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KENTISH TOWN HEALTH CENTRE

REF: PLANNING PERMISSION 2007/1125/P

SUBMISSION OF DETAILS:

- **TO DISCHARGE PLANNING CONDITIONS 1 & 2**
- **FOR APPROVAL OF REVISED PROPOSALS FOR WORKS TO THE HIGHWAY**
- **IN RELATION TO DUST CONTROL**

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CONTENTS

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1.0 Introduction

We hereby submit details for approval in relation to

- the discharge of Condition 1 attached to the planning permission Ref:2007/1125/P dated 20th March 2007 – sections 2, 4 and 5 of this document; and

- revised proposed works to the highway – section 3 of this document.

In addition further details re-control of dust are provided which have been verbally requested by LB Camden Environmental Health – section 6 of this document.

The details contained within the methodology statement submitted and approved as part of planning permission 2007/1125/P shall be adhered to unless there is a direct conflict with the details contained within this document, in which case this document shall take precedence.

2.0 Fully Scaled Drawings of Swept Paths of All Vehicle Movements and Sizes accessing the site

Detailed swept path analyses of the entry & exit points to the site area have been undertaken by WSP Architects and are included on the following pages plotted for a 10m rigid vehicle, a 12m rigid vehicle, a 16.5m artic and an 8m vehicle.

Please note that as stated in all previous details submitted, a banksman is employed to control all vehicle access in and out of the site, including accompanying the vehicles through the fire gate. This conforms with policy T12 prioritising road safety and minimising accident risks.

Conclusions for successful access at each entry & exit point are as follows.

A 10m rigid vehicle will be able to enter the site in reverse gear and exit in forward gear.

A 10m rigid will be able to gain access via the extended fire gate if required.

An artic will be able to gain access through the fire gate with the use of metal plates on the footpath. The artic vehicles are to be considered exceptional and consist of six visits to site i.e. for the delivery and removal of the excavator, the piling rig and the tower crane. These are detailed in the following pages.

The metal plates will be 2400mmX1200mm and 18mm thick with an anti-slip coating. They will only be in place for the artic deliveries and not left positioned permanently, unless that is required by LB Camden.

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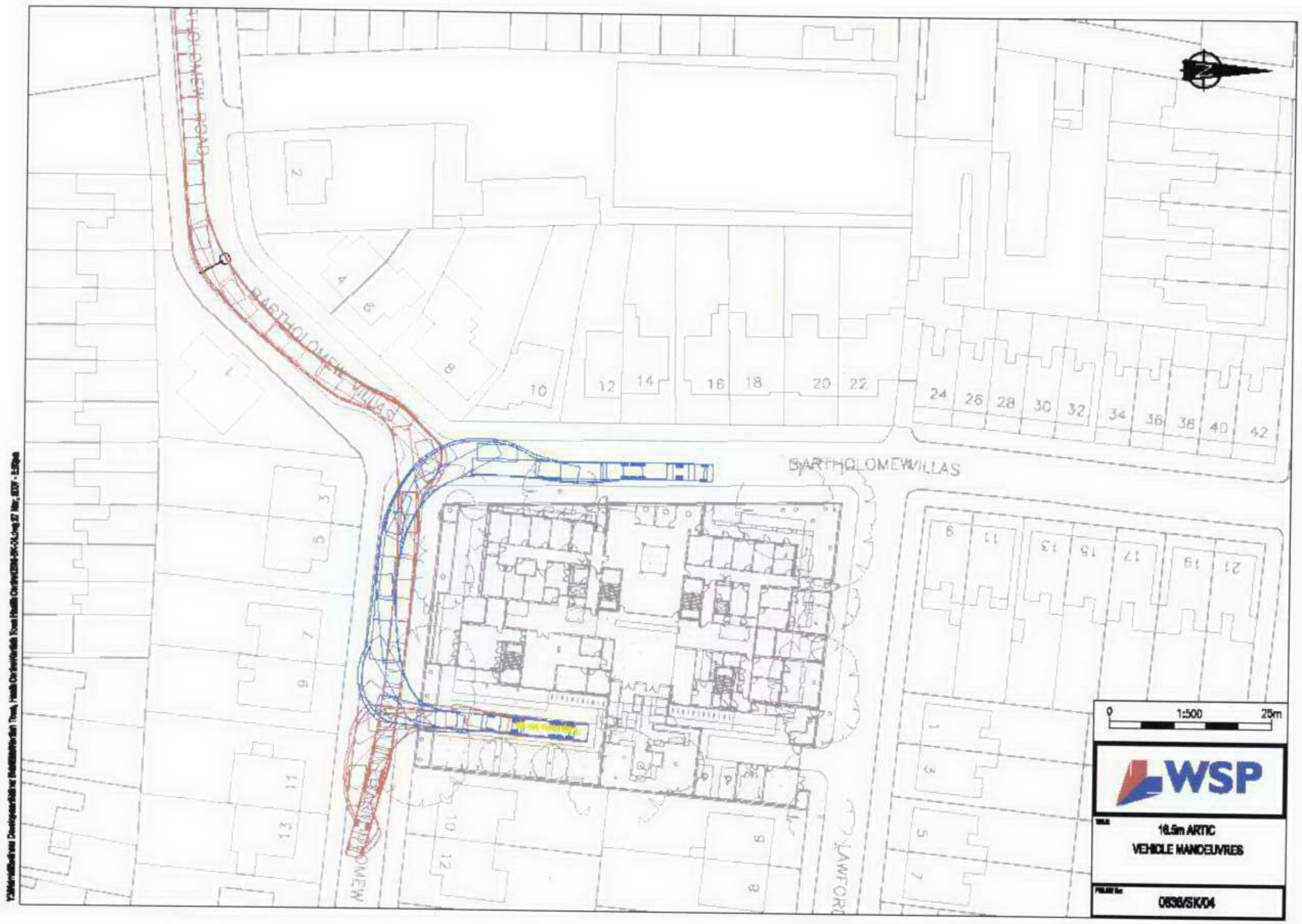
The swept path drawings included on the following pages are:

- 0836/SK/01 – Access into/out of site (reverse in)
- 0836/SK/02 – Access into/out of site (forward in)
- 0836/SK/011 – 10m rigid through fire gate
- 0836/SK/04 – Artic manoevres
- 0836/SK/05 – 12m rigid manoevres
- 0836/SK/06 – 10m rigid recommended width
- 0836/SK/07 – 12m rigid recommended width
- 0836/SK/08 – Artic recommended width
- 0836/SK/012 – Artic access onto metal plates



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SCANIA

SPECIFICATION

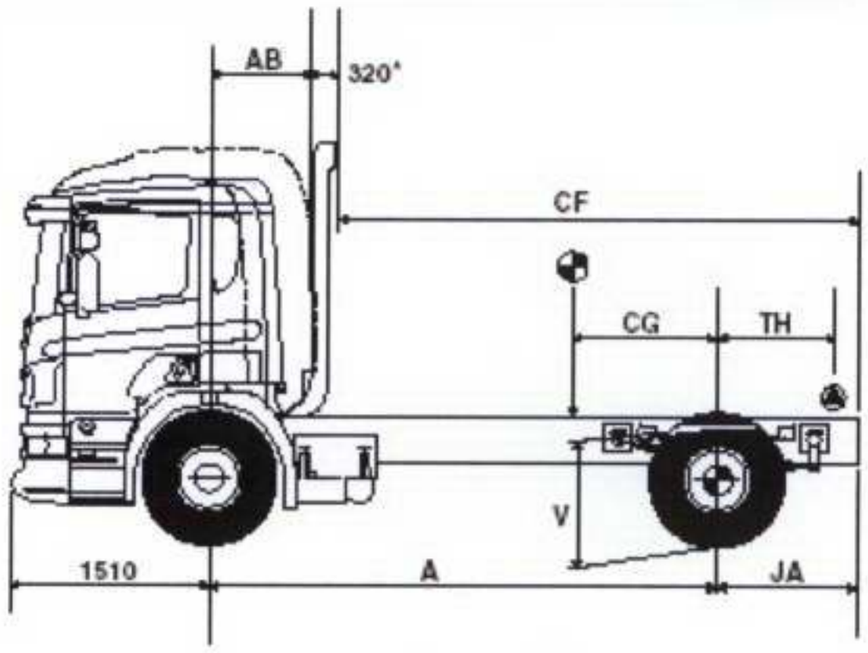
P-series

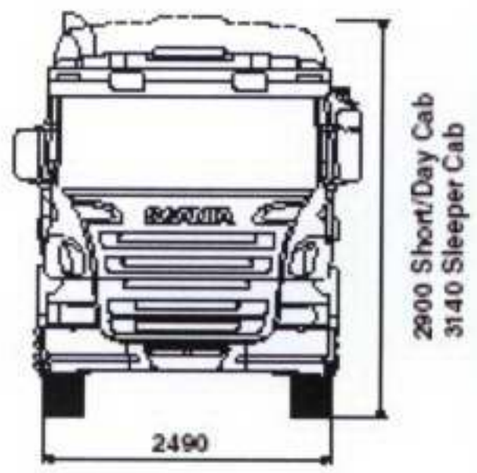
P 230 DB4x2HNZ

19000Kg GVW

TWO AXLE TIPPER

P





AB (centreline of front axle to back of cab) Short — 300 Day — 590 Sleeper — 860

*Reduces to 250mm with sleeper cab

DIMENSIONS (mm)

A		3900	4300	4500	4700
BLT	Day Cab	4585	5181	5486*	5791*
	(feet)	(15.0)	(17.0)	(18.0)	(19.0)
CF		4190	4590	4790	4990
JA		1200	1200	1200	1200
JA Max		3600	4000	4000	4000
CG Max		860	951	990	1032
CG Min		665	735	763	795
TH		1030	1030	1030	1030

V unladen = 1096mm V laden = 960mm.
BLT = Tipper bodylength to suit weight distribution.*=Subframe requirements subject to application. CG dimension for body and payload calculated for standard model at standard GB plated weights.TH = Tipper hinge. V dimension measured to top of frame at rear axle centreline. Rear overhang (JA) can be specified in 10mm steps up to maximum – check legality.

PLATED WEIGHTS – AWR

		Front Axle	Rear Axle	GVW	GTW$
Design Gross	Kg	7500	11500	19000	22500
Legal Max in GB	Kg	7100*	11500	19000	21500

$ GTW 28000kg design and GB when fitted with trailer brakes. Increases to 40000kg with '270' or '310' engine.
GR905 gearbox recommended as minimum.
*Legal front axle capacity limited by tyres.
Plated weights dependent on statutory tyre limitations.

CHASSIS/CAB WEIGHTS

(Tolerance +/- 2.5%)

Axle distance	Front	Rear	Total (kg)
3900	4320	1545	5985
4300	4320	1570	5990
4500	4345	1601	5946
4700	4350	1611	5961

Chassis cab weight includes 20 litres of fuel, oil and water. Driver not included. See overleaf for option weights.

