

**Notting Hill Gate KCS Ltd**

**Land at 43-45 and 39-41 Notting  
Hill Gate and 161-237 (odd)  
Kensington Church Street**

**Draft Demolition Traffic Management  
Plan**

**May 2023**

Caneparo Associates Limited  
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Registered in England: 9930032

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

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- Q1.
- Please confirm that you have read and understood the Council’s Code of Construction Practice and the Council’s planning guidance on construction traffic management set out within the Transport and Streets SPD and the Basements SPD.
  - Please confirm that in preparing your CTMP proposal you have reviewed any Construction Traffic Management Plans (CTMP) that have been approved at nearby properties. These can be found using an online map based tool available [here](#).
  - Please confirm that you have read the guidance notes on how to complete this proforma included on the final page of this document.
  - Please note the approval of a CTMP does not remove the need to obtain highways licences and any other approvals that might be required.

<i>Please delete as appropriate</i>	<i>Yes</i>
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### PLAN IDENTIFICATION

- Q2. Provide a date of issue for this document and, if relevant, a revision number.

May 2023
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- Q3. What is the full postal address of the site?

45 Notting Hill Gate, 39-41 Notting Hill Gate, and 161-237 Kensington Church Street
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- Q4. Please provide the planning permission reference number for the development. Otherwise please confirm this is a Draft CTMP to accompany a planning application.

This is a Draft Demolition Traffic Management Plan (DTMP) to accompany a planning application.
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- Q5. Please give a very brief description of the work.

<p>The proposal is listed as follows:</p> <p>Commercial-led scheme comprising the refurbishment and extension of Newcombe Tower and the redevelopment of the remainder of the site, to deliver new retail at ground floor and commercial at the upper levels. Alongside, the delivery of new affordable housing, medical floorspace and a public square.</p> <p>This DTMP covers the site set-up, demolition and enabling excavation works with the remainder of the construction works covered under the Construction Traffic Management Plan.</p> <p>The demolition works will be carried out to ensure that traffic and demolition activity do not cause unacceptable harm to pedestrians, cyclists or other road users. In addition, demolition activity will be undertaken in a manner to minimise inconvenience or disruption to local neighbours.</p>
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- Q6. Please provide contact details for the person responsible for completing this form.

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

Name: Caneparo Associates Ltd

Address: 21 Little Portland Street, W1W 8BT

Tel: 020 3617 8200

Email: [info@caneparoassociates.com](mailto:info@caneparoassociates.com)

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

## PRE-SUBMISSION NEIGHBOUR CONSULTATION

- Q7. Please detail how neighbours have been involved in the development of this plan. Please confirm you have contacted the Residents' Association for the street (if there is one). Please identify whom you consulted on what dates and by what means. Please append any responses received.

*Local people understand the local context and can provide constructive and valuable advice on how best to carry out a development given the context. We recommend that neighbours be contacted in writing with outline proposals and that they be given a minimum of two weeks to respond with their views in advance of any formal submission to the Council. Any consultation responses submitted to the Council in respect of a Draft CTMP should be used to inform the proposals and must be responded to in the Final CTMP. Details of the Borough's Residents' Associations can be found [here](#).*

Consultation was undertaken during the preparation of the draft CTMP from 2015 associated with extant consent (PP/17/05782), the following steps were taken:

1. Hillgate residents group were consulted throughout the original application. A number of open public meetings were held with them and an ongoing dialogue throughout was maintained. The proposed construction methodology was discussed in these meetings.
2. The developer's team was in frequent contact with a wide range of local stakeholders. Public exhibitions of the proposals were held.
3. Reviews of the proposed construction methodology were undertaken as part of formal pre-planning consultation with RBKC.
4. Extensive engineering assessments of the proposed development were undertaken and the potential impact of this on neighbouring property, including LUL infrastructure is considered. LUL was formally consulted and letters of no objection in principle issued.
5. Contact was made by email with the Kensington Society, Cherry Trees Residents' Amenities Association, Camden Hill Residents Association, Ladbroke Association, Pembridge Association, Hillgate Village Residents Group, Notting Hill Gate Improvements Group, the Pembridge and Campden ward councillors and the local Member of Parliament explaining the response to the Inspector's decision and the intended planning re-submission with an open offer to meet to discuss further;
6. A newsletter was distributed door to door to the same catchment as was used during the previous preapplication;
7. Community involvement programme for the original application; and
8. The dedicated website [www.newcombehouse.london](http://www.newcombehouse.london), originally launched in December 2015 as an information resource on the application submitted at that time, was updated to explain the elements of the new application.

Due to the time that has elapsed since the initial consultation and to ensure residents are kept up to date a public exhibition was organised by the project team's public affairs consultant, Polity. A letter was posted to residents within the catchment area (see **Appendix A**) setting out the details of the exhibition which included slides on the demolition and construction proposals. The key comments raised at the various consultation meetings were as follows:

1. To ensure construction vehicles do not enter Hillgate Village
2. To fully account for school arrivals and departures at Fox Primary School

The applicant will continue engaging with other local stakeholders throughout the application process. If any comments do arise throughout the construction project, appropriate consideration will be given with the Project Manager seeking to address and resolve any outstanding matters.

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

The contractor's details are presented below:

Name: Paul Martin

Company: Midgard Ltd

Address: 4 Elstree Way, Borehamwood, Hertfordshire, WD6 1RN

Tel: 07823 348 587

Email: [paul.martin@midgard.ltd.uk](mailto:paul.martin@midgard.ltd.uk)

It is confirmed that the Contractor will be legally obliged to comply with the arrangements set out within the Final DTMP. Contact with RBKC will be made if any changes are required and approval will be needed before any changes are undertaken.

The contractor will ensure that they work within the Considerate Constructors Scheme and a contact name and telephone number will be visibly displayed on the construction hoarding in order to allow neighbour consultation to continue throughout the works.

### ROUTEING OF DEMOLITION, EXCAVATION AND CONSTRUCTION VEHICLES

Q8. Please describe the construction traffic route to be used to and from the site, showing details of links to the strategic road network (A and B roads) and highlighting any nearby cycling facilities (including designated quiet ways and roads with contraflow cycling) that would be affected. **Provide a plan** (numbered and dated with a revision number if necessary) illustrating these details. Construction traffic on other routes is not permitted. The route described must be adhered to.

*The route should avoid residential side streets wherever possible and vehicles should, in most circumstances, approach the site from the left hand side of the road in two-way streets. A plan of the route must be forwarded to visitors and delivery companies in advance. The route should be able to accommodate all vehicles visiting the site in terms of capacity, geometry, width and height. If necessary, submit swept paths to demonstrate the suitability of the proposed route. Consider any sensitive sites or major trip generators (e.g. schools, offices, public buildings, museums, etc.) on the route or nearby, and other planned developments and developments under construction - can they be avoided? Vehicles must not drive on footways other than at dedicated access points.*

Vehicle activity will take place via Newcombe Street for the majority of the build. Construction vehicles will approach from the A315 Kensington High Street, before using Kensington Church Street and Kensington Place to access Newcombe Street and subsequently the on-site loading area. A total of 3 parking bays (18m) on Newcombe Street will be suspended to provide sufficient passing space (minimum 3m). Banksmen will be present on-street to assist with this manoeuvre. Appropriate signage will be displayed on street to notify motorists, cyclists and pedestrians of the construction works and vehicular movements.

APPROACH: Kensington High Street – Kensington Church Street – Kensington Place – Newcombe Street – Site.

Following demolition activity, vehicles will exit the on-site loading area in forward gear onto Newcombe Street. Then turn left onto Kensington Place and head toward north onto Notting Hill Gate via Kensington Church Street. A minimum of two banksmen will be present on site to manage vehicles entering and exiting the on-site loading area. Appropriate signage will be displayed on street to notify motorists, cyclists and pedestrians of the demolition works and vehicular movements.

EGRESS: Site – Newcombe Street – Kensington Place – Kensington Church Street – Notting Hill Gate.

Drivers will be made explicitly aware of the potential risk to cyclists as well as pedestrians associated with demolition movements in this busy area of London prior to any deliveries being undertaken. A vehicle route plan is shown at **Appendix B** of the DTMP.

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

Q9. Please confirm that all contractors, sub-contractors, delivery companies and visitors will be advised of and required to strictly adhere to the specified route and all the other terms of this plan.

<i>Please delete as appropriate</i>	<i>Yes</i>
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### CONSTRUCTION TRAFFIC HOURS

Q10. Deliveries and collections must be restricted to between 9.30am and 4.30pm, Monday to Friday. Where there is a school on route, then deliveries must be restricted to between 9.30am and 3pm, Monday to Friday, during term time. Deliveries and collections are not permitted on Saturdays, Sundays or public holidays. In some particularly sensitive locations, for example where there is a street market nearby, further restrictions will be necessary. The Council will not agree to construction traffic using Portobello Road or Golborne Road on Fridays.

Please identify schools, nurseries, markets, tourist attractions or other sensitive uses near the construction site which have informed the construction traffic hours, specified below.

Accepted. Deliveries/collections will take place between 9.30am and 4.30pm, Monday to Friday outside of term-time, and 9.30am and 3pm, Monday to Friday during term-time due to the presence of Fox Primary School on Edge Street, Llyod Williamson Nurseries on Kensington Mall and the Farmer's Market which is open during weekends.

There are a number of sensitive locations in the vicinity of the site but not on the construction traffic routes:

- Portobello Road Market
- Holland Park
- Holland Park School
- Kensington Gardens
- Kensington Town Hall

The peak hours associated with commuter travel, including those associated with the bus routes within the vicinity of the site, will be avoided by scheduling deliveries to arrive/depart between 9.30am and 4.30pm.

Strict delivery/collection scheduling and booking systems will be imposed on the project to ensure that congestion is avoided. Each delivery will be allocated a time period with only one vehicle attending the site at any given time.

The contractor will issue all delivery/collection companies with the agreed vehicle route prior to arrival on site. The driver will be required to give pre-warning of his arrival to ensure banksmen are in place. Any other information on site restrictions will also be provided to the driver prior to them undertaking their journey.

Delivery/collection drivers will be briefed and should contractors not adhere to this rule warnings will be issued. If the problem continues suppliers will be removed from the project based on a 'three strikes' basis.

The Principal Contractor will be required to take note of these restrictions and put in place management systems including electronic web-based booking in systems to control vehicle access and egress.

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

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Acknowledging the restrictions on hours and days given above and considering nearby uses, please specify the hours during which construction traffic to and from the site is planned. Please enter a start time and an end time in the box below.

Hours of deliveries will be agreed with neighbours and local school. Proposed delivery times 9.30am to 3pm Monday to Friday during term-time and 9.30am to 4.30pm Monday to Friday outside term-time.

Any exceptions to the above must be specified here (for example where the delivery of abnormal loads such as tower cranes, heavy plant or site offices is planned).

Any requirements for delivery/collections outside of these times e.g. tower crane deliveries and collections will be subject to discussions with RBKC and providing the required notice periods, method statements, risk assessments and programme of activities. Local residents, businesses, retailers and interested parties will be notified through mail drops and opportunities to discuss will be provided.

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

## SITE ACCESS

Q11 Please supply an accurate (to scale) numbered and dated site plan annotated with dimensions showing;

- all points of site access (vehicular and pedestrian);
- where materials, skips and plant will be stored;
- position of hoarding;
- position of nearby trees (and tree protection structures);
- where construction vehicles would wait to load/unload;
- surrounding properties and their accesses;
- the layout of any approved construction sites on adjacent frontages;
- parking bay suspensions;
- a minimum of 1.2m clear footway width to be retained at all times and;
- a minimum of 3m clear carriageway width to ensure that development activity does not block the road.

Please provide the relevant drawing number (s).

*The placing of welfare facilities, skips, plant and material should be on the site itself wherever possible. Their placement on the highway in front of adjoining properties will be unacceptable.*

*The placing of welfare facilities, skips, plant or material on the highway in a position that would hinder access to surrounding properties will be unacceptable.*

*A minimum of 1.2m clear footway width is required to allow wheelchair users and push chairs to pass. A minimum of 3m clear roadway width must be maintained to prevent the road becoming blocked. We will require the use of narrow body construction vehicles where 3m clear width cannot be achieved with larger construction vehicles. Narrow bodied construction vehicles are those that can be accommodated fully within on street parking bays (i.e. a maximum of 2m wide without wing mirrors.*

*Account must be taken of the potential for third party servicing occurring on the opposite side of the street or on adjacent frontages.*

*In circumstances where 3m clear roadway width could be achieved by parking suspensions or the use of narrow body vehicles, we will require the latter.*

*On Mews streets routine manoeuvring by HGVs adjacent to the threshold of neighbouring houses will not be acceptable.*

See **Appendix C** of the DTMP for the existing and proposed site arrangements detailing the proposed vehicle loading area, hoarding, scaffold gantry/pedestrian tunnel and storage requirements.

See **Appendix D** of the DTMP for swept path analysis that demonstrates construction vehicles can access and egress the site's loading area and maintain sufficient width for another vehicle to pass.

A total of 3 parking bays (18m) on Newcombe Street will be suspended to provide sufficient passing space (minimum 3m) for vehicles to access the on-site loading area. The Project Manager will apply for all relevant licences to suspend the 3 x parking bays (18m).

The footways surrounding the site will be retained for the movement of pedestrians with the use of a covered walkway and gantry. The lighting column on Kensington Place will be protected through the use of a cantilever gantry system which will oversail the footway above the lighting column. Protection will be offered.

In addition, during the arrival of construction vehicles into Kensington Place and Newcombe Street, banksmen will be made available to control the flow of pedestrians during this stage and assist where appropriate.



## CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

Q12 Please confirm that a minimum of 3m clear roadway width will be maintained at all times to prevent the road becoming blocked.

