DRAFT Construction Management Plan

pro forma v2.2

Camden

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Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
25/06/2020	1.4	Karina Mudjahid

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

The purpose of the **Construction Management Plan (CMP)** is to help developers to minimise construction impacts, and relates to both on site activity and the transport arrangements for vehicles servicing the site.

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

The completed and signed CMP must address the way in which any impacts associated with the proposed works, and any **cumulative impacts of other nearby construction sites**, will be mitigated and managed. The level of detail required in a CMP will depend on the scale and kind of development. Further policy guidance is set out in Camden Planning Guidance **(CPG)** 6: Amenity and **(CPG)** 8: Planning Obligations.

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

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

It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.

If your scheme involves any demolition, you need to make an application to the Council's Building Control Service. Please complete the "**Demolition Notice.**"

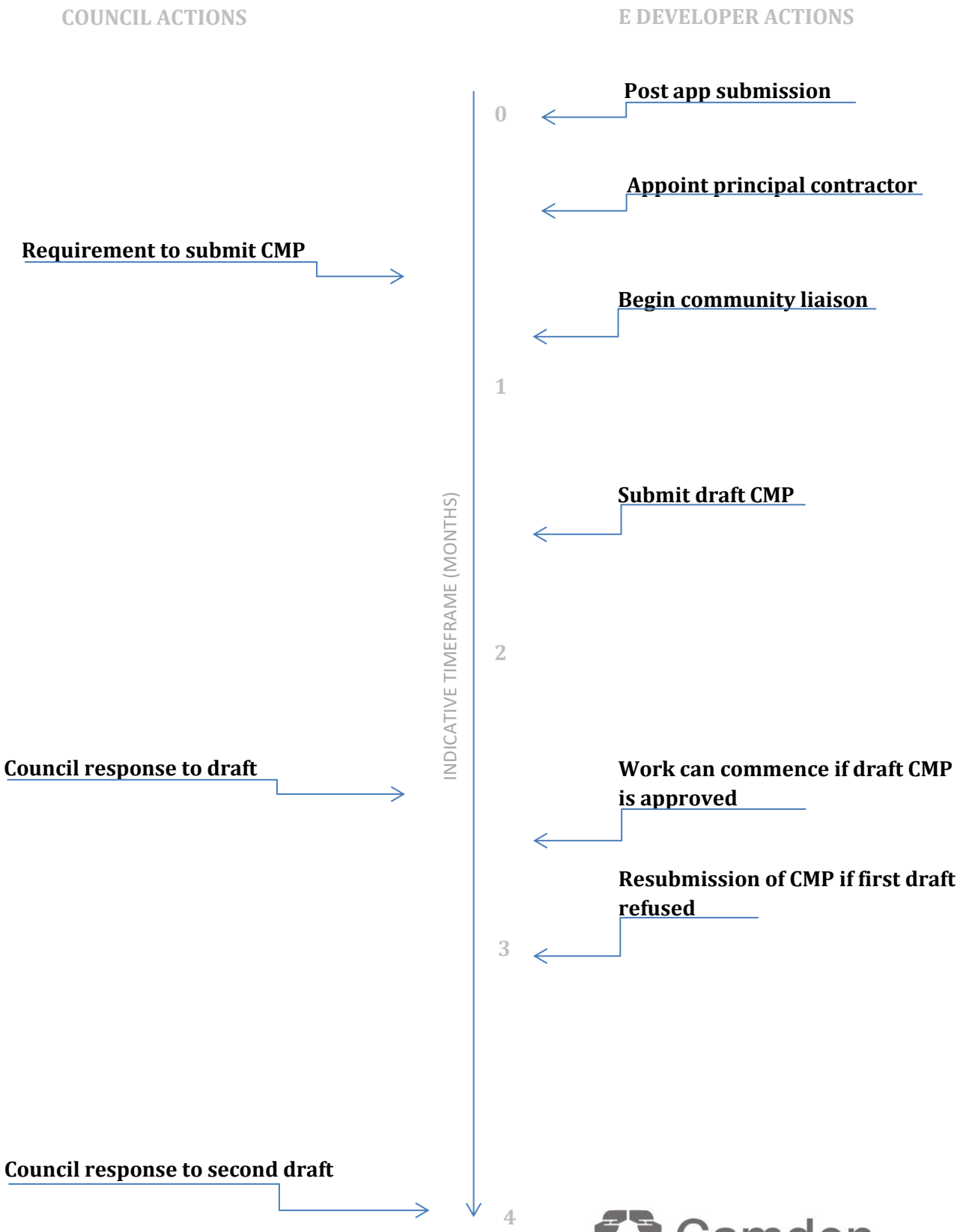
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. **It is preferable if this document, and all additional documents, are completed electronically and submitted as Word files to allow comments to be easily documented. These should be clearly referenced/linked to from the CMP.**

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.**

(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction, etc.)

Revisions to this document may take place periodically.

Timeframe


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

Contact

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

Address: Site Address: **52 Tottenham Street, Fitzrovia, Camden, London, W1T 4RN**

Planning application reference: **PP-08673875 – this DRAFT CMP is submitted with the planning application package.**

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

Name: **Andy Ward**

Address: Royal HaskoningDHV, 2 Abbey Gardens, Great College Street, Westminster, London SW1P 3NL, United Kingdom

Email: **andy.ward@rhdhv.com**

Phone: **01784 839135**

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: **TBC – at the time of writing, no contractor has been appointed**

Address: **TBC**

Tel: **TBC**

Email: **TBC**

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.

Name: **TBC – at the time of writing, no contractor has been appointed**

Address: **TBC**

Tel: **TBC**

Email: **TBC**

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.

Name: **TBC – at the time of writing, no contractor has been appointed**

Address: **TBC**

Email: **TBC**

Phone: **TBC**

This DRAFT CMP has sought to identify a practical and deliverable method for project delivery that is appropriate to the scale and complexity of the build. This draft CMP has however been prepared in advance of the appointment of a contractor. It is recognised that the appointed contractor could identify alternative and equally appropriate proposals for scheme delivery, in due course. If alternative proposals are considered, these would be subject to approval by the London Borough of Camden prior to implementation.

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.

The site is located in Tottenham Street, adjacent to 30 Cleveland Street and Arthur Stanley House.

Pedestrian access to the proposed development site is achieved from Tottenham Street. The site is not provided with a vehicular access.

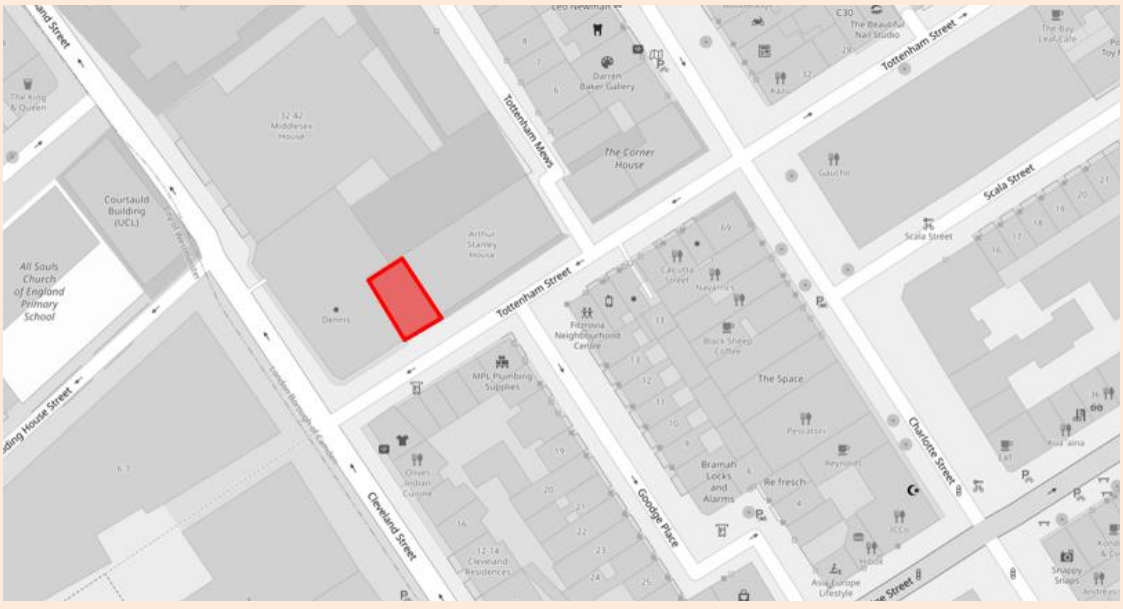
The site currently consists of a residential building with some commercial floor space on the ground floor, as follows:

- Lower ground floor storage, 48sq.m;
- Ground floor commercial development totalling 25sq.m;
- 1 x Ground floor studio apartment; and
- 3 x 1 bedroom apartments over floors 1 to 6.

The proposed development will include a commercial land use on the ground floor, three x 1 bed duplex units across levels 1 to 6 and one x 3-bed penthouse unit across the four levels, adding seven floors (including basement for plant room, refuse and cycle storage) to the existing building. As a result of the development, the site would comprise of:

- Basement Plant, Refuse and 7 secure covered cycle spaces;
- Ground floor commercial space totalling 21.3sqm;
- 3 x one-bedroom duplex units (floors 1 to 6); and
- 1 x three-bedroom penthouse unit (floors 7 to 10).

Site Location: Highlighted below



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 the demolition of the existing building and provision of a 11 storey development (ground plus ten floors, excluding basement), which would accommodate 4 residential units. In addition a single basement level would be provided. Site demolition drawings are provided as **Appendix A**. Full scheme drawings can be viewed in the LB Camden planning portal.

The development site is constrained by existing buildings on three sides (to the north, east and west) meaning that the only frontage for which construction activity can take place is Tottenham Street, on the site's southern side.

The Tottenham Street running carriageway is circa 6.0 metres in width and connects Tottenham Court Road in the north-east to Cleveland Street in the south-west. From Charlotte Street to Cleveland Street, Tottenham Street operates one-way westbound, and is located within the Borough's Controlled Parking Zone CA-E. The parking zone is operational at the following times:

- Monday to Friday: 08:30 - 18:30
- Saturday: 08:30 - 18:30
- Sunday, No controlled hours

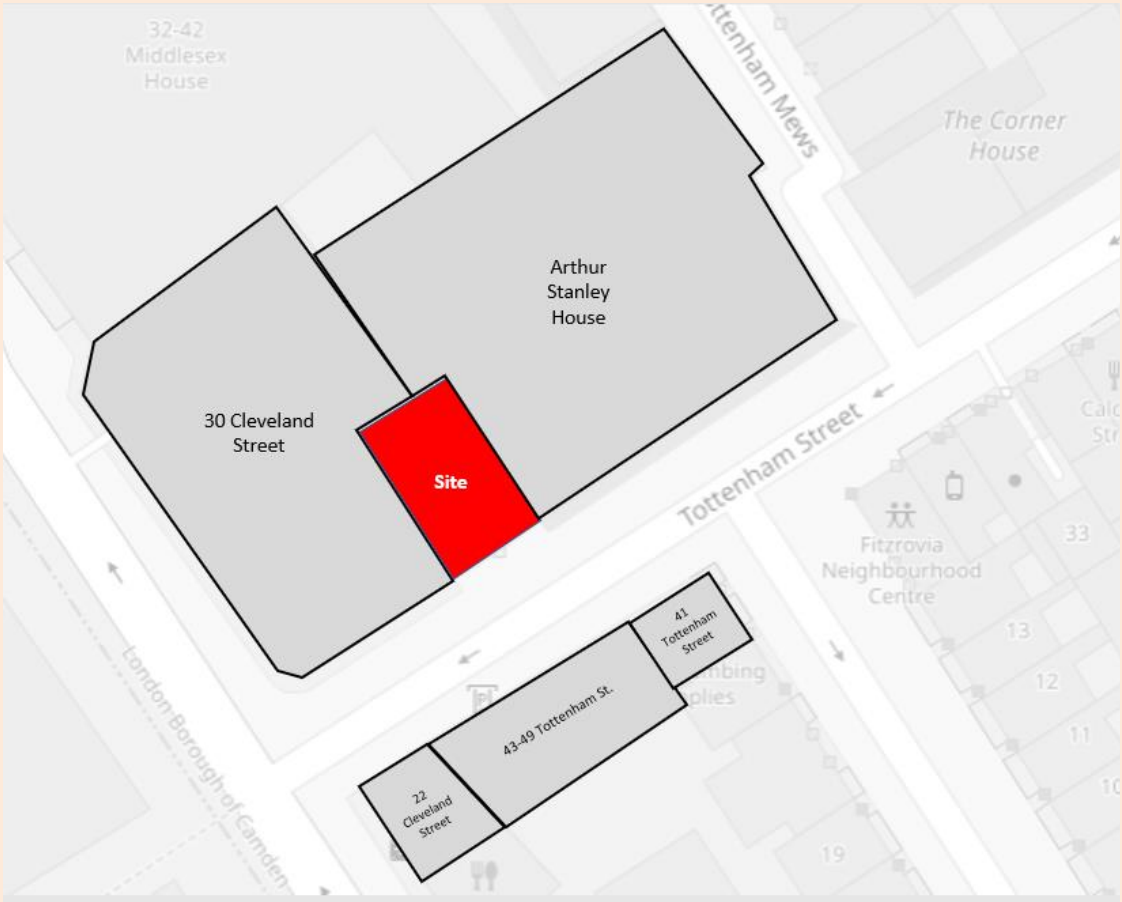
Tottenham Street is an urban road within a 20mph zone.