SCANIA

SPECIFICATION

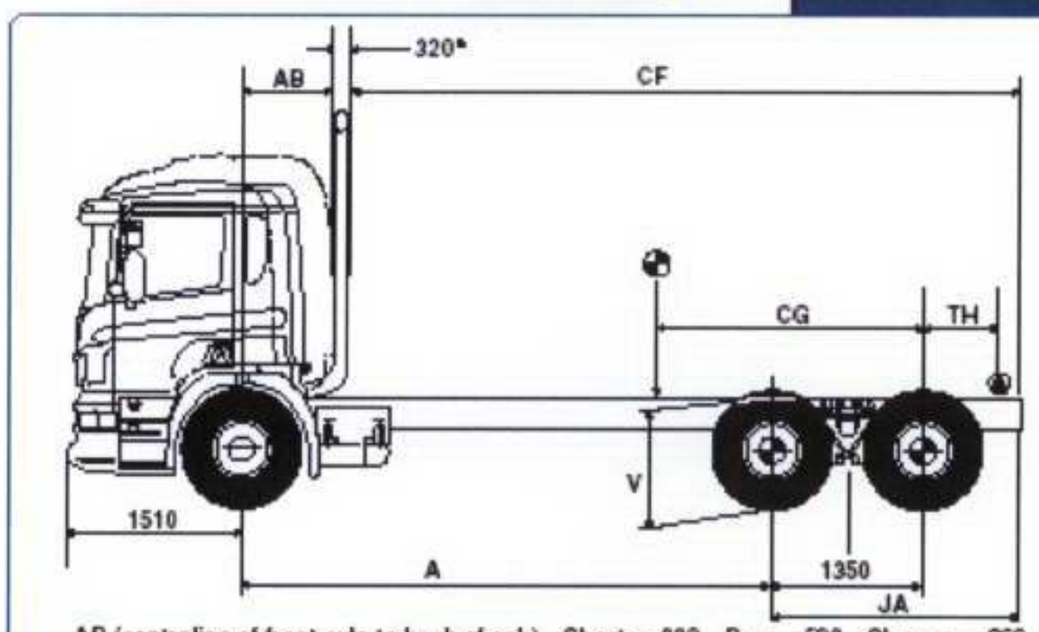
P-series

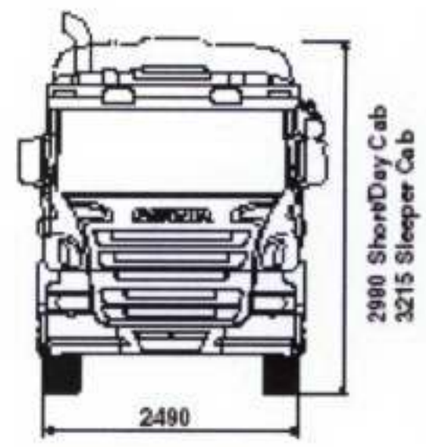
P 270 CB6x4MHZ

28500Kg GVW

THREE AXLE TIPPER

P





AB (centreline of front axle to back of cab) Short — 300 Day — 590 Sleeper — 960

*Reduces to 250mm with sleeper cab

DIMENSIONS (mm)

A		3900	4100	4300
BLT	Day cab	5486	5945	6400
	(feet)	(18.0)	(19.5)	(21.0)
	Sleeper	5334	5563	5880
	(feet)	(17.5)	(18.3)	(19.3)
CF	Day cab	5200	5400	5600
	Sleeper	5000	5200	5400
JA		2210	2210	2210
CG Max	Day cab	1418	1446	1477
	Sleeper	1400	1428	1457
CG Min	Day cab	1292	1315	1339
	Sleeper	1274	1295	1319
TH		780	780	780

Frame Height	V unladen	V laden
'H'	1110 mm	1062 mm
'N'	1060 mm	1012 mm

Theoretical wheelbase (TWB) = A + 675mm.

BLT = Nominal tipper bodylength to suit weight distribution. CG dimension for body and payload calculated for standard model at standard GB plated weights. TH = Tipper hinge. V dimension measured to top of frame at rear bogie centreline.

PLATED WEIGHTS – AWR

		Front Axle	Rear Bogie	GVW	GTW $
Design Gross	Kg	7500†	21000	26500	32000
Legal Max in GB	Kg	7500	19000	26000	29500

$ With trailer brakes design = 70000kg. Max in GB = 44000kg.
Rear bogie load in GB (with trailer attached) = 17000kg.
† Front axle capacity up to a maximum of 9000 kg available as option.
Plated weights dependent on statutory tyre limitations.

CHASSIS/CAB WEIGHTS

(Tolerance +/- 2.5%)

Axle distance	Front	Rear	Total (kg)
3900	4360	3300	7660
4100	4375	3305	7680
4300	4390	3360	7750

Chassis cab weight includes 20 litres of fuel, oil and water. Driver not included. See overleaf for option weights.

