URS

65-69 Holmes Road, Camden

Student Accommodation / Warehouse & Showroom Construction Traffic Management Plan

October 2013

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Prepared for:

Hallmark Property Group

UNITED KINGDOM & IRELAND

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1. INTRODUCTION

1.1 Scope of Works

The works that are the subject of this Construction Traffic Management Plan (CTMP) involve the redevelopment of the existing Magnet showroom and warehouse locations at 65-69 Holmes Road, Camden. The site has an existing planning consent for the development of 268 student rooms and 2,262sqm of warehouse/showroom space. The consent was granted in December 2011.

The development is on the site of an existing 'Magnet' kitchen showroom, warehouse and car park. The site has an existing planning consent for the development of 268 student rooms and 2,262sqm of warehouse/showroom space. The consent was granted in December 2011.

Changes to the proposed development covered by this report include the clearing the existing site and construction of a proposed mixed use development of B8 warehouse/showroom on the ground and the two basement floors plus constructing six upper floors to include student accommodation. The uppermost floor will be set back and cladded with metal mesh for articulation.

The proposed development includes B8 warehouse/showroom space on the ground floor and upper as well as lower basement floors, plus 273 units which will house 301 student rooms on the upper floors as well as the ground floor and part of the upper basement level.

The proposed development is car free with provision for 12 cycle spaces for the B8 warehouse and showroom staff and visitor use, plus 258 cycle stands for the proposed student accommodation rooms with additional ten cycle parking spaces for visitors located on the ground floor by the student reception. A refuse store is located on the ground floor level adjacent to the B8 warehouse/showroom cycle store.

The planning application red line plan shown below (**Figure 1.1**) shows the development outline. Further details of the proposed development, associated servicing and access arrangements can be found in the associated transport statement submitted in support of the planning application for this development.

Figure 1.1 Site Boundary

The construction of the proposed development follows Modern Methods of Construction (MMC) which provides a route to improve construction from a sustainable perspective. MMC encourages innovative construction methods which reduce construction periods, reduce on-site risk and improve quality by a number of methods including off-site manufacturing.

The proposed development will be constructed under the "Considerate Contractors Scheme" (www.consideratecontractorsscheme.org.uk), and the contractor will also follow the "Guide for Contractors Working in Camden" as required by the London Borough of Camden.

1.2 Purpose of the CTMP

The CTMP describes the proposals to safely manage vehicular, cyclist and pedestrian traffic during the construction of the development proposals.

The purpose of this CTMP is to achieve the following:

- Provide details of the Construction Traffic Management Plan to be applied to provide a safe environment for traffic, road users, pedestrians, cyclists and construction staff
- Ensure that any impacts on road users are mitigated
- Ensure that access is maintained for the local resident community and local businesses
- Outline how potential construction-related environmental effects identified in the London Borough of Camden's (LBC) 'Sustainable Design and Construction Policy' will be avoided, remedied or mitigated during the construction period.

- Outline the potential stakeholder issues and set out strategies, systems and procedures to provide for ongoing consultation between local residents and businesses, LBC and Transport for London (TfL).

1.3 Overarching Objectives of the CTMP

- Provision of a safe environment for pedestrians, cyclists, and vehicular traffic through the implementation of plans to effectively warn, protect, inform and guide in accordance with best practice guidance
- Plan and stage all works effectively to minimise delays to pedestrian, cyclist and vehicular traffic, and minimise conflict points on the respective transport networks
- Enable pedestrians, cyclists, and other road users to plan their journeys by providing them with timely and accurate information on programmed traffic management measures
- Limit obstructions and restrictions to current movement patterns, and where required, provide alternative routes for use by pedestrians, cyclists and vehicular traffic
- Actively liaise with key stakeholders and ensure they are informed about proposed changes to plan measures and implementation programmes.

1.4 Status of the CTMP

The CTMP should be referred to when:

- Planning works to minimise, remedy or mitigate the effects on the environment
- Undertaking all works that may have an impact on the environment
- Communicating with stakeholders.

Once the CTMP has been agreed with relevant stakeholders, it will be adopted and developed in further detail by the successful contractor and made available to all parties, so that it can be used as a practical construction and communication management tool and reference source.

The agreed contents of the CTMP must be complied with unless otherwise agreed with the LBC. The person responsible for implementing the CTMP shall work with the LBC to review this CTMP if problems arise in relation to the construction of the development. Any future revised plan must be approved by the LBC and complied with thereafter

An up-to-date CTMP will be kept in the proposed site office and all construction staff will be made aware of its location for reference as required.

1.5 Construction Environment Management System Overview

The CTMP forms one of a suite of documents specifying processes and mitigation measures for all potential areas of construction impact. These documents will cover the following areas:

- Dust and Air Pollution Management
- Noise and Vibration Management
- Water/Sediment Management

- Spoil and Fill Management
- Management of Construction Waste and Re-use
- Site Hazards and Risk Management
- Incident Management.

It should be noted that there are overlaps between some of these documents and the CTMP. For example, construction traffic can contribute to noise and vibration and will need to be mentioned in the relevant construction management document.

1.6 Exclusions

The appointed contractor will prepare a specific Health and Safety Plan for site works to cover all activities within the construction process for the development. This CTMP only considers traffic related risks and management.

1.7 Structure of this document

The remainder of this document is therefore structured as follows:

- **Chapter 2** – Provides background on the construction site activities, phasing and layout
- **Chapter 3** – Provides details on the proposed access for construction vehicles and routing to the site
- **Chapter 4** – Provides details on the management of construction vehicles and general traffic
- **Chapter 5** – Outlines additional considerations for the CTMP
- **Chapter 6** – Indicates how the CTMP is envisaged to be developed as further information becomes available.

2. CONSTRUCTION SITE ACTIVITIES, PHASING AND LAYOUT

2.1 Existing Heavy Goods Vehicle Movements

The existing site is currently occupied by a Magnet kitchen showroom, warehouse, service area and car park.

There are currently two access points for delivery vehicles, one via Holmes Road and the second via Cathcart Street. Due to the limited manoeuvring space along Holmes Road when the parking bays are in use the Cathcart Street access point tends to be used more frequently by large delivery vehicles.

During construction of the development the number of construction HGV trips is expected to be similar to the level currently generated by Magnet, but this is only expected during peak construction phases, such as the pouring of concrete foundations, where a constant stream of deliveries is a necessary part of the delivery process. During most construction phases the volume of HGV movements is predicted to be less than that currently generated by the existing Magnet warehouse on the development site. Further details of estimated construction traffic volumes are provided later in Chapter 3 of this document.

2.2 Outline Description of Proposed Development

The development proposals are for a mixed use development of B8 warehouse/showroom on the ground floor and the two basement levels with six upper floors of student accommodation providing 301 student rooms and associated facilities. The top floor will be set back and clad with metal mesh for articulation and will give the impression that the top floor is within a roof space. This development is proposed in place of an already consented scheme for mixed use B8 warehouse and student accommodation which was to replace the existing Magnet Kitchen warehouse.

The proposed development is car free with provision for 12 cycle spaces for the B8 warehouse use, plus 268 cycle stands for the proposed student accommodation (including ten spaces for visitors to the student hall of residence). A refuse store is located on the ground floor level adjacent to the B8 warehouse showroom cycle store.

2.3 Main Contractor

The main contractor responsible for the delivery of the proposed development is **Designated Contractors Ltd**.

The full contact details of the main office for the duration of the works are as follows:

Contact Name: Mr Simon Hikmet

Address: 46 Great Marlborough Street, London, W1F 7JW.

Telephone Number: 020 7479 9000.

The contact details for the site and project manager responsible for the delivery of works on site are:

Site and Project Manager. Mr Denis Enright.

Telephone Number: 07831 665752.

2.4 Construction Site Activities

The proposed activities to be conducted during the construction of the proposed development are as follows:

- Construction of Site Compounds and Placement of Site Offices within the site.
- Placement of hoarding around the site parameter.
- Demolition and site clearance of existing Magnet showroom and warehouse behind.
- Piling and RC retaining walls around the parameter as foundation.
- Piling cap and RC floor slab at ground level above the soil.
- Excavation of soil down to 4 meters to Basement Level One across the site.
- Underground service and drainage instillation.
- Construction of Upper basement RC Slab across part of building with only one basement.
- Excavation down to Lower Basement Level across part of the site with two basement levels, supporting parameter walls with temporary props.
- Underground service and drainage instillation.
- Instillation of Lower Basement floor slab.
- Locating a Luffing crane within Open Garden courtyard area close to middle of building.
- Deliveries of construction materials, and plant equipment.
- Construction of structural steel framework and internal stud work at ground and basement levels.
- Pod delivery and installation of upper student accommodation floors.
- Instillation of scaffolding around the building.
- Construction of circulation cores and communal areas such as corridors. .
- All external cladding and fenestrations including green roof.
- All internal work including partitions and fixtures and fittings.
- Service and M+E connections.
- Final internal decorations.
- Removal of scaffolding.

2.5 Site Layout

Appendix A of this report contains a drawing indicating the proposed site layout during the construction period.

Due to the constrained nature of the site it is proposed to use three separate access arrangements during the construction period. These are summarised in the hoarding drawings shown in Appendix A and are discussed in more detail in Chapter 3 of this report.

2.6 Construction Programme

A full construction management programme is provided in Appendix B.

The duration of the construction is expected to be approximately 11 months for preliminary design and ground works (including foundation piling and excavation) and approximately 15 months for building construction. The total construction period will therefore be approximately 27 months.

The construction works and programme have been planned in detail to ensure all elements of the build are coordinated. In additional, all materials and equipment have already been ordered to avoid any delay in the construction programme.

2.7 Construction Stages and Phasing

The construction of the proposed development has been divided into five distinct phases.

The access arrangements for the construction period are described in Chapter 3.

At all stages of the construction work all construction vehicle movements will be managed by the contractors to minimise any potential disruption. The following phases are envisaged.

2.7.1 *Phase 1 – Foundation Piling and Excavation*

The first stage of the construction process will include the following:

- Site establishment / Set up
- Setting out / surveys
- Dilapidation survey and photos
- Disconnection of all services
- Hoarding around the building parameter
- Sheet piling around both street fronts and RC retaining wall foundation against adjoining properties.
- Excavation of site down by 4 meters to upper basement level.
- Construction of part of the basement floor RC slab.
- Excavation of remainder of basement to lower level.
- Construction of remainder of the basement floor RC slab.

Service and drainage trenches will be dug during this phase by the on-site digger and all pipes and tanks will be installed.

The site establishment/office would be placed close to the proposed site access on Cathcart Street during this phase.

Once all basement excavation is complete and the RC floor slab is in place the site office will be relocated above the public pavement on Cathcart Street on a specially designed gantry from scaffold by license from Camden Council as shown in Appendix A.

2.7.2 *Phase 2 – RC Wall, Ground Floor Slab and Steel Frame Structure*

During this stage the following activities will take place:

- Construction of RC structural walls and remaining floors to basement level.
- Delivery and placement of prefabricated PODs to upper basement level.
- Construction of RC structural ground floor slab to cover the warehouse space and ramp.
- Construction of RC and steel frame structural walls and circulation cores to ground floor.

In addition to the above a luffing jib crane will be assembled within the open courtyard and garden area towards the centre of the site to assist with the transfer of materials and equipment into the site throughout the construction stage. The location of the crane is shown in the hoarding drawings shown in Appendix A.

2.7.3 *Phase 3 – POD/Room Installation*

During this phase of construction the prefabricated POD units will be delivered and installed onsite. In addition the RC and steel frame structural walls and circulation cores to the upper floor will be constructed.

2.7.4 *Phase 4 – Service Connection and Cladding*

This phase of works includes all service connections to all rooms and the communal parts of the building. In addition the following will take place:

- Installation of temporary scaffolding around the building.
- Installation of all external cladding and green roof.

Once the green roof has been completed, the luffing jib crane will be removed from the site.

2.7.5 *Phase 5 – Internal and Communal Finishes*

During this final phase of construction the following works will take place:

- Final internal fittings and finishes to all commercial, communal and residential areas.
- Final fixtures and fittings, distribution and connections all services including M+E plants and lift installation
- Removal of all temporary scaffolding around the building.

2.8 Hours of Site Operation

In accordance with the hours recommended in the LBC ‘Noise from Construction Sites’, the hours of work are proposed to be:

- Monday to Friday 08:00 – 18:00

- Saturday 08:00 – 13:00
- No work is to be carried out on Sundays or bank holidays unless it is necessary. When Sunday or bank holiday working is required a license will be required and obtained from LBC as necessary.

In order to minimise the impact of the proposed construction on the surrounding highway network, the delivery of construction materials and equipment will be limited to between the hours of 10.00–16.00.

Should there be any requirement for works to be carried out outside the construction hours outlined above the construction site management will approach the LBC and TfL prior to it taking place.

2.9 Crane Use and Location

A luffing jib crane will be erected to assist the construction. The crane will be employed to specifically avoid the need for over sailing the adjacent highway and buildings, since the jib angle can be changed to reposition the load at various radii, without the remainder of jib over sailing these sensitive areas. When compared to other tower crane types it is also usually possible to construct a lower tower height when using a luffing jib crane.

The luffing jib crane will be erected within the courtyard area of the proposed development. The tower crane location and indicative arc of operation is shown in Appendix C.

All necessary licences required for the erection and operation of the tower crane will be applied for.

3. CONSTRUCTION SITE ACCESS

3.1 Construction Traffic Approach Routes

The A400 Kentish Town Road will form the most suitable link in the strategic road network to accommodate construction vehicles. Primary routes providing connections to the A400 (i.e. A501 Euston Road, A502 Camden High Street and A503 Camden Road) will therefore form the main approach routes to the site.

The construction traffic route into and out of the proposed site can be seen in the diagram below. The red arrows indicate the A400 one-way system in Camden Town.

