DRAFT CONSTRUCTION MANAGEMENT PLAN

MOMENTUM

247 TOTTENHAM COURT ROAD

JULY 2020

Prudential UK Real Estate Nominee 1
Limited and Prudential Real Estate Nominee
2 Limited

JULY 2020

Construction Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
29/07/2020	1.0	Momentum Transport Consultancy

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 all construction activity both on and off site that impacts on the wider environment.

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 nature 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 the Construction Logistics and Community Safety (**CLOCS**) Standard and the Guide for Contractors Working in Camden.

Camden charges a fee for the review and ongoing monitoring of CMPs. This is calculated on an individual basis according to the predicted officer time required to manage this process for a given site.

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 during construction. 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 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.**"

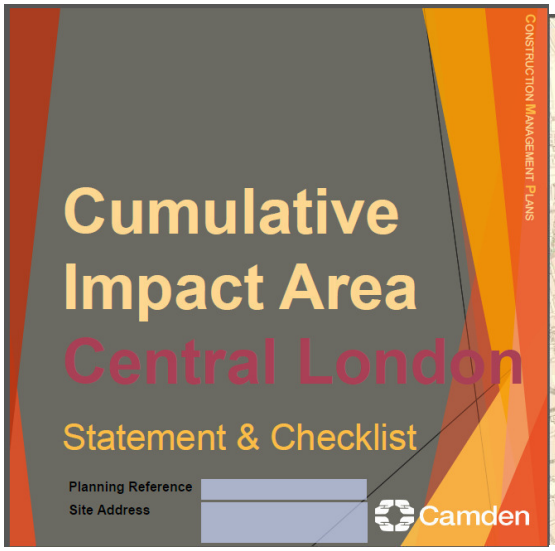
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically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

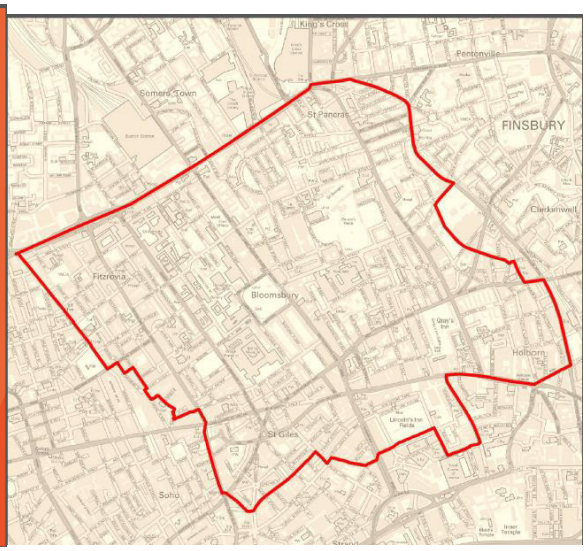
(Note the term 'vehicles' used in this document refers to all vehicles associated with the implementation of the development, e.g. demolition, site clearance, delivery of plant & materials, construction etc.)

Revisions to this document may take place periodically.

IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – a CMP submission will not be accepted until evidence of this has been supplied.

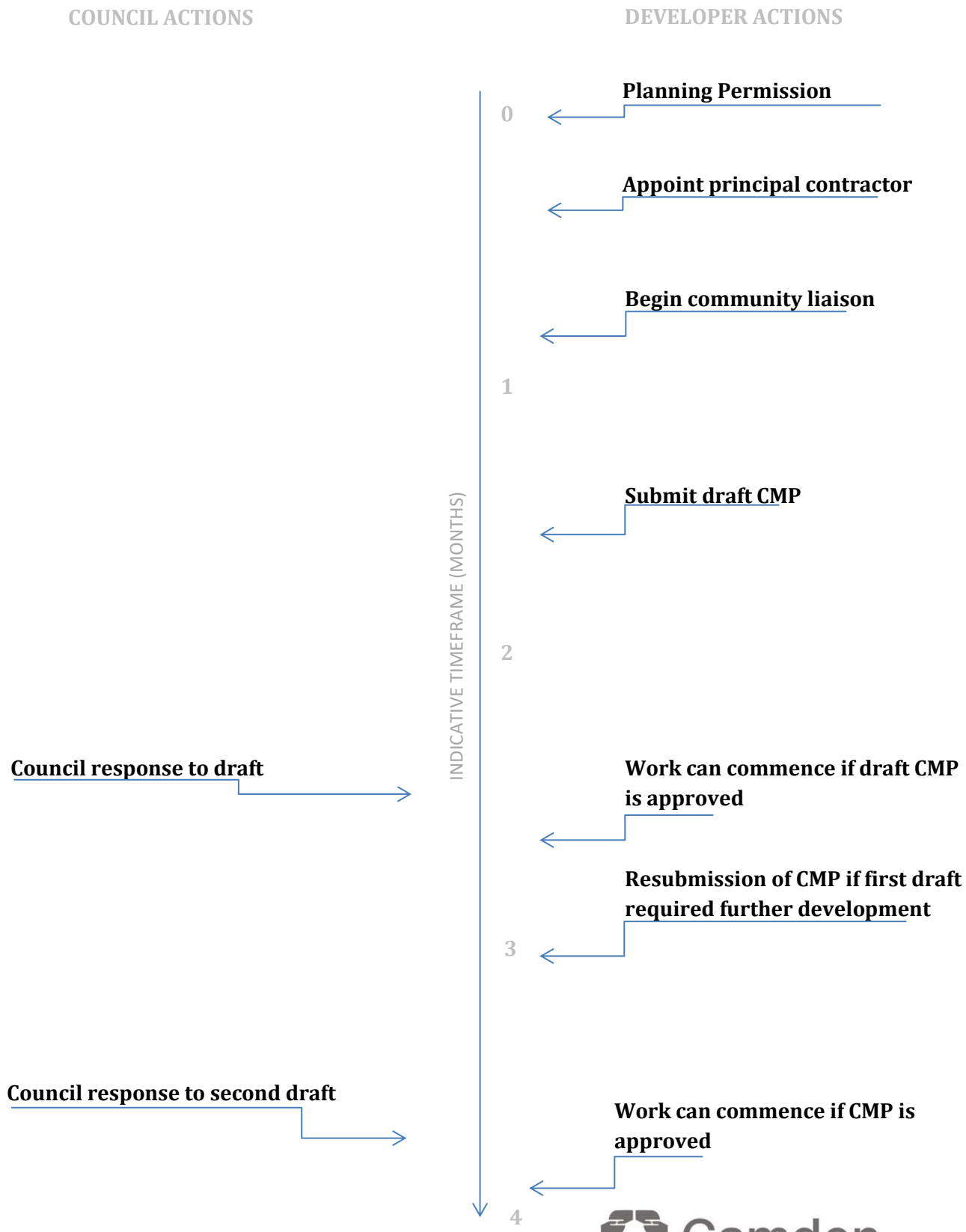
The CIA Checklist can be found at https://www.camden.gov.uk/about-construction-management-plans#sumf





Camden

Timeframe


COUNCIL ACTIONS
DEVELOPER ACTIONS
Planning Permission
0
Appoint principal contractor
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 required further development
3
Council response to second draft
Work can commence if CMP is approved
4

Contact

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

The application site comprises five buildings:

1. 247 Tottenham Court Road, London, W1T 7HH
2. 3 Bayley Street, London, WC1B 3HA
3. 1 Morwell Street, London, WC1B 3AR
4. 2-3 Morwell Street, London, WC1B 3AR; and
5. 4 Morwell Street, London, W1T 7QT

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

A Principal Contractor has not yet been commissioned – this section will be updated post planning.