<i>Please delete as appropriate</i>	Yes
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If it is not possible to maintain 3m clear roadway width and there is no alternative to the street becoming blocked during scheduled deliveries, please detail the management measures to be followed to ensure:

- Pedestrian passage is maintained at all times.
- Vehicular access to adjacent properties is maintained at all times.
- Emergency Access is maintained at all times.
- Domestic and commercial waste collections are not disrupted.
- Motorists are adequately forewarned of the blockage with appropriate signage on the approaches in conformance with Chapter 8 of the current TSRGD (Traffic Signs Regulations and General Directions).
- Trees do not become damaged.
- Vehicles will not drive on the footway other than at dedicated access points.

*We will only agree to road closures in exceptional circumstances. In most cases good traffic management should ensure that the frequency and duration of blockages is managed so that vehicular traffic can pass the site. We will only agree to blockages occurring between 9.30am and 3pm. The driver must stay with the vehicle at all times and be ready to move on request if vehicular access to a neighbouring property is required and no alternative is available or in the event of an emergency. Banksmen must be positioned on all approaches to the site to forewarn highway users and advise of alternative routes. You will need to establish the days and times of refuse collections and ensure that there is no conflict. These can be viewed [here](#)*

A remaining clear carriageway width of at least 3m is achieved on Newcombe Street by suspending three parking bays on the western side of Newcombe Street. No vehicles other than those associated with the site are expected to require access along Newcombe Street following the suspension of the parking bays.

Trees will be protected during the construction phase along Newcombe Street, Kensington Church Street and Notting Hill Gate, as indicated at **Appendix C**. The gantry and covered walkway will sit no more than 1.8m from the building line, clear of trees with the canopy trimmed in line with the Arboriculturists report.

The lighting column on Kensington Place will be protected through the use of a cantilever gantry oversailing the footway above the lighting column thus protecting pedestrians from demolition works and preventing conflict with the lighting column.

Q13. Will vehicles enter and leave the site (Yes/ No)? If yes, please detail how vehicles will enter and leave the site?

*If vehicular access is provided vehicles should be able to turn within the site and exit in a forward direction. Alternatively, vehicles may reverse in and drive out in forward gear. Trained banksmen MUST be provided at all times when vehicles are manoeuvring into and out of the site. As a minimum, banksmen should have a Site Access Traffic Marshal qualification. The swept path of the chosen manoeuvre must be shown on the site plan. Trained banksmen must ensure the safe passage of pedestrians and vehicular traffic in the street when vehicles are accessing or egressing from the site.*

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

Yes. Demolition vehicles will approach from the A315 Kensington High Street, before using Kensington Church Street and Kensington Place to access Newcombe Street and subsequently the on-site loading area. Vehicles will drive onto the site in forward gear, turn within the site and exit the site in forward gear. Wheel washing facilities will be provided at the gate to prevent mud being deposited onto the highway.

The following temporary vehicle restrictions will be implemented to prevent construction vehicle access on the surrounding residential streets:

- Banning right-turns out of Newcombe Street onto Kensington Place.
- Banning through access for construction vehicles on Uxbridge Street, thus preventing access onto Jameson Street and onto Kensington Place.

This will prevent demolition vehicles accessing and egressing the site from the west and any unnecessary disruption from construction traffic to the local residents.

Vehicle swept path analysis of the proposed movements has been undertaken and the track plots are included as **Appendix D**.

The size of the site and available space behind the hoarding means there will be no requirement for an off-site holding area. All vehicles will be expected to pre-book their arrival but in the case of an unexpected delivery will be accommodated on site, as indicated at **Appendix C**.

It will be a requirement that all delivery vehicles engaged in works on this project will be FORS (Fleet Operator Recognition Scheme) fully compliant and certified.

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

Q14. Please provide full details of the method of spoil removal (wait & load, conveyor, grab, skip swap, etc.)?

*We will only agree to a methodology that maintains 3m of clear roadway width. Where the maintenance of 3m clear roadway width is impossible, temporary blockages will only be permitted subject to stringent controls (see Q13). The use of the wait and load methodology means that the kerbside is available for parking at times when any parking suspensions do not apply. Grabbing spoil from the roadway or front gardens using a grab lorry blocks traffic and will not be acceptable in most locations. We will not agree to the placing of skips on streets that experience saturated parking conditions overnight (90% occupancy on residents' parking bays) and where alternative methods of spoil removal could reasonably be carried out. Details of recorded parking occupancy levels are available from the Council's Transport team. The chosen method of spoil removal must avoid damaging nearby trees, historic mews arches or street furniture.*

The demolition works consists of:

Erect a demolition tower crane on the site and located towards the north end of the site within the current car park area. This crane will need to be of a 'luffing jib' type which would be electronically restricted to prevent 'over-sail' of neighbouring properties/ LUL assets. An oversail license will be obtained from RBKC and TfL for any public highway which may require oversailing.

The buildings will be progressively demolished with the "muck away" wagons entering the site from Kensington Place into the current car park area where they will be loaded with demolition material via the tower crane or site loading machines (Hydraulic excavators).

All demolition material taken from site will be disposed of at a licensed facility.

The current basement area below the existing Newcombe House will be demolished and removed.

The Newcombe House pile-caps and some piles will require removing. Temporary propping will be put in place by the Main Contractor during these works to stabilise the excavation.

The current external courtyard / car park slab area will also be broken out and removed as part of these works and existing piles will be cut down (where required) and removed in the areas where they affect the future piling requirements.

Some of the demolition material may be crushed on site (subject to agreement with RBKC) and used to temporarily backfill the existing basement area as well as to form the piling mat across site for the future piling works.

Temporary propping works will be installed to support adjacent buildings on the west side to ensure the continued stability of these buildings. These will likely take the form of raking props connected to and founded on thrust blocks sited below the new basement slab level. Local excavation will be required for these works.

To enable removal of the existing foundations, it will be necessary to expose them by progressively excavating & breaking down. These works will need to be safely carried out within a series of temporary steel sheet piled 'coffer dams', which will be removed upon completion of the final section of demolition / removal.

The listed brick wall forming the western boundary of the site will require temporary protection by the contractor during the course of demolition and excavation works. Trial pits and probing will be carried out in advance of the works to confirm the below ground arrangement of the wall.

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

All vehicles will be accommodated on-site throughout this process entering and exiting via Newcombe Street and Kensington Church Street. A minimum 3m clear carriageway width will be secured through the temporary suspension of parking bays along Newcombe Street.

Q15. How will concrete be supplied to the site, where will the delivery lorries be located and for how long? Where will concrete pumps, whether static or mobile, be positioned? How will concrete be transferred across the footway? Please illustrate with a numbered and dated drawing annotated with dimensions.

*We will only agree to the use of concrete wagons where a minimum of 3m of clear roadway width can be maintained. Otherwise concrete must be hand mixed on site. At all times safe pedestrian passage across the front of the site must be maintained. Appropriate ramping must be used if hoses are run across the footway in order to maintain pedestrian passage. Alternatively, a gantry should be used to secure the hose safely (at a minimum height of 2.3m) overhead.*

During demolition, concrete works will be limited; Concrete will be delivered to the site in ready mixed concrete wagons and will access/egress the site from Newcombe Street, stopping off-street.

The majority of concrete will be placed by means of a static concrete pump which would be located within the site and relocated as the works progress, with concrete pipelines located to suit, from the pump to discharge point.

Q16.

Please confirm that the delivery and collection of scaffolding for the site will be undertaken in accordance with the requirements of this CTMP. Please confirm that scaffolding lorries will be positioned at the kerbside (or appropriately on mews) so that scaffolding deliveries and collections do not impact on highway operation. Please confirm that a sufficient number of parking suspensions will be sought to ensure that scaffold lorries are positioned so as not to interfere with traffic.

<i>Please delete as appropriate</i>	<i>Yes</i>
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### SCHEDULING

Q17 Please confirm that no more than a single delivery vehicle associated with the development will be positioned on the highway in the vicinity of the site at any given time.

*For basement extensions to residential properties we will not agree to there being more than a single vehicle on the highway servicing the site at any given time (save for when a concrete pump is being used in conjunction with a concrete wagon).*

<i>Please delete as appropriate</i>	<i>Yes</i>
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*For some large development schemes, and solely at the discretion of the Council, it might be appropriate for more than a single construction vehicle to be on the highway in the vicinity of the site at a given time. The maximum number of such vehicles simultaneously on the highway in the vicinity of the site must be specified and justified here.*

All vehicles will be accommodated within the site boundary which is capable of accommodating more than one vehicle at a time due to the available space within the existing car park, this will be monitored by the contractors who will look to limit this to no more than one vehicle at any given time.

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

Q18. In order to devise a robust scheduling strategy, the approximate number of construction vehicle movements necessary to complete the proposed development must be established. Please provide a robust estimate of the maximum number of vehicles visiting the site (daily or weekly) per vehicle type **during each major phase of the work**. For each vehicle type specify the vehicles' respective capacities and maximum dimensions (with and without wing mirrors). Please specify the maximum dwell time for each construction vehicle type.

*The Council understands the exact number of construction vehicle movements cannot be known from the outset. However, the scheduling strategy must be sufficiently robust to satisfactorily deal with the construction traffic volumes that do arise. Accordingly, maximum vehicle sizes and maximum dwell times for each construction vehicle type must be set to ensure conflicting deliveries never arise and to maintain highway operation.*

*(e.g. Tipper Lorry 8.5m (L) 2.5m (W) 2.4m (H); 2 visits per day; 20 minutes maximum dwell time).*

Numerous types of vehicles will be used to remove spoil during the demolition works. The main demolition vehicle types will include:

- 16.5m length, 2.5m width Articulated Lorry;
- 10m length, 2.5m width Flatbed Lorry;
- 8.2m length, 2.5m width Large Tipper;
- 7.3m length, 2.5m width Skip Lorry; and
- 4.3m length, 1.7m width 3.5T Luton Vans / LGVs.

The peak period for vehicles during the demolition works would generate a peak daily vehicle level of the following:

- Small vehicles (c4.3m x 1.7m) - 6 No. per day (12 Trips)
- Large axled vehicles (c10m x 2.4m) - 30 No. per day (60 Trips)
- Large articulated wagons (c16.5m x 2.55m) - 6 No. per day (12 trips)

The table below provides an indication of expected vehicle numbers and anticipated maximum dwell times, using robust worst-case estimates.

Period	Weekly Vehicles				Daily Vehicles				Max Dwell Time
	Articulated Lorries	Tipper Trucks	Skip Lorries	Transit Vans	Articulated Lorries	Tipper Trucks	Skip Lorries	Transit Vans	
<b>Site Setup</b>	10	5	5	10	2	1	1	2	40 Mins
<b>Demolition</b>	2	5	145	30	1	1	29	6	40 Mins
<b>Partial Excavation</b>	2	56	2	20	1	11	1	4	40 Mins

Any non-delivery vehicles attending site will be diverted towards meter parking whilst the majority of tradesmen working on site will use public transport to travel to and from the site.

### VEHICLE CALL UP PROCEDURE

Q19. Please confirm you accept the below requirements.

- All deliveries shall be pre booked and allocated set arrival times.

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

- Delivery instructions shall be sent to all suppliers and contractors including the maximum dwell times specified above.
- Suppliers shall call the site a minimum of 20mins before their vehicle arrives at site to confirm that the loading area is available.
- If the loading area is unavailable construction vehicles shall not proceed to the site.
- Vehicles shall not wait or stack on any road within the Royal Borough.
- The loading/collection area shall be clear of vehicles and materials before the next lorry arrives.
- Contractors' vehicles shall not park in any suspended parking bays or on suspended waiting and loading restrictions.
- The engines of contractors' vehicles shall not be kept idling.

*Please delete as appropriate*

*Yes*

Q20. How will you protect pedestrians during the construction works, particularly vulnerable users?

*Vulnerable footway users include wheelchair users, the elderly, people with walking difficulties, young children, people with prams, blind and partially sighted people, etc. A secure hoarding will be required to the site boundary with a lockable access. Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage must be used on temporary structures/ skips/ hoardings, etc. Appropriate ramping must be used if cables, hoses, etc. are run across the footway. A banksman must be in position on the footway during the transfer of materials across the footway to ensure that safe pedestrian passage is maintained. As a minimum, banksmen should have a Site Access Traffic Marshal qualification.*

Before demolition works begin, a fully hoarded gantry will be installed. A covered and fully illuminated pedestrian walkway will be installed to provide safe pedestrian passage directly outside of the site along Kensington Church Street and Kensington Place. The installed pedestrian walkway will ensure that a minimum width of 1.2m clear footway will be retained. All relevant hoarding and scaffolding licences will be obtained prior to gantry installation.

The gantry and covered walkway arrangement will be clear of all trees and lighting columns along Kensington Church Street, Notting Hill Gate and Kensington Place extending no more than 1.8m into the footway (allowing pedestrians to pass underneath) as indicated at **Appendix C**. The tree canopies begin over 2.4m from the ground and will be trimmed in line with the Arboriculturists Report.

All vehicles will be accommodated on-site, segregating vulnerable road users from unloading and loading activity. The hoarding and gates will be set back on Newcombe Street to give passing pedestrians along Kensington Place appropriate sight lines to emerging vehicles.

Banksmen will guide vehicles into the site from Kensington Place along Newcombe Street with traffic marshals holding traffic (vehicular and pedestrian) along Kensington Place, and in particular the Kensington Church Street / Kensington Place junction.

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

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Q21 Please confirm that the operators of the construction vehicles servicing the site have achieved FORS Silver accreditation to demonstrate your commitment to using clean safe vehicles with good levels of direct vision, safety bars and advisory signage.

*The Council expect operators of construction vehicles to have achieved Freight Operators Recognition Scheme Silver accreditation to satisfy Council Policies on road safety (CT1 (h)) and air quality (CE5) .Details can be found [here](#).*

<i>Please delete as appropriate</i>	<i>Yes</i>
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## CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

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### HIGHWAY LICENCES

- Q22. Please confirm if you intend to erect hoarding or scaffolding on the highway or to use the highway for construction activity, for the storage of plant or materials or for welfare facilities. If so you need a highways licence and to lodge an agreed bond with the Council. Details on how to apply for highways licences are available [here](#).