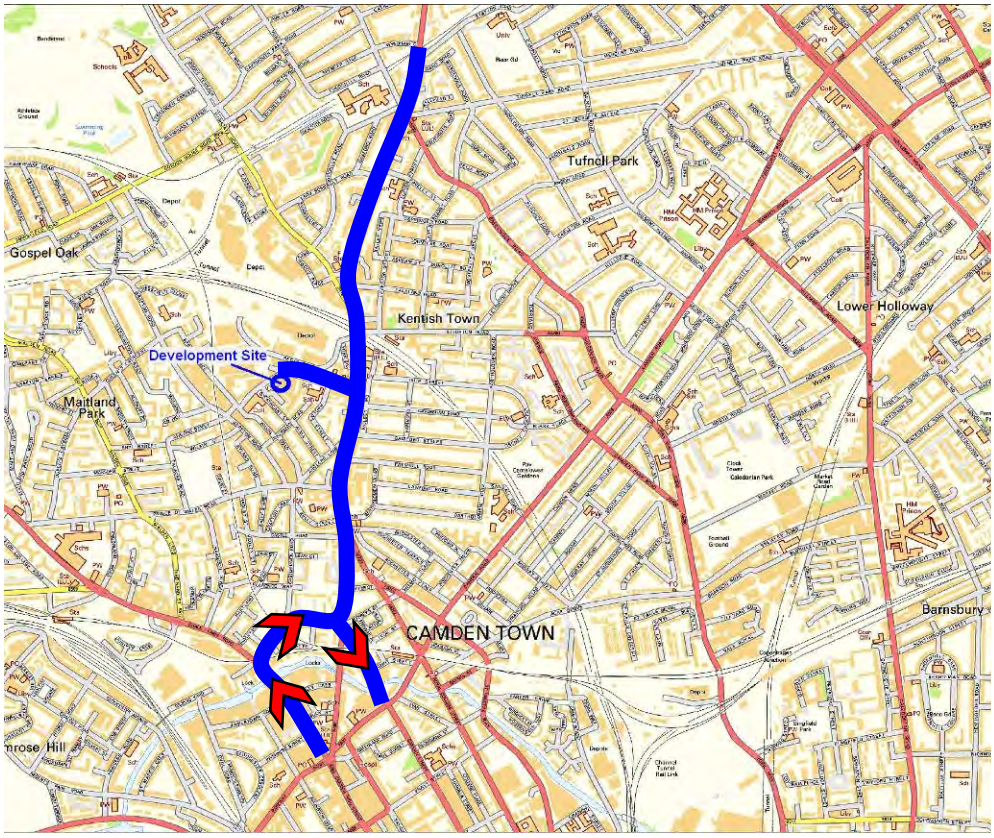

Figure 3.1 Construction Traffic Routes

It should be noted that the roads outlined above form part of Camden's Strategic Road Network or Local Distributor Network and are therefore considered suitable to accommodate the construction traffic associated with the proposed development.

Holmes Road (immediately to the front of the development site) and Cathcart Street (located on the western boundary of the site) both have a single lane in each direction, although lanes are not always marked on the carriageway.

Speed humps are located along Holmes Road, to reduce road traffic speeds in the vicinity of the nearby primary school and college.

The residential parking bays within the Controlled Parking Zone (CPZ) on Holmes Road and Cathcart Street (immediately adjacent to the site) operate between 08:30 and 18:30 on

weekdays. There are approximately three parking bays adjacent to the site on Cathcart Street, and approximately four bays on Holmes Road adjacent to the site. A number of Pay & Display bays are located on Holmes Road to the north of the site. The pay and display restrictions are in place from 0700 to 1900 on weekdays with a maximum stay of two hours.

There are a number of bus routes which operate in both directions on Kentish Town Road.

3.2 Site Access

3.2.1 *Pedestrian Access*

Pedestrian access for authorised site personnel will be via a pedestrian gate on Holmes Road.

3.2.2 *Vehicle Access*

All construction vehicles will access the proposed site via Kentish Town Road and Holmes Road. The main site access will be via the site gate provided on Cathcart Street, which is accessed via Holmes Road, although access will also be possible from Holmes Road. The Holmes Road access will only be used on a limited number of occasions and will be accessed as per its existing use.

It is proposed that a suitable gate arrangement will be incorporated into the site boundary hoarding facing both Holmes Road and Cathcart Street as shown in Appendix A. The proposed gates will open further than 90 degrees in order to assist in entrance to the site. The gates will be controlled by a banksman.

It should be noted that the gate width shown in the attached hoarding drawing is indicative, the gate provided on-site will accord with the width shown as required by the tracking assessment presented in this report.

As outlined in Chapter 2 the proposed access/egress to the site will vary throughout the construction period subject to the specific construction requirements. The various access arrangements are managed as detailed below.

Vehicles will turn into Holmes Road from Kentish Town Road and travel west towards the site. Vehicles will make the reverse of this journey to exit the site. In order that the impact of vehicles accessing/egressing the site is minimised on the surrounding residential area, it is proposed that construction vehicles access and egress the site using this route.

The vehicle tracking demonstrating the operation of the site access during construction is shown in Appendix D.

3.2.3 *Access Arrangement 1 – Surface Level Access*

During the early stages of the first phase of construction, it is proposed that construction vehicles will access via the site gate on Cathcart Street, turn within the site, and exit the same way onto Cathcart Street.

3.2.4 *Access Arrangement 2 – Ramp Access*

Once the excavation reaches a point at which access to the site is not possible as detailed in Access Arrangement 1, a ramp will be provided from the Cathcart Street gate down to Basement Level 1. This access arrangement will be in place from the end of construction phase 1 to midway through construction phase 2.

During this arrangement it is proposed that vehicles access the ramp in a reverse gear from Cathcart Street and exit in a forward gear as shown in Appendix D. The movement will be overseen by the site banksmen.

It is anticipated that the following movements will be included during the access arrangement:

- During the instillation of sheet piling, there will be two deliveries by flatbed lorry to deliver pilling rig to site and collection on completion.
- While constructing the RC retaining walls as part the foundation, there is only need for a mid-sized digger plus concrete and steel to be delivered to site.
- For the construction of part of RC slab to the basement levels, there will be concrete and steel deliveries. These will equate to three vehicles per day.

The maximum vehicle size which will be required during this access arrangement will be a 9.45m width Flatbed Truck. As shown in Appendix D this vehicle can reverse into the proposed ramp and exit in a forward gear.

Skips will be positioned close to the site access. When full the skips will be removed by tipper bodied rigid vehicles with the building materials taken away to be recycled.

Early in the second phase of construction a luffing jib crane will be delivered to the site and will be located in the open courtyard area in the centre of the site as shown in Appendix A. The delivery of the crane will take place using the 9.45m Flatbed Truck as summarised above.

3.2.5 *Access Arrangement 3 – Temporary Construction Lay-Bys*

It is proposed to remove the aforementioned ramp prior to the construction of the RC ground floor slab in the middle of construction phase 2. Once the ramp is removed all construction vehicles will be required to use the proposed temporary lay-bys located at the existing vehicle crossovers on Cathcart Street and Holmes Road.

As per access arrangement 2, the maximum vehicle size which will be required during this access arrangement will be a 9.45m width Flatbed Truck.

During this arrangement it is proposed that vehicles will stop in the proposed bays before turning in the road and existing via Holmes Road and Kentish Town Road to remove any requirement for construction vehicles to travel further west on Holmes Road or south on Cathcart Street.

The vehicle tracking for the required vehicles is shown in Appendix D.

During the arrangement it is proposed to predominately utilise the Cathcart Street layby. Vehicles can access this bay in a forward gear and exit using Cathcart Street to turn around in. This turning movement will be overseen by the site banksmen. Due to the turning requirements of the large tipper vehicle, the turning space provided in Cathcart Street results in potential overrun of the eastern footway. In order to minimise any requirement for this movement, the limited number of deliveries required by this vehicle will utilise the Holmes Road lay-by as described below.

Where necessary, vehicles will utilise the lay-by in Holmes Road. When using this lay-by vehicles will be required to turn using the Holmes Road/ Cathcart Street junction. This movement will be controlled by the banksmen employed on the site to ensure safety for road users and to minimise disruption. However, where possible the Cathcart Street lay-by will be

used to accommodate these vehicles and as such the requirement for this movement will only occur infrequently.

It is anticipated that the following movements will be included during the access arrangement:

- Prefabricated POD deliveries on flat bed lorries, equating to approximately eight deliveries per day

Following the installation of the green roof towards the end of construction phase 4, the luffing jib crane will be removed from the site. The removal of the luffing crane will be undertaken using the 9.45m Flatbed vehicle.

3.2.6 *General Comments*

Holmes Road and Cathcart Street will remain open as a vehicular route to the public throughout the construction period. It is proposed to obtain a temporary license from LBC to use the existing dropped kerb vehicle crossovers to the front of the existing site access areas to use these areas for the temporary lay-bys to accommodate construction vehicles.

In order to ensure the safety of pedestrians in the vicinity of the site, it is proposed to obtain a temporary license from LBC to suspend the pedestrian footways immediately adjacent to the site on both Holmes Road and Cathcart Street. The footway will be closed from the existing vehicle crossover on Holmes Road to the site boundary in Cathcart Street. More detail is provided in Section 5 of this report.

A temporary parking suspension will be required on the three parking bays located on the southbound carriageway of Cathcart Street immediately adjacent to the site in order to facilitate the delivery of construction goods to the site. The relevant applications will be made for the suspension of these spaces.

In addition to the above, it is proposed to remove two traffic bollards during Access Arrangement 3 to enable access to the site. The first bollard is located immediately to the south of the existing vehicle crossover on Cathcart Street, and the second is located immediately to the east of the existing crossover on Holmes Road. All relevant applications will be made to LBC prior to the removal of the bollard, and the bollard will be replaced on completion of the works.

Banksmen will be stationed at the site access throughout the construction period to assist construction vehicles to enter and exit the site safely and to minimise inconvenience to traffic on Cathcart Street and Holmes Road.

A delivery booking system will be implemented to minimise the potential for vehicles queuing along Holmes Road and Cathcart Street. More details are provided in Section 4.

4. CONSTRUCTION TRAFFIC MANAGEMENT

This section of the CTMP identifies the environmental impacts specific to construction traffic and presents suitable mitigation measures.

4.1 Delivery Booking System

A delivery booking system will be produced and operated by the contractor's site traffic manager. The system will aim to mitigate the following:

- Queuing outside the site
- Arrival of unscheduled deliveries
- Deliveries arriving late due to supplier despatch misunderstandings
- Deliveries failing to arrive
- Wrong quantities or materials arriving by mistake, requiring the vehicle to be sent away, or an additional 'part-load' vehicle delivery being required to make up delivery requirements
- Delivery vehicles arriving early in the hope that they will be dealt with out of turn
- No staff or equipment being available on-site to unload the vehicle.

Mitigation of the above concerns will avoid unnecessary vehicle movements to and from the site. It will also, importantly, reduce the possibility of construction vehicles queuing outside of the site waiting to be processed.

The delivery booking system will contribute towards decreasing / mitigating any potential negative environmental and/or social impacts the construction traffic may have on the surrounding area, including on neighbouring residents and businesses. Without the booking system in place the impacts could potentially include noise and air pollution as well as congestion and reduced accessibility to Cathcart Street, Holmes Road and adjoining roads.

The delivery booking system will be operated by the construction site traffic manager.

Banksmen will be employed to ensure the efficient and safe movement of vehicles into and out of the site. The banksmen will be coordinated by the site traffic manager, and will organise both the access points as necessary.

4.2 Heavy Goods Vehicle Types

A number of types of heavy goods vehicle will serve the site. Due to the constrained nature of the site, and the commitment of the development to maintain the maximum level of parking bays, the construction vehicles permitted to access the site on a day to day basis have been limited to the following vehicle types:

- Light Vans – used by individual trade contractors, typically during the final fit-out of the proposed development (approximately 7.2m long and 2.2m wide).
- Skip Lorries – for removal of demolition waste (approximately 6.3m long and 2.5m wide)
- Flatbed Truck – for delivery of some construction materials and plant (expected to be a maximum of 9.45m long and 2.4m wide)

- Tipper Bodied Rigid Lorries – for removal of demolition waste and spoil from the site (expected to be a maximum of approximately 10.2m long and 2.5m wide)
- Small Articulated Lorries – for the delivery of some construction materials (maximum 10.7m long and 2.4m meters wide).

Vehicle tracking for the above vehicle types is included in Appendix D of this report.

During access arrangement 1 it may occasionally be necessary to use a larger vehicle to deliver materials and equipment to the site. In such circumstances an articulated low loader will be used in order to delivery some of the construction plant (maximum of 16.5m long and 2.5m wide).

The drawings in Appendix D also illustrate the swept paths for an articulated low loader during access arrangement 1.

The drawings in Appendix D demonstrate that these vehicles are able to access and egress the site with the implementation of the appropriate parking suspensions and the removal of bollards as previously discussed. Therefore all of the above vehicles could potentially access the construction site without overhanging or overrunning any kerb lines.

4.3 Heavy Goods Vehicle Traffic Volumes

It is anticipated that the maximum number of construction vehicle movements that will occur during the construction period is 20 movements (10 vehicles accessing and then egressing the site) per day.

Based on the current programme, and in consultation with potential contractors, a table identifying the predicted volume of construction vehicles will be provided. It should be noted that although a time period has been set for each activity, the total number of vehicles specified for the associated task within that period will not be evenly spread over the allocated time period. Within the time allocated for each activity there will be peaks in vehicle generation due to the requirements of the site at any one time. The table on the following page represents the anticipated peak movement of vehicles within the specified activity.

Construction	Activity	Volume	Duration	Veh Type	Total Veh (for activity)	Av. Veh/Day	Av. Move. /Day
Construction Stage1 Foundation Piling & Excavation	Demolition & Site Clearance	390m^3	2 weeks	30 tonnes	12	6	12
	Sheet Piling	n/a	4 weeks	Artic HGV and Flat Bed	2 x Artic and Flat Bed	Special – 2 delivery / 2 removals	
	Concrete for Piling Cap	50m^3	3 weeks	9m^3 Lorry	10	2	4
	RC Concrete Retaining Wall	60m^3	5 weeks	9m^3 Lorry	12	4	8
	Soil Removal	7690m^3	5 weeks	30 tonnes	250	8	16
	Hardcore	410m^3	5 days	30 tonnes	6	4	8
	Re-cycled material removal	260m^3	5 days	30 tonnes	14	6	12
	Lower Basement Concrete slab	430m^3	4 weeks	9m^3 Lorry	20	4	8
	Concrete Structural Walls	370m^3	4 weeks	9m^3 Lorry	16	4	8
Construction Stage 2 RC Wall, Floor Slab & Frame Structure	Upper Basement RC walls & floors	720m^3	7 weeks	9m^3 Lorry	30	4	8
	Pod/Container to Lower Basement	24 Pods	2 weeks	Flat Bed	24	8	16
	Ground Floor Concrete slab	460m^3	6 weeks	9m^3 Lorry	21	4	8
	Ground Floor Steel Frame Structure	285t	6 weeks	Flat Bed	12	1	2
Construction Stage 3 POD/Room Instillation	Pod/Container	247 Pods	5 weeks	Flat Bed	247	10	20
	Concrete	80m^3	2 weeks	9m^3 Lorry	16	3	6
	Circulation core & RC structure above ground	290m^3	4 weeks	9m^3 Lorry	20	4	8
Construction Stage 4 Services & Cladding	Composite Panel Cladding	160m^3	6 weeks	Flat Bed	6	2	4
	Steel mesh	60t	4 weeks	Flat Bed	6	1	2
	Glass Cladding	42m^3	3 weeks	Flat Bed	8	2	4
	Concrete	195m^3	5 weeks	9m^3 Lorry	12	6	12
	Green Roof Installation	22t	4 weeks	Flat Bed	4	1	2

Construction Stage 5 Internal & Final finishes	Concrete	62m^3	10 days	9m^3 Lorry	8	2	4
	Composite panels	145t	4 weeks	Flat Bed	14	2	4
	Windows and glass frames	230t	6 weeks	Flat Bed	16	6	12
	Internal fittings	110m^3	6 weeks	Flat Bed	18	4	8
	M+E Service connections	68m^3	14 weeks	Flat Bed	6	1	2
	External Landscaping	65t	3 weeks	Flat Bed	12	4	6
	Concrete Mix	15m^3	5 days	Flat Bed	2	1	2
	External finishes	12m^3	3 weeks	Small vehicle/vans	16	1	2

Table 4.1 Forecast Construction Vehicle Movements

4.3.1 *Existing Large Vehicle Movements*

Traffic counts were undertaken on Thursday 17th December 2009 to inform the planning application, recording movements in and out of the accesses to the Magnet car park which are situated on Holmes Road and Cathcart Street. The traffic counts considered separately the users of the car park and users of the loading bays, and enabled a daily profile to be created showing the number of vehicles arriving / departing from the site throughout the day. It is these recorded movements which have been used for the purposes of estimating the existing trip generation of the site.