Street lighting and pedestrian pavement are provided on both sides of the Tottenham Street carriageway. Tottenham Street routes south-west between Charlotte Street and Cleveland Street, with 'right turners only' permitted into Cleveland Street; which also operates one-way, heading north.

As the site's only highway frontage is onto Tottenham Street, all construction vehicle activity would be undertaken from Tottenham Street.

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.).

Neighbouring properties that potentially may be affected by the works are 30 Cleveland Street, 41-49 Tottenham Street, 40-50 Tottenham Street (Arthur Stanley House) and 22 Cleveland Street. These properties are illustrated below.



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.

Please refer to **Appendix B**

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 envisaged that the construction phase of the project would extend for 360 days (over 72 weeks). Due to the Coronavirus outbreak the start and end dates on-site detailed below could be subject of review, however at the time of writing it is anticipated that work would take place as follows:

- Work to commence on-site, Monday 4th January 2021
- Mobilisation period, 4 weeks, from Monday 4th January 2021 to Friday 29th January 2021
- Construction Period (Includes 2-week Christmas 2021 closure period), 68 weeks, from Monday 1st February 2020 to Friday 20th May 2022
- Practical completion Friday 20th May 2022

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

It is confirmed that site operations will conform to the standard working hours. Construction vehicle movements will be limited to the following times:

- 08:00-18:00 – Monday to Friday
- 08:00-13:00 – on Saturdays
- No working on Sundays or Public Holidays (unless otherwise agreed with the Borough Council)

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 already accommodates four residential units and some commercial development (refer to **Question 6**). While the applicant would discuss requirements to upgrade services with UK Power Networks and Thames Water (sewer connections), it is not anticipated that the upgrading of equipment would be required.

It is noted that the CMP associated with the neighbouring Arthur Stanley House development (planning application 2017/4306/P) identified that their surveys of the existing Thames Water sewers on both Tottenham Mews and Street indicated no upgrading was required.

It is envisaged that a temporary builders electrical supply substation would be provided by UKPN, on Tottenham Street, to support the construction works. The location of the substation will be determined by the appointed contractor as part of their consideration of traffic management controls on Tottenham Street. Draft traffic management control measures during construction are detailed in **Appendix C**.

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 granting 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 and/or generate significant sustained noise levels should consider establishing contact with other sites in the vicinity in order to manage these impacts.

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 should be included. Details of meetings including minutes, lists of attendees etc. should be appended.

In response to the comments received, the CMP should then be amended where appropriate and, where not appropriate, a reason 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.

The development team acknowledges that meaningful communication with local residents and business is crucial to the success of this project.

This Draft CMP forms part of the planning application documentation for the redevelopment of 52 Tottenham Street and will therefore be subject to comment by Officers and the general public.

Once appointed, the contractor would be required to update this CMP prior to the commencement of work on-site and would be required to provide regular and detailed project information/ updates to all neighbours affected by the work with neighbours, including adjacent residents, traders and businesses. The CMP update would consider all comments made on this draft submission. Communicating issues to the occupiers of neighbouring development, associated with the programming of work and site activities, should be maintained from pre-start on-site, to project completion.

The appointed contractor would be required to adhere to best practice, as detailed within the Considerate Contractors Scheme (CCS), which requires the contractor to respect the local community. In adhering to the CCS, the contractor would give their utmost consideration to their impact on neighbours and the public by:

- Informing, respecting and showing courtesy to those affected by the work.
- Minimising the impact of deliveries, parking and work on the public highway.
- Contributing to and supporting the local community and economy.
- Working to create a positive and enduring impression, and promoting the Code.

The appointed contractor would liaise the London Borough of Camden's Environmental Health Team to sympathetically and efficiently deal with any comments and complaints from local residents and business regarding construction and demolition works, in accordance with Section 2.4 of the 'Guide for Contractors Working in Camden'.

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.

Community consultation with neighbours, ward councillors and local businesses would be undertaken by the appointed contractor.

It is envisaged that the appointed contractor will notify all neighbours (as listed in Question 8), and other local construction site managers, of the project start date on-site, the duration of the works and the associated traffic management measures to be adopted.

All neighbours will be provided with contact details of the site manager.

Information and contact details for the site manager responsible for community liaison will also be displayed on the site hoardings.

Updates on the progress and planning on the project will be communicated by regular letter drops / newsletters.

Should they be required, the appointed contractor would organise a regular working group meeting of affected parties, as a means to communicate project updates and to receive feedback from affected parties on issues associated with the works. This would not be limited to neighbours but would also include stakeholders, such as construction site managers of other developments taking place in the vicinity of 52 Tottenham Street.

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 Considerate Contractors Scheme will be adopted for the entirety of works on-site by the appointed contractor. As required, the appointed contractor would be made aware of, and would adhere to, guidelines contained in 'The Guide for Contractors Working in Camden'.

16. Neighbouring sites

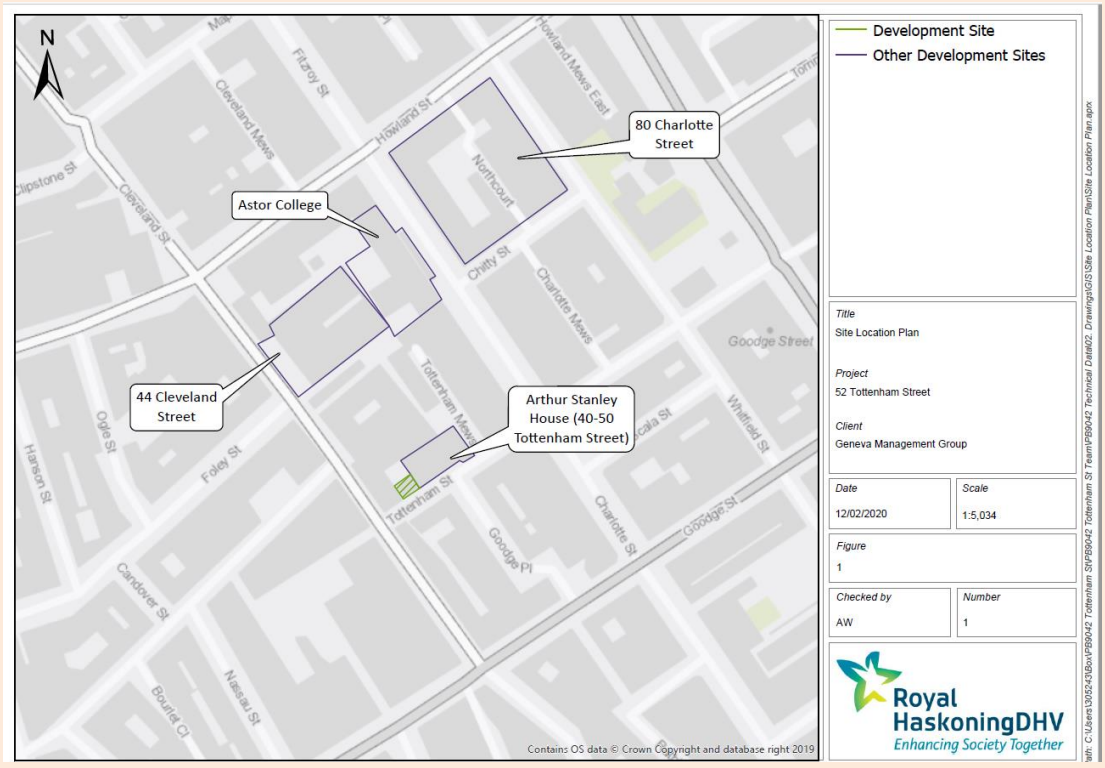
Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

At the time of writing, construction activity associated with No. 30 Cleveland Street (located directly to the west of the site) has been completed (application number 2016/7067/P).

Construction work associated with No.'s 40 to Arthur Stanley House which bounds to the site to the east (application number 2017/4306/P) is currently on-going. The development's associated CMP states that the site's fit out works for Arthur Stanley House are due to compete June 2020. While delays could result associated with the Coronavirus outbreak, it is not currently envisaged that construction activities associated with Arthur Stanley House would take place concurrently with those associated with 52 Tottenham Street, for which works are due to commence in January 2021.

Prior to work commencing on-site the appointed contractor would undertake a review of local development activity in order that the site manager could liaise accordingly. At the time of writing, it is understood that construction work could take place at the following sites, locally:

- Astor College – application numbers 2015/1139/P, 2017/3751/P, 2019/2485/P
- 80 Charlotte Street - application numbers 2015/7017/P
- 44 Cleveland Street – application number 2017/0414/P



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:

Name: **TBC – at the time of writing, no contractor has been appointed**

Address: **TBC**

Email: **TBC**

Phone: **TBC**

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 Fleet Operator Recognition Scheme (FORS) is an international accreditation scheme designed to help road fleet operators in all sectors improve, measure and monitor safety, environmental and operational performance. FORS and CLOCS have been aligned so that the requirements described as Silver in the FORS Standard also meet compliance with the CLOCS Standard. It is therefore envisaged that the appointed contractor would achieve the Silver FORS accreditation, and would therefore be in compliance with the CLOCS Standard.

Should a contractor with a Bronze FORS accreditation be awarded the development contract, the applicant would specify that the CLOCS Standard would apply to the development, within the Contractor's contract of appointment.

As required by the CLOCS Standard the following would apply to the development at 52 Tottenham Street.

Client Requirements (Ref: CLOCS Standard 4.3)
Clients shall require regular reports to monitor compliance against the CLOCS Standard:

- monthly reports shall be obtained to include performance of both fleet and site operations
- quarterly reports will be reviewed by the client to identify trends and need for remedial action
- six monthly (approximately) an independent assessment by the CLOCS site monitoring team.

Where non-compliance is identified, an action plan to address all key issues shall be obtained and monitored.

Contractor Requirements (Ref: CLOCS Standard 5.10)
Principal contractors shall provide the client with regular reports to monitor compliance against the CLOCS Standard:

- monthly reports shall include performance of both fleet and site operations
- quarterly reports shall be reviewed by both principal contractor and client to identify trends and any need for remedial action
- six monthly (approximately) an independent assessment by the CLOCS site monitoring team shall be required (see section 7.2) Where non-compliance is identified, an action plan to address all key issues shall be obtained and monitored.

Continued overleaf

The appointed contractor would be required to make reference to the CLOCS Toolkit, Managing Collision Reporting and Analysis, as a means to help meet the collision reporting requirements of the CLOCS Standard.

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:

At the time of writing, no principle contractor has been appointed.

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.

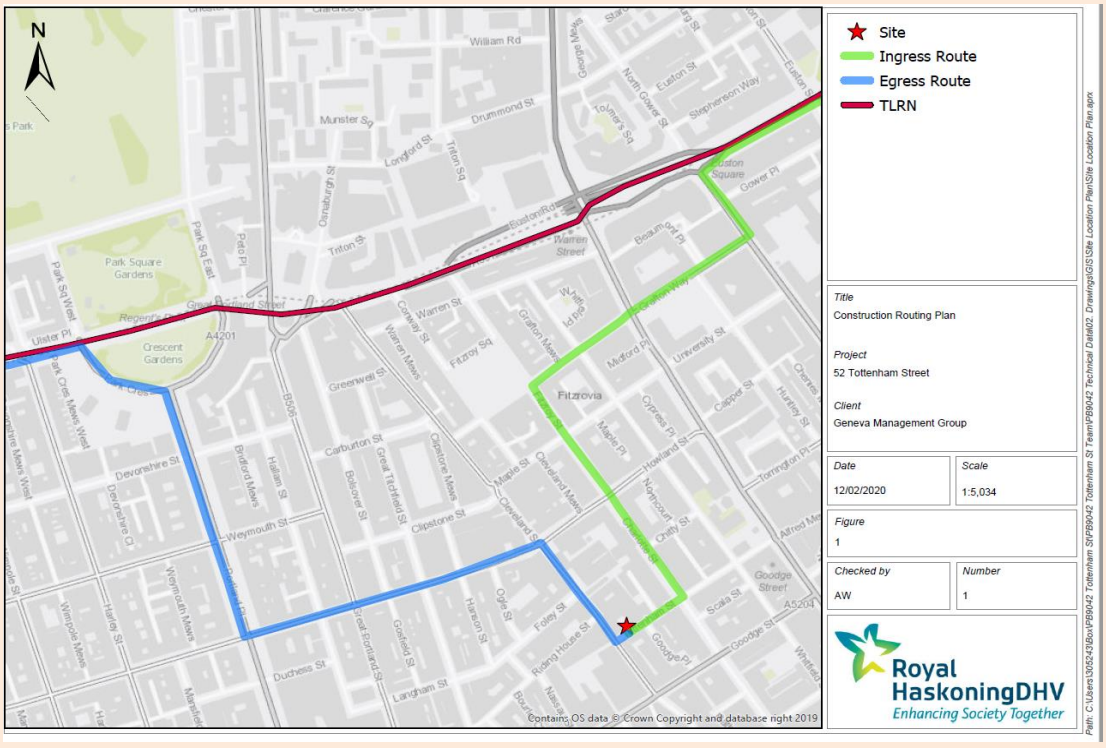
20. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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

Construction Vehicle Routing Plan



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.

