be set in place outside of 42 Hampstead Lane to give

- Banksman will direct the vehicle and traffic whilst any delivery arriving, unloading or departing.
- Where excavation and construction works restrict access on site, a skip license will be applied.

We will protect the neighbouring properties from our works by undertaking the following:

-

Pool Outhouse

Existing Pool Deck

Existing Trees

Site Boundary Line

Landscaped Garden

Outdoor Pool

Terrace

Existing House No. 42

No. 44

No. 40

Hempfield Lane

Hillside Lane

Existing Site Plan

It is proposed that the construction traffic and working hours are between:

- Weekdays: 8.00 – 18.00
- Saturday: 8.00 -13.00
- Sunday & Bank Holidays: No Activity

a) Construction Deliveries (Loading and Unloading of plant and materials)

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- All deliveries to the site must be booked in 48 hours in advance to avoid any unnecessary waiting or stacking of vehicles (Just in Time Policy)
- All deliveries will be made to the on-site loading bay per the Swept Path Analysis attached to this report.
- All delivery drivers will need to call ahead when possible to give a 30-mins warning before their arrival.
- Suitably qualified and competent Traffic Marshals will be present on a full-time basis during the construction works to ensure the safe movement of vehicles and to ensure that the safety of both other road users and pedestrians is maximised at all times.
- The contractor is going to use a partial top-down construction method, starting with the basement excavation, which will allow the facilitation all construction vehicle's within the site foot print during the works.

b) Proposed Vehicle Types and Routes

All routes require the vehicle to approach the site from Hampstead Lane. Our preference is for the vehicle to unload in the "on-site" loading bay with the help of the Traffic Marshall and banksman. However, if the "on-street" loading bay is required then the materials will be loaded / unloaded from site to construction deliver vehicles on the highway with the use of a telehandler. Again, the contractor will ensure that a Traffic Marshall and banksman is in place to manage and ensure all pedestrians safety.

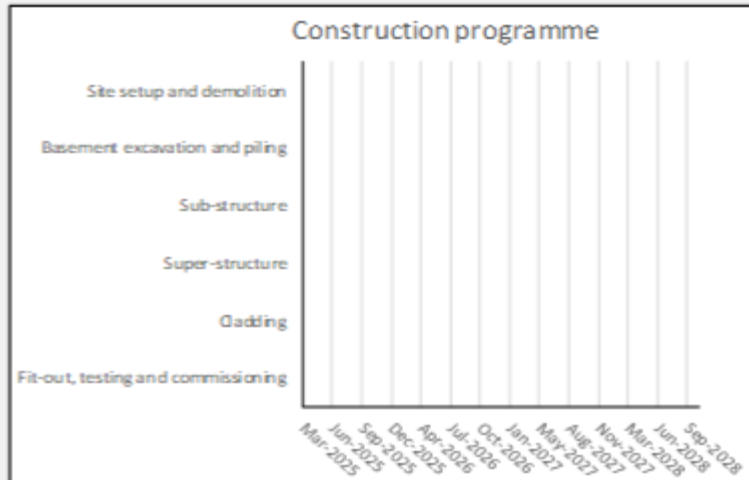
The most common vehicle types are:

- Delivery Vehicle: 8m x 2.55m
- 8-wheel muck away vehicle: 9.0m x 2.55m
- Concrete Lorry: 8.3m x 2.39m
- Skip Lorry 7.25m x 2.48m
- Large Tipper Lorry 10.2m x 3.49m
- Roll on Roll Off Skip Lorry 8.2m x 2.5m
- Telehandler 4m x 1.84m
- Transit Delivery Vans

c) TFL Vehicle Construction Overview Programme and Data

CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Site setup and demolition	Mar-2023	Apr-2023
Basement excavation and piling	Apr-2023	May-2023
Sub-structure	May-2023	Aug-2023
Super-structure	Aug-2023	Dec-2023
Cladding	Oct-2023	Feb-2024
Fit-out, testing and commissioning	Dec-2023	Aug-2024

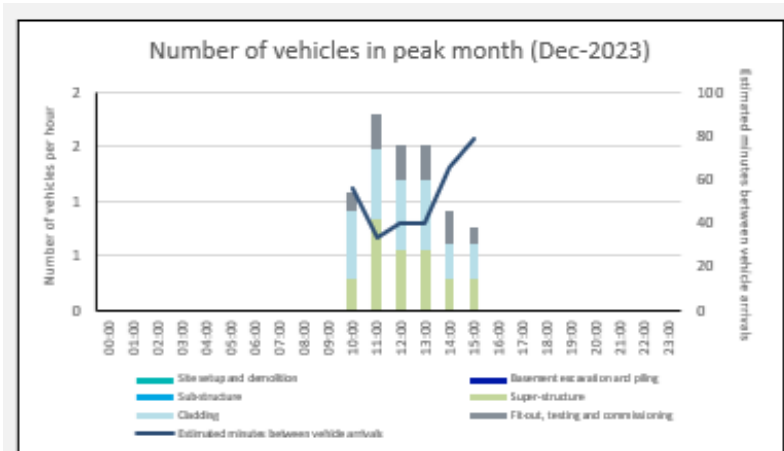
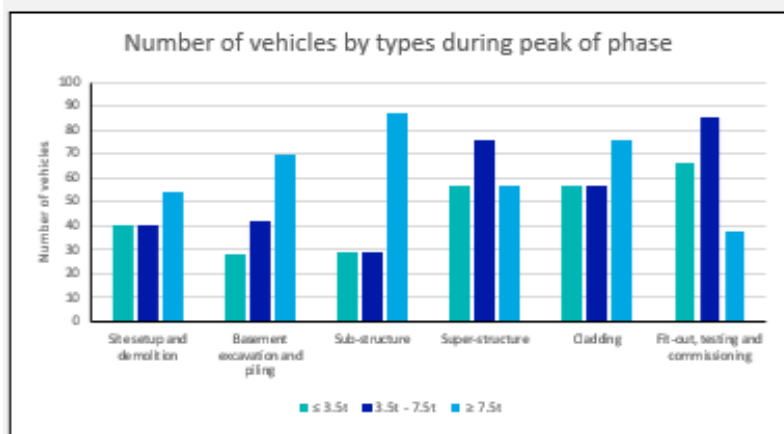
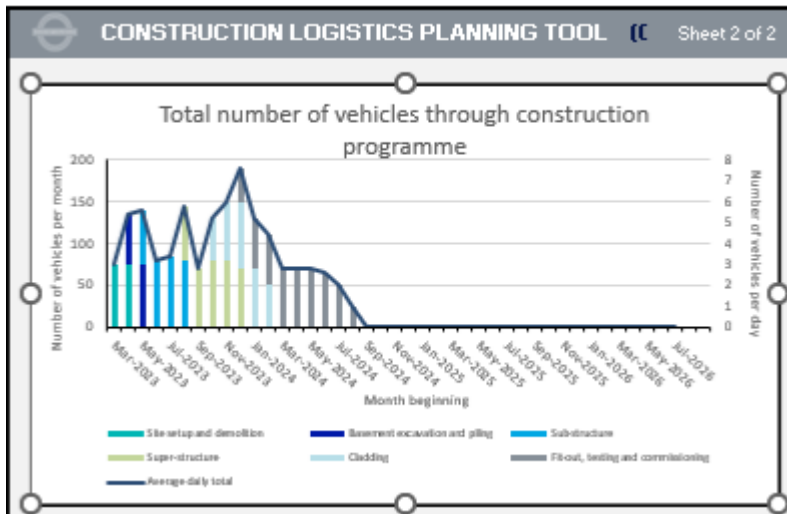


NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2023 - Q2 2023	75	3
Basement excavation and piling	Q2 2023 - Q2 2023	75	3
Sub-structure	Q2 2023 - Q3 2023	85	3
Super-structure	Q3 2023 - Q4 2023	80	3
Cladding	Q4 2023 - Q1 2024	80	3
Fit-out, testing and commissioning	Q4 2023 - Q3 2024	70	3
Peak period of construction	Q4 2023 - Q4 2023	190	8

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSE

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2023 - Q2 2023	135	5
Basement excavation and piling	Q2 2023 - Q2 2023	140	6
Sub-structure	Q2 2023 - Q3 2023	145	6
Super-structure	Q3 2023 - Q4 2023	190	8
Cladding	Q4 2023 - Q1 2024	190	8
Fit-out, testing and commissioning	Q4 2023 - Q3 2024	190	8



d) Parking and Management of vehicles of site personal and site operatives

Where possible, all site operatives will be required to use the public transport provision in the area (mainline train, tube, bus) or cycling. However, we will encourage all operatives to travel to site using sustainable methods such as cycling. We will provide an area to safely store their bikes onsite.

We estimate the following number of operatives onsite during each construction phase:

- Demolition works stage: 6 to 10 site operatives.

- Construction of new dwelling stage: 18 to 20 operatives.

e) Welfare for site operatives

Site welfare is to be located at the front of the site (near Hampstead Lane) and within the property's curtilage. Welfare provides a separate eating area and changing area. Operatives have their own lockers and safe and secure area. Separate site facilities are provided with hot water for washing hands.

f) Public Highways

At no time will material or plant be stored on the public highway other than waste skips.

The contractor is responsible for maintaining and monitoring the condition of the highway in the immediate vicinity of the site. This includes keeping it clean and free from any materials.

g) Hoarding and Visibility Zones

2.4-meter-high painted hoarding will be built inside the front and side boundary walls / bushes with the pedestrian pavement off Hampstead Lane and adjacent residential properties (No. 40 & 44). This will be erected using a regular fence post and 4x4 posts with 18mm OSB between. The hoarding will be angled to allow drivers to see pedestrians. The entry and exit of vehicles on site will be overseen by a competent traffic marshal.

h) Pedestrian Routes

Part of the full time Traffic Marshals duties will be to maintain a clean and presentable loading areas, footpaths and nearby carriageway at all times. The logistics manager will be located at the entrance of the site and will manage all deliveries and supervise the loading and unloading of goods on and off site. Traffic Marshall will be positioned to ensure the safe passage of pedestrians, cyclists and motor traffic during the loading and unloading of materials. No footpath closures are currently planned. We will notify the Local Authority if this position changes.

i) Control of Dirt and Site Cleanliness

Measures will be set in place to control dirt and to ensure footways and adjacent carriageways are kept clean at all times.

The contractor will ensure that skips are appropriately covered and not left to overflow. Skip clearances must adhere to their allowance limits and the waste material is to be secured and sheeted before leaving the site.

Banksmen & Site workers will ensure the boundary and surrounding area are checked regularly and kept clear of all construction debris. Walkways within and around the site will be swept on a daily basis.

j) Wheel Washing Facilities

For any vehicles entering site, wheel washing facilities will be provided in the form of a jet wash.

Part of the full-time Traffic Marshals duties will be to maintain a clean and presentable loading area, footpaths and nearby carriageway at all times (other than skips).

A road sweeper will be available if required and will be on site within an hour of notification.

k) Noise, Vibration & Dust

The contractor will adhere to the guidelines set out in the Council's Control of Pollution & Noise on their website. The measures set in place will include:

- Where concrete breakers are required, multiple breakers will be employed such that the usage period is reduced.
- Where percussive breaking techniques are required for the demolitions, concrete slabs will be cut where possible, to isolate the slab, thus reducing the transmission of vibration.
- Compressors and generators will be isolated to specific site locations where reasonably practicable to minimize impact to neighbours.
- Spoil is to be transported into tipper lorries. Vehicles being loaded are to sit with their engines off to minimise noise emitted (this includes for deliveries).
- Where possible softer materials (such as soils) will be loaded into lorries first to form a cushioning barrier to rubble and other hard materials to reduce impact noise.
- Where required static dewatering plant will be located in semi-permanent enclosures.
- Percussive breaking techniques shall not be used to break or otherwise reduce concrete unless it is not technically feasible to avoid the use of breakers. Alternative quieter methods, such as the use of hydraulic crackers or splitters shall be used where it is practical to do so.
- Where practical, replace power generation plant with fixed electrical power.
- Where practical, substitute all plant powered by engines with electrically powered plant.
- Localised enclosures will be utilised to enclose any noisy items of plant, such as concrete pumps and handheld equipment such as cutters and grinders.
- Effective acoustic attenuation should have a similar level of sound transmission performance as the mobile screen described in British Standard BS5228: 2014 'Noise and Vibration Control on Construction and Open Sites'. Any screens shall have sufficient mass so as to be able to resist the passage of sound across the barrier and to be free of significant holes or gaps between or under any acoustic panels or board materials as far as reasonably practical.
- Where powered tools are required, they are to be screened as far as reasonably practicable to reduce potential impact.
- Full damping down procedures will be set in place to restrict the spread of dust during the demolition process.

I) Site Security

Security measures will be put in place to ensure the site is secure and prevents public access and access to tools or equipment. These measures will also ensure a secure and safe environment for local residents in terms of their own amenity space.