Using the information gained in the above survey, the profile of HGV's at the existing Magnet site is shown in Table 4.2.

Table 4.2 Existing Magnet Warehouse HGV Profile

Time Band	Arrivals	Departures	Total Trips
00:00-07:00	0	0	0
07:00-08:00	1	0	1
08:00-09:00	0	0	0
09:00-10:00	0	0	0
10:00-11:00	0	1	1
11:00-12:00	2	0	2
12:00-13:00	0	2	2
13:00-14:00	0	0	0
14:00-15:00	1	1	2
15:00-16:00	0	0	0
16:00-17:00	0	0	0
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-24:00	0	0	0
Total	**4**	**4**	**8**

Table 4.2 indicates that the Magnet warehouse/showroom is generating a total of four inbound and four outbound HGV delivery trips per day (07:00-19:00) which is equivalent to a total of eight HGV delivery movements per day.

It is anticipated that the maximum number of construction vehicle movements that will occur during the construction period is 20 movements (10 vehicles accessing and then egressing the site) per day. It should be noted that it is not anticipated that this level of trips will be maintained throughout the month period, but will occur as a maximum on a small number of days as required by the construction programme.

4.4 Vehicle 'Muck' Control

Other than the excavation and construction of the basement RC slab, there will be no need for vehicle wheel washing facilities, as all construction vehicles will stop in the vehicle loading area off Holmes Road.

There will be a road sweeper on hand at the site to clear up any material deposited on the public highway by vehicles accessing/egressing the site. This will be done as quickly as possible after any identified occurrence.

4.5 Off Site Highways Works to Facilitate Construction

It is proposed to place temporary hoarding and scaffolding at least 1.5 meters onto the public footway plus a further two meters into the Holmes Road footway adjacent to the current access during the construction period and all necessary licenses will be applied for.

A temporary license will be obtained to use the existing dropped kerb areas in front of both the current site access and the existing parking bays on Cathcart Street as temporary construction vehicle lay-bys. In addition, permission will be obtained to remove the traffic bollards located on the footway immediately to the south of the Cathcart Street, and to the east of the Holmes Road crossover for the duration of Access Arrangement 3. The bollards will be reinstated at the completion of the construction works.

4.6 Workforce Traffic

The site workforce will peak at approximately 40 staff.

No staff parking will be provided. Construction contractors will be responsible for encouraging workers to share vehicles or use sustainable methods of transport to the site such as works buses and public transport.

The existing Controlled Parking Zone (CPZ) surrounding the site will deter workforce parking on residential streets in the area. The CPZ operates between 0830-1830 on weekdays and 0930-1730 on Saturdays covering the proposed working hours of the site. In case of any Sunday working the residential bay restrictions are also in place between 0930 and 1730 on Sundays.

The close proximity of Kentish Town West railway and underground Stations, in addition to a large number of bus routes also assist in making workforce access to the site by public transport an attractive proposition for many site workers from a wide catchment. A travel leaflet has been developed and will be provided to all construction employees to advise the travel options available to them in the local area. A copy of this can be seen in Appendix E.

Staggered shift patterns for the various trades and specialists employed on site will ensure that the impact of any workforce traffic is spread over a number of hours within any one day, and will therefore result in these workforce members having a negligible impact on the surrounding road network capacity.

5. ADDITIONAL CONSIDERATIONS

5.1 Road Closures and Traffic Diversions

No road closures or traffic diversions are required during the proposed construction period.

5.2 Pedestrian Movement and Route Diversions

5.2.1 *Holmes Road and Cathcart Street*

The pedestrian footway adjacent to the site boundary will be closed for the duration of the construction works. Alternative footways on the other side of the carriageway will still remain open for use by pedestrians.

Appropriate directional signage will be displayed on the footways leading up to the proposed closure on both Holmes Road and Cathcart Street.

5.3 Parking Bay Removals/Suspensions

5.3.1 *Holmes Road*

Parking bays on Holmes Road will be maintained during the construction process.

5.3.2 *Cathcart Street*

It is envisaged that the three parking bays on Cathcart Street (adjacent to the junction with Holmes Road) will need to be removed to facilitate access to the construction site. All relevant licenses will be applied for from LBC prior to the commencement of the construction works.

The drawings provided in Appendix D indicate the vehicle tracking of the various construction vehicles, and the impact of parking bays in the area.

5.4 Access to Public Transport Facilities

No public transport infrastructure or routes will be affected by the construction.

5.5 Cycle Movement and Route Diversions

No London Cycle Network cycle routes will be affected by the construction.

5.6 Noise, Vibration, Dust and Rodent Control

The proposed construction method for the proposed development which will be predominated constructed using timber and steel frame prefabricated sections and prefabricated POD units which will be delivered to site will mitigate against any potential noise, vibration and dust created by the construction. In additional all work will be monitored on a daily basis to ensure that no excessive noise and dust is generated by the construction process

Should the construction process exceed the accepted noise or vibration levels, noise and vibration a monitoring system will be installed on request. Similarly, should dust levels from the site exceed a minimal level then a monitoring system will be employed on site.

It is accepted that abatement techniques to prevent noise, vibration and dust nuisances will be exercised during all construction works to limit the potential generation of these elements.

Measures will be taken to ensure that rodents are not attracted to the site during the construction works. Where necessary any pest control job receipts will be retained and provided on request.

5.7 Local Community Liaison

The developer of the site understands the importance of engagement with the local community regarding the development of this CTMP and has already undertaken intensive consultation with all local residents and groups with respect to the original planning application for the same site. All comments raised in this consultation have been considered in this revised application.

Prior to the commencement of the construction works, residents will be advised of the proposed development by way of a letter drop which will also provide details of proposed dates and locations of any related meetings, along with the contact details of the project manager.

The developer will continue to liaise with the local community with respect to the construction of the proposed development as outlined above.

The person responsible for community liaison throughout the site works will be Simon Dodd from Hallmark Estates. Simon's email address is simon.dodd@hallmarkestates.com and his telephone number is 020 7479 4612.

The hoarding used to secure the site will make the construction purpose clear, in addition to displaying information on how, and where, to contact the site management and Simon Dodd as the community liaison person responsible for the site works.

5.8 Complaints Register

A complaints register will be kept at the site office and will include the following information regarding any complaints received:

- Complainant's details
- Date and time of complaint made
- Causes of complaint
- Action taken to resolve the complaint
- Date and time of action taken to resolve the complaint
- Reasons for any unresolved complaint.

6. ONGOING DEVELOPMENT OF THE CTMP

It is acknowledged that the agreed contents of the CTMP must be complied with unless otherwise agreed with the LBC. The contractor's project manager will work with the LBC to review this CTMP if problems arise in relation to the construction of the development. Any future revised plan must be approved by the LBC and complied with thereafter.

This CTMP has been developed in consultation with key stakeholders at a level of detail sufficient to inform them of construction traffic management proposals. The principles identified in this CTMP are considered to form a robust basis and framework for on-going development and implementation of the CTMP.

It is envisaged that the principles described in this document will be developed in further detail as the construction methodology and logistics plans are progressed and contractors appointed. Contractors will be expected to employ their own 'in-house' management systems to meet the overall aims of the CTMP.

The CTMP may also be revised to maintain compatibility with other documents being developed as part of the Construction Environment Management System.

The overarching aim is to provide a safe environment for the site workforce and the surrounding business and residential community throughout the duration of construction.

APPENDIX A INDICATIVE SITE LAYOUT

REVISIONS

Rev.	Date	By
-	-	-

INDICATIVE ONLY

HOLMES ROAD

74b

74a

76

HOARDING LINE

SITE ACCESS

PARAPET 39.73

OVERHANG

PARAPET 39.69

61-63 Holmes Road

PARAPET 41.04

1ST FLOOR PARAPET 45.03

2ND FLOOR PARAPET 48.66

OVERHANG

2ND FLOOR PARAPET 48.58

3RD FLOOR PARAPET 52.18

2ND FLOOR PARAPET 48.66

STEPS

GATE

55-57 Holmes Road

HOLMES ROAD

34

CATHCART STREET

SITE ACCESS

SITE OFFICE

PARAPET 45.62

EAVES 34.72
RIDGE 36.01

PARAPET 41.54

AZANIA MEWS

16-30 AZANIA MEWS

05 ALIGNMENT (NO ACCESS)

05 ALIGNMENT (NO ACCESS)

St PANCRAS HOSTEL

0.00

0.00

450.00

500.00

F:\01 Hallmark-Projects\130350 Magnet Site_Warehouse and Student Accom_6 Storey\06-Design\01 CAD\XREF\Hoarding and Demolition\Hoarding & Demolition Stage 001.dwg > layout Stage 001

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

HALLMARK PROPERTY GROUP

Project Title

B8 WAREHOUSE & STUDENT ACCOMMODATION
65-69 HOLMES ROAD

Drawing Title

Hoarding Line
During Demolition & Piling

Scale	1: 200@A1	Date	APR 2013
Drawn	CT	Checked	DL
Drawing No.		Rev.	

001

CAD plot date: 29 Apr 2013 - 03:26pm

REVISIONS

Rev.	Date	By
-	-	-

INDICATIVE ONLY

HOLMES ROAD

74b

74a

76

HOARDING LINE

SITE ACCESS

PARAPET 39.73

PARAPET 39.69

61-63 Holmes Road

PARAPET 41.04

1ST FLOOR PARAPET 45.03

2ND FLOOR PARAPET 48.66

2ND FLOOR PARAPET 48.58

OVERHANG

3RD FLOOR PARAPET 52.18

2ND FLOOR PARAPET 48.66

STEPS

RGV

GATE

55-57 Holmes Road

HOLMES ROAD

34

SITE OFFICE

CATHCART STREET

RAMP DOWN TO BASEMENT LEVEL 1

SITE ACCESS

PARAPET 45.62

EAVES 34.72
RIDGE 36.01

PARAPET 41.54

AZANIA MEWS

16-30 AZANIA MEWS

05 ALIGNMENT (NO ACCESS)

05 ALIGNMENT (NO ACCESS)

St PANCRAS HOSTEL

0.00

0.00

450.00

500.00

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
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AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

HALLMARK PROPERTY GROUP

Project Title

B8 WAREHOUSE & STUDENT ACCOMMODATION
65-69 HOLMES ROAD

Drawing Title

Hoarding Line
During Phase 1 Excavation,
RC Retaining Wall, Basement RC
Floor Slab and Walls

Scale	1: 200@A1	Date	APRIL 2013
Drawn	CT	Checked	DL

Drawing No. 002

Rev.

CAD plot date: 29 Apr 2013 - 03:27pm

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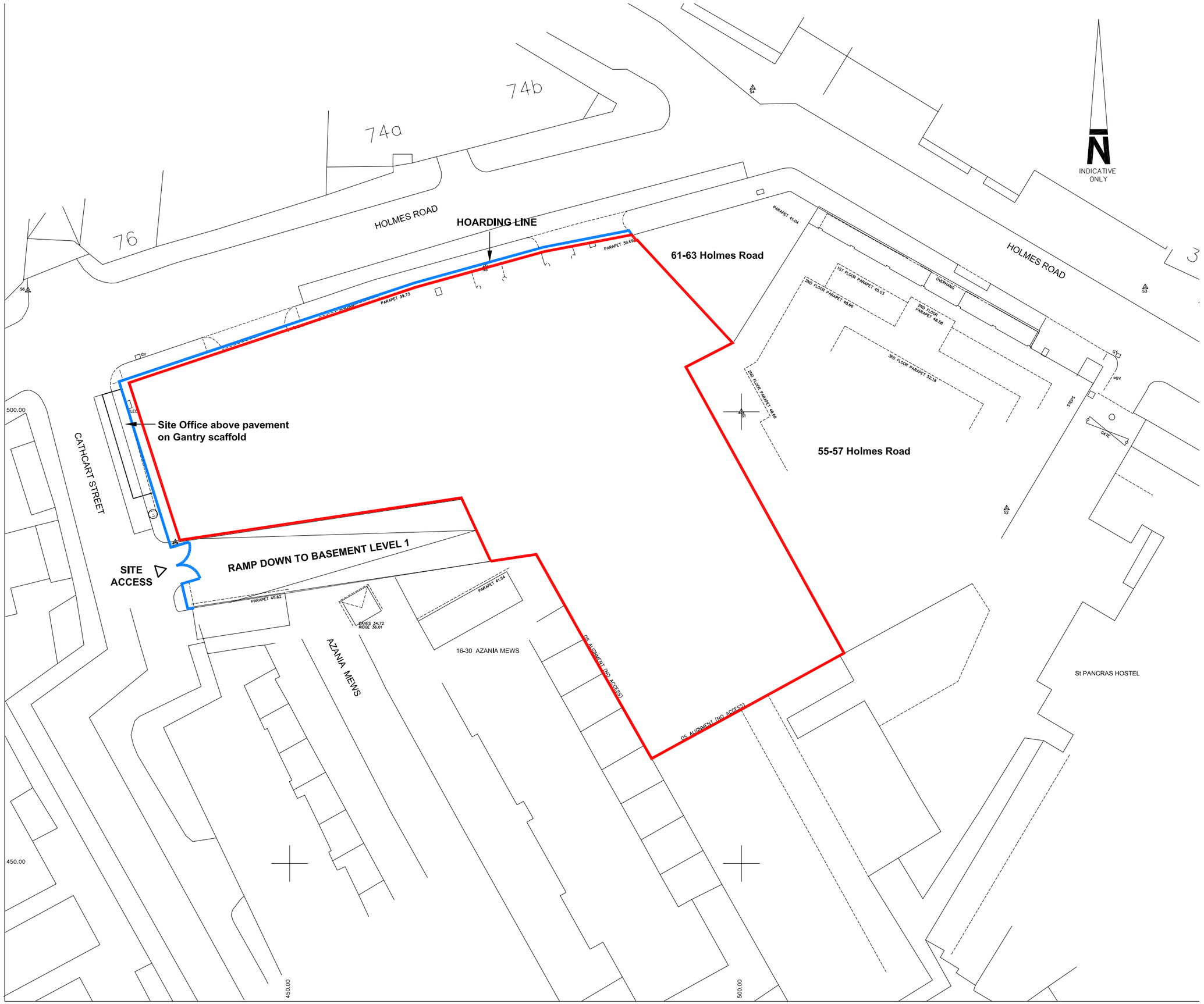

REVISIONS

Rev.	Date	By
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PLANNING APPLICATION

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AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

HALLMARK PROPERTY GROUP

Project Title

B8 WAREHOUSE & STUDENT ACCOMMODATION
65-69 HOLMES ROAD

Drawing Title

Excavation Phase 2 &
beyond to Construction Completion

Scale	1: 200@A1	Date	APRIL 2013
Drawn	CT	Checked	DL
Drawing No.		Rev.	

