Construction Management Plan (DRAFT)

pro forma v2.2

HOPE PROJECT

Prepared by ADL Traffic Engineering Ltd

2st Draft issued on 17th October 2017

[ADL Ref: ADL/AJM/3126/17A]

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
20/10/2017	2	Amol Pisal

Additional sheets

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

Date	Version	Produced by

Introduction

A Draft Construction Management Plan (CMP) has been prepared by ADL Traffic Engineering Ltd on behalf of Hope Lease Ltd in support of the planning application for the following proposed development:

> ***"Demolition of 65 Bayham Place, 1 Bayham Street (retention of façade) and rebuilding to provide private members club (sui generis) with extension to the rear and basement; retention and refurbishment of the ground floor of the Hope & Anchor Public House (Use Class A4) with 1st/2nd internal floor demolition and replacement to provide restaurant and bar, minor reconfiguration to circulation space within KOKO. Use of the Flytower by the private members club with retention of original theatre equipment. Installation of fourth floor extension to provide amenity space with terrace restaurant and bar. The proposals also include for the conversion of the KOKO dome to a private bar and general refurbishment and restoration to the building, along with the installation new plant."***

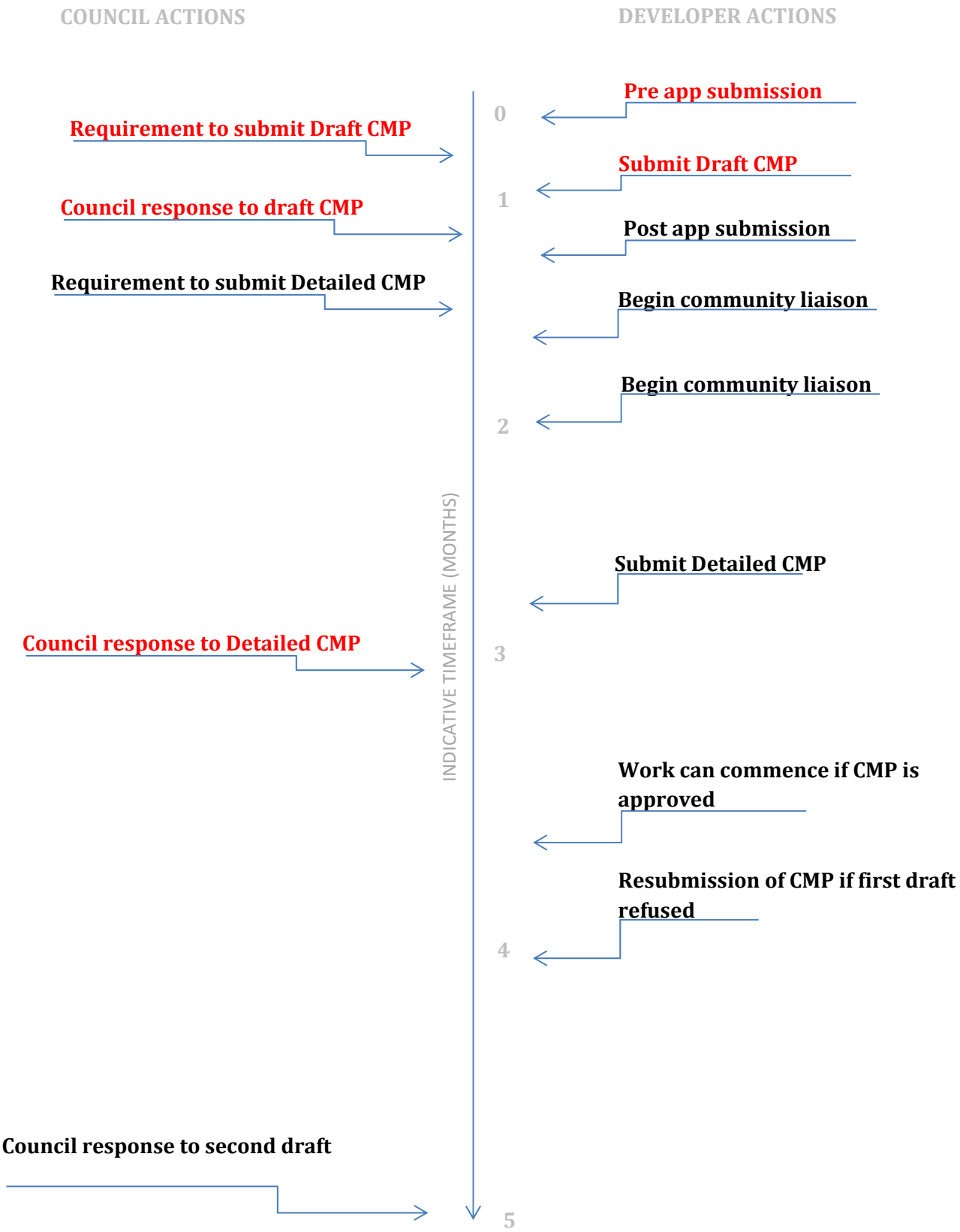
Given the stage the planning application was at, at the time of writing this report, the principal contractor has not been appointed. Hence there are certain questions in this Draft CMP that could not be answered at this stage. However, ADL have endeavoured to answer as many sections as possible in order to show the developer's commitment to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

A Principal Contractor will be appointed upon planning consent. ADL will then prepare a Detailed CMP in liaison with the contractor and submit to the Council for approval.

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

This CMP follows the best practice guidelines as described in Transport for London's (TfL's Standard for Construction Logistics and Cyclist Safety (**CLOCS**) scheme) and Camden's Minimum Requirements for Building Construction **(CMRBC)**.

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Pre app submission
0
Requirement to submit Draft CMP
Submit Draft CMP
1
Council response to draft CMP
Post app submission
Requirement to submit Detailed CMP
Begin community liaison
Begin community liaison
2
INDICATIVE TIMEFRAME (MONTHS)
Submit Detailed CMP
Council response to Detailed CMP
3
Work can commence if CMP is approved
Resubmission of CMP if first draft refused
4
Council response to second draft
5

Contact

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

Address: KOKO + Hope & Anchor, Bayham Place, Camden, London

Planning ref: Not known

Type of CMP – Draft CMP

A detailed CMP will be prepared as part of the Condition S106 obligation when a Principal Contractor is appointed.

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

Name: Mr Amol Pisal

Address: ADL Traffic Engineering, ADL House, Oaklands Business Park, Armstrong Way, Yate, Bristol, BS37 5NA

Email: amol@adltraffic.co.uk

Phone: 01454 332 100

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

Name: Mr Jasmeer Patti (Project Manager)

Address: 1 Fellmongers Path, London Bridge, London SE1 3LY

Email: Jasmeer.patti@towereight.co.uk

Phone: 0207 323 6809

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

Upon planning consent, a Detailed CMP will be prepared in liaison with the Principal Contractor. The Detailed CMP will contain the details of the person who will be responsible for community liaison

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

The Contractor will be appointed after the planning permission is granted. Once the contractor has been appointed, a detailed CMP will be submitted to the Council for their approval.

Site

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

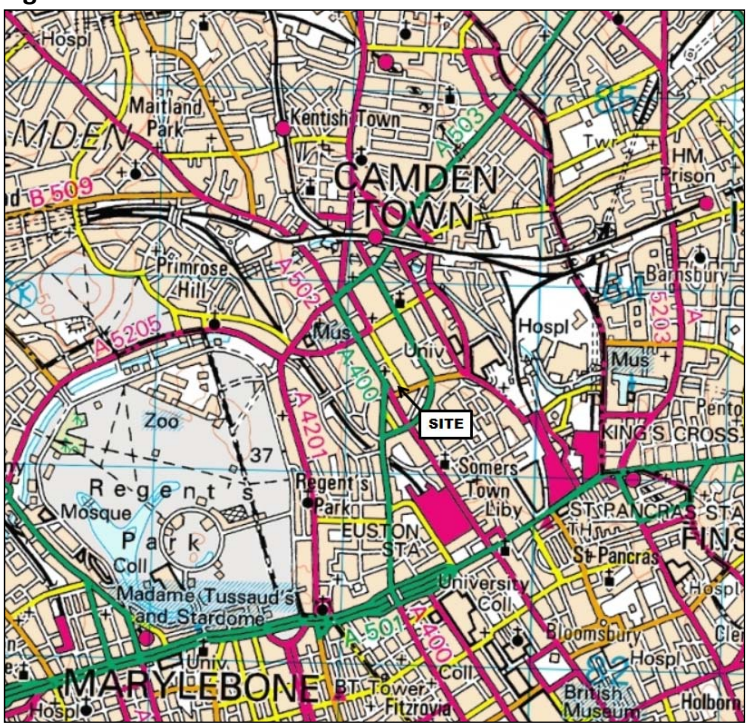
Site Location

The site is occupied by:

- **A concert venue called KOKO**
- **A public house with its frontage at the junction of Crowndale Road with Bayham Street; and,**
- **Part 3/4 storey office building at № 1 Bayham Place at the corner of the junction of Bayham Street with Bayham Place.**

The site is located opposite Mornington Crescent Underground 600m south of Camden Town and within 1.5km walking distance from St Pancras International Railway Station and Euston Railway Station. The site location is shown in Figure A.

Figure A Site location



The proposal is for the reconfiguration of the existing № 1 Bayham Place building and extension to the existing KOKO venue and The Hope and Anchor public house. The proposal will comprise a public house, dining/drinking areas, function room and private members area associated with the adjacent KOKO venue as per following:

- **Public house + dining/drinking + bar/catering**
- **Function rooms (ancillary to KOKO)**
- **Private members area (ancillary to KOKO)**
- **Gallery bar (ancillary to KOKO)**
- **Rehearsal room (ancillary to KOKO)**
- **Office (ancillary to KOKO)**

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

The construction works will involve extension to the existing basement, rationalisation and refurbishment of various parts of the building within the site boundary, retaining the façade fronting Bayham Place, Bayham Street and Crowndale Road, and provision of various aspects of the proposed development as stated above (in Section 6).

Detailed information regarding the construction and design is provided in Appendix 1.0.

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

Residential properties fronting Bayham Place, Bayham Street, Crowndale Road as well as KOKO venue which abuts the site.

Noise generated by the demolition and construction process will be considered and its impact on neighbouring properties mitigated. Suitable mitigation measures to be used include:

- **Standard construction hours.**
- **The use of quieter alternative methods or mechanical plant, where reasonably practical.**
- **Locating plant, equipment, site offices, storage areas and worksites away from neighbouring properties where reasonably practical.**
- **Machines and equipment, in intermittent use will be shut down or throttled down to a minimum when not in use;**
- **The use of site hoardings or portable acoustic enclosures/screens where practical.**
- **Maintaining and operating all vehicles, plant and equipment such that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum.**
- **All temporary site lighting will be faced into the site, and not directed towards any neighbouring properties.**
- **During works the main air pollution emissions are the dust generated when building materials are broken up and the fumes from machinery. The Principal Contractor will use high pressure hoses to saturate all bulk materials with water during the process and whilst loading the waste materials for disposal. Machinery exhaust emissions will be kept as low as is practical by using well maintained vehicles and machinery at all times.**
- **Hoarding will be erected around the site. Along with reducing the visual impact and providing protection for the construction workers and public, this will also act as a barrier for dust and dirt originating from within the site.**
- **All HGV's removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway. A wheel-washing facility will be provided, if required, for the duration of the construction works to ensure the levels of soil on roadways near the site are minimised.**
- **The Principal Contractor will ensure that the area around the site including the public highway is regularly and adequately swept to prevent any accumulation of dust and dirt.**
- **Burning of materials on site will not be permitted in order to prevent smoke emissions.**

9. Please provide a scaled plan detailing the local highway network layout in the vicinity of the site. This should include details of on-street parking bay locations, cycle lanes, footway extents and proposed site access locations.

This is provided in Appendix 2.0.

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

It is proposed to start the construction works in Spring 2018 and it is estimated that the construction would finish in Spring/Summer 2019 i.e. nine months

The exact dates will be decided upon planning consent.

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

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

The site hours will be:

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

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

The site has existing utility services that will need to be altered, disconnected or diverted [TBC]. The developer is aware of these works and will/have commission(ed) existing utility services surveys. The detailed programme and plan of works will be developed with the respective utility companies to disconnect and/or divert their services as necessary.

Community Liaison

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

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

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

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

Cumulative impact

Sites located within high concentrations of construction activity that will attract large numbers of vehicle movements should consider establishing contact with other sites in the vicinity in order to manage traffic routeing and volumes. Developers in the Tottenham Court Road area have done this to great effect.

The Council can advise on this if necessary.

13. Consultation

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

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

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

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

These meeting will take place once further information is available upon consent.

14. Construction Working Group

Please provide details of community liaison proposals including any Construction Working Group that will be set up, addressing the concerns of the community affected by the works, the way in which the contact details of the person responsible for community liaison will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

- **A Working Group meeting will be held straight after obtaining planning permission to keep residents informed of progress of the project.**
- **"Meet the Contractor" event will be held once the Principal Contractor has been appointed and a Detailed CMP has been formulated.**
- **Record of the above will be provided within a Detailed CMP along with the Code of Conduct and the Terms of Reference for the Working Group.**

15. Schemes

Please provide details of your 'Considerate Constructors Scheme' registration, and details of any other similar relevant schemes as appropriate. Contractors will also be required to follow the "Guide for Contractors Working in Camden" also referred to as "Camden's Considerate Contractors Manual".