*Use of highway for storage or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose to place items on the highway you must supply full justification, setting out why it is impossible to allocate space on-site. The provision of hoarding around trees, street furniture or historic arches requires a highways licence.*

Scaffold & gantry licences associated with the provision of protective tunnels on the highways of Notting Hill Gate, Kensington Church Street and Kensington Place will be required. The contractor will liaise with RBKC and TfL as necessary regarding obtaining these licences.

- Q23. Please confirm if you intend to place a skip on the highway. If so you need a skip licence, even if the skip is only placed on the highway surface for a short period. A skip licence is distinct from a highways licence to place materials or temporary structures. Two licences may be required. Details on how to apply for a skip licence are available [here](#).

No, a skip will not be placed on the highway. All spoil will be removed via a wait & load methodology using skip and tipper vehicles on site.

- Q24. Please confirm if you intend to close a footway at any stage during the construction works?  
*Permission will not be given to close footways unless this is unavoidable. Where a footway closure is proposed please submit a scaled plan of the proposed diversion route showing key dimensions. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc. All such signage must conform to Chapter 8 of the current TSRGD and be compliant with NRSWA regulations.*

No footways will be closed at any stage of the construction works. Instead, the footway surrounding the site will be retained for the movement of pedestrians using a covered walkway and gantry system.

- Q25. Please confirm if you intend to close a roadway at any stage during the construction works? Details on how to apply for a road closure are available [here](#).

*The Council will only agree to traffic diversion that we consider necessary and for the minimum duration. If a traffic diversion is proposed, you should submit detailed dated and numbered plans showing the impact on the surrounding highway network including the extent of the closure; the proposed diversion route for vehicular traffic and pedestrians; traffic management; the affected waiting/loading restrictions; affected parking facilities; emergency services access; public transport; refuse collection; deliveries; local businesses; etc. Temporary Traffic Management Orders and consultation will require an 8-week lead-in time.*

No roadways will be closed during any stage of the construction works with Newcombe Street remaining outside of the hoarding line.



## CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

- Q26. Please confirm if you intend to carry out any crane lifts during the construction works. If so a mobile lifting operation licence will be required. Details of how to apply for a mobile lifting operation licence are available [here](#).

Yes, a tower crane will be required at demolition stage to assist with the dismantlement of the tower and to transfer spoil to waiting trucks within the site boundary, as indicated at **Appendix C**.

- Q27. Please confirm whether a temporary crossover is required to enable construction vehicles to access the site or if you will need to protect the highway surface from outriggers, heavy or point loads or other equipment? If so you require a temporary crossover licence and to lodge an agreed bond with the Council. Details of how to apply for a temporary crossover licence are available [here](#).

*The Borough's footways are not engineered to take heavy loading from construction vehicles. A temporary crossover licence must be obtained where either a new crossover is required for a temporary period for construction access or where construction vehicles are to cross the footway using an existing crossover. Under such a licence a suitable crossover can be provided for a temporary period after which the footway will be reinstated by the Council at the expense of the licence holder. The use of metal plates on the highway is not acceptable. The use of vehicles with outriggers on the highway requires a licence.*

A temporary crossover licence will not be required as construction vehicles will be entering the site via Newcombe Street which effectively continues as a through-route into the site.

### PARKING SUSPENSIONS

- Q28. Will you require a parking suspension to facilitate the development? How many parking suspensions do you require? Please annotate the number of bays and/ or length of suspension required on the site access plan. Please specify the frequency and duration of the suspensions and identify what they are for e.g. loading, access, storage. Please provide justification for all intended parking bay suspensions.

Details on how to apply for parking suspensions are available [here](#).

*The number of parking bay suspensions and the duration and frequency of those suspensions must be the minimum necessary to carry out the development while maintaining at least 3m of clear roadway for vehicular passage. Parking bay suspensions are normally only permitted outside the property being redeveloped. The Council will only agree to suspend disabled bays, doctors' bays, car club bays or diplomats' bays if there is no alternative. Parking bay suspensions will only apply during construction traffic hours except where an associated skip or hoarding licence has been issued. Skips should be removed to leave the highway clear over the weekend. Once the CTMP is agreed you will need to apply to the Council's Parking Section for the parking suspensions specified within this plan. Suspended parking bays are not to be used for simple parking convenience and the developer must ensure their contractors travel to the site using public transport, on foot or by bicycle. Contractors' vehicles will not be permitted to park in suspended parking bays. Bays are suspended for operational purposes only. We expect developers to let the Council know if they complete any task(s) earlier than anticipated and no longer need the suspended bays that they have reserved; so we can return them to use at the earliest opportunity.*

A total of 3 parking bays (18m) on Newcombe Street will be suspended to provide sufficient passing space (minimum 3m) for demolition vehicles, as indicated at **Appendix C**. The Project Manager will apply for all relevant licences to suspend the 3 x parking bays (18m).

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

## GENERAL MANAGEMENT ISSUES

Q29. Please confirm you accept the below requirements:

- The depositing of mud/detritus on the highway originating from the site or from any construction vehicle associated with the development is unacceptable.
- Under no circumstances should concrete residue or other detritus be washed into the drainage system. Appropriate measures will be taken to prevent concrete and other detritus from being washed into the public highway drainage system. The Council will be informed promptly should any such damage to the highway occur and will be duly reimbursed for the cost of the repairs.
- A wheel washing facility shall be provided at all vehicular access gates to the development site to ensure that mud/detritus originating from the site is not deposited on the public highway.
- Where the deposition of some dirt on the highway is unavoidable, any mud/detritus shall be expeditiously cleared using street cleansing vehicles or similar. Jet washers will not be used to flush such dirt into road gullies. No development dirt shall be evident on the highway at the end of any working day

*Please delete as appropriate*

*Yes*

Q30. Please confirm that you will make all reasonable efforts and always when specifically directed by the Council to coordinate the scheduling of construction traffic movement with other nearby developments and those on the construction traffic routes specified above. Please identify relevant development sites with which you will coordinate.

*When more than one development is occurring on a narrow street or on cul de sacs where access is constrained, deliveries to development sites must be coordinated so as to maintain access at all times and minimise disruption.*

All reasonable efforts will be made to coordinate scheduling of traffic movements with nearby developments. At present, none have been identified however this will be monitored throughout the construction programme.

The project manager will liaise directly with the project managers of these developments in the immediate vicinity to coordinate traffic arrangements. Discussions will be held prior to the start of, and during, construction works.

Q31. Please confirm that if directed by the Council you will monitor any site accesses or loading areas authorised by this plan with CCTV between 8am and 6pm Monday to Friday and to make any footage available on request.

*Please delete as appropriate*

*Yes*

Q32. Please identify who is responsible for the day to day implementation of this CTMP and provide their contact details. This person must be responsible for the supervising, controlling and monitoring vehicle movements to/from the site and coordinating and allocating time slots.

*Notwithstanding the details given hereunder the developer/ owner will necessarily, as a condition of their planning permission, be responsible for ensuring this plan is adhered to in full.*

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

The contractor details are provided below

Name: Paul Martin

Company: Midgard Ltd

Address: 4 Elstree Way, Borehamwood, Hertfordshire, WD6 1RN

Tel: 07823 348 587

Email: [paul.martin@midgard.ltd.uk](mailto:paul.martin@midgard.ltd.uk)

### PROGRAMME/KEY DATES (FOR INFORMATION)

Q33. Please supply a broad-brush programme and total timescale for the project, giving the duration of each major phase of the construction and the anticipated start date if known.

*The Council understands the exact duration of the development works cannot be known from the outset. Nevertheless, an approximate programme is required to properly inform residents and to assist in the management of cumulative development impacts.*

Duration – 9 months

Demolition Works – March 2024 to November 2024

Other Information: -

The contractor will ensure that all construction works take into account all relevant regulations and acts in regard to noise, dust and vibration impacts, as well as the cumulative impacts of other development proposals.

### SUMMARY CTMP

Q34. Please confirm that you have completed the summary sheet on the following page and please confirm that should this plan be approved by the Council you will affix this summary sheet in a position prominent at the front boundary of the site for the full duration of your development works.

*Please delete as appropriate*

*Yes*

**CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)**

**SUMMARY OF CTMP REQUIREMENTS**

**SITE ADDRESS**

45 Notting Hill Gate, 39-41 Notting Hill Gate, and 161-237 Kensington Church Street

**PLANNING REF. NO.** (to be filled in once a full CTMP is approved)

**A SAFE PEDESTRIAN ROUTE MUST BE KEPT OPEN ADJACENT TO THE SITE**

**THE ROADWAY IN FRONT OF THE SITE MUST BE KEPT PASSABLE**

**PERMITTED CONSTRUCTION TRAFFIC HOURS** (Monday to Friday only)

9.30am – 3pm, Monday to Friday during term-time and 9.30am – 4.30pm, Monday to Friday outside the term-time

**MAXIMUM NUMBER/LENGTH** (in distance)  
**OF PARKING SUSPENSIONS REQUIRED**

3 bays suspended for entire programme

**HIGHWAY LICENCES REQUIRED** (Please tick as appropriate)

- Temporary Structure (including hoarding and scaffolding)
- Skip Licence
- Temporary Crossover Licence
- Mobile Lifting Operation Licence

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

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### Guidance notes

The CTMP proforma sets out the information required to produce a satisfactory CTMP. Please provide a response to all questions in the box provided. Questions or statements that you feel do not apply to your development should be marked 'not applicable' (N/A). Guidance notes as to what is expected of CTMPs are shown after many of the questions in blue. The use of the proforma greatly increases the likelihood that precise enforceable CTMPs, compliant with Council Policies CL7 (k) and CT1 will be produced. The wording of CTMPs created using the proforma is a combination of the text contained within the questions and the answers given by the applicant.

The wording must necessarily be precise and must read as a set of restrictions. Ambiguous phrases such as "generally", "normally", "roughly", "anticipated", "intended", "approximate" or "likely to be" must be avoided. Otherwise the CTMP will be rejected for being imprecise. Where exact details are not known at the time of drafting the CTMP a robust worst case should be stated.

The Council requires that a Draft CTMP be submitted with all planning applications for basement development. Draft CTMPs may also be required to support planning applications for major schemes or for other development works in constrained locations that are likely to impact significantly on highway operation.

The Council's Planning Advice Service can be used to inform the preparation of a CTMP. Details of the service are available [here](#). Other than through the Planning Advice Service, it is not possible to meet contractors or review drafts of CTMPs before a formal application is submitted.

Liaison with neighbours is also vital when developing a Draft CTMP in order to address potential traffic and access issues at an early stage.

You are reminded of the importance in fully researching other properties in the Mews/road/street etc and demonstrating how you would accommodate their own construction traffic if construction work was taking place at the same time as your own, and how you would ensure that passage for residents and their vehicles would be maintained if multiple construction works were taking place, each with their own vehicles and their own site hoardings. Description of your discussions with any other developers/contractors will be necessary for you to show a sensible approach to managing the impact of development in the mews and if there are neighbouring developments planned to be carried out at the same time as yours, details of the planned site layouts for those works should be included in your CTMP drawings.

The Draft CTMP will be subject to public scrutiny through the planning application process. All comments received in respect of the Draft CTMP must be duly considered and addressed within the text of the Full CTMP to be prepared **by the lead contractor** pursuant to a planning condition prior to implementation.

The planning condition will need to be formally discharged by the Council before any licences for temporary structures on the highway and parking suspensions will be granted. Further approvals will be required for any skips, temporary structures on the highway, parking suspensions, road closures or Temporary Traffic Orders. In some cases, the timescales for these further approvals can be fairly significant. Equally, if the methodology set out in the CTMP requires licenses from a third party, most typically TfL, then they need to confirm with the third party directly that such approvals would be granted, prior to submitting the CTMP.

You should be aware that developments that are on or adjacent to the Transport for London Road Network (red route) will require additional liaison with Transport for London (TfL) and some licences (such as scaffold licences) will be issued through TfL.