003

CAD plot date: 29 Apr 2013 - 03:28pm

F:\01 Hallmark-Projects\130350 Magnet Site_Warehouse and Student Accom_6 Storey\06 Design\01 CAD\XREF\Hoarding and Demolition\Hoarding & Demolition Stage 003.dwg > layout Stage 003

REVISIONS

Rev.	Date	By
-	-	-

INDICATIVE ONLY

HOLMES ROAD

HOARDING LINE

74b

74a

76

34

61-63 Holmes Road

55-57 Holmes Road

UPPER BASEMENT
LEVEL 1

Site Office

RAMP DOWN TO BASEMENT LEVEL 1

SITE ACCESS

CATHCART STREET

AZANIA MEWS

16-30 AZANIA MEWS

St PANCRAS HOSTEL

05 ALIGNMENT (NO ACCESS)

PARAPET 39.73

PARAPET 39.69

PARAPET 41.04

1ST FLOOR PARAPET 45.03

2ND FLOOR PARAPET 48.66

2ND FLOOR PARAPET 48.58

3RD FLOOR PARAPET 52.18

2ND FLOOR PARAPET 48.66

OVERHANG

STEPS

GATE

PARAPET 45.62

EAVES 34.72
RIDGE 36.01

PARAPET 41.54

0.00

450.00

500.00

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

HALLMARK PROPERTY GROUP

Project Title

B8 WAREHOUSE & ACCOMMODATION & OFFICE
65-69 HOLMES ROAD

Drawing Title

Excavation Phase 1
down to Upper Basement Level 1

Scale	1: 200@A1	Date	APRIL 2013
Drawn	CT	Checked	DL
Drawing No.		Rev.	

004

CAD plot date: 29 Apr 2013 - 03:29pm

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REVISIONS

Rev.	Date	By
-	-	-

INDICATIVE ONLY

HOLMES ROAD

HOARDING LINE

74b

74a

76

34

61-63 Holmes Road

55-57 Holmes Road

St PANCRAS HOSTEL

UPPER BASEMENT LEVEL 1

LOWER BASEMENT LEVEL 2

Site Office

CATHCART STREET

RAMP DOWN TO BASEMENT LEVEL 1

SITE ACCESS

AZANIA MEWS

16-30 AZANIA MEWS

05 ALIGNMENT (NO ACCESS)

PARAPET 39.69

PARAPET 39.73

PARAPET 41.04

PARAPET 45.62

PARAPET 41.54

EAVES 34.72
RIDGE 36.01

1ST FLOOR PARAPET 45.03

2ND FLOOR PARAPET 48.66

2ND FLOOR PARAPET 48.58

3RD FLOOR PARAPET 52.18

2ND FLOOR PARAPET 48.66

OVERHANG

STEPS

GATE

0.00

450.00

500.00

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

HALLMARK PROPERTY GROUP

Project Title

B8 WAREHOUSE & STUDENT ACCOMMODATION
65-69 HOLMES ROAD

Drawing Title

Escavation Phase 2
down to Lower Basement Level 2
RC Floor Slab & Walls

Scale	1: 200@A1	Date	APRIL 2013
Drawn	CT	Checked	DL

Drawing No. 005

Rev.

CAD plot date: 29 Apr 2013 - 03:30pm

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REVISIONS

Rev.	Date	By
-	-	-

N
INDICATIVE ONLY

HOLMES ROAD

HOARDING LINE

74b

74a

76

34

61-63 Holmes Road

55-57 Holmes Road

St PANCRAS HOSTEL

16-30 AZANIA MEWS

AZANIA MEWS

CATHCART STREET

LOWER BASEMENT LEVEL 3

LOWER BASEMENT LEVEL 2

LOWER BASEMENT LEVEL 2

RAMP DOWN TO BASEMENT LEVEL 1

Site Office

SITE ACCESS

05 ALIGNMENT (NO ACCESS)

05 ALIGNMENT (NO ACCESS)

PARAPET 41.04

PARAPET 39.69

PARAPET 39.73

PARAPET 45.62

PARAPET 41.54

EAVES 34.72
RIDGE 36.01

1ST FLOOR PARAPET 45.03

2ND FLOOR PARAPET 48.66

2ND FLOOR PARAPET 48.58

3RD FLOOR PARAPET 52.18

2ND FLOOR PARAPET 48.66

OVERHANG

STEPS

GATE

0.00

0.00

450.00

500.00

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

HALLMARK PROPERTY GROUP

Project Title

B8 WAREHOUSE & STUDENT ACCOMMODATION
65-69 HOLMES ROAD

Drawing Title

Excavation Phase 3
down to Lower Basement Level 2 & 3
RC Floor Slab & Walls

Scale	1: 200@A1	Date	APRIL 2013
Drawn	CT	Checked	DL

Drawing No. 006

Rev.

CAD plot date: 29 Apr 2013 - 03:31pm

F:\01 Hallmark-Projects\130350 Magnet Site_Warehouse and Student Accom_6 Storey\06 Design\01 CAD\XREF\Hoarding and Demolition\Hoarding & Demolition Stage 006.dwg > layout Stage 006

REVISIONS

Rev.	Date	By
-	-	-

N
INDICATIVE ONLY

74b
74a
76
34
HOLMES ROAD
HOARDING LINE
SITE ACCESS
RAMP DOWN TO BASEMENT LEVEL 1
LOWER BASEMENT LEVEL 3
LOWER BASEMENT LEVEL 2
LOWER BASEMENT LEVEL 2
61-63 Holmes Road
55-57 Holmes Road
Crane Base at upper basement level
Site Office
CATHCART STREET
AZANIA MEWS
16-30 AZANIA MEWS
St PANCRAS HOSTEL
PARAPET 39.73
PARAPET 41.04
PARAPET 45.62
PARAPET 41.54
EAVES 34.72
RIDGE 36.01
1ST FLOOR PARAPET 45.03
2ND FLOOR PARAPET 48.66
2ND FLOOR PARAPET 48.58
3RD FLOOR PARAPET 52.18
2ND FLOOR PARAPET 44.46
OVERHANG
STEPS
GATE
0.00
450.00
500.00

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client
HALLMARK PROPERTY GROUP

Project Title
B8 WAREHOUSE AND STUDENT ACCOMMODATION
65-69 HOLMES ROAD

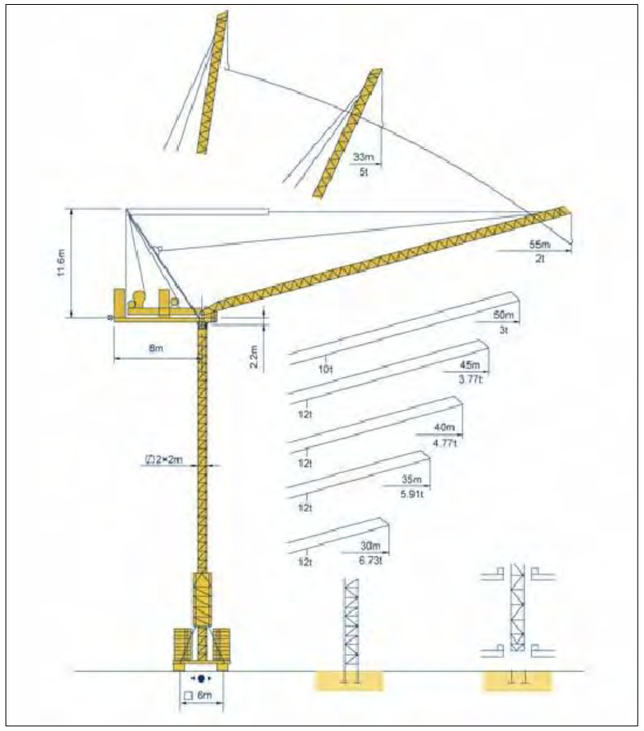
Drawing Title
Lower Basement Construction

Scale	1: 200@A1	Date	APRIL 2013
Drawn	CT	Checked	DL
Drawing No.		Rev.	
007			

CAD plot date: 29 Apr 2013 - 03:15pm

REVISIONS

Rev.	Date	By
-	-	-



L226L 12 is a self-telescoping, top slewing and luffing jib tower crane. The tower crane has excellent performance and be equipped with complete safety devices, easy to install and disassemble.
For detailed specification, pls check : LUFFING TOWER CRANE L226L 12

1. Type: stationary, inner-climbing, traveling tower crane
2. Max. load: 12t
3. Jib length: 55m
4. Tip load: 2t
5. Free standing height: 56.4m
6. Mast section: 2.0*2.0*3.0m

HOLMES ROAD

74b

74a

76

HOARDING LINE

TEMPORARY LOADING-BAY

UPPER BASEMENT AND GROUND/UPPER RC FLOOR SLAB & STRUCTURAL WALLS

61-63 Holmes Road

55-57 Holmes Road

Crane maximum reach 55m

38979

Luffing Jib Radius (Ø8m)

Crane Base at upper basement level

Site Office

CATHCART STREET

TEMPORARY LOADING-BAY

SITE ACCESS

Crane Tower

45632

Crane maximum reach 55m

AZANIA MEWS

16-30 AZANIA MEWS

05 ALIGNMENT (NO ACCESS)

05 ALIGNMENT (NO ACCESS)

PARAPET 39.73

PARAPET 39.69

PARAPET 41.04

1ST FLOOR PARAPET 45.03

2ND FLOOR PARAPET 48.66

2ND FLOOR PARAPET 48.58

3RD FLOOR PARAPET 52.18

2ND FLOOR PARAPET 48.66

OVERHANG

PARAPET 45.62

PARAPET 41.54

EAVES 34.72
RIDGE 36.01

0.00

0.00

450.00

500.00

P:\01 Hallmark-Projects\130350 Magnet Site_Warehouse and Student Accom_6 Storey\06 Design\01 CAD\XREF\Hoarding and Demolition\Hoarding & Demolition Stage 008.dwg > layout Stage 008

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
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REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

HALLMARK PROPERTY GROUP

Project Title

B8 WAREHOUSE & STUDENT ACCOMMODATION
65-69 HOLMES ROAD

Drawing Title

Upper Basement and
All Other Floors Construction

Scale	1: 200@A1	Date	APRIL 2013
Drawn	CT	Checked	DL
Drawing No.			Rev.
008			

CAD plot date: 29 Apr 2013 - 03:16pm

REVISIONS

Rev.	Date	By
-	-	-

INDICATIVE ONLY

HOLMES ROAD

HOARDING LINE

74b

74a

76

34

61-63 Holmes Road

55-57 Holmes Road

PARAPET 39.73

PARAPET 39.69

PARAPET 41.04

1ST FLOOR PARAPET 45.03

2ND FLOOR PARAPET 48.66

2ND FLOOR PARAPET 48.58

3RD FLOOR PARAPET 52.18

2ND FLOOR PARAPET 48.66

OVERHANG

STEPS

GATE

RGV

CY

Site Office

SITE ACCESS

CATHCART STREET

PARAPET 45.62

EAVES 34.72
RIDGE 36.01

PARAPET 41.54

16-30 AZANIA MEWS

AZANIA MEWS

05 ALIGNMENT (NO ACCESS)

05 ALIGNMENT (NO ACCESS)

St PANCRAS HOSTEL

0.00

0.00

450.00

500.00

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

HALLMARK PROPERTY GROUP

Project Title

B8 WAREHOUSE & STUDENT ACCOMMODATION
65-69 HOLMES ROAD

Drawing Title

Hoarding Drawing

Scale	1: 200@A1	Date	APRIL 2013
Drawn	CT	Checked	DL
Drawing No.			Rev.
009			

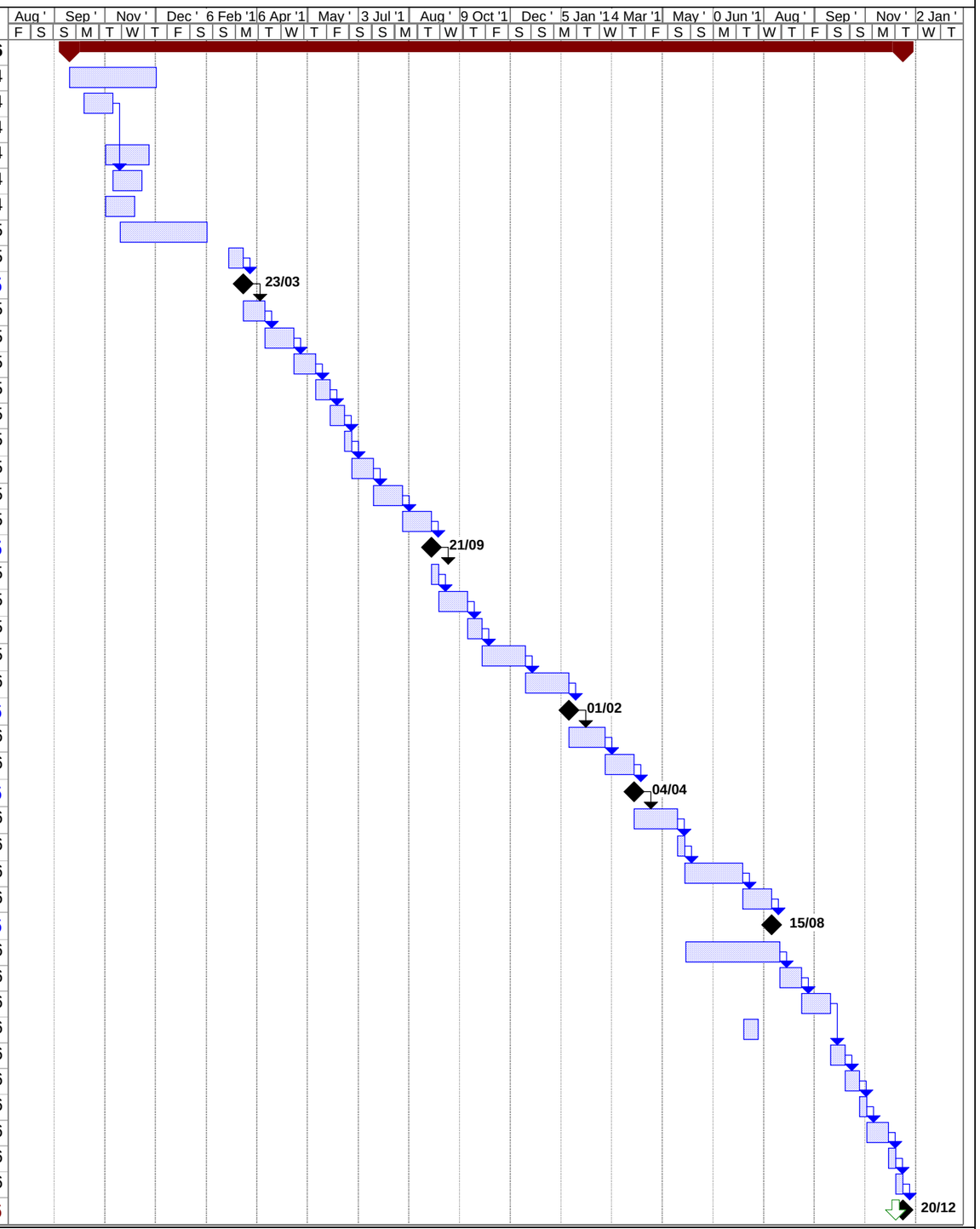
CAD plot date: 29 Apr 2013 - 03:21pm

F:\01 Hallmark-Projects\130350 Magnet Site_Warehouse and Student Accom_6 Storey\06 Design\01 CAD\XREF\Hoarding and Demolition\Hoarding & Demolition Stage 009.dwg > layout Stage 009