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.

A Principal Contractor has not yet been commissioned – this section will be updated post planning.

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.

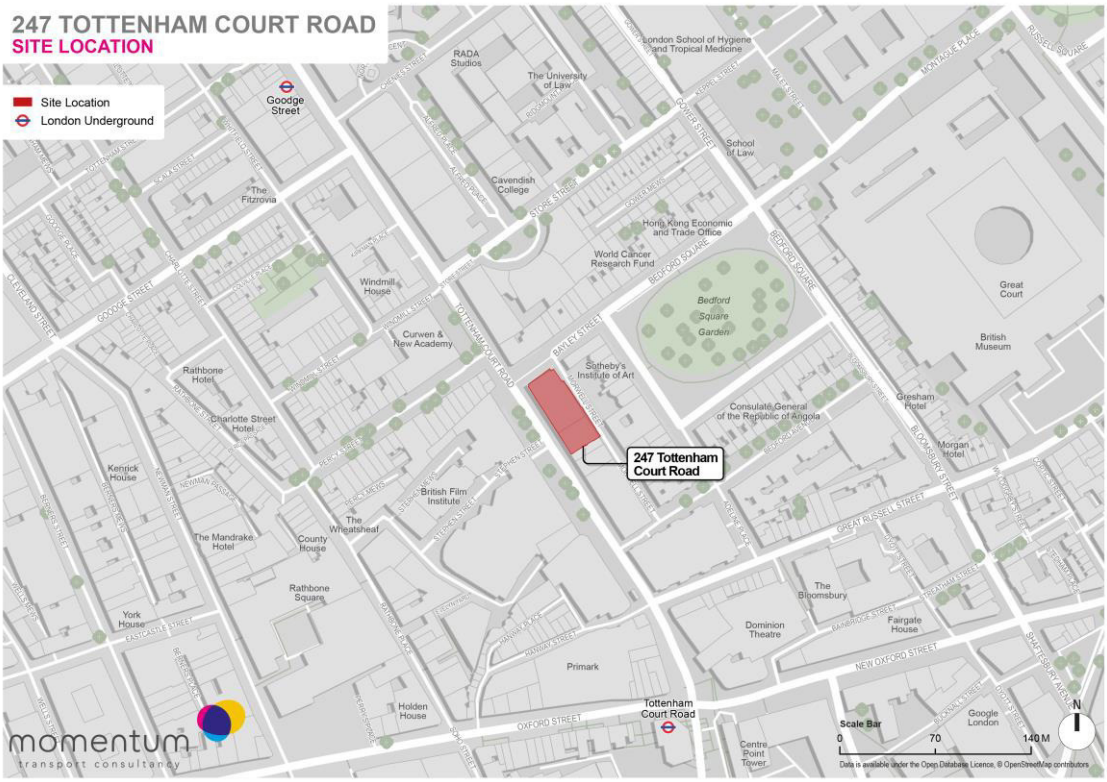
A Principal Contractor has not yet been commissioned – this section will be updated post planning.

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.

A Principal Contractor has not yet been commissioned – this section will be updated post planning.

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.



This CMP has been prepared by Momentum Transport Consultancy with the support of a demolition-specialist contractor.

The site location is located within LB Camden on Tottenham Court Road, Bloomsbury as shown above. The site is bounded by Tottenham Court Road to the west, Bayley Street to the north and Morwell Street to the east. To the south is the recently completed 1 Bedford Avenue development.

The site sits within the Central London Cumulative Impact Area, and it is proposed that a CIA Checklist will be completed for the post-planning CMP.

The development proposals, designed by Stiff & Trevillion consists of the following:

Demolition of 247 Tottenham Court Road, 3 Bayley Street, 1 Morwell Street, 2-3 Morwell Street and 4 Morwell Street and the erection of a mixed use office led development comprising ground plus five storey building for office (Class B1) use, flexible uses at ground and basement (Class A1/A2/A3 /B1/D1/D2), residential (Class C3) use, basement excavation, provision of roof terraces, roof level plant equipment and enclosures, cycle parking, public realm and other associated works.

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 relate to the demolition of existing buildings and erection of a mixed use office led development comprising ground plus five storey building for office (Class B1) use, flexible uses at ground and basement (Class A1/A2/A3/B1/D1/D2), residential (Class C3) use, basement excavation, provision of roof terraces, roof level plant equipment and enclosures, cycle parking, public realm works including new hard and soft landscaping and works to the public highway, relocation of the existing Santander cycles from Bayley Street to create a pocket part and other associated works.

The development is located upon Tottenham Court Road, a major road within the LB Camden from Euston Road to St Giles Circus. Therefore, construction loading will be due to take place on Morwell Street to the rear of the site. As this is a narrow road, temporary suspension of existing parking and footway suspension would be required in order to facilitate a loading bay and one-way northbound movements.

8. 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).

An indicative programme can be found within Appendix B. Key dates are summarised below:

- Enablement Procurement- August 2020
- Demolition – May 2021
- Main Contractor Procurement- July 2021
- Site Works- Utilities (Diversions & Disconnections)- July 2021
- Site Works- Demolition/Enablement-July 2021
- Site Works- Piling & Substructure Works- June 2022
- Site Works- Office Building- February 2023

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

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

The standard working hours for the site during demolition and construction would be in accordance with LB Camden policy as detailed above. Given that the site is located within a prominent retail area, allowing demolition and construction vehicles to arrive at the site earlier than the standard working hours would reduce risk and potential conflict to pedestrians during peak hours.

Should work outside these hours be seen as required, the Principal Contractor would make applications to Camden Council should the need arise.

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.

10. Sensitive/affected receptors

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.).

Located to the east of the site is the British Museum, as well as Sotheby's Institute of Art. Opposite the development on 247 Tottenham Court Road are many food and non-food retail outlets as well as offices. Tottenham Court Road is an area of high pedestrian footfall.

Residential properties exist on Morwell Street, as well as to the east of the site. Bedford Court Mansions as well as residential properties along Bedford Avenue and Bedford Square.

11. 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.

Arrangements TBC once Principal Contractor appointed.

Consultation has taken place on 09/07/2020 with the Fiztrovia Neighbourhood Association and Bloomsbury Association. Proposed construction routing was discussed, with strong preference put forward for routing vehicles via Tottenham Court Road to access Morwell Street via Bedford Avenue for access and returning to Tottenham Court Road via Bayley Street for egress.

Please refer to the Statement of Community Involvement which has been prepared by London Communications Agency in support of this planning application.

12. Construction Working Group

For particularly sensitive/contentious sites, or sites located in areas where there are high levels of construction activity, it may be necessary to set up a construction working group.

If so, please provide details of the group that will be set up, the contact details of the person responsible for community liaison and how this will be advertised to the local community, and how the community will be updated on the upcoming works i.e. in the form of a newsletter/letter drop, or weekly drop in sessions for residents.

A Construction Working Group would be set up post-planning by the Principal Contactor.

13. Schemes

Please provide details of your Considerate Constructors Scheme (CCS) registration. Please note that Camden requires enhanced CCS registration that includes CLOCS monitoring. Please provide a CCS registration number that is specific to the above site.

Contractors will also be required to follow the Guide for Contractors Working in Camden. Please confirm that you have read and understood this, and that you agree to abide by it.

CCS Registration to be completed upon appointment of a Principal Contractor.

14. 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.

No significant development sites are considered to require construction coordination, though this will be reviewed as the CMP is iterated. Possible coordination with the West End Project.