SCANIA

SPECIFICATION

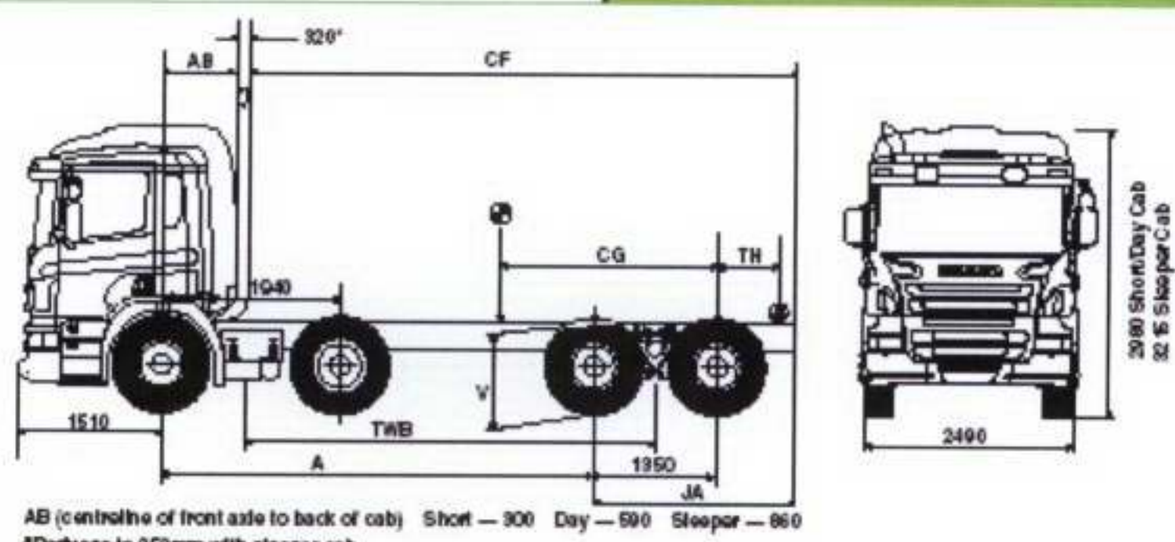
P-series

P 340 CB8x4MHZ

34000Kg GVW

FOUR AXLE TIPPER

P



AB (centreline of front axle to back of cab) Short — 300 Day — 590 Sleeper — 860
*Reduces to 250mm with sleeper cab

DIMENSIONS (mm)

A		5100	5300	5500	5700	5900
BLT	Short Cab	6858	7088	7315	7620	7925
	(feet)	(22.5)	(23.25)	(24.0)	(25.0)	(26.0)
	Day	6630	6858	7088	7315	7620
	(feet)	(21.75)	(22.5)	(23.25)	(24.0)	(25.0)
	Sleeper	N/A	6248	6630	6858	7087
	(feet)		(20.5)	(21.75)	(22.5)	(23.25)
CF	Short Cab	6640	6840	7040	7240	7440
	Day	6350	6550	6750	6960	7150
	Sleeper	6150	6350	6550	6750	6950
JA		2160	2160	2160	2160	2160
CG Max	Short Cab	2335	2416	2484	2552	2604
	Day	2328	2409	2477	2544	2613
	Sleeper	2314	2394	2462	2530	2597
CG Min	Short Cab	2084	2155	2213	2271	2311
	Day	2077	2148	2205	2262	2320
	Sleeper	2062	2132	2189	2247	2303
TH		730	730	730	730	730

Frame Height	V unladen	V laden
'H'	1110mm	1062mm
'N'	1060mm	1012mm

Theoretical wheelbase = A - 295mm.
BLT = Nominal tipper bodylength to suit weight distribution. CG dimension for body and payload calculated for standard model at standard GB plated weights. TH = Tipper hinge. V dimension measured to top of frame at rear bogie centreline. 5.9m axle distance model designed for bulk tipping operations with free flowing loads.

PLATED WEIGHTS – AWR

		Front Bogie	Rear Bogie	GVW	GTWt
Design Gross	Kg	15000*	21000	34000	37500
Legal Max in GB	Kg	14200	19000	32000	35500

† With trailer brakes design = 56000 kg. Max. in GB = 44000 kg.
Rear bogie load in GB (with trailer attached) = 17000 kg
* 14200Kg with 2x32mm front springs.
Plated weights dependent on statutory tyre limitations.

CHASSIS/CAB WEIGHTS

(Tolerance +/- 2.5%)

Axle distance	Front Bogie	Rear Bogie	Total (kg)
5100	6140	2704	9844
5300	6148	2711	9859
5500	6153	2716	9869
5700	6158	2721	9879
5900	6163	2726	9889

Chassis cab weight includes 20 litres of fuel, oil and water.
Driver not included. See overleaf for option weights.