APPENDIX B CONSTRUCTION MANAGEMENT PROGRAMME

65-69 Holmes Road, London NW5 3AN
Mixed Use Development of Warehouse on Ground & Basement plus 6 Upper Student Accommodation Floors
Construction Programme - October 2013

ID	Task Name	Duration	Start	Finish
0	**65-69 Holmes Road Construction Programme 23rd April 2013**	**576 days**	**Tue 07/10/14**	**Tue 20/12/16**
1	Party Wall Matters	12 wks	Tue 07/10/14	Mon 29/12/14
2	Sub-Structure Detail Drawing Package	4 wks	Tue 21/10/14	Mon 17/11/14
3	Structural Engineers Foundation Design	2 wks	Tue 28/10/14	Mon 10/11/14
4	Structural Engineers RC Frame Design	6 wks	Tue 11/11/14	Mon 22/12/14
5	Services Engineers Drainage Design	4 wks	Tue 18/11/14	Mon 15/12/14
6	ME Engineers Design	4 wks	Tue 11/11/14	Mon 08/12/14
7	Construction Detail Drawing Package	12 wks	Tue 25/11/14	Mon 16/02/15
8	Hoarding around the parameter	2 wks	Tue 10/03/15	Mon 23/03/15
9	**Construction Stage 1 - Foundation Piling & Excavation**	**0 days**	**Mon 23/03/15**	**Mon 23/03/15**
10	Demolition and soil clearance and piling mat	3 wks	Tue 24/03/15	Mon 13/04/15
11	Sheet piling to depth of proposed basement levels of 4-7 meters	4 wks	Tue 14/04/15	Mon 11/05/15
12	RC Retaining walls against adjoining properties	3 wks	Tue 12/05/15	Mon 01/06/15
13	Installation of RC piling cap	2 wks	Tue 02/06/15	Mon 15/06/15
14	Excavation to 4 meters below ground level	2 wks	Tue 16/06/15	Mon 29/06/15
15	Underground Service and Drainage Instillation	1 wk	Tue 30/06/15	Mon 06/07/15
16	Basement RC Floor Slab including structural walls to upper basement	3 wks	Tue 07/07/15	Mon 27/07/15
17	Excavation down to lower basement and Service Drainage Installation	4 wks	Tue 28/07/15	Mon 24/08/15
18	Lower Basement RC Floor Slab including structural walls	4 wks	Tue 25/08/15	Mon 21/09/15
19	**Construction Stage 2 - RC Wall, Floor Slab & Steel Frame**	**0 days**	**Mon 21/09/15**	**Mon 21/09/15**
20	Lufting Crane position within Open Courtyard	1 wk	Tue 22/09/15	Mon 28/09/15
21	Completion of RC walls & remaining basement floors	4 wks	Tue 29/09/15	Mon 26/10/15
22	Pod/Room delivery to upper basement level	2 wks	Tue 27/10/15	Mon 09/11/15
23	Construction of RC ground floor slab to B1 office space	6 wks	Tue 10/11/15	Mon 21/12/15
24	Construction of Steel frame structure including lift and stair core circulation	6 wks	Tue 22/12/15	Mon 01/02/16
25	**Construction Stage 3 - POD/Room Instillation**	**0 days**	**Mon 01/02/16**	**Mon 01/02/16**
26	Pod/Room delivery to site and instillation	5 wks	Tue 02/02/16	Mon 07/03/16
27	Circulation core & RC structure above ground floor	4 wks	Tue 08/03/16	Mon 04/04/16
28	**Construction Stage 4 - Service Connection & Cladding**	**0 days**	**Mon 04/04/16**	**Mon 04/04/16**
29	All service connections to PODs/Rooms	6 wks	Tue 05/04/16	Mon 16/05/16
30	Temporary Scaffold above pavement at first floor	1 wk	Tue 17/05/16	Mon 23/05/16
31	External Cladding instillation to building	8 wks	Tue 24/05/16	Mon 18/07/16
32	Green Roof instillation	4 wks	Tue 19/07/16	Mon 15/08/16
33	**Construction Stage 5 - Internal Communal Finishes**	**0 days**	**Mon 15/08/16**	**Mon 15/08/16**
34	All Internal Communal Fittings	13 wks	Wed 25/05/16	Tue 23/08/16
35	Electric Distributions	3 wks	Wed 24/08/16	Tue 13/09/16
36	Heating & Water Distributions	4 wks	Wed 14/09/16	Tue 11/10/16
37	BT Cable Distributions	2 wks	Wed 20/07/16	Tue 02/08/16
38	Hot & Cold Water Installations	2 wks	Wed 12/10/16	Tue 25/10/16
39	Mechanical Lift Installations	2 wks	Wed 26/10/16	Tue 08/11/16
40	Removal of Scaffold and Site Office	1 wk	Wed 09/11/16	Tue 15/11/16
41	Hard Surface Block Paving Entrance and pavements	3 wks	Wed 16/11/16	Tue 06/12/16
42	Final Building Inspections	1 wk	Wed 07/12/16	Tue 13/12/16
43	Building Operation Manual	1 wk	Wed 14/12/16	Tue 20/12/16
44	**Building Completion & Handover**	**0 days**	**Tue 20/12/16**	**Tue 20/12/16**



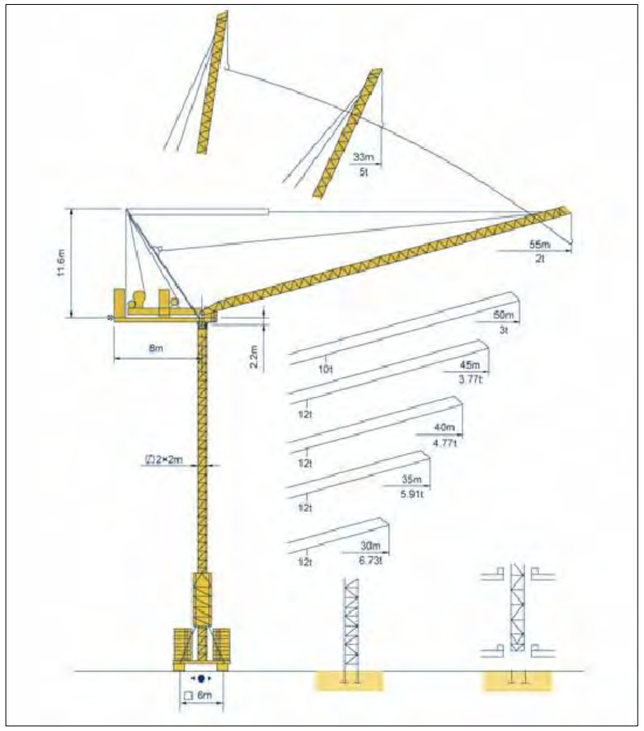
Project: 65-69 Holmes Road
Date: 15th October 2013

Task | Progress | Summary | External Tasks | Deadline
Split | Milestone | Project Summary | External Milestone

APPENDIX C CRANE LOCATION AND ARCH OF OPERATION

REVISIONS

Rev.	Date	By
-	-	-



L226L 12 is a self-telescoping, top slewing and luffing jib tower crane. The tower crane has excellent performance and be equipped with complete safety devices, easy to install and disassemble.
For detailed specification, pls check : LUFFING TOWER CRANE L226L 12

1. Type: stationary, inner-climbing, traveling tower crane
2. Max. load: 12t
3. Jib length: 55m
4. Tip load: 2t
5. Free standing height: 56.4m
6. Mast section: 2.0*2.0*3.0m

HOLMES ROAD

74b

74a

76

HOARDING LINE

TEMPORARY LOADING-BAY

UPPER BASEMENT AND GROUND/UPPER RC FLOOR SLAB & STRUCTURAL WALLS

61-63 Holmes Road

55-57 Holmes Road

Crane maximum reach 55m

38979

Luffing Jib Radius (Ø8m)

Crane Base at upper basement level

Crane Tower

45632

Crane maximum reach 55m

Site Office

CATHCART STREET

TEMPORARY LOADING-BAY

SITE ACCESS

AZANIA MEWS

16-30 AZANIA MEWS

05 ALIGNMENT (NO ACCESS)

05 ALIGNMENT (NO ACCESS)

PARAPET 39.73

PARAPET 39.69

PARAPET 41.04

1ST FLOOR PARAPET 45.03

2ND FLOOR PARAPET 48.66

2ND FLOOR PARAPET 48.58

3RD FLOOR PARAPET 52.18

2ND FLOOR PARAPET 48.66

OVERHANG

PARAPET 45.62

PARAPET 41.54

EAVES 34.72
RIDGE 36.01

0.00

0.00

450.00

500.00

PLANNING APPLICATION

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE ARCHITECT
AT ONCE BEFORE PROCEEDING

Contemporary Design Solutions

46 Great Marlborough Street
London
W1F 7JW
Telephone: 020 7494 9000 Fax: 020 7494 4944

Client

HALLMARK PROPERTY GROUP

Project Title

B8 WAREHOUSE & STUDENT ACCOMMODATION
65-69 HOLMES ROAD

Drawing Title

Upper Basement and
All Other Floors Construction

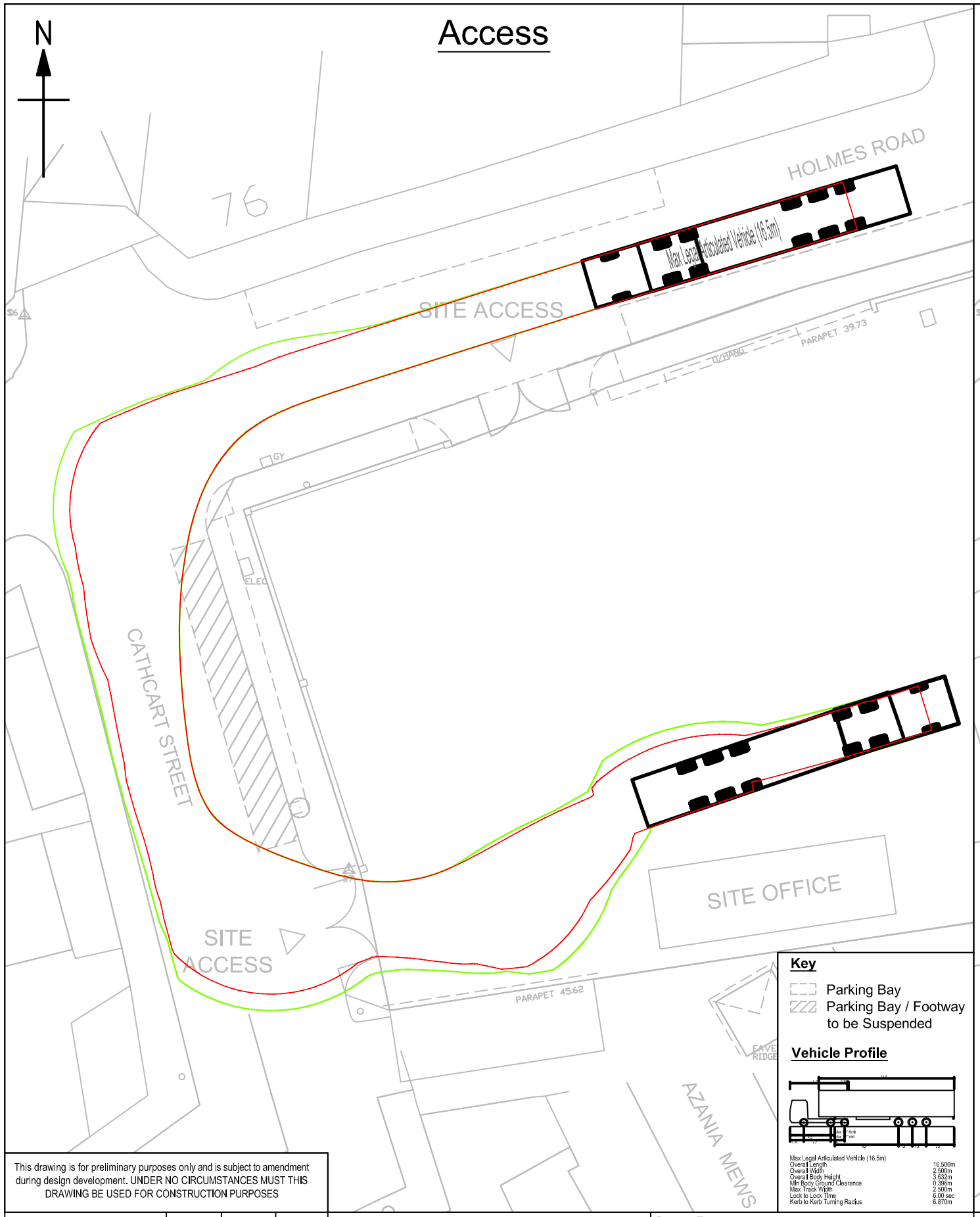
Scale	1: 200@A1	Date	APRIL 2013
Drawn	CT	Checked	DL
Drawing No.			Rev.
008			

CAD plot date: 29 Apr 2013 - 03:10pm

P:\01 Hallmark-Projects\130350 Magnet Site_Warehouse and Student Accom_6 Storey\06 Design\01 CAD\XREF\Hoarding and Demolition\Hoarding & Demolition Stage 008.dwg > layout Stage 008