The site will be registered to the Considerate Construction Scheme and the registration number will be provided within the Detailed CMP.

The Principal Contractor (once appointed) will reinforce its determination to contribute positively to the local environment by registering the project with the Considerate Construction scheme. Particular initiatives within this plan will include:

- **Control of the works so that dust and waste from the construction activities cannot blow into surrounding areas;**
- **Noise minimisation consistent with good construction practice;**
- **Road cleaning vehicle as necessary;**
- **Courteous approach to the public by site personnel and security guards;**
- **Carefully scheduled deliveries so that lorries do not back up; and,**
- **Local employment wherever possible.**
- **A newsletter describing current works will be made available to local residence.**

The Principal Contractor will set itself a target of achieving a minimum score for each CCS inspection criteria of "very good".

16. Neighbouring sites

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

There are currently not any live construction sites in the immediate vicinity of the proposed works.

If and when any of the projects come on stream, the Principal Contractor will communicate with the managers of those sites and work with them to coordinate construction traffic and routes so as to minimise any cumulative impacts of construction.

Transport

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

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

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

Checks of the proposed measures will be carried out by the council to ensure compliance. Please refer to the CLOCS Standard when completing this section. Guidance material which details CLOCS requirements can be accessed here, details of the monitoring process are available here.

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

Please refer to the CLOCS Overview and Monitoring Overview documents referenced above which give a breakdown of requirements.

CLOCS Considerations

17. Name of Principal contractor:

NOT ASSIGNED YET. The Principal Contractor will be assigned once the planning permission is granted.

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

The contractor, once appointed, will include within their sub contract orders the requirements for compliance, including:

- **All contractors vehicles will be certified by the Fleet Operators Recognition Scheme (FORS);**
- **Any collisions or incidents involving vehicles serving our sites will be thoroughly investigated;**
- **Traffic routing will be strictly policed (see routes defined earlier in the CMP);**
- **Vehicles will be fitted with all necessary warning signage, side protection, blind spot mirrors & vehicle manoeuvre warnings;**
- **Drivers will receive awareness training and be FORS registered.**

19. Please confirm that you as the client/developer and your principal contractor have read and understood the CLOCS Standard and included it in your contracts. Please sign-up to join the CLOCS Community to receive up to date information on the standard by expressing an interest online.

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

The Detailed CMP will include a statement confirming that the contractors have read and are aware of the CLOCS standards. The detailed CMP will be submitted once the contractor is appointed, upon planning consent.

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

Site Traffic

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

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

Routes should be carefully considered and risk assessed, taking into account the need to avoid where possible any major cycle routes and trip generators such as schools, offices, public buildings, museums etc. Where appropriate, on routes that use high risk junctions (i.e. those that attract high volumes of cycling traffic) installing Trixi mirrors to aid driver visibility should be considered.

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

a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the Transport for London Road Network (TLRN) on approach and departure from the site.

This is provided in Appendix 3.0.

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

The contractor will ensure that all sub contractors and suppliers that are part of their supply chain who have to make deliveries to site will be members of Transport for London's Fleet Operator Recognition Scheme (FORS) or similar at the Bronze level. The Principal Contractor will use their contractor selection process and procurement process to only select contractors who are members of FORS (or similar), by doing this we will be using drivers who are aware of the demands of driving large vehicles in central London in particular the awareness of cyclists.

By using suppliers and subcontractors who are FORS (or similar) members then all delivery vehicles will have:

i. Have Side Guards fitted, unless it can be demonstrated to the reasonable satisfaction of the Employer, that the Lorry will not perform the function, for which it was built, if Side Guards are fitted.
ii. Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a Close Proximity Sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre.
iii. Have a Class VI Mirror
iv. Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

All contractors will be made aware of the controlled zone restriction timings.

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

Construction vehicle movements are generally acceptable between 9.30am to 4.30pm on weekdays and between 8.00am and 1.00pm on Saturdays). If there is a school in the vicinity of the site or on the proposed access and/or egress routes, then deliveries must be restricted to between 9.30am and 3pm on weekdays during term time. (Refer to the *Guide for Contractors Working in Camden*).

A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors**.** Consideration should be given to the location of any necessary holding areas for large sites with high volumes of traffic. Vehicles must not wait or circulate on the public highway. Whilst deliveries should be given set times to arrive, dwell and depart, no undue time pressures should be placed upon the driver at any time.

a. Please provide details of the typical sizes of all vehicles and the approximate frequency and times of day when they will need access to the site, for each phase of construction. You should estimate the average daily number of vehicles during each major phase of the work, including their dwell time at the site. High numbers of vehicles per day and/or long dwell times may require vehicle holding procedures.

Defined traffic management procedures are imperative for the efficient handling of materials and waste for the project, but also to ensure effective management of vehicles, passing traffic and pedestrians. The traffic management plan will be controlled by a Logistics Manager and reviewed regularly. The material deliveries and waste away will be within the controlled zone in the Road. Vehicles will turn off engines when delivering and will be turned away when the loading area is in use to ensure no localised waiting.

The Project Manager and Logistics Manager will manage the traffic and working within the unloading point on the road within the loading bay in-front of Leeder House. All deliveries will be booked electronically in advance to ensure single delivery accommodation and co-ordination with waste removal.

Sizes of deliveries will be restricted and kept to a 'just in time'. All suppliers and contractors will be given prior instruction for the route and procedure for deliveries and vehicle details. All materials will be delivered and offloaded into the building by crane or forklift onto the ground floor hoisting area or via the ground floor hoarding entrances. A lifting plan will be implemented in relation to all lifting operations involving lifting equipment. All lifting operations will be undertaken in accordance with Lifting Operations and Lifting Equipment Regulations 1998 (LOLER).

Set out in the table below is the estimated deliveries and vehicle movements per site.
THIS TABLE IS SUBJECT TO CHANGE UPON APPOINTMENT OF THE PRINCIPAL CONTRACTOR.

Activity	Vehicle Frequency	Type of Vehicle
Demolition Approx 2 weeks	Max of 8 movements over a 2 week period which is the bringing and taking away of machinery	Rigid tipper lorries
Groundworks and bulk excavation Approx 3 weeks	Average of 4 per day	Rigid tipper lorries and concrete lorries
Concrete Works Approx 8 weeks	Average of 10 per day	Rigid concrete lorries and deliveries of steelwork.
Cladding works Approx 8 weeks	2 per day	Rigid lorries used to deliver; bricks, insulation, roofing materials and windows
Fit out works Approx 8 weeks	2 per day	Rigid lorries used to deliver materials for the fit out

b. Please provide details of other developments in the local area or on the route.

We have assessed the local area and the main route to the site(s) and believe that there are not any current projects of significance that will impact on our works or our works on theirs.
Should other projects come on-line when we will liaise with these projects and expect them to contract us so that our planning and traffic management is coordinated.

c. Please outline the system that is to be used to ensure that the correct vehicle attends the correct part of site at the correct time.

All deliveries will be pre booked and all delivery times will be known for each site. This will be controlled and managed by an on-site Logistics Manager. This will be achieved via the use of our sub-contractor coordination meetings were will have short term look-a-head programmes that will include the booking of deliveries.

d. Please identify the locations of any off-site holding areas (an appropriate location outside the borough may need to be identified, particularly if a large number of delivery vehicles are expected) and any measures that will be taken to ensure the prompt admission of vehicles to site in light of time required for any vehicle/driver compliance checks. Please refer to question 24 if any parking bay suspensions will be required for the holding area.

We do not anticipate the need for any off site holding areas. Should the appointed contractor deem this to be necessary, then the details will be provided within the Detailed CMP.

e. Please provide details of any other measures designed to reduce the impact of associated traffic (such as the use of construction material consolidation centres).

We do not anticipate the need for any construction material consolidation centres. However, should the contractor deem this to be necessary, and then the details will be provided within the Detailed CMP.

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

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

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

a. Please detail the proposed access and egress routes to and from the site

A Detailed CMP will be prepared upon planning consent in liaison with a Principal Contractor. The Principal Contractor will provide detailed site set up plans which will include location of the hoarding lines.

Appendix 4.0 demonstrates an indicative temporary loading bay on Bayham Street. The construction vehicles will enter and exit the loading bay and load/off-load the construction material. The loading bay location is such that it would require temporary closure of footway on Bayham Street. An alternative provision is shown in Appendix 4.0 which includes water filled pedestrian barriers.

b. Please describe how the access and egress arrangements for construction vehicles will be managed.

All deliveries will be supervised by a traffic marshall and reported to the Site Manager. All deliveries will be pre booked so that the traffic marshal will know when the delivery is coming and will take measures to ensure that the public are not affected by the delivery. The traffic marshall must be obeyed and no phones or hands-free kits are to be used whilst driving, either on site roads or on public roads. A water-filled pedestrian barrier will be used. Empty water-filled barriers will be placed on the north and south side. The traffic marshall will move these barriers to allow the delivery vehicle to enter/exit the loading bay. Experienced member of staff will also guide pedestrians at the corner of Crowndale Road junction with Bayham Street. The Contractor will plan works including; vehicle movement, deliveries, temporary routes and facilities to ensure that the safety of the public is maintained at all times. All deliveries will be co-ordinated and programmed to alleviate pressure on the road network. Deliveries will have to be pre-booked with site so that there are not any delivery vehicles waiting in the street. This will be achieved via the use of our weekly sub-contractor meetings where deliveries will be planned and booked.

All suppliers and sub-contractors who are supplying materials to the site will be issued with a transport plan which will include a prescribed route into the site to deliver materials from the Transport for London Road Network. As part of our plans to mitigate the impact of the project and its deliveries on the road network we will in the first instance look to our supply chain to store materials off site and only deliver the materials when they are needed.

c. Please provide swept path drawings for any tight manoeuvres on vehicle routes to and from the site including proposed access and egress arrangements at the site boundary (if necessary).

Swept paths analysis is undertaken in Appendix 5.0.

Appendix 5A shows a 12m bus travelling around the proposed indicative loading bay on Bayham Street.

Appendix 5B shows a 16.3m low-loader entering the proposed indicative loading bay on Bayham Street

Appendix 5C shows a 16.3m low-loader exiting the proposed indicative loading bay on Bayham Street and turning right on to Crowndale Road

Appendix 5D shows a 16.3m low-loader exiting the proposed indicative loading bay on Bayham Street and turning left on to Crowndale Road

d. Provision of wheel washing facilities should be considered if necessary. If so, please provide details of how this will be managed and any run-off controlled.

In order to keep roads and footpaths free from deposits of soil, mud and the like the contractor will ensure that the wheels of any vehicles leaving this site are thoroughly cleaned and hosed down prior to going on the public roads. If any mud or construction debris does get onto the street within the vicinity of the site then these areas will be keep clean via the use of water hoses and manually swept. In addition a mechanical road sweeper will be used to clear any debris if necessary.

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

If this is not possible, Traffic Marshalls must ensure the safe passage of pedestrians, cyclists and motor traffic in the street when vehicles are being loaded or unloaded.

Please provide details of the parking and loading arrangements for construction vehicles with regard to servicing and deliveries associated with the site (e.g. delivery of materials and plant, removal of excavated material). This is required as a scaled site plan, showing all points of access and where materials, skips and plant will be stored, and how vehicles will access and egress the site. If loading is to take place off site, please identify where this is due to take place and outline the measures you will take to ensure that loading/unloading is carried out safely. Please outline in question 24 if any parking bay suspensions will be required.

All loading/unloading will be controlled by banksmen and traffic marshalls with the public protected at all time.

An indicative temporary loading bay is shown in Appendix 4.0.

Highway interventions

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

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

- **24. Parking bay suspensions and temporary traffic orders**

Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain Temporary Traffic Order (TTO) for which there is a separate cost.

Please provide details of any proposed parking bay suspensions and TTO's which would be required to facilitate construction. **Building materials and equipment must not cause obstructions on the highway as per your Considerate Contractors obligations unless the requisite permissions are secured.**

Information regarding parking suspensions can be found here.

A section of footway on Bayham Street fronting the site may need to be temporarily closed.

An alternative pedestrian route will be provided and water-filled pedestrian barriers will be used to protect pedestrians from vehicles.

25. Scaled drawings of highway works

Please note that use of the public highway for storage, site accommodation or welfare facilities is at the discretion of the Council and is generally not permitted. If you propose such use you must supply full justification, setting out why it is impossible to allocate space on-site. You must submit a detailed (to-scale) plan showing the impact on the public highway that includes the extent of any hoarding, pedestrian routes, parking bay suspensions and remaining road width for vehicle movements. We prefer not to close footways but if this is unavoidable, you should submit a scaled plan of the proposed diversion route showing key dimensions.

- a. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses).

Indicative temporary loading bay (as shown in Appendix 4.0) will be provided on Bayham Road.

b. Please provide details of all safety signage, barriers and accessibility measures such as ramps and lighting etc.