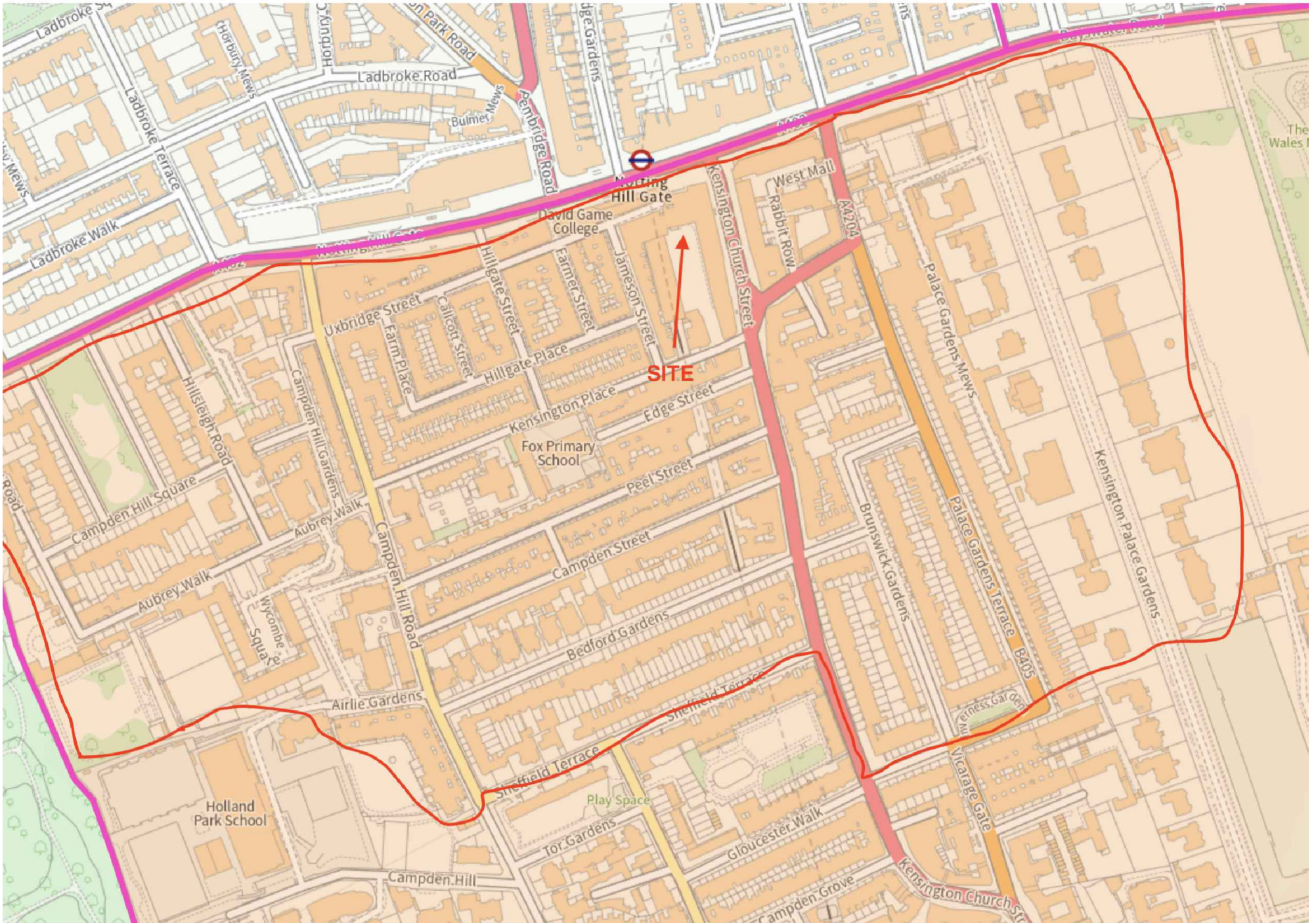
# **APPENDIX A**

## **Consultation Catchment Zone**



# CAMPDEN WARD

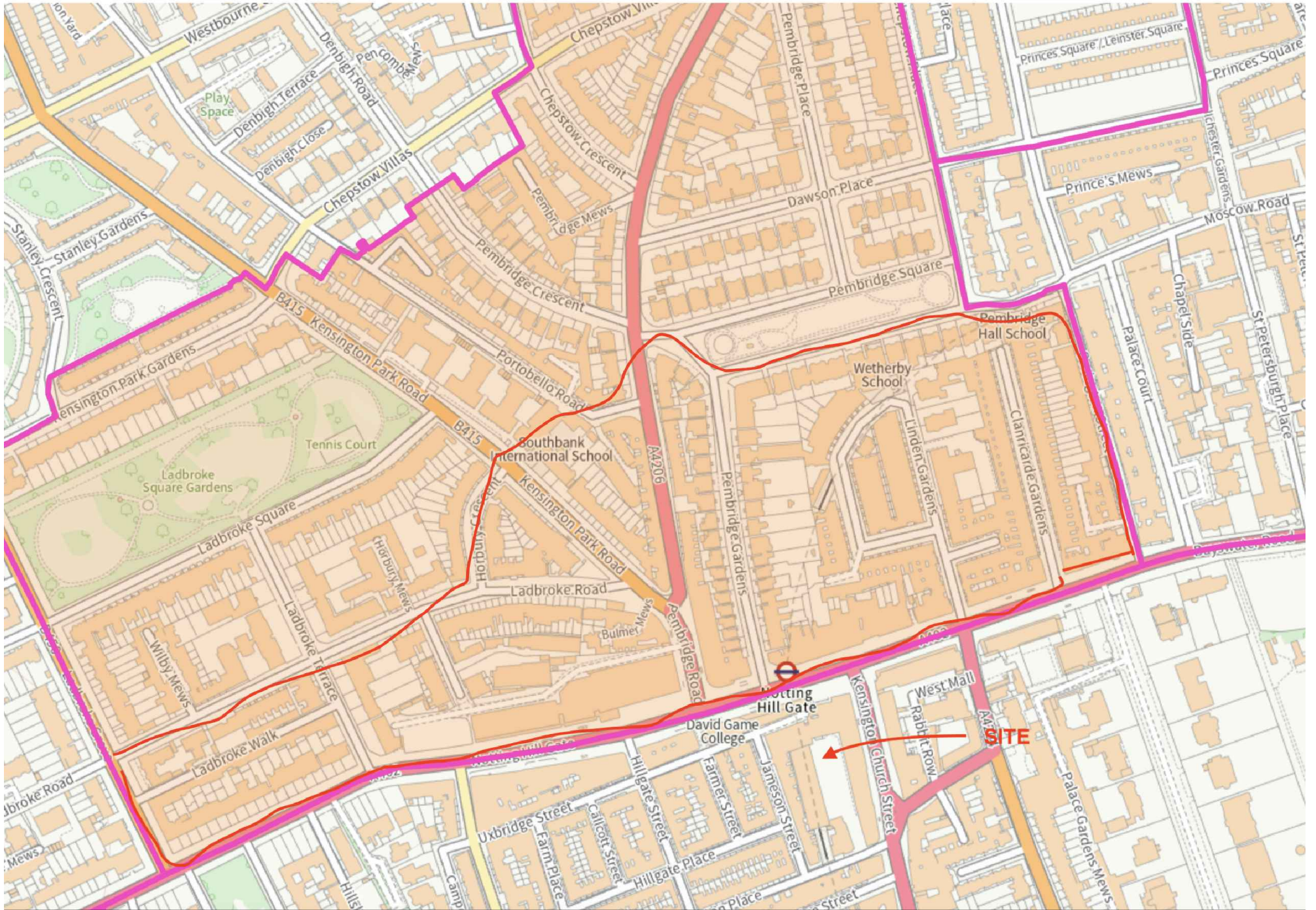
London Borough Wards





# PEMBRIDGE WARD

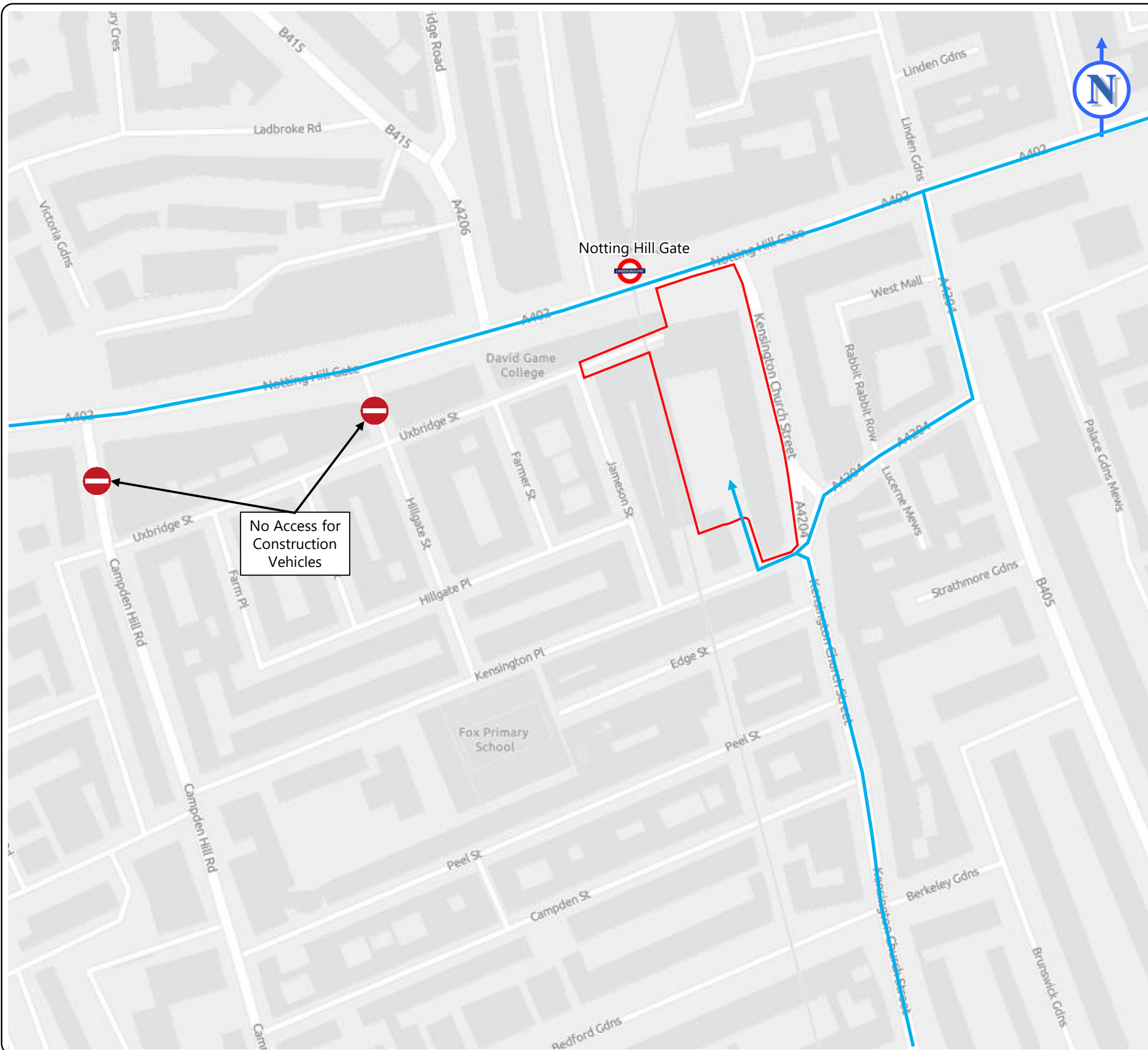
London Borough Wards





## **APPENDIX B**

### **Vehicle Routing Plan**



No Access for Construction Vehicles

### 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:

- Site Location
- UNDERGROUND Underground Station
- Arrival Route
- No Access for Construction Vehicles

A	Vehicle Routing Plan - Arrival	TB	DP	23.04.23
Rev	Details	Drawn	Check	Date

### REVISION HISTORY

Client:  
**Notting Hill Gate KCS Ltd**

---

Project:  
**Newcombe House**

---

Drawing Title:  
**Vehicle Routing Plan - Arrival**

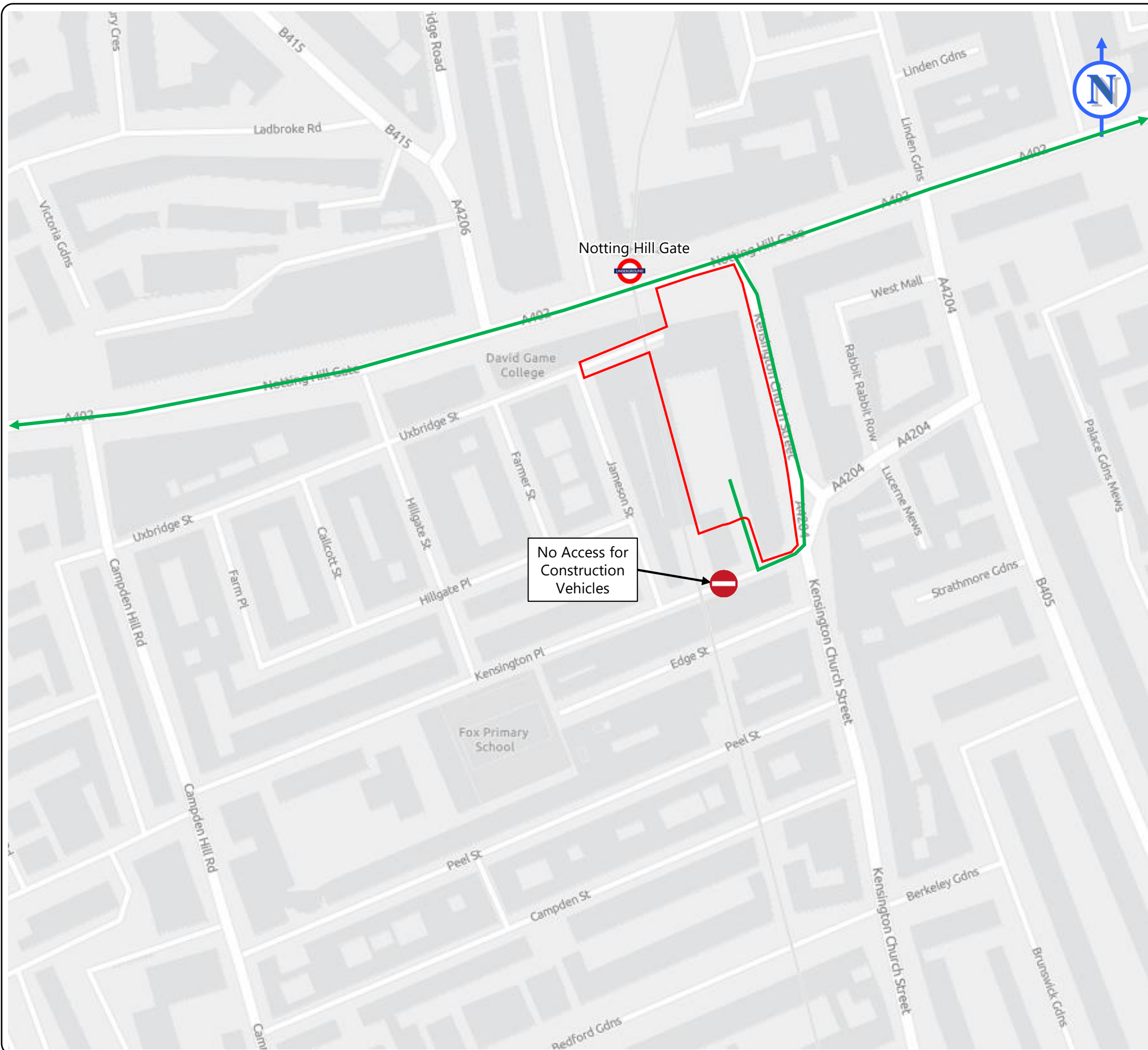
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Scale: NTS Size: A3