Access to the site for construction vehicles on will be from Tottenham Street, and all parties will be required to give a notice prior to arrival/departure from site. All vehicular movement accessing/egressing the site will be monitored and controlled by a Site Manager. The Site Manager will be responsible for the coordination and control of all aspects of material deliveries and movement.

A Construction and Logistics Plan would be provided to all contractors, delivery companies and visitors, to ensure they are aware of the following:

- Routes to be followed to the site;
- The arrangements upon arriving at the site;
- Rules that drivers must follow;
- The surrounding environment; and
- Safety measures that must be followed.

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*).

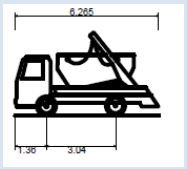
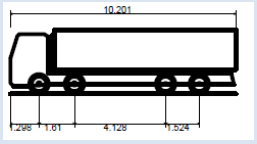
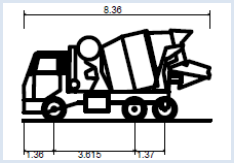
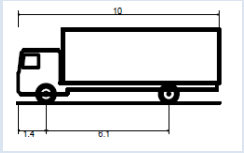
A delivery plan should ensure that deliveries arrive at the correct part of site at the correct time. Instructions explaining such a plan should be sent to all suppliers and contractors**.** Consideration should be given to the location of any necessary holding areas for large sites with high volumes 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.

The anticipated vehicles to be attending the site for deliveries or collections are:

- Skip lorries for general building waste removal (including concrete wash out skips);
- Concrete trucks; and
- Other deliveries include scaffolding, cladding, brick/block work, roofing and internal fit out materials including MEP equipment. Site team will ensure that suppliers as part of their delivery notification confirm the load arrangements to ensure minimal dwell time on site.

In terms of vehicle types, the majority of vehicles arriving and departing the site are likely to take the following form.

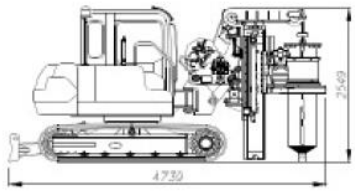
Vehicle		Length (m)	Width (m)	Height (m)	Load
Skip Lorry		6.265	2.390	3.650	Soft Strip/ Waste/ Recycling
Tipper		10.201	2.495	2.890	Demolition Waste/ Excavated spoil
Ready Mixed Concrete		8.360	2.390	4.027	Concrete delivery
10m Rigid HGV		10.000	2.500	2.645	Steel, Landscaping, Brickworks, Plasterboard

It is proposed that foundations would be formed of Sectional Flight Auger (SFA) piles (or bored piles). It is anticipated that these could be 15-20m long and 450-600mm in diameter, **subject to full design by the appointed piling contractor and instruction of a full site investigation**. The benefits of this solution is that the machinery can operate in areas of restricted access, in most ground conditions and with minimum noise and vibration. It is anticipated that the machinery would be delivered on a rigid flatbed lorry, no longer than 10m in length.

Anticipated Piling Rig Dimensions:

Transport Details :

Description	Dimension
Transportation Length	4.8m
Transportation Height	2.6m
Transportation Width	2.2m



The timing and duration of any temporary car parking suspensions that could be required to facilitate construction vehicle access would be determined by the appointed contractor. The appointed contractor would also confirm the specification of construction vehicles prior to visiting the site in order to establish an associated site access strategy that would minimise the duration of a temporary car parking suspension. Appendices C and D of this Draft CMP indicate that the suspension of three disabled badge holder parking bays on the northern side of Tottenham Street would be required to allow access by large rigid construction vehicles, and that space exists for two of these bays to be temporarily relocated in the immediate vicinity.

It is hard to estimate construction vehicle numbers prior to the appointment of a contractor, however a high level assessment of potential vehicle numbers has been undertaken for the purpose of this submission, based on the scale of development proposed.

Construction Stage	**Estimated Construction Vehicle No.'s**
Set up and Demolition	10
Basement Excavation and Foundations	250
Sub-structure and Superstructure	250
Brickwork and Envelope	25
Fit out, commission and testing	90
TOTAL	**625**

Based on the programme of works, the site would on average attract no more than two construction vehicles a day. Peak traffic attraction may take place during piling, at which time up to 7 concrete lorries may be required on site for each piled foundation.

It is envisaged that no construction vehicle would be required to dwell at the site for greater than 60 minutes.

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

Please refer to **Question 16.** Of note, the appointed contractor would review potential new and operational construction sites prior to work commencing on-site.

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.

Vehicles will pull up adjacent to the site frontage on Tottenham Street. Traffic marshals and banksmen will be present for all deliveries. The full delivery address (not just the post code) and details of delivery restrictions / times are to be placed on orders.

All contractors, sub-contractors, delivery companies and visitors will be provided with the vehicle routing strategy.

All site deliveries would be booked with the site manager at least 24-hours prior to arriving o-site, with delivery times to be staggered to avoid the possibility of more than one vehicle arriving on-site at any one time.

Prior to construction vehicles attending site, contact will be made with the site's logistics team to ensure that access is possible. Communication shall be made to afford enough time so that vehicles are not required to wait on or circulate on the public highway.

The appointed contractor would consider the use of an off-site vehicle holding facility, to ensure that no more than one vehicle arrives at site at any one time. It is noted that the adjacent Arthur Stanley House development refer to the use of a holding area at Colnbrook, around 45-minutes from the site. The use of this, and alternative holding areas, will be undertaken by the appointed contractor prior to work commencing on-site.

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.

To be investigated by the appointed contractor.

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).

The use of a consolidation centre from which materials could be delivered to site will be investigated by the appointed contractor. Options include:

- Premier Carriers, 120 Bow Common Lane, Bow, London, E3 4BH
- Avondale: The Assertive Centre, 8 Stucley Place, London, NW1 8NS

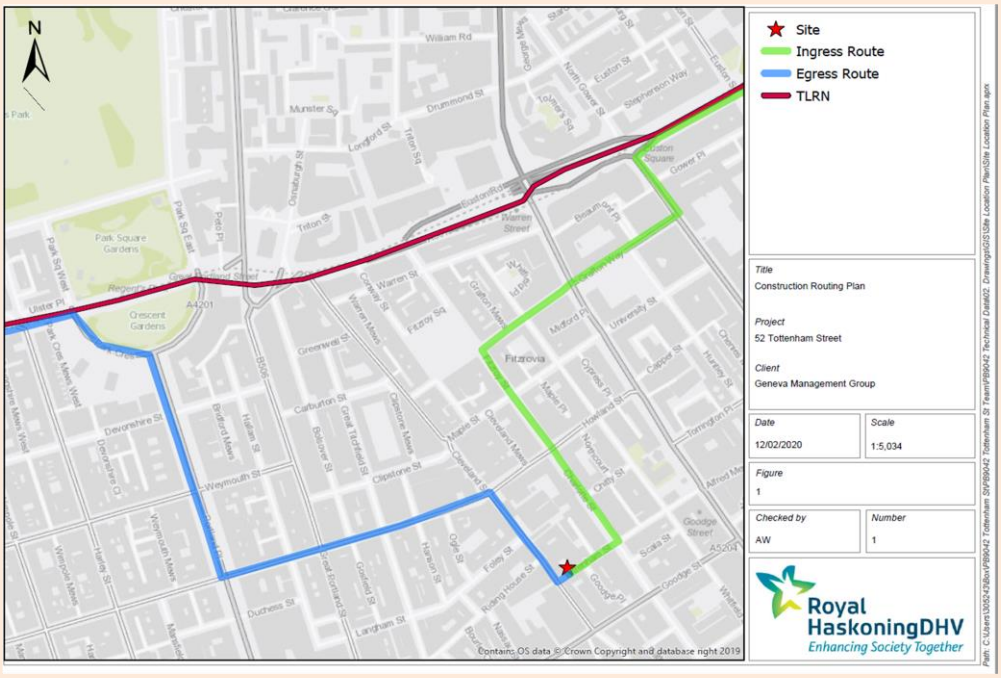
22. Site access and egress: "*Clients shall ensure that access to and egress from the site is appropriately managed, clearly marked, understood and clear of obstacles."* (P18, 3.4.3)

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

Proposed construction vehicle routing is provided below. The intention being that vehicles route to and from the site from the Transport for London Road Network (TLRN).



At the site itself it is envisaged that there would be a requirement to temporarily suspend car parking bays in Tottenham Street, located in the vicinity of the development site's frontage. The suspension of bays would allow the creation of a loading area, on Tottenham Street, directly outside of the development site.

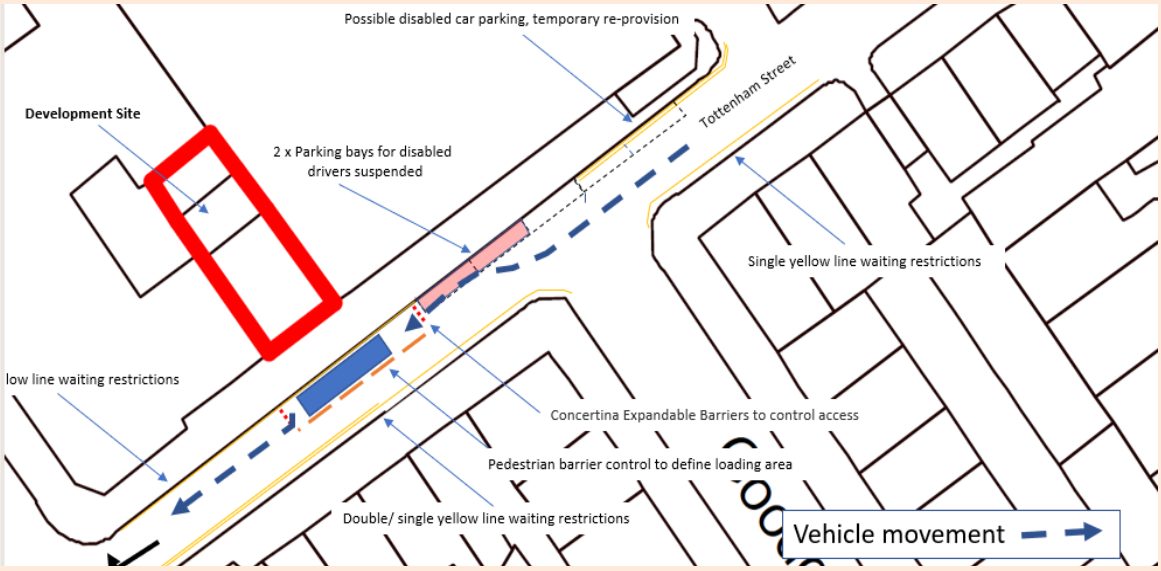
b. Please describe how the access and egress arrangements for construction vehicles will be managed.

All access for construction vehicles to the site will be from Tottenham Street and all parties will be required to give a notice period of 24 hours prior to arrival/departure. All vehicular movement to the site will be monitored and controlled by the Site Manager. The Site Manager would be responsible for the coordination and control of all aspects of material deliveries and movement. Traffic marshals and banksmen will be present for all deliveries and will instruct all delivery vehicles and ensure the safety of the general public and all personnel on site.

Traffic marshals will be responsible for implementing traffic management measures on Tottenham Street when a vehicle is serving the site. the diagrams below illustrate the traffic management measures that would be implemented to service the development site.

Existing Highway Arrangement

Proposed Traffic Management Measures



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).

Please refer to **Appendix D**.

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.

It is not envisaged that any vehicles visiting the site would traverse over the site or any surfaces that will create the migration of dirty materials on to their wheels and therefore no wheel washing will be required. However a jet washer facility will be maintained on-site in the event that any surface or wheel cleaning is 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.

Construction vehicles would not be accommodated on-site and the creation of a delivery area is therefore proposed on Tottenham Street, on the site's frontage. The proposal would be similar to the traffic management measures secured to support the recent redevelopment of 30 Cleveland Street, the building that bounds 52 Tottenham Street to the west.

