DECEMBER **2017**

DRAFT Construction Management Plan

135-149 Shaftesbury Avenue, London

ICENI PROJECTS LIMITED ON BEHALF OF CAPITAL START LTD

Iceni Projects Limited on behalf of Capital Start Ltd

December 2017

DRAFT Construction Management Plan
135-149 SHAFTESBURY AVENUE, LONDON

Iceni Projects
London: Flitcroft House, 114-116 Charing Cross Road, London, WC2H 0JR
Glasgow: 2/1 Mercantile Chambers, 53 Bothwell Street, Glasgow, G2 6TS

t: 020 3640 8508 **| w:** iceniprojects.com | **e:** mail@iceniprojects.com
linkedin: linkedin.com/company/iceni-projects | **twitter**: iceniprojects

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APPENDICES

1. INTRODUCTION

1.1 This Construction Management Plan (CMP) has been produced by Iceni Projects Ltd on behalf of Capital Start Ltd in support of a planning application for the redevelopment of Odeon Cinema on Shaftesbury Avenue (the site). The site is located on the north side of Shaftesbury Avenue and comprises a standalone Listed Grade II building within cinema (Class D1) use.

1.2 The site is located off Shaftesbury Avenue, within the London Borough of Camden (LBC). A site location plan is included as **Appendix A1**.

1.3 The Council requires developers to prepare a Construction Management Plan (CMP), which can help minimise the impact of construction, both for construction on site and the transport arrangements for servicing. Camden provides guidance on the minimum requirements and sets out on their website what they expect to see in all CMPs.

1.4 The CMP should be prepared using the Construction Management Plan pro-forma which will be provided as part of this application alongside this more detailed document.

1.5 The proposed development is to provide a comprehensive refurbishment of the existing Grade II Listed building and the provision of a new 2 storey roof extension, new basement level to provide a 94-bed hotel (Class C1), four-screen cinema (Class D2), spa (sui generis), restaurant/bar (Class A3/A4) and roof top bar (Class A4). A site location plan is attached at **Figure 1** (overleaf).

1.6 This Construction Management Plan (CMP) considers the proposals for servicing the site by construction vehicles.

1.7 The remainder of this document is structured as follows:

- **Section 2 —** Describes the existing transport conditions in the vicinity of the site;
- **Section 3 —** Sets out the development proposal;
- **Section 4 —** Provides details of the anticipated construction traffic associated with the demolition and construction of the development;
- **Section 5 —** Sets out the measures that will be used to mitigate the anticipated impacts of the construction traffic; and
- **Section 6 —** Presents our conclusions

2. THE SITE AND SURROUNDINGS

Introduction

2.1 This section of the CMP provides a description of existing transport conditions in the vicinity of the site. This includes the site location, the size and nature of the development, details of any parking constraints near the site along with the accessibility of the site by walking, cycling and public transport.

2.2 This section has been provided to give an understanding of the local highway conditions and demonstrate the transport options available to construction employees during the construction phase.

Site Description

2.3 The application site is located on the northwest side of Shaftesbury Avenue and is currently used as a cinema (Class D1). The area surrounding the site comprises of a mix of uses such as small businesses including local shops, bars and restaurants, professional business services, and residential dwellings.

2.4 The site is situated near to various throughways and desire lines which provide links to the shopping facilities, various forms of public transport and into Covent Garden where leisure various facilities/amenities are available.

2.5 The site is bounded to the north by New Compton Street, to the east by St Giles Passage, to the south by Shaftesbury Avenue and to the east by Stacy Street (see **Figure 1** overleaf).

2.6 A site location plan is shown at **Figure 1** overleaf.

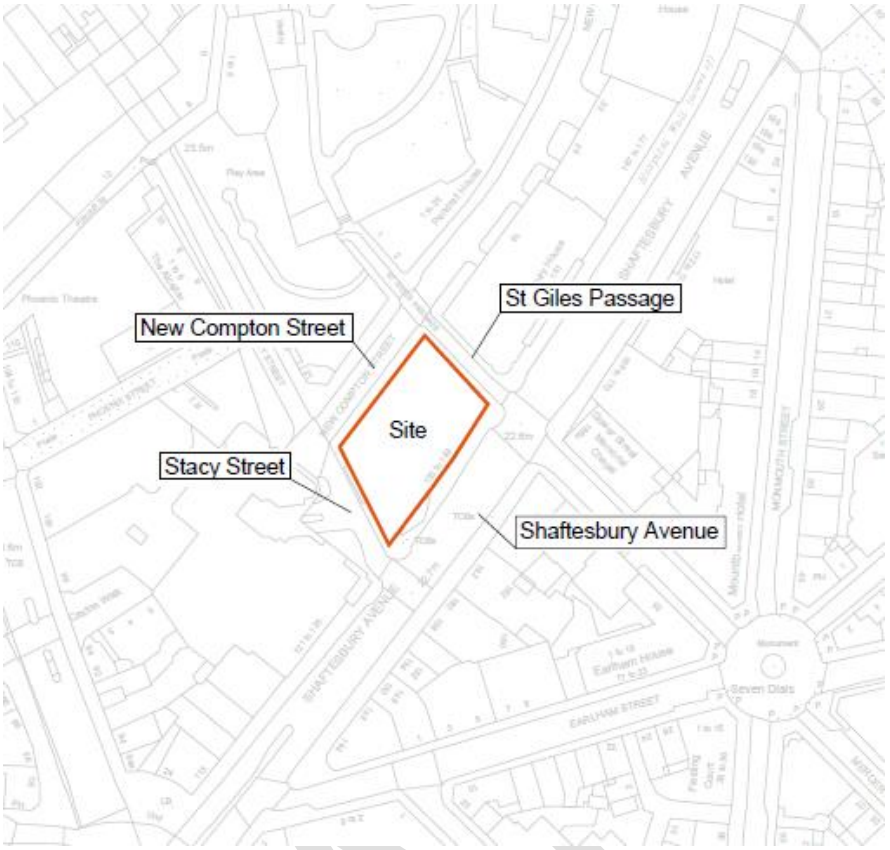


Figure 1: Site Location

Local Highway Network

2.7 **Figure 1** above outlines the local highway network around the site.

2.8 Shaftesbury Avenue is a two-way single carriageway Road running in a southwest – northeast direction. Within the vicinity of the site, the road is circa 9m wide, with footways and street lighting present. Crossing facilities, including zebra, signalised crossings and dropped kerbs with tactile paving, are situated along the road which enables safe crossing paths for pedestrians accessing the various shop, restaurant and employment uses that are served directly from Shaftesbury Avenue. The road is subject to a 30mph speed restriction and a double yellow line parking restriction.

2.9 Stacy Street is a circa 4m two-way single carriageway road subject to a 20mph speed limit and double yellow parking restriction, prohibiting parking at any time. It is also signposted that no loading can occur between 8am – midnight. Footways exist on both sides of the carriageway.

2.10 New Compton Street is a circa 6m wide two-way single carriageway which abuts the northern boundary of the building / site. On-street parking exists on the southern side of the road for

residents only. The road is subject to a 20mph speed limit and double yellow line restriction, where on-street parking is not present.

St Giles Passage abuts the eastern boundary of the building / site running in a north – south direction over approximately 55m. The road is 2.7m wide between two footways and is subject to a double yellow line parking restriction.

Public Transport

Public Transport Accessibility Levels (PTAL)

2.11 Public transport accessibility for sites within London is measured by using the methodology set out within TfL's 'Measuring Public Transport Accessibility Levels – April 2010' guidance document. The PTAL is measured using a range between 1a (Very Poor) to 6b (Excellent) as shown within Table 3 of the TfL guidance document shown below.

Table 3 Public Transport Accessibility Levels

PTAL	Range of Index	Map Colour	Description
1a (Low)	0.01 – 2.50		Very poor
1b	2.51 – 5.00		Very poor
2	5.01 – 10.00		Poor
3	10.01 – 15.00		Moderate
4	15.01 – 20.00		Good
5	20.01 – 25.00		Very Good
6a	25.01 – 40.00		Excellent
6b (High)	40.01 +		Excellent

2.12 It has been identified that the proposed development site has a PTAI (Public Transport Accessibility Index) score of 83.72 which in context of the Index Range gives the site a PTAL score of 6b (Excellent). Full details on public transport available within the vicinity of the site are provided below, which demonstrates this good level of access available.

Rail Services

2.13 PTAL calculation assumes that people will walk up to 960m (approximately 12m) to a rail or tube service. The closest rail station to the development is London Charing Cross, which is approximately 850m south east of the site.

2.14 London Charing Cross Station operates on the Southeastern line providing a service across London, Kent and parts of East Sussex.

2.15 Furthermore, three London Underground stations are within the vicinity of the site which provides frequent services to a range of destinations throughout London. Taking each of these stations in turn:

- Leicester Square Underground Station is located approximately 300m south of the site and is served by the Northern and Piccadilly Line. This station can be accessed by a four minute walk from the site.
- Covent Garden Underground Station is located approximately 400m south of the site and is served by the Piccadilly Line. The station can be access by a five minute walk from the site.
- Tottenham Court Road Underground Station is located approximately 400m north of the site and is served by the Central and Northern Line. This station can be accessed by a five minute walk from the site.
- Piccadilly Circus Underground Station is located approximately 650m south-west of the site and is served by the Bakerloo and Piccadilly Line. The station can be access by a nine minute walk from the site.

2.16 It is therefore considered that the site has good levels of access to a wide range of rail services providing frequent connections both to London and the possibility of onward travel on a national scale.

Bus Services

2.17 The provision of bus based public transport in the area has been assessed in terms of access to routes and frequencies of services, in addition to the quality of bus infrastructure within the area. It should be noted that the PTAL calculation assumes that people will walk up to 640m (approximately eight minutes) to a bus service.

2.18 A range of bus stops serving various destinations across the city are located along Shaftesbury Avenue, Charing Cross Road and Tottenham Court Road. 14 bus services are accessible within 400m (a 5 minute walk) of the site, which operate to a range of destinations seven days a week. These services are shown at **Figure 2** overleaf, which is taken from TfL's central London bus map.

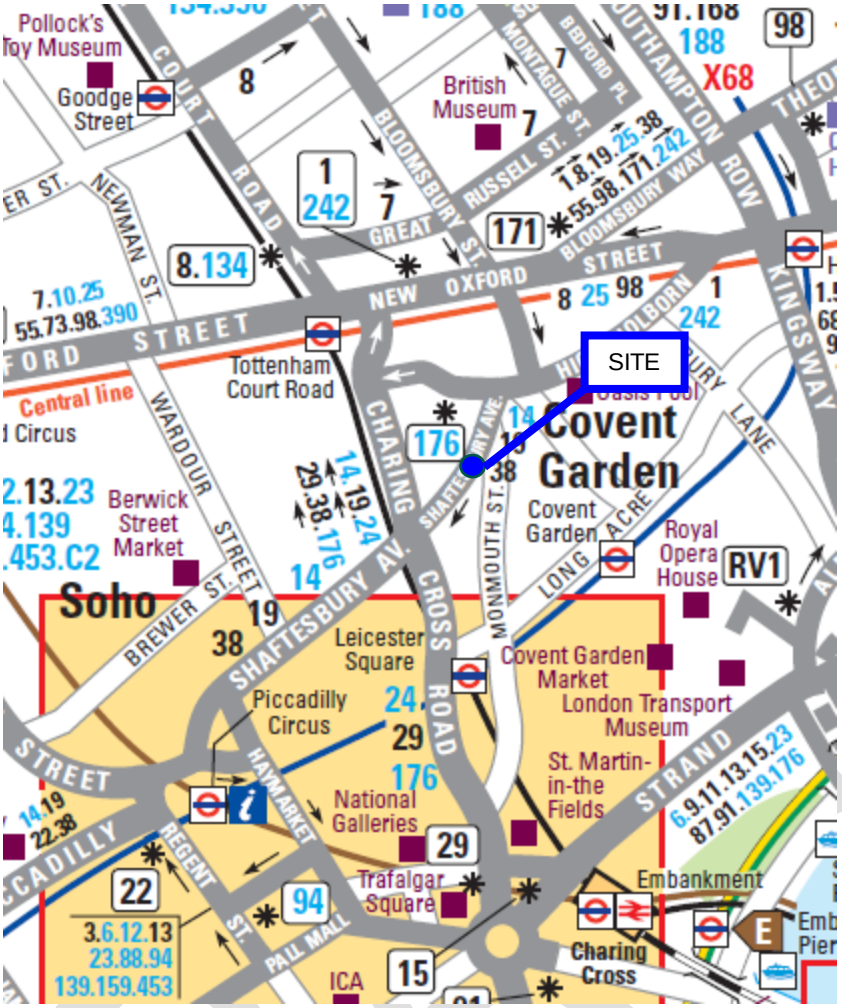


Figure 2: Bus Route Map

Pedestrians

2.19 The area surrounding the site has good pedestrian links with an established network of footways. Within the vicinity of the site, footways are of adequate width and sufficiently lit, providing good quality, safe connections to the surrounding area.

2.20 A number of safe crossing facilities are located within the vicinity of the site, including a zebra crossing along the site frontage and a signal controlled crossing approximately 100m south-west at the Cambridge circus Junction. All major junctions in the area have some form of pedestrian crossing facilities such as dropped kerbs and tactile paving in order to further ensure safe access and crossing of the road.

2.21 Within the vicinity of the site there are a range of amenities within walking distance, including numerous theatres, shops, restaurants, bars and cafes. There is also a good range of public transport facilities located close by, as described earlier in this section.

2.22 It is therefore considered that there is good opportunity to undertake a number of trips by walking, for all if not some of the journey.

Cycling

2.23 Within the vicinity of the site there are a number of routes signed for use by cyclists, including Shaftesbury Avenue. In addition, there also a number of quieter roads within the surrounding area that have been recommended for use by other cyclists.

2.24 Furthermore, there are a number of cycle docking stations located within the vicinity of the site. The nearest docking station is located approximately 250m south east of the site at the Old Compton Street / Moor Street junction. There are also a number of additional docking stations in the vicinity of the site, including a further two within 450m.

Any changes to service during the construction phase

2.25 It is not envisaged that there will be any changes to bus, rail services during the construction phase as a result of the development site.

3. CONSTRUCTION MANAGEMENT PLAN

3.1 The Applicant's Contractor will update this Construction Management Plan for the project which will set out the details of construction in regards to construction work.

3.2 This CMP seeks to limit the effect of construction traffic movements on local ad business residents' amenity, with particular regard to suppression of noise, dust and vibration.

3.3 The final version of the Construction Management Plan will be subject to approval and determined in accordance with relevant LBC CMP policies. Further, the CMP will be finalised once a contractor has been appointed to undertake the works. Therefore, some sections of this document will need to be updated in due course.

3.4 This section sets out the anticipated strategy for the management of the construction period of the proposed development.

Timescales of construction

3.5 The construction period is scheduled to commence in 2018, works would be for up to 24 months (TBC).

3.6 The work programme and anticipated timescale for each phase of the demolition, excavation and construction works is as follows;

- Demolition – X to X weeks (TBC by contractor)
- Excavation – X to X weeks (TBC by contractor)
- Construction – XX to XX weeks (TBC by contractor)

3.7 Local residents and business within the immediate vicinity of the site will notified in advance of the proposed construction works by letter.

Proposed Working Hours

3.8 In order to minimise disturbance to local residents and businesses, best practice will be employed to carefully manage the construction stage. The hours of operation during the construction period will be restricted to minimise disruption to local residents. In addition, contractors will be employed who are registered under the 'Considerate Constructors Scheme'. This initiative operates voluntary 'Site and Company Codes of Considerate Practice', within which participating construction companies and sites register.

3.9 Site working hours will be limited to Monday to Friday 08:00 to 18:00 hours. Weekend working is not envisaged but will be limited to 08:00 to 13:00 hours on Saturdays as required. Should any unavoidable 'out of hours' working be required the timing will be agreed with London Borough of Camden prior to the works commencing. Local residents and businesses within the vicinity of the site will be notified of any planned abnormal working hours issues.

Routing of demolition and construction vehicles

3.10 Loading and Unloading to the site is required by construction traffic during the course of the works. See Vehicle routing section.

3.11 All vehicles will be guided to and from the site by a banksman, who will also be responsible for manoeuvring the vehicles into the designated loaded and unloaded areas the site to ensure that no damage is caused to the highway. The site will be manned during working hours and closed and secured when there are no vehicles using the access or anticipated deliveries.

3.12 It is important that the use of the site access and highway is monitored and reviewed to ensure that it does not affect other road users.

Delivery Schedule

3.13 Deliveries are to be coordinated and controlled through the Site Manager / Construction Team. All deliveries are to be confirmed 24 hrs in advance of the intended delivery, at this time the Site Manager / Construction Team are to confirm / acknowledge the requested delivery, scheduling time slots if required in an attempt to mitigate delivery clash and 'holding' of vehicles on local highways.

3.14 All supply chain/merchants etc. will be advised to the following allowing contractor control over multiple vehicle movement in Peak periods:

- No deliveries before 09:00 daily
- No deliveries between the hrs of 14:45-15:45 daily
- No deliveries after 17:00 daily

3.15 The Construction Team will utilise their delivery schedule in an attempt to mitigate any possible site based issues that will restrict access to the site at any given time.

Details of measures to protect pedestrians and other highway users from construction activities on the highway

3.16 It is considered feasible to temporarily cordon off part of the existing highway (parking bays and footway) of New Compton Street at the rear of the site throughout the duration of the construction period in order to ensure that the site is kept clear for the construction and delivery vehicles associated with the development to occur.

New Compton Street

3.17 To the rear of the site, the relocation of the existing resident permit parking bays onto the adjacent side of New Compton Street is proposed. This in turn enables a dedicated loading bay to be provided, this loading bay could be utilised during the construction period. **Photo 1** below shows the existing arrangement, whilst **Figure 3** shows the proposed layout.

Photo 1: Existing Resident Permit Parking on New Compton Street

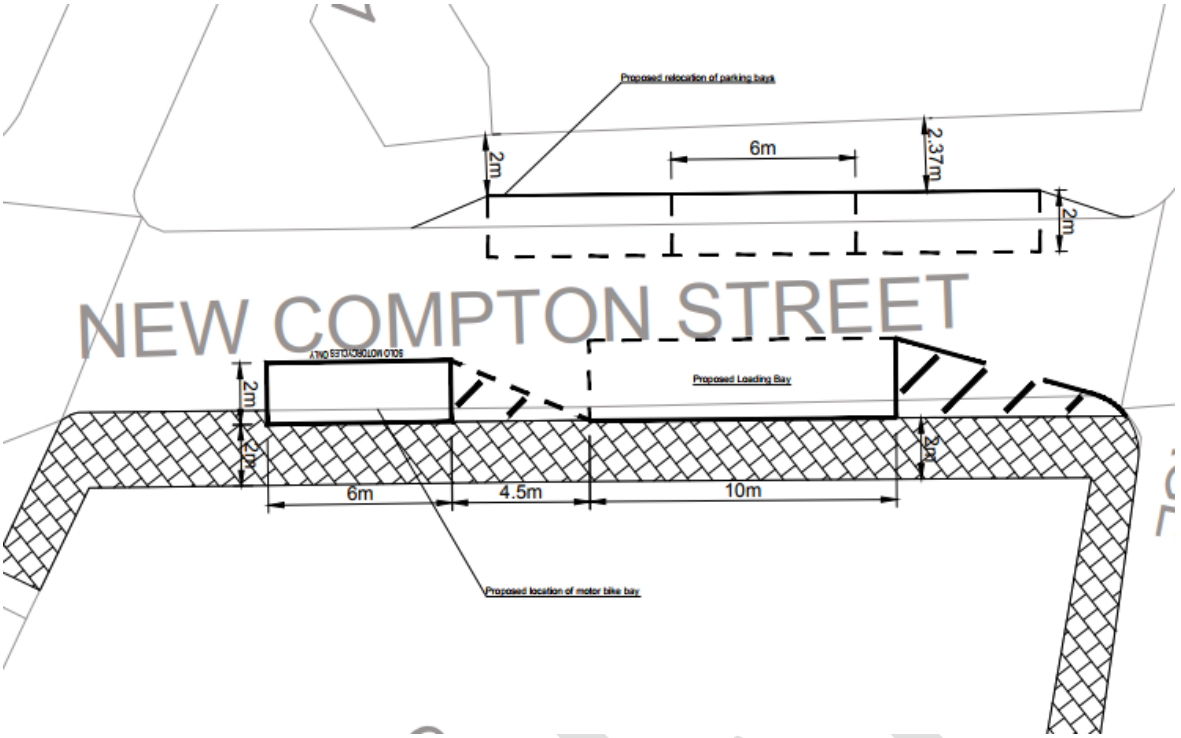


Figure 3: Proposed Highway Arrangement – New Compton Street

3.18 The arrangement accords with the TfL Kerbside loading guidance document, which provides a suitable footway width on both sides of New Compton Street and retains the same amount of existing car and motorcycle parking, which should therefore be considered acceptable, too achieve this during the construction phase a gantry will be erected to maintain a 2 metre pedestrian footway.

Shaftesbury Avenue

3.19 To the front of the site an area of Shaftesbury Avenue will be utilised to provide an on-footway layby facility which will prevent service vehicles and taxis parking on the Shaftesbury Avenue carriageway and obstructing traffic. **Photo 2** below shows an example of this type of layby facility, which is taken from the Tooley Street Case Study within TfL Kerbside loading guidance.

Photo 2: Tooley Street On-Footway Layby (example)

3.20 It can be seen from the above that the layby facility would be built at the same level as the footway, allowing it to be used as part of the footway when servicing is not being undertaken. In order to accord with the TfL Kerbside loading guidance document, 3m of footway is required. A total of 5m (footway and 1m strip available from build-out) can be used, and therefore a minimum 2m footway would be available behind the layby when servicing is not in operation, which is considered an acceptable width.

3.21 As shown to the rear of the site this proposal can be utilised during the construction phase, with construction vehicles loading and unloading from this area, with a gantry providing a 2 metre footway for pedestrians.

3.22 The proposed highway arrangement is shown below in **Figure 4**.

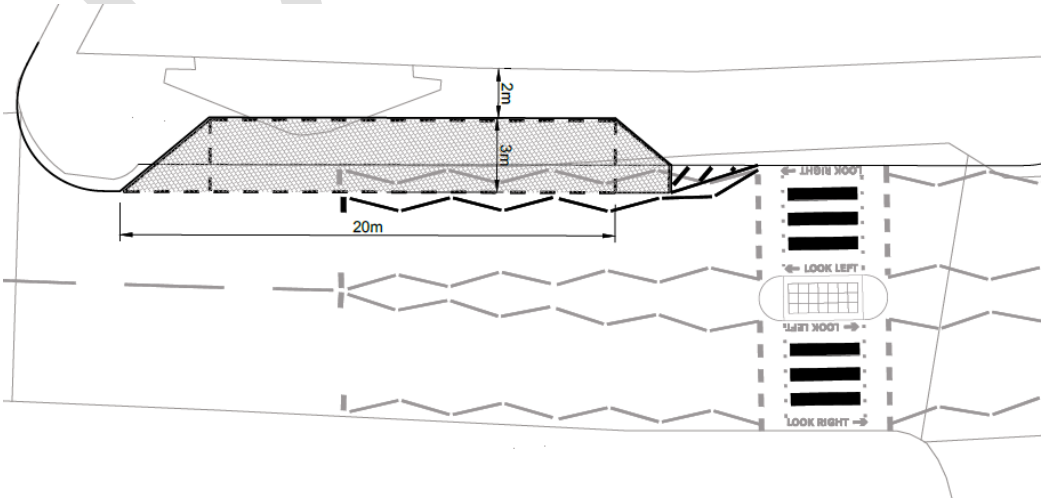


Figure 4 : Proposed Highway Arrangement – Shaftesbury Avenue

3.23 A plan showing the proposed site layout on the highway including extent of highway barriers, pedestrian routes and remaining road width for vehicle movements is attached at **Appendix A2.**

Estimated vehicle types

3.24 A range of delivery vehicles will be used to transport materials to and from the site. The anticipated vehicle type and use associated with the construction process are set out in Table 3.1.

Table 3.1 - Construction Vehicle Types

Vehicle type	Typical Size	Use
Rigid Heavy Goods Vehicle	10m (l) x 2.5m (w) x 3.64m (h)	Demolition. Excavation material removal.
Small Articulated Vehicle	13.5m (l) x 2.5m (w) x 3.7m (h)	Plant, steelworks, bricks and cladding panels.
Rigid Heavy Goods Vehicle	9.4m (l) x 2.5m (w) x 3.71m (h)	Concrete deliveries
Specialised articulated HGV	16.5m (l) x 2.5m (w) x 3.7m (h)	Tower crane erection and dismantle. Mechanical and electrical plant. Cladding panels. Roofing materials.
Specialist equipment low loader	16.65m (l) x 2.5m (w) x 3.4m (h)	Occasional delivery of plant
Transit Vans, Box Vans, etc.	5.7m (l) x 2.4m (w) x 2.7m (h)	Plant service, materials and other suppliers.

Estimated number and type of vehicles per day/week

3.25 We anticipate that construction will take up to 24 months (TBC), with the average number of vehicle movements per day during the respective construction phases expected to be as follows:

- Demolition & Excavation: Average of 15 loads per day (30 vehicle movements).
- Construction: Average of 10 loads per day (20 vehicle movements), peaking at 15 loads per day, i.e. 30 vehicle movements/per day.
- Vehicle movements can be scheduled to occur at set times and therefore on average there would be two to three construction vehicle movements per hour. A range of

delivery vehicles will be used to transport materials to and from the site, ranging from articulated HGVs to transit vans.

3.26 Details of measures and training to reduce the danger posed to cyclists by HGVs, including membership of the Freight Operators Recognition Scheme (FORS) or an approved equivalent;

Coordination with other development projects in the vicinity

3.27 Prior to the commencement of works the Site Manager / Construction Team will contact LBC to ascertain whether any major construction or highways works are proposed to occur nearby during the construction period.

Contact Details

3.28 Further detail will be provided in the final version of the Construction Manangement Plan in consultation with the site contractors upon appointment. The Construction management Plan will also contain the names and contact details for the on-site construction team so members of the public can contact the team directly to report any concerns.

Details of any vehicle call up procedure

3.29 As there are no waiting or holding areas near the site, construction and delivery vehicles shall be programmed at least 30 minutes apart to ensure that no vehicle arrives until the previous vehicle has departed.

Details of storage for plant and materials

3.30 Given the limited site area available, as much plant and materials will be kept off site for as long as possible, arriving at the site as and when necessary. The storage area location is to be identified within the site layout by the contractor once appointed.

4. CONSTRUCTION TRAFFIC

Introduction

4.1 During the demolition and construction period, traffic movements will be associated with the following sources:

- The delivery of demolition materials, involving scaffolding and the removal of waste materials;
- The delivery of construction materials and/or removal of waste materials; and
- The construction workforce.

4.2 This section details the anticipated volume and composition of traffic associated with the deliveries/removals and the workforce. The routes that delivery vehicles will use are also detailed as well as a discussion as to the proposed suspension of highway to facilitate the construction process safely. Deliveries will only take place between 09:30 and 14:30 hours and construction vehicles shall only use the strategic highway network and/or Transport for London road network to reach the site.

Proposals to Accommodate Construction Traffic

4.3 It is proposed to use the proposed plans on Shaftesbury Avenue and New Compton Street in conjunction with a gantry to allow adequate footways provision and the free flow of traffic along these roads.

4.4 The plans are to accommodate construction vehicles and then service vehicles once the site has been established and will not disrupt the flow of vehicle traffic on Shaftesbury Avenue and New Compton Street. The vehicles will enter and exit these loading areas, with drawing numbers **17-T012.2, 17-T012.3, 17-T012.4, 17-T012_12 and 17-T012_07** at **Appendix A3**, showing the swept paths of the intended vehicles during this phase.

4.5 As discussed, fully trained traffic marshals and banksmen will support the accessing and egressing of vehicles into the loading areas from Shaftesbury Avenue and New Compton Street. These will be supported by "STOP WORKS" hand held signs to be positioned to halt any traffic.

4.6 For vehicles using both New Compton Road and particularly Shaftesbury Avenue, dwell time will be maintained to a minimum, always less than one hour, and generally approximately 20 minutes in duration. However, it is considered necessary for ad-hoc traffic management

procedures to be implemented. This will consist of stop-go traffic control to be conducted by fully trained traffic marshals although only put in place when a vehicle is required to load/unload from Shaftesbury Avenue. The "loading area" marked on the traffic management plan will be marked out and enforced, to ensure the vehicular flow on Shaftesbury Avenue and New Compton Street is not impeded for the vast majority of the time.

4.7 The frequency of vehicles, will see a maximum of approximately 30 vehicle(s) per day to site. As such, the use of traffic control on Shaftesbury Avenue will be limited and any impact on the free flow of traffic is negated. The impact this temporary control has on traffic will be monitored and more formal procedures, such as temporary signal control, will be implemented if necessary. LBC will be consulted prior to any implementation if any management beyond stop-go control is considered necessary.

4.8 The client's construction team will advise on the plant that will be used for construction.

Vehicle Routing

4.9 Prior to arriving at the site, all construction vehicles will have followed a pre-determined route to ensure vehicles only use routes appropriate to their vehicle types. The primary aims of the routing strategy are to prohibit all vehicles associated with the development from using unsuitable roads and to retain all vehicles on the strategic highway network, (SRN/TLRN), for as long as practically possible. The proposed vehicle routing is illustrated in **Appendix A4** and can be summarised as follows:

Entry to New Compton Street— Primary 'A' roads provide access to New Compton Street, with St Giles High Street identified as the A40. Vehicles will arrive from the north or south via the A40. Vehicles will continue along New Compton Street until they arrive at the site.

Exit from New Compton Street— All vehicles shall exit the site in a south-westerly direction towards Stacey Road. From here they shall travel south to the junction of Stacey Road/Shaftesbury Avenue before heading in a north-easterly direction to the A401 to commence the return journey on the strategic highway network.

Entry to Shaftesbury Avenue— Primary 'A' roads provides access to Shaftesbury Avenue, with vehicles travelling along Shaftesbury Avenue from the south west.

Exit from Shaftesbury Avenue— All vehicles shall exit the loading area in a north-easterly direction towards Shaftesbury Road. Vehicles will then reach the junction with the A40 where they travel over the A40.

4.10 Vehicle routes will be provided to all delivery firms prior to arrival and relayed to site personnel via tool box talks. It is not proposed to install any temporary vehicle signage on the local highway network due to the temporary nature of the limited number of movements.

4.11 Shaftesbury Avenue and New Compton Street is considered suitable for temporary use by construction traffic. Shaftesbury Avenue are existing bus corridors and as such the highway network is conditioned for the movement of large vehicles. Swept path analysis illustrates this at **Appendix A4**.

5. MANAGEMENT MEASURES

Overview

5.1 This section identifies appropriate measures to mitigate any negative effects of construction traffic with respect to the following:

- Reducing the effects of congestion on the local highway network;
- Reducing the effects of the construction phase on the amenity of the local area and in particular on local residents; and
- Preventing adverse safety impacts on the local highway network.

5.2 In addition to the above, space is given over to address any additional issues and topics if not already covered previously in this document.

Reducing the Effects on Congestion on the Local Highway Network

Construction Deliveries

5.3 HGV movements to and from the site will occur between 09:30 — 14:30 hours, and wherever practicable, allocated delivery times will be secured, taking note of journey times to the site. This will minimise any impact these vehicles may have on peak hour congestion on the local highway network as well as improving site safety both within the site and the surrounding local area.

5.4 As such, construction materials will be sourced from local suppliers, where practically possible, in order to reduce the length of vehicle trips to the site. The contractor will use companies with FORS accreditation when selecting companies to make deliveries to the site and give preference to those who also exhibit meeting the CLOCS standard for construction logistics through further detailed route and delivery planning following acceptance of this CMP.

5.5 Companies selected by the contractor will be required to contact the site manager ahead of their delivery to ensure that sufficient space within the site is available. Deliveries will be received by a Banksman and the Site Manager and supported by traffic marshals where/when necessary.

Construction Workforce

5.6 The site will actively discourage construction personnel from travelling to/from the site by private car.

5.7 The site benefits from good accessibility to public transport (see Section 2) and hence opportunities exist for construction personnel to travel to/from the site by sustainable modes.

5.8 Prior to construction commencing, the appointed Contractor will advise its personnel as to how to travel to the site by non-car modes and share details of public transport maps and timetables with personnel at initial site briefings and tool box talks. Where vehicular travel is absolutely necessary, personnel will be encouraged to car share with colleagues.

5.9 The majority of construction personnel will arrive and depart before the traditional network peak hours. The low volume of traffic associated with the construction workforce is not expected to have a noticeable impact on either the operation of the highway network or on neighbouring residents' amenity. Traffic associated with the construction workforce will however be monitored by the Site Manager and should evidence arise of any negative effects, the Site Manager will liaise with LBC to agree any necessary mitigation measures.

Reducing Impacts on Local Residents' Amenity

5.10 Construction will take place on Monday to Friday between the hours of 08:00 – 18:00, while taking note of the different permitted loading times. Work would only take place on Saturdays between 08:00 – 13:00. There will be no working outside of these hours, including Sundays or Bank Holidays unless otherwise agreed with the LBC. This mitigates the potential adverse effects which construction traffic can have on residential amenity.

5.11 Delivery vehicles will not use local residential side streets. All construction vehicles will follow a pre-determined route to ensure vehicles only use routes appropriate to their vehicle types. Vehicle routes will be provided to all delivery firms prior to arrival and relayed to site personnel via tool box talks. The routing strategy will minimise the impact that construction traffic will have on residential amenity.

5.12 A banksman will be responsible for this manual activity as well as keeping clean the crossovers on the footway between the site boundary and the highway. Shaftesbury Avenue and New Compton Road will be regularly inspected for any deposits of spoil or debris deposited by construction traffic associated with the site. If necessary the road will be cleaned by mechanical sweeper or manually by banksmen.

5.13 Security hoardings will be placed along the frontage of the premises. The access gates will have improved hoarding and will open into the site. These access gates will also be securely locked at the end of the working day.

5.14 Waste removal will be undertaken by an appointed party mainly through the form of grab lorries. Where feasible the appointed company will remove all material from the site to waste recycling stations and separated for recycling where possible. Alongside this, it is not anticipated the development will result in any problem for LBC refuse and general servicing of Shaftesbury Avenue or New Compton Street. The frequency of LBC refuse collection will be identified and factored into the delivery planning schedule.

5.15 Access for the emergency services will continue to be possible along Shaftesbury Avenue and New Compton Street. A banksman located at the temporary suspended parking area on New Compton Street to ensure that safe access routes are always maintained for the emergency services to pass the site.

5.16 The developer and its Contractor will liaise as far as possible with applicants undertaking other approved developments in the vicinity in order to minimise impact upon amenity and safety. At the time of writing, no developments within the immediate vicinity were identified.

5.17 The implementation, monitoring and any necessary review of the CMP will be the responsibility of the appointed Contractor.

5.18 Any complaints should be directed to the appointed Contractor.

6. CONCLUSIONS

6.1 Iceni Projects Ltd have been appointed by Capital Start Ltd to prepare this Construction Management Plan (CMP) with regard to the proposed development is to provide a comprehensive refurbishment of the existing Grade II Listed building and the provision of a new 2 storey roof extension, new basement level to provide a 94-bed hotel (Class C1), four-screen cinema (Class D2), spa (sui generis), restaurant/bar (Class A3/A4) and roof top bar (Class A4).

6.2 This CMP has been prepared to support the planning application for the redevelopment of 135-149 Shaftesbury Avenue, London Borough of Camden, London, WC2H 8AH. This CMP also outlines the responsibilities for the construction team who will also form a security function for the site during this period.

6.3 This CMP identifies the procedure for road users during construction and temporary use of the highway for the siting of vehicles and construction plant.

6.4 This CMP demonstrates that any temporary disruption and severance of the highway required during the redevelopment of the site can be appropriately managed and accommodated without causing any adverse effects to vehicle movements, pedestrian movements and on-street parking.

6.5 The site benefits from good public transport opportunities. There are thus plentiful opportunities for construction personnel to travel to and from the site by non-car modes.

6.6 As seen in drawing number **XXXXX (TBC),** a temporary suspension of parking bays on New Compton Street will be necessary for the entire construction period. This is to accommodate the safe manoeuvring of vehicles to and from the site access whilst also able vehicles to load and unload in front of the site. The suspension is considered necessary to provide space for vehicles to turn into the site, as well as if there is no space available within the site during construction, it ensures construction can be conducted safely with minimal impact on highway safety.

6.7 Sufficient security hoardings will be placed along the frontage of the premises. Access gates will have improved hoarding and will open into the site. These access gates will also be securely locked at the end of the working day.

6.8 The 24-hour contact for the development is XXX (Site Manager) who can be contacted on XXXX (TBC).

6.9 This Construction Management Plan sets out the proposed hours of site activity (including pick-up and delivery times for materials and equipment) during the construction period. This document also

A1. SITE LOCATION PLAN

DO NOT SCALE THIS DRAWING ALL DIMENSIONS MUST BE CHECKED ON SITE INFORM THE ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION

KEY PLAN

NOTES

REV	DATE	DESCRIPTION	DRN	CHK
P01	15.12.17	PLANNING APPLICATION	JR	COS

DRAWING TITLE
EXISTING PLANS
ROOF SITE PLAN

SCALE 1:500@A1 / 1:1000@A3 A1 SHEET

STATUS
PLANNING

DRAWING NO
2818–JW–002

REV
P01

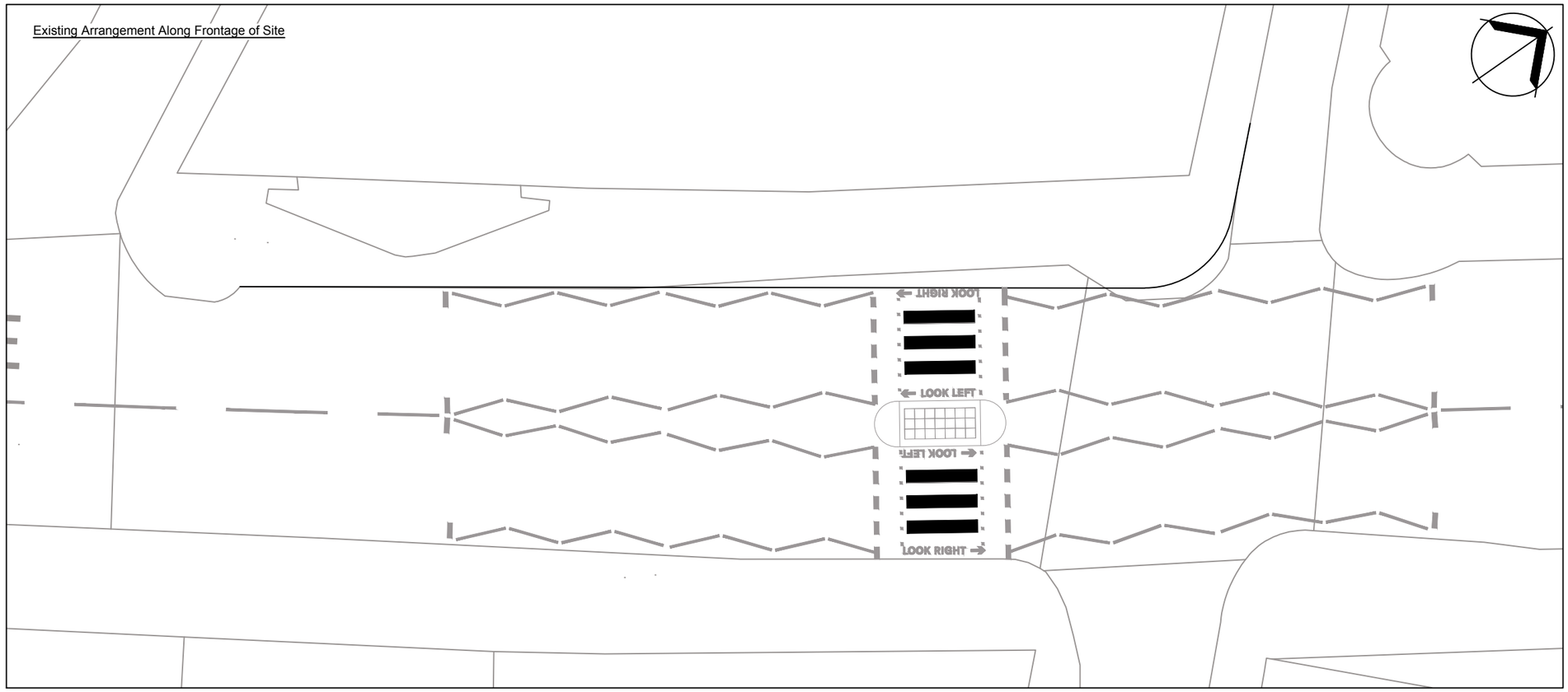
jestico + whiles
Sutton Yard 65 Goswell Road London EC1V 7EN
t +44 (0) 20 7380 0382 w jesticowhiles.com
architecture + interior design london + prague

CLIENT
CAPITAL START LTD

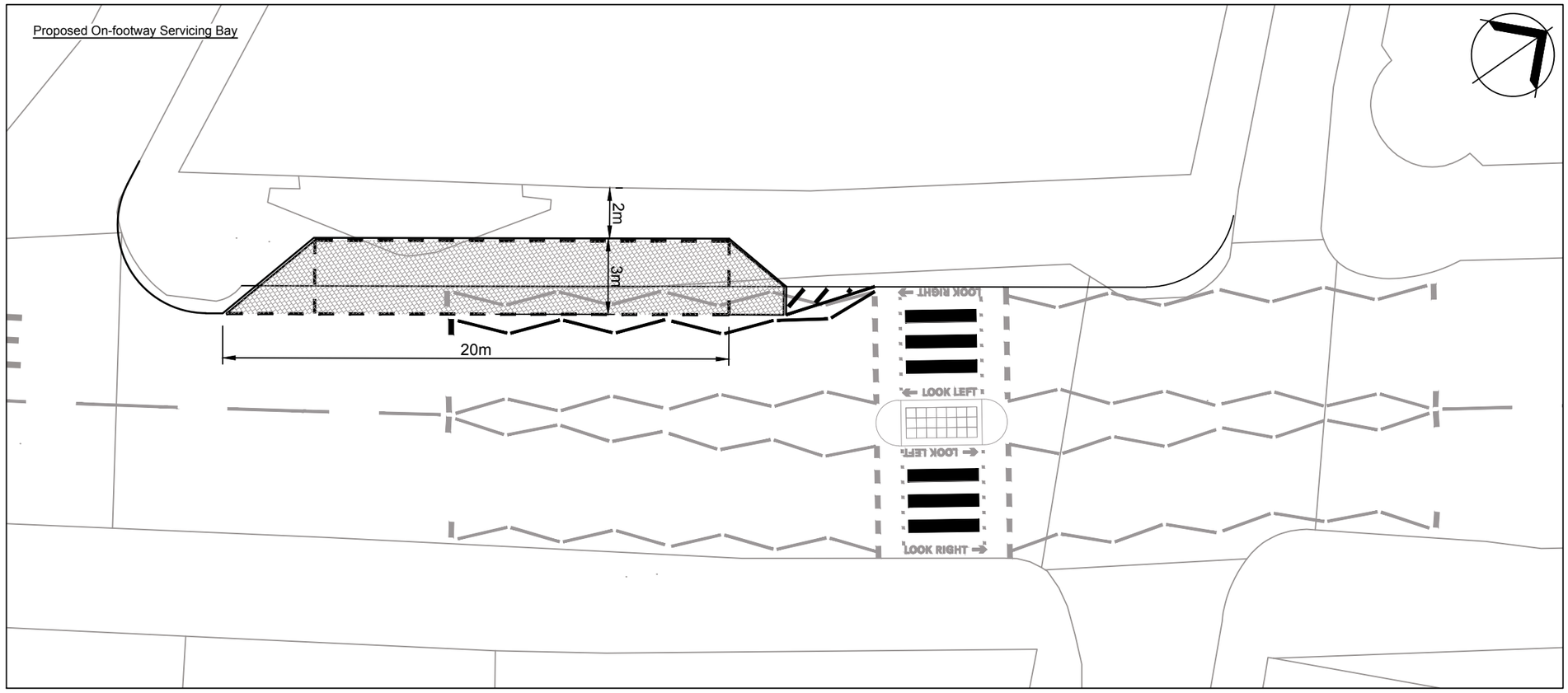
PROJECT
135–149 SHAFTESBURY AVENUE, LONDON

A2. PROPOSED HIGHWAYS PLAN

Existing Arrangement Along Frontage of Site



Proposed On-footway Servicing Bay



Notes;

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2.Street Furniture to be considered

TfL Kerbside Loading Guidance - Tooley Street case study

Iceni Projects
Flitcroft House
114-116 Charing Cross Road
London, WC2H 0JR

T 020 3640 8508
F 020 3435 4228
mail@iceniprojects.com

Client

Capital Start Ltd

Project

Odeon Cinema, Shaftesbury Avenue, London

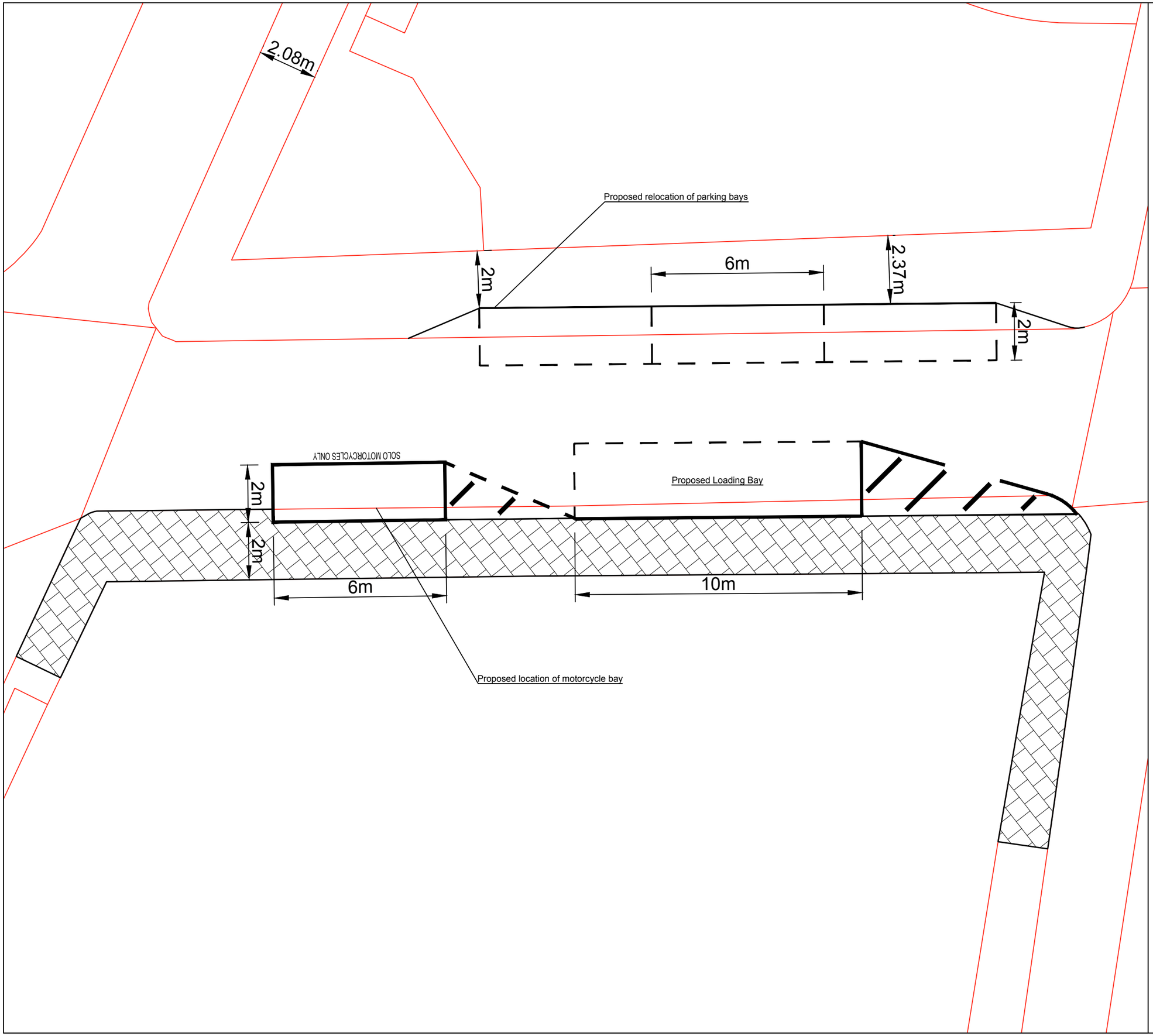
Title

Proposed Lay-by Arrangement Plan

(Shaftesbury Avenue)

Drawn By	Checked By	Approved By
TG	RB 22/02/2017	ME 22/02/2017

Scale @ A3	Date	
1:200	22/02/2017	
Project No.	**Drawing No.**	**Rev.**
17-T012	08	-



Notes;

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2.Street furniture to be considered

Notes;

Existing footway to be considered

Iceni Projects
Flitcroft House
114-116 Charing Cross Road
London, WC2H 0JR

T 020 3640 8508
F 020 3435 4228
mail@iceniprojects.com

Client

Capital Start Ltd

Project

Odeon Cinema, Shaftesbury Avenue, London

Title

Proposed Car Parking and loading Arrangment On New Crompton Street

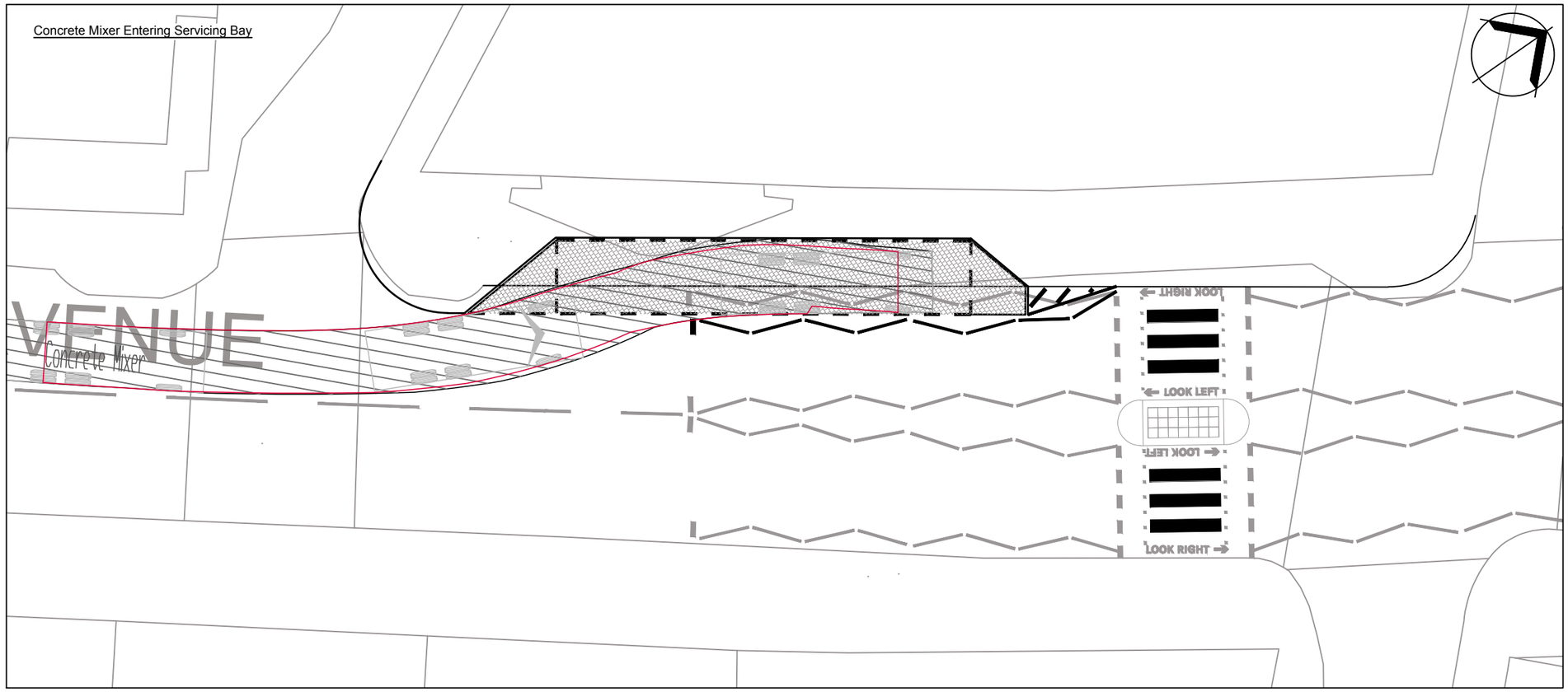
Drawn By	Checked By	Approved By
FA	RB 24/11/2017	ME 24/11/2017

Scale @ A3	Date
1:125	24/11/2017

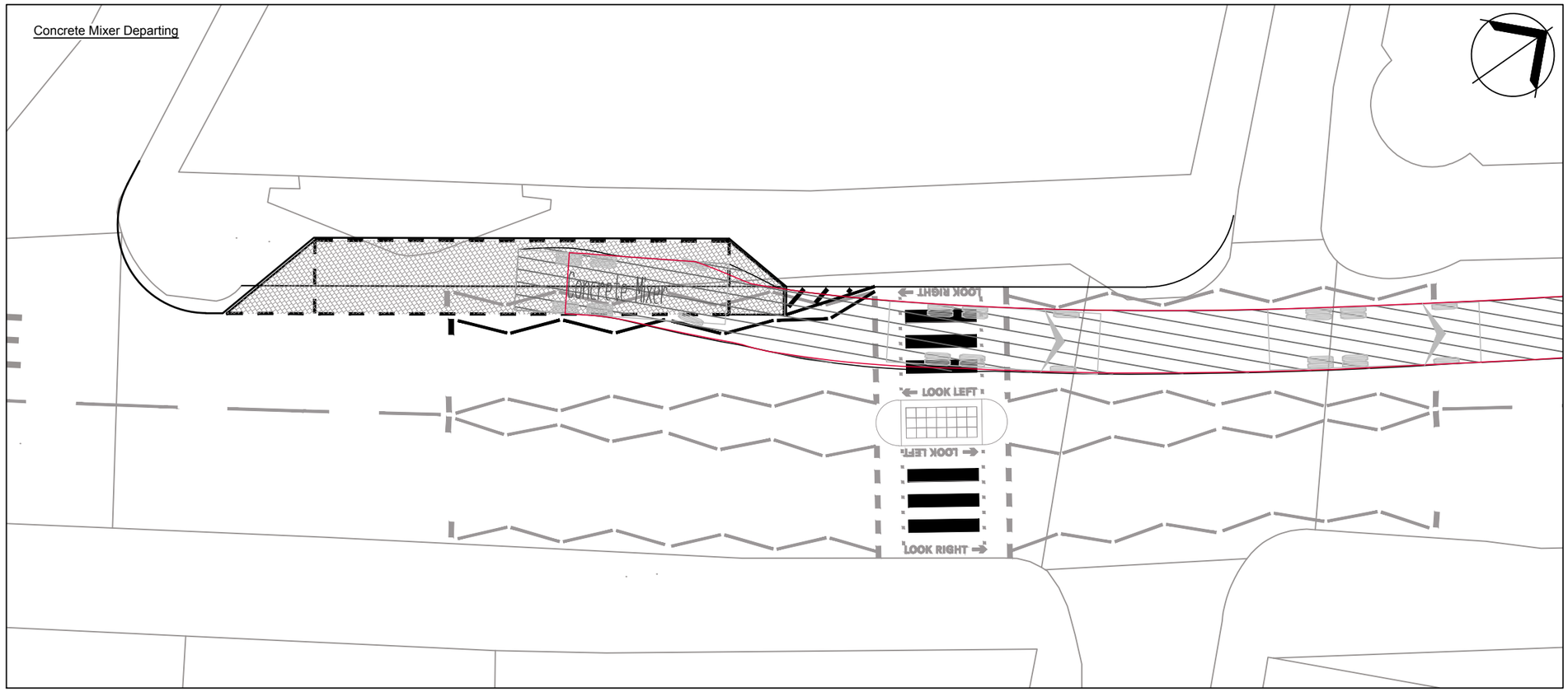
Project No.	Drawing No.	Rev.
17-T012	06	-

A3. VEHICLE TRACKING DRAWINGS

Concrete Mixer Entering Servicing Bay



Concrete Mixer Departing



Notes;

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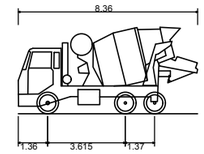
Vehicle Profile



Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	8.210m

Iceni Projects
Flitcroft House
114-116 Charing Cross Road
London, WC2H 0JR

T 020 3640 8508
F 020 3435 4228
mail@iceniprojects.com

Client

Capital Start Ltd

Project

Odeon Cinema, Shaftesbury Avenue, London

Title

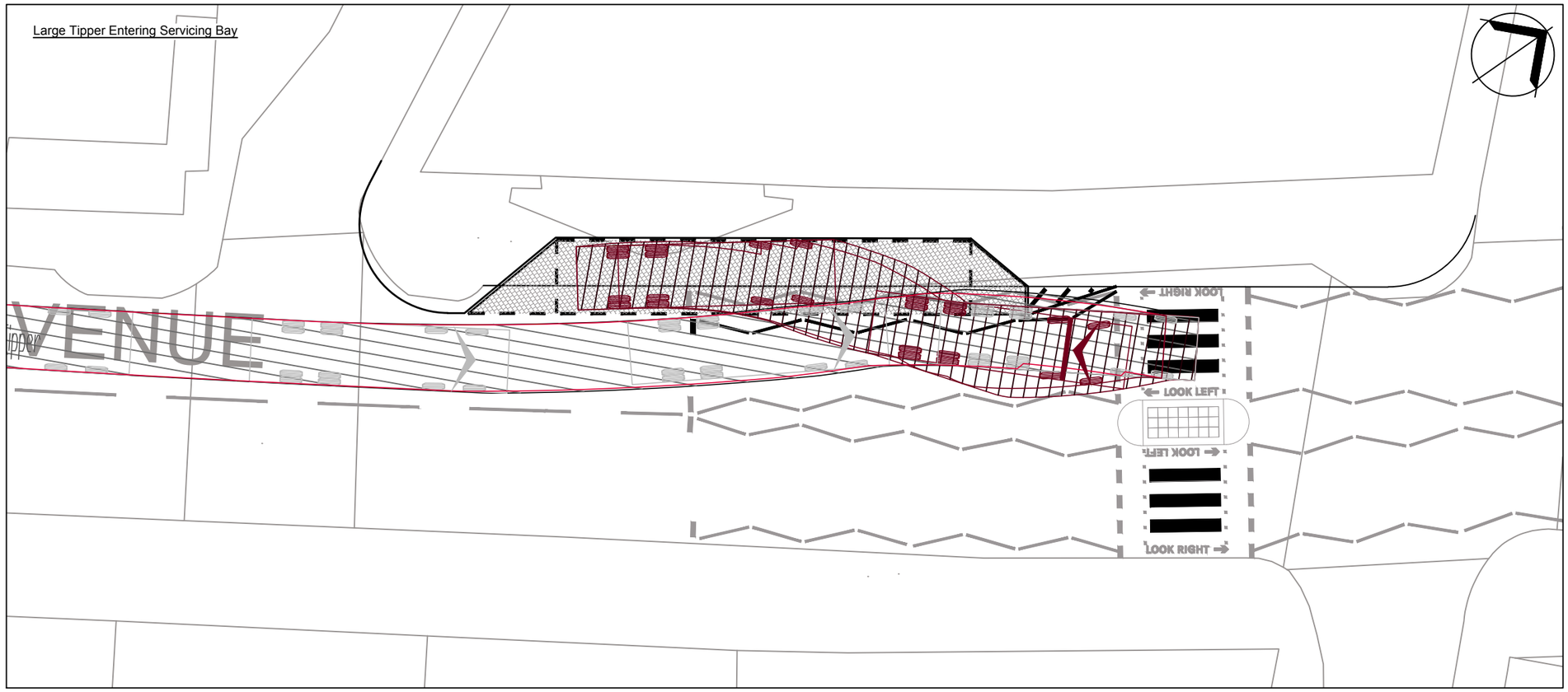
Swept Path Analysis

(Concrete Mixer)

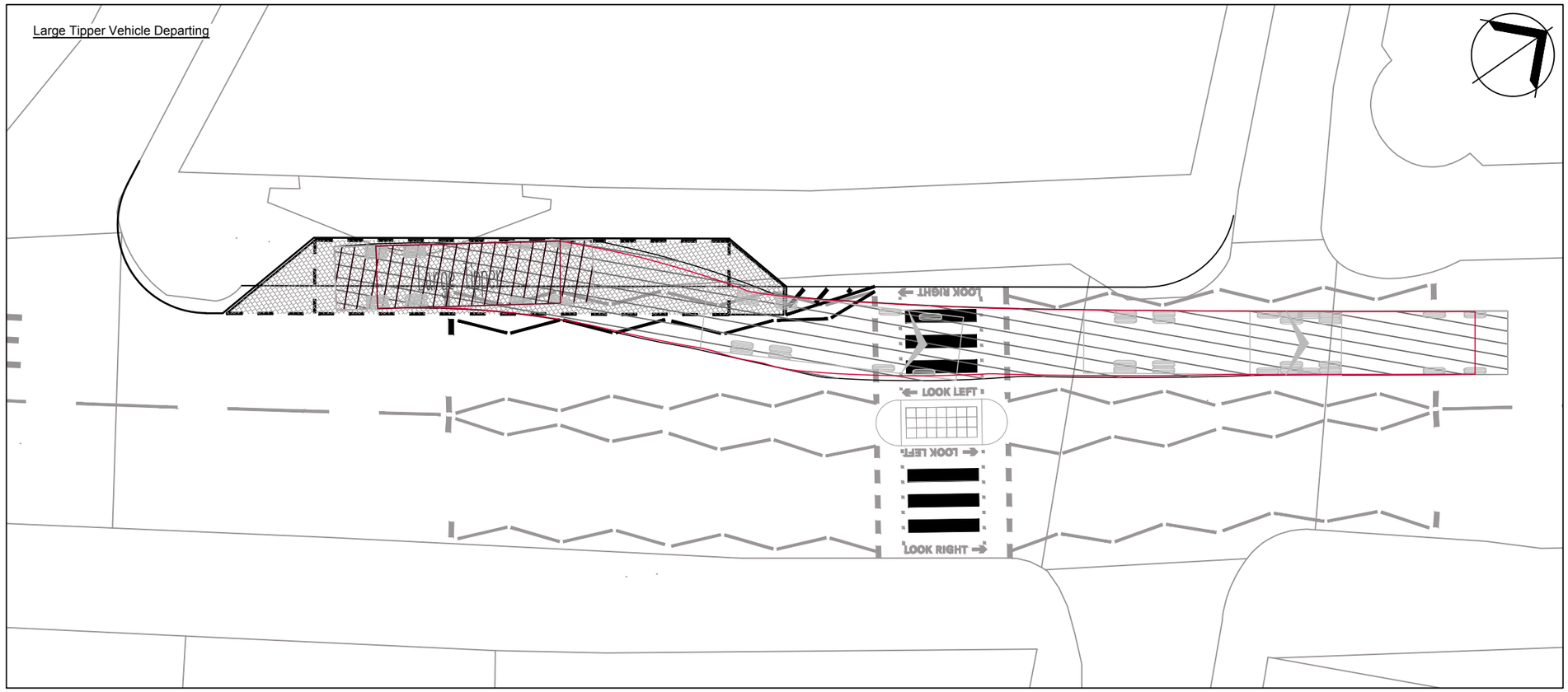
Drawn By	Checked By	Approved By
FA	EF 18/12/2017	ME 29/11/2017

Scale @ A3	Date	
1:200	18/12/2017	
Project No.	**Drawing No.**	**Rev.**
17-T012	12.1	-

Large Tipper Entering Servicing Bay



Large Tipper Vehicle Departing



Notes;

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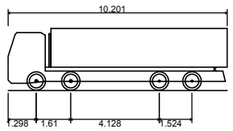
Vehicle Profile



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	11.550m

Iceni Projects
Flitcroft House
114-116 Charing Cross Road
London, WC2H 0JR

T 020 3640 8508
F 020 3435 4228
mail@iceniprojects.com

Client

Capital Start Ltd

Project

Odeon Cinema, Shaftesbury Avenue, London

Title

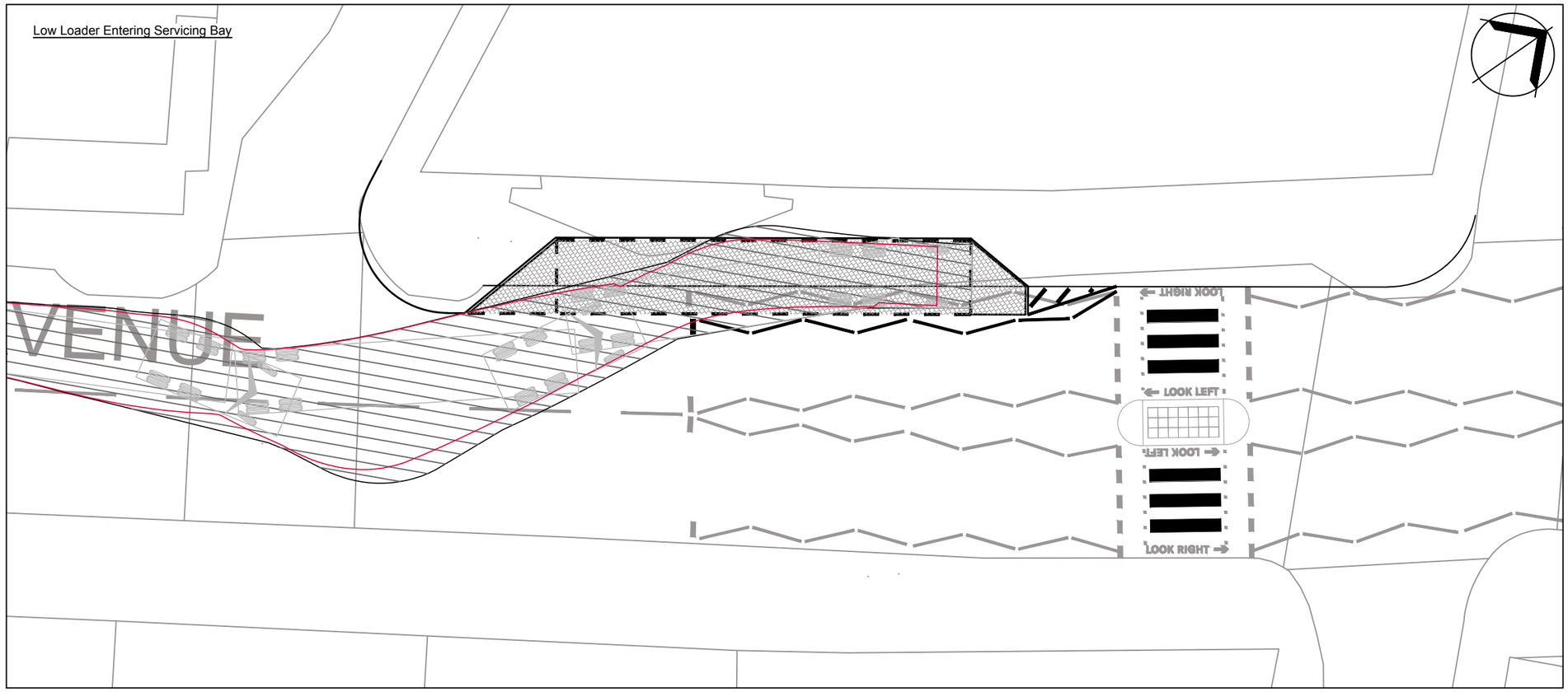
Swept Path Analysis

(Large Tipper)

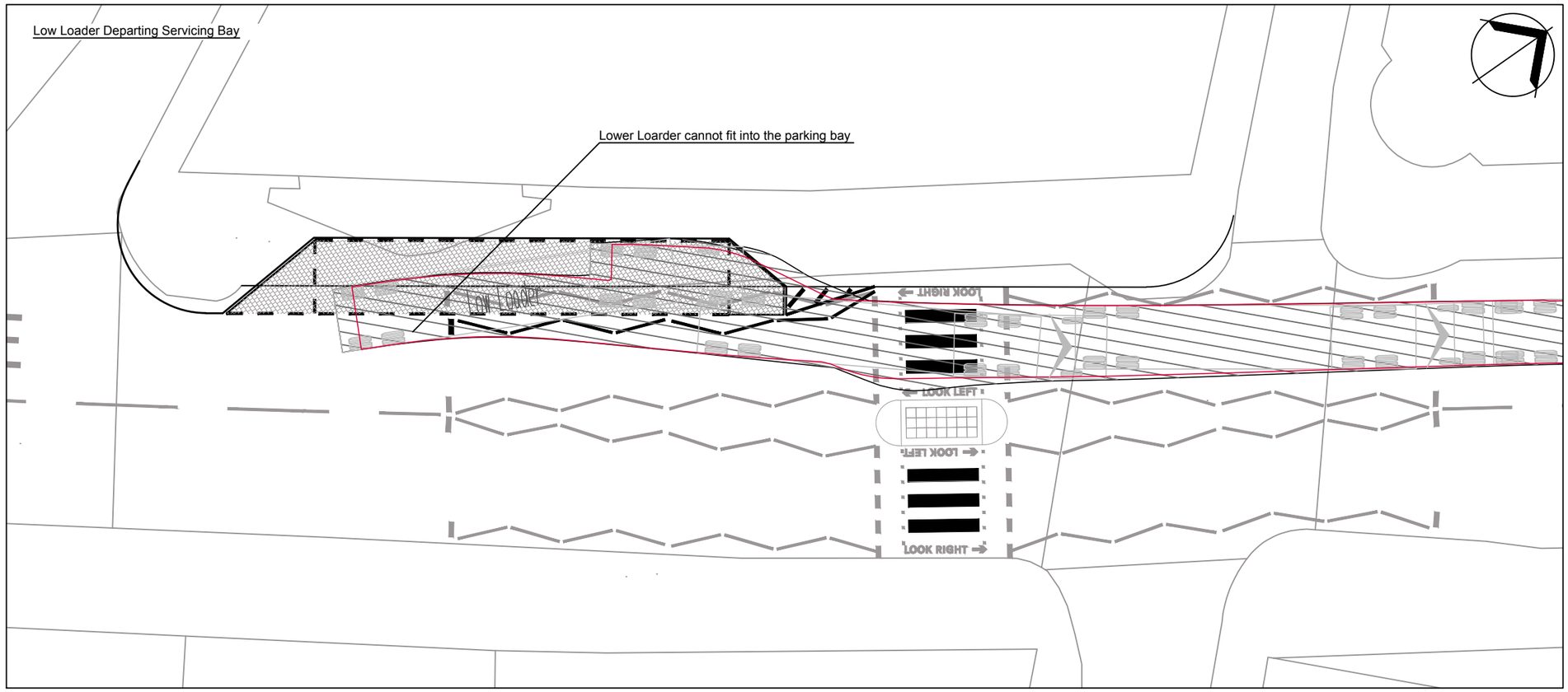
Drawn By	Checked By	Approved By
FA	EF 18/12/2017	ME 18/12/2017

Scale @ A3	Date	
1:200	18/12/2017	
Project No.	**Drawing No.**	**Rev.**
17-T012	12.2	-

Low Loader Entering Servicing Bay



Low Loader Departing Servicing Bay



Notes;

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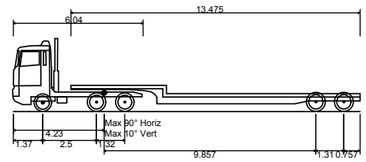
Vehicle Profile



Low Loader	
Overall Length	16.154m
Overall Width	2.520m
Overall Body Height	3.393m
Min Body Ground Clearance	0.318m
Max Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	6.990m

Iceni Projects
Flitcroft House
114-116 Charing Cross Road
London, WC2H 0JR

T 020 3640 8508
F 020 3435 4228
mail@iceniprojects.com

Client

Capital Start Ltd

Project

Odeon Cinema, Shaftesbury Avenue, London

Title

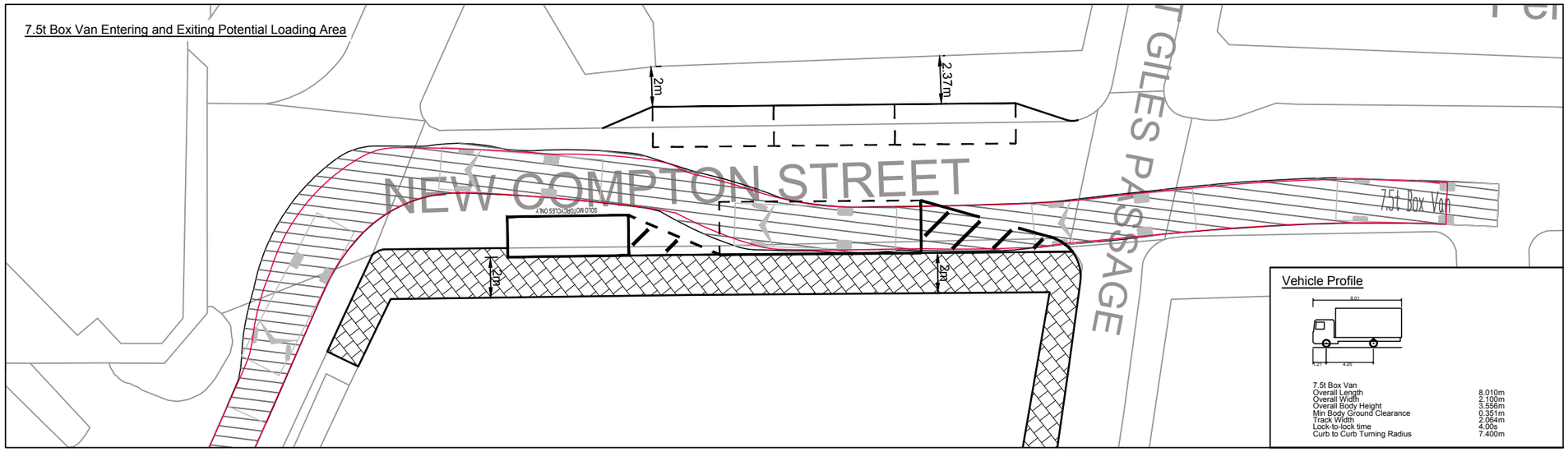
Swept Path Analysis

(Low Loader)

Drawn By	Checked By	Approved By
FA	EF 18/12/2017	ME 18/12/2017

Scale @ A3	Date	
1:200	18/12/2017	
Project No.	**Drawing No.**	**Rev.**
17-T012	12.3	-

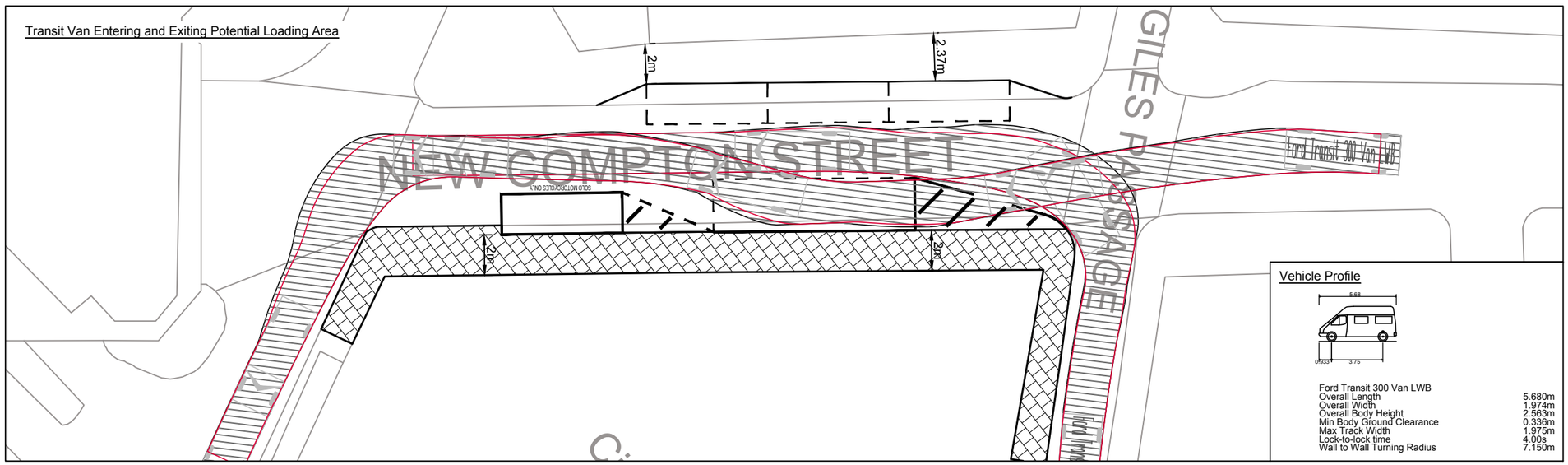
7.5t Box Van Entering and Exiting Potential Loading Area



Vehicle Profile

7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.400m

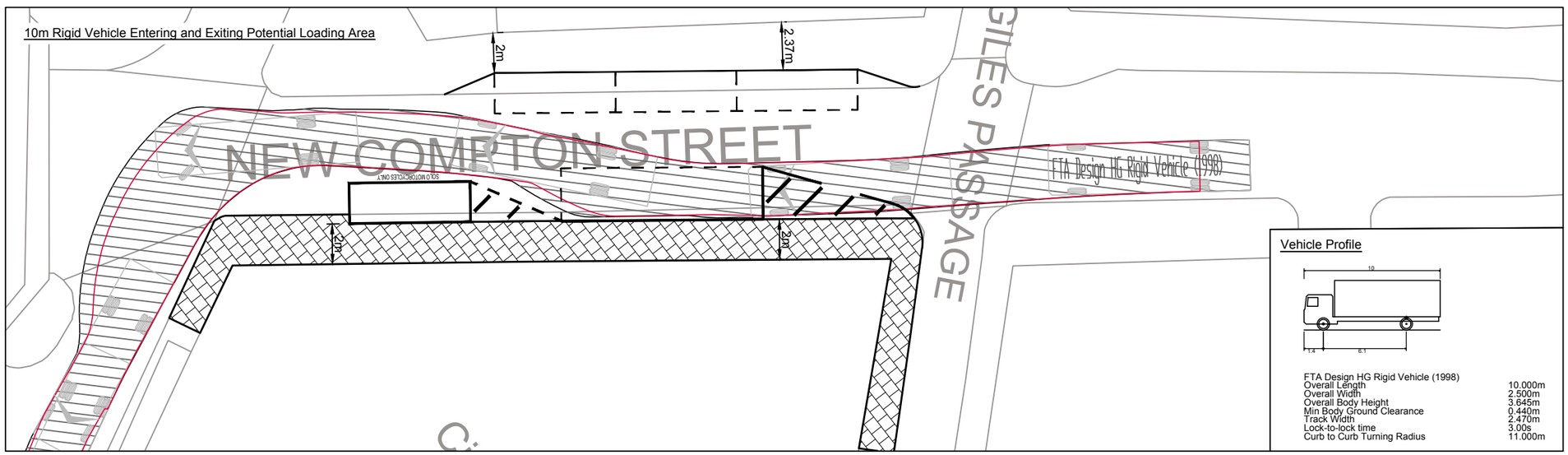
Transit Van Entering and Exiting Potential Loading Area



Vehicle Profile

Ford Transit 300 Van LWB	
Overall Length	5.680m
Overall Width	1.974m
Overall Body Height	2.563m
Min Body Ground Clearance	0.336m
Max Track Width	1.975m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	7.150m

10m Rigid Vehicle Entering and Exiting Potential Loading Area



Vehicle Profile

FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	11.000m

Notes;

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2.Street furniture to be considered

Iceni Projects
Flitcroft House
114-116 Charing Cross Road
London, WC2H 0JR

T 020 3640 8508
F 020 3435 4228
mail@iceniprojects.com

Client

Capital Start Ltd

Project

Odeon Cinema, Shaftesbury Avenue, London

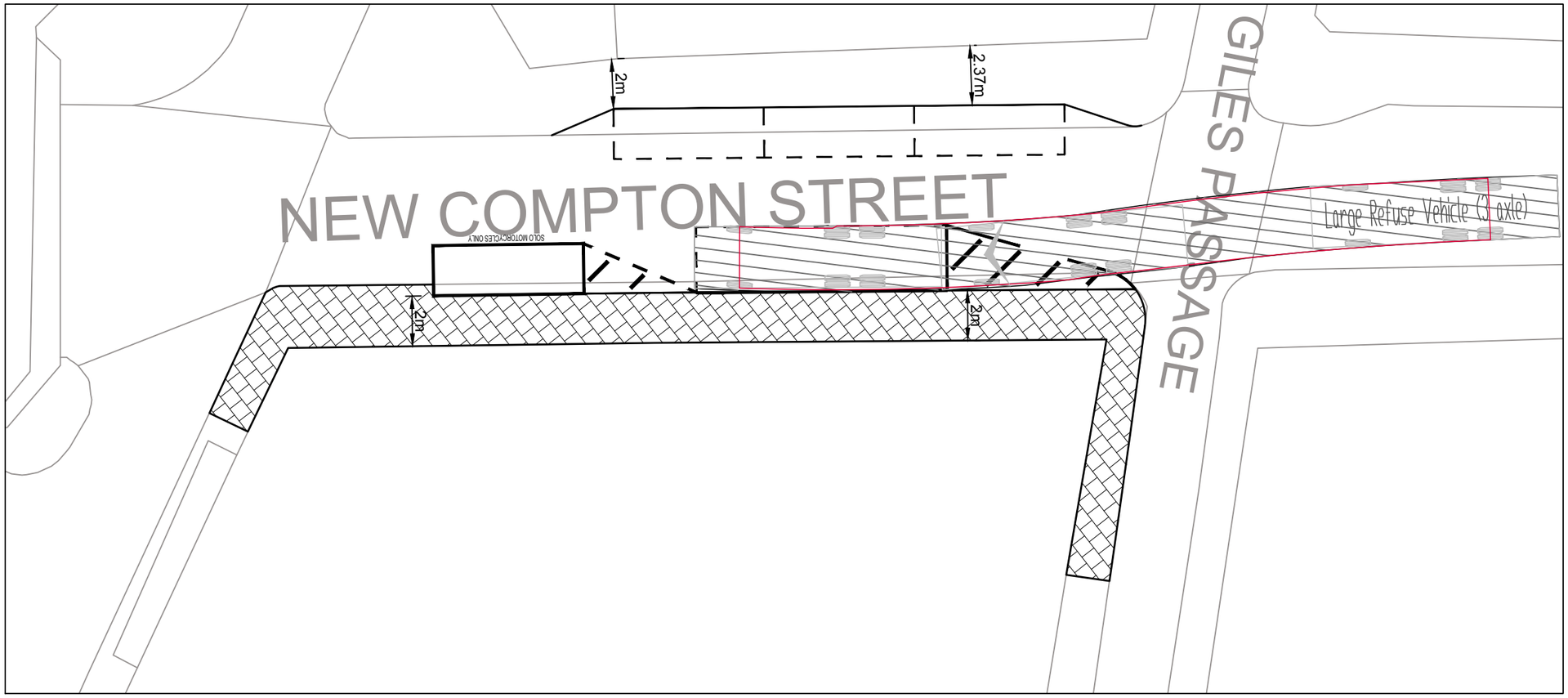
Title

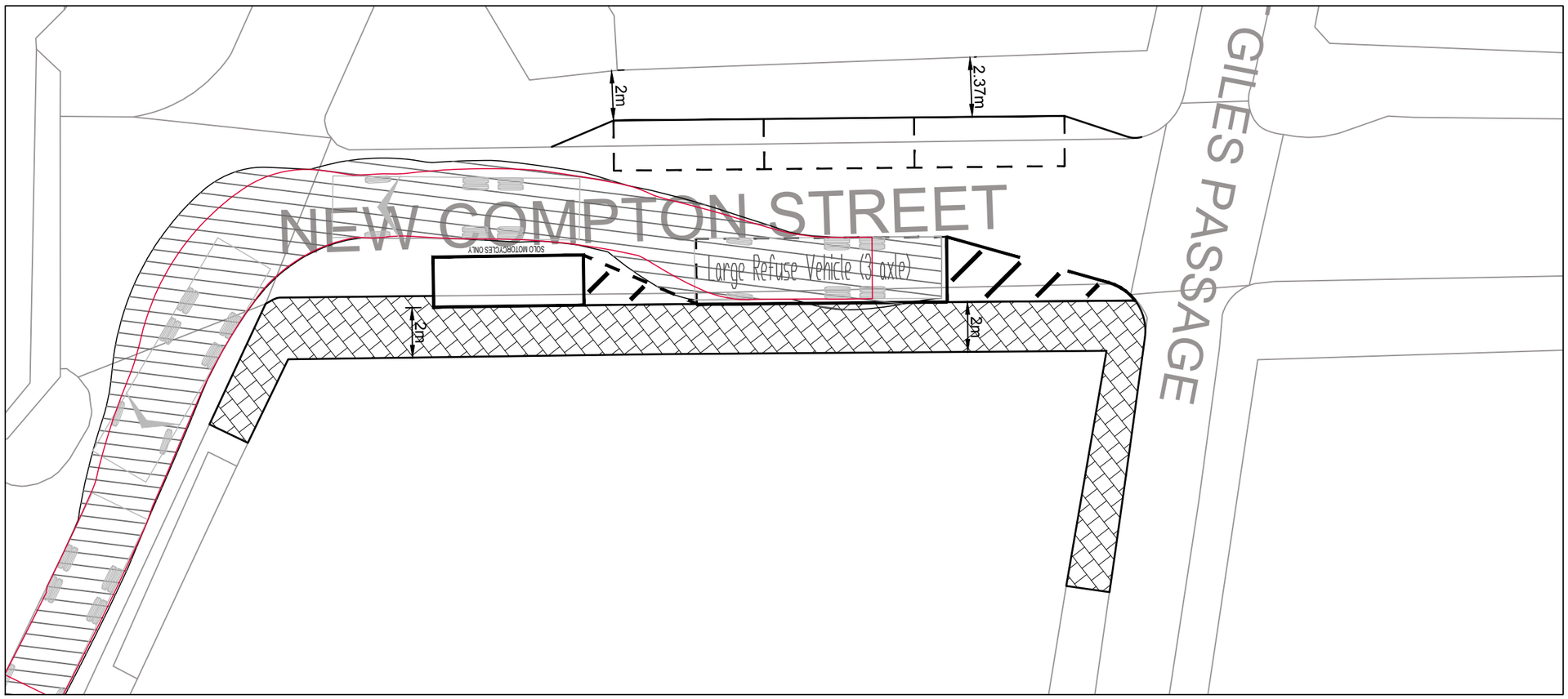
Swept Path Analysis

(7.5t Box Van, Transit Van & 10m Rigid Vehicle)

Drawn By	Checked By	Approved By
FA	RB 24/11/2017	ME 24/11/2017

Scale @ A3	Date	
1:250	24/11/2017	
Project No.	**Drawing No.**	**Rev.**
17-T012	07	-





Notes;

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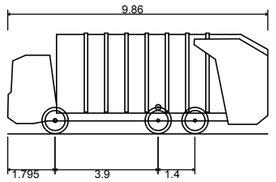
2.Street furniture to be considered

Notes;

Existing footway to be considered

Vehicle Profile



Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	9.500m

Iceni Projects
Flitcroft House
114-116 Charing Cross Road
London, WC2H 0JR

T 020 3640 8508
F 020 3435 4228
mail@iceniprojects.com

Client

Capital Start Ltd

Project

Odeon Cinema, Shaftesbury Avenue, London

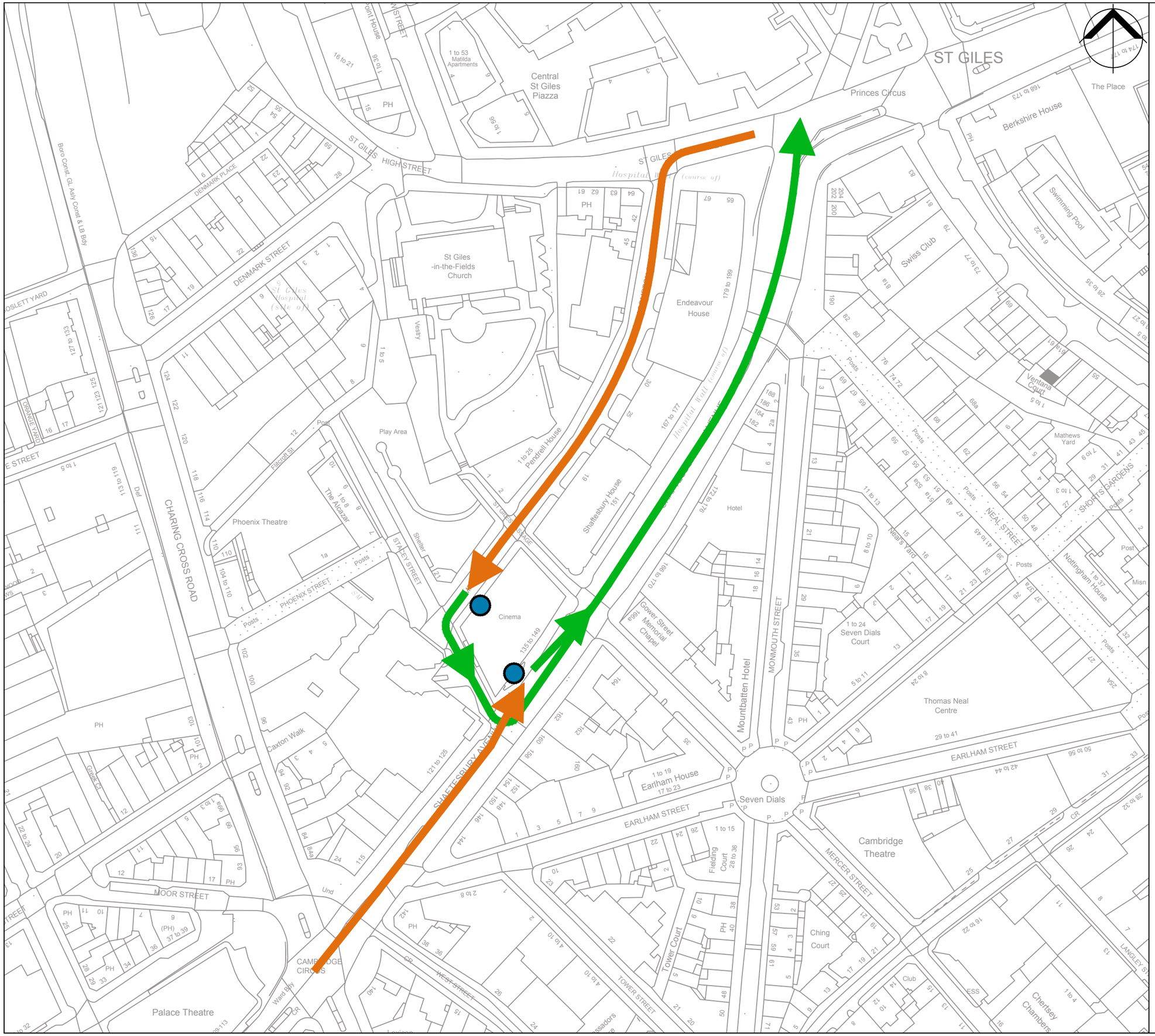
Title

Proposed Car Parking and loading Arrangment On New Crompton Street

Drawn By	Checked By	Approved By
FA	RB 24/11/2017	ME 24/11/2017

Scale @ A3	Date	
1:125	24/11/2017	
Project No.	**Drawing No.**	**Rev.**
17-T012	12	-

A4. CONSTRUCTION VEHICLE ROUTING MAP



Notes;

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Notes;

Arriving

Departing

Drop Off Areas

Iceni Projects
Flitcroft House
114-116 Charing Cross Road
London, WC2H 0JR

T 020 3640 8508
F 020 3435 4228
mail@iceniprojects.com

Client

Capital Start Ltd

Project

Odeon Cinema, Shaftesbury Acenue, London

Title

Service Route Plan

Drawn By	Checked By	Approved By
TG	RB 15/12/2017	ME 15/12/2017

Scale @ A3	Date
NTS	15/12/2017

Project No.	Drawing No.	Rev.
17-T012	09	-

A5. LB CAMDEN CMP PRO FORMA (TRANSPORT)

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 Contractual Considerations

17. Name of Principal contractor:

Unknown at time of writing

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 site shall:

1. Have clearly marked loading points and, Lantra qualified traffic marshals to control vehicle movements / unloading operations.

2. Allow for loading/unloading on site where possible.

3. Be suitable for a vehicle fitted with underrun bars.

4. Comply with our CMP

Operators shall:

1. Only use vehicle routes agreed with us and the London Borough of Camden to service your site.

2. As a minimum be accredited to bronze level Fleet Operator Recognition Scheme (FORS) or equivalent.

3. Have additional safety equipment fitted to vehicles over 3.5t.

4. Only use drivers who have received additional training e.g. Safe Urban Driving, e-learning, Van Smart, on cycle awareness, vehicle safety equipment training etc.

5. Perform driver licence checks.

6. Record, investigate and analyse collisions.

7. Ensure that they have written to their supply chain informing them of the need to comply with the above requirements.

Deliveries and traffic management will be managed by the on site management team who will operate a carefully coordinated delivery schedule. Our normal procedure is to agree a series of time slots using a booking in system providing 48 hours' notice. Deliveries will be carefully coordinated to avoid the busy times during the working day.

Due to the nature of the site and limited parking facilities available, contractors will be encouraged to use local transport to travel to and from the site.

All deliveries will be accompanied by a Lantra qualified banksman who will ensure any vehicle manoeuvres across the footpath are supervised at all times. Apart from a few exceptional items, all deliveries will occur between 09.00am and 14.30pm and between 15:30pm and 5pm, in order to reduce the peak time traffic.

A Traffic Management Plan will specify the details of how deliveries will be safely undertaken and the supervision required to ensure safety to delivery drivers, site staff and members of the public.

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:

Confirmed

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.

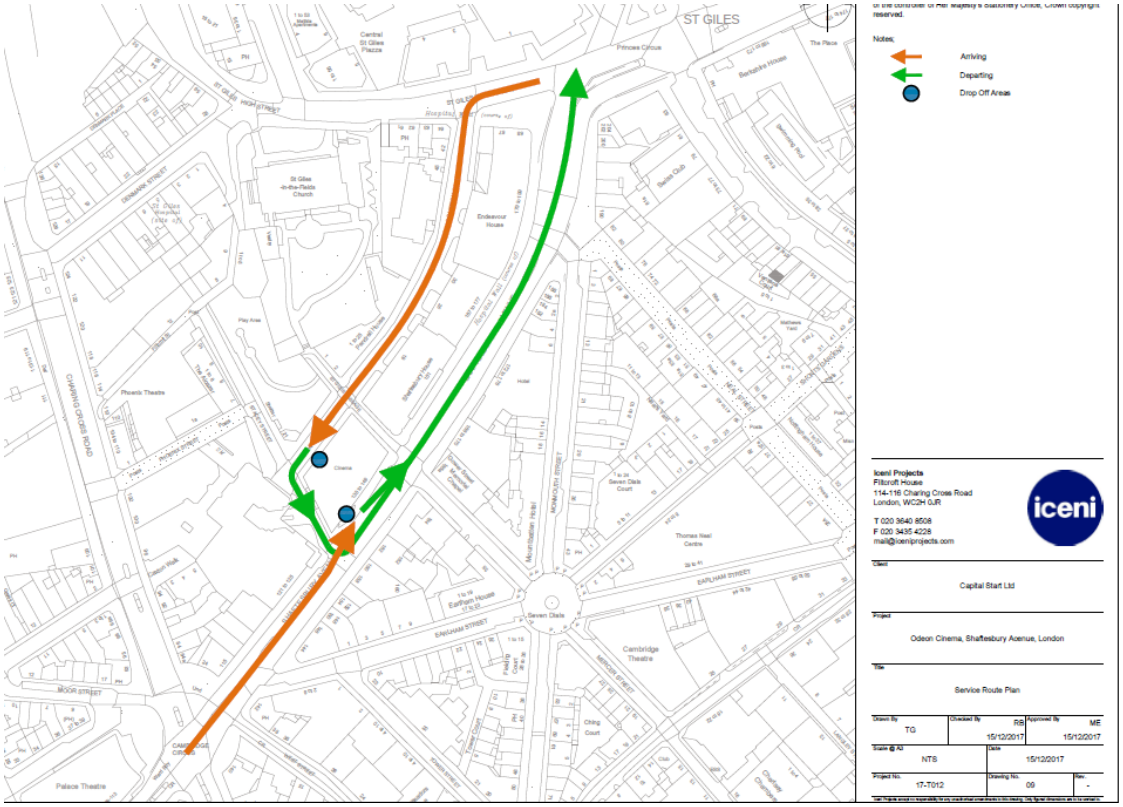
a. Please indicate routes on a drawing or diagram showing the public highway network in the vicinity of the site including details of how vehicles will be routed to the Transport for London Road Network (TLRN) on approach and departure from the site.

Entry to New Compton Street— Primary 'A' roads provide access to New Compton Street, with St Giles High Street identified as the A40. Vehicles will arrive from the north or south via the A40. Vehicles will continue along New Compton Street until they arrive at the site.

Exit from New Compton Street— All vehicles shall exit the site in a south-westerly direction towards Stacey Road. From here they shall travel south to the junction of Stacey Road/Shaftesbury Avenue before heading in a north-easterly direction to the A401 to commence the return journey on the strategic highway network.

Entry to Shaftesbury Avenue— Primary 'A' roads provides access to Shaftesbury Avenue, with vehicles travelling along Shaftesbury Avenue from the south west.

Exit from Shaftesbury Avenue— All vehicles shall exit the loading area in a north-easterly direction towards Shaftesbury Road. Vehicles will then reach the junction with the A40 where they travel over the A40.



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 use of agreed routes will become contractual, where possible, with sub-contractors and individuals will be contacted to be made aware of the times of operation, delivery routes etc. This will be communicated via email and verbally. Additionally we will promote the use of public transport wherever possible to help ease congestion on the road network.

All vehicles must comply with the above routing plans – any who fail to do so will be banned from this site. Where necessary pedestrians and site vehicles will be segregated by sign posted designated routes.

Contact details of key site personnel will be posted at the entrance to the site which will be kept closed unless vehicles are entering or leaving site. Delivery drivers will be required to phone the site manager at least 15 minutes before arrival so the site team can assist with loading/unloading.

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.

A range of delivery vehicles will be used to transport materials to and from the site. The anticipated vehicle type and use associated with the construction process are set out in Table below.

Vehicle type	Typical Size	Use
Rigid Heavy Goods Vehicle	10m (l) x 2.5m (w) x 3.64m (h)	Demolition. Excavation material removal.
Small Articulated Vehicle	13.5m (l) x 2.5m (w) x 3.7m (h)	Plant, steelworks, bricks and clad panels.
Rigid Heavy Goods Vehicle	9.4m (l) x 2.5m (w) x 3.71m (h)	Concrete deliveries
Specialised articulated HGV	16.5m (l) x 2.5m (w) x 3.7m (h)	Tower crane erection and dismar Mechanical and electrical plant. Cladding panels. Roofing materia
Specialist equipment low loader	16.65m (l) x 2.5m (w) x 3.4m (h)	Occasional delivery of plant
Transit Vans, Box Vans, etc.	5.7m (l) x 2.4m (w) x 2.7m (h)	Plant service, materials and other suppliers.

Estimated number and type of vehicles per day/week

An average number of vehicle movements per day during the respective construction phases expected to be as follows:

- Demolition & Excavation: Average of 15 loads per day (30 vehicle movements).
- Construction: Average of 10 loads per day (20 vehicle movements), peaking at 15 loads per day, i.e. 30 vehicle movements/per day.
- Vehicle movements can be scheduled to occur at set times and therefore on average there would be two to three construction vehicle movements per hour. A range of delivery vehicles will be used to transport materials to and from the site, ranging from articulated HGVs to transit vans.

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

There is a live application next to the proposed development at 125 Shaftesbury Avenue. *"Remodelling, refurbishment and extension of existing office building (Class B1) at upper floor levels, roof level and within lightwells to provide 9,682sqm additional floorspace, including terraces, a new public route, a relocated office entrance (Charing Cross Road), rooftop plant and flexible retail uses (Classes A1/A3), along with associated highway, landscaping and public realm improvements."*

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.

Pre-arranged delivery times will be set by the site manager and will be strictly adhered to in order to prevent more than one delivery vehicle accessing the site at any one time. The site manager will detail out weekly deliveries so all the site team are aware of what will be arriving. Traffic Marshals will be instructed to turn away any un-scheduled delivery should they occur. All suppliers will be provided with copies of our Traffic Management Plan.

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.

There will be no off-site holding area.

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 will be working with our supply chains to ensure that materials are delivered "just in time" for use on each site, so that there are no instances of vehicles waiting on the highway.

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

Entry to New Compton Street— Primary 'A' roads provide access to New Compton Street, with St Giles High Street identified as the A40. Vehicles will arrive from the north or south via the A40. Vehicles will continue along New Compton Street until they arrive at the site.

Exit from New Compton Street— All vehicles shall exit the site in a south-westerly direction towards Stacey Road. From here they shall travel south to the junction of Stacey Road/Shaftesbury Avenue before heading in a north-easterly direction to the A401 to commence the return journey on the strategic highway network.

Entry to Shaftesbury Avenue— Primary 'A' roads provides access to Shaftesbury Avenue, with vehicles travelling along Shaftesbury Avenue from the south west.

Exit from Shaftesbury Avenue— All vehicles shall exit the loading area in a north-easterly direction towards Shaftesbury Road. Vehicles will then reach the junction with the A40 where they travel over the A40.

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

Vehicle routes will be provided to all delivery firms prior to arrival and relayed to site personnel via tool box talks. It is not proposed to install any temporary vehicle signage on the local highway network due to the temporary nature of the limited number of movements.

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).

The vehicles will enter and exit these loading areas, with drawing numbers **17-T012.2, 17-T012.3, 17-T012.4, 17-T012_12 and 17-T012_07** showing the access and egress and appended to this report.

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.

As no vehicles will enter the site, a wheel wash facility is not required.

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.

New Compton Street

To the rear of the site, the relocation of the existing resident permit parking bays onto the adjacent side of New Compton Street is proposed. This in turn enables a dedicated loading bay to be provided, this loading bay could be utilised during the construction period. **Photo 1** below shows the existing arrangement, whilst **Figure 3** shows the proposed layout.

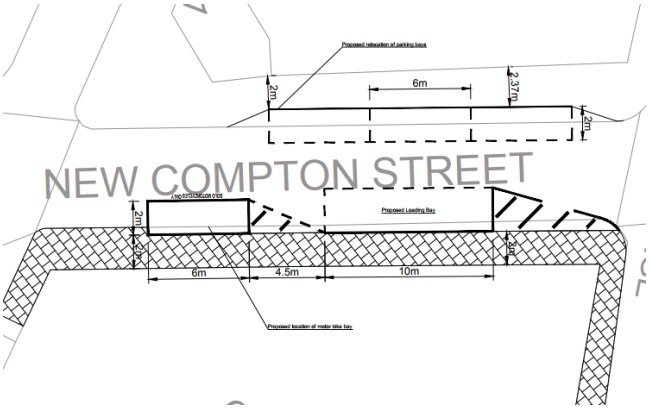


Figure 3: Proposed Highway Arrangement – New Compton Street

The arrangement accords with the TfL Kerbside loading guidance document, which provides a suitable footway width on both sides of New Compton Street and retains the same amount of existing car and motorcycle parking, which should therefore be considered acceptable, too achieve this during the construction phase a gantry will be erected to maintain a 2 metre pedestrian footway. The proposed highway arrangement on new Compton Street is shown at drawing **17-T012_06**.

Shaftesbury Avenue

To the front of the site an area of Shaftesbury Avenue will be utilised to provide an on-footway layby facility which will prevent service vehicles and taxis parking on the Shaftesbury Avenue carriageway and obstructing traffic. **Photo 2** below shows an example of this type of layby facility, which is taken from the Tooley Street Case Study within TfL Kerbside loading guidance.

Photo 2: Tooley Street On-Footway Layby (example)

It can be seen from the above that the layby facility would be built at the same level as the footway, allowing it to be used as part of the footway when servicing is not being undertaken. In order to accord with the TFL Kerbside loading guidance document, 3m of footway is required. A total of 5m (footway and 1m strip available from build-out) can be used, and therefore a minimum 2m footway would be available behind the layby when servicing is not in operation, which is considered an acceptable width.

As shown to the rear of the site this proposal can be utilised during the construction phase, with construction vehicles loading and unloading from this area, with a gantry providing a 2 metre footway for pedestrians.

The proposed highway arrangement is shown overleaf in **Figure 4**.

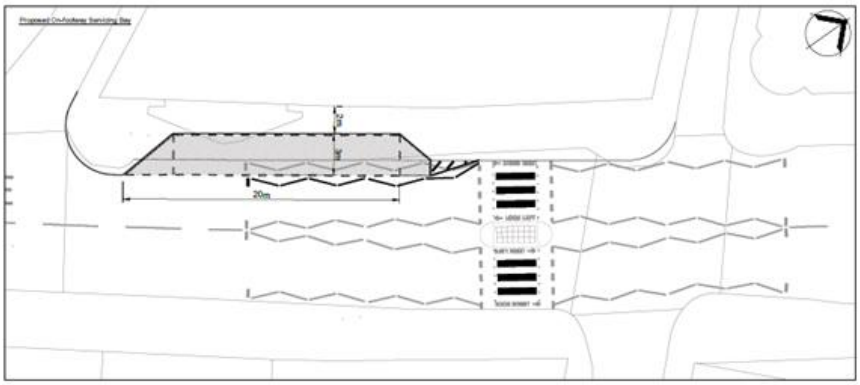


Figure 4 : Proposed Highway Arrangement – Shaftesbury Avenue

A plan showing the proposed site layout on Shaftesbury Avenue is shown at **17_T012_08.**

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.

To the rear of the site, the relocation of the existing resident permit parking bays onto the adjacent side of New Compton Street is proposed. This in turn enables a dedicated loading bay to be provided, this loading bay could be utilised during the construction period.

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).

Proposed drawings showing the planned highway works are shown in question 24. Attached to this report are the scaled drawings outlined in **17-T012_08 and 17-T012_06.**

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

Signs will be standard as per chapter 8 of the Traffic signs manual chapter 1 introduction (1982).

Barriers for the segregated pedestrian walkway will be the standard red/white pedestrian barrier system.

Cones will be a standard 600mm type. Ramps will be required to provide cover over the concrete pipe. Standard heavy duty yellow pedestrian ramp boards will be used.

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).

No diversions will be required during the demolition and construction phase.

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.

The site entrance and exit will be maintained by Lantra trained banksmen. The banksmen will additionally be tasked with ensuring that pedestrian access can be safely provided whilst works are taking place.

Pre-arranged delivery times will be set by the site manager and will be strictly adhered to in order to prevent more than one delivery vehicle arriving at the site which could cause . Any vehicles exiting the site will be guided by a banksman. There are no diversions in place, and no highway structures required. Minor traffic management will be used to provide safe working areas for loading/unloading operations. Ramps will be used to cover the concrete pipe when pumping into site.

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.

Gantries will be located over Shaftesbury Avenue and New Compton Street during the demolition and construction periods, more details of these will be outlined when a contractor has been assigned.

- SYMBOL IS FOR INTERNAL USE