- Appropriate signage will be in place to warn the public of the dangers of a construction site.
- Access to the working levels of the site will be restricted to those within the contracting team and relevant sub-contractors.
- The site itself will be security and controlled access during working hours with CCTV coverage, during the fit-out stage there will be 24-hour security
- Any plant or equipment stored on-site must be made secure in separate locked boxes that will deter criminal activity.
- Appropriate fire extinguishers and H&S equipment will be kept on-site at all times.

A procedure will be put in place for the correct closing down of the site at the end of the working day. This will include:

- Activation of all alarm systems.
- Closing and secure bolting access to the scaffolding including low-level ladders and lift.
- All tools and equipment stored away in appropriate secure storage.

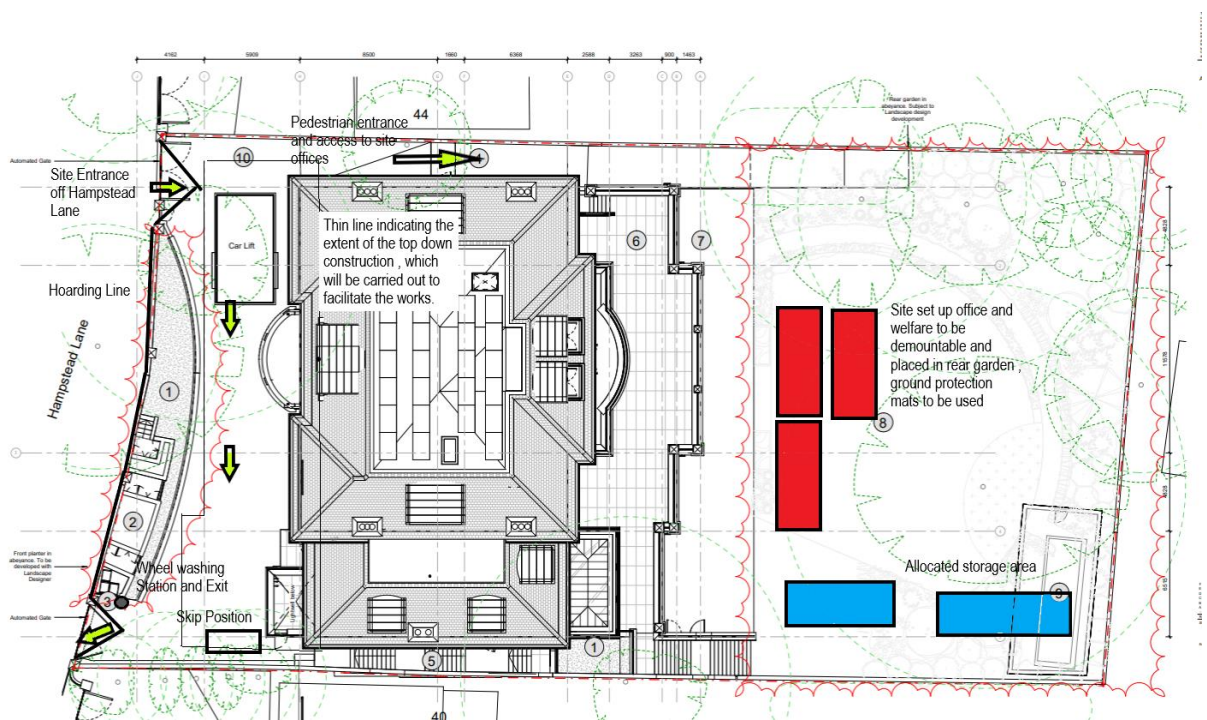
- An inspection of the site to make sure that no elements are left exposed to the weather.
- All water and power are correctly turned off.

m) Storage of Materials and Plant on Site

All materials and plant will be held within the curtilage of the site. A secure materials and plant compound will be set up in the rear garden. Also, there will be a setting down area at the front of the property as there is sufficient space between the front elevation of the house and the boundary wall on Hampstead Lane. As highlighted in the Construction Method Statement the contractor will implement a top-down construction scheme on the front of the building, working from right to left to allow them to utilize the site footprint and assure that all plant equipment and deliveries are contained within the footprint of the site.

It is envisaged that no materials or plant be stored on the public highway, but should the need arise all relevant licenses and permits will be obtained.

As stated above all tools and equipment will be stored away in appropriate secure storage.



9. CONSTRUCTION PROGRAMME

The construction process will be managed by the main contractor and overseen by Epsilon Real Estate Partners who are the Development Managers.

The anticipated on-site programme is set over 75 weeks, and will be separated into two separate phases, a) Demolitions of existing dwelling and b) Construction of new residential dwelling and associated site upgrade works. See construction programme dates below and full construction programme attached to this CMP. Please note that these start dates maybe subject to change

42 HAMPSTEAD LANE				
ID	Task Name	Duration	Start	Jai
0	42 Hampstead Lane	75 wks	27 February 2023	
1	ENABELING WORKS	13.4 wks	27 February 2023	
2	SET UP SITE /ESTABLISH HOARDING	10 days	27 February 2023	
3	SOFT STRIP BUILDING	15 days	07 March 2023	
4	DEMOLISH WHOLE HOUSE	10 days	23 March 2023	
5	BREAK OUT EXISTING FOOTINGS	7 days	04 April 2023	
6	PILING GROUND WORKS	7.2 wks	11 April 2023	
7	INSTALL PILE SHEETS TO BOUNDARY/ UNDERPINNING	8 days	11 April 2023	
8	PREPARE PILING MAT	6 days	11 April 2023	
9	GUIDE WALL	2 wks	12 April 2023	
10	PILE BASEMENT	30 days	19 April 2023	
11	CONCRETE SUPERSTRUCTURE	21.8 wks	31 May 2023	
22	CAST GROUND FLOOR COLUMNS AND PROVIDE TEMPORARY SUPPORTS	10 days	01 August 2023	
23	CAST 1ST FLOOR SLAB	15 days	15 August 2023	
24	CAST 1ST FLOOR COLUMNS AND PROVIDE TEMPORARY SUPPORTS	12 days	12 September 2023	
25	CAST GROUND TO 1ST FLOOR STAIRS	1 wk	05 September 2023	
26	CAST 2ND FLOOR SLAB	12 days	28 September 2023	
27	CAST STAIRS FROM 1ST TO 2ND FLOOR	1 wk	16 October 2023	
28	STEEL WORK STRUCTUAL	11 wks	02 October 2023	
29	INSTALL STEEL WORK TO BASEMENT	15 days	02 October 2023	
30	INSTALL STEEL WORK TO GROUND FLOOR	8 days	23 October 2023	
31	INSTALL STEELWORK TO 1ST FLOOR	7 days	02 November 2023	
32	INSTALL STEEL WORK TO 2ND FLOOR	7 days	13 November 2023	
33	INSTALL STEEL WORK TO ROOF AREA	18 days	22 November 2023	
34	ROOF WORKS	12.2 wks	13 November 2023	
35	CARCASSING TO ROOF AREA 3RD FLOOR	20 days	12 December 2023	
36	CARCASSING LOWER ROOFS	12 days	13 November 2023	
37	ROOF FINISHES MAIN ROOF	25 days	02 January 2024	
38	ROOF FINISHES LOWER ROOFS	15 days	22 November 2023	
39	BRICKWORK AND WINDOWS DOORS	16.6 wks	16 October 2023	
44	FIT OUT	19 wks	13 December 2023	
64	FINISHES	28.4 wks	18 January 2024	
86				

a) Construction Waste

A temporary store / compound for site waste will be made near the front of the site. Where possible rubbish will be cleared via same day collection to ensure skips are not left overnight.

If required, we will organise a skip licence for the skip to be placed within a suspended bay outside the front of the property on Hampstead Lane.

Where possible, segregation of recyclable and non-recyclable material will be employed during the construction process. The main contractor will be responsible for waste management onsite.

10. CDM, HSE and BUILDING CONTROL

We have appointed OSRA Projects Ltd as our Principal Designer who will be responsible for planning, managing, and monitoring the health and safety on the construction project - in accordance with the April 2015 CDM regulations. The site safety will be undertaken by the appointed building contractor who will produce his own health and safety file and work under the conditions set out in the CMP. Site safety is taken extremely seriously and appropriate method statements and risk assessments and ongoing toolbox talks and briefings will take place.

- The site will be registered with the Health & Safety Executive and operate in accordance with strict guild lines (legal series guidance 2) for the safety of site operatives and the general public.
- We have also appointed SOCTEC and our building control inspector to monitor works during the construction process.

11. CONTRACTORS METHODOLOGY FOR DEMOLITION

We have engaged in early discussions with a demolition contractor who has provided the following methodology for the demolition works.

Before the start of any works all documents and drawings will be reviewed, and a thorough survey and examination of the property will be carried out. A survey of the public highway and surrounding area will also be undertaken, and a copy retained and used as reference once the works has been completed should there be any reinstatement required.

A demolition and refurbishment survey has been carried out which confirmed that there are no asbestos containing materials on-site.

Before starting any construction works, the contractor will arrange with the client and statutory authorities the locating and marking of all known services affected by the demolition and arrange for the proper disconnection of mains supplies and cables.

- Twice gated temporary hoarding 2.4m high (painted) shall be fitted prior to the demolition work to encapsulate the front of the property along Hamstead Lane.
- Statutory and site-specific signage/warning notices will be erected to control access during the demolition process.
- Tree Protection measures to be installed.
- Isolation of existing services including the setting up of temporary power and water supply.
- Set up site welfare facilities.
- Wheel wash /wheel cleaning will be set up on the designated exit (see site set up diagram above).
- Demolition of the building starting on the left-hand side of the building (viewed from Hampstead Lane) will allow access through to the rear of the property. Once a route through has been achieved either brick rubble or imported stone will be used to make the driveway accessible for waste away lorries. The contractor will use the available space to the rear of the property to sort the waste into specific piles for future removal.
- The excavator will work carefully through the building reducing it to ground level. Water suppression will be available for dust suppression. Once the building has been demolished the excavator will remove all the footings and associated foundations to the house followed by the swimming pool and changing rooms.
- The foundations next to the adjacent property will be removed in accordance with the structural engineer's report. Any retaining works (if needed) will have been carried out prior to any demolition on this elevation.
- Following a drain survey great care will be taken to ensure the existing drains are not damaged during the work.
- Regular removal of the rubbish, debris, and surplus materials from site at times to suit local authorities, leaving the site clean and tidy on completion.
- All current regulations regarding mechanical lifting shall be complied with and ensuring adequate training and experience of excavator drivers and other operators.
- All the surplus materials and waste products arising from the demolition and site clearance shall be disposed of in accordance with relevant requirements.

12. CONTRACTORS METHODOLOGY FOR MAIN CONSTRUCTION WORKS

We have engaged in early discussions with a main contractor who has provided the following methodology for the main construction works (substructure, shell and core and internal fit-out):

- Complete levelling of site, install pile mat with geotextile
- Set out piles
- Install contiguous piled wall along perimeter
- Install internal permanent and temporary piles
- Excavate to form capping beam, and reduce level to front section of property, working from right to left
- Cast capping beam
- Cut down internal temporary piles to the required level to support ground floor slab
- Excavate approx. 1.8m below ground slab level and install formwork to support ground floor slab
- Lay reinforcement and cast slab leaving out starter bar
- Allow slab to cure for minimum 7 days
- Carry out excavation of rest of footprint by traditional method
- Excavate down
- Cast Ring Beam
- Temporary works
- Excavate
- Excavate pool and lift pit
- Drainage /Tanking
- Cast lift pit /Pool
- Cast ground floor slab
- Cast internal wall and perimeter walls
- Cast ground floor slab
- Superstructure
- Internal Fit out
- Completion

13. CONSIDERATE CONTRACTORS SCHEME (CCS)

The Project will be registered with the Considerate Contractors Scheme. We can confirm that the main contractor's staff and sub-contractors will be fully briefed of their responsibilities. The main contractor will implement measures to prevent site operative becoming a nuisance, including onsite training and providing designated smoking areas on site out of the public view, fully equipped site canteen so operatives do not need to leave the site at break times and a list of site rules that are enforced which focus on personal appearance and conduct.

14. SUMMARY

This Method Statement is a live document that will be updated as necessary to include relevant information and address issues that may be further identified with local residents and the general public.