The creation of a secure loading area on Tottenham Street is illustrated in Question 22b, and in **Appendix D**. The creation of the loading area on Tottenham Street would require the closure of the adjacent footway. It is envisaged that a gantry would be provided on the site frontage, on which a site office and welfare area would be provided.

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

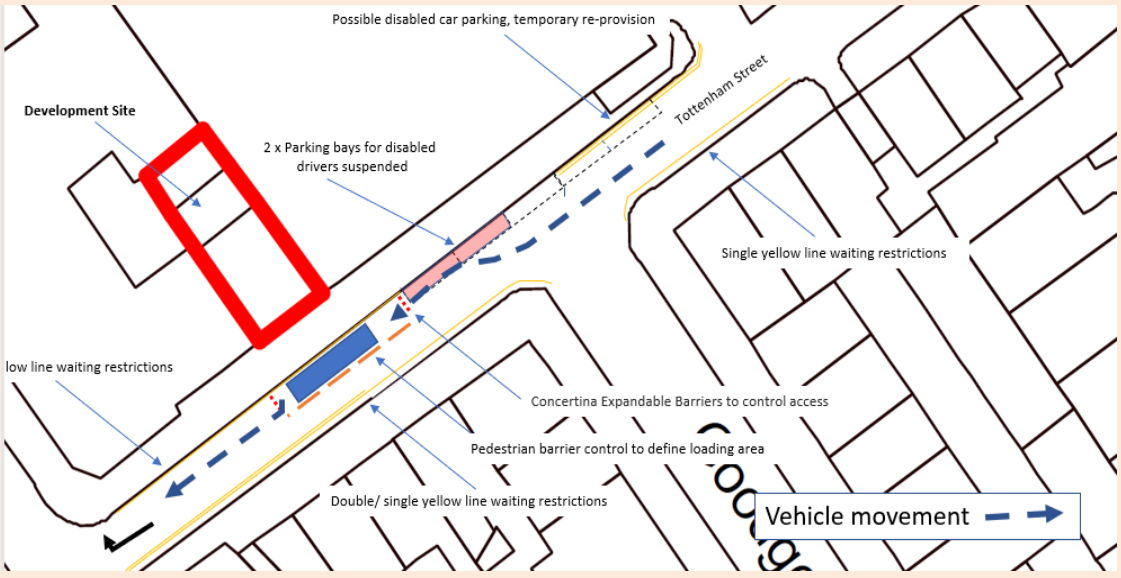
Please note, parking bay suspensions should only be requested where absolutely necessary. Parking bay suspensions are permitted for a maximum of 6 months, requirement of exclusive access to a bay for longer than 6 months you will be required to obtain Temporary Traffic Order (TTO) for which there is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

It is envisaged that two car parking bays would require temporary suspension to support the construction project, as detailed below. An opportunity exists to temporality relocated these bays in Tottenham Street, should this be required.

Parking Bay Suspensions



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).

Draft Traffic Management Drawings are provided in **Appendix D**.

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

The full extent of all exterior site signage will be determined by the contractor, once appointed. However, all signage would comply with Chapter 8 of the New Roads & Street Works Act 1991 and HSE Safety Signs & Signals Regulations 1996.

The erected site hoarding will have relevant and compliant safety signage securely fixed at clearly visible positions.

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 traffic diversions are proposed in association with the development project. No disruption to the operation of the highway is anticipated, other than the proposals for site deliveries and car parking suspensions, as already detailed within this Draft CMP.

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.

It is anticipated that the pedestrian footway on the development site frontage would be closed to pedestrian movement while the works are being undertaken. Pedestrians would therefore be required to divert their journey to use the pavement on the opposite side of the Tottenham Street carriageway. Appropriate signage and ramps would be provided to facilitate this pedestrian diversion.

All vehicular movement to and from the development site would be controlled by a banksman, who would be present on-site for the duration of the works.

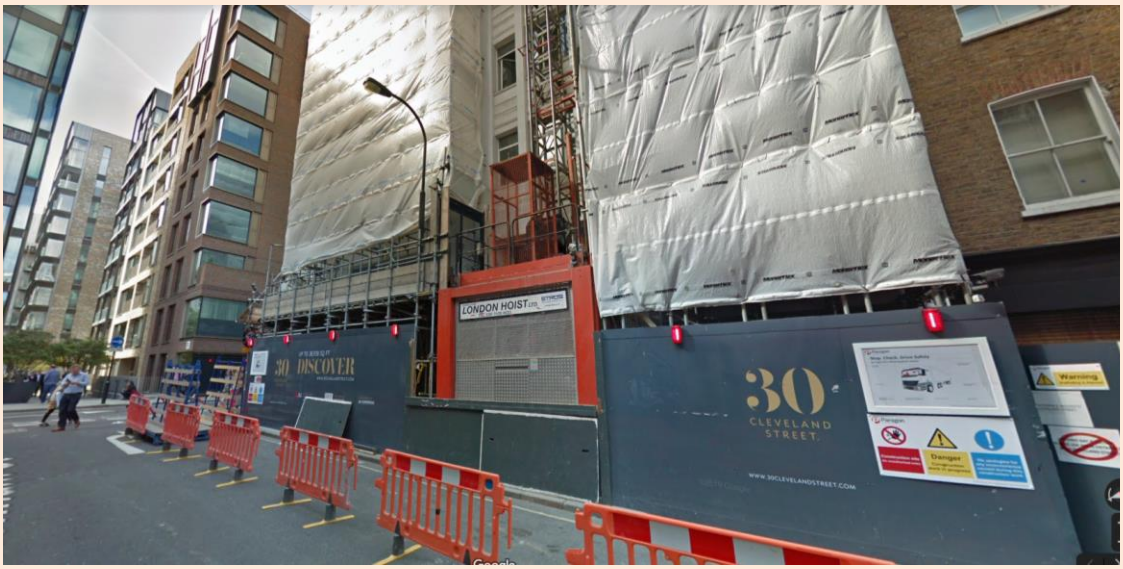
If or when required, construction traffic movements would be stopped and assistance provided to facilitate the safe passage of cyclists, vulnerable footway users and pedestrians, including the mobility impaired and parents pushing pushchairs.

All delivery companies and hauliers shall be contacted to confirm that all their vehicles have FORS compliant signage displayed including "Cyclists Do Not Pass on This Side" and are fitted with additional mirrors and reversing cameras.

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.

It is anticipated that a scaffold licence would be required, and a gantry erected on the development's site frontage, above the footway. The footway would be closed, and pedestrians asked to use the footway on the opposite side of the street.

The site is not of sufficient size to accommodate a tower crane to support the lifting of materials and it is therefore envisaged that an external hoist would be used to transport materials vertically during the build. This method of construction was adopted at 30 Cleveland Street, the neighbouring development (see image below).



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.

It can be expected that some noise emissions would take place from the site throughout the build period, however the most onerous emissions are likely to be associated with the demolition of the existing ground floor slab.

The proposed use of Sectional Flight Auger (SFA) piles (or bored piles) would assist in minimising associated noise and vibration for this element of the works.

At the time of writing, prior to planning submission and prior to the appointment to of a contractor, it is not known the times of day during which noisy activities might be undertaken on-site. However, the applicant is aware that under the Considerate Contractors Scheme there will be a requirement for the contractor to minimise the impact of vibration, and air, light and noise pollution.

All works would be managed in accordance with Section 4 of the 'Guide for Contractors Working In Camden'.

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.

Sandy Brown have been commissioned to provide acoustic advice in relation to the proposed development at 52 Tottenham Street, London.

An environmental noise and vibration survey was between 27 February 2019 and 4 March 2019. A vibration survey was undertaken on 4 March 2019. The report is provided in full as part of the planning application package.

The report identifies that the dominant noise sources observed at the site during the survey were construction noise from adjacent developments, traffic and plant noise.

The vibration survey indicated that both tactile vibration and ground-borne noise are not considered to be issues at this development.

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

These are not known at this time.

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.

Suitable noise/vibration methods/tools will be adopted to minimise disruption to neighbours.

Mitigation measures would include adhering to strict working hours. No night time works will be undertaken unless absolutely necessary and agreed with the Borough Council prior to commencement.

Noise will be controlled using a hierarchal system with, where possible, the aim being to eliminate all noise. The hierarchy is set as follows:

- Eliminate
- Substitute
- Isolate
- Control

In the event that excessive noise cannot be avoided, screening and acoustic enclosures will be utilised, where practicable.

Drivers will be required to turn off their engines when stationary to prevent noise from idling vehicles.

Early and good public relations would be initiated with the adjacent tenants and occupants of buildings will reduce the likelihood of complaints.

Complaints about noise levels will be reported, logged and immediately investigated by the Site Manager.

All works will also be within the hours described in Question 10, thus reducing the disturbances caused.

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

At the time of writing the principle contractor has not been appointed, and no evidence can therefore be provided.

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

All dust nuisance will be managed in accordance with section 5 of the “Guide for Contractors Working In Camden”.

Measures such as water suppression, Monarflex sheeting to scaffolds, use of best available plant with mounted water hoses and no dry sweeping will be implemented.

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.

To reduce dust and dirt on the public highway to a minimum a 2.4m high solid site hoarding will be constructed around the site and the scaffold will be fully clad in Monarflex sheeting. During ground works phase a wheel (jet) wash will be available for use on any vehicle that visits or leave site in order to prevent mud in Tottenham Street and the surrounding roads. Where necessary road sweepers will be hired to control excess debris.

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

It is envisage that the appointed contractor would prepare a Noise, Vibration Dust Monitoring Plan prior to works being undertaken on-site.
The Plan would include an assessment of expected noise and dust levels, proposed trigger and action levels and the site-specific dust and noise monitoring regime, which will include:

a) type of monitors
b) number of monitors
c) details of the nearest potential sensitive receptors
d) proposed positions of monitoring equipment

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.

A risk assessment for the site will be completed by the appointed contractor and submitted to the project's CDM Co-ordinator/ Borough Council prior to works commencing on site.

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 appointed contractor would address the GLA's highly recommended measures based on the outcome of their Risk Assessment, as detailed in Question 36.

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.

The appointed contractor would provide real time dust monitors, as required, based on their assessment of 'risk 'and the requirements of the GLA's 'The Control of Dust and Emissions During Demolition and Construction 2104 (SPG)'.

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).

The site will be fully secured with hoarding and the site will be kept clean with all services removed or capped during works. Good housekeeping rules to be implemented.

Test baiting will be undertaken to ascertain the extent of any rodents currently occupying the site. Visual inspection will be carried out during the construction period to monitor the extent of rodents on site.

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

An asbestos survey has undertaken for the building, with results published in a report by TRAC, dated 18th February 2020. The survey's results are summarised below – no high or medium risk materials were identified in the building.

Issue No: 1 Issue Date: 18 Feb 2020 Issued By: Catherine Urhegyi Report - Refurbishment Survey (with MA only)

1.0 Executive summary:

TRAC

Scope of Survey is defined in Appendix 6 of this report.

The following Asbestos Containing Materials (ACMs) have been identified during the Refurbishment Survey and are categorised by risk in accordance with Material Assessments carried out in line with HSE Guidance note HSG 264 Asbestos: The Survey Guide. Material Assessment Algorithm can be found in section 8 of this report:

HIGH RISK MATERIALS - SCORES 10+

Building	Floor	Room	Item	Material	Risk assessment Score	Recommendations
There were no results found.						

MEDIUM RISK MATERIALS - SCORES 7-9

Building	Floor	Room	Item	Material	Risk assessment Score	Recommendations
There were no results found.						

LOW & VERY LOW RISK MATERIALS - SCORES 1-6

Building	Floor	Room	Item	Material	Risk assessment Score	Recommendations
52 Tottenham Street	Roof	Loft Space R01	Cement debris	Asbestos Cement	LOW (6)	Restrict access and plan for removal
52 Tottenham Street	Z-Sub	Basement Z101	Cement to wall	Asbestos Cement	VERY LOW (4)	Remove if likely to be disturbed by the refurbishment programme

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.

A complaints book and signing in / out book will be utilized on-site also to keep records of staff on-site and also any complaints that neighbours / members of the public may have. The record of complaint should include the name of person wishing to issue the complaint, the date, the time, the nature of the complaint, and remedial action required to resolve the issue. This record should be regularly reviewed and any complaints dealt with and resolved promptly in order to keep disruption to a minimum and keep good neighbouring relations.

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:** January 2021 to May 2022

b) **Is the development within the CAZ?**: Yes

c) **Will the NRMM with net power between 37kW and 560kW meet the standards outlined above?** Contractor to confirm, once appointed.

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:** Contractor to confirm, once appointed.

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:** Contractor to confirm, once appointed.

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:** Contractor to confirm, once appointed.

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.