Drawn by: Checked by: Date:  
TB DP 23.04.2023

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

Scheme Ref: CA4920	Drawing No: 1	Sheet: 1	Rev: .
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**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:**

- Site Location
- UNDERGROUND Underground Station
- Departure Route
- NO ACCESS No Access for Construction Vehicles

A	Vehicle Routing Plan - Departure	TB	DP	23.04.23
Rev	Details	Drawn	Check	Date

**REVISION HISTORY**

Client:  
**Notting Hill Gate KCS Ltd**

---

Project:  
**Newcombe House**

---

Drawing Title:  
**Vehicle Routing Plan - Departure**

---

Scale:	NTS	Size:	A3
Drawn by:	TB	Checked by:	DP
		Date:	23.04.2023

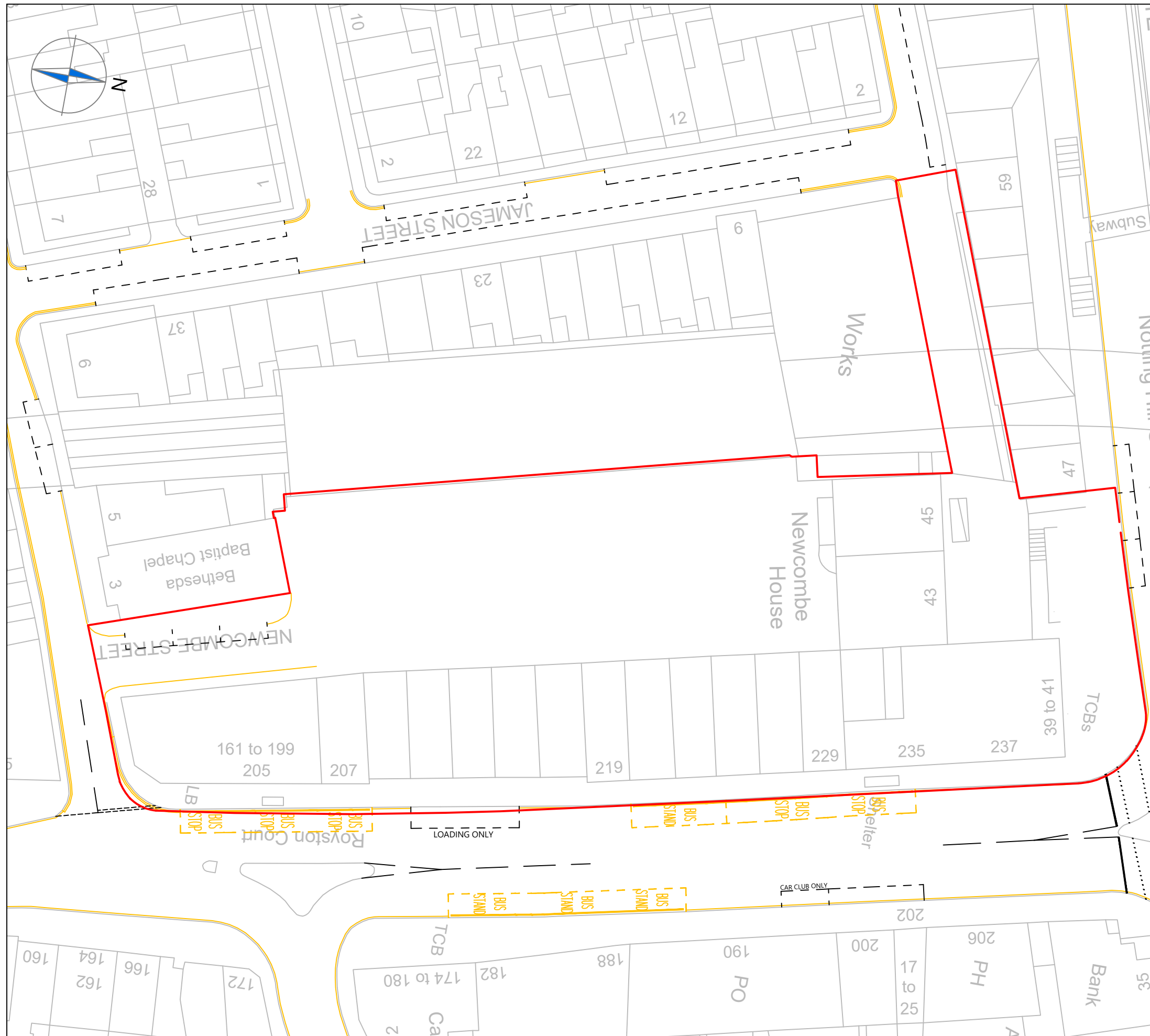
Transport Planning & Highway Design  
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: CA4920	Drawing No: 2	Sheet: 1	Rev: .
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# **APPENDIX C**

## **Existing & Proposed Arrangements**





**NOTES**

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

**KEY:**

— APPLICATION BOUNDARY

A	Application boundary updated.	KB	DP	03.05.2023
Rev	Details	Drawn	Checked	Date

**REVISION HISTORY**

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

Client:

Notting Hill Gate KCS Ltd

Project:

Newcombe House

Drawing Title:

Existing Highway Arrangement

Scale:

1:100

Size:

A3

Drawn by:

COS

Checked by:

DP

Date:

07.07.2022



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

Scheme Ref:

4920

Drawing No:






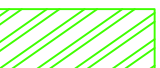






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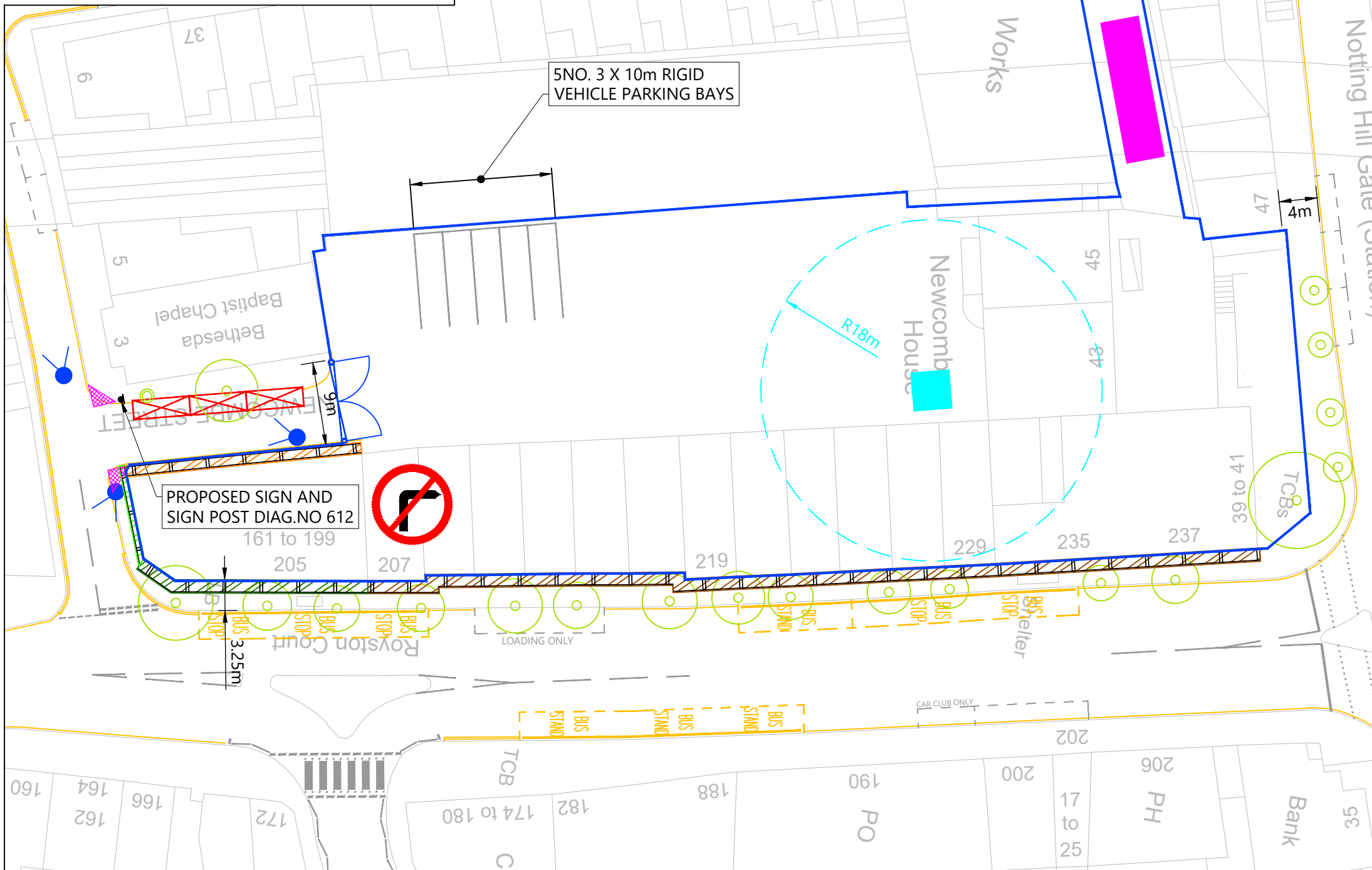
Sheet:

1 of 1

Rev:

A

KEY:			
	SITE HOARDING		1.4m COVERED WALKWAY WITH GANTRY BEYOND HOARDING LINE
	GATE		1.4m CANTILEVERED WALKWAY ABOVE FOOTWAY
	SUSPENDED PARKING BAY (18m)		725mm CANTILEVERED WALKWAY FROM FIRST FLOOR UPWARD
	SITE ACCOMMODATION		1.2m SCAFFOLDING
	CRANE LOCATION		
	EXISTING TREE LOCATION		
	PEDESTRIAN VISPLAY (2.4 x 2.4m)		
	BANKSMAN		



**NOTES**

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

C	Gantry/walkway details updated.	KB	DP	04.04.2023
B	Updated following client comments	KB	DP	31.03.2023
A	Updated following client comments	JS	DP	16.11.2022

Rev	Details	REVISION HISTORY			Drawn	Checked	Date
Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built	

Client: **Notting Hill Gate KCS Ltd**

Project: **Newcombe House**

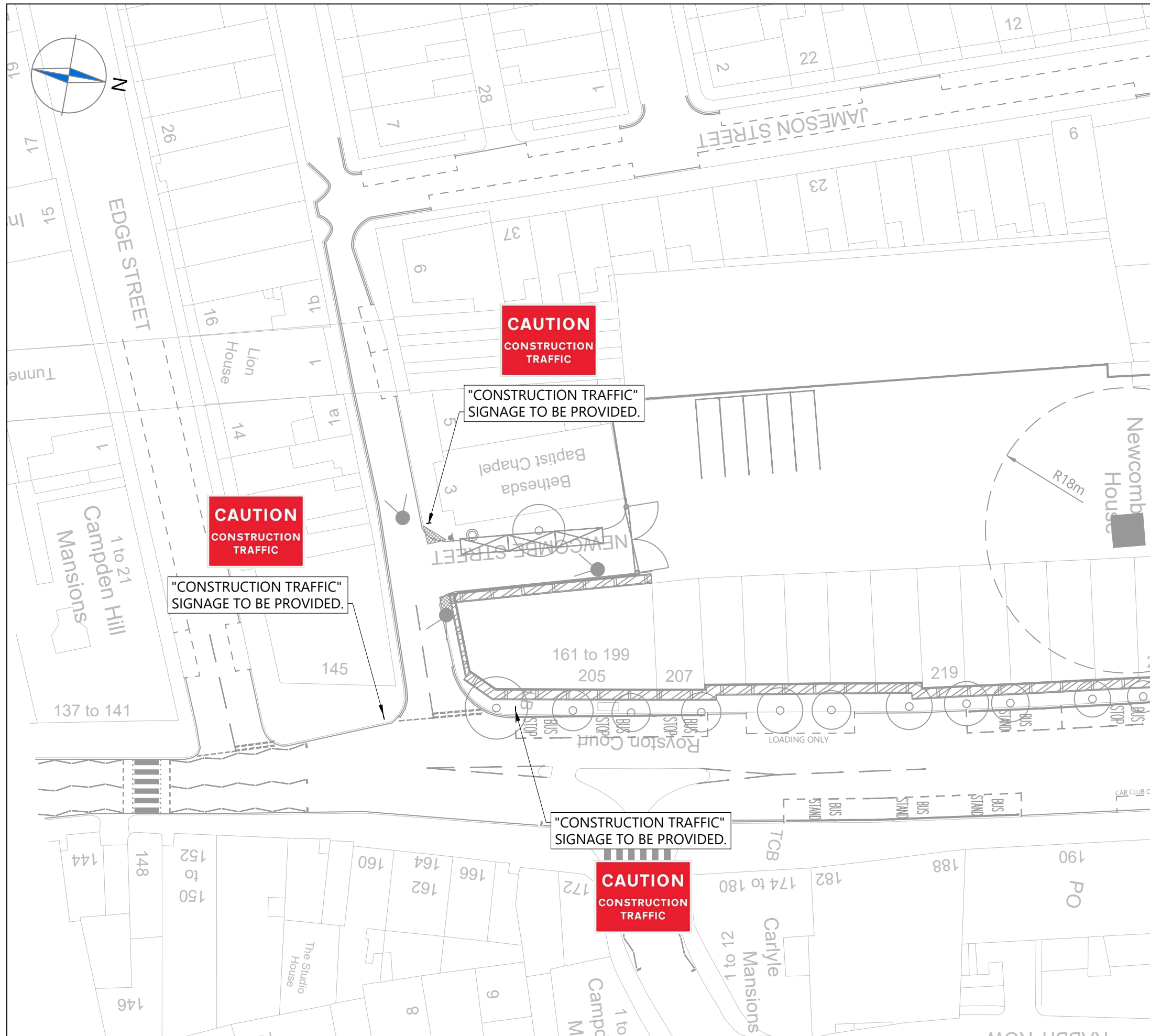
Drawing Title: **Proposed Demolition Arrangement**

Scale: 1:500 Size: A3

Drawn by: COS Checked by: RZ Date: 10.08.2022

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

Scheme Ref:	Drawing No:	Sheet :	Rev:
4920	003	1 of 2	C



**NOTES**

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.