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 CCS monitors as part of your enhanced CCS site registration, and possibly council officers, to ensure compliance. Please refer to the CLOCS Standard when completing this section.

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

CLOCS Contractual Considerations

15. Name of Principal contractor:

TBC

16. 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 Principal Contractor will be required to follows the CLOCS guidance as set out in the CLOCS Standards and will be accredited with the FORS scheme where necessary.

The CLOCS standards defines the primary requirements placed upon the key stakeholders associated with construction projects and places responsibilities and duties upon operators, regulators, clients and principal contractors controlling the construction site.

Listed below are the key responsibilities placed on the Principal Contractor:

1) Principal Contractors shall ensure the projects potential impact on the community has been properly risk-assessed.
2) Principal Contractors shall develop and/or implement the agreed Construction Logistics Plan and ensure it is appropriately reviewed and updated prior to the start of each new phase of construction.
3) Principal Contractors shall procure site and fleet operations that comply with the requirements of the CLOCS standard.
4) Principal Contractors shall ensure the ground conditions of the site are suitable for the vehicles servicing the site, particularly those fitted with safety features.
5) Principal Contractors shall ensure that access to and egress from the site is appropriately managed, clearly marked understood and clear of obstacles.
6) Principal Contractors shall ensure effective and efficient site access gate checks.
7) Principal Contractors shall ensure that vehicles are loaded and un-loaded on-site as far as is reasonably practicable.
8) Principal Contractors shall ensure effective monitoring of site compliance to the CLOCS standard.
9) Principal Contractors shall obtain information on all collisions that result in harm (and near miss accidents) that occur on journeys associated with the project and report to the client
10) All vehicles will be Fleet Operator Recognition Scheme (FORS) registered to Bronze/Silver standard.

These arrangements will be updated and confirmed once the Principal Contractor has been appointed.

17. 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.

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

Confirmed.

It is envisioned that all stakeholders including the client, principal contractor and fleet operators will have an in-depth understanding of the CLOCS Standards and comply with all requirements. However, at this stage a principal contractor is yet to be commissioned.

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.

18. 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, stations, public buildings, museums etc.

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.

Please show vehicle approach and departure routes between the site and the Transport for London Road Network (TLRN). Please note that routes may differ for articulated and rigid HGVs.

Routes should be shown clearly on a map, with approach and departure routes clearly marked. If this is attached, use the following space to reference its location in the appendices.

Demolition and construction routing has been generated using www.lorryroute.com which generates complaint routing, and has been subject to initial consultation with some local resident groups. Access and egress routes is found in Appendix A.

Access Routes

Access to the site would be by travelling southbound on Tottenham Court Road (A400) before turning left onto Bedford Avenue. Construction traffic would then turn left into Morwell Street to access the site. A pit lane would be provided on Morwell Street's western side during demolition and construction.

When exiting the site vehicles would continue northbound on Morwell Street and turn left onto Bayley Street before exiting right back onto Tottenham Court Road (A400).

Highway works would be required to facilitate this proposed operation, including at the junctions with Tottenham Court Road at Bedford Avenue and Bayley Street to enable large vehicle manoeuvres.

With consideration to the sensitive receptors identified in response to Question 1- this demolition and construction routing has been developed to minimise disruption to the public highway associated with vehicles entering and exiting in a forward's gear. This routing minimises vehicle manoeuvres and ensures efficient movement of traffic upon neighbouring roads. Furthermore, this routing plan also reduces disruption to residents of the Bedford Square area by preventing construction traffic from travelling along Bedford Avenue.

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

All vehicle drivers during demolition and construction would be required to use the preferred routing as specified above. Strict monitoring and control of vehicles entering and egressing the site would be implemented. The contractor would maintain an up to date log of all drivers that would include a written undertaking from them to adhere to proposed routes.

Upon appointment of a Principal Contractor, a concise Traffic Management Plan will be created with this being sent to all sub-contractors and suppliers to ensure that it is adhered too.

19. 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 should be restricted to the hours of 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 the hours of 9.30am and 3pm on weekdays during term time.

Vehicles may be permitted to arrive at site at 8.00am if they can be accommodated on site. Where this is the case they must then wait with their engines switched off.

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**.**

Please provide details of the types of vehicles required to service the site and the approximate number of deliveries per day for each vehicle type during the various phases of the project.

A full list of vehicles envisioned to access the site during the construction phase will be provided within the final CMP that will be shared with LB Camden once a Principal Contractor has been appointed.

Nevertheless, the following vehicle types are likely to require access:

- 3.5t/4.6t Panel Vans (5.9m length x 2m width)
- Large Tipper (12m x 2.45m width)
- Concrete Lorry (9.4m length x 2.5m width)
- Flat Bed Lorry (10m Length x 2.5m width)
- Large Mobile Crane (12.3m length x 2.4m width)

Plant	Description
Tipper Lorries	For removal of hardcore arisings
Boat Skip Lorries	For removal of site welfare waste
40’ Rigid lorries	For scaffold deliveries and collections
Low Loader	For delivery of heavy plant listed below
20t excavators	For demolition and loading/ clearance at ground floor level
13t Excavators	For clearance of arisings above ground floor level
2t Skid Steer Loaders	For clearance of arisings above ground floor level
Generator	For power to welfare and site if required

b. Cumulative affects of construction traffic servicing multiple sites should be minimised where possible. Please provide details of other developments in the local area or on the

route that might require deliveries coordination between two or more sites. This is particularly relevant for sites in very constrained locations.

It is envisioned that traffic movements will be minimised as far as possible and the Principal Contractor will encourage consolidated vehicle trips to the site. Full details will be provided within the final CMP shared and agreed with the Local Authority post planning to ensure the latest developments in the local area are taken into account.

c. Please provide swept path analyses for constrained manoeuvres along the proposed route.

Swept Path Analysis diagrams for vehicles accessing the site during the construction phase are provided in Appendix C. Further details, such as the operation of the proposed pit lane on Morwell Street would be provided in a post-planning CMP.

d. Consideration should be given to the location of any necessary holding areas/waiting points for sites that can only accommodate one vehicle at a time/sites that are expected to receive large numbers of deliveries. Vehicles must not queue 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.

Please identify the locations of any off-site holding areas or waiting points. This can be a section of single yellow line that will allow the vehicle to wait to phone the site to check that the delivery can be accommodated.

Please refer to question 24 if any parking bay suspensions will be required to provide a holding area.

Notices regarding any planned closures or diversion of either roads or footpaths in relation to the demolition or construction works shall be given by the Principal Contractor to LBC, the police, fire brigade and other emergency services sufficiently in advance of the required closure or diversion.

Any necessary lane closures on the local highway network would avoid peak periods if at all possible and would be agreed with LBC prior to commencement.

Notices and details of traffic management proposals associated with works to the highway and footpaths would be given under the Highway Acts 1980 and Road Traffic Act 1988.

Parking bay suspension is required along the eastern pavement on Morwell Street in order to accommodate a pit lane on the western footway. Morwell Street would then become one-way northbound to facilitate movements through the site.

e. Delivery numbers should be minimised where possible. Please investigate the use of construction material consolidation centres, and/or delivery by water/rail if appropriate.

It is proposed that the Principal Contractor would consider the potential use of an off-site consolidation centre to minimise the number of trips made on local access roads delivering directly to the site.

The use of an off-site location would be especially useful on days that a higher number of deliveries are forecast. Trips could be split between those that come directly to the construction site, and those that go to the consolidation centre. When the road network is less busy the stockpiled deliveries could then be transferred from the consolidation centre to the site.