APPENDIX D SITE TRACKING DRAWINGS

Access



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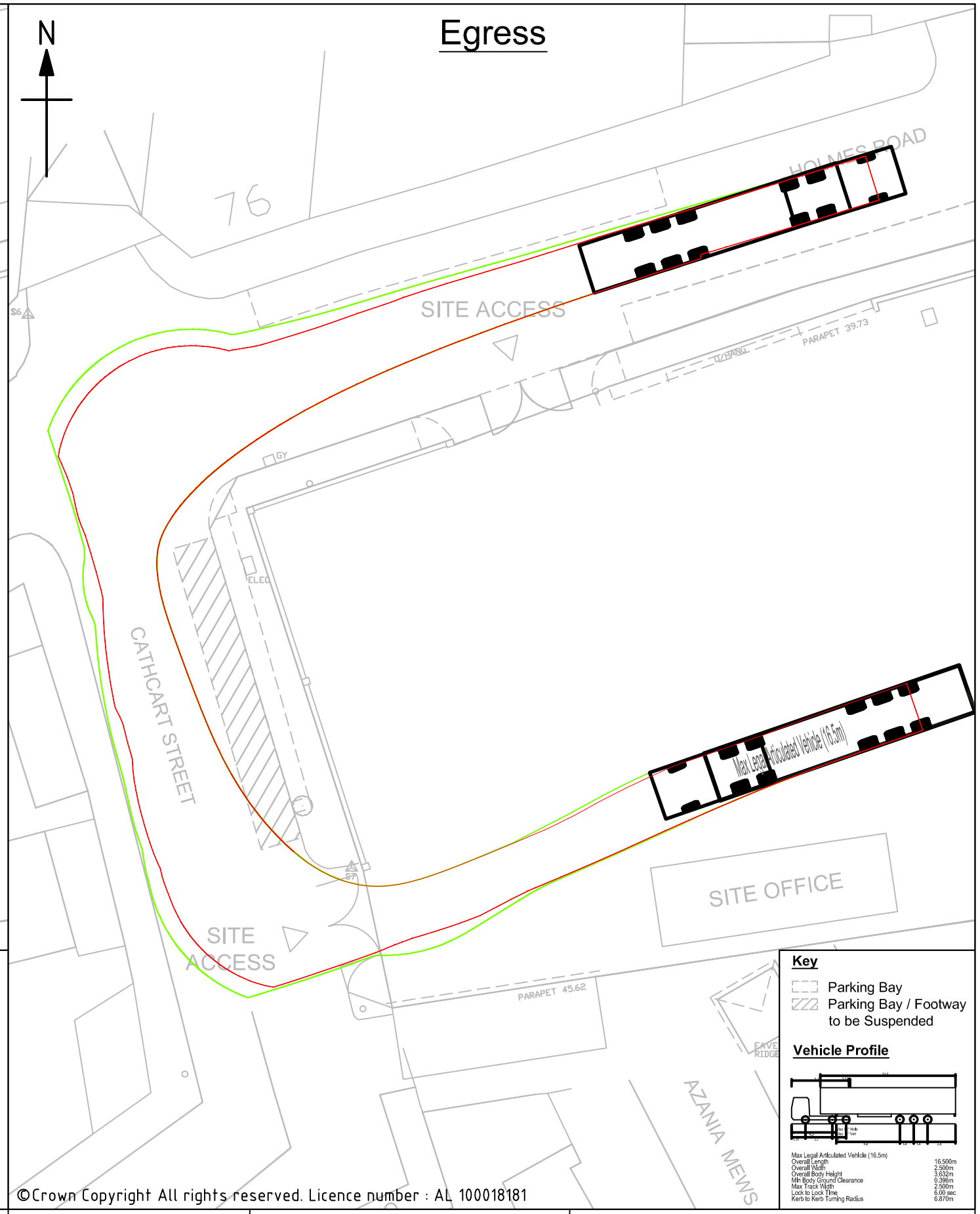

This drawing is for preliminary purposes only and is subject to amendment during design development. UNDER NO CIRCUMSTANCES MUST THIS DRAWING BE USED FOR CONSTRUCTION PURPOSES

Revision Details	By / Check	Date	Suffix

Project Title: Holmes Road 2013

Client: Hallmark Property Group

Drawing Title: Construction Traffic Management Plan
Access Arrangements Stage 1
Swept Path Analysis
Max Legal Articulated Vehicle

Purpose of issue: Final

Drawn	Approved	Revision
CJB	BC	-
Checked	Date	Date
EE	17.10.13	-
URS Internal Project No. 47066719		Scale @ A3 1:250

Drawing Number: 47066719-TRA-CTMP-001-001 | -

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Alexandra Court, Church Street,
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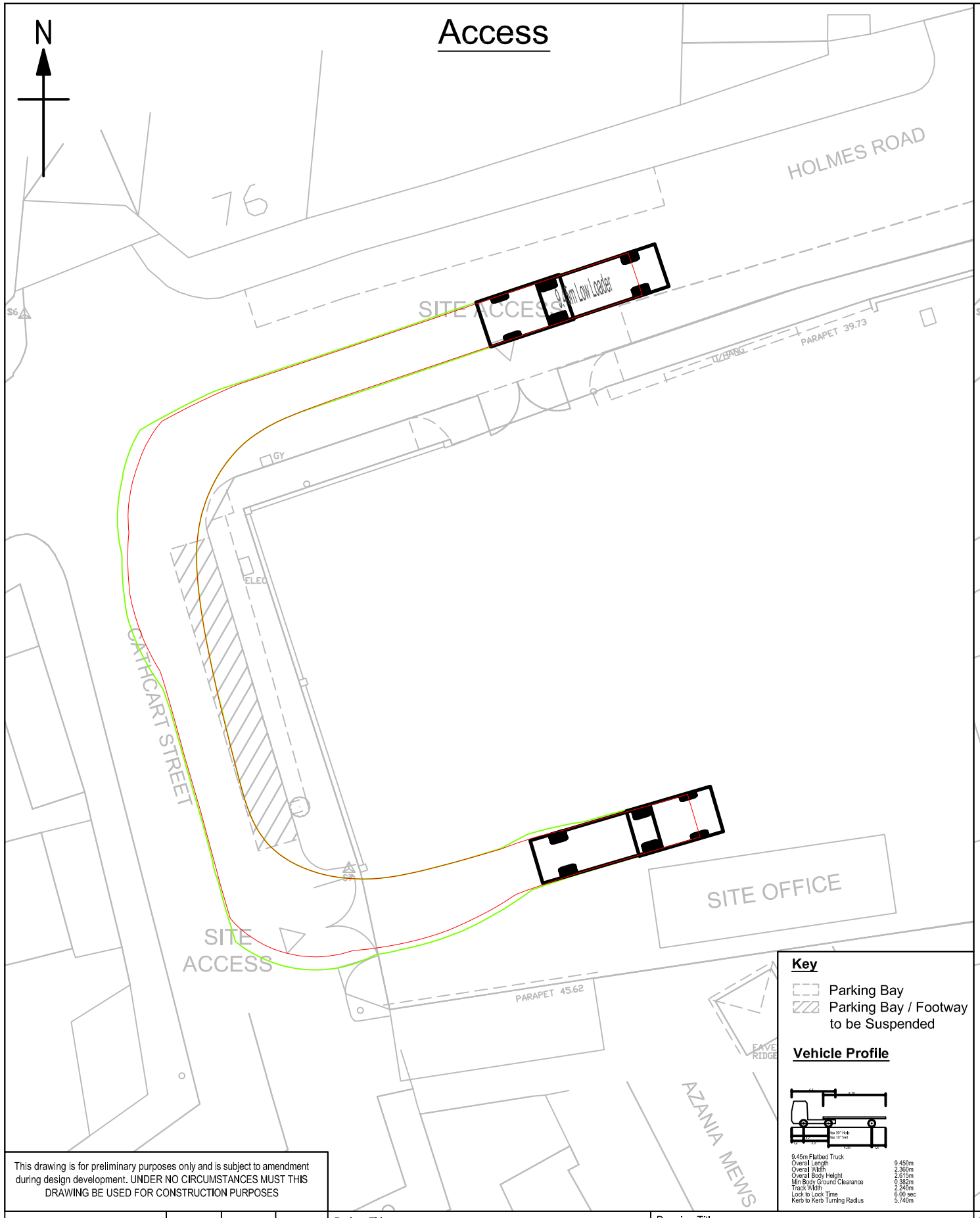
CM2 7HY
Tel No 020 7963 9900
Fax No 01245 476121
www.urscorp.eu

Plot Date : 17/10/2013 11:26:16
File Name : L:\47OXXXXXX - HOLMES RD OCT13\12_AUTOCAD\HOLMES ROAD - CTMP SWEPT PATHS - 171013

Access



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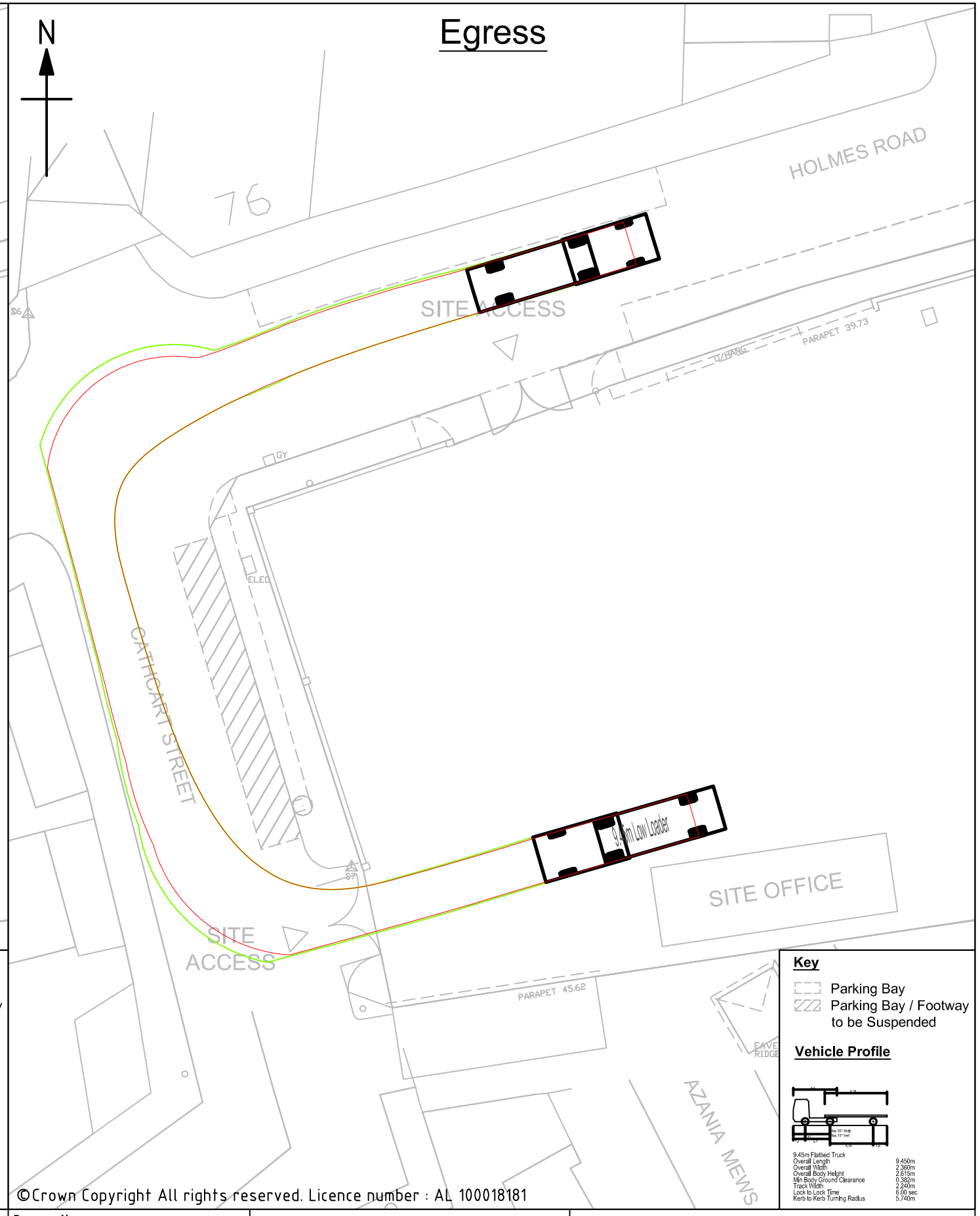

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Revision Details	By / Check	Date	Suffix

Project Title: Holmes Road 2013

Client: Hallmark Property Group

Drawing Title: Construction Traffic Management Plan
Access Arrangements Stage 1
Swept Path Analysis
9.45m Flatbed Truck

Purpose of issue: Final

Drawn	Approved	Revision
CJB	BC	-
Checked	Date	Date
EE	17.10.13	-
URS Internal Project No. 47066719		Scale @ A3 1:250

Drawing Number: 47066719-TRA-CTMP-001-002 | -

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Plot Date : 17/10/2013 11:26:21
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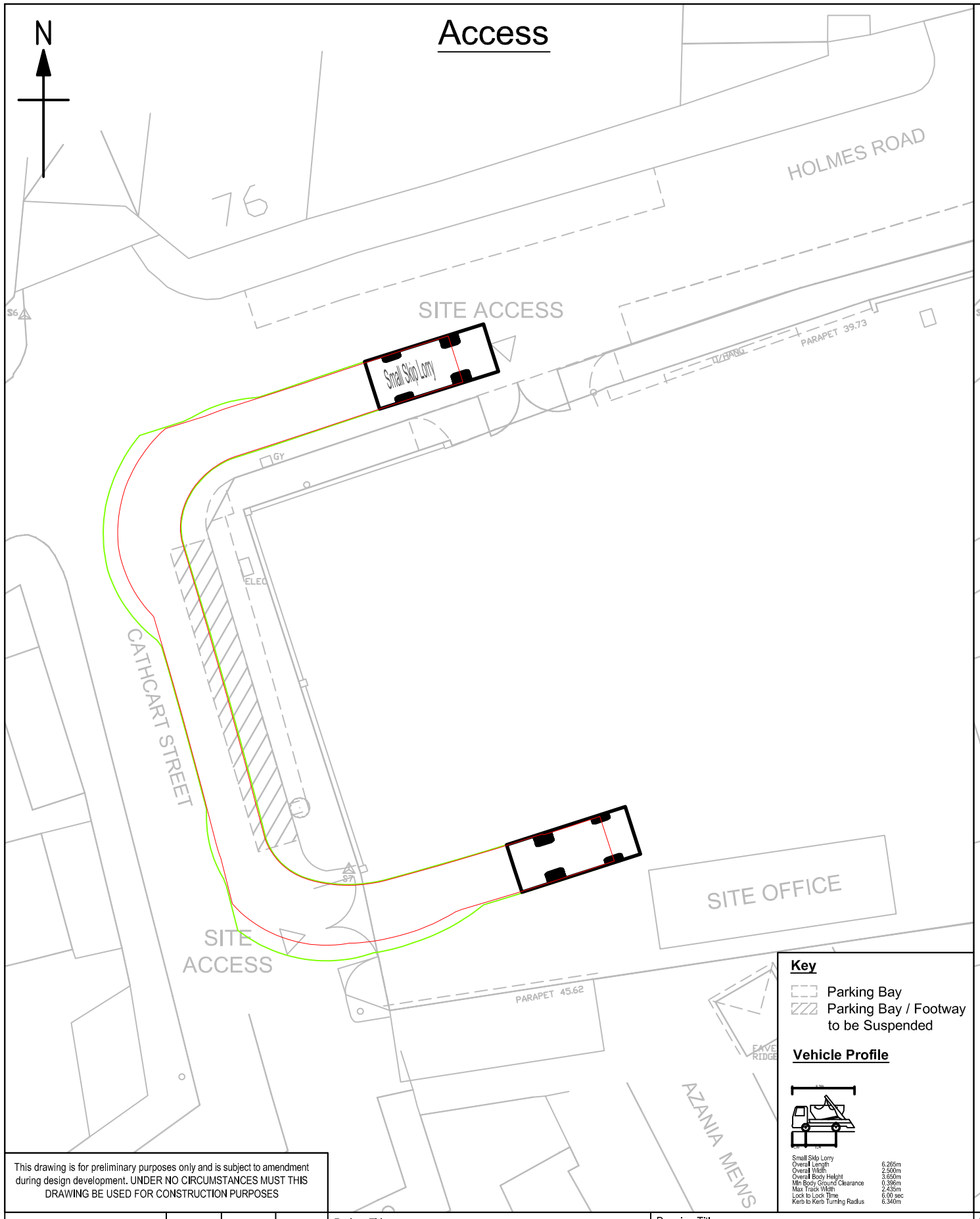
Access