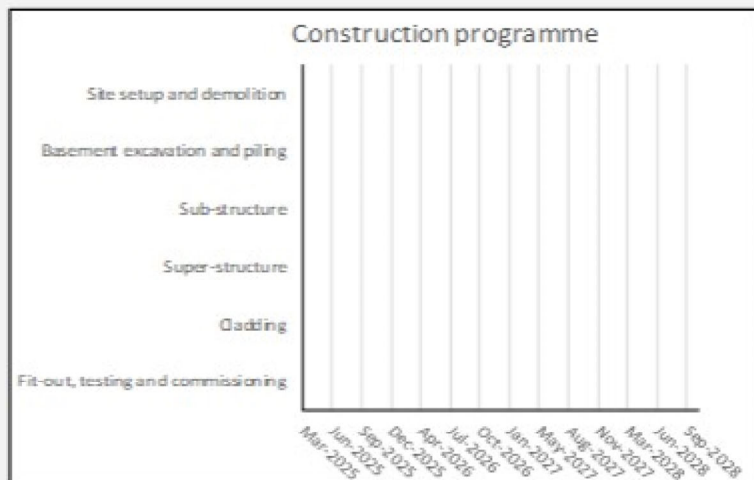
42 HAMPSTEAD LANE

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Project: 42 Hampstead Lane Date: 01 December 2022	Task		Project Summary		Manual Task		Start-only		Deadline	
	Split		Inactive Task		Duration-only		Finish-only		Progress	
	Milestone		Inactive Milestone		Manual Summary Rollup		External Tasks		Manual Progress	
	Summary		Inactive Summary		Manual Summary		External Milestone			

CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Site setup and demolition	Mar-2023	Apr-2023
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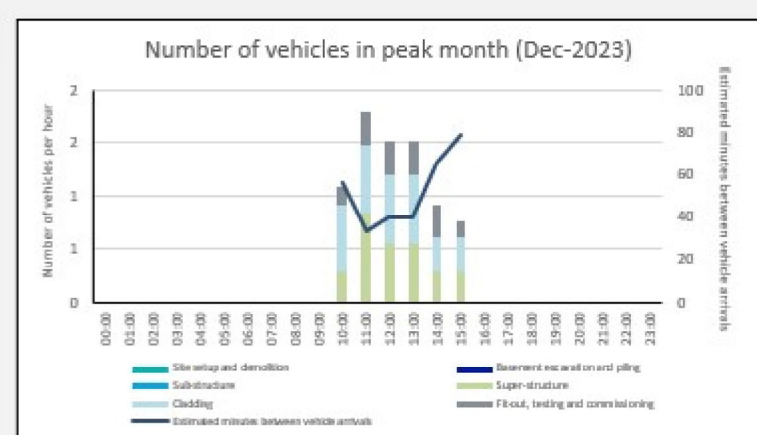
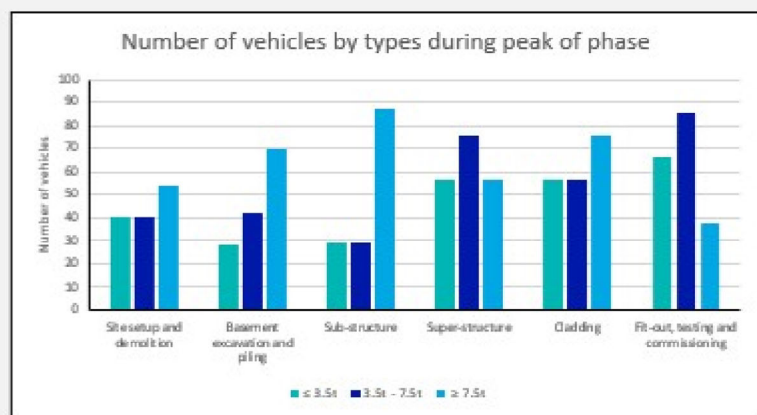
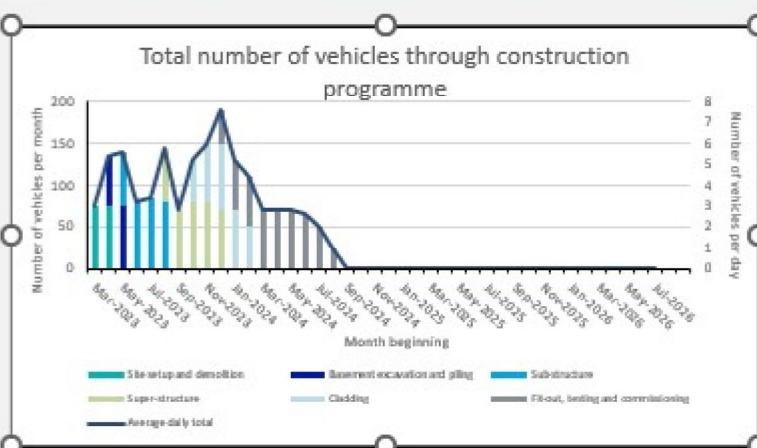


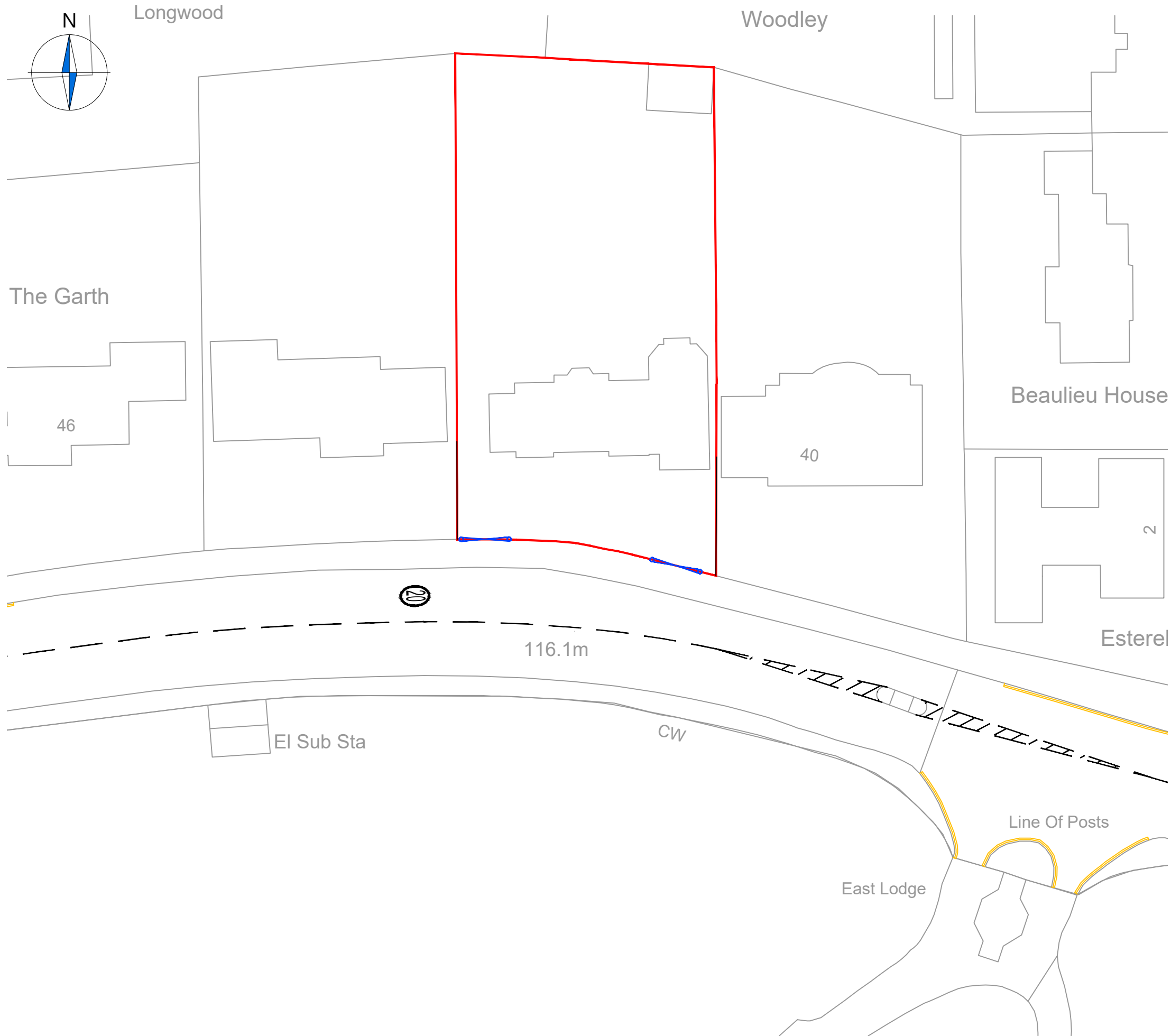
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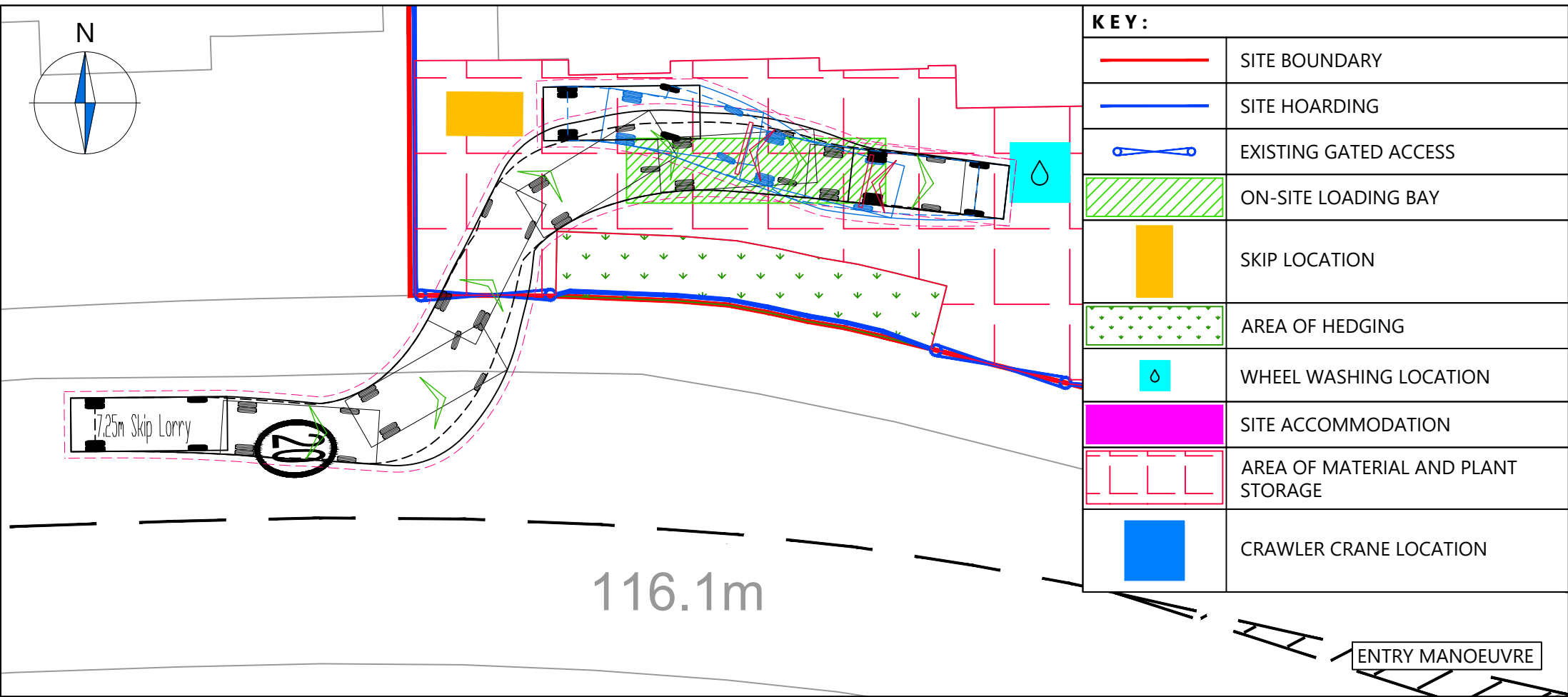
1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

KEY:

	SITE BOUNDARY
	EXISTING GATED ACCESS

Rev	Details	Drawn	Checked	Date
...	...	...	...	...
REVISION HISTORY				
Status:	☐ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

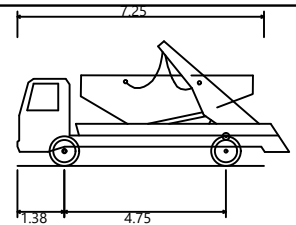
Client:	Mr. Golshirazi		
Project:	42 Hampstead Lane		
Drawing Title:	Existing Highway Arrangement		
Scale:	1:500	Size:	A3
Drawn by:	COS	Checked by:	DP
		Date:	03.08.2021
Transport Planning & Highway Design			
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200			
Scheme Ref:	Drawing No:	Sheet :	Rev:
4654	001	1 of 1	...