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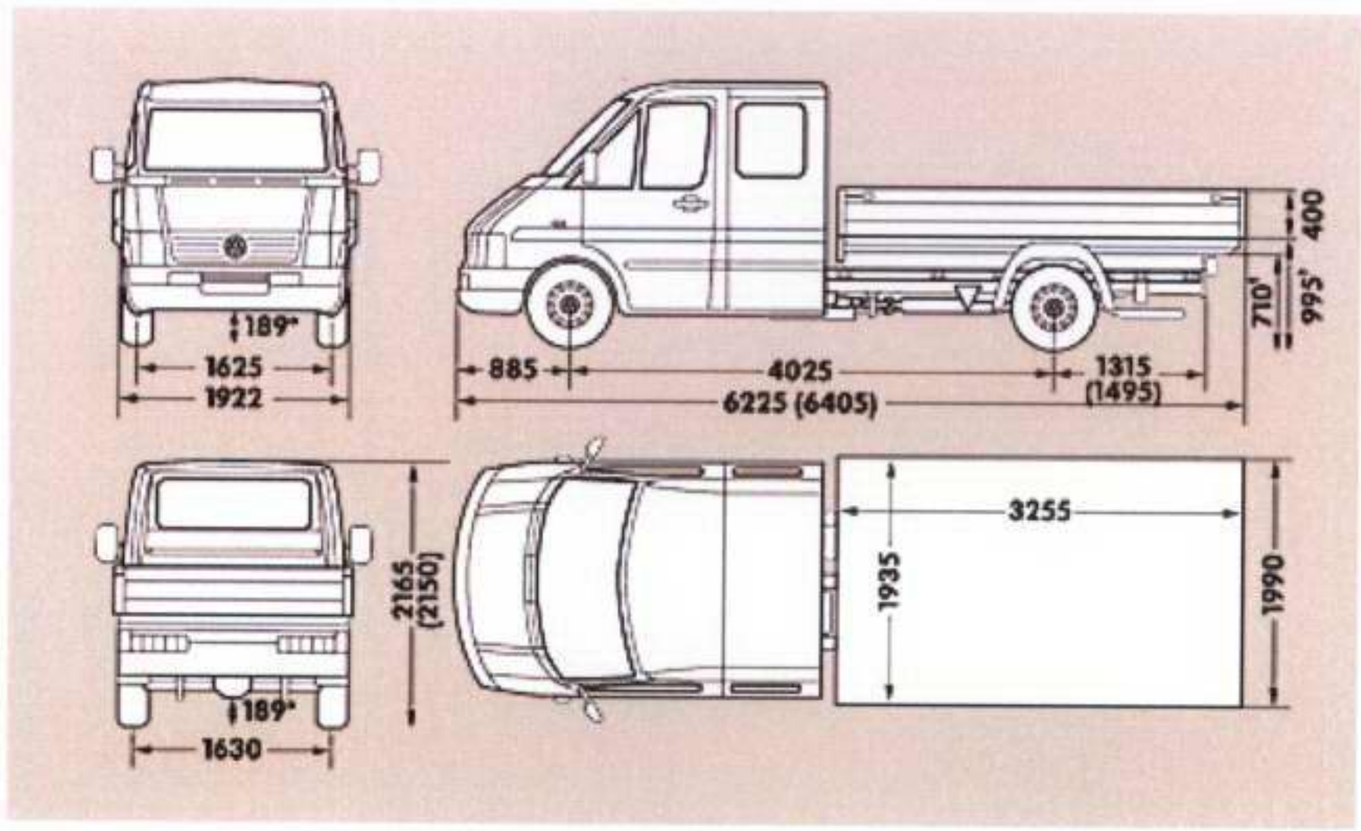

3.0 Revised Proposed Works to the Highway (Fire Gate Works)

The previous proposals for the fire gate configuration agreed with LB Camden Highways were not acceptable to LB Camden Traffic Engineering. The previous proposals included reducing the pavement level adjacent to the gate; the revised proposals do NOT reduce the pavement level.