Signed:

Date: 25th June 2020

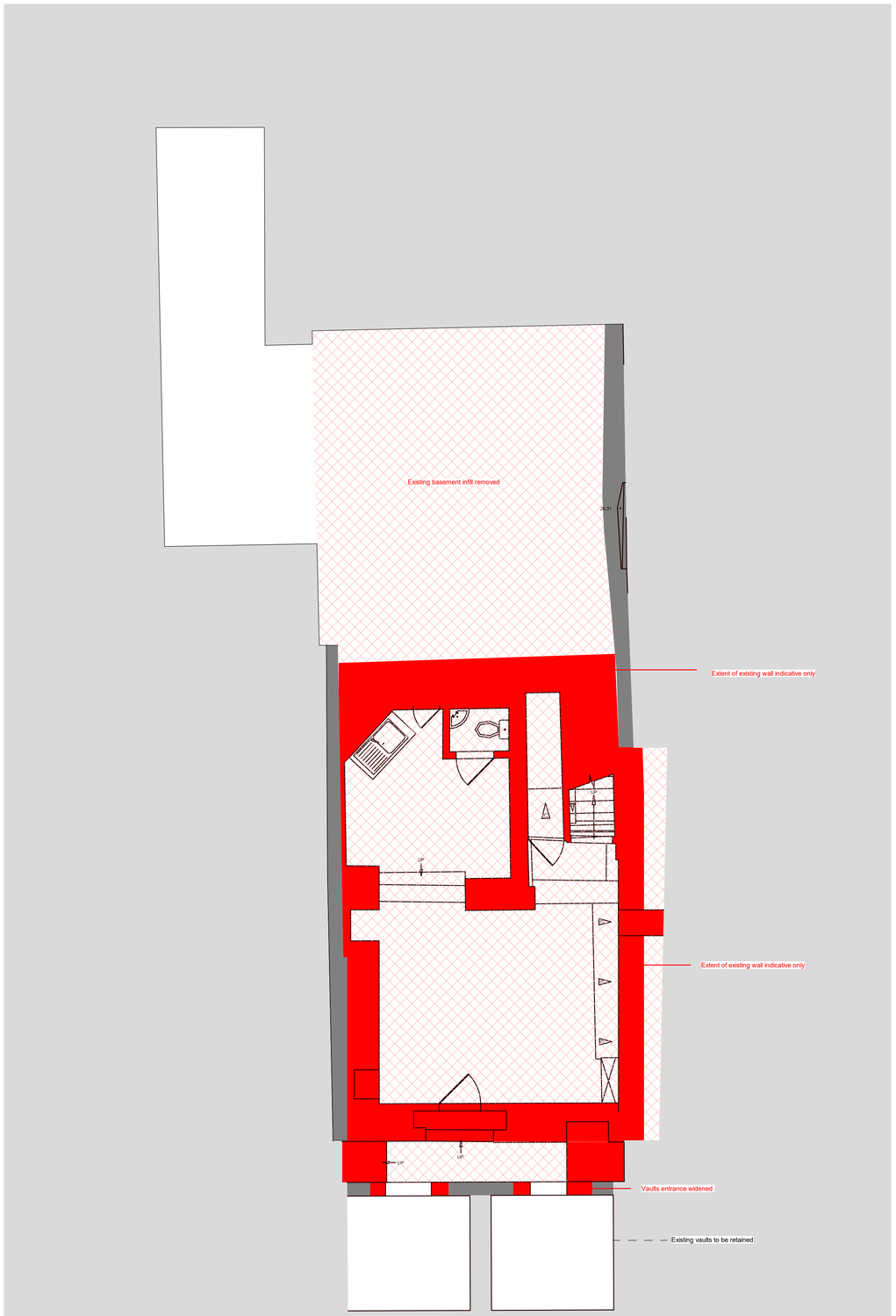
Print Name: Andy Ward

Position: Director

Please submit to: planningobligations@camden.gov.uk

End of form.

Appendix A – Demolition Plans



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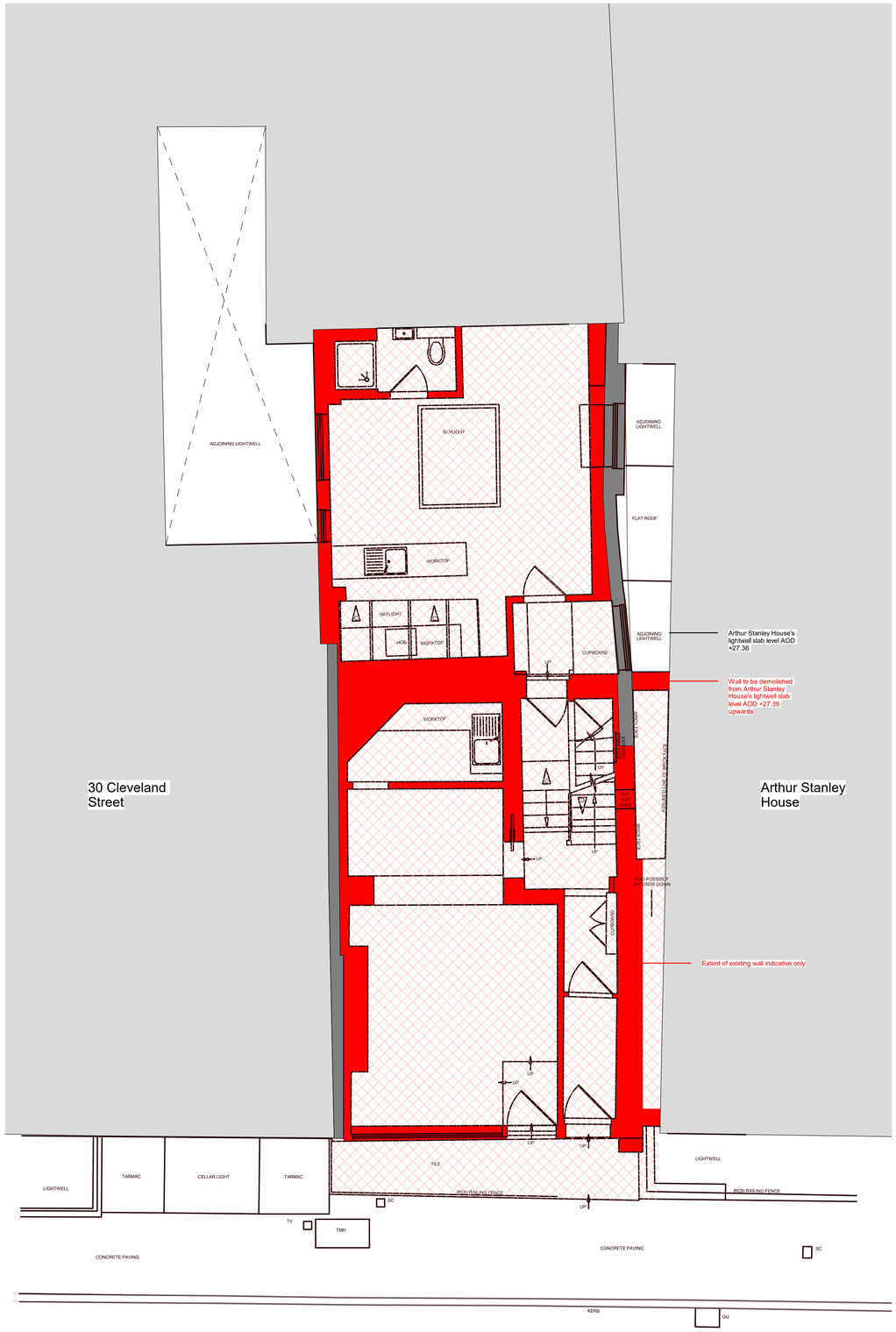


2 P10.400 Existing Level 00
1 : 50

0 1m 5m

NOTES

GENERAL NOTES:

The internal layouts and ancillary areas of buildings will be subject to design development.

The precise location of walls, internal doors, columns, risers and the detailed layout of bathroom and kitchen areas will be the subject of non-material changes and may vary from the internal layouts set out in these plans.

These minor alterations will not affect the position and arrangements of external doors and windows nor will they affect the relative relationship between habitable rooms and windows.

All materials shown or highlighted are indicative only and may be subject to changes made during detailed design development.

All structure is subject to ongoing design co-ordination and development.

Information on height and extent of neighbouring buildings beyond the application site boundary is indicative only and not based on measured survey.

DRAWING NUMBERING:

10.000	Existing Drawings
20.000	Proposed Plans
30.000	Proposed Elevations
40.000	Proposed Sections

Existing Structure to Retain

Extent of Demolition - Wall / Slab

Extent of Demolition

PLANNING

rev	date	author / check	comments

DSDHA
357 Kennington Lane London SE11 5QY
T 020 7703 3555
F 020 7703 3890
E info@dsdha.co.uk
W www.dsdha.co.uk