A	Gantry/walkway details updated.	KB	DP	04.04.2023
Rev	Details	Drawn	Checked	Date
REVISION HISTORY				
Status:	<input type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction	
	<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built	

Client:  
**Notting Hill Gate KCS Ltd**

Project:  
**Newcombe House**

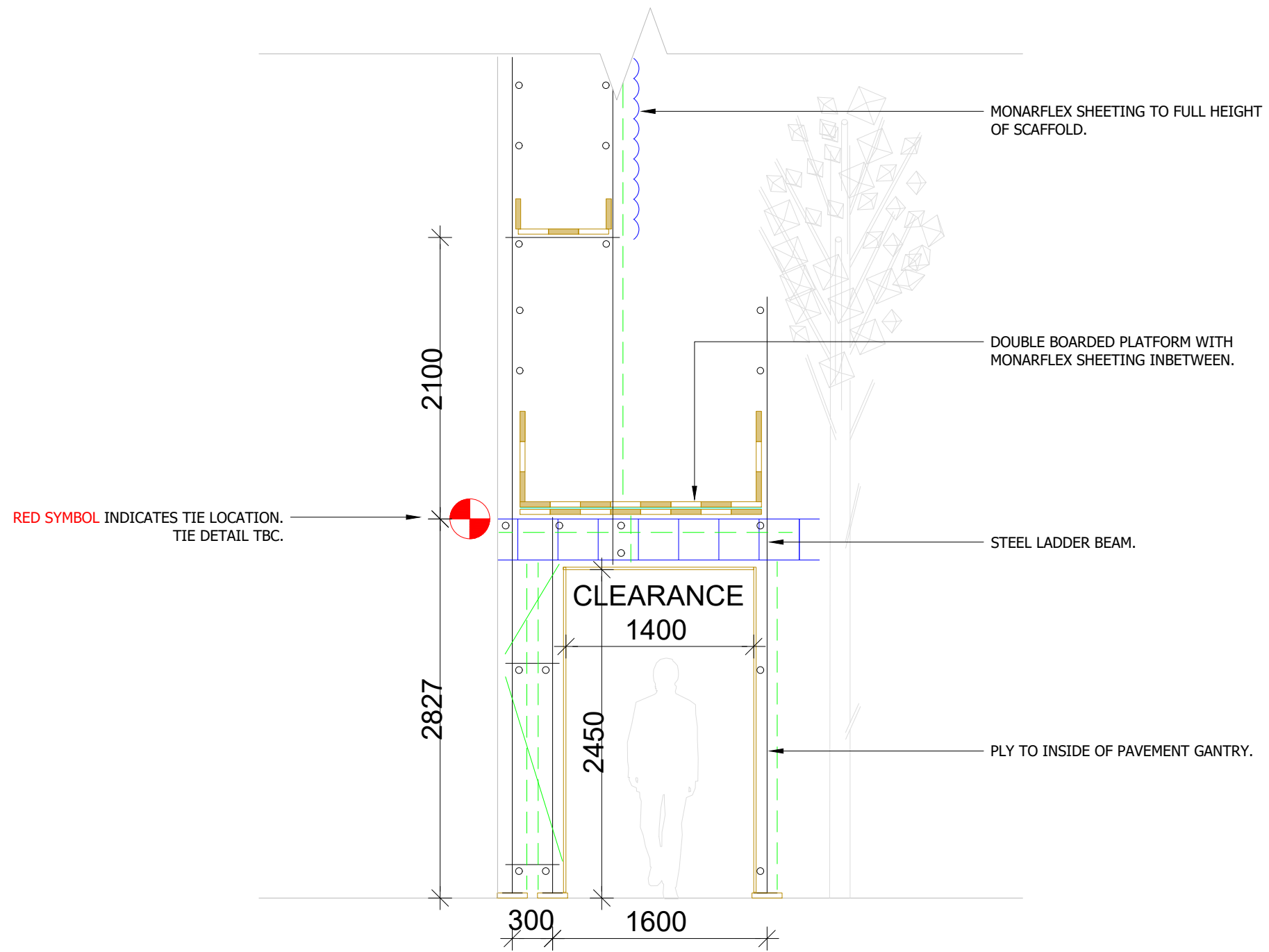
Drawing Title:  
**Proposed Demolition Arrangement  
Pedestrian Warning Signage**

Scale: 1:500 Size: A3

Drawn by: KB Checked by: RZ Date: 31.03.2023

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

Scheme Ref: <b>4920</b>	Drawing No: <b>003</b>	Sheet: <b>2 of 2</b>	Rev: <b>A</b>
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# TYPICAL SECTION

DRAWINGS SERVE FOR ILLUSTRATION PURPOSES. ALL INFORMATION SUBJECT TO CHANGE AS SCHEME DEVELOPS.

P00	ISSUED FOR INTERNAL SIGN OFF	SR	12.04.23
REV	DESCRIPTION	BY	DATE



CLIENT	JRL DEMOLITION
SITE	NEWCOMBE HOUSE
DRG. TITLE	PAVEMENT GANTRY

DRAWING STATUS

<span style="color: red;">●</span>	PRELIMINARY ISSUE
<span style="color: orange;">○</span>	
<span style="color: green;">○</span>	

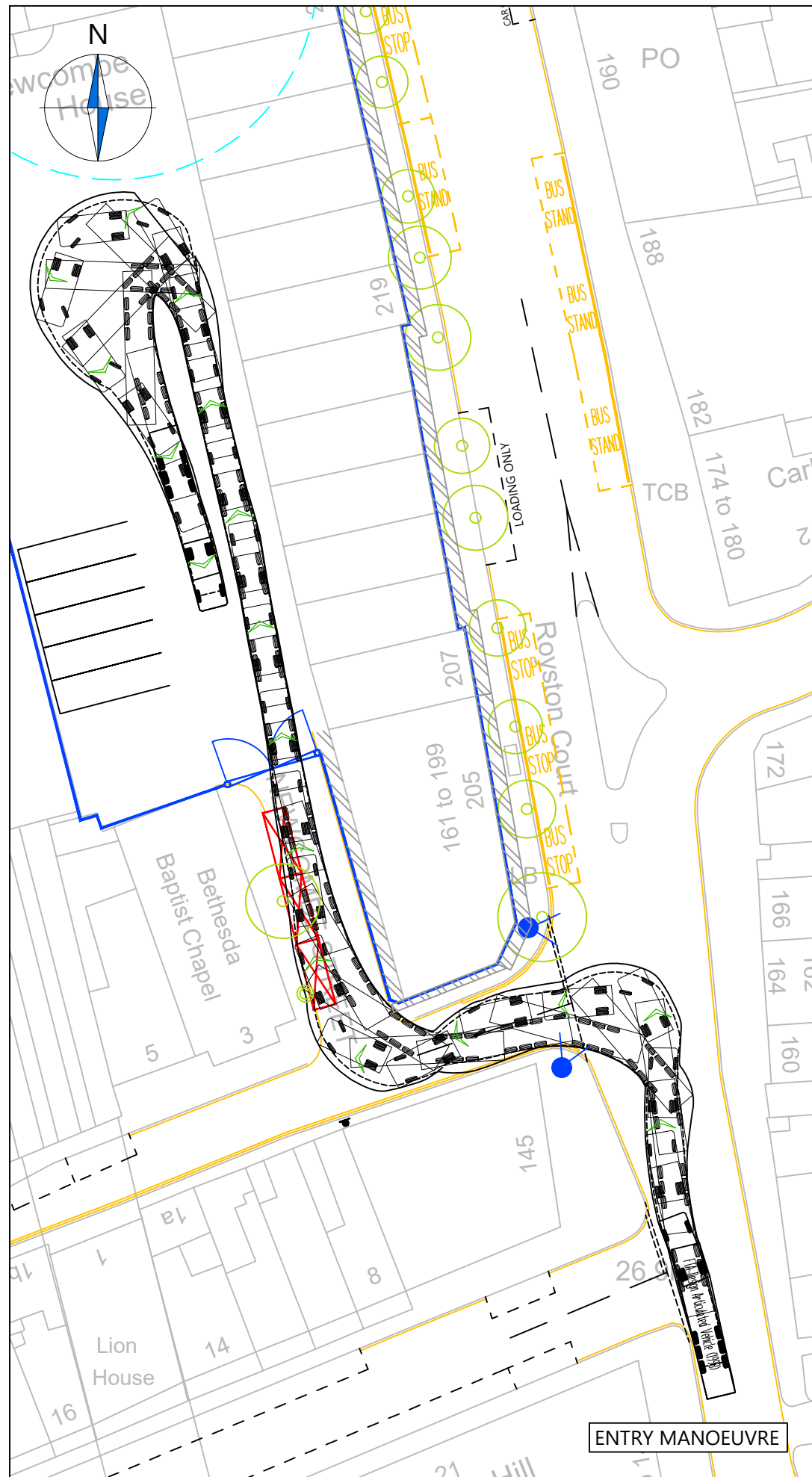
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NH-JAL-ZZ-ZZZ-DR-X-03-0001	P0

FOLDER NO.	PAPER
0040-001	A1

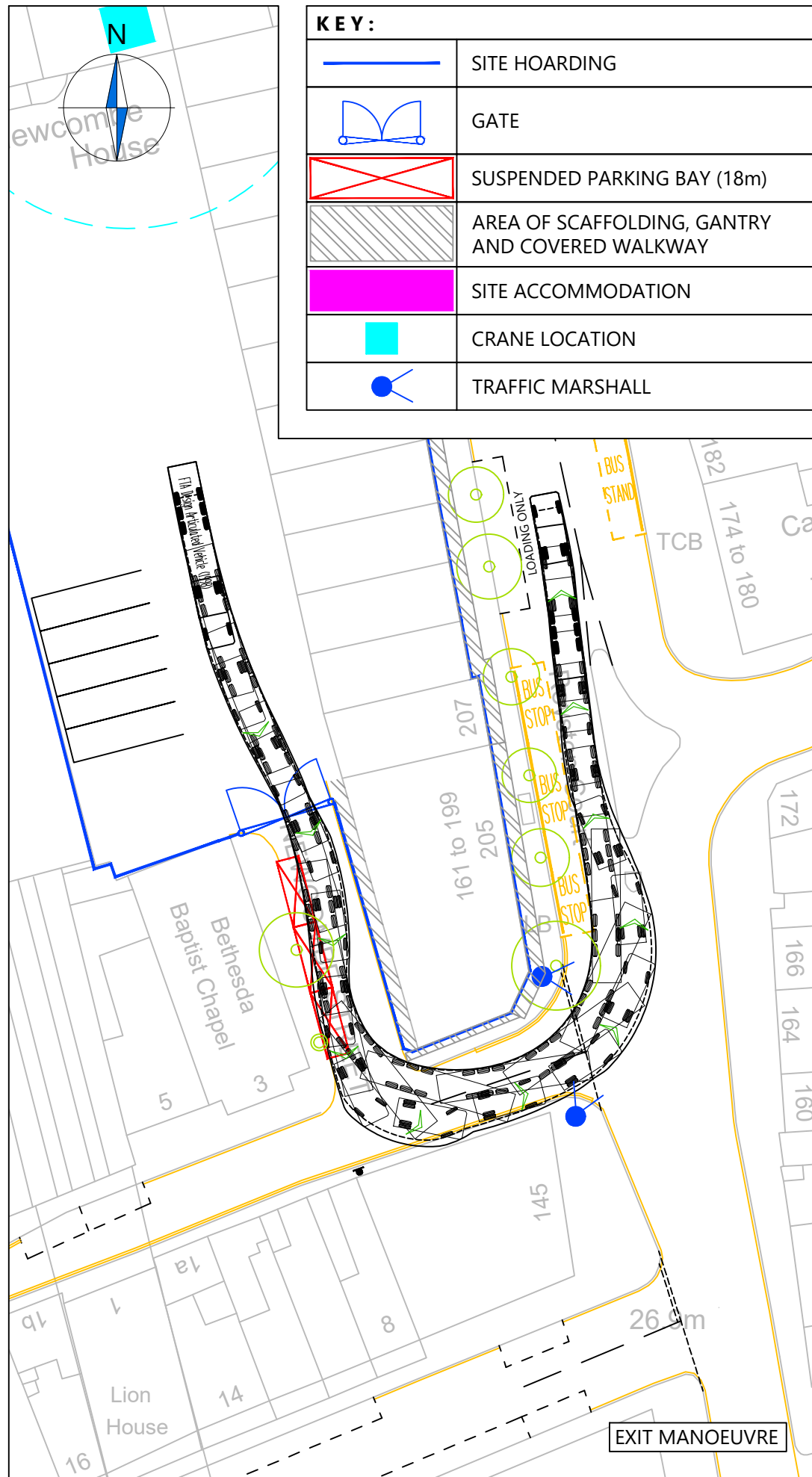


# **APPENDIX D**

## **Vehicle Swept Path Analysis**



ENTRY MANOEUVRE



EXIT MANOEUVRE

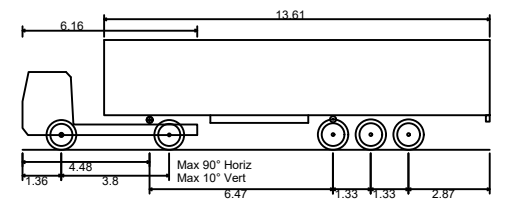
**KEY:**

	SITE HOARDING
	GATE
	SUSPENDED PARKING BAY (18m)
	AREA OF SCAFFOLDING, GANTRY AND COVERED WALKWAY
	SITE ACCOMMODATION
	CRANE LOCATION
	TRAFFIC MARSHALL