If empty vehicles returning to the consolidation centre were instead filled with waste material, there would be further opportunity to reduce separate waste collections to the site during demolition and construction. This would also allow for effective sorting of waste off-site for disposal to an appropriate waste facility.

On appointment of the Principal Contractor, various locations would be considered, and the preferred option would be identified in the detailed CMP, and any associated strategy would be described.

f. Emissions from engine idling should be minimised where possible. Please provide details of measures that will be taken to reduce delivery vehicle engine idling, both on and off site (this does not apply to concrete mixers).

The Contractor will minimise impacts from construction traffic through:

- Access routes to the site would ensure vehicles are able to undertake movements in a forward gear to reduce the need for reversing
- Limiting the working hours for the site to restrict impacts upon neighbours
- Prevention of vehicles from leaving their engines running whilst queuing or waiting on the public highway outside of the site or on the site itself
- Ensuring vehicles align with noise emission standards

20. 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)

This section is only relevant where vehicles will be entering the site. Where vehicles are to load from the highway, please skip this section and refer to Q23.

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 site access and egress points on a map or diagram. If this is attached, use the following space to reference its location in the appendices.

To be confirmed once a Principal Contractor is appointed, however at this stage it is envisioned that a pit-lane will be installed on the western footway and part of carriageway of Morwell Street.

b. Please describe how the access and egress arrangements for construction vehicles in and out of the site will be managed, including the number and location of traffic marshals where applicable. If this is shown in an attached drawing, use the following space to reference its location in the appendices.

As set out in the CLOCS Standards it is envisioned that the Principal Contractor will ensure that access to and from the site is appropriately managed, clearly marked, understood and clear of obstacles. Full details will be provided with the final CMP and Pre-Construction Phase H&S Plan yet to be drafted/published but this will likely evolve/change as the construction phase progresses. This will be subject to Contractor appointment.

c. Please provide swept path drawings for vehicles accessing/egressing the site if necessary. If these are attached, use the following space to reference their location in the appendices.

Provided in Appendix C

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. Please note that wheel washing should only be used where strictly necessary, and that a clean, stable surface for loading should be used where possible.

Effective wheel washing facilities would be provided at the site gates before exiting onto local highway network. Recycled water would be used wherever possible. Supplementary cleaning would be provided as necessary using suitable means to keep the surrounding highway clean. Collected debris would be disposed of as controlled waste at a licensed waste disposal facility.

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

This section is only relevant if loading/unloading is due to take place off-site on the public highway. If loading is taking place on site, please skip this section.

a. 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 this is attached, use the following space to reference its location in the appendices. Please outline in question 24 if any parking bay suspensions will be required.

A detailed site plan would be provided in the post-planning CMP. Swept path analysis showing indicative proposed vehicle operations is provided in Appendix C.

b. Where necessary, 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 detail of the way in which marshals will assist with this process, if this differs from detail provided in Q20 b.

All vehicles entering and leaving the demolition and construction site will be closely controlled. Traffic marshals will be present at the pit lane and site entrance to accept or reject deliveries; for some larger delivery vehicle movements banksmen may be required, and will be provided to ensure safe vehicle operation. Banksmen would also be provided at the Bedford Avenue / Tottenham Court Road and Bayley Street/Tottenham Court Road junctions to ensure safe vehicle manoeuvres.

Street Works

Full justification must be provided for proposed use of the public highway to facilitate works. Camden expects all options to minimise the impact on the public highway to have been fully considered prior to the submission of any proposal to occupy the highway for vehicle pit lanes, materials unloading/crane pick points, site welfare etc.

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.

Please note that there is a two week period required for the statutory consultation process to take place as part of a TTO.

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.

If the site conflicts with a bus lane or bus stop, please provide details of preliminary discussions with Transport for London in the relevant sections below.

22. Site set-up

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, relevant street furniture, and proposed site access locations. If these are attached, use the following space to reference their location in the appendices.

A construction site access plan is proposed to be provided in a detailed CMP post-planning. Indicative proposed swept path analysis is provided in Appendix C.

23. Parking bay suspensions and temporary traffic orders

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

Please provide details of any proposed parking bay suspensions and/or TTO's which would be required to facilitate the construction - include details of the expected duration in months/weeks. Building materials and equipment must not cause obstructions on the highway as per your CCS obligations unless the requisite permissions are secured.

Information regarding parking suspensions can be found here.

Parking bay suspension on Morwell Street to accommodate the pit lane. Appropriate licence would be sought.

24. Occupation of the public highway

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. 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 justification of proposed occupation of the public highway.

The public highway is the only available or appropriate area to facilitate demolition and construction at 247 Tottenham Court Road. This is due to the space-constrained site and lack of open space operated by the applicant.

b. Please provide accurate scaled drawings of any highway works necessary to enable construction to take place (e.g. construction of temporary vehicular accesses, removal of street furniture etc). If these are attached, use the following space to reference their location in the appendices.

To be confirmed at a later date following further consultation.

Possible items to remove include current TfL Cycle Hire dock, signposting, some public realm (seating at Bedford Avenue).

Junctions at Bedford Avenue/Tottenham Court Road and Bayley Street/Tottenham Court Road would require temporary works to provide sufficient turning space for vehicles.

25. Motor vehicle and/or cyclist diversions

Where applicable, please supply details of any diversion, disruption or other anticipated use of the public highway during the construction period. Please show locations of diversion signs on drawings or diagrams. If these are attached, use the following space to reference their location in the appendices.

At this stage no diversions/disruptions to the public highway are planned, however should diversions be required they will be discussed with the Local Authority prior to any disruptions/diversions being implemented.

Full details will be provided within the final CMP, which will be submitted to the local authority post planning.

These arrangements will be subject to contractor appointment.

26. Scaffolding, hoarding, and associated pedestrian diversions

Pedestrians 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 ramps 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, and hoarding should not restrict access to adjoining

properties, including fire escape routes. 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. Where applicable, please provide details of any hoarding and/or scaffolding that intrudes onto the public highway, describing how pedestrian safety will be maintained through the diversion, including any proposed alternative routes. Please provide detailed, scale drawings that show hoarding lines, gantries, crane locations, scaffolding, pedestrian routes, parking bay suspensions, remaining road width for vehicle movements, temporary vehicular accesses, ramps, barriers, signage, lighting etc. If these are attached, use the following space to reference their location in the appendices.

The site will be encapsulated in scaffold during the works, with scaffolding being based out on Bayley Street, Morwell Street and Tottenham Court Road. It is likely that a scaffold gantry will be constructed on Bayley Street for public protection. Tottenham Court Road footpath is likely to be wide enough to ensure that there is no need for a gantry, however this will be confirmed upon appointment of the Principal Contractor and further discussions with the highways team.

b. Please provide details of any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.) If these are attached, use the following space to reference their location in the appendices.

Detailed information regarding temporary structures including but not limited to scaffolding, gantries, cranes etc is not available yet, however it is envisioned that full details will be provided within the Construction Phase Health & Safety Plan contained within the Health & Safety File, written and updated by the Principal Contractor in line with the Principal Designer.

These arrangements will be subject to Principal Contractor appointment.

27. Services

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 MEP engineers are currently liaising with the following utilities services; UKPN, Squire energy and Thames Water.

A more detailed strategy and programme for co-ordination will be provided within the CMP once the Principal Contractor is appointed.

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.

A Noise Management Plan will be published upon the appointment of a Principal Contractor.

The standard working hours for the site will comply with the standard working hours for construction sites in Camden.

Should work need to be carried out outside of the standard working hours prior permission will be sought from the local authority.

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

A noise management plan is to be carried out and published before any works on site commence.