project

52 Tottenham Street
London, W1T 4RN

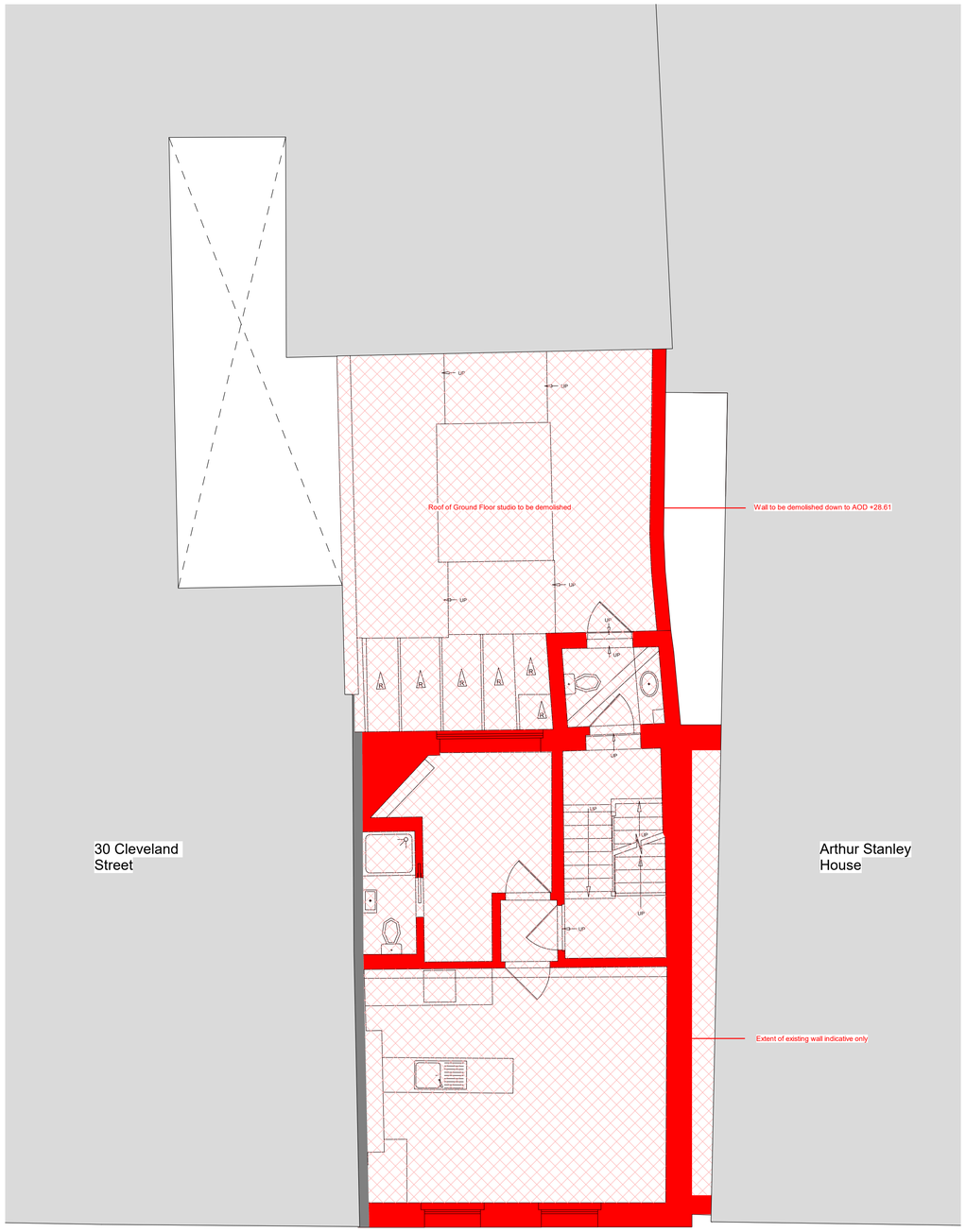
drawing title

Demolition Plan - Level B1 & 00

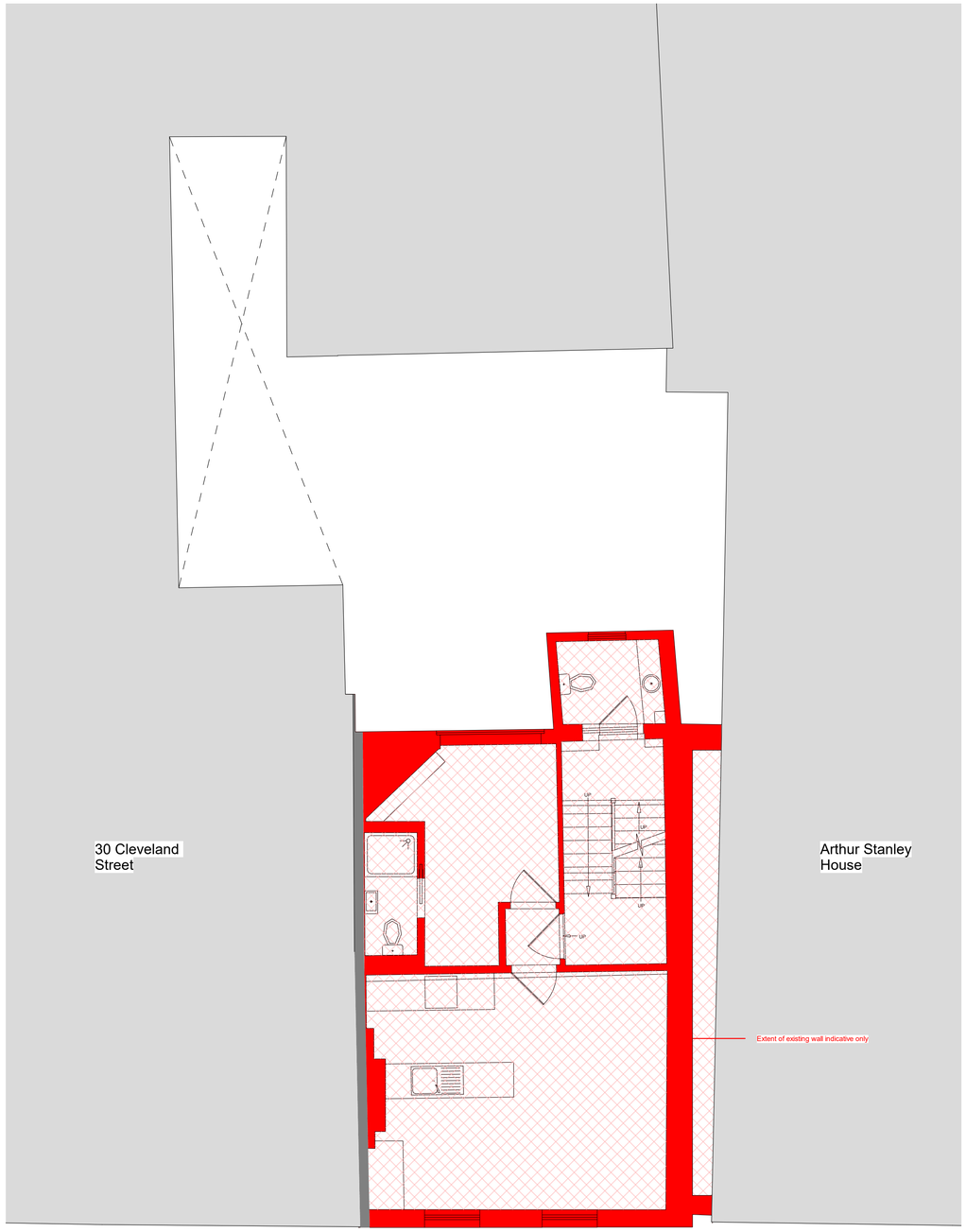
drawn	size	date	scale
	A1	22/04/20	As indicated

drawing number: 297 _P10.400

revision:



1 P10.401 Existing Level 01
1 : 50



2 P10.401 Existing Level 02
1 : 50

0 1m 5m

NOTES

GENERAL NOTES:

The internal layouts and ancillary areas of buildings will be subject to design development.

The precise location of walls, internal doors, columns, risers and the detailed layout of bathroom and kitchen areas will be the subject of non-material changes and may vary from the internal layouts set out in these plans.

These minor alterations will not affect the position and arrangements of external doors and windows nor will they affect the relative relationship between habitable rooms and windows.

All materials shown or highlighted are indicative only and may be subject to changes made during detailed design development.

All structure is subject to ongoing design co-ordination and development.

Information on height and extent of neighbouring buildings beyond the application site boundary is indicative only and not based on measured survey.

DRAWING NUMBERING:

10.000 Existing Drawings
20.000 Proposed Plans
30.000 Proposed Elevations
40.000 Proposed Sections

Existing Structure to Retain

Extent of Demolition - Wall / Slab

Extent of Demolition

PLANNING

rev	date	author / check	comments

DSDHA
357 Kennington Lane London SE11 5QY
T 020 7703 3555
F 020 7703 3890
E info@dsdha.co.uk
W www.dsdha.co.uk

project

52 Tottenham Street
London, W1T 4RN

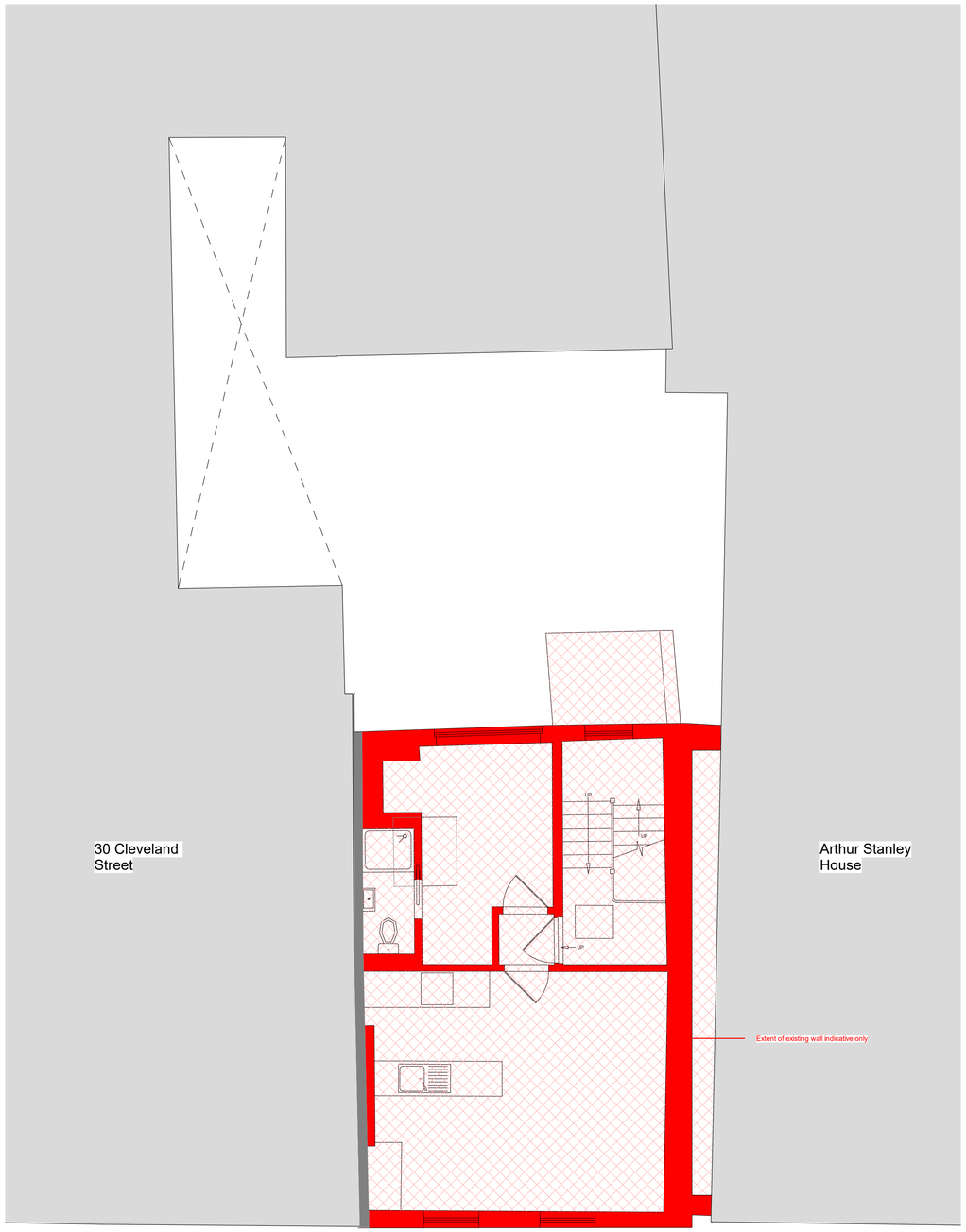
drawing title

Demolition Plan - Level 01 & 02

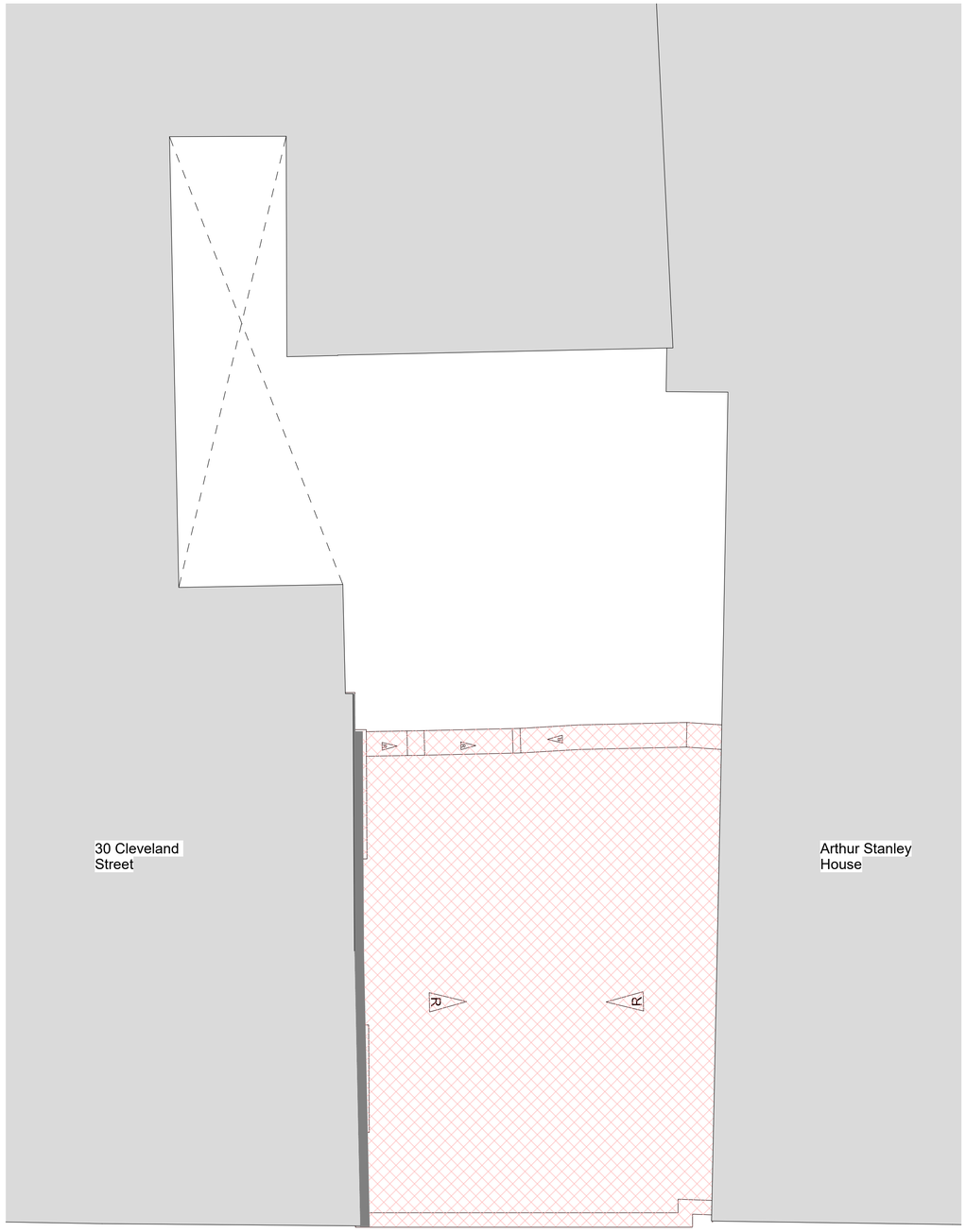
drawn	size	date	scale
	A1	22/04/20	As indicated

drawing number: 297 _P10.401

revision:



1 P10.402 Existing Level 03
1 : 50



2 P10.402 Existing Roof Level
1 : 50

0 1m 5m

NOTES

GENERAL NOTES:

The internal layouts and ancillary areas of buildings will be subject to design development.

The precise location of walls, internal doors, columns, risers and the detailed layout of bathroom and kitchen areas will be the subject of non-material changes and may vary from the internal layouts set out in these plans.

These minor alterations will not affect the position and arrangements of external doors and windows nor will they affect the relative relationship between habitable rooms and windows.