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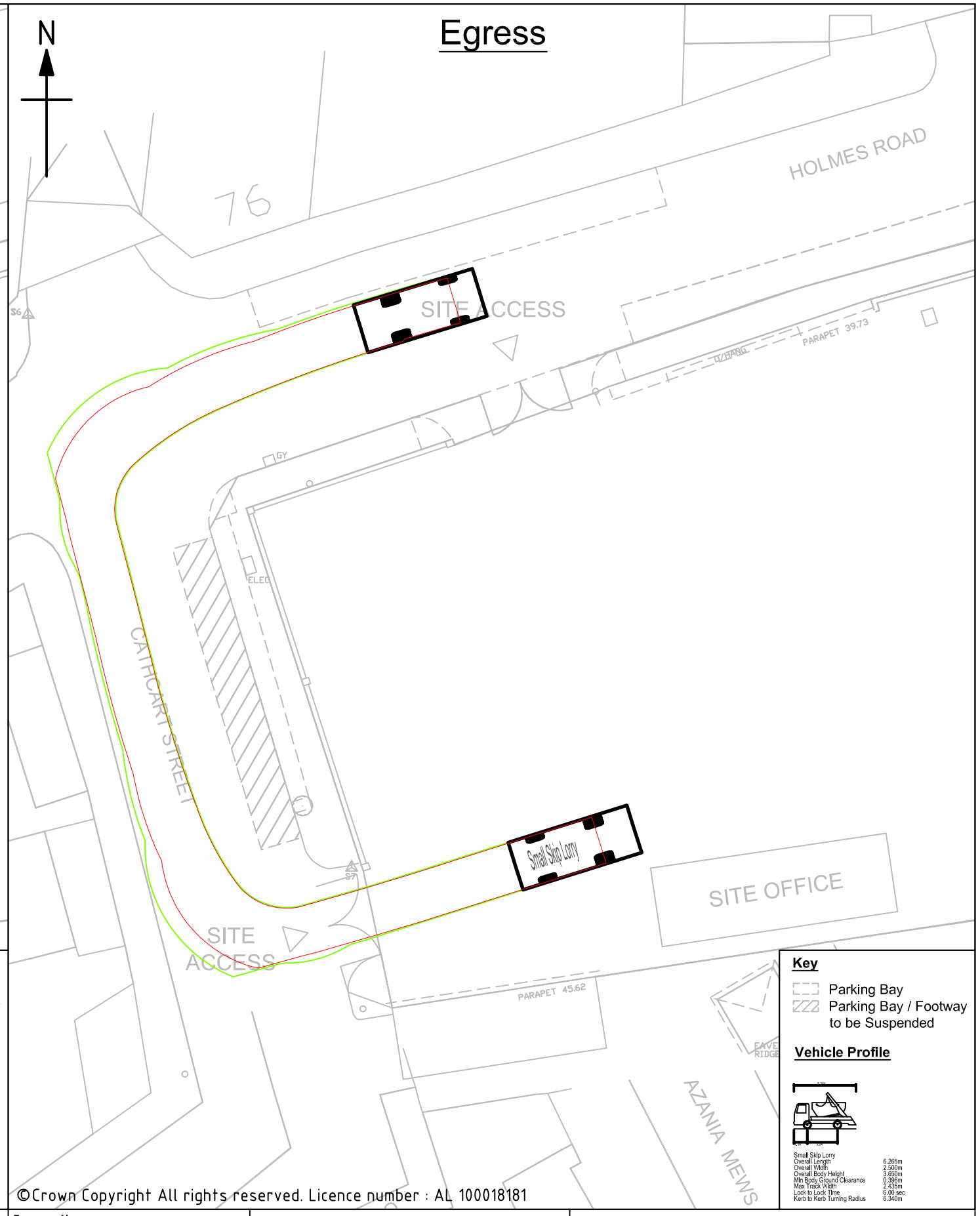

Revision Details	By / Check	Date	Suffix

Project Title: Holmes Road 2013

Client: Hallmark Property Group

Drawing Title: Construction Traffic Management Plan
Access Arrangements Stage 1
Swept Path Analysis
Small Skip Lorry

Purpose of issue: Final

Drawn	Approved	Revision
CJB	BC	-
Checked	Date	Date
EE	17.10.13	-
URS Internal Project No. 47066719		Scale @ A3 1:250

Drawing Number: 47066719-TRA-CTMP-001-003 | -

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Plot Date : 17/10/2013 11:26:26
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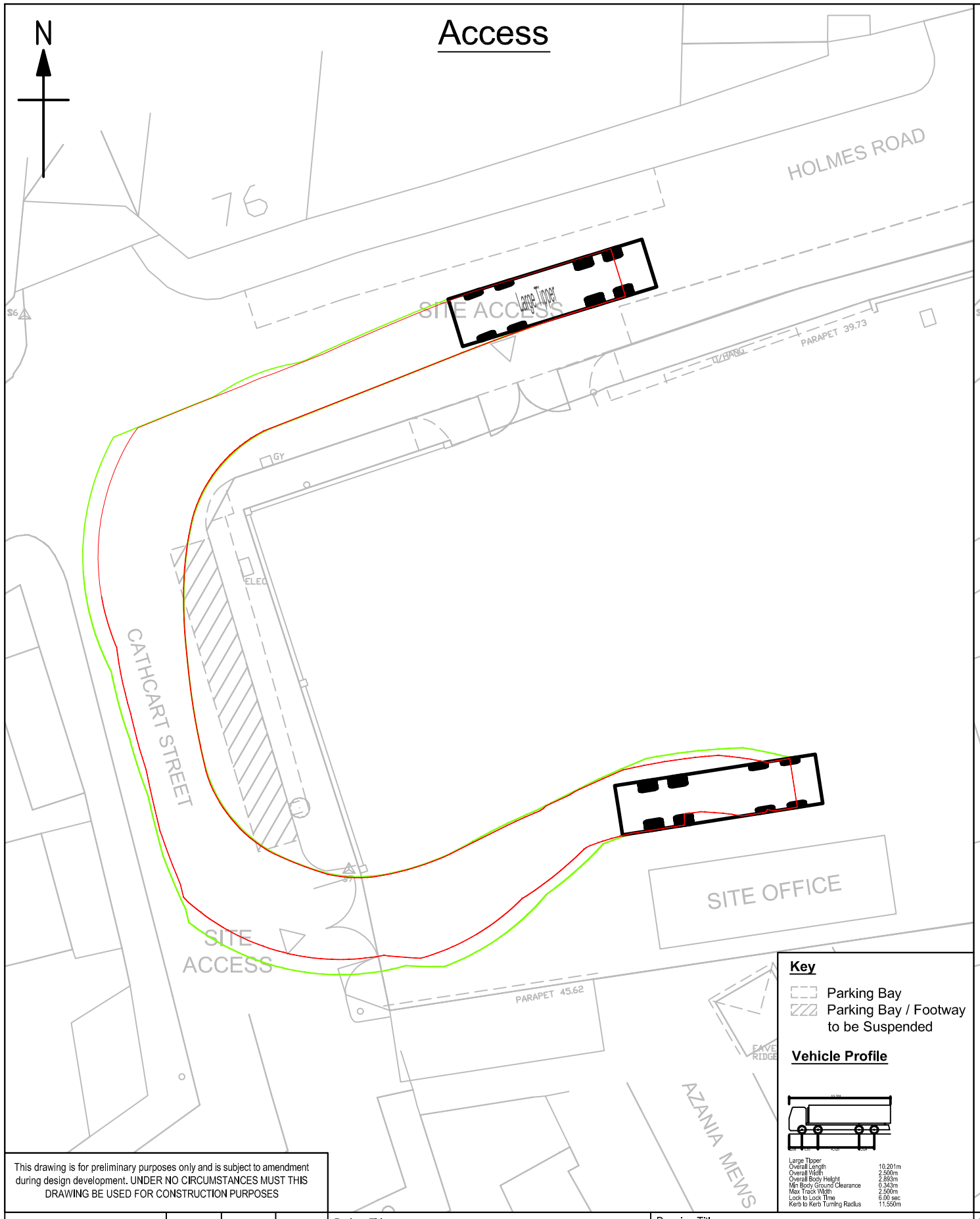
Access



Key

- Parking Bay
- Parking Bay / Footway to be Suspended

Vehicle Profile

Large Tipper	
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	11.556m

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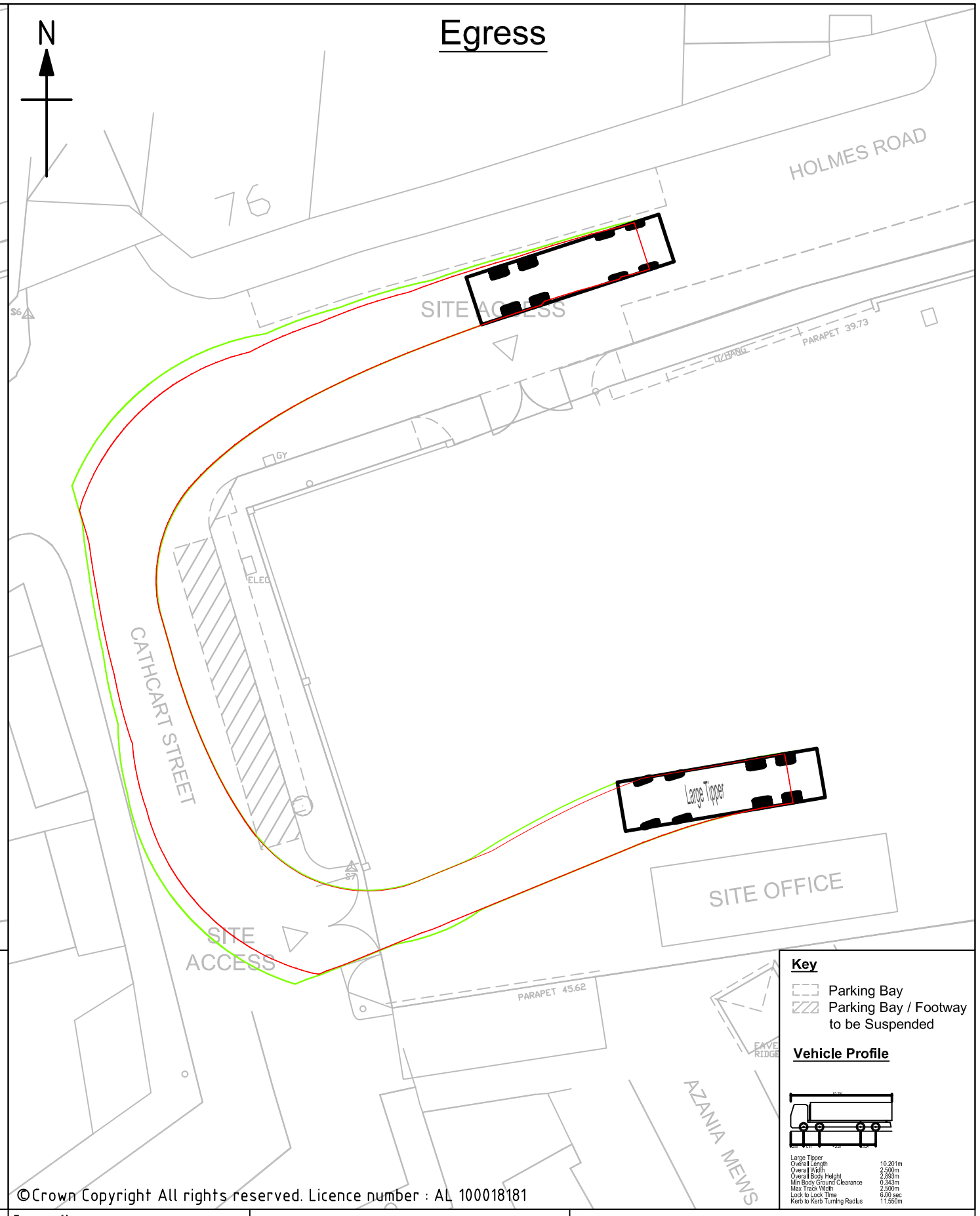
Egress



Key

- Parking Bay
- Parking Bay / Footway to be Suspended

Vehicle Profile

Large Tipper	
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.343m
Max Track Width	2.500m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	11.556m

Revision Details	By / Check	Date	Suffix

Project Title: Holmes Road 2013

Client: Hallmark Property Group

Drawing Title: Construction Traffic Management Plan
Access Arrangements Stage 1
Swept Path Analysis
Large Tipper

Purpose of issue: Final

Drawn	Approved	Revision
CJB	BC	-
Checked	Date	Date
EE	17.10.13	-
URS Internal Project No. 47066719		Scale @ A3 1:250