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

SKIP LORRY



Overall Length	7.250m
Overall Width	2.480m
Overall Body Height	3.664m
Min Body Ground Clearance	0.410m
Max Track Width	2.480m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.905m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

C	Crane Location Added	COS	AFG	20.08.2021
B	Updates following LA's Comments.	COS	DP	12.08.2021
A	Updates Following Teams Comments	COS	DP	05.08.2021

Rev	Details	Drawn	Checked	Date

Client: Mr. Golshirazi

Project: 42 Hampstead Lane

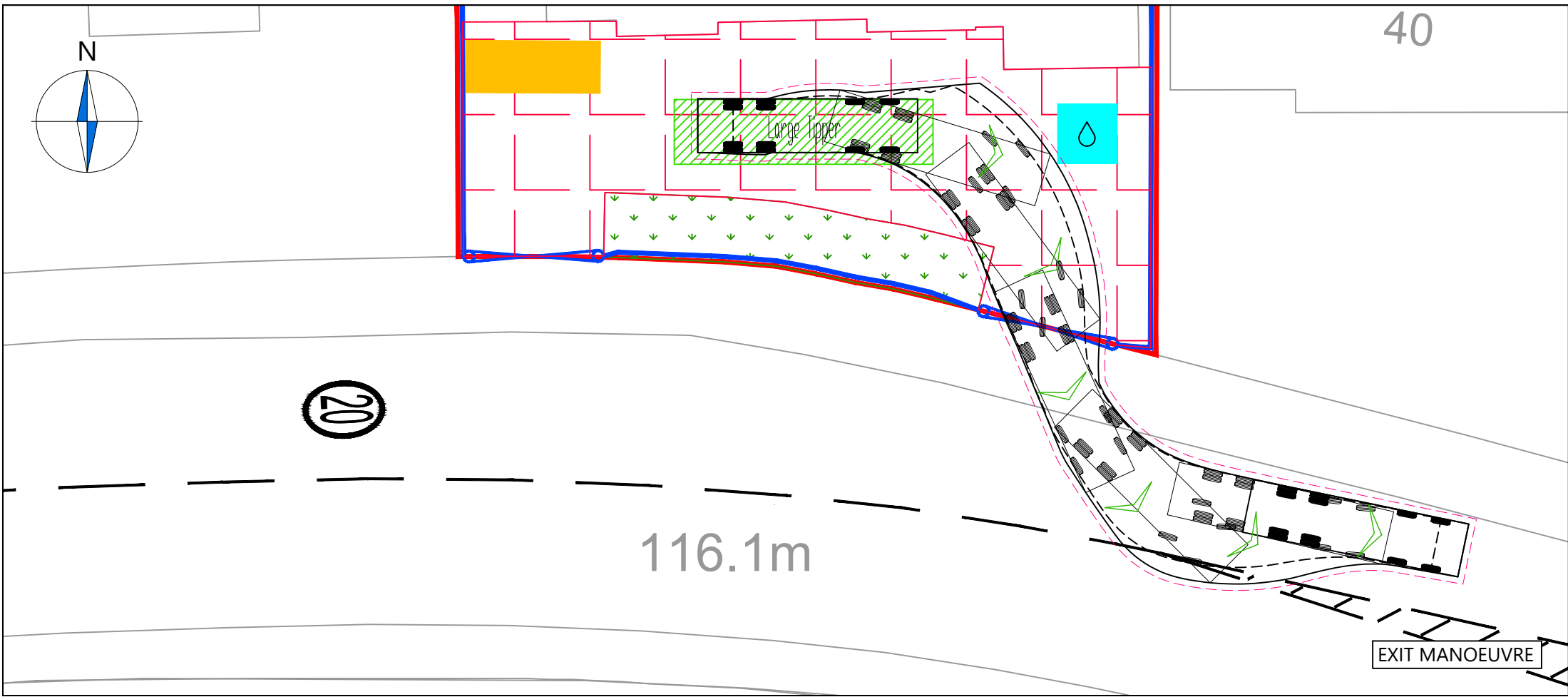
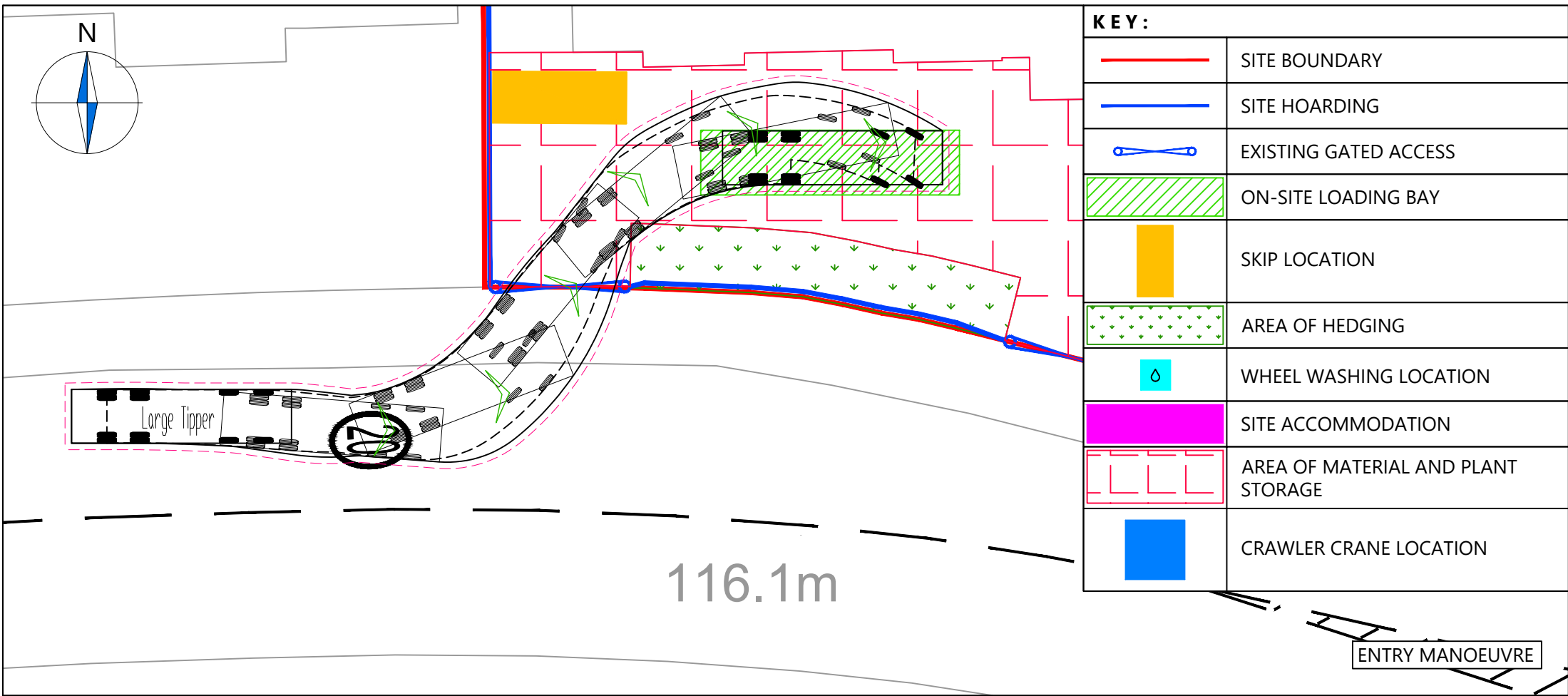
Drawing Title: Vehicle Swept Path Analysis for Proposed Highway Arrangement (On-Site)

Scale: 1:250 Size: A3

Drawn by: COS Checked by: DP Date: 04.08.2021

CANEPARO ASSOCIATES
Transport Planning & Highway Design
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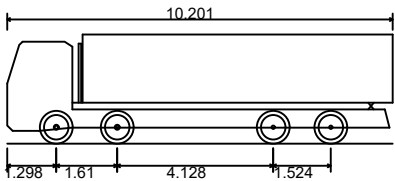
Scheme Ref: 4654 Drawing No: TR001 Sheet: 1 of 4 Rev: C



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

LARGE TIPPER



Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to Lock Time 6.00s
Kerb to Kerb Turning Radius 11.550m

FORWARD MOVEMENTS ARE SHOWN
IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN
IN BLUE (*design speed - 2.5kph*)

C	Crane Location Added	COS	AFG	20.08.2021
B	Updates following LA's Comments.	COS	DP	12.08.2021
A	Updates Following Teams Comments	COS	DP	05.08.2021

Rev Details REVISION HISTORY Drawn Checked Date

Status: ☐ Preliminary ☐ For Approval ☐ For Construction
☒ For Information ☐ For Tender ☐ As Built

Client: Mr. Golshirazi

Project: 42 Hampstead Lane

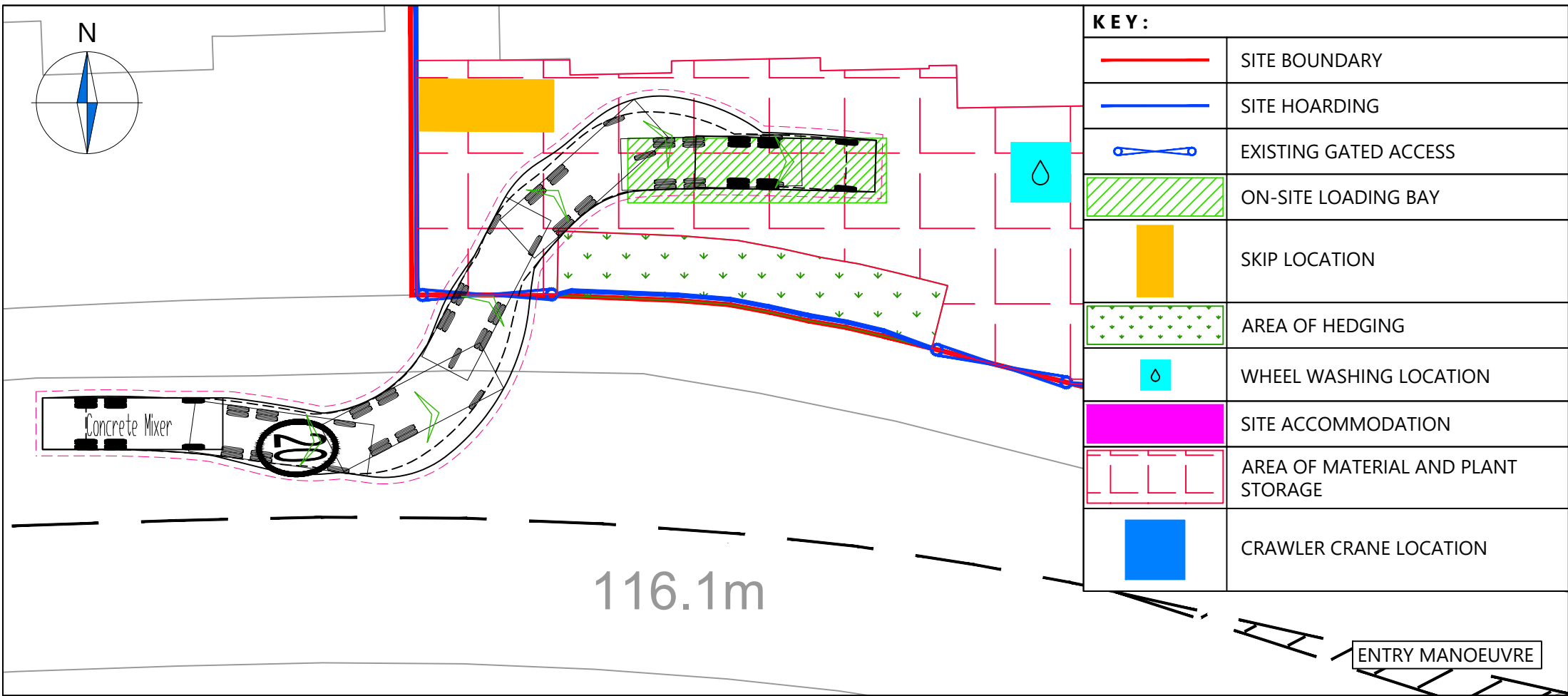
Drawing Title: Vehicle Swept Path Analysis for Proposed Highway Arrangement (On-Site)

Scale: 1:250 Size: A3

Drawn by: COS Checked by: DP Date: 04.08.2021

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

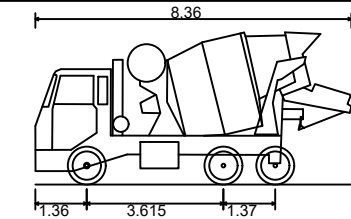
Scheme Ref: 4654 Drawing No: TR001 Sheet: 2 of 4 Rev: C



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

CONCRETE MIXER



Overall Length	8.360m
Overall Width	2.390m
Overall Body 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

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

C	Crane Location Added	COS	AFG	20.08.2021
B	Updates following LA's Comments.	COS	DP	12.08.2021
A	Updates Following Teams Comments	COS	DP	05.08.2021

Rev	Details	Drawn	Checked	Date
REVISION HISTORY				
Status:	☐ Preliminary ☐ For Approval ☐ For Construction			
	☒ For Information ☐ For Tender ☐ As Built			