The Contractors will deploy and use all necessary and appropriate safety signage and barriers to ensure that the public are made aware of and are protected and the operatives work safely at all times.

26. Diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period (alternatively a plan may be submitted).

It is anticipated that the construction vehicles would load/unload using an indicative proposed temporary bay on Bayham Street fronting the site as shown in Appendix 4.0.

27. VRU and pedestrian diversions, scaffolding and hoarding

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

Any work above ground floor level may require a covered walkway adjacent to the site. A licence must be obtained for scaffolding and gantries. The adjoining public highway must be kept clean and free from obstructions. Lighting and signage should be used on temporary structures/skips/hoardings etc.

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

a. Please provide details describing how pedestrian and cyclist safety will be maintained, including any proposed alternative routes (if necessary), and any Traffic Marshall arrangements.

All construction vehicles will be supervised by traffic marshalls. The construction site gates will be kept closed and monitored by site security. Only when deliveries are made the gates will be opened. The site manager will ensure that the external perimeter of the site is regularly patrolled to ensure that the public highway is kept clear of any debris. Appropriate provision will be made to ensure that the pedestrian pathway is maintained or alternate pathway is provided. Appropriate signage will be provided to warn pedestrians/cyclists and other users of the highway of the construction process.

b. Please provide details of any temporary structures which would overhang the public highway (e.g. scaffolding, gantries, cranes etc.) and details of hoarding requirements or any other occupation of the public highway.

Give that the Principal Contractor has not been appointed; it is difficult to provided details of any temporary structures which would overhang the public highway.

The detailed CMP which will be prepared in liaison with the Principal Contractor (upon the granting of planning permission) will contain site logistics plan and the details of any temporary structures which would overhang the public highway.

SYMBOL IS FOR INTERNAL USE

Environment

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

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

By its nature demolition and construction works can cause noise, noise being created by; mechanical plant, cutting, drilling, hammering and sawing. All noisy work will be restricted to be after 8.30 and before 5.00pm. We will always seek to not carry out noisy work on a Saturday when we are permitted to work between 8am and 1pm.

The activities that will create "noisy" operation are:

- **The running of engines for; piling rigs, concrete lorries, screed pumps, etc**
- **Drilling & the use of nail guns during the fit out**

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

A noise survey has not been undertaken to date. The construction is not due to start on site until February 2018. Prior to any work commencing, the Principal Contractor will undertake a noise survey and will submit a copy to the Council.

30. Please provide predictions for noise and vibration levels throughout the proposed works.

Where possible noise produced by work activities will be reduced or removed by design. When this is not possible controls will be introduced to reduce exposure so as to avoid harm or injury to persons on site or others within the vicinity of the site works.

During demolition & construction works noise will be continuously monitored, this will be compared against the baseline survey carried prior to any works taking place, with the following trigger levels:

Green if 3dB(A) or less above baseline – No action.

Amber if between 3dB(A) & 8dB(A) above baseline – continue works but carry out works assessment and propose mitigation measures.

Red if above baseline by 8dB(A) or more – Immediate in depth review of works and enforce changes to methodology, equipment in order to bring noise to acceptable levels.

The trigger levels described above will continue to be used during length of the Project however the monitoring regime will be then reduce to twice weekly measurements at strategic locations. Records of controls and exposures of persons/environments will be kept in accordance with statutory requirements and Company Procedures.

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

The Contractor shall ensure that disruptive sound levels will be kept to a minimum. A variety of measures will be used to effect the reduction of noise transmitted from site using best practicable means, this will include:

- **Coordinated delivery times and efficient traffic management to prevent queuing traffic accessing the site.**
- **Ensuring all plant has sound reduction measures (mufflers, baffles or silencers).**
- **Utilising construction techniques that minimise the production of noise.**
- **Utilisation of baffle system during the demolition process**
- **Strict adherence to the site working hours.**
- **Using acoustic hoarding where necessary.**
- **Carry out daily noise surveys at perimeter of site and record findings.**
- **Implement action plan where noise levels exceed acceptable levels.**
- **Positioning plant away from properties**
- **Machines in use will be throttled down a to a minimum**
- **Cutting operations will be kept off site as much as possible by prefabrication**
- **Localised shrouding of plant in accordance with BS5228**

All works will be carried out to ensure that the ground vibrations are contained within the required limits set out below:

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

The Contractor, when appointed, will demonstrate that managers have attended the Site Managers Safety Training Scheme as run by CITB. All sub-contractors supervisors will also demonstrate that they have attended the Site Supervisors Safety Training Scheme as run by the CITB.

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

The Contractors will adhere to the key legislation on noise and vibration as detailed in the:

- **Control of Pollution Act 1974**
- **Environmental Protection Act 1990 (ss79-82)**
- **BS 5228:1997, Code of Practice on Construction and Open Site.**

The Principal Contractor will prepare the Method Statement to confirm the controls, checks and monitoring that will be put in place in connection with the control of dust and noise on site during the demolition if required.

Site operations will be controlled so that all plant and machinery noise emissions (including the provision of ventilation, heating and cooling) shall be designed, installed and operated at noise levels that do not cause noise nuisance to the nearest adjoining residential properties.

The Contractor will, with their demolition and construction contractors implement a Dust Management Plan (DMP) that we will seek input and approval of from Camden. The Detailed DMP will include but not be limited to:

- **Monitoring of dust levels – in agreement with Camden**
- **Reacting to results from dust monitoring**
- **Establish site recording of levels of dust**
- **Plan our site management and logistics so that receptors for demolition arisings are not located where they might cause a nuisance to our neighbours**
- **Regular boundary inspections**
- **Use scaffold protection screeds**
- **Clean down hoardings using wet cleaning methods**
- **Establish hard standing areas for clean down vehicles before they leave site – including wheel washing facilities**
- **Keep the public highway clear of any debris using wet cleaning methods**
- **Damp down any stock piled excavated materials on site**
- **Water suppression will be used during demolition**

The Contractors will be aware of the Dust & Air Emissions Mitigation Measures as prepared by the Institute of Air Quality Management and will use their mitigation and control measure to ensure that dust is controlled on site both during demolition and construction.

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

The Contractor will deploy the use of a mechanical road sweeper to clear the road of excessive dust and dirt as a result of site operations – however any vehicle leaving site will be cleaned first.

35. Please provide details describing arrangements for monitoring of noise, vibration and dust levels.

While noisy level of activity's are in operation , the contractor will monitor noise level to make sure the levels are within specified limits. Noisy work will be covered under our permit-to-work system which will identify the activity, its location and duration, and any applicable control measures necessary to mitigate its affect.

Sub-contractors will be encouraged to purchase equipment that is advanced in technology and equipped with vibration absorbing features. To ensure that operatives are aware of the effects of hand arm vibration they will be provided with adequate information on the hazard and controls, and given information in order to reduce the risk. We will also be looking at Method Statements/ Risk assessments to ensure that they are reviewing all aspect of the tools be used to complete each section of the of the works requirement.

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

This will be included at a later stage (upon planning approval).

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

The mitigation measures, emanating from the risk assessment, will be delivered on site via communication, a dust management plan, site management, waste management and monitoring and measures specific to earthworks, construction and track-out.

38. If the site is a 'High Risk Site', 4 real time dust monitors will be required. If the site is a 'Medium Risk Site', 2 real time dust monitors will be required. The risk assessment must take account of proximity to sensitive receptors (e.g. schools, care homes etc), as detailed in the SPG. Please confirm the location, number and specification of the monitors in line with the SPG and confirm that these will be installed 3 months prior to the commencement of

works, and that real time data and quarterly reports will be provided to the Council detailing any exceedances of the threshold and measures that were implemented to address these.

Due to the level of construction, dust monitors are not expected. However, if the Contractors (once appointed) deem that this would be necessary, then the details of such will be provided within the Detailed CMP.

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

28 days prior to the demolition of the existing buildings the Contractor will instruct an qualified pest control firm to survey the existing buildings to establish the existence of any pests – in particular rodents. If there is evidence of rodents following the survey then the qualified pest control firm will follow the procedures set out by the HSE in Information Sheet MISC515 for the laying of baits. The baits being approved under the Control of Pesticides Regulations 1986 (as amended 1997)/Biocidal Products Products Regulations 2001 (as amended 2003). As part of the work by a qualified pest control firm, the Contractor will require detailed method statements which can be issued to the Council.

During the demolition works the monitoring for the evidence of rodents will continue.

Evidence of the pest control that has to be carried out will be provided to the Council in the form of payment survey reports, method statements and payment receipts for the work carried out by the pest control firm.

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

Asbestos report has been prepared

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

The Contractor will operate a "red card" or similar system whereby any operative found to be acting in an anti-social way or smoking outside of the designated smoking area will be given a "red card" and asked to leave the site immediately.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

a) Construction time period (mm/yy - mm/yy): Spring 2017 until February 2018 **[TBC]**

b) Is the development within the CAZ? (Y/N): N

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): **THE CONTRACTOR WILL ANSWER THIS QUESTION**

d) Please provide evidence to demonstrate that all relevant machinery will be registered on the NRMM Register, including the site name under which it has been registered: **THE CONTRACTOR WILL ENSURE THAT THE RELEVANT EVIDENCE IS PROVIDED.**

e) Please confirm that an inventory of all NRMM will be kept on site and that all machinery will be regularly serviced and service logs kept on site for inspection: **THE CONTRACTOR WILL ENSURE THIS WILL BE ADHERED TO.**

f) Please confirm that records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and that this documentation will be made available to local authority officers as required: **THE CONTRACTOR WILL ENSUE THIS WILL BE ADHERED TO.**

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Please notify that council when you intend to start work on site. Please also notify the council when works are approximately 3 months from completion.

This will be filled in by the appointed Principal Contractor.

Signed: ……

Date: ……..

Print Name: ……..

Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

APPENDIX 1.0 **DETAILS OF CONSTRUCTION AND DESIGN WORK**

APPENDIX 2.0 **PARKING AND VEHICULAR RESTRICTION**

APPENDIX 3.0 **CONSTRUCTION VEHICLE ROUTES (INDICATIVE)**

APPENDIX 4.0 **TEMPORARY LOADING BAY (INDICATIVE)**

APPENDIX 5.0 **SWEPT PATH ANALYSIS**

APPENDIX 1.0

DETAILS OF CONSTRUCTION AND DESIGN WORK

The following is to read in conjunction with the drawings referred to in the heading.

2.01 AHA/KKC/GA/099 Proposed Basement Floor

AHA/KKC/GA/098 Proposed Sub Basement Floor

- The external walls of the existing basements will be retained where possible and will be insulated and lined to make them water tight.
- The existing basement to the Hope & Anchor is to be excavated down to utilise existing footings and provide clear ceiling heights of 2120mm.
- The existing lightwell to the rear of Bayham St is to be excavated to receive the new concrete lift and stair core.
- The existing basement below the KOKO storage is to be retained including its existing staircase. The new core will also penetrate this area and provide access via the service lift and staircase.

revision / date / amendments
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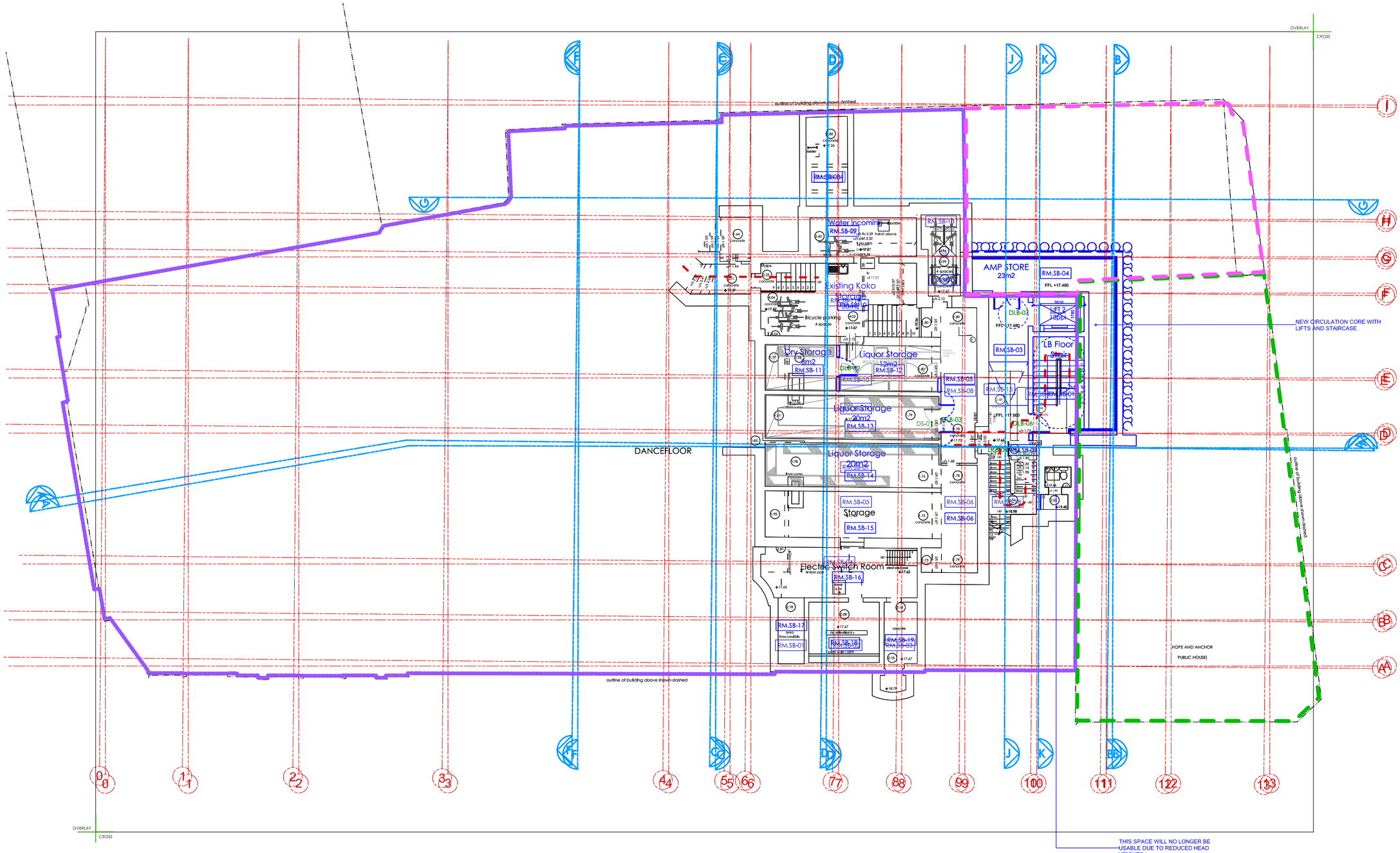