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

These will form part of the Noise Management Plan which is to be published upon appointment of a Principal Contractor.

The CMP will address and (where appropriate) mitigate for any potential noise and vibration predictions for the proposed works.

The standard working hours for the site will comply with the standard working hours for construction sites in Camden.

Should work need to be carried out outside of the standard working hours prior permission will be sought from the Local Authority.

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.

- Noise emission limits on construction equipment and machinery including retrofitting where necessary and ensuring all plant complies with standard requirements, with robust justification required where this is not possible;
- All pneumatic tools will be fitted with silencers/mufflers;
- Local acoustic fencing, hoarding or barriers being put in place as physical barriers around the site;
- Restrictions upon working hours;
- Implementation of a strict controlled delivery booking system;
- Vehicle speed restrictions;
- Vehicles not to be left idling unless absolutely necessary;
- Use of prefabricated building structures to reduce on-site noise;
- Vehicles should be prohibited from waiting within the site with their engines running or alternatively, located in waiting areas away from sensitive receptors;
- Restrict the number of plant items in use at any one time;

The Contractor will submit the proposed method, the frequency and the location of monitoring site to the Planning Authority for agreement prior to commencing works. Noise baseline levels will be agreed prior to commencement of construction.

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

All staff will be trained to carry out works in-line with best practice principles as contained in BS 5228:2009 'Noise and Vibration Control on Construction and Open Sites'. Evidence will be appended to the final CMP submitted to the LPA for approval post-planning.

These arrangements will be subject to Contractor appointment.

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

Measures to demonstrate how dust protection during demolition and construction process is kept to a minimum will be enforced. Additionally, contact details for the individual responsible for control of dust levels will be present on the site boundary so that members of the public and nearby businesses can raise any issues. Further measures include:

- Undertaking monitoring and comparison to baseline surveys- this may include using hand-held monitors close to sensitive receptors;
- Providing physical barriers around dust-generating activities;
- Use of water-suppression systems to dampen dusty materials;
- Deliveries and loads to and from the site being fully covered in sheets and minimal drop heights.
- Prior to construction phase develop and implement and Dust Management Plan (DMP), which will include measures to control other emissions, approved by the local authority.
- Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken
- Make the complaints log available to the local authority when asked
- Record any exceptional incidents that cause dust and/or emissions, either on or off site, and the action taken to resolve the situation in the log book
- Undertake daily on-site inspections, where receptors are nearby, to monitor dust, record inspection results, and make the log available to the local authority when asked.
- Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the local authority when asked
- Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible
- Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period
- Keep site fencing, barriers and scaffolding clean using wet methods.
- Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site.
- Only use cutting, grinding, or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction
- Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate
- Use enclosed chutes and conveyors and covered skips where needed
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate
- Ensure equipment is readily available on site to clean and dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods

These arrangements will be subject to contractor appointment.

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 avoid dirt or dust spreading onto the public highways, wheel washing facilities will be installed to the site within the site boundary. The Principal Contractor will ensure all vehicle tyres will be washed when exiting the site.

The Principal Contractor will ensure that vehicle loads will be covered to prevent dirt and dust being blown onto the public highway.

The Principal Contractor will also undertake daily off-site inspections where receptors (including roads) are nearby, to monitor dust, record inspection results and make the log available to the local authority when asked. This is envisioned to include regular dust soiling checks of surfaces such as street furniture, cars and window sills within 100m of the site boundary with cleaning provided if necessary.

Dry sweeping of large areas will be avoided where possible. Instead water assisted-dust sweeper(s) will be applied on the access and local roads, to remove, as necessary, any material tracked out of site.

These arrangements will be subject to Contractor appointment.

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

- Noise Level Monitoring

As standard practice noise levels will be recorded throughout the demolition and construction period. It is likely that electronic noise monitors will be placed at the site boundary at strategic locations adjacent to neighbours in agreement with an appropriately accredited acoustician. These monitors will measure noise levels on a continuous basis and will be linked to an alert system that notifies key site personnel when set levels are reached. Weekly summary and detailed monthly noise monitoring reports will be maintained and included within the Site Environmental File (SEF).

Appropriate target noise levels will be agreed with an acoustician in line with site best practice. These will take the form of a warning level, which indicates that a limit is about to be breached and an action level where an agreed limit has been breached and immediate action is required. These target noise levels will be set at levels in line with Best Practicable Means (BPM) as defined in the Control of Pollution Act. All efforts using BPM will be made to stay under this target. It is envisioned that all target levels and monitoring will be agreed with the local authority in advance.

- Dust Level Monitoring

An environmental manager or the site manager will be responsible for air quality and dust issues on the site boundary. Contact details of this person will be shared with the local authority and general public once appointed. Dust Management Plan (DMP) will be developed prior to any demolition/construction works taking place on-site and the Environmental Manager will carry out regular site inspections to monitor compliance with the DMP, record inspection results via inspection log and undertake daily on-site and off-site inspections where receptors (including roads) are nearby, to monitor dust record inspection results and make the log available to the local authority when asked. Regular dust soiling checks of surfaces such as street furniture, cars and window sills are to also be carried out.

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.

Risk Assessments have not been undertaken at this stage. It is envisioned that such risk assessments will be the responsibility of the Principal Contractor, who will engage with the local authority at the post-planning stage.

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.

Once the Principal Contractor has been appointed, the GLA's mitigation measures checklist will be completed and addressed within the final CMP for submission to the local authority.

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.

4 real time dust monitors will be set up around the site to ensure that they are monitoring potential impact of works on the receptors in the following locations

- Bayley Street
- Morwell Street
- Tottenham Court Road
- Bedford Avenue

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).

Pest minimisation on site will be managed by a professional specialist pest controller who will be responsible for planning and documenting the monitoring.

- Prior to demolition or construction an assessment of the site should be carried out to determine if rodents are already present and how they will be removed if so
- A good standard of hygiene is maintained bins be stored with tight fitting lids and all refuse removed from the site
- Material on-site be stored neatly with any accumulations of debris removed as quickly as possible to prevent rodents harbouring there
- Special attention will be given to the management of food-waste on site. With regular inspections being carried out by the Principal Contractor

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

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

The Principal Contractor would be expected to nominate a suitable qualified individual who would act as the Site Manager. The Site Manager would be named at the site entrance, with a contact telephone number. The contact name and details would be provided to all the relevant stakeholders by the Principal Contractor prior to the start of the construction works.

The Site Manager would be a suitably qualified individual who would have primary responsibility for dealing with any relevant stakeholders on environmental matters. All key stakeholders would be notified whenever a change of responsibility occurs for the Site Manager role. The Site Manager would keep neighbours and other relevant parties informed of the nature of the ongoing works, their duration and outline programme to establish and maintain good relationships with them.

The Site Manager would also deal with enquiries from the general public, including any complaints. Complaints would be logged, responded to and reported to the relevant individual as soon as possible.

The Site Manager would co-ordinate responses to queries and address issues in a timely and satisfactory manner.

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 (03/2021 – 01/2025):

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

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): Yes

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: All machinery to be registered on the NRMM register as it arrives to site. To be carried out by the Principal Contractor

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: NRMM register is online, however an inventory is to be kept within the site office at all times too.

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: Documentation to be held on site readily available should a local authority officer wish to see.

SYMBOL IS FOR INTERNAL USE

Agreement

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

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

Signed: ……

Date: ……..

Print Name: ……..