Client: Mr. Golshirazi

Project: 42 Hampstead Lane

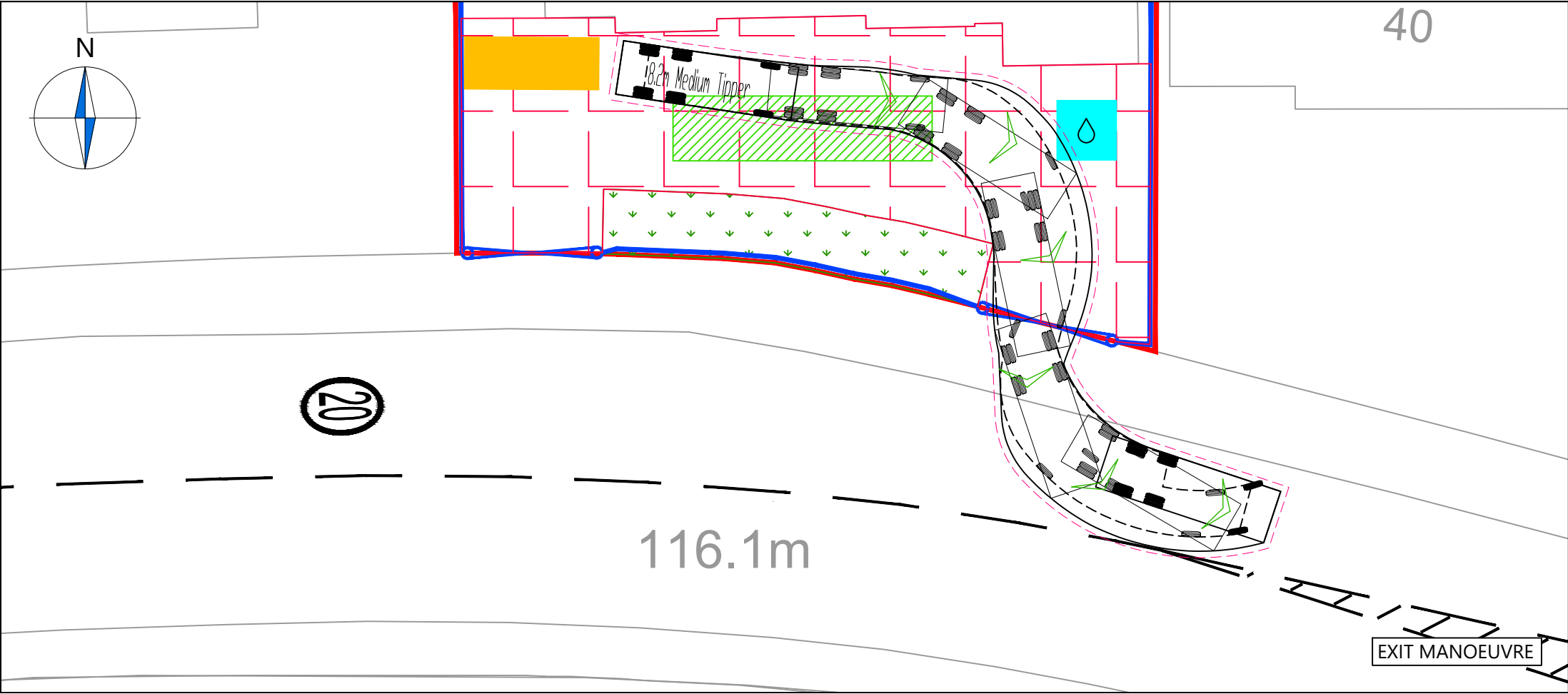
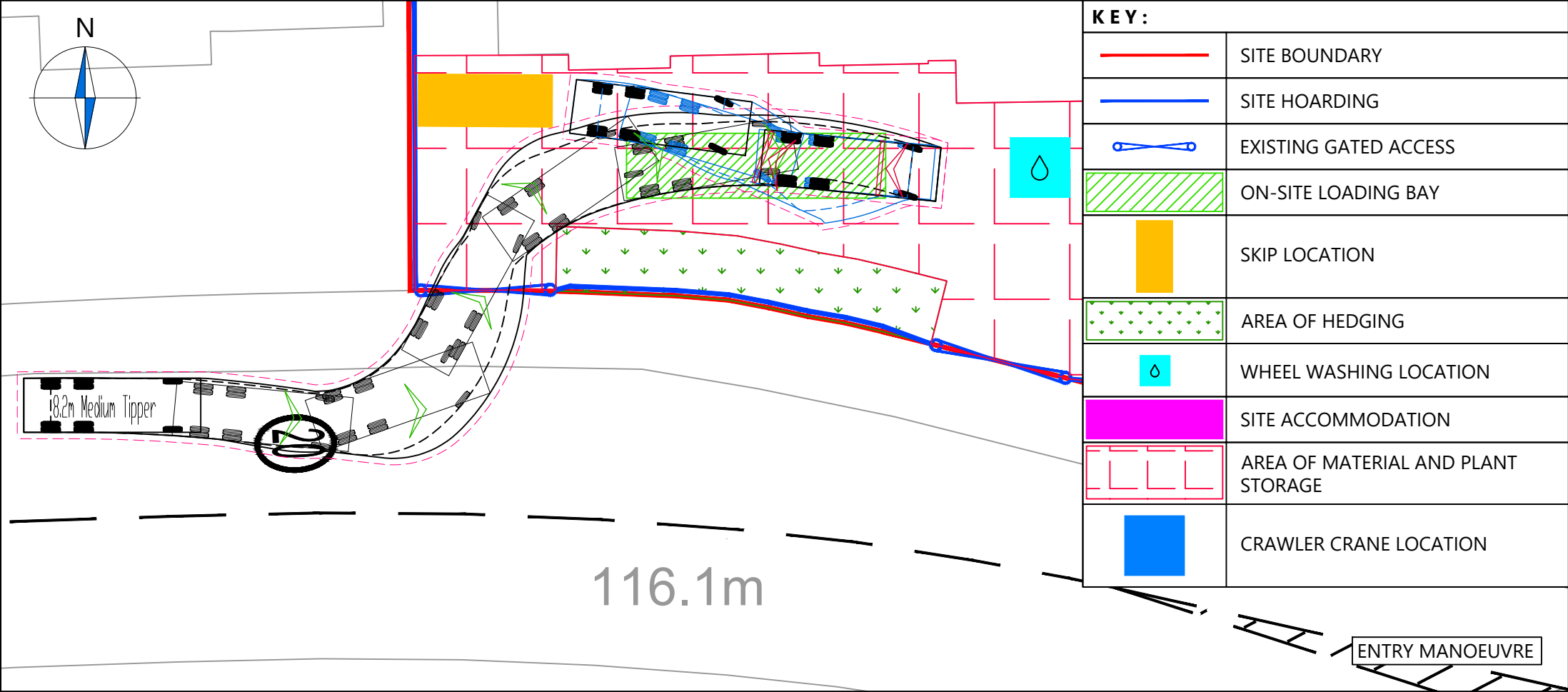
Drawing Title: Vehicle Swept Path Analysis for Proposed Highway Arrangement (On-Site)

Scale: 1:250 Size: A3

Drawn by: COS Checked by: DP Date: 04.08.2021

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

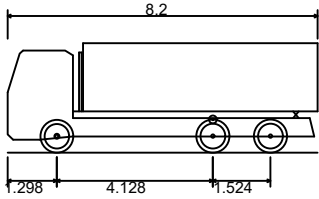
Scheme Ref:	Drawing No:	Sheet :	Rev:
4654	TR001	3 of 4	C



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

ROLL ON ROLL OFF SKIP LORRY



Overall Length	8.200m
Overall Width	2.500m
Overall Body Height	2.894m
Min Body Ground Clearance	0.344m
Max Track Width	2.500m
Lock to Lock Time	5.00s
Kerb to Kerb Turning Radius	9.284m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

C	Crane Location Added	COS	AFG	20.08.2021
B	Updates following LA's Comments.	COS	DP	12.08.2021
A	Updates Following Teams Comments	COS	DP	05.08.2021

Rev	Details	Drawn	Checked	Date
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REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction
☒ For Information ☐ For Tender ☐ As Built

Client: Mr. Golshirazi

Project: 42 Hampstead Lane

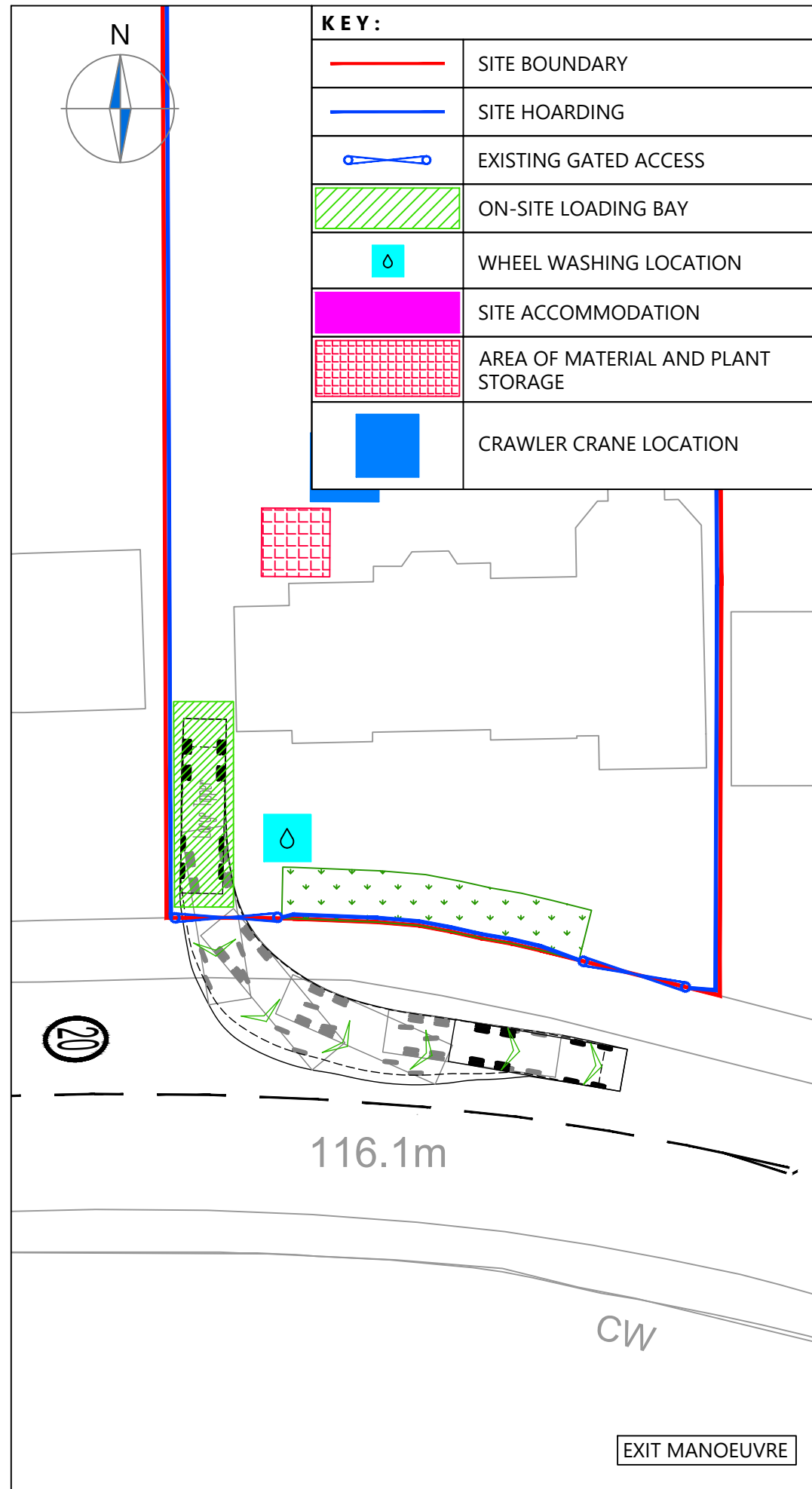
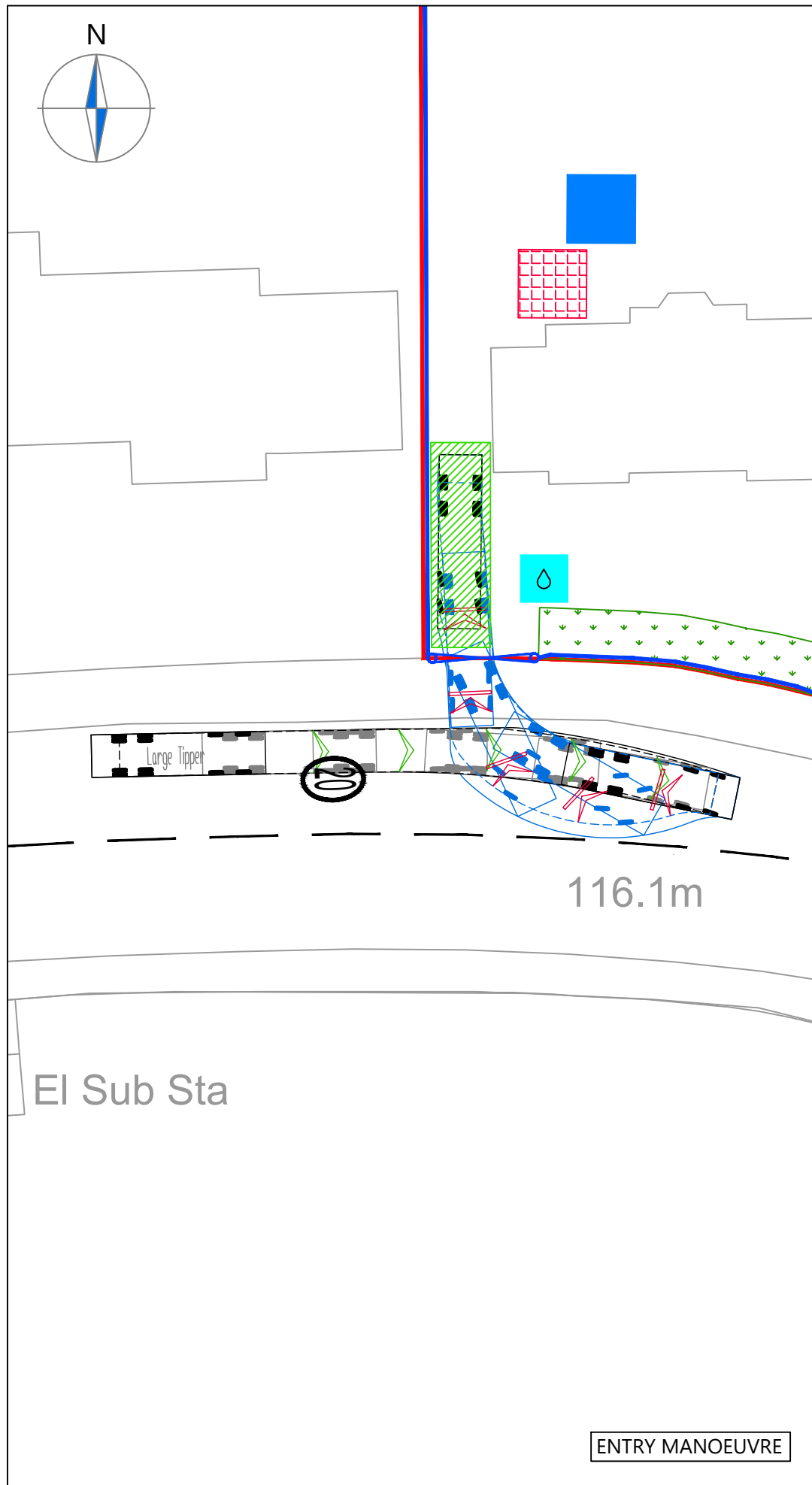
Drawing Title: Vehicle Swept Path Analysis for Proposed Highway Arrangement (On-Site)