**NOTES**

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

**FTA DESIGN ARTICULATED VEHICLE (1998)**



Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00s
Kerb to Kerb Turning Radius	6.550m

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

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

B	Updated following client comments	JS	DP	06.04.23		
A	Updated following client comments	JS	DP	16.11.22		
Rev	Details	REVISION HISTORY		Drawn	Checked	Date

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

Client: **Notting Hill Gate KCS Ltd**

Project: **Newcombe House**

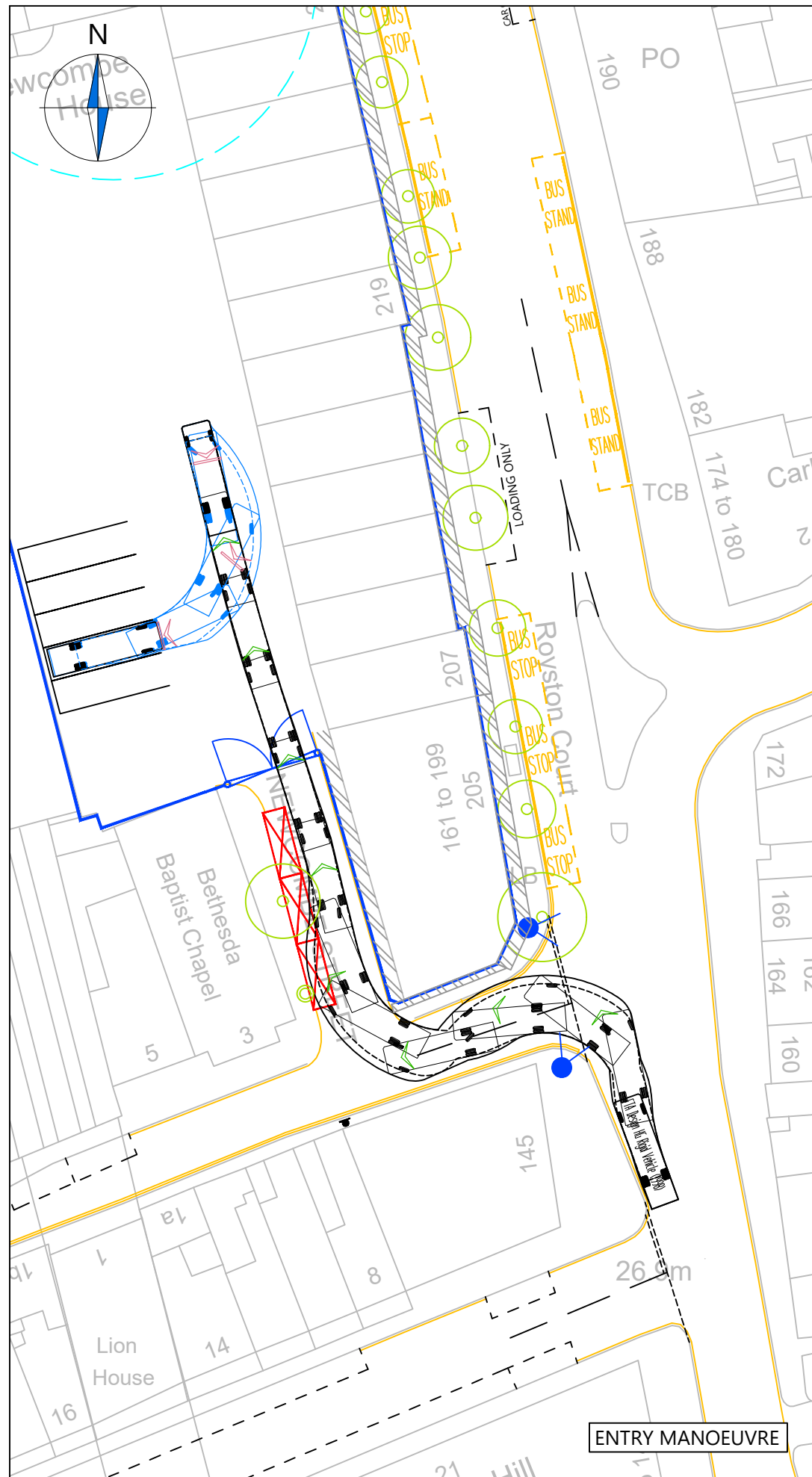
Drawing Title: **Vehicle Swept Path Analysis for a FTA Design Articulated Vehicle (1998)**

Scale: **1:500** Size: **A3**

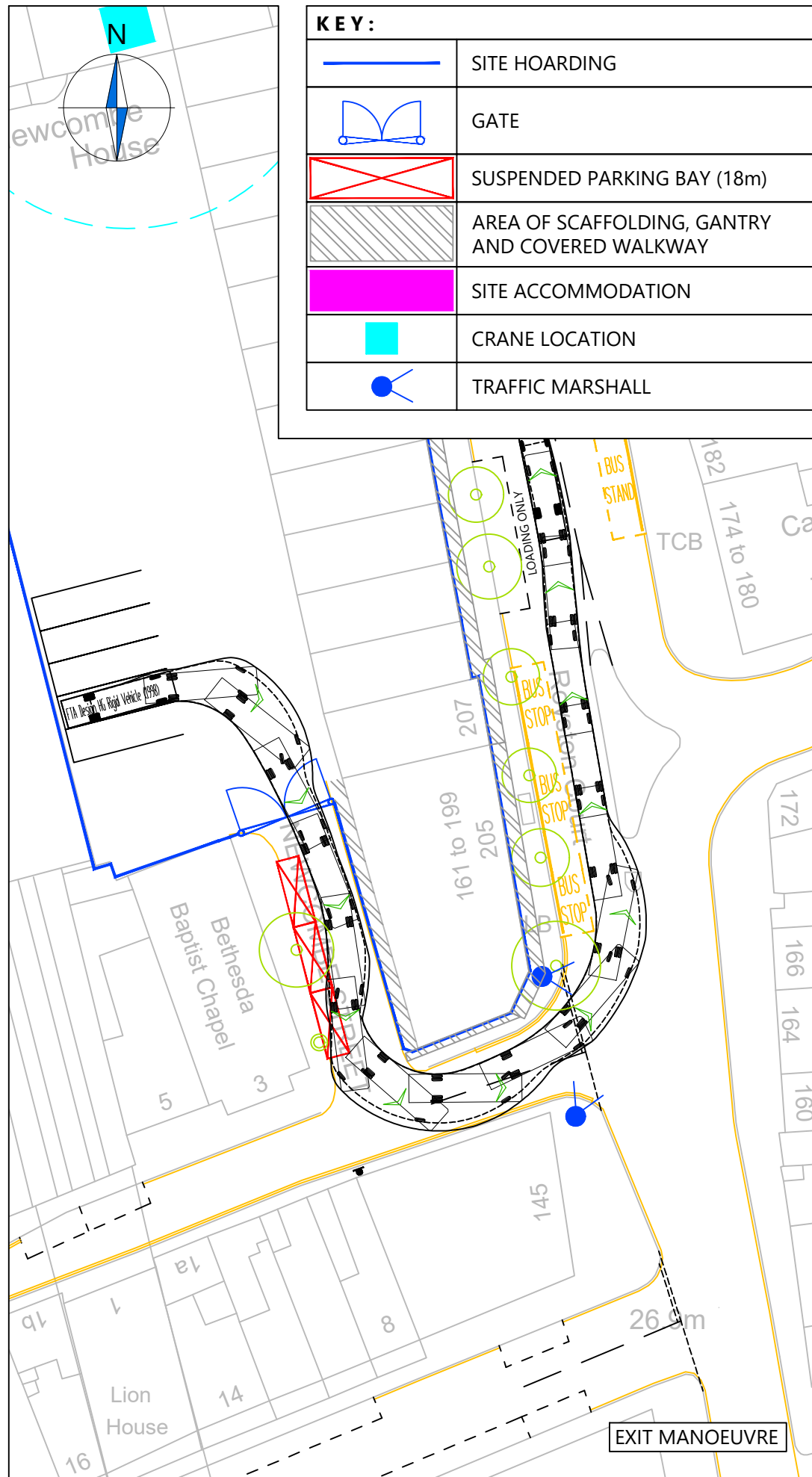
Drawn by: **COS** Checked by: **RZ** Date: **10.08.2022**

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

Scheme Ref: **4920** Drawing No: **TR010** Sheet: **1 of 4** Rev: **B**



ENTRY MANOEUVRE



EXIT MANOEUVRE

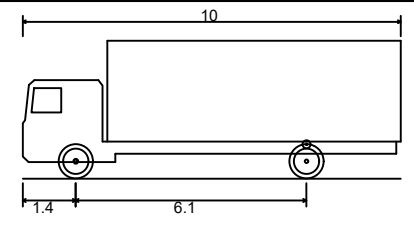
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	SUSPENDED PARKING BAY (18m)
	AREA OF SCAFFOLDING, GANTRY AND COVERED WALKWAY
	SITE ACCOMMODATION
	CRANE LOCATION
	TRAFFIC MARSHALL

**NOTES**

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

**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)

Rev	Details	Revision History	Drawn	Checked	Date
B	Updated following client comments	JS	DP		06.04.23
A	Updated following client comments	JS	DP		16.11.22

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

Client: **Notting Hill Gate KCS Ltd**

Project: **Newcombe House**

Drawing Title: **Vehicle Swept Path Analysis for a Rigid Flatbed Lorry**

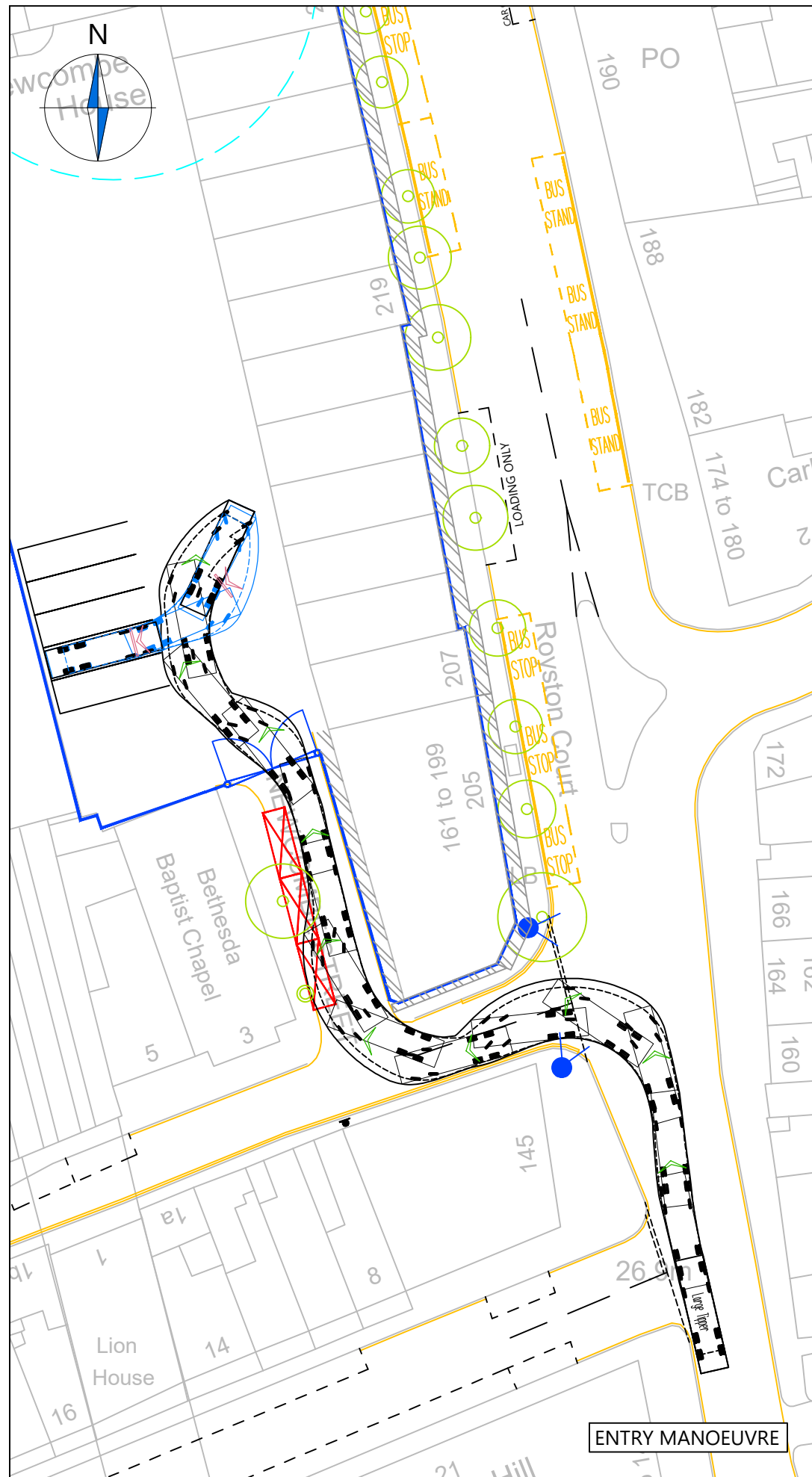
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Drawn by: **COS** Checked by: **RZ** Date: **10.08.2022**