Position: ……

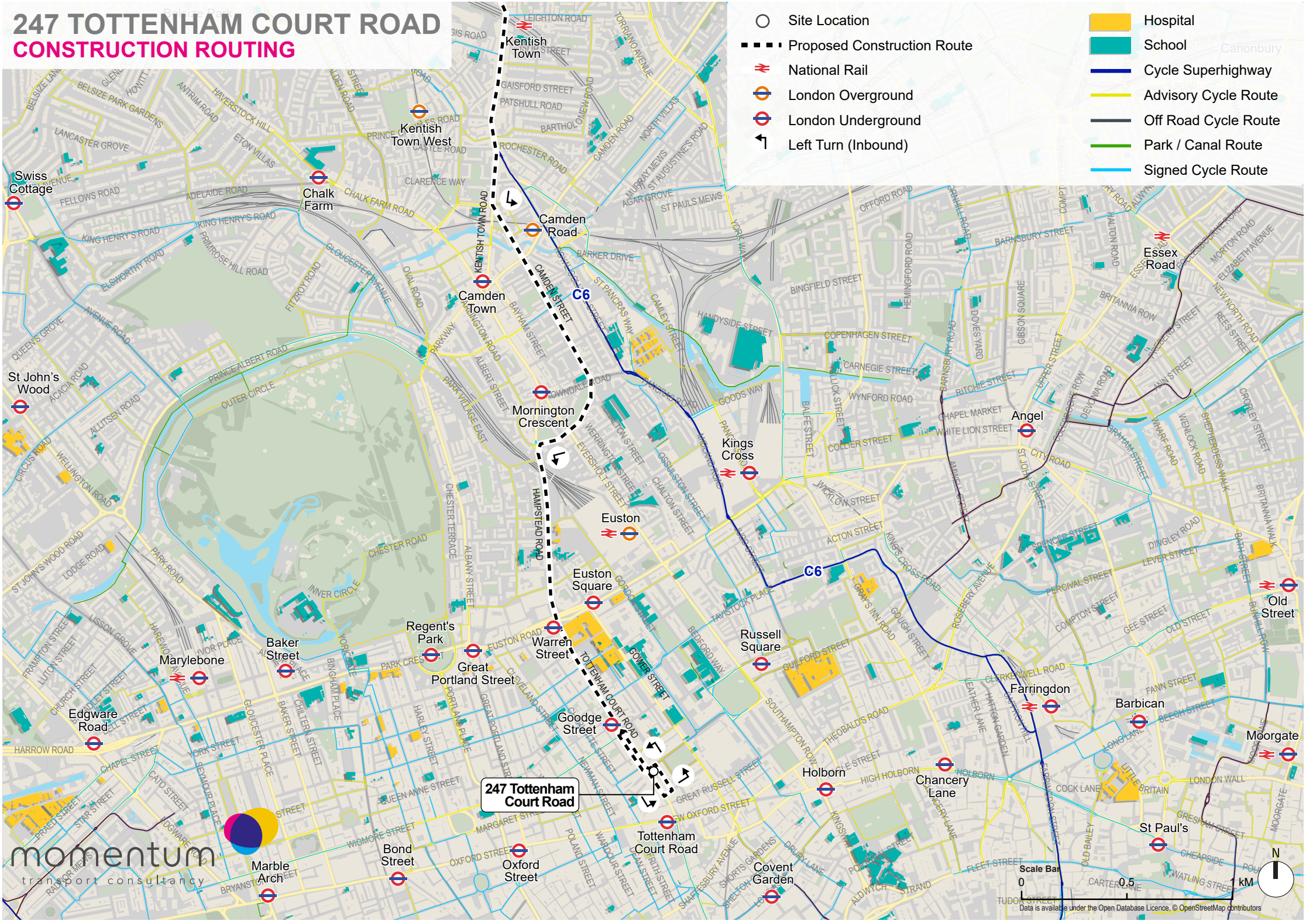
Please submit to: planningobligations@camden.gov.uk

End of form.