LEGEND

- Proposed Works
- Existing Building Fabric KOKO née Camden Palace Theatre (1900)
- Existing Building Fabric Hope & Anchor (approx. 1850)
- Existing Building Fabric Bayham Place (from 1875)
- Existing Modern Building Fabric Bayham Place (from 2006)
- Building Fabric to be demolished
- Demolition of Flooring / Elevation / Wall
- Proposed Excavation
- Remove and retain in alternate location
- Retain and protect existing
- Retain, make good, ease and adjusted
- Means of escape Route
- Private Members Route
- Koko Customer Route
- Public Route
- Artist Route
- Proposed Riser
- Proposed Risers Above
- RM.4-06 Room Number
- D4-02 Door Number
- W4-05 Window Number
- Hope & Anchor Demise
- Koko Demise
- 1 Bayham Street & 65 Bayham Place Demise

17.10.17

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PLANNING

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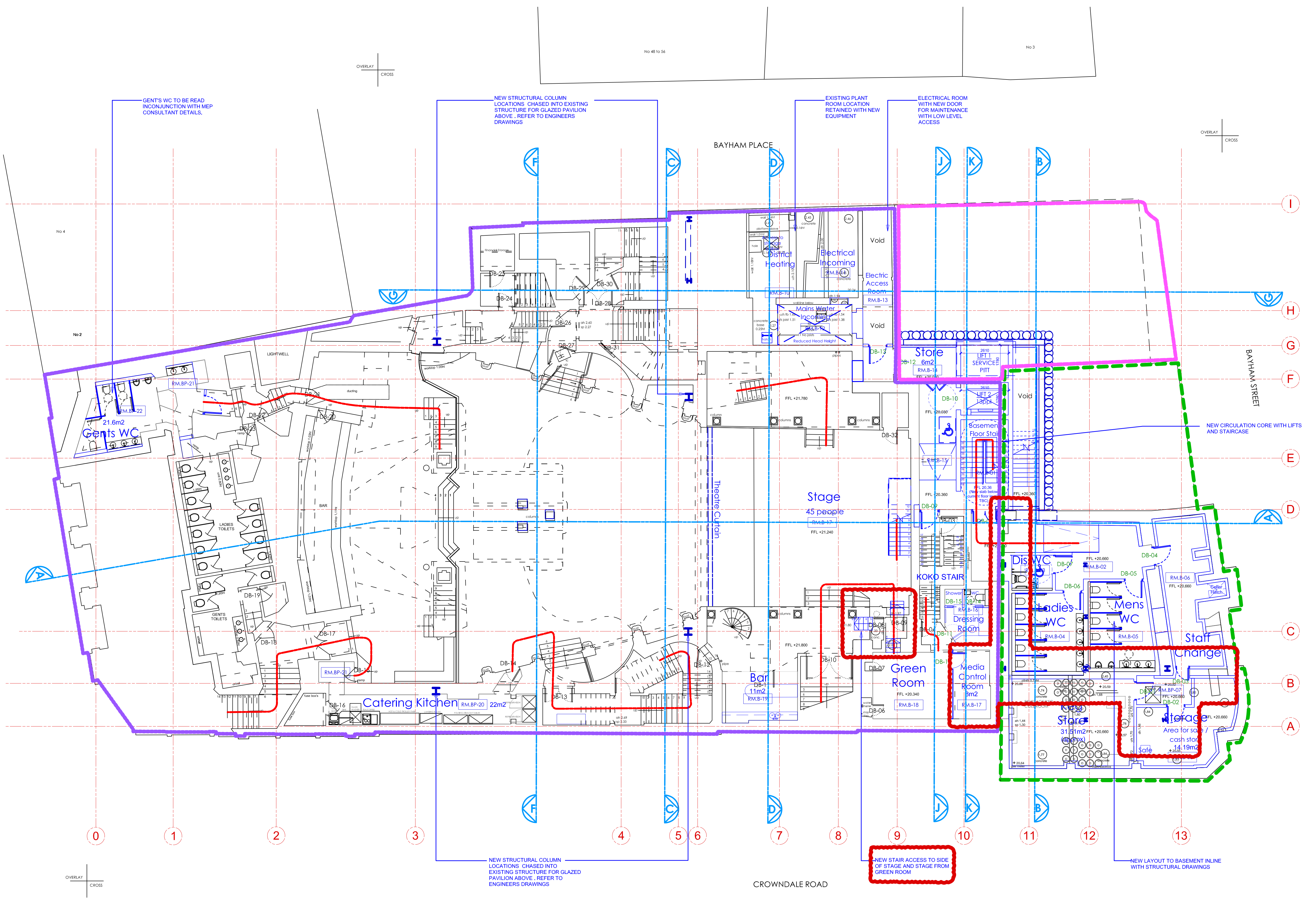
project title: KOKO + Hope & Anchor + Bayham Place Cam		
drawing title: Proposed Sub Basement Plan	scale: 1:100@A1	date: 13.04.17
	drawn: FR/PC	checked: DA
drawing number: AHA/KKC/ GA/098	revision: -	



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project title
KOKO + Hope & Anchor + Bayham Place Cam

drawing title	scale	date
Proposed Basement Plan	1:100 @ A1	13.04.17
	drawn FR/PC	checked DA
drawing number AHA/KKC/ GA/099	revision -	

2.02 AHA/KKC/GA/100 Proposed Ground Floor

- The front entrance, staff entrance and means of egress to KOKO are to be retained as existing. The ground floor perimeter walls to the Hope & Anchor and 1 Bayham St are to be retained. The green glazed brick façade to the Hope & Anchor is to be protected, made good, repointed and cleaned. New fixed fabric canopies are fitted to the Camden High St and Crowndale Rd elevations of Koko to protect people when arriving and leaving the venue. The canopy to the Crowndale Rd elevation agrees with the stripped elevations of the auditorium and flytower.
- The Hope & Anchor and Bayham St will be fitted with new joinery doors entrance doors.
- The existing internal walls and partitions will be removed to form the new cooking, retail and ancillary spaces and Hope & Anchor public areas. The new core incorporating the 2no. lifts, escape stair and risers will be formed adjacent to the KOKO party wall.
- The existing 3 storey - building on the corner of Bayham Street and Bayham Place is to be removed. It is of little architectural merit and is currently derelict. While its architectural detail and condition are poor it is important in respect of its visibility when descending south down Bayham St. Its prominence as the corner building of the “KOKO” block means it is significant in regard to Bayham St as well as its overall contribution to the general townscape. A new 3 storey brick building will replace the existing. This will reflect the scale and detail of the buildings to the east on the continuation of Bayham Place which are former 19thC Piano workshops. Large casement windows are set within a punctured brick façade. The brick lintels are sprung and the brick coursing is Flemish bond. The upper part of the new building will be built in reclaimed London stock bricks to match the adjacent building 1 Bayham Place and the existing GF walls of KOKO to be retained to the west along Bayham Place.
- The ground floor will be finished in black/blue engineering bricks forming a plinth. Both materials agree with the expression of the side elevation of the theatre and corner public house and so provide a clear distinction from the surrounding architecture of the domestic residential terraces.
- The corner building provides the venues second entrance and retail area. The corner entrance door is clearly expressed within the block with a glazed double height door. The door is visible as you move down Bayham Street due to the projection of the block from the neighbouring buildings.
- The remainder of the ground floor along the Bayham Place appears as the retained façade of the KOKO building, this elevation is in fact comprised of the original walls of the Bayham Place piano workshops predating the KOKO’s original construction. This provides support areas for the new wing including the service entrance, the required bin store, associated accessing arrangements and the exit doors from the various escape stairs that discharge into Bayham Place from the KOKO auditorium

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NEW STRUCTURAL COLUMN LOCATIONS CHASED INTO EXISTING STRUCTURE FOR GLAZED PAVILION ABOVE . REFER TO ENGINEERS DRAWINGS

NEW BIN STORE

BACK OF HOUSE (KITCHEN) AREA

NEW ACCESS HATCH TO INCOMING ELECTRIC

Service Entrance

F & B Entrance

Bin Store 16m2 FFL +22.600

Recycling Compactor

AV/IT 9m2 FFL +22.600

Pantry (Kitchen) 11m2 FFL +22.600

Kitchen (with servery) 32m2 FFL +22.600

Counter

F & B 42m2 FFL +22.600

Dis

WC

Services Corridor FFL +22.600

LIFT 1 13ppl

LIFT 2 13ppl

Ground Floor Stair

MEMBERS STAIR FFL +23.290

Dining/Drinking 69m2 FFL +22.600

DDA Entrance

EXISTING HOPE & ANCHOR WALL RETAINED

Theatre Curtain

Stage 45 sq.m people RM.B-17 FFL +21.240

Members Corridor

KOKO STAIR

Back Bar

Pub 129m2 FFL +23.290

KEG CONNECTIONS SEE DETAILS

BAR SERVERY

CELLAR HATCH TO KEG STORE AT BASEMENT LEVEL

Street Access

Safe

Koko Office 8m2

Box Office (existing)

Tickets

Bar 11m2

Cloakroom Rm (Private members)

Stage Access Double height doors

Members Entrance

Entrance door fixed shut

PUB Entrance

MAIN Entrance

OFFICE

LIGHTWELL area inaccessible

NEW STRUCTURAL COLUMN LOCATIONS CHASED INTO EXISTING STRUCTURE FOR GLAZED PAVILION ABOVE . REFER TO ENGINEERS DRAWINGS

OVERLAY CROSS

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- Koko Customer Route
- Public Route
- Artist Route
- Proposed Riser
- Proposed Risers Above
- RM.4-06 Room Number
- D4-02 Door Number
- W4-05 Window Number
- Hope & Anchor Demise
- Koko Demise
- 1 Bayham Street & 65 Bayham Place Demise
- Original brickwork exposed
- New brickwork exposed