A meeting was convened on 26th March 2007 on site in order to discuss and agree a revised plan for the access through the fire gate. The attendance was as follows:

- Keith Williams – Project Manager (Bluestone)
- Gordon Hamilton – Senior Technical Officer (LBC Highways)
- Elliot Della – Senior Engineer (LBC Traffic Engineering)

Our revised proposal agreed with LB Camden Traffic Engineering consists of:

- Reduce width of central island
- Move gate post to reduced island
- Change receiving post to a removable receiving post
- Receiving post to be extended to form "T-piece" for gate to be locked against.
- A temporary traffic order (already applied and paid for) is to be provided.

The drawings of the proposed fire gate works are A505/SK/231 & A505/SK/232 attached on the following two pages.

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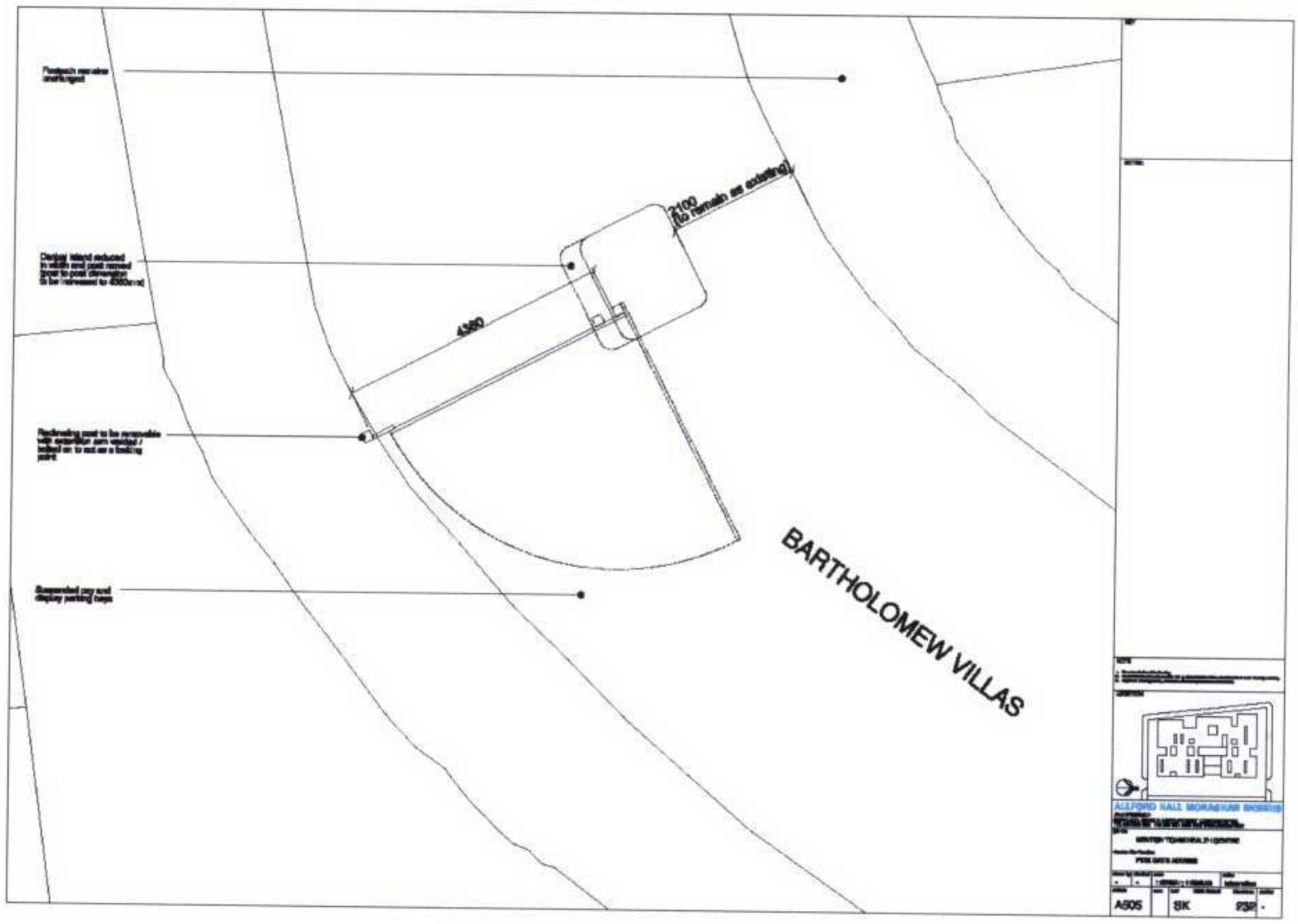