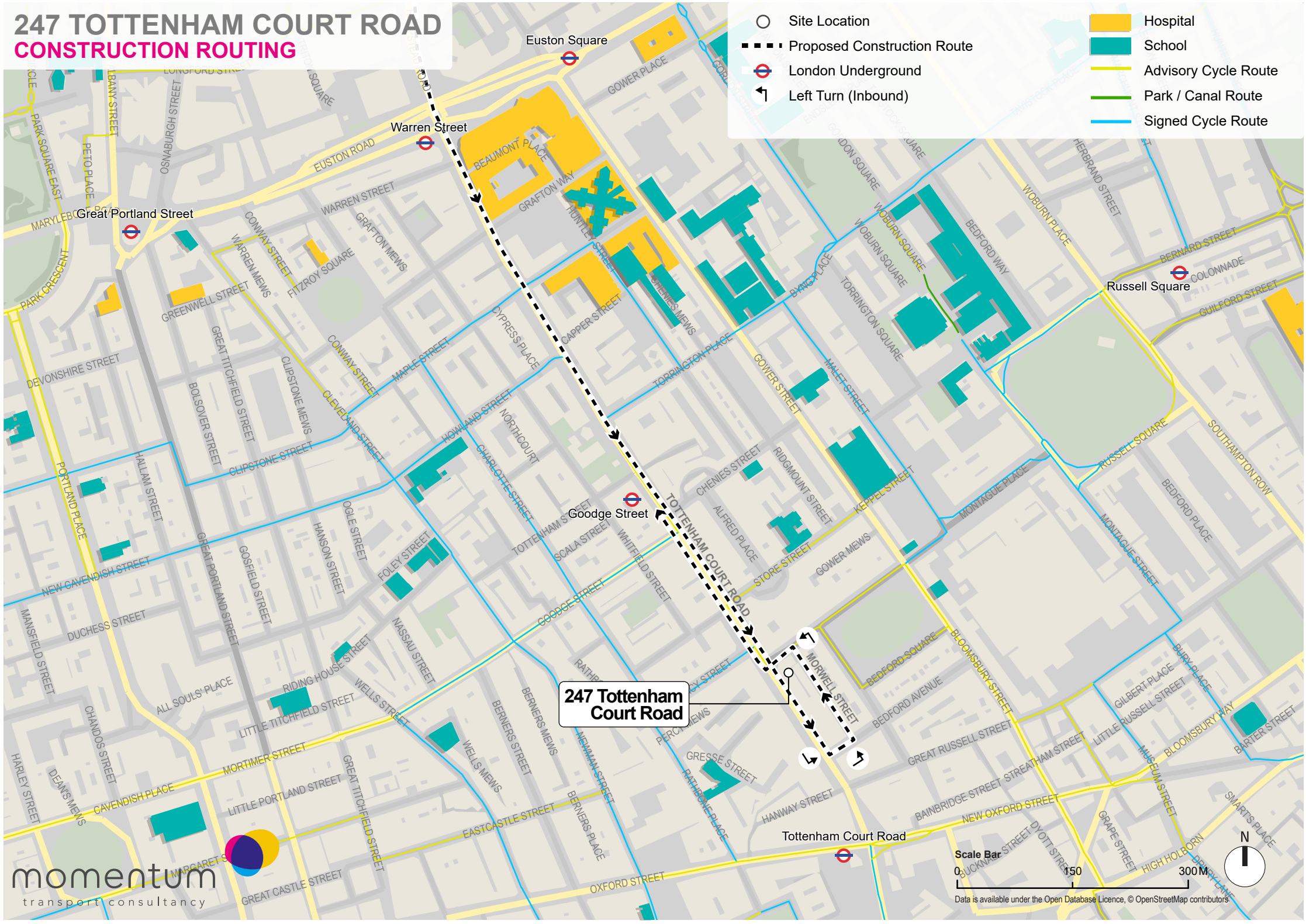
Appendix A- Construction Routing

Camden

247 TOTTENHAM COURT ROAD
CONSTRUCTION ROUTING



247 TOTTENHAM COURT ROAD
CONSTRUCTION ROUTING



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Appendix B- Programme

Camden

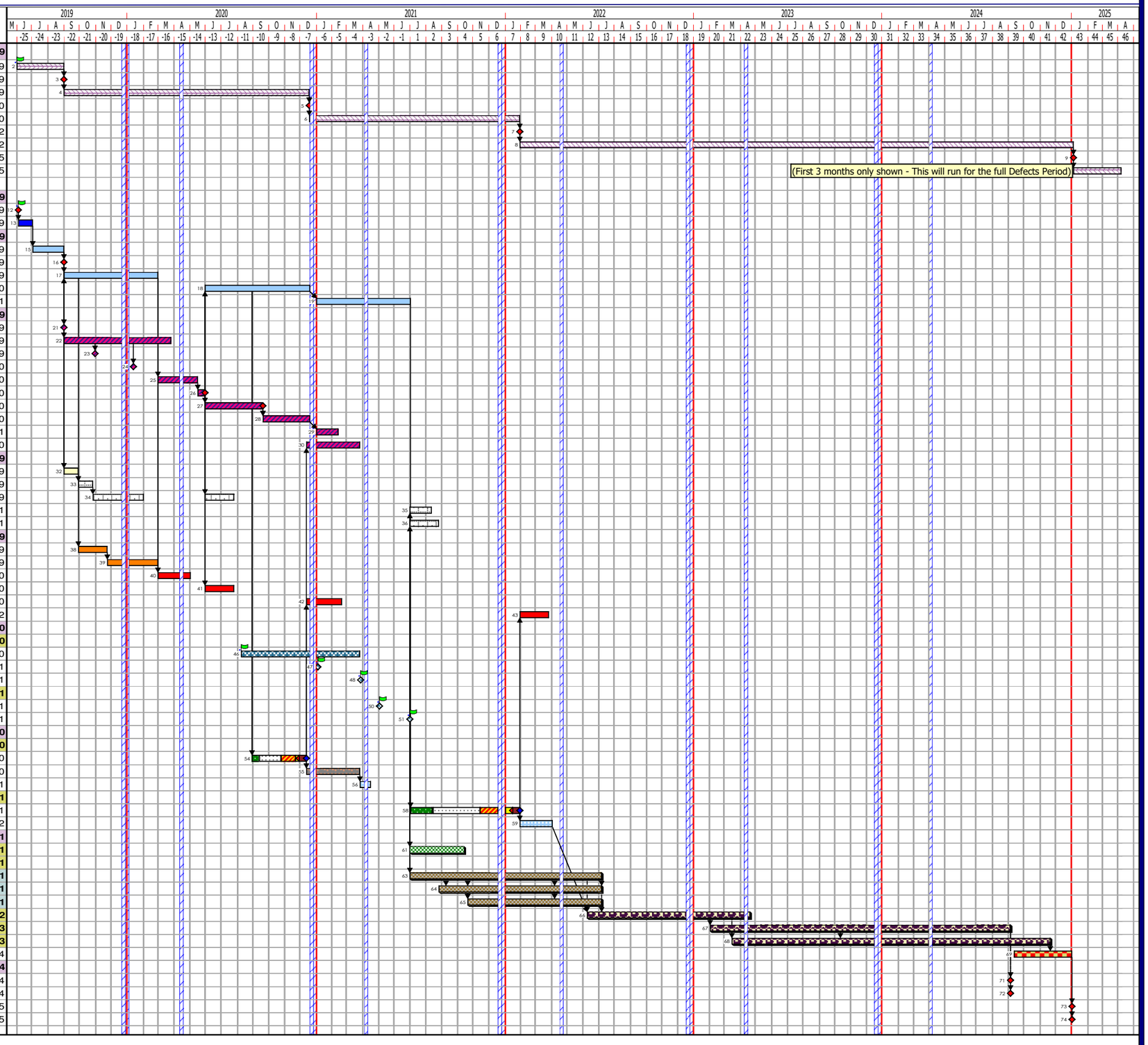
GVA Second London Wall

Prog No.: 247TCR-OMP-02 **Rev. date :** 30/10/2019
Rev.: 13.2 **Issue date :**30/10/2019

247 Tottenham Court Road

Office-led, Compliant Option (Business Case)

Line	Activities	Start
1	**Development Gateway Approval Process (GAP) Stages**	**03/06/2019**
2	Gap Stage 2	03/06/2019
3	Gateway 2	02/09/2019
4	Gap Stage 3	02/09/2019
5	Gateway 3	17/12/2020
6	Gap Stage 4	18/12/2020
7	Gateway 4	31/01/2022
8	Gap Stage 5	31/01/2022
9	Gateway 5	03/01/2025
10	Gap Stage 6 (First 3 months only shown - This will run for the full Defects Period)	06/01/2025
11	**Project Launch**	**05/06/2019**
12	Appoint Development Manager	05/06/2019
13	Confirm Team appointments	05/06/2019
14	**Design**	**03/07/2019**
15	Review Feasibility Study and Confirm Business Plan	03/07/2019
16	Kick Off RIBA Stage 2	02/09/2019
17	RIBA Stage 2/3 for Planning	02/09/2019
18	RIBA Stage 3 (Inc Surveys)	01/06/2020
19	RIBA Stage 4	01/01/2021
20	**Planning**	**02/09/2019**
21	Initial Pre App Review with LB Camden	02/09/2019
22	Pre-App Reviews with LB Camden - Ongoing Dialogue	02/09/2019
23	Pre-App 2	31/10/2019
24	Pre-App 3	14/01/2020
25	Prepare Planning Documentation	02/03/2020
26	Submit for Planning	18/05/2020
27	Planning Determination/Resolution to Grant	01/06/2020
28	Complete S106 and Receive Formal Consent	21/09/2020
29	JR Period	01/01/2021
30	Discharge Pre-Commencement Conditions	14/12/2020
31	**Surveys**	**02/09/2019**
32	Confirm Survey Requirements	02/09/2019
33	Topographical Survey	30/09/2019
34	Visual Surveys to support design development (under licence Pre VP)	28/10/2019
35	Asbestos Pre-Demolition Surveys (Post VP)	01/07/2021
36	Soils Investigations & Report	01/07/2021
37	**Neighbourly Issues**	**30/09/2019**
38	Identify/Test Rights to Light Issues	30/09/2019
39	Negotiate Potential RtL Agreements/Compensation	25/11/2019
40	Identify Party Wall issues	02/03/2020
41	Serve Notices/Party wall Negotiations	01/06/2020
42	Agree Party Wall Awards - Demolition	14/12/2020
43	Agree Party Wall Awards - Substructures	31/01/2022
44	**Vacant possession**	**10/08/2020**
45	**Commercial Tenants**	**10/08/2020**
46	Hostile S25 Notices (Pret, Nero, AA)	10/08/2020
47	6 Month Notices (to terminate) Tiger, GW, Tapi	05/01/2021
48	3 Month Notices to Terminate	29/03/2021
49	**Residential Tenants**	**04/05/2021**
50	2 month notices (to terminate)	04/05/2021
51	Target Vacant Possession	30/06/2021
52	**Procurement**	**31/08/2020**
53	**Demolition/Enablement Procurement**	**31/08/2020**
54	Single Stage Tender and Appoint	31/08/2020
55	Pre-Demolition Services	14/12/2020
56	Mobilise to Site	26/03/2021
57	**Main Contractor Procurement**	**02/07/2021**
58	Single Stage Tender and Appoint	02/07/2021
59	Mobilisation	31/01/2022
60	**Site Works**	**01/07/2021**
61	**Utilities - Diversions, Disconnections**	**01/07/2021**
62	**Demolition/Enablement**	**01/07/2021**
63	**247 Tottenham Court Road**	**01/07/2021**
64	**3 Bayley Street**	**26/08/2021**
65	**1, 2, 3, Morwell Street**	**21/10/2021**
66	**Piling & Substructure works**	**09/06/2022**
67	**Office Building**	**02/02/2023**
68	**Residential Building**	**16/03/2023**
69	Residential Commission (inc IST)	12/09/2024
70	**Key Completion Milestones**	**05/09/2024**
71	Office Block Retail Shell Availability	05/09/2024
72	Office Cat A Complete	05/09/2024
73	Residential Complete	02/01/2025
74	Practical Completion	02/01/2025