17.10.17

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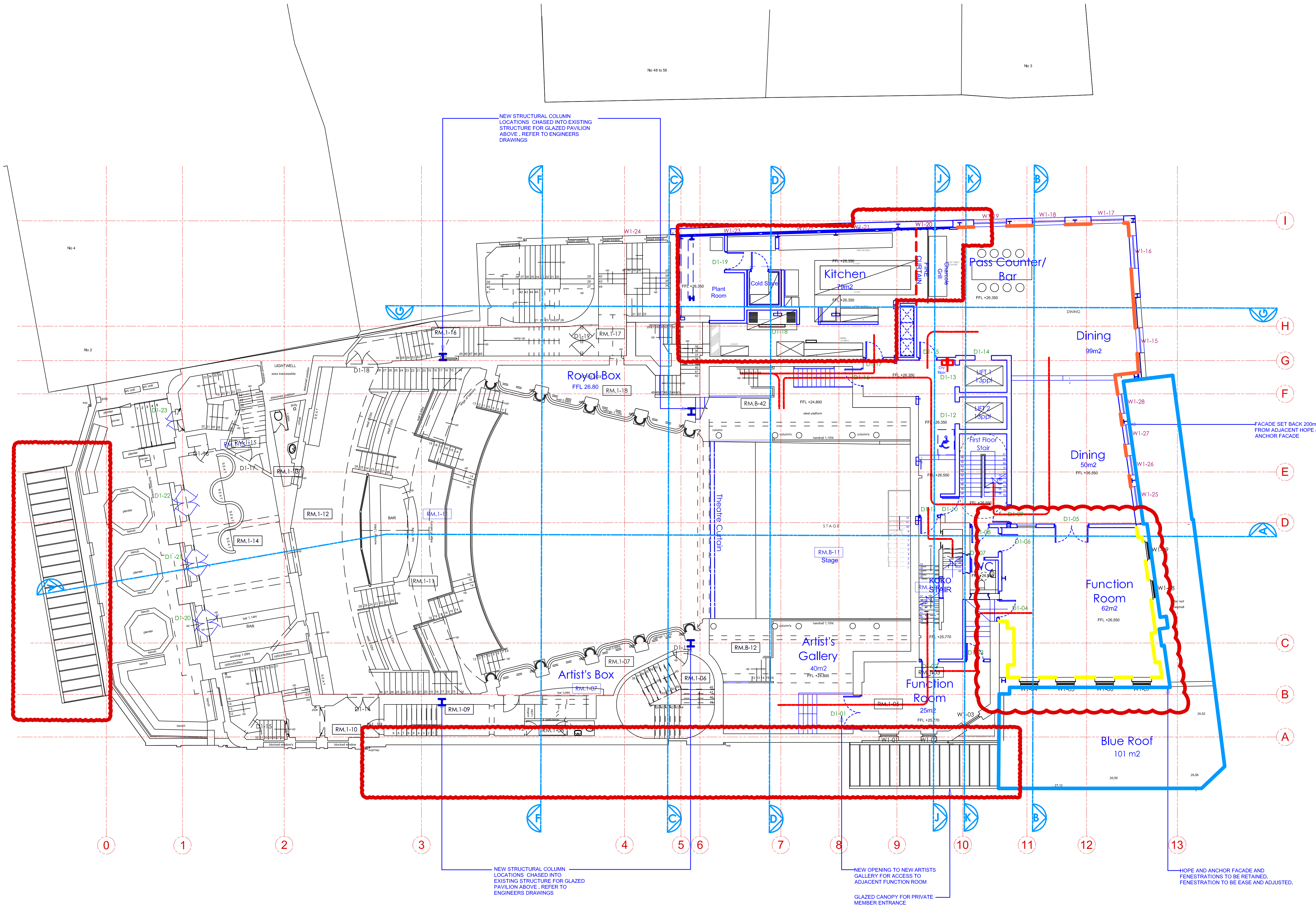
project title: KOKO + Hope & Anchor + Bayham Place Cam		
drawing title: Proposed Ground Floor Plan	scale: 1:100 @ A1	date: 13.04.17
	drawn: FR/PC	checked: DA
drawing number: AHA/KKC / GA/100	revision: -	

2.03 AHA/KKC/GA/101 Proposed 1st Floor

- The upper floors and interior partitions to the Hope & Anchor, Bayham St and Bayham Place buildings will be retained. The external roof terrace at the corner of Crowndale Rd and Bayham St will be removed and replaced with a new asphalt roof finished in timber decking.
- The existing windows to the Hope & Anchor above ground floor will be retained and made good. The building's first floor will provide Hope and Anchor dining accommodation.
- The Hope & Anchor extends north along Bayham St at ground floor level. This leaves a "tooth gap"within the upper façade between the public house and 1 Bayham St. This elevation will be completed with a new construction above the ground floor, recessed to sit behind the building line established by 1 Bayham St and 65 Bayham Place. It will separate itself from the Hope and Anchor building using this 200mm set back and by replicating the size of the Hope & Anchor windows but treating them as a more modern double hung window. The façade will be new London stock brick. These elements together will create the effect of a set back infill ghost of a building referencing those adjacent, yet remaining markedly modern.
- The façade of 1 Bayham St is retained, brickwork will be made good and modified as required to agree with the surrounding new build structures. The Bayham St building and 65 bayham Place, contains the dining room and function rooms above.
- The kitchen and back of house accommodation extends at 1st floor along Bayham Place within new construction which completes the upper floors of the Bayham Place elevation between the western domed mass of KOKO and the new Bayham Place corner building. The elevations are markedly modern providing a clear identity to the new wing and in contrast to the existing 19th Century buildings which form the block's external facades. The building is formed within a grid of expressed steel beams and columns forming a rhythmic elevation. The grid is in filled with industrial steel glazing, ribbed in sections for privacy and green glazed brick spandrel panels which match the ground floor of the Hope & Anchor while indicating the consecutive storey heights. The building steps back at its 3rd and 4th floors which at once allows it to read as agreeing in scale with the building opposite and while providing the opening view of the sky with KOKO's re-instated cupola when looking down Bayham Place.
- A new opening will be formed at the end of the internal corridor leading to the north balcony of KOKO's stage giving private members direct access for KOKO events. The function room at the 1st floor corner of Crowndale and Bayham also provides direct access to the KOKO's southern artists gallery.



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- W4-05 Window Number
- Hope & Anchor Demise
- Koko Demise
- 1 Bayham Street & 65 Bayham Place Demise
- Blue Roof
- Original brickwork exposed
- New brickwork exposed

17.10.17

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Central House
142 Central Street
London. United Kingdom
EC1V 8AR
T : +44 (0) 20 7251 8555

project title
KOKO + Hope & Anchor + Bayham Place Cam

drawing title
Proposed First Floor Plan

scale	date
1:100 @ A1	13.04.17
drawn	checked
FR/PC	DA

drawing number
AHA/KKC/ GA/101

revision
-

2.04 AHA/KKC/GA/102 Proposed 2nd Floor

- Works to the Hope & Anchor, Bayham St and Bayham Place at second floor level are similar to those proposed at 1st floor including the bathroom accommodation for floors 1 to 4 .
- The existing flytower will be carefully retained. The two modern dropped ceilings sitting within the flytower will be removed and its original spatial importance and character will be re-instated. Guests will be able to use the fly tower for dining and events when the stage is not in use by means of a new door linking the Hope and Anchor to the stage area. Visitors will then be able to appreciate the volume, scenographic equipment and dramatic roof light above. This will significantly enhance the use of the building as the venue can be used either for music or entertainment throughout the week.
- The existing exposed brick work within the flytower will be retained on all 4 internal walls. The retention of the north and south timber galleries and scenographic equipment currently lining the walls will be appreciated from the gallery bar at 2nd floor level which will in turn give guest access to the boxes.
- The KOKO dressing rooms remain at third floor level and link both directly to the artist gallery below and the green room and stage via the existing staircases.
- The KOKO suite and recording studio is also at 3rd floor level. These are carefully located to sit within the new mansard roof with the new construction accommodating the carefully constructed and insulated “box within a box” required to protect the space acoustically as well as prevent noise spillage.

revision / date / amendments
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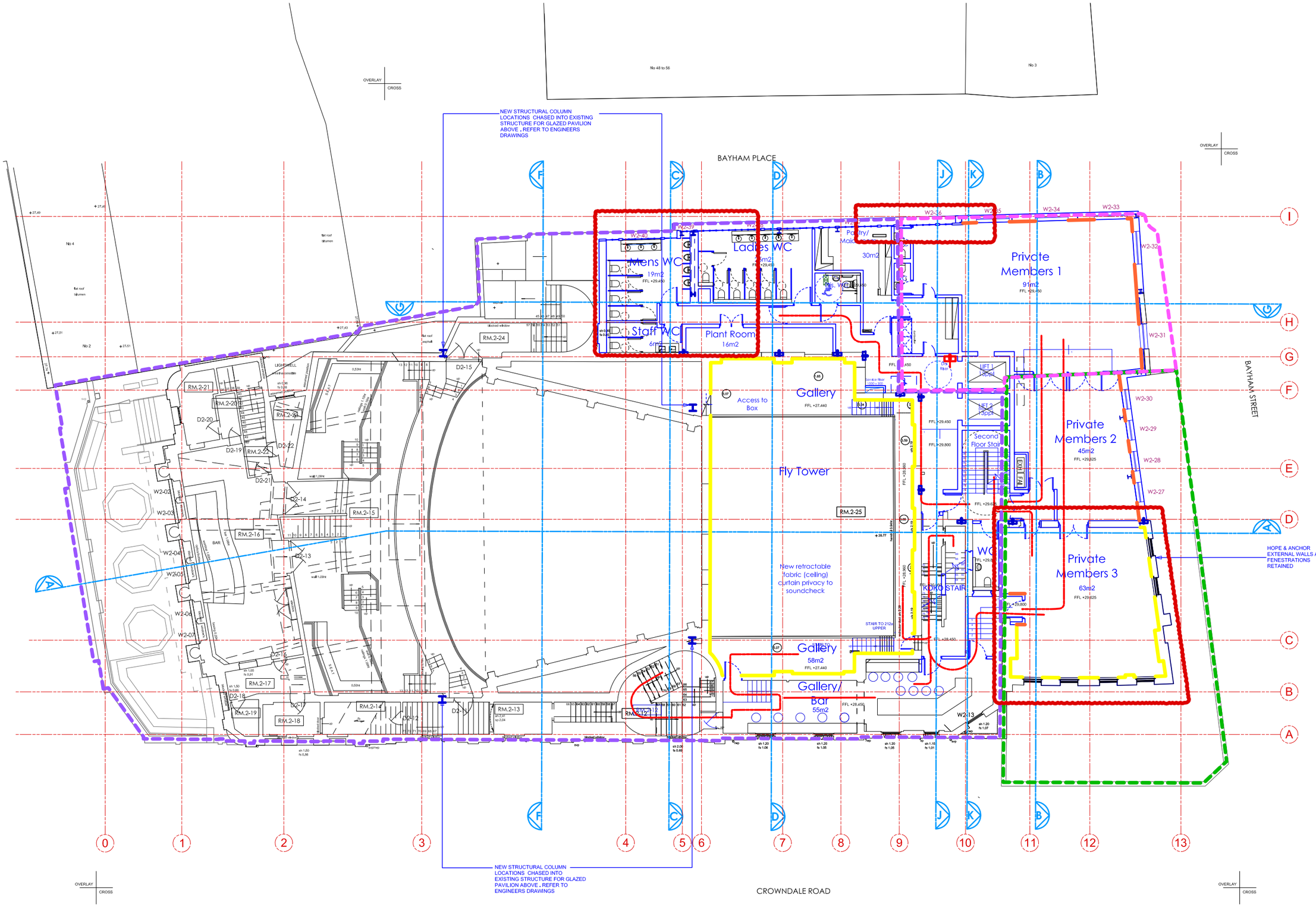

LEGEND

- Proposed Works
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- Artist Route
- Proposed Riser
- Proposed Risers Above
- RM.4-06 Room Number
- D4-02 Door Number
- W4-05 Window Number
- Hope & Anchor Demise
- Koko Demise
- 1 Bayham Street & 65 Bayham Place Demise
- Blue Roof
- Original brickwork exposed
- New brickwork exposed

17.10.17

DRAFT

0 1 2 3 4 5 8m

PLANNING

Archer Humphryes Architects

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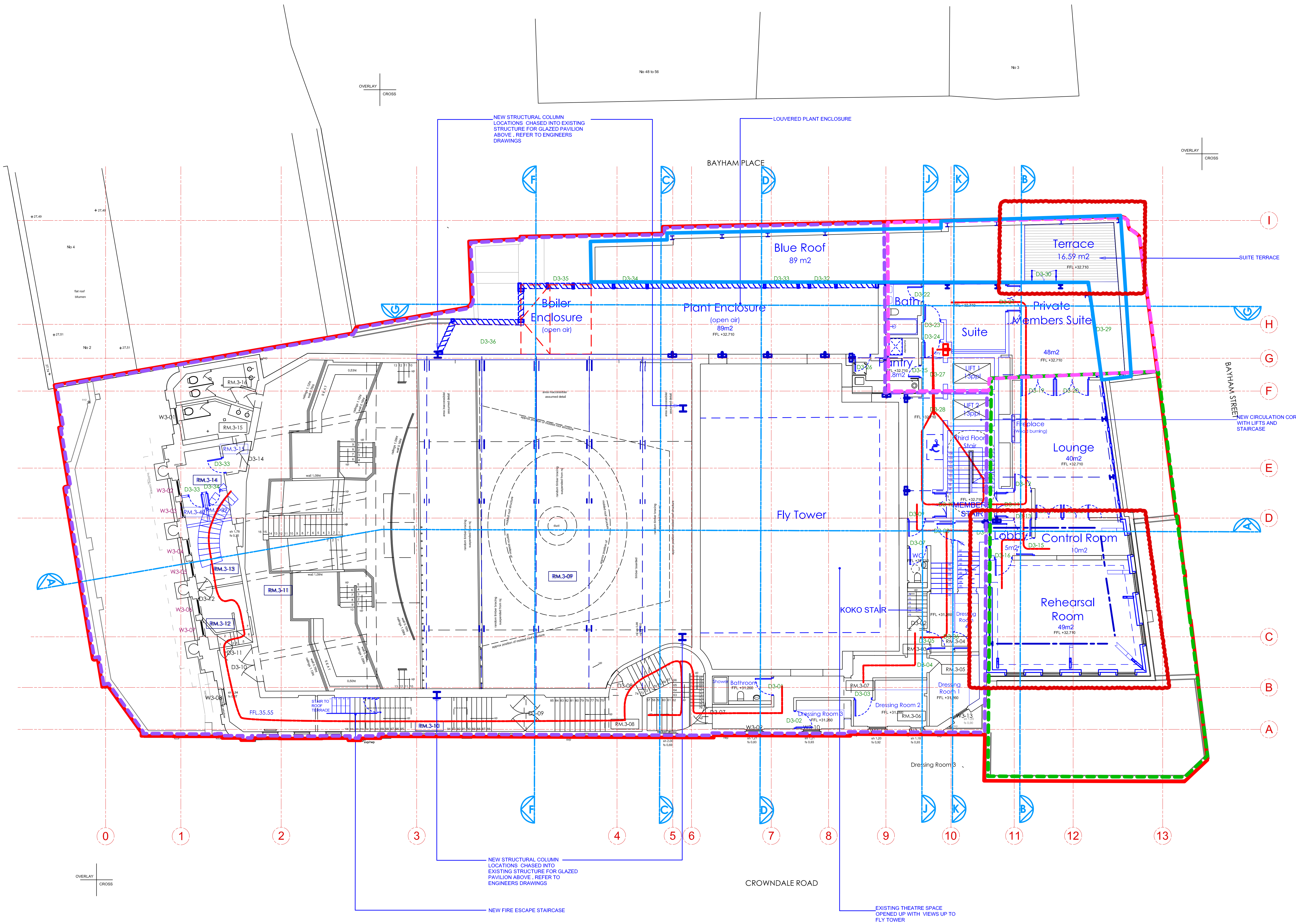
project title: KOKO + Hope & Anchor + Bayham Place Cam		
drawing title: Proposed Second Floor Plan	scale: 1:100@A1	date: 13.04.17
	drawn: FR/PC	checked: DA
drawing number: AHA/KKC/ GA/102	revision: -	