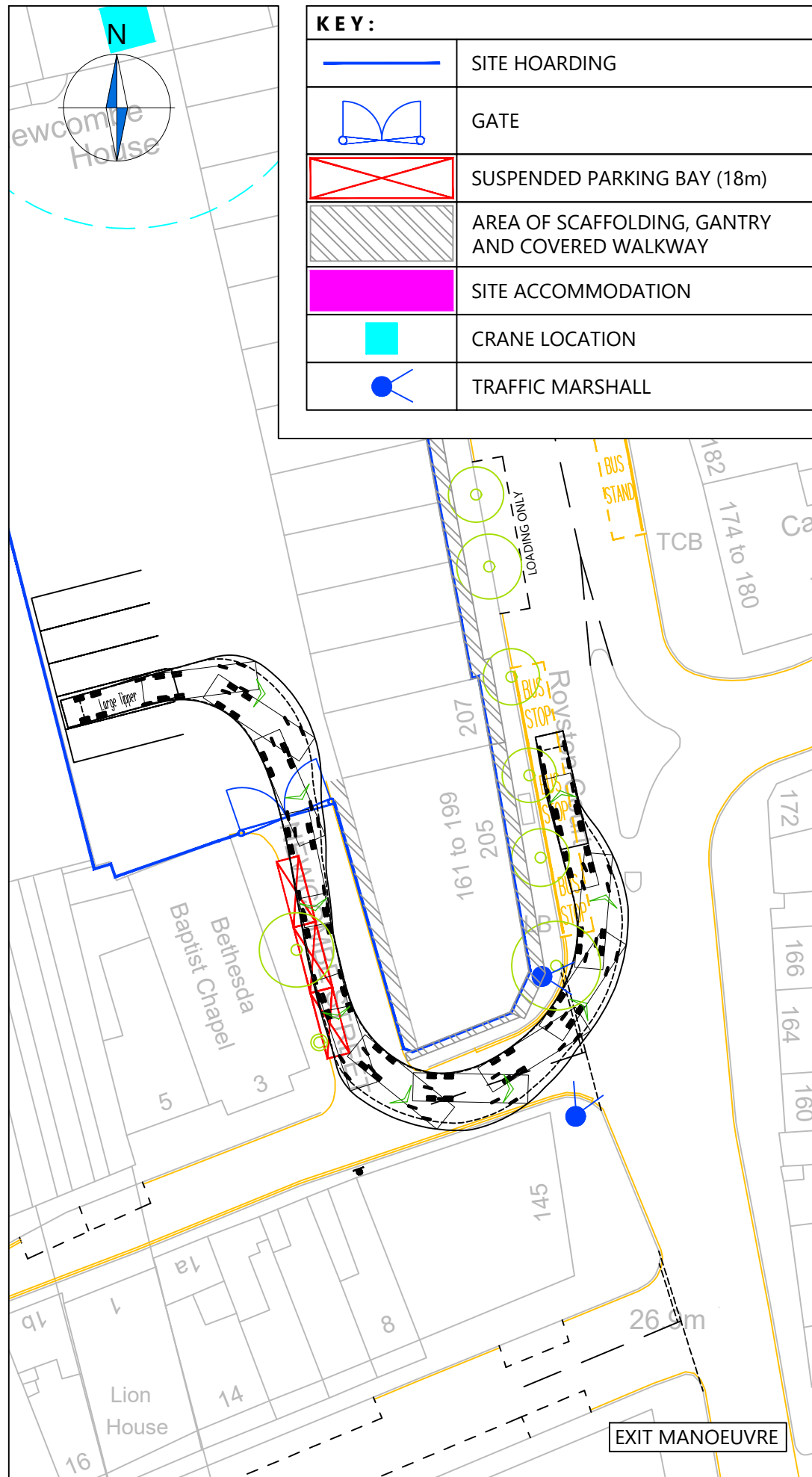
**CANEPARO ASSOCIATES**  
 Transport Planning & Highway Design  
 21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref: **4920** Drawing No: **TR010** Sheet: **2 of 4** Rev: **B**





ENTRY MANOEUVRE



EXIT MANOEUVRE

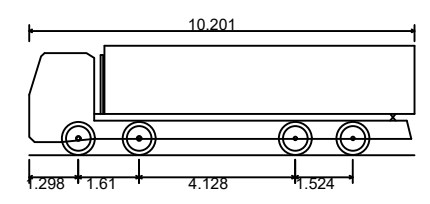
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	GATE
	SUSPENDED PARKING BAY (18m)
	AREA OF SCAFFOLDING, GANTRY AND COVERED WALKWAY
	SITE ACCOMMODATION
	CRANE LOCATION
	TRAFFIC MARSHALL

**NOTES**

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

**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)

Rev	Details	REVISION HISTORY	Drawn	Checked	Date
B	Updated following client comments	JS	DP		06.04.23
A	Updated following client comments	JS	DP		16.11.22

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

Client: **Notting Hill Gate KCS Ltd**

Project: **Newcombe House**

Drawing Title: **Vehicle Swept Path Analysis for a Large Tipper**

Scale: **1:500** Size: **A3**

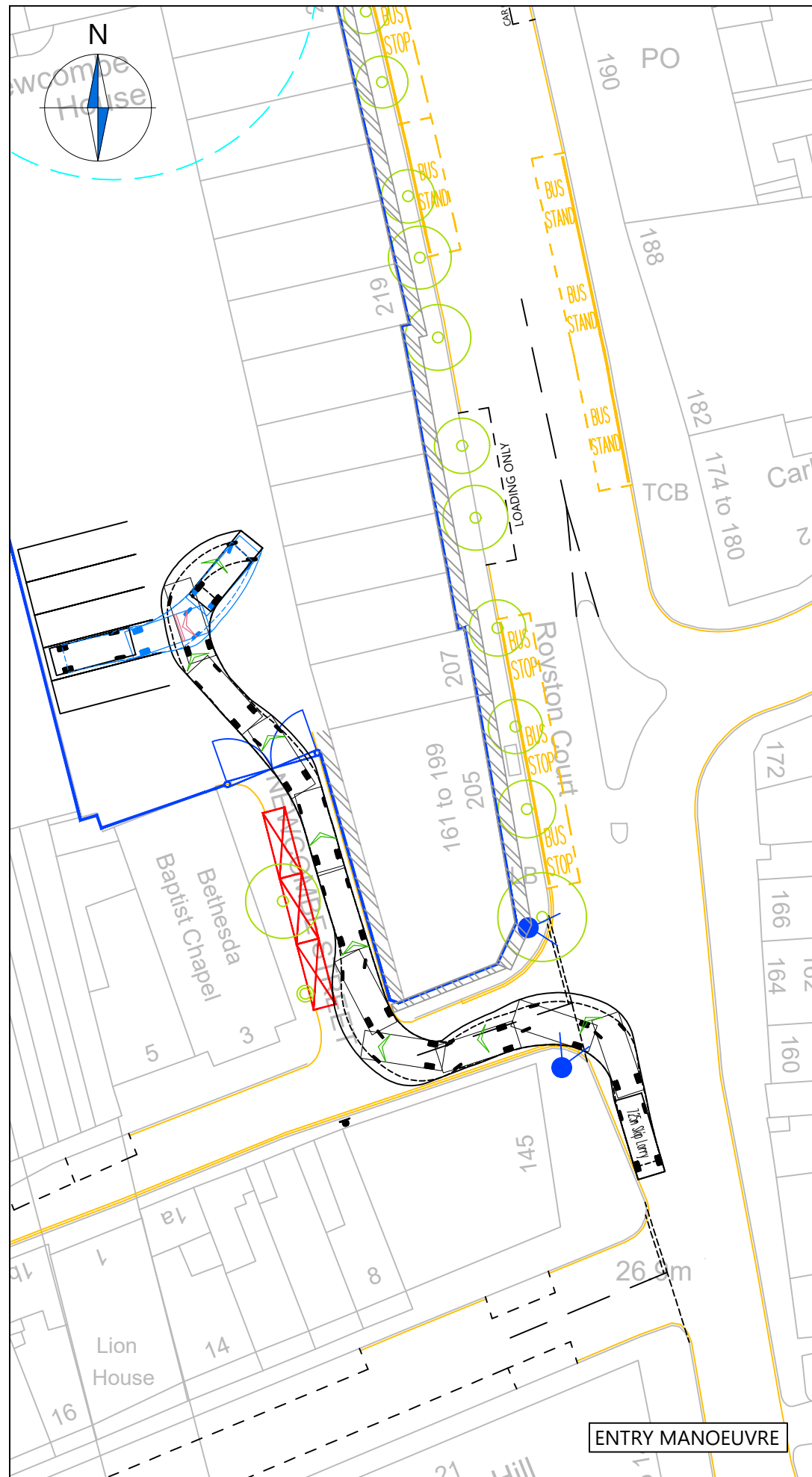
Drawn by: **COS** Checked by: **RZ** Date: **10.08.2022**

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

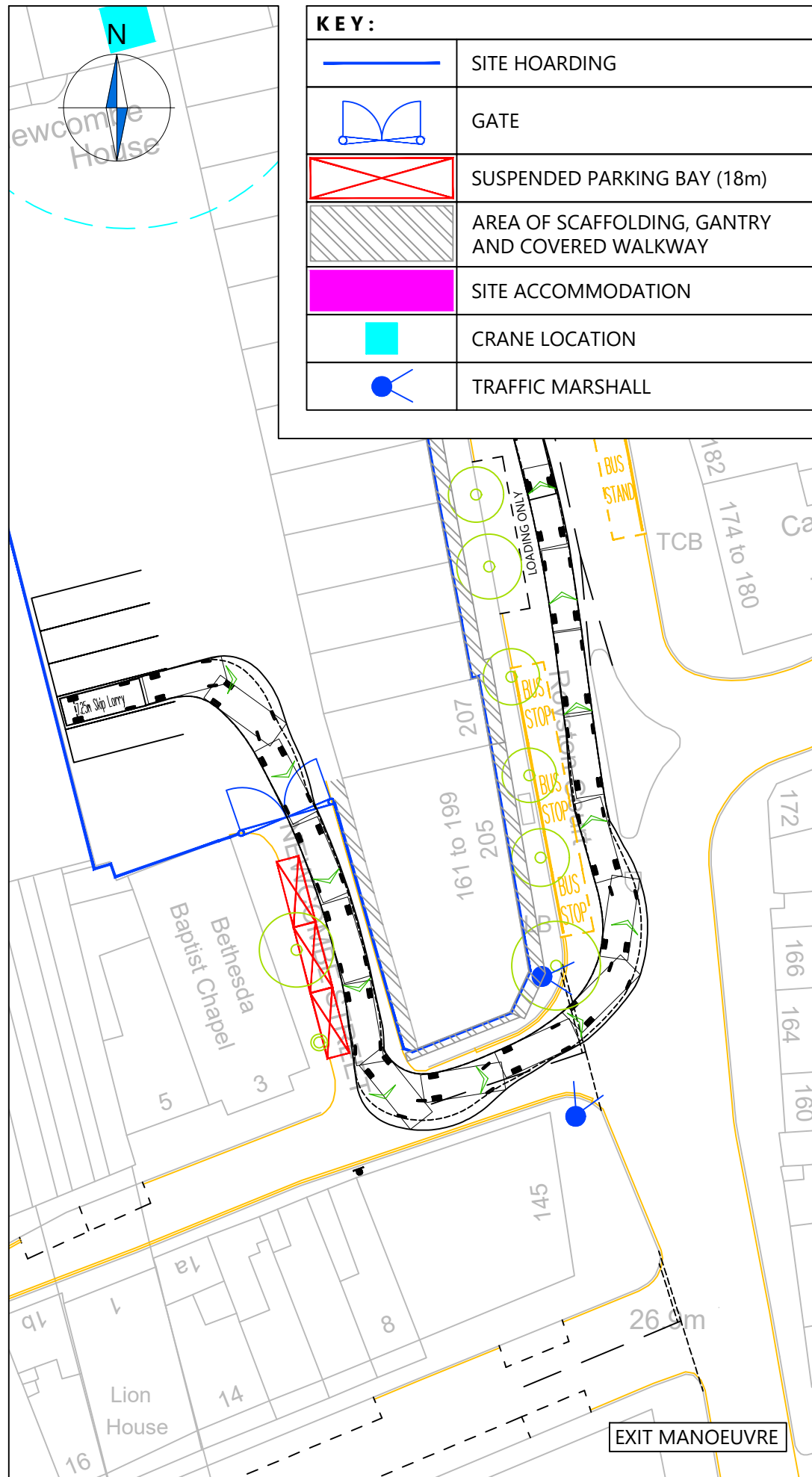
Scheme Ref: **4920** Drawing No: **TR010** Sheet: **3 of 4** Rev: **B**

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ENTRY MANOEUVRE



EXIT MANOEUVRE

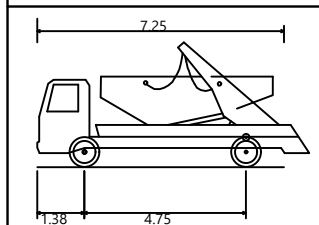
**KEY:**

	SITE HOARDING
	GATE
	SUSPENDED PARKING BAY (18m)
	AREA OF SCAFFOLDING, GANTRY AND COVERED WALKWAY
	SITE ACCOMMODATION
	CRANE LOCATION
	TRAFFIC MARSHALL

**NOTES**

1. This drawing to be read & printed in colour.
2. This drawing is for illustrative purposes only.
3. Stationary steering has not been used as part of the vehicle swept path analysis on this drawing.

**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)

Rev	Details	Revision History	Drawn	Checked	Date
B	Updated following client comments	JS	DP		06.04.23
A	Updated following client comments	JS	DP		16.11.22

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

Client: **Notting Hill Gate KCS Ltd**

Project: **Newcombe House**

Drawing Title: **Vehicle Swept Path Analysis for a Skip Lorry**

Scale: **1:500** Size: **A3**

Drawn by: **COS** Checked by: **RZ** Date: **10.08.2022**

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Scheme Ref: **4920** Drawing No: **TR010** Sheet: **4 of 4** Rev: **B**

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