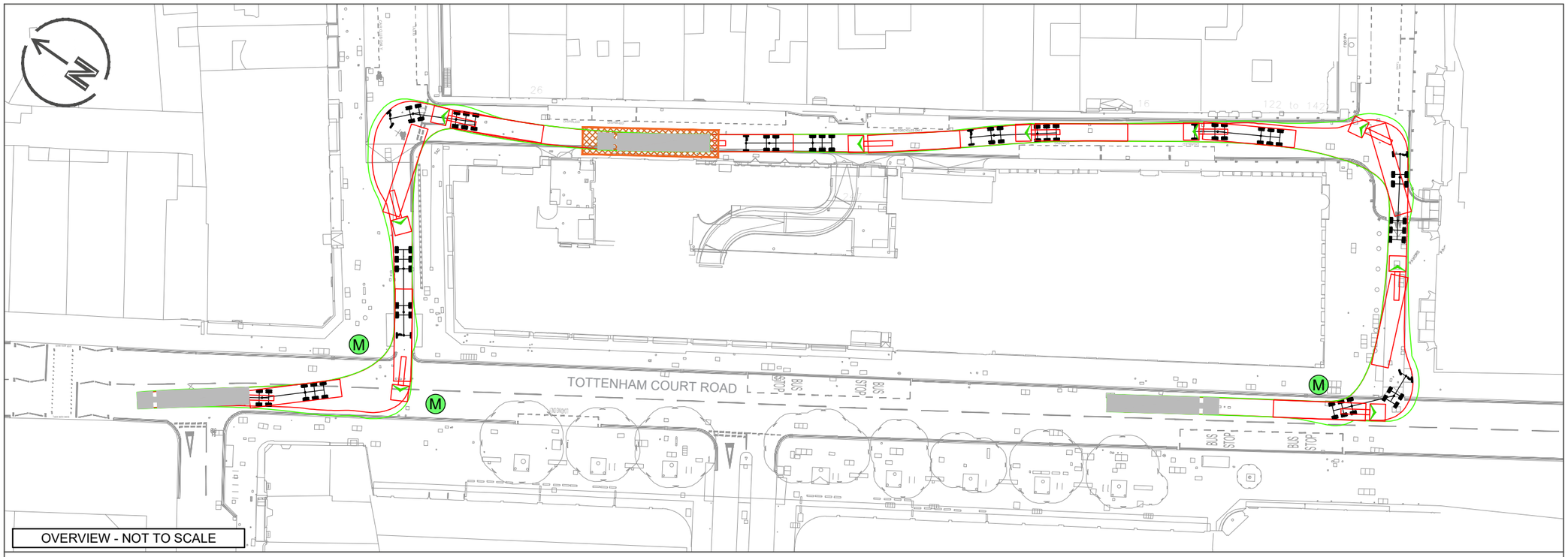
Milestone Appearances
◇ Diamond

Prepared by: PS | **Manager :**SW | **Rev comment:**S106 and Stage 3 Design extended. Development Gateways added

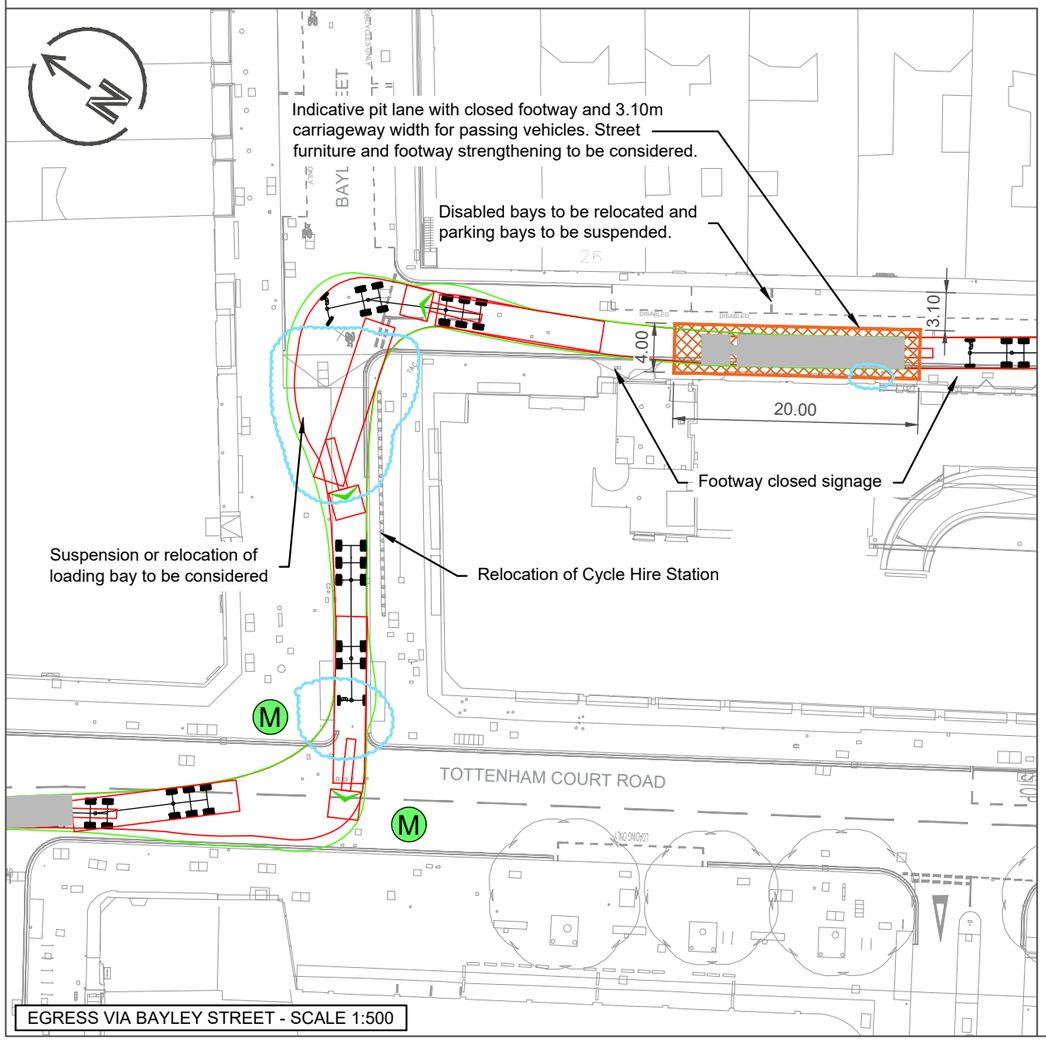
Appendix C – Indicative Proposed Swept Path Analysis

Camden