2.05 AHA/KKC/GA/103 Proposed 3rd Floor

- The dramatic impact of inhabiting the flytower is fully realised at 3rd floor level. Here the single volume is laid out below the scenographic lattice, 3no open queen post trusses support the flytower roof and the original giant fly wheel required to operate the various sets and safety curtains are all retained as are the various pegs and props that adorn the tower's perimeter walls, which all remain on show. Added drama is provided via the restored glazed roof lights allowing natural light to filter through the lattice to illuminate the room below. In order to better effect the passage of light and the appreciation of the equipment and roof structure above, every second plank of the lattice below the skylight will be removed and set aside for later reinstatement if required.
- The fly towers slate roof cladding will be repaired re-using existing slate where possible and using reclaimed slate to match where required.
- Beyond the confines of the flytower the 3rd floor of the Hope & Anchor is formed by the creation of a new mansard roof clad in welsh slate. This accommodates a recording studio and is subject to a previous consent granted in 2014 ref 2014/2621/P
- The new build northern elevation of the 2nd floor provides both bathroom accommodation and a screened plant enclosure incorporated within the building's envelope. This allows the roof to be aside of the rootop lobby & flytower and essentially retain the existing roof scape and silhouette of the flytower's mansard form.



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All shop drawings to be submitted to the architect for comment prior to fabrication.

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revision / date / amendments

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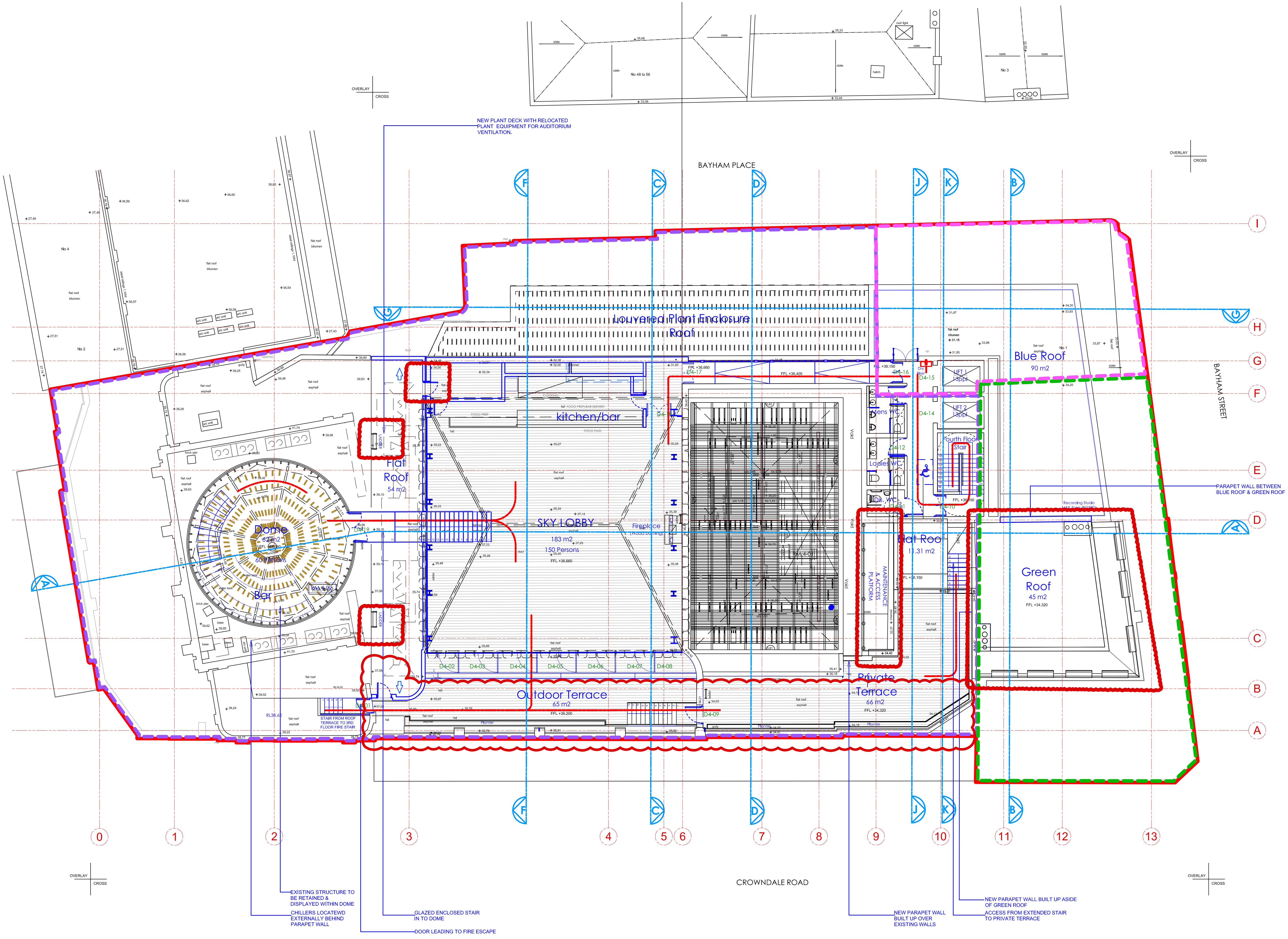
project title
KOKO + Hope & Anchor + Bayham Place Can

drawing title	scale	date
Proposed Third Floor Plan	1:100 @ A1	13.04.17
	drawn: FR/PC	checked: DA
drawing number: AHA/ KKC / GA/103	revision: -	

2.06 AHA/KKC/GA/104 Proposed 4th Floor

- The entirety of the new 4th floor roof extension is given over to the venues private members and their ancillary requirements. The lobby is located at roof level in the form of a carefully scaled glazed conservatory. It is located between the dome and the fly tower. It is subordinate in size to the dome and is proportionate to the KOKO auditorium elevation sitting above the adjacent flytower. This creates a roof silhouette of separately conceived diminishing objects descending consecutively from the dome, the pavilion and the flytower to the roof terrace located on the corner near the Hope & Anchor. This in turn steps down to agree with the domestic terraces running east along Crowndale Rd.
- The new pavilion is set 5m back from the existing roof parapet which further diminishes its impact when viewed from Camden High St and looking East along Crowndale Rd.
- The pavilion is visible when looking west along Crowndale Rd where it acts to fill the existing gap in the roof scape between the dome and the flytower. Its scale and proportion mean that it never interrupts the long views of the dome which is itself enhanced with the re-instatement of its original timber and lead cupola. The pavilion is formed with an exposed steel frame clad with a patent glazed roof and crittall doors and windows. These agree in both detail and materiality with the host building. While viewed from the street the pavilion enhances the roof top composition, while viewed from within it offers the drama of both close-up views of the dome and flytower and long views looking south to the west end and to the city skyline to the east. Ref. to View 8
- The interest and atmosphere of the 4th floor is further enhanced by the staircase connection which leads from the roof top pavilion to the KOKO dome, approximately one storey above. Within the dome the existing water tanks will be removed and the existing structure revealed to the public who will gain access from both a new staircase connecting to the KOKO auditorium as well as the staircase link to the pavilion lobby area. Both staircases are required by building code to provide safe means of egress both from the dome and from the 4th floor public areas.



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drawing title	scale	date
Proposed Fourth Floor Plan	1:100@A1	13.04.17
	drawn FR/PC	checked DA
drawing number AHA/ KKC / GA/104	revision -	

2.07 AHA/KKC/GA/105 Proposed Roof Plan

- The revised roof plan forms a linear composition of each of the proposed new areas, diminishing in height from the existing KOKO dome to the pavilion, the flytower and the rooftop terrace with its accompanying lifts and ancillary structure.
- The copper work to the dome will be made good and repaired as required. The original cupola illustrated on the original architect's drawings and early photographs will be reinstated completing the theatre's architectural composition and roofline.
- The Rooftop lobby, one storey below the dome rests on a plinth set above the existing roof of the KOKO auditorium. The pavilion has a hipped pitched roof and the roof is entirely glazed. The structure is supported by 2no. 2 meter deep vierendeel trusses from which the new floor and roof joists span.
- The trusses are supported on 4no. new columns threaded through the existing structure. The 2no columns supporting the eastern truss descend through the building sitting behind the reveals of the proscenium arch.
- The columns supporting the western truss are located along grid line 3 and are chased within the depth of the wall where possible enclosing the auditorium perimeter. They sit on the external face of the existing wall to avoid any disturbance to the internal auditorium decoration and finishes. Ref. to engineer's detailed report.
- The flytower retains its original form and profile and its ridge sits a further 2m below the ridgeline of the pavilion building.
- The roof scape above the Hope & Anchor is set 5m back from the parapet of the mansard roof addressing its Bayham St elevation. The staircase enclosure providing roof access raises 1100mm above roof level forming a surrounding balustrade and minimises its impact when viewed looking west.

revision / date / amendments

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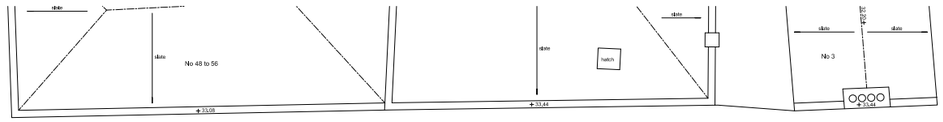