Scale: 1:250 Size: A3

Drawn by: COS Checked by: DP Date: 04.08.2021

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
4654	TR001	4 of 4	C



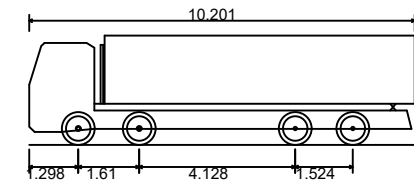
KEY:

	SITE BOUNDARY
	SITE HOARDING
	EXISTING GATED ACCESS
	ON-SITE LOADING BAY
	WHEEL WASHING LOCATION
	SITE ACCOMMODATION
	AREA OF MATERIAL AND PLANT STORAGE
	CRAWLER CRANE LOCATION

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

LARGE TIPPER



Overall Length 10.201m
 Overall Width 2.495m
 Overall Body Height 2.890m
 Min Body Ground Clearance 0.341m
 Track Width 2.471m
 Lock to Lock Time 6.00s
 Kerb to Kerb Turning Radius 11.550m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

A	Updates Following LA's Comments	COS	DP	30.09.2021
Rev	Details	Drawn	Checked	Date
REVISION HISTORY				
Status:	☐ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client:

Mr. Golshirazi

Project:

42 Hampstead Lane

Drawing Title:

Vehicle Swept Path Analysis for
 Proposed Demolition Plan
 (On-Site Excavation Phase)

Scale:

NTS

Size:

A3

Drawn by:

COS

Checked by:

AFG

Date:

20.08.2021

CANEPARO ASSOCIATES

Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:

4654

Drawing No:

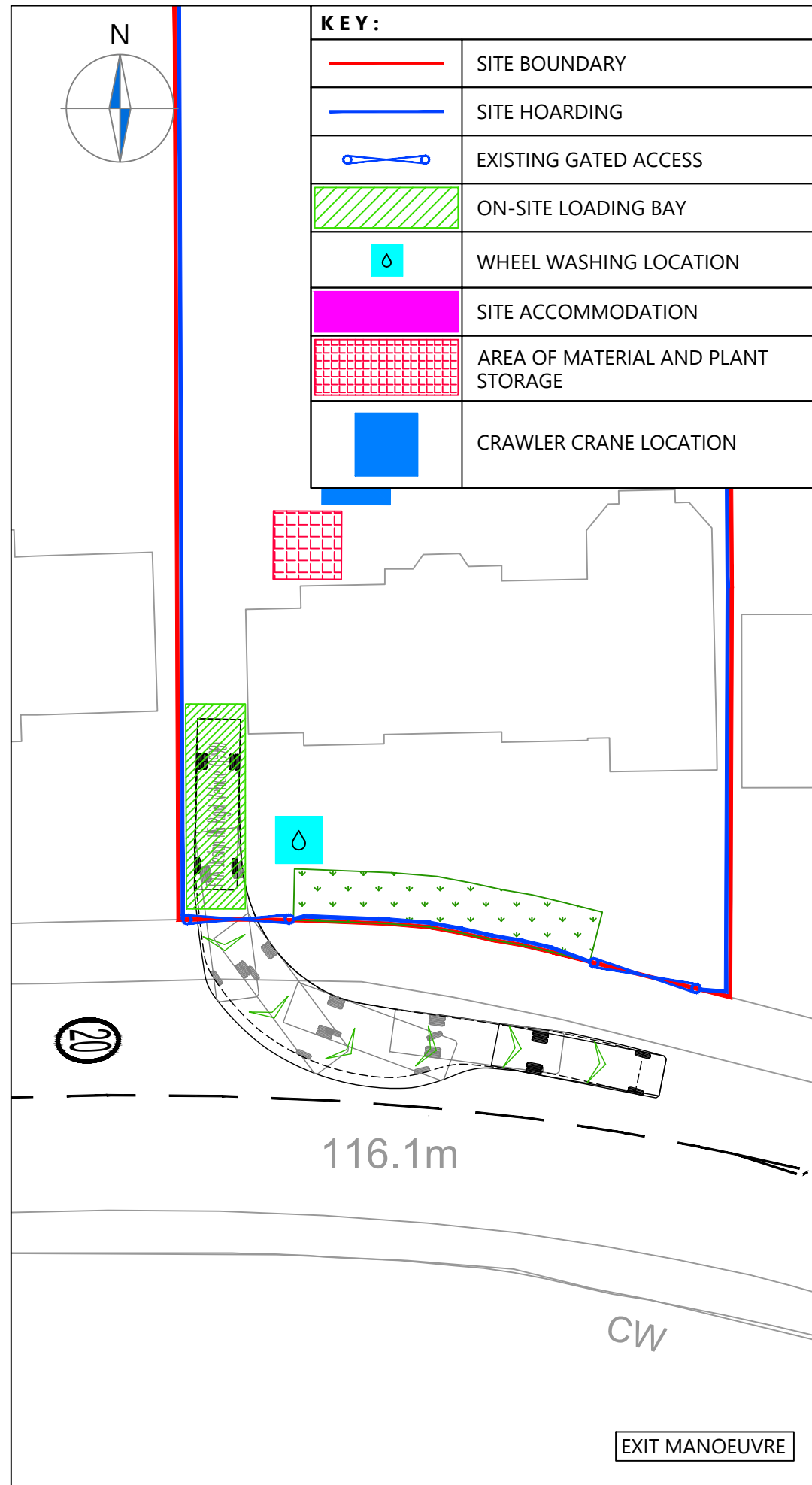
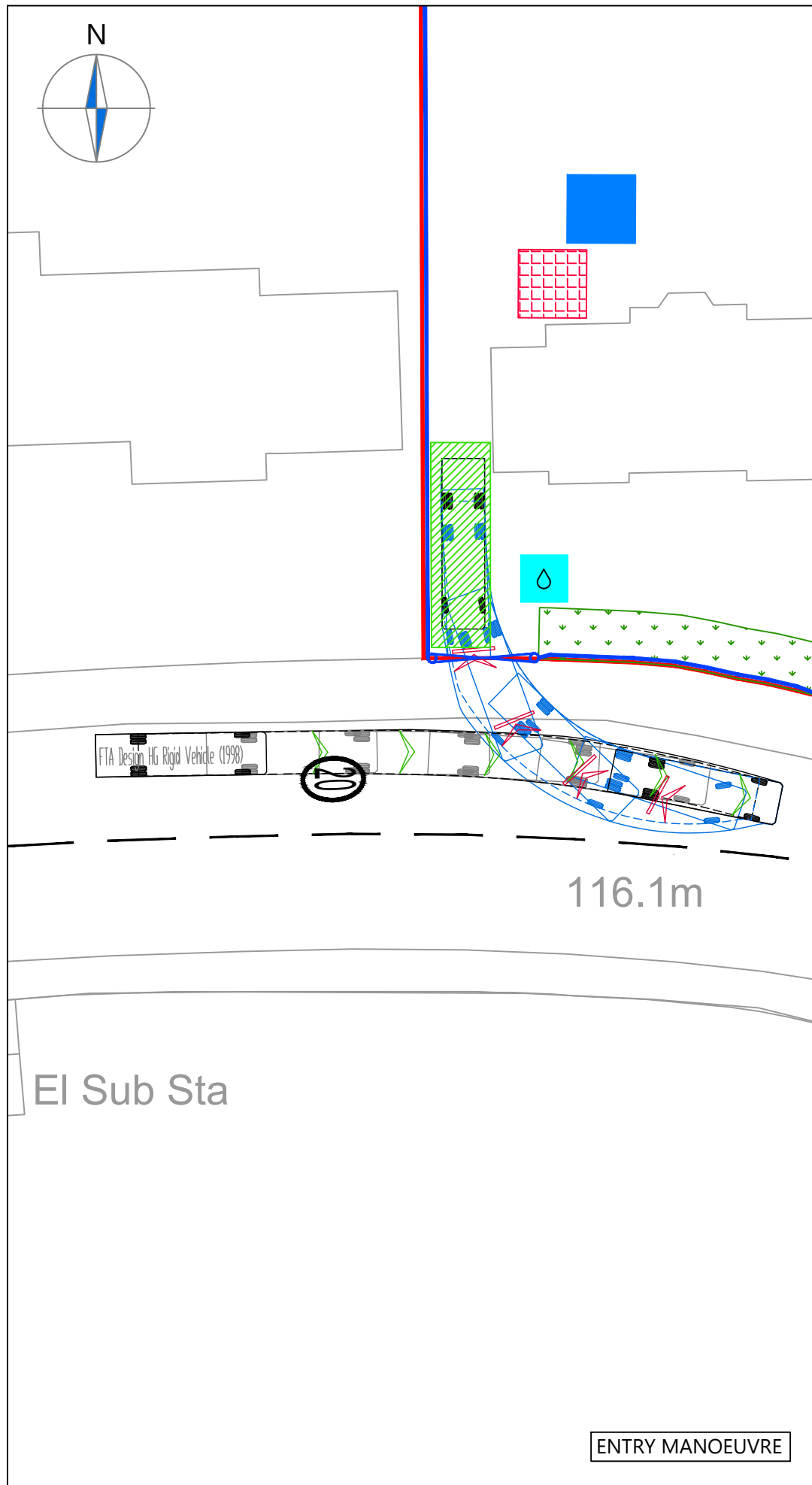
TR003

Sheet :

1 of 4

Rev:

A

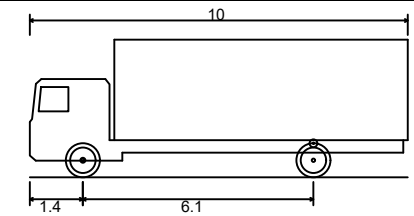


KEY:	
	SITE BOUNDARY
	SITE HOARDING
	EXISTING GATED ACCESS
	ON-SITE LOADING BAY
	WHEEL WASHING LOCATION
	SITE ACCOMMODATION
	AREA OF MATERIAL AND PLANT STORAGE
	CRAWLER CRANE LOCATION

NOTES

- Do not scale from this drawing.
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- This drawing is for illustrative purposes only.