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4.0 Fully Scaled Drawings Showing Alternative Methods of How Large Vehicles shall access the Site etc

The planning condition requires us to identify an alternative route for large vehicles.

The alternative to access via Bartholomew Road onto Kentish Town Road is via Bartholomew Villas into Patshull Road. This is only suitable for a vehicle up to the size of a 7.5t box van (8m long) with all parking spaces in use. The local residents strongly object to this route being used for vehicles of greater size than a 7.5t box van, therefore it is not proposed to use this route for larger vehicles.

As required by the Planning Authority we attach swept paths drawings on the following pages illustrating the alternative route for large vehicles, WHICH WE DO NOT PROPOSE TO USE EXCEPT IN EMERGENCY OR WHEN THE PRINCIPAL ROUTE THROUGH THE FIRE GATE IS UNAVOIDABLY UNAVAILABLE.

The drawings on the following pages are:

- 0836/SK/09 – 10m rigid into Patshull Road
- 0836/SK/010 – 12m rigid into Patshull Road
- 0836/SK/013 – 7.5t box van into Patshull Road

Box Van dimensions 8010mm (L) X 2100mm (W)

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5.0 Details of the Start and End Date of the Entire Construction Period

The start date of the construction period will be 4th April 2007.

The end date is subject to extensions of time for relevant events under the building contract including possible variations (for example, should the UXO investigation take more time than anticipated due to discovery of magnetic anomalies that require further investigation) and delays to the works. The unforeseen nature of future events that may affect the progress and sequence of the works and thus the end date is such that the following information is indicative only.

Activity	Start	Finish
Demolition & UXB Probing	Apr 07	June 07
Substructure	June 07	Sep 07
Superstructure	Aug 07	Jan 08
Roofing and Enclosure works	Sep 07	Apr 08
Internals	Nov 07	Dec 08
Externals	Apr 08	Dec 08
Finals and finishes	July 08	Dec 08

6.0 Additional Details re-Control of Dust (LBC Environmental Health Information Request)

Monica Mulowza (LBC Environmental Health) has requested more details regarding the control of dust on site.

A section on "Dust" is contained within the previously submitted and approved details, the main points as follows:

During building works, wetting down and screening will be used to minimise dust egress onto the highway, footpaths and adjoining properties.

Roads will be kept clean by the use of a wheel washing facility and by sweeping as required.

Spillages on roads & paths will be removed.

Further details of additional dust control are as follows:

The "Contractors Guidance Notes on Noise and Dust Control from Construction and Demolition Sites" issued by London Borough of Camdens' Environment Department has been read, understood and will be adhered to.

Bluestone has a duty to adopt Best Practicable Means to minimise dust nuisance from the site activity.

The existing concrete car park on the site is remaining throughout most of the contract. Therefore dust from vehicles moving over a dusty site should be reduced.

The car park will be kept clean through sweeping and hosing down as required.

Stockpiled material will be kept away from the site boundary. It will be damped down where practical when being used.

Vehicles transporting dusty materials onto and off site will be covered.

Rubbish and waste will be placed in skips. Any shoots into the skips will have a close fitting cover at the point of discharge.

There will be no on-site bonfires.

Lorries and plant will not be left running unnecessarily and will not be parked in a position that could give rise to a nuisance from exhaust fumes.

Demolition is to be carried out using a "muncher" which is considered to be the less noisy & dusty than other methods of demolishing a concrete structure. Hosing down of the demolition locally to the munching will reduce dust.

The site is to be contained within a 2400mm high solid ply hoarding. This should reduce dust blowing through at street level.