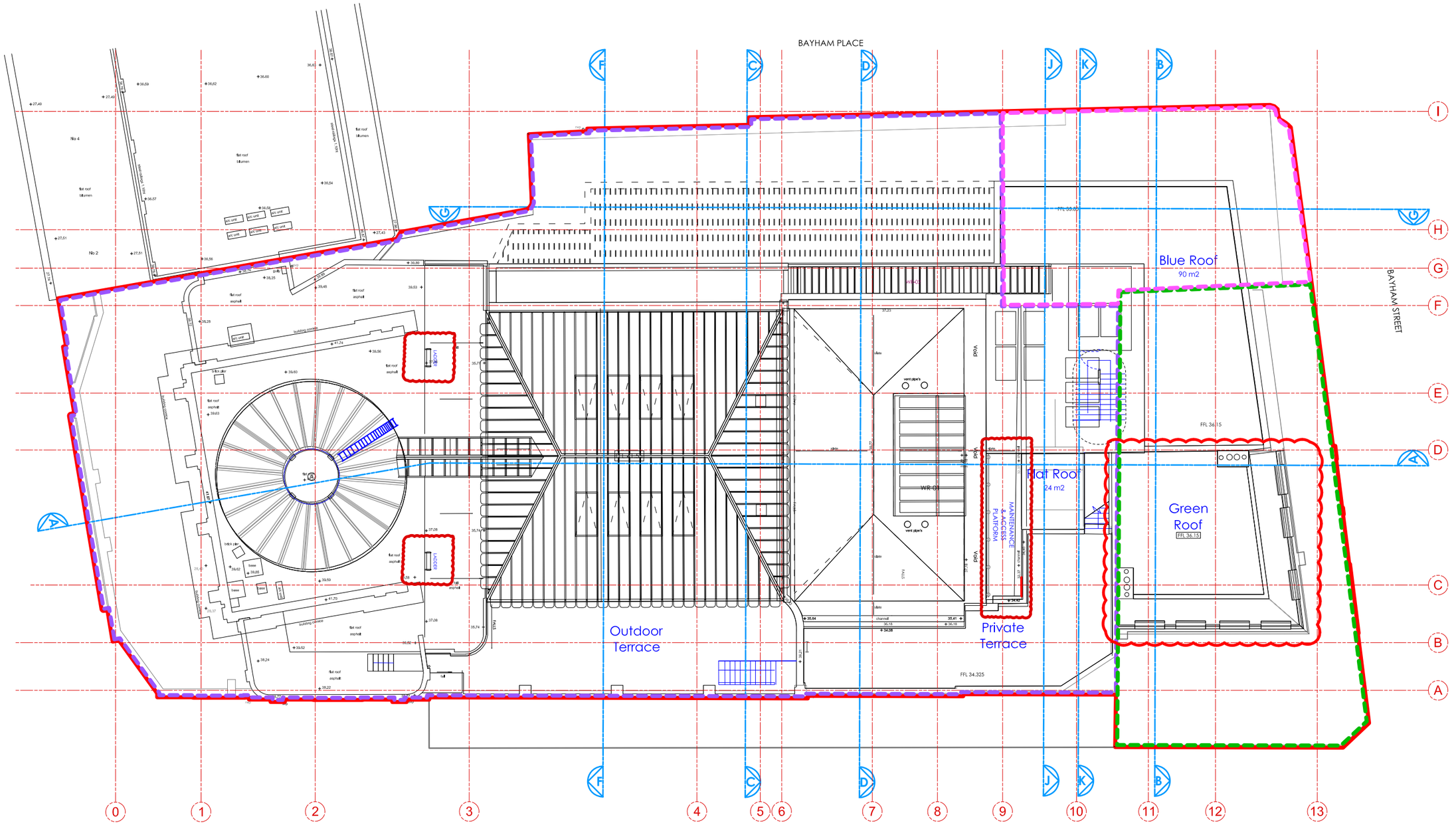

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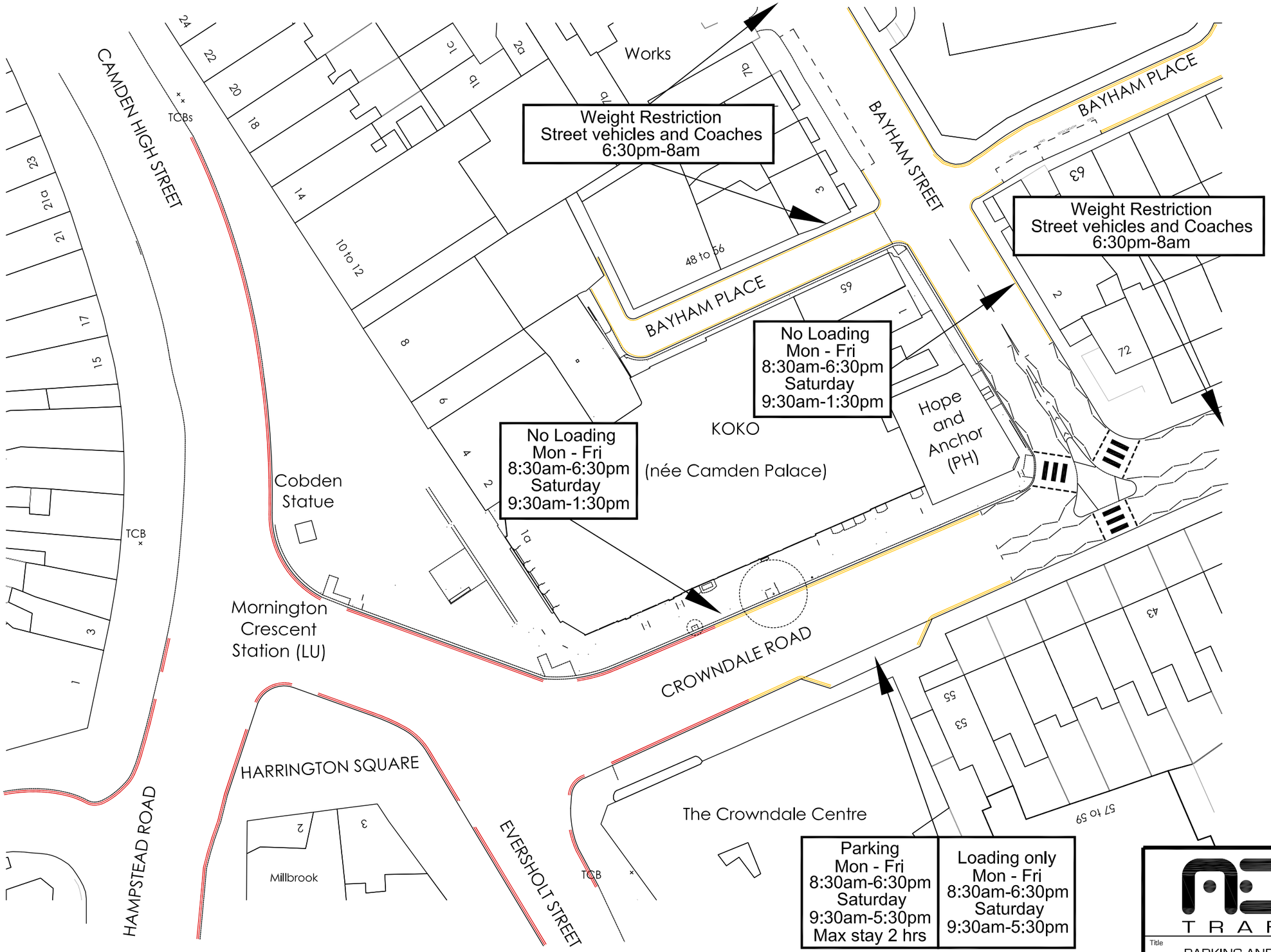
project title: KOKO + Hope & Anchor + Bayham Place Cam		
drawing title: Proposed Roof Plan	scale: 1:100@A1	date: 26.05.17
	drawn: FR/PC	checked: DA
drawing number: AHA/KKC / GA/105	revision: -	

APPENDIX 2.0

PARKING AND VEHICULAR RESTRICTION



NDL TRAFFIC

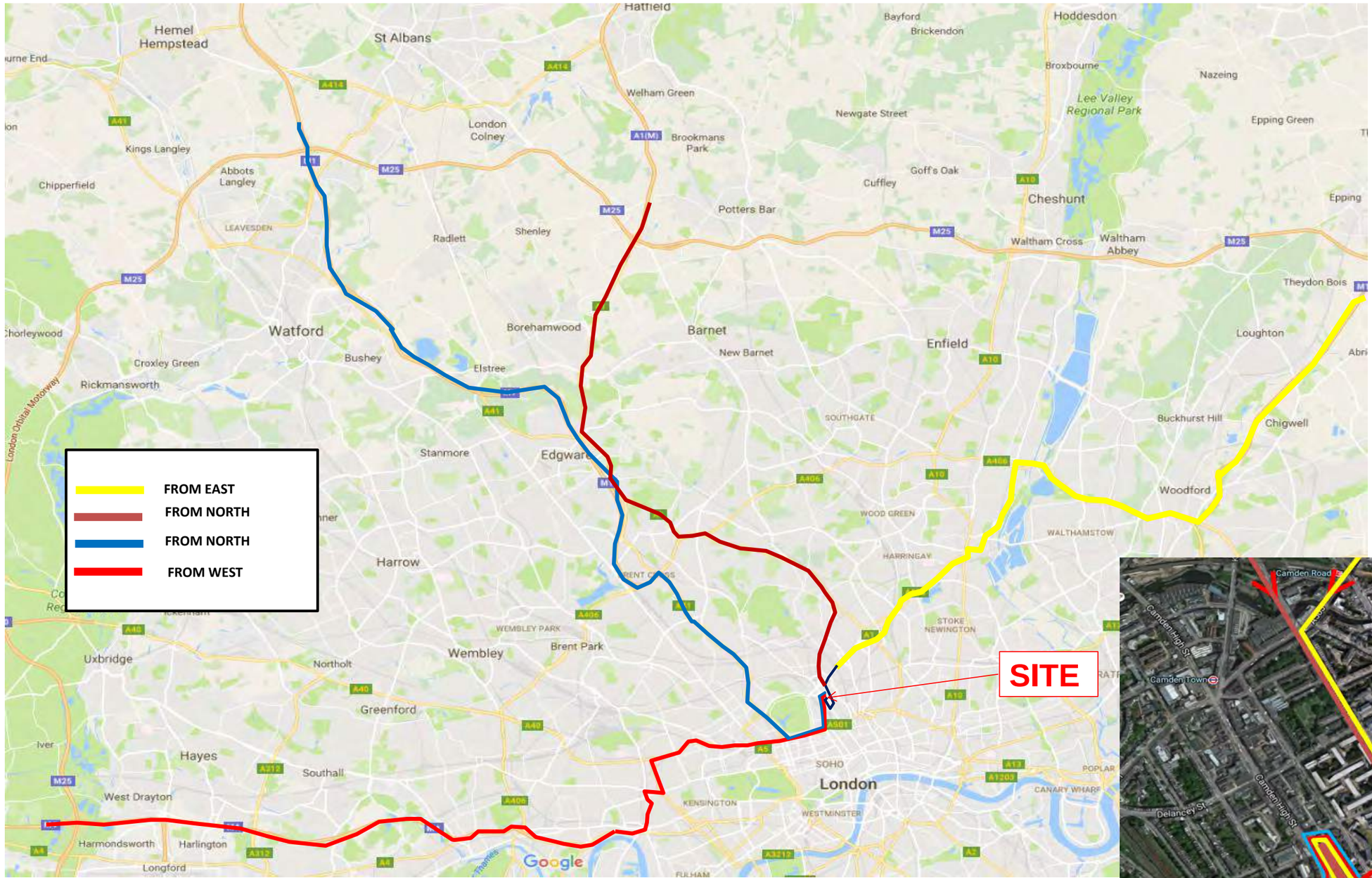
Title
PARKING AND VEHICULAR RESTRICTION PLAN

Scale
1:500@A3

APPENDIX 2.0

APPENDIX 3.0

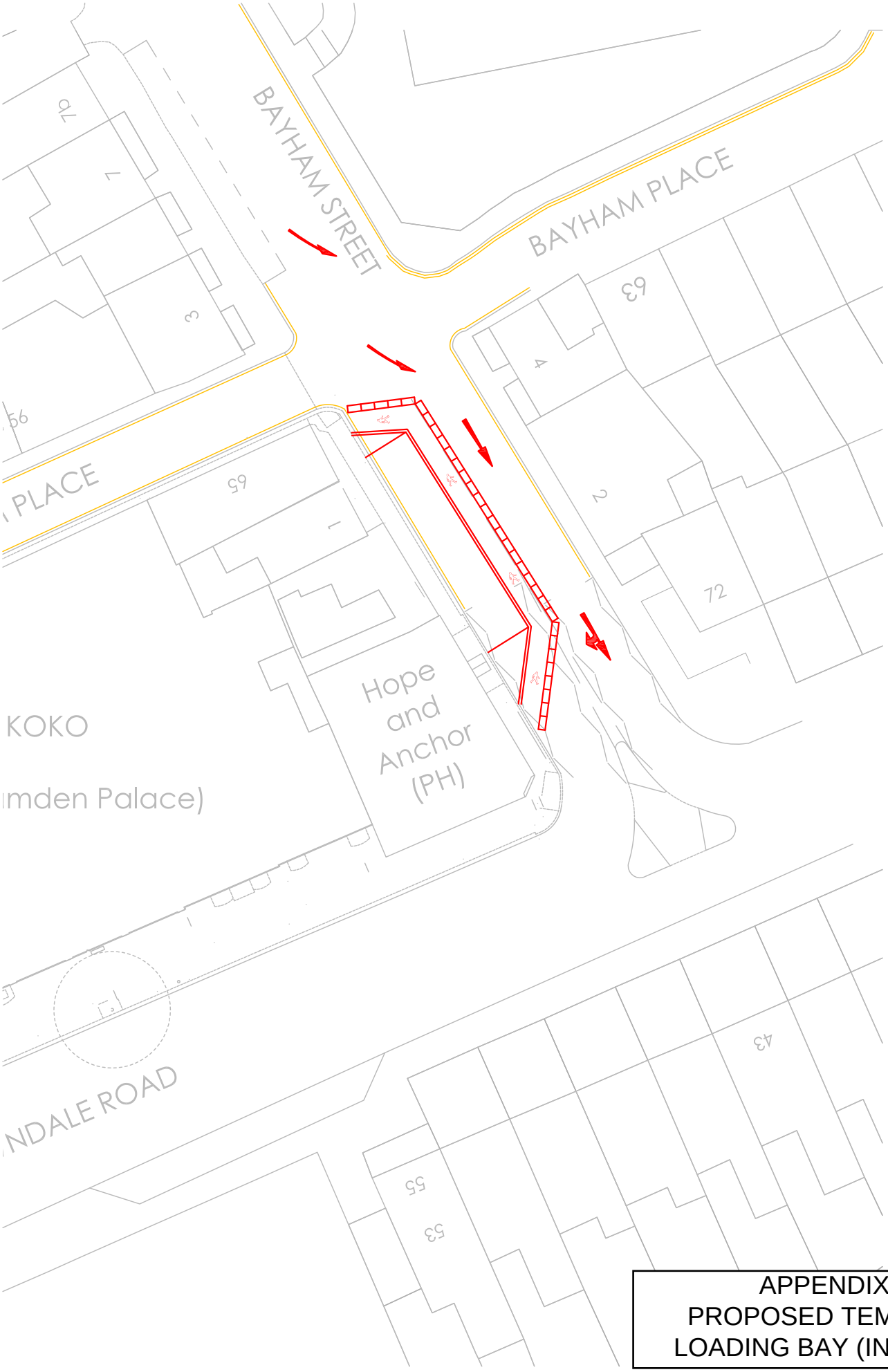
CONSTRUCTION VEHICLE ROUTES (INDICATIVE)