Drawing Number: 47066719-TRA-CTMP-001-004 | -

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Plot Date : 17/10/2013 11:26:31
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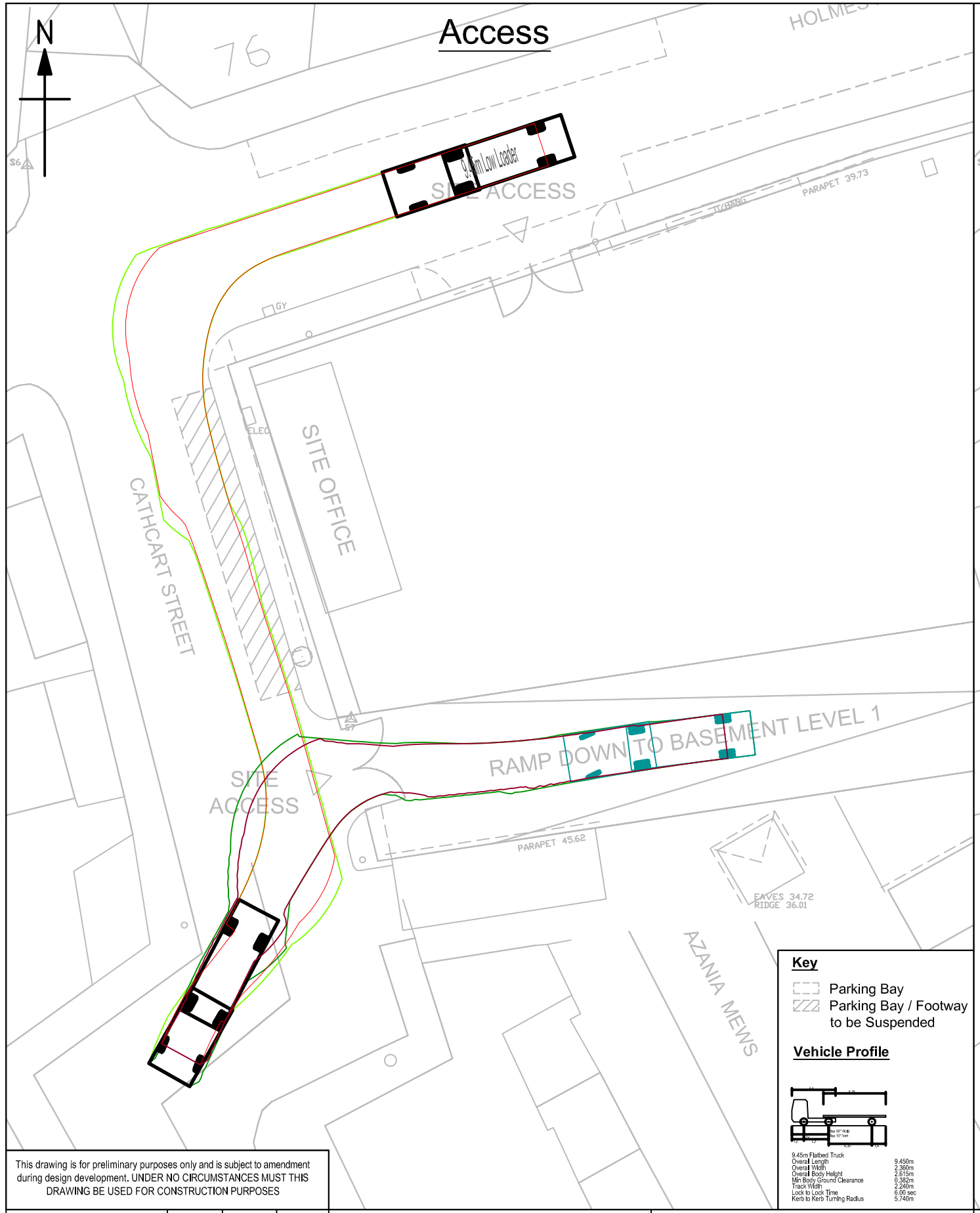

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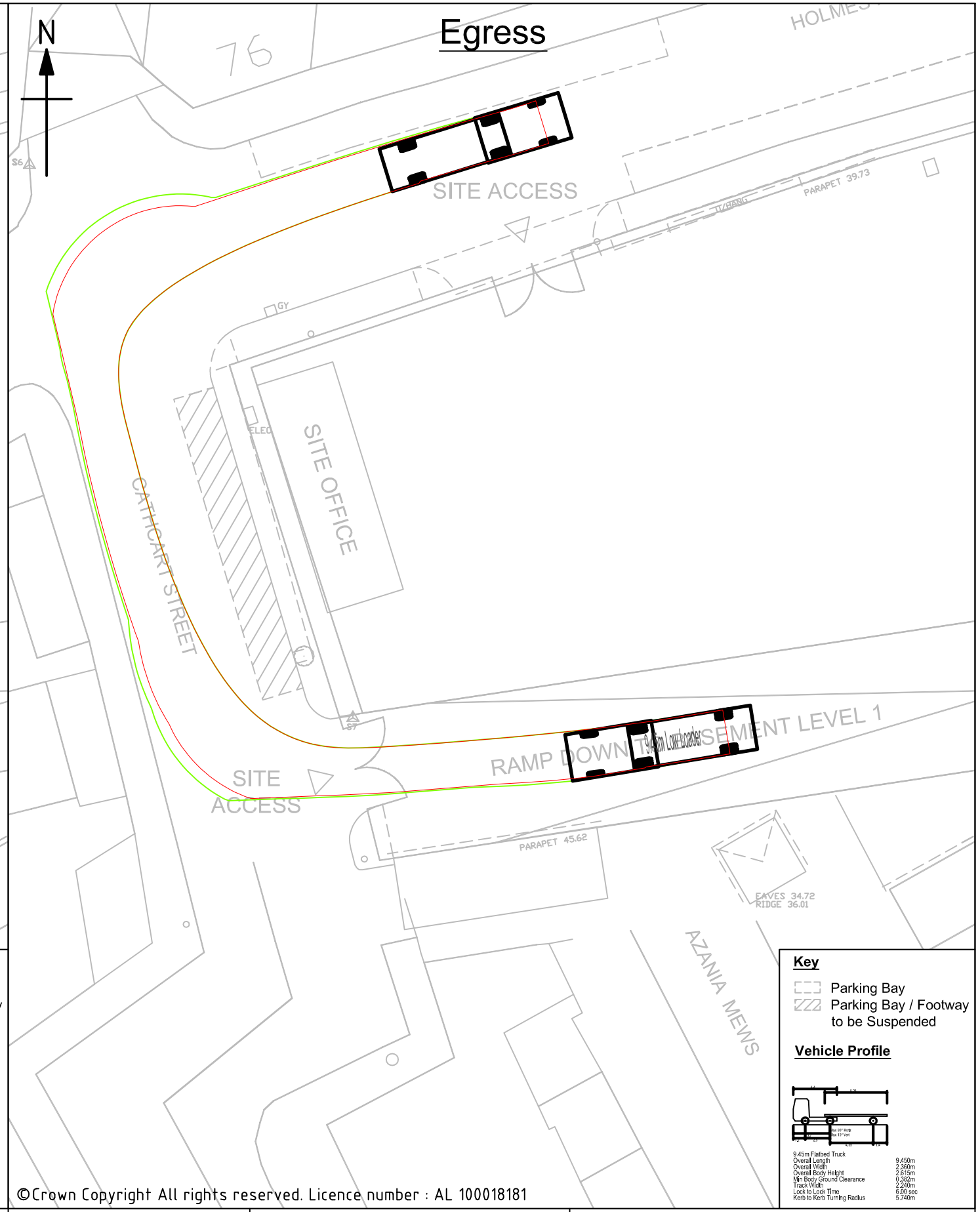

Revision Details	By / Check	Date	Suffix

Project Title: Holmes Road 2013

Client: Hallmark Property Group

Drawing Title: Construction Traffic Management Plan
Access Arrangements Stage 2
Swept Path Analysis
9.45m Flatbed Truck

Purpose of issue: Final		
Drawn: CJB	Approved: BC	Revision: -
Checked: EE	Date: 17.10.13	Date: -
URS Internal Project No.: 47066719		Scale @ A3: 1:250

Drawing Number: 47066719-TRA-CTMP-002-001 | -

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Plot Date : 17/10/2013 11:26:56
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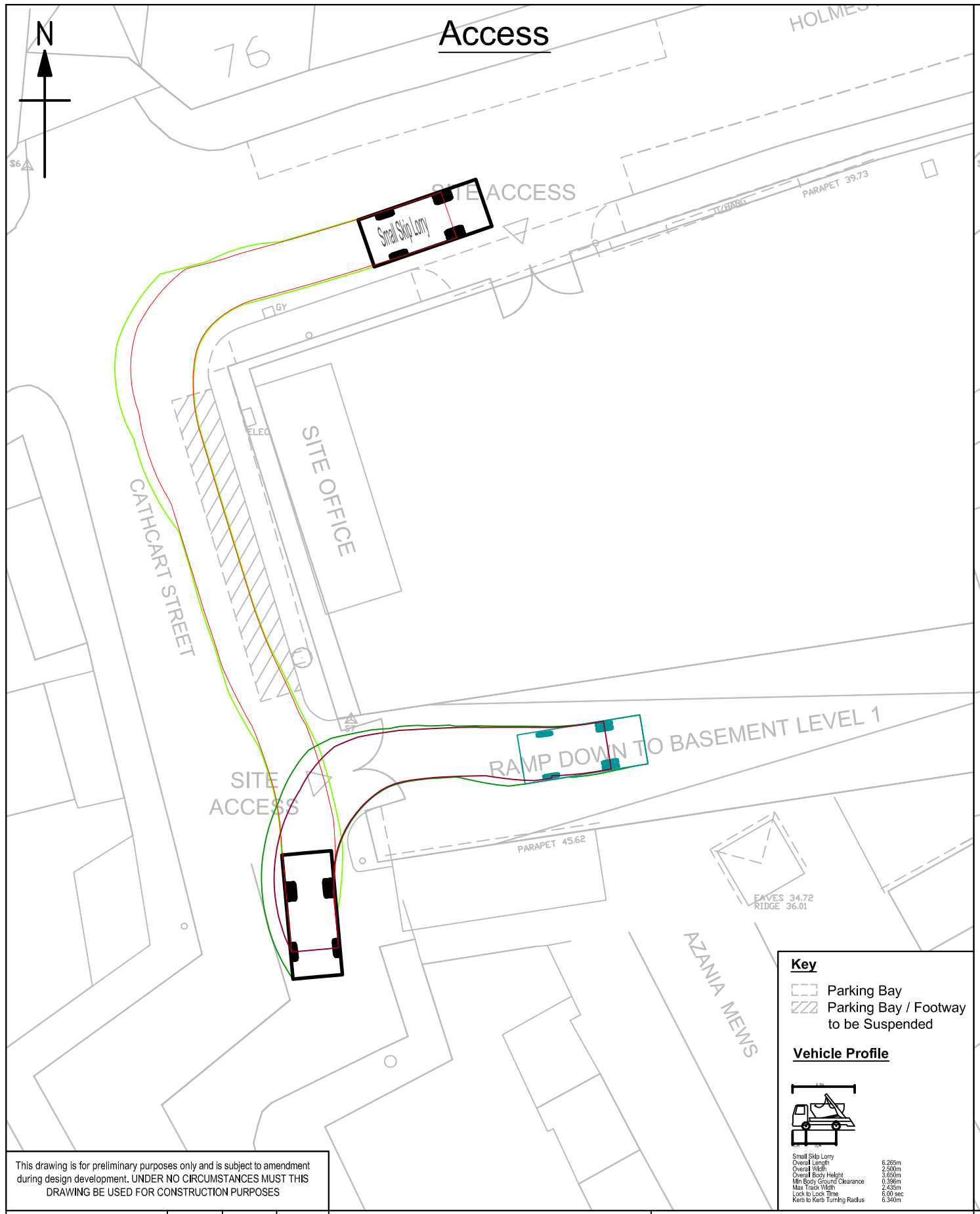
Access



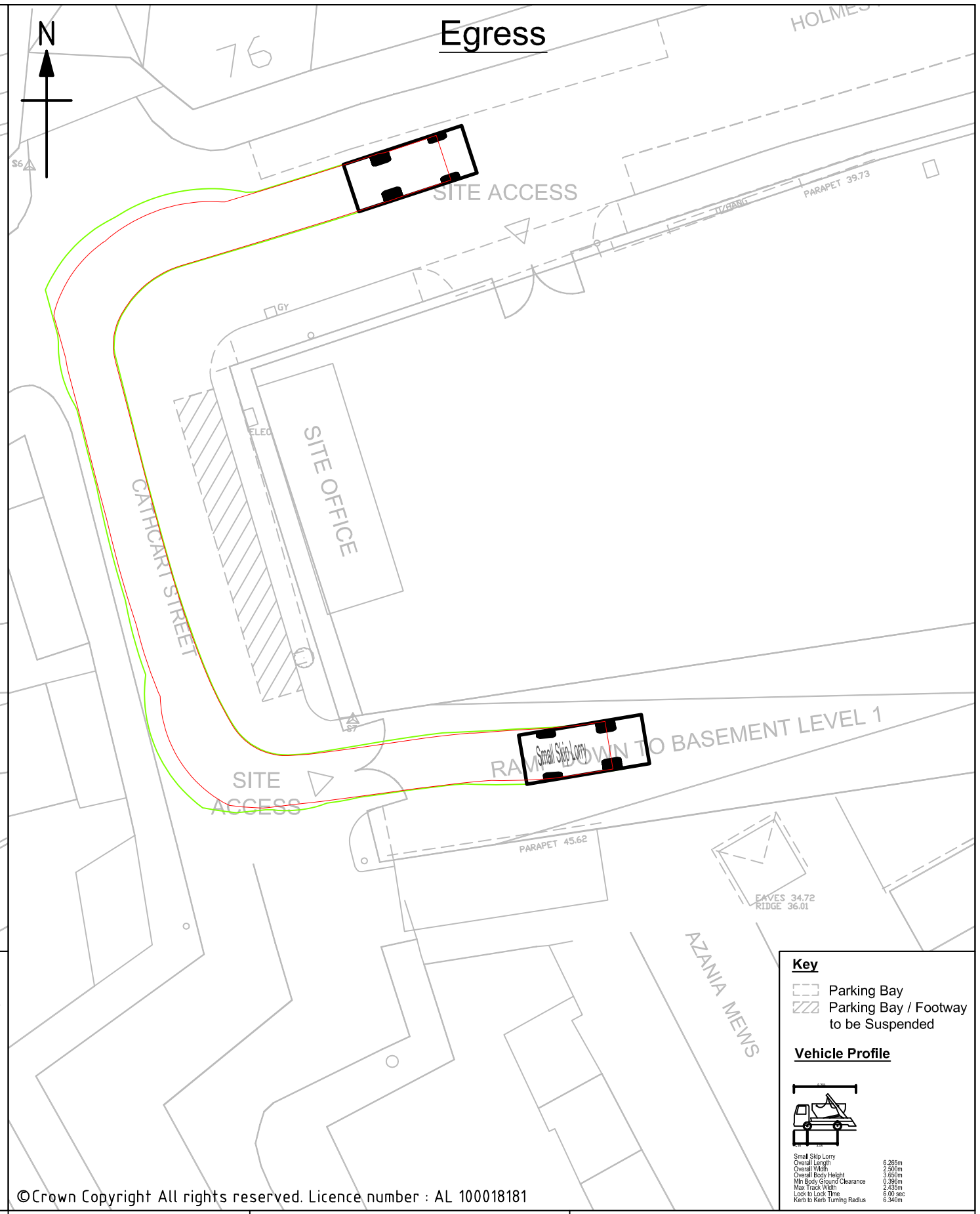
Key

- Parking Bay
- Parking Bay / Footway to be Suspended

Vehicle Profile

Small Skip Lorry	
Overall Length	6.265m
Overall Width	2.500m
Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	6.340m

Egress



Key

- Parking Bay
- Parking Bay / Footway to be Suspended

Vehicle Profile

Small Skip Lorry	
Overall Length	6.265m
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Overall Body Height	3.650m
Min Body Ground Clearance	0.396m
Max Track Width	2.435m
Lock to Lock Time	6.00 sec
Kerb to Kerb Turning Radius	6.340m

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Revision Details	By / Check	Date	Suffix

Project Title: Holmes Road 2013

Client: Hallmark Property Group

Drawing Title: Construction Traffic Management Plan
Access Arrangements Stage 2
Swept Path Analysis
Small Skip Truck

Purpose of issue: Final		
Drawn: CJB	Approved: BC	Revision: -
Checked: EE	Date: 17.10.13	Date: -
URS Internal Project No.: 47066719		Scale @ A3: 1:250

Drawing Number: 47066719-TRA-CTMP-002-002 | -

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Plot Date : 17/10/2013 11:27:02
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