All materials shown or highlighted are indicative only and may be subject to changes made during detailed design development.

All structure is subject to ongoing design co-ordination and development.

Information on height and extent of neighbouring buildings beyond the application site boundary is indicative only and not based on measured survey.

DRAWING NUMBERING:

10.000 Existing Drawings
20.000 Proposed Plans
30.000 Proposed Elevations
40.000 Proposed Sections

Existing Structure to Retain

Extent of Demolition - Wall / Slab

Extent of Demolition

PLANNING

rev	date	author / check	comments

DSDHA
357 Kennington Lane London SE11 5QY
T 020 7703 3555
F 020 7703 3890
E info@dsdha.co.uk
W www.dsdha.co.uk

project

52 Tottenham Street
London, W1T 4RN

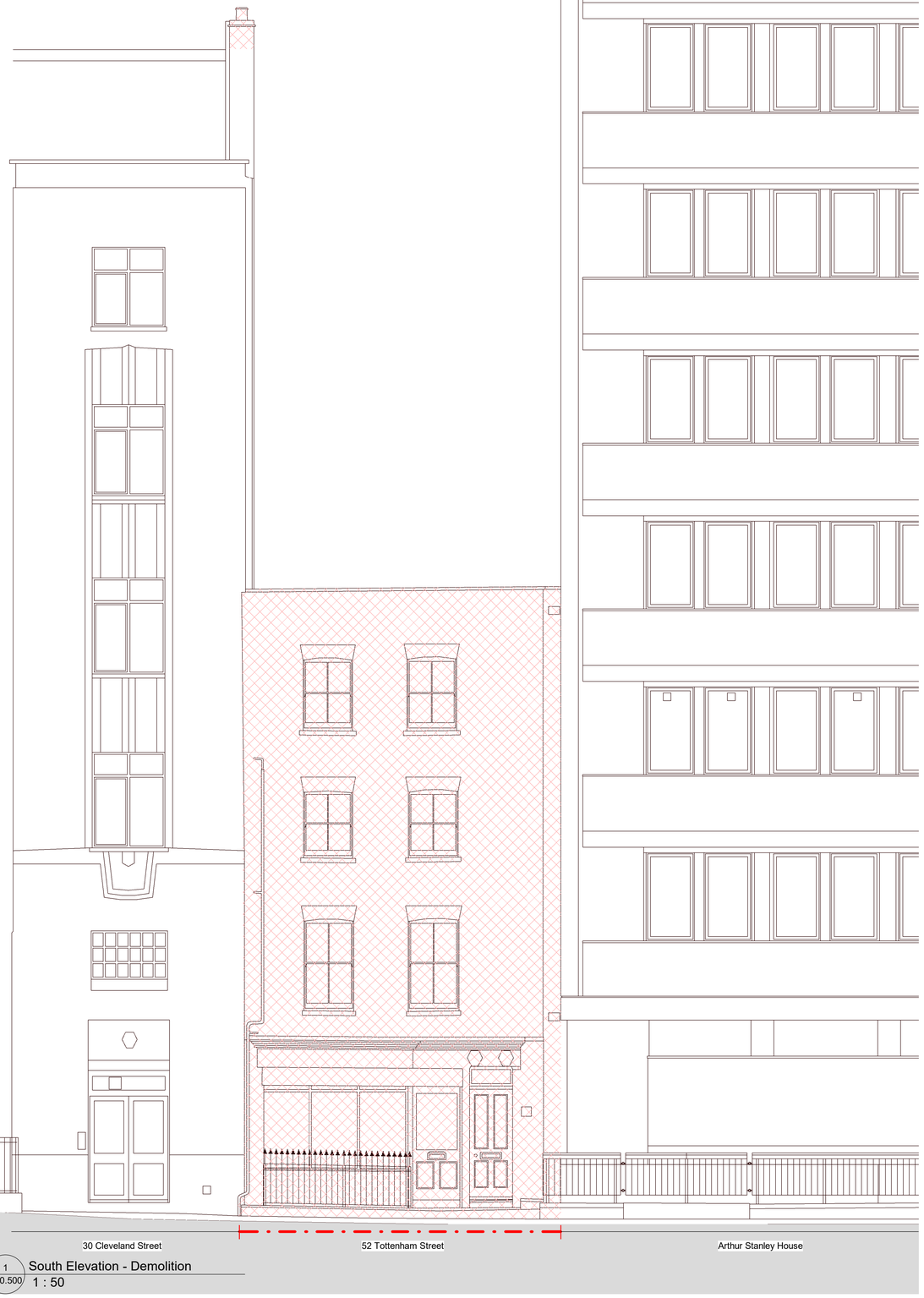
drawing title

Demolition Plan - Level 03 & Roof

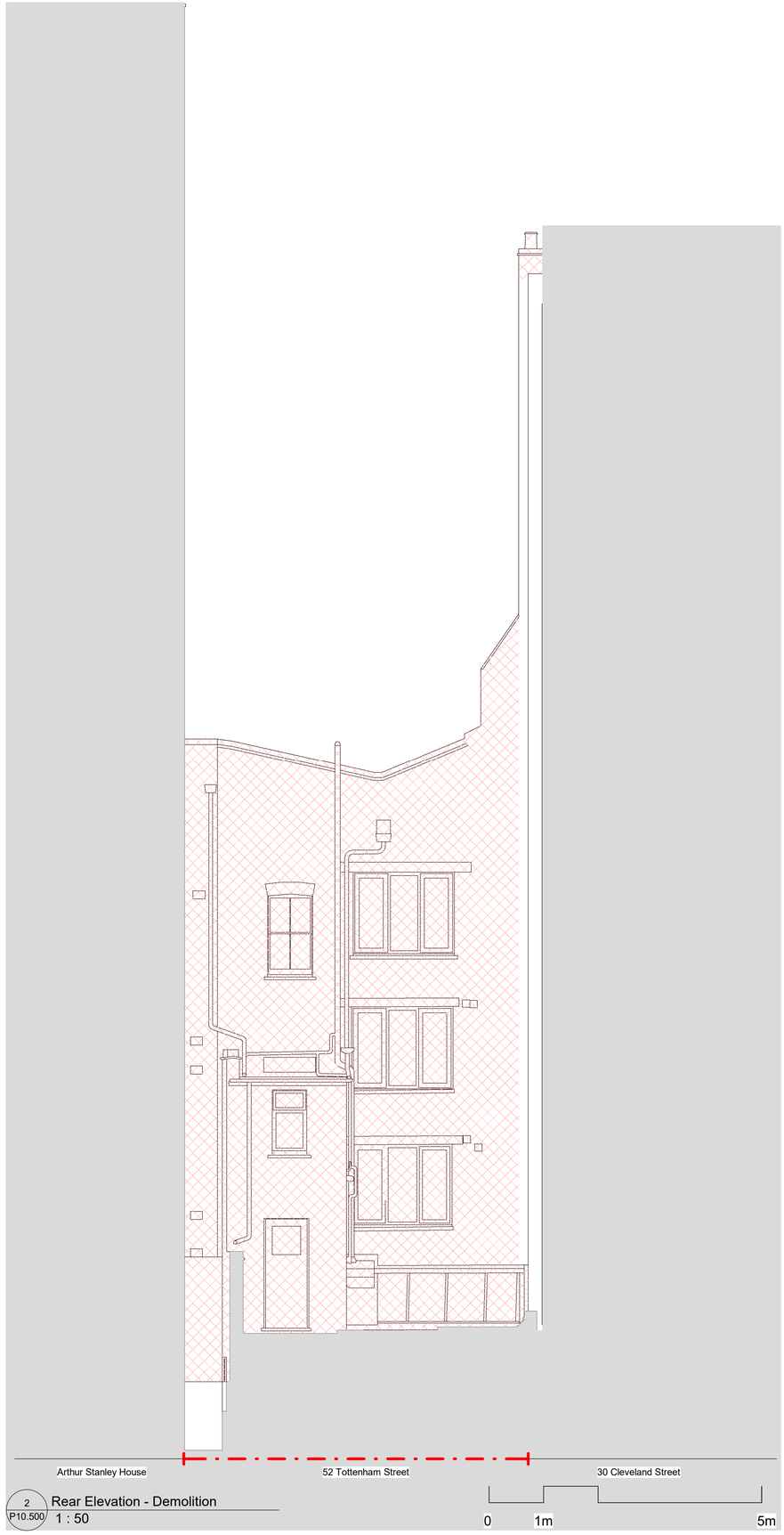
drawn	size	date	scale
	A1	22/04/20	As indicated

drawing number: 297 _P10.402

revision:



1 P10.500 South Elevation - Demolition
1 : 50



2 P10.500 Rear Elevation - Demolition
1 : 50

NOTES

GENERAL NOTES:

The internal layouts and ancillary areas of buildings will be subject to design development.

The precise location of walls, internal doors, columns, risers and the detailed layout of bathroom and kitchen areas will be the subject of non-material changes and may vary from the internal layouts set out in these plans.

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All structure is subject to ongoing design co-ordination and development.

Information on height and extent of neighbouring buildings beyond the application site boundary is indicative only and not based on measured survey.

DRAWING NUMBERING:

10.000 Existing Drawings
20.000 Proposed Plans
30.000 Proposed Elevations
40.000 Proposed Sections

Existing Structure to Retain

Extent of Demolition - Wall / Slab

Extent of Demolition

PLANNING

rev	date	author / check	comments

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52 Tottenham Street
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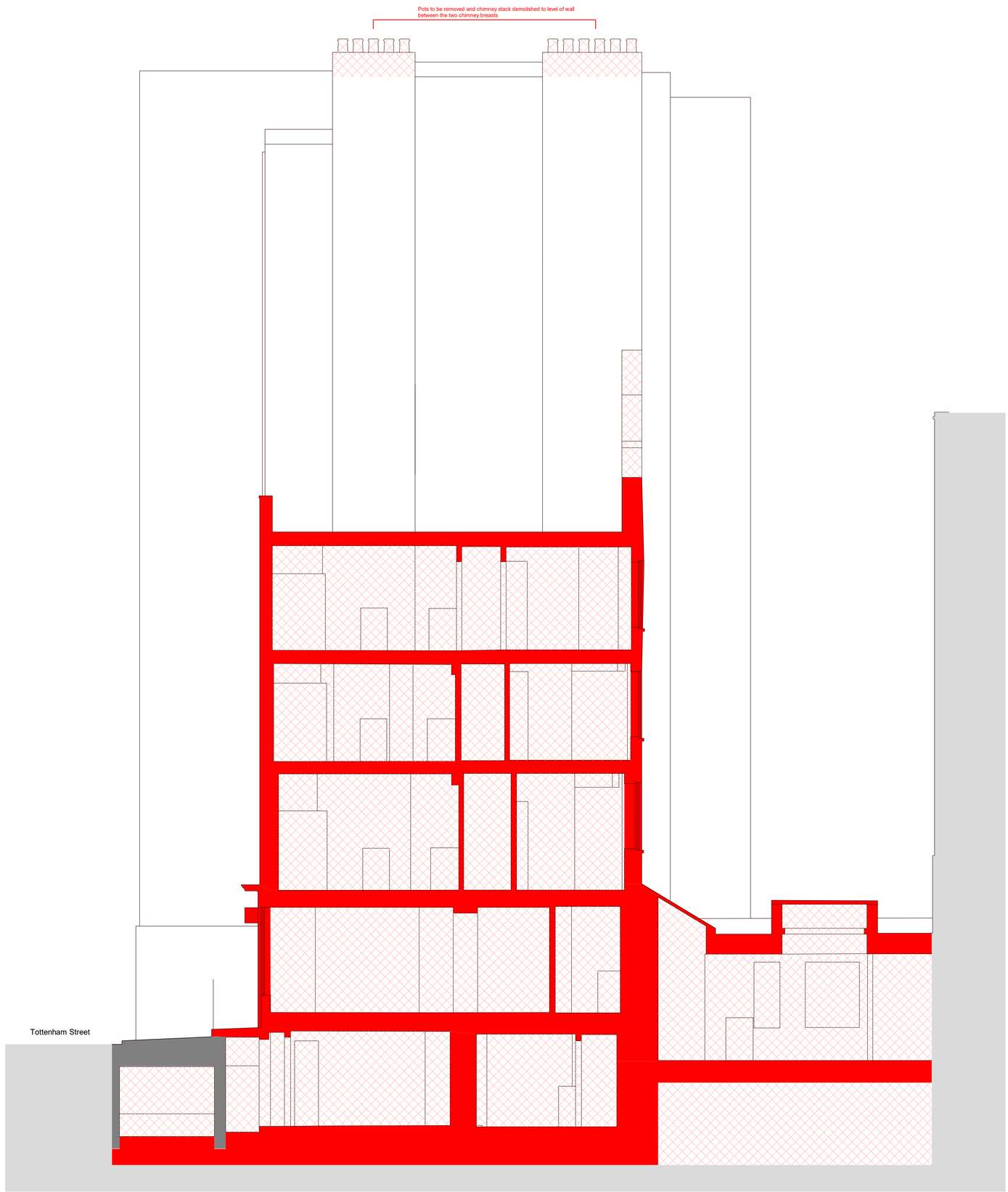
drawing title

Demolition Elevation - Tottenham Street & Rear Elevation

drawn	size	date	scale
	A1	22/04/20	As indicated

drawing number: 297 _P10.500

revision:



1 P10.600 Existing Section - Demolition
1 : 50

0 1m 5m

NOTES

GENERAL NOTES:

The internal layouts and ancillary areas of buildings will be subject to design development.