APPENDIX 3.0
CONSTRUCTION VEHICLE ROUTES (INDICATIVE)

APPENDIX 4.0

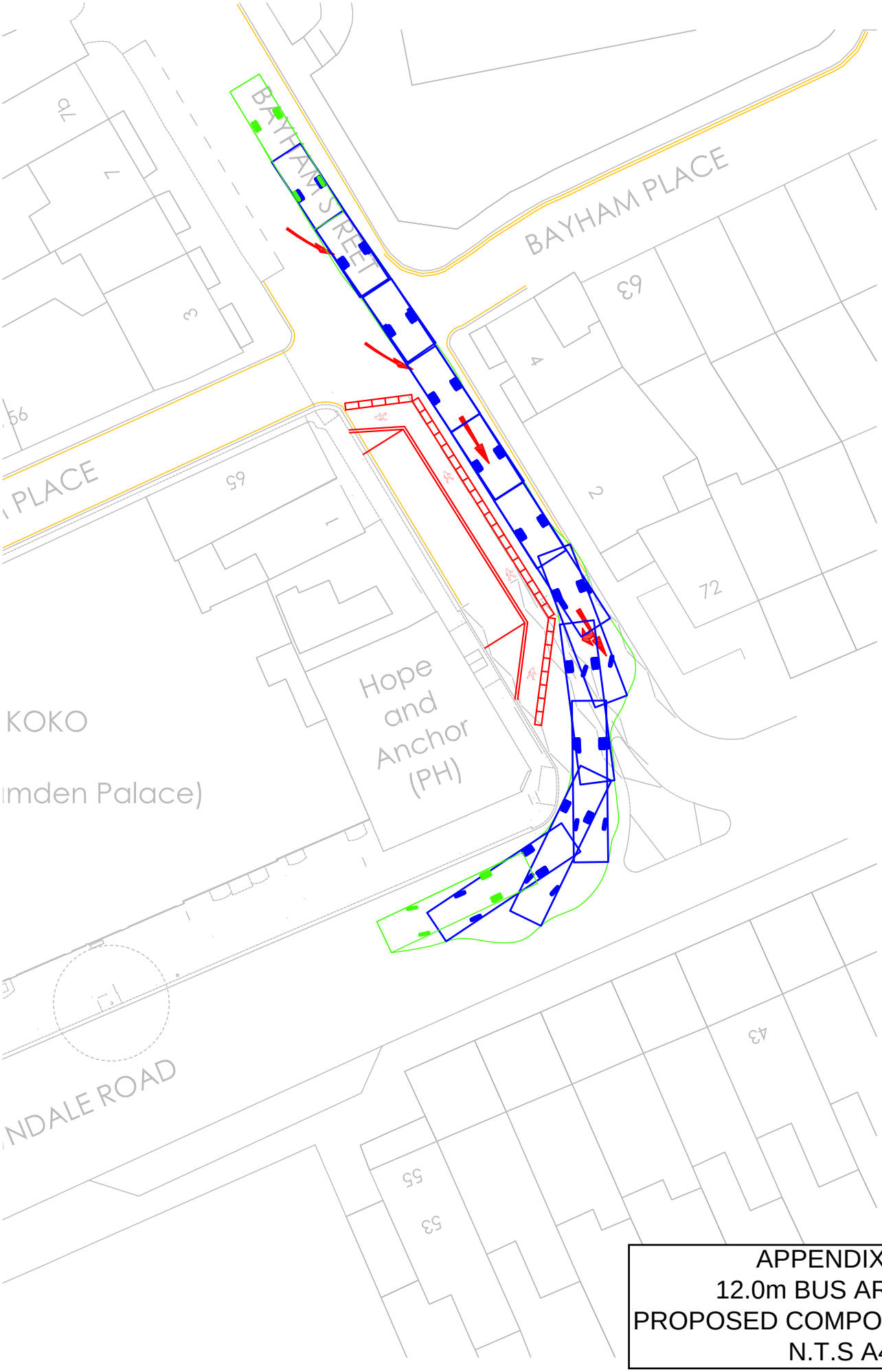
TEMPORARY LOADING BAY (INDICATIVE)



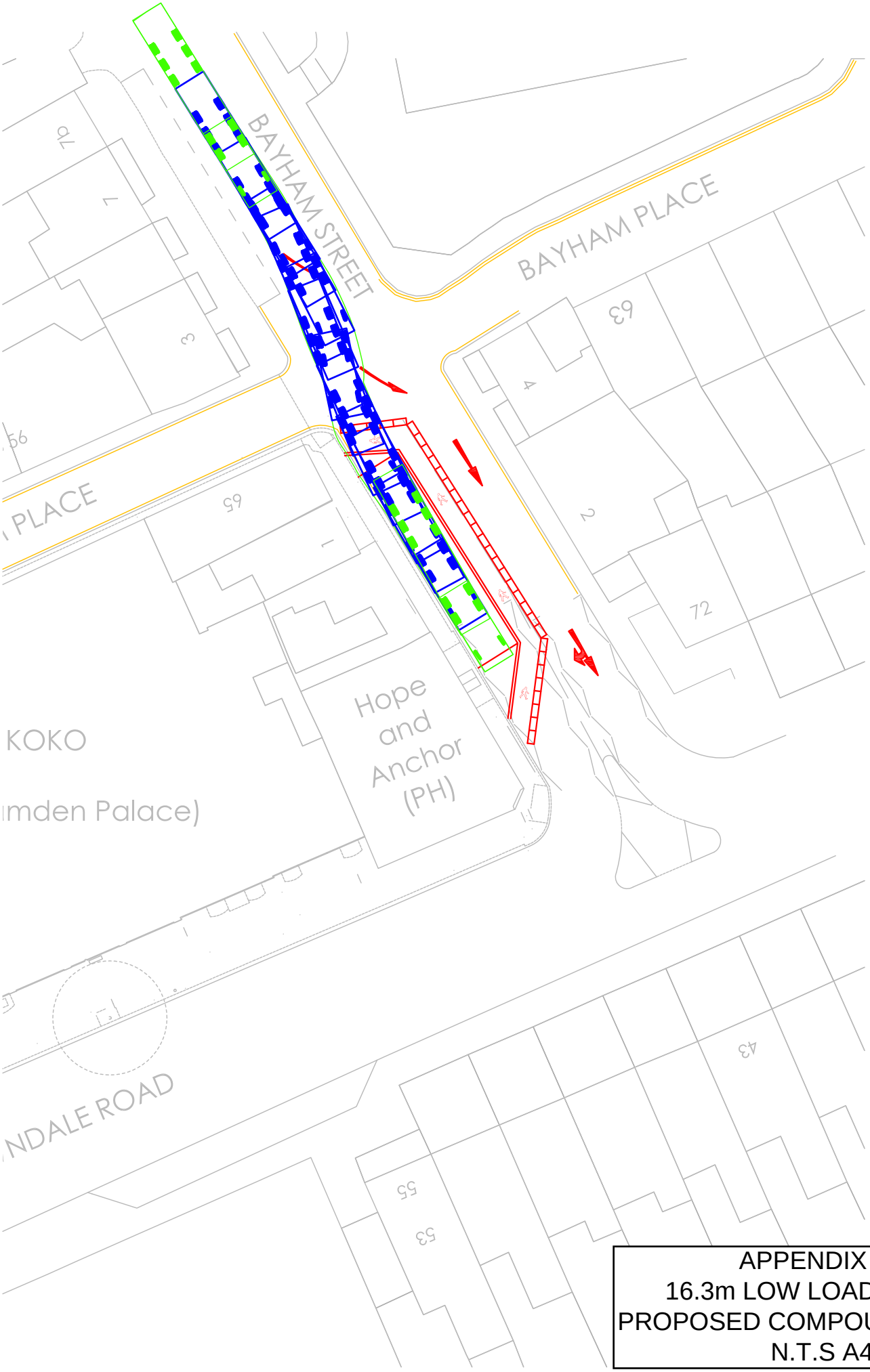
APPENDIX 4.0
PROPOSED TEMPORARY LOADING BAY (INDICATIVE)

APPENDIX 5.0

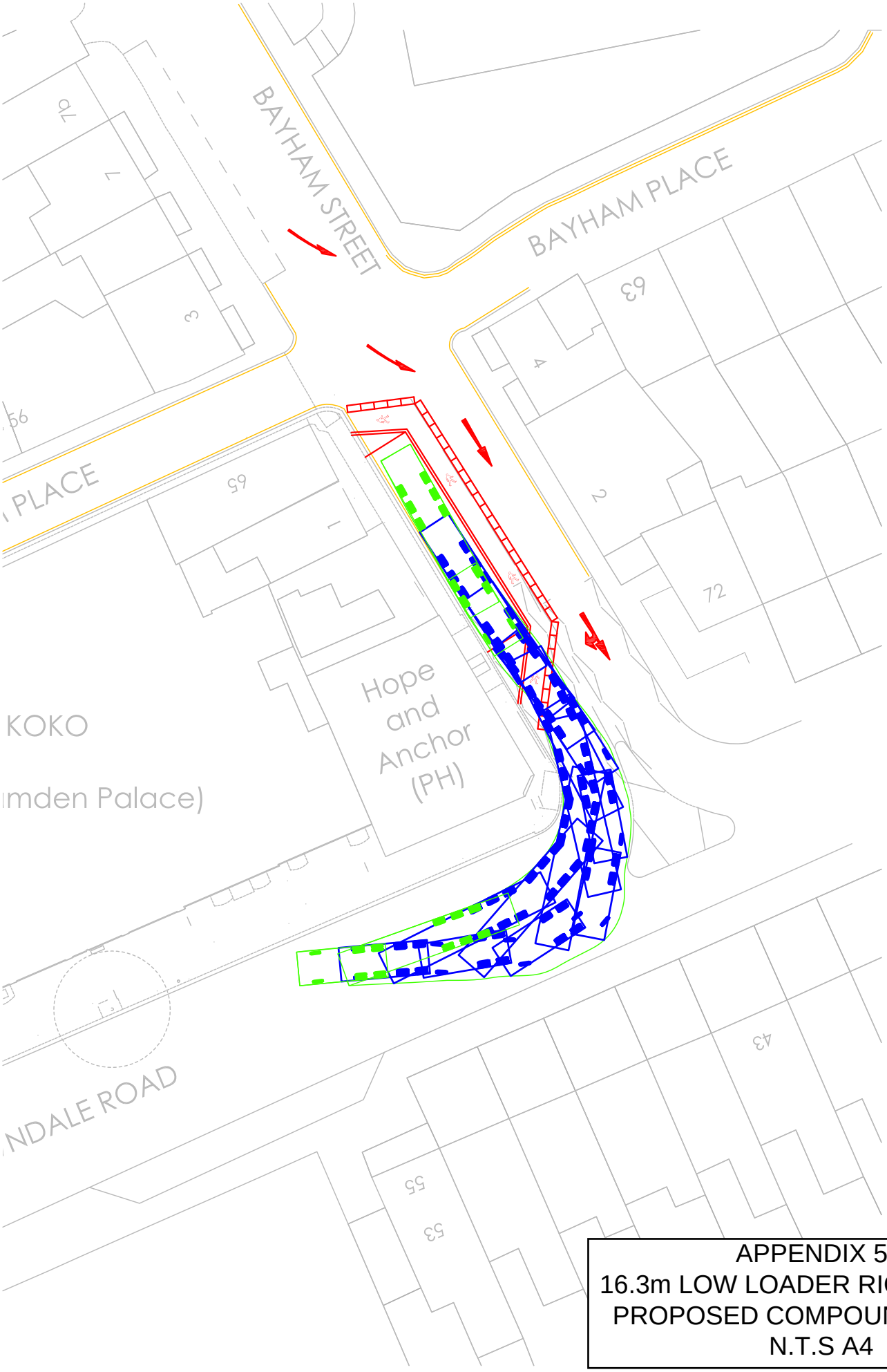
SWEPT PATH ANALYSIS



APPENDIX 5A
12.0m BUS AROUND
PROPOSED COMPOUND LAYOUT
N.T.S A4



APPENDIX 5B
16.3m LOW LOADER INTO PROPOSED COMPOUND LAYOUT
N.T.S A4



APPENDIX 5C
16.3m LOW LOADER RIGHT OUT OF PROPOSED COMPOUND LAYOUT
N.T.S A4

APPENDIX 5D
16.3m LOW LOADER LEFT OUT OF PROPOSED COMPOUND LAYOUT
N.T.S A4