FTA DESIGN HG RIGID VEHICLE (1998)



Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	11.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

A	Updates Following LA's Comments	COS	DP	30.09.2021
Rev	Details	REVISION HISTORY		
Status:		☐ Preliminary	☐ For Approval	☐ For Construction
		☒ For Information	☐ For Tender	☐ As Built

Client: Mr. Golshirazi

Project: 42 Hampstead Lane

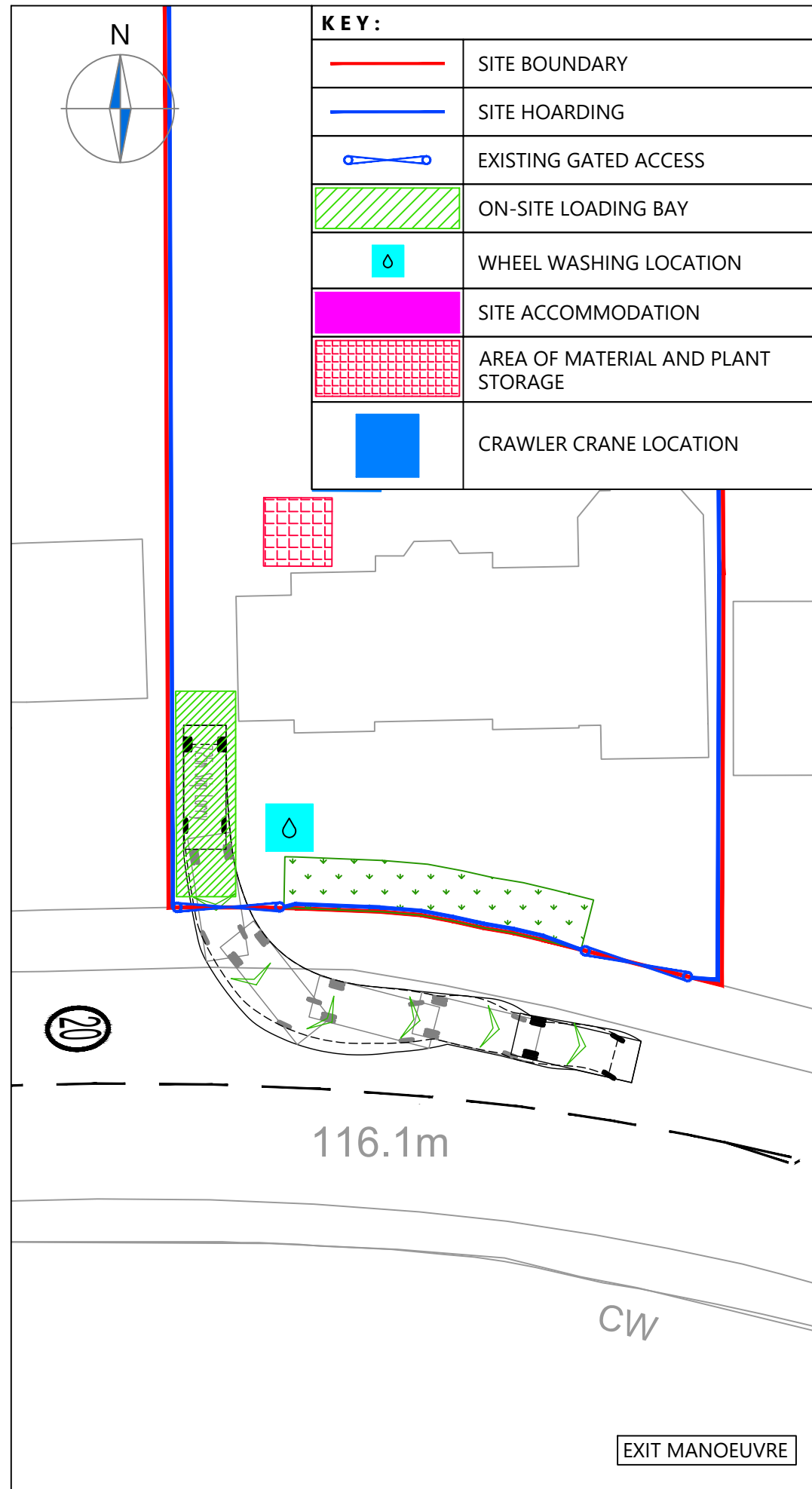
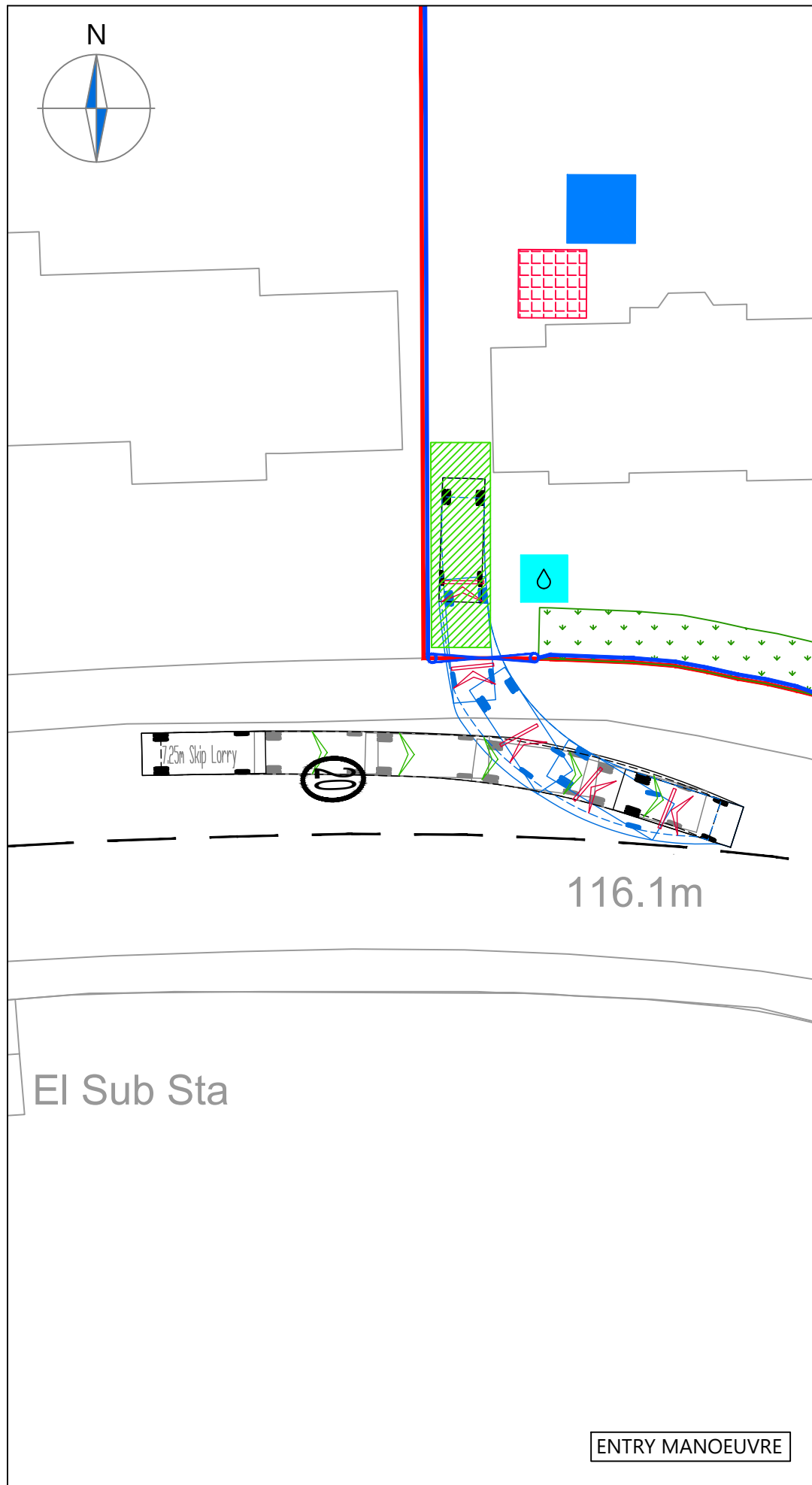
Drawing Title: Vehicle Swept Path Analysis for Proposed Demolition Plan (On-Site Excavation Phase)

Scale: NTS Size: A3

Drawn by: COS Checked by: AFG Date: 20.08.2021

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: 4654 Drawing No: TR003 Sheet: 2 of 4 Rev: A

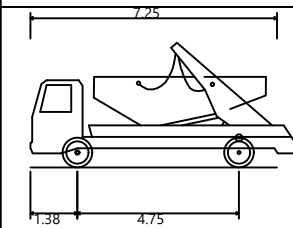


KEY:	
—	SITE BOUNDARY
—	SITE HOARDING
	EXISTING GATED ACCESS
	ON-SITE LOADING BAY
	WHEEL WASHING LOCATION
	SITE ACCOMMODATION
	AREA OF MATERIAL AND PLANT STORAGE
	CRAWLER CRANE LOCATION

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

SKIP LORRY



Overall Length	7.250m
Overall Width	2.480m
Overall Body Height	3.664m
Min Body Ground Clearance	0.410m
Max Track Width	2.480m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.905m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

A	Updates Following LA's Comments	COS	DP	30.09.2021
Rev	Details	Drawn	Checked	Date
REVISION HISTORY				
Status:	☐ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client:

Mr. Golshirazi

Project:

42 Hampstead Lane

Drawing Title:

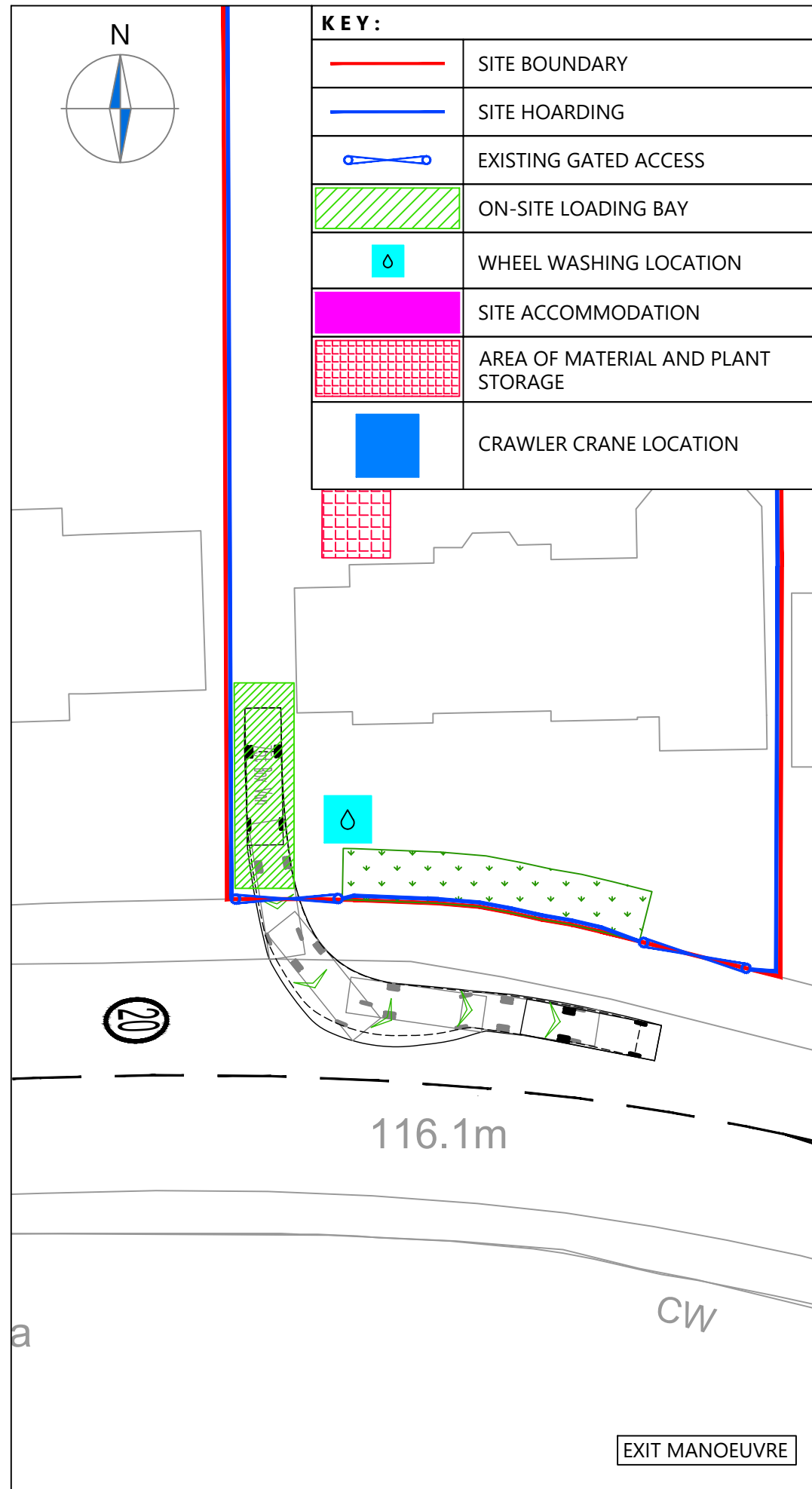
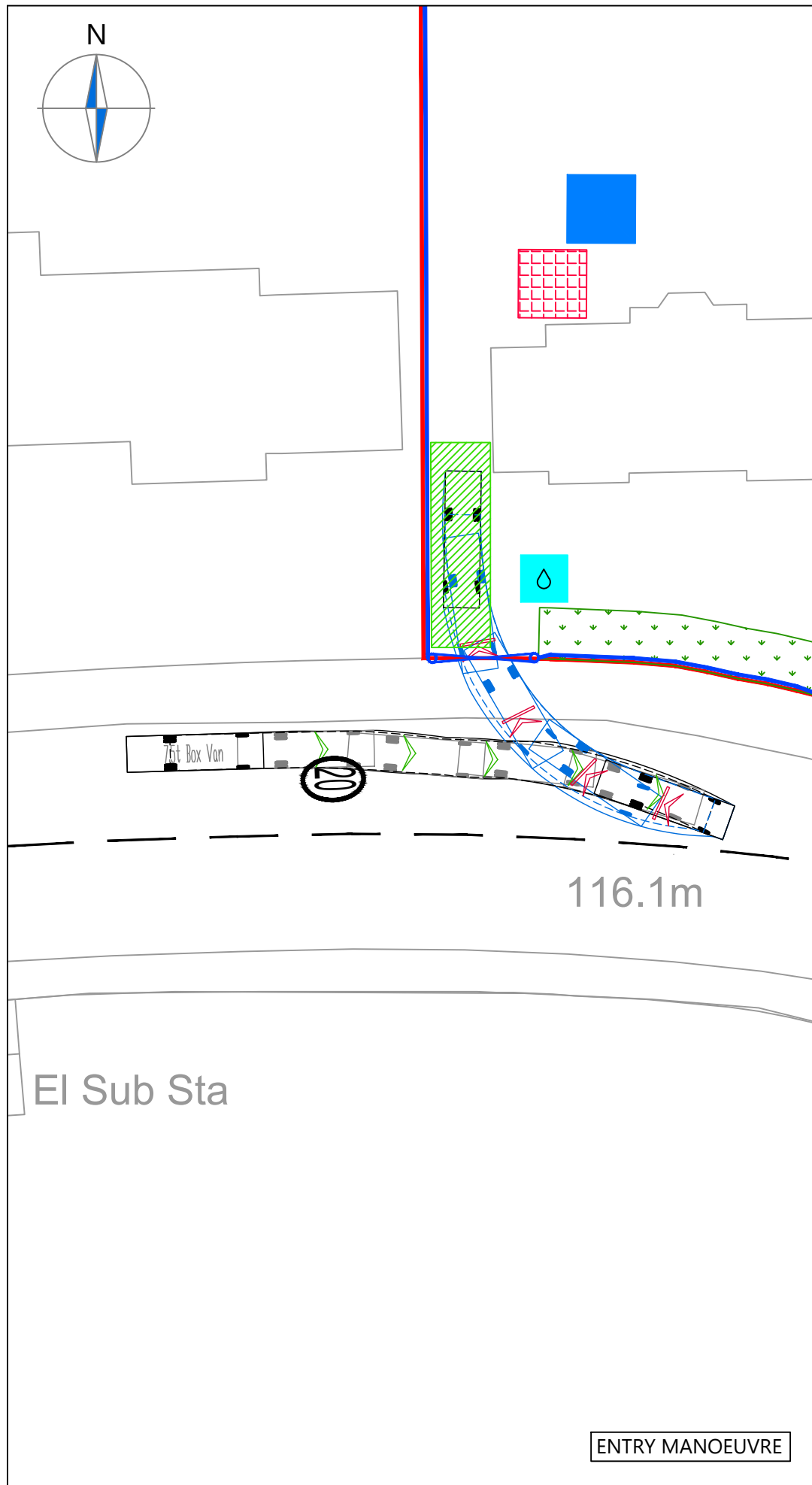
Vehicle Swept Path Analysis for
Proposed Demolition Plan
(On-Site Excavation Phase)

Scale: NTS Size: A3

Drawn by: COS Checked by: AFG Date: 20.08.2021

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: 4654 Drawing No: TR003 Sheet: 3 of 4 Rev: A



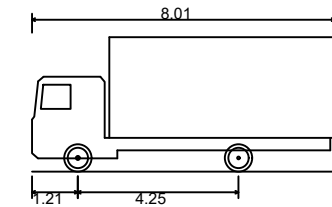
KEY:

	SITE BOUNDARY
	SITE HOARDING
	EXISTING GATED ACCESS
	ON-SITE LOADING BAY
	WHEEL WASHING LOCATION
	SITE ACCOMMODATION
	AREA OF MATERIAL AND PLANT STORAGE
	CRAWLER CRANE LOCATION

NOTES

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3. This drawing is for illustrative purposes only.

7.5T BOX VAN



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	7.400m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

A	Updates Following LA's Comments	COS	DP	30.09.2021
Rev	Details	Drawn	Checked	Date
REVISION HISTORY				
Status:	☐ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client:

Mr. Golshirazi

Project:

42 Hampstead Lane

Drawing Title:

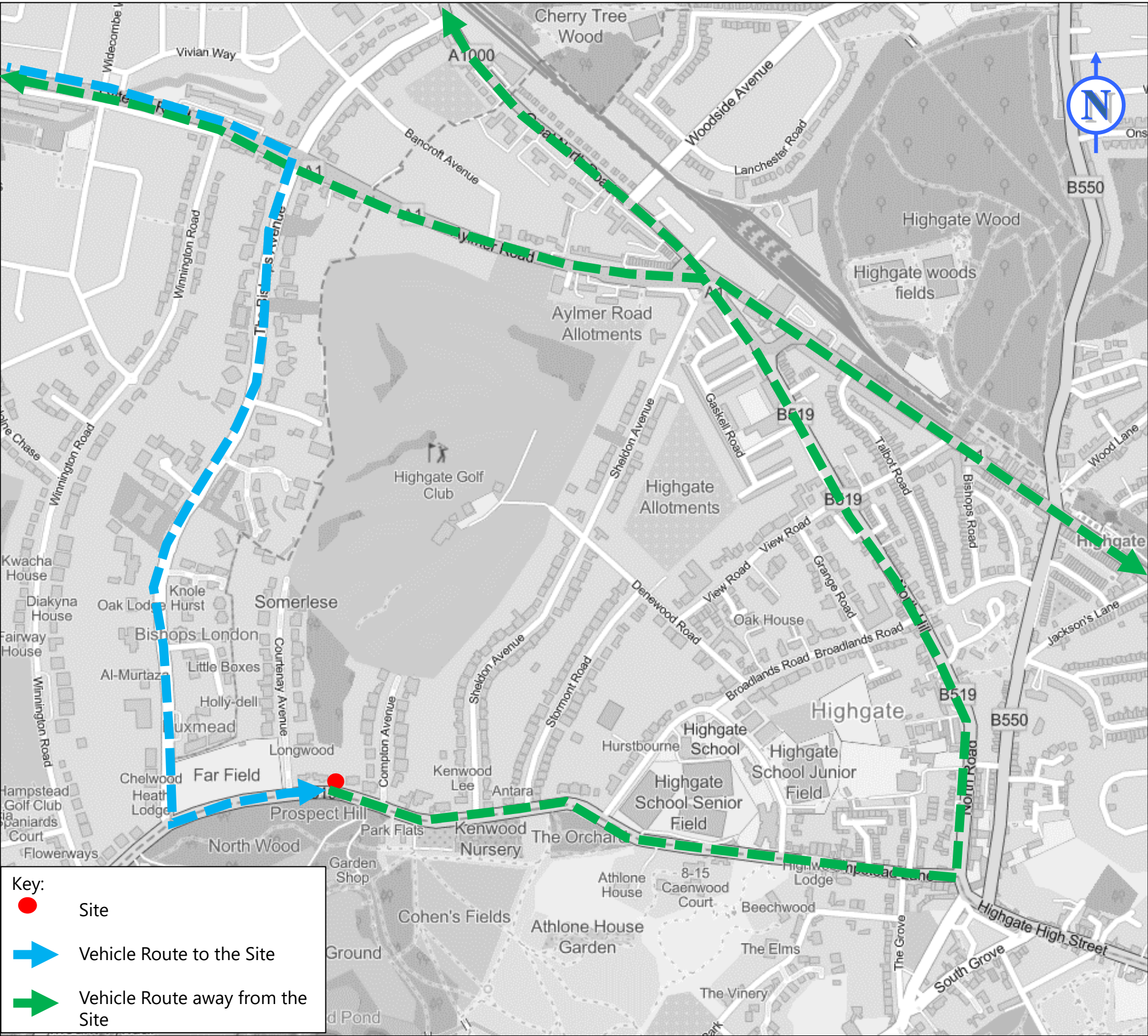
Vehicle Swept Path Analysis for
Proposed Demolition Plan
(On-Site Excavation Phase)

Scale: NTS Size: A3

Drawn by: COS Checked by: AFG Date: 20.08.2021

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: 4654 Drawing No: TR003 Sheet: 4 of 4 Rev: A



Key:

Site

Vehicle Route to the Site

Vehicle Route away from the Site

NOTES

1. Do not scale from this drawing.

2. This drawing is to be read & printed in colour.

3. This drawing is for illustrative purpose only.

KEY:

A

Vehicle Routing Plan

SB

DP

21.08.06

Rev

Details

Drawn

Check

Date

REVISION HISTORY

Client:

Mr. Golshirazi

Project:

42 Hampstead Lane

Drawing Title:

Vehicle Routing Plan

Scale:

NTS

Size:

A3

Drawn by:

SB

Checked by:

DP

Date:

21.08.06

CANEPARO

ASSOCIATES

Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:

CA4654

Drawing No:

1

Sheet:

1

Rev:

.

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PROJECT DIRECTORY

42 Hampstead Lane

Client: Mr Golshirazi
 Date Original: 29-Jul-21
 Revision A 21-Jul-22



Discipline	Name	Company	Mobile	Telephone	Email	Address
Client	Mr Golshirazi					
Client Representative	Nilofar Samii		07799621440		nilofar_samii@yahoo.com	3 Hamsptead Gate 1a Frognal, London NW3 6AL
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Mechanical & Electrical Engineer	Dan Brooks Mo Bishara Oana Stanciu Mike Spence	Integration		0207183 8610 07761 326 694 020 7183 8610 07719 315860	dan.brooks@integrationuk.com mo.bishara@integrationuk.com <a href="mailto:Oana.Stanciu<oana.stanciu@integrationuk.com>">Oana.Stanciu<oana.stanciu@integrationuk.com> mike.spence@integrationuk.com	52-54 Rosebery Avenue, London, EC1R 4RP.
Principal Designer	Andres Angol-Vrondis	ORSA		07494152936	av@orsa.uk	1 Heddon Street, London, W1B 4BD
Approved Building Inspector	Mick Dowling Hollie Camp	SOCOTEC	07808 888 307	0203 384 7730 0203847730	mick.dowling@socotec.co.uk hollie.camp@socotec.co.uk	4th Floor, Swan House, 37-39 High Holborn, London, WC1V 6AA
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Party Wall Surveyor	Aaron Langley	G L Hearn	07387 021 208		aaron.langley@glhearn.com	GL Hearn 65 Gresham Street London EC2V 7NQ
Right of Light Consultant	Barry Hood Georgina Mann	Point 2 Surveyors	07415 691544 020 3761 6983		<a href="mailto:Barry.Hood<b.hood@point2.co.uk>">Barry.Hood<b.hood@point2.co.uk> g.mann@point2.co.uk	17 Slingsby Place, London, WC2E 9AB
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Vertical Transportation Consultant	Lee Dean	LECS	07833 097 992	0203 62 72 247	lee.dean@lecsuk.co.uk	Terminal House, 52 Grosvenor Gardens, London SW1W 0AU
Acoustic Consultant	Duncan Arkley	KP Acoustics		0208 222 8778	da@kpacoustics.com	1 Galena Rd, London W6 0LT
Landscpaing Consultant	Simon Kitchen Hay Hwang Bianka Scheider Tala Deri	The Gardenists	07554 023148 07427 639 807	0208 087 2134 0208 087 2134	simon@thegardenists.co.uk hay@thegardenists.co.uk bianka@thegardenists.co.uk tala@thegardenists.co.uk	2 Scout Lane, Clapham Old Town, London SW4 0LA
Fire Engineering Consultant	Emma Byrne Antonio Apone	Bureau Veritas	07790 771470 7581318311	029 2081 7878	emma.byrne@bureauveritas.com antonio.apone@bureauveritas.com	Fifth Floor, 66 Prescott Street, London, E1 8HG
Planning Consultant	Graham Allison	Montagu Evans	07818 012 421	020 7312 7421	graham.allison@montagu-evans.co.uk	70 St Mary Axe, London, EC3A 8BE
Client Planning Consultant	Dominic Dear	Adara		2084466622	dominic@adara.co.uk	The Old House, Totteridge Green, London N20 8PA