The precise location of walls, internal doors, columns, risers and the detailed layout of bathroom and kitchen areas will be the subject of non-material changes and may vary from the internal layouts set out in these plans.

These minor alterations will not affect the position and arrangements of external doors and windows nor will they affect the relative relationship between habitable rooms and windows.

All materials shown or highlighted are indicative only and may be subject to changes made during detailed design development.

All structure is subject to ongoing design co-ordination and development.

Information on height and extent of neighbouring buildings beyond the application site boundary is indicative only and not based on measured survey.

DRAWING NUMBERING:

10.000 Existing Drawings
20.000 Proposed Plans
30.000 Proposed Elevations
40.000 Proposed Sections

Existing Structure to Retain

Extent of Demolition - Wall / Slab

Extent of Demolition

PLANNING

rev	date	author / check	comments

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project

52 Tottenham Street
London, W1T 4RN

drawing title

Demolition Section - Section

drawn	size	date	scale
	A1	22/04/20	As indicated

drawing number: 297 _P10.600

revision:

Appendix B – Local Highway Scale Drawing

DO NOT SCALE

CLEVELAND STREET

TOTTENHAM STREET

GOODGE PLACE

MEWS

DEVELOPMENT SITE LOCATION

SINGLE YELLOW LINE WAITING RESTRICTIONS

3 X PARKING BAYS FOR DISABLED DRIVERS

DISABLED

DISABLED

DISABLED

DOUBLE YELLOW LINE WAITING RESTRICTIONS

DOUBLE/SINGLE YELLOW LINE WAITING RESTRICTIONS

SINGLE YELLOW LINE WAITING RESTRICTIONS

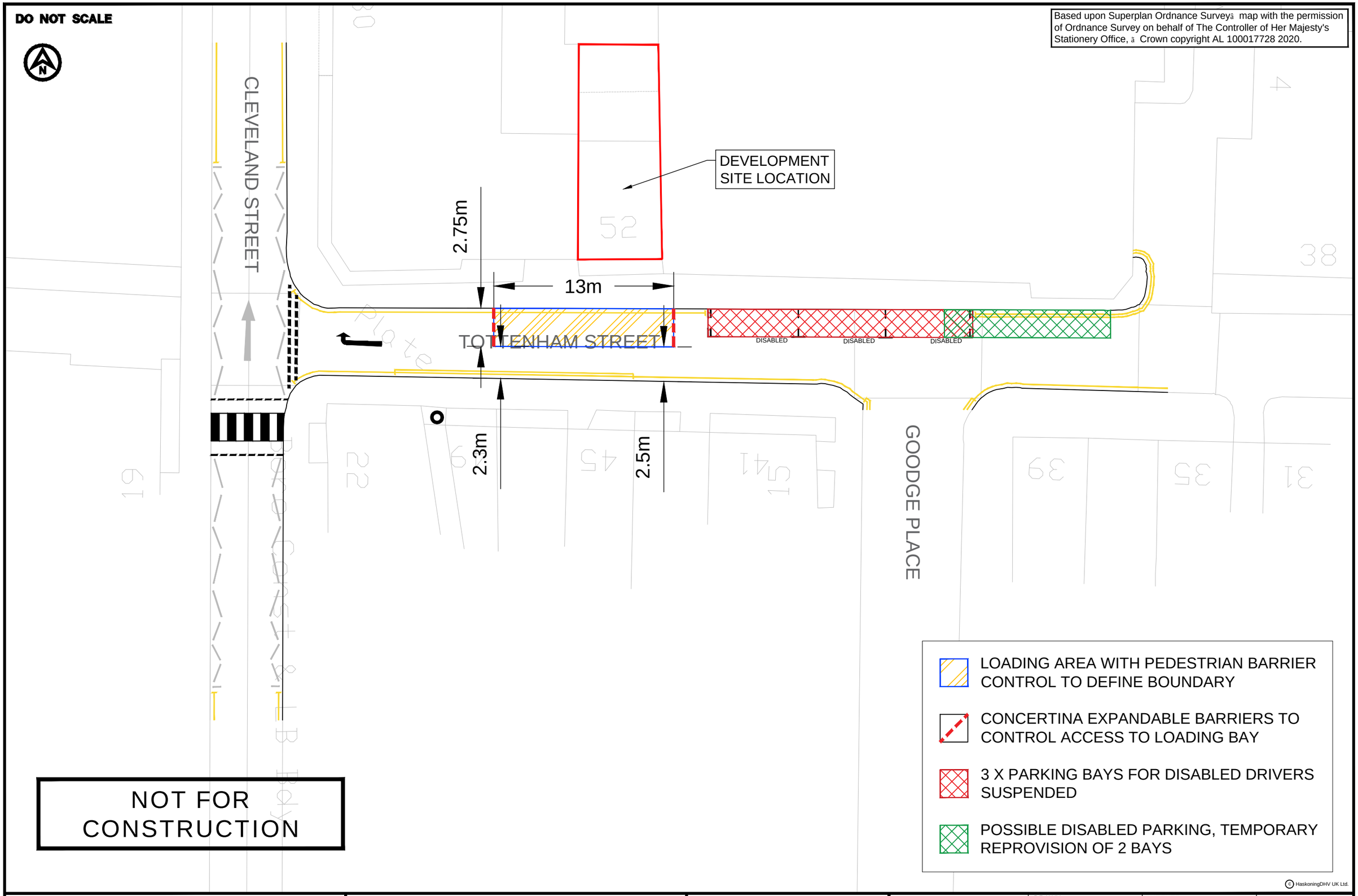
NOT FOR CONSTRUCTION

TITLE: EXISTING ROAD MARKINGS	PROJECT: TOTTENHAM STREET	Royal HaskoningDHV Enhancing Society Together	JOB No. PB9042	DRAWN TR	CHECKED AW / PASSED AW
			DATE 28.04.2020	REV P01	AUTOCAD REF.
			SCALE 1:250	SUIT S3	DRG No. PB9042-RHD-GE-SW-DR-R-0002

2 Abbey Gardens,
Great College Street, Westminster
London, SW1P 3NL
Tel +44(0)207 222 2115
www.royalhaskoningdhv.com

Appendix C – Proposed Traffic Management

DO NOT SCALE



NOT FOR CONSTRUCTION

- LOADING AREA WITH PEDESTRIAN BARRIER CONTROL TO DEFINE BOUNDARY
- CONCERTINA EXPANDABLE BARRIERS TO CONTROL ACCESS TO LOADING BAY
- 3 X PARKING BAYS FOR DISABLED DRIVERS SUSPENDED
- POSSIBLE DISABLED PARKING, TEMPORARY REPROVISION OF 2 BAYS

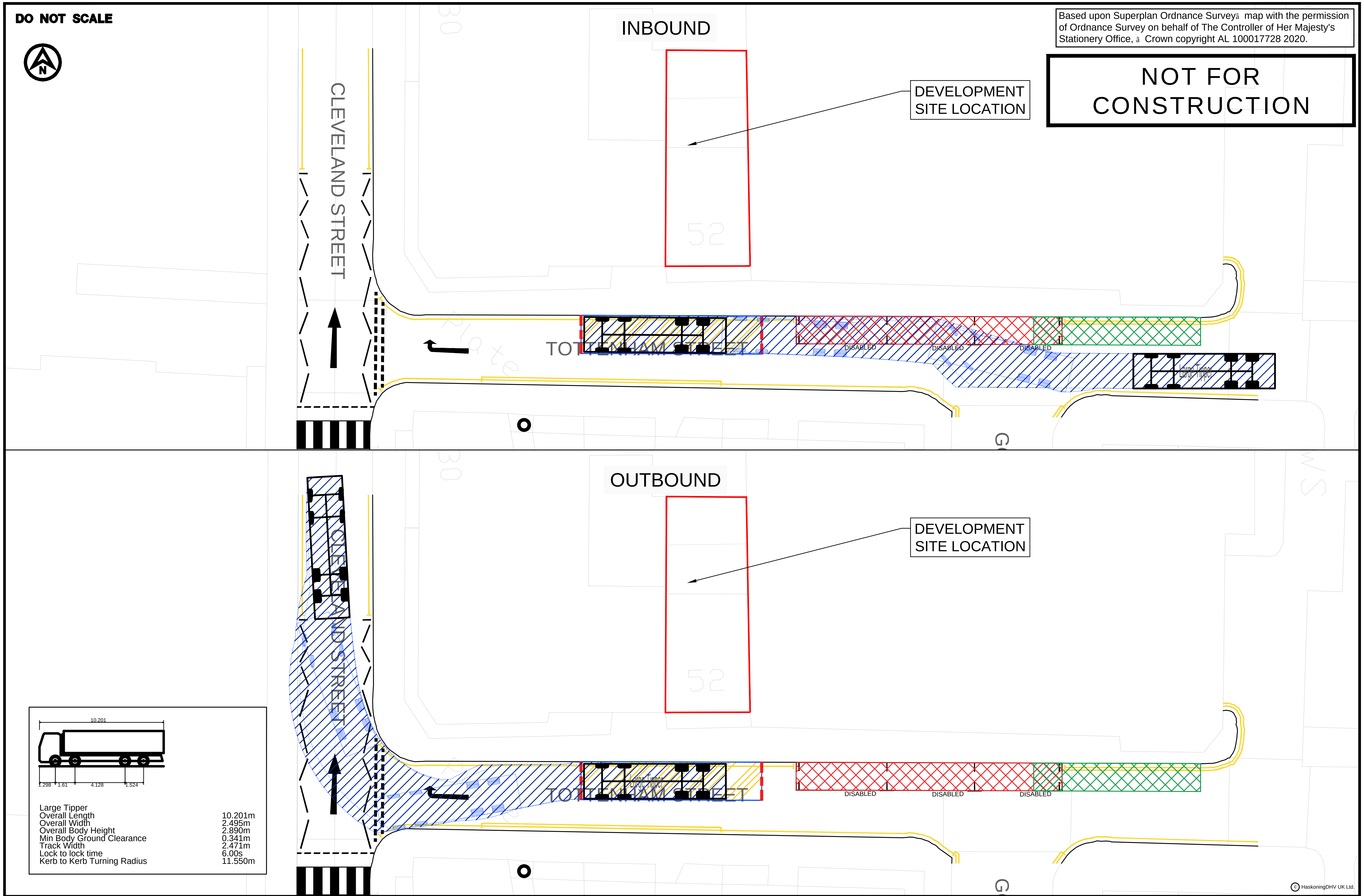
TITLE: PROPOSED TRAFFIC MANAGEMENT PLAN

PROJECT: TOTTENHAM STREET

Royal HaskoningDHV
Enhancing Society Together
2 Abbey Gardens,
Great College Street, Westminster
London, SW1P 3NL
Tel +44(0)207 222 2115
www.royalhaskoningdhv.com

JOB No. PB9042	DRAWN TR	CHECKED AW	PASSED AW
DATE 28.04.2020	REV P01	AUTOCAD REF.	
SCALE 1:250	SUIT S3	DRG No. PB9042-RHD-GE-SW-DR-R-0003	

Appendix D – Vehicle Tracking


DO NOT SCALE
N
Based upon Superplan Ordnance Surveyã map with the permission of Ordnance Survey on behalf of The Controller of Her Majesty's Stationery Office, ã Crown copyright AL 100017728 2020.
NOT FOR CONSTRUCTION
INBOUND
DEVELOPMENT SITE LOCATION
CLEVELAND STREET
TOTTENHAM STREET
52
DISABLED
DISABLED
DISABLED
Large Tipper
OUTBOUND
DEVELOPMENT SITE LOCATION
CLEVELAND STREET
TOTTENHAM STREET
52
DISABLED
DISABLED
DISABLED
Large Tipper
10.201
1.298
1.61
4.128
1.524
Large Tipper
Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.550m
© HaskoningDHV UK Ltd.

TITLE	PROJECT		JOB No.	DRAWN	CHECKED	PASSED
SWEPT PATH ANALYSIS - LARGE TIPPER	TOTTENHAM STREET	Royal HaskoningDHV Enhancing Society Together	PB9042	TR	AW	AW
			DATE 28.04.2020	REV P01	AUTOCAD REF.	
			SCALE 1:250	SUIT S3	DRG No. PB9042-RHD-GE-SW-DR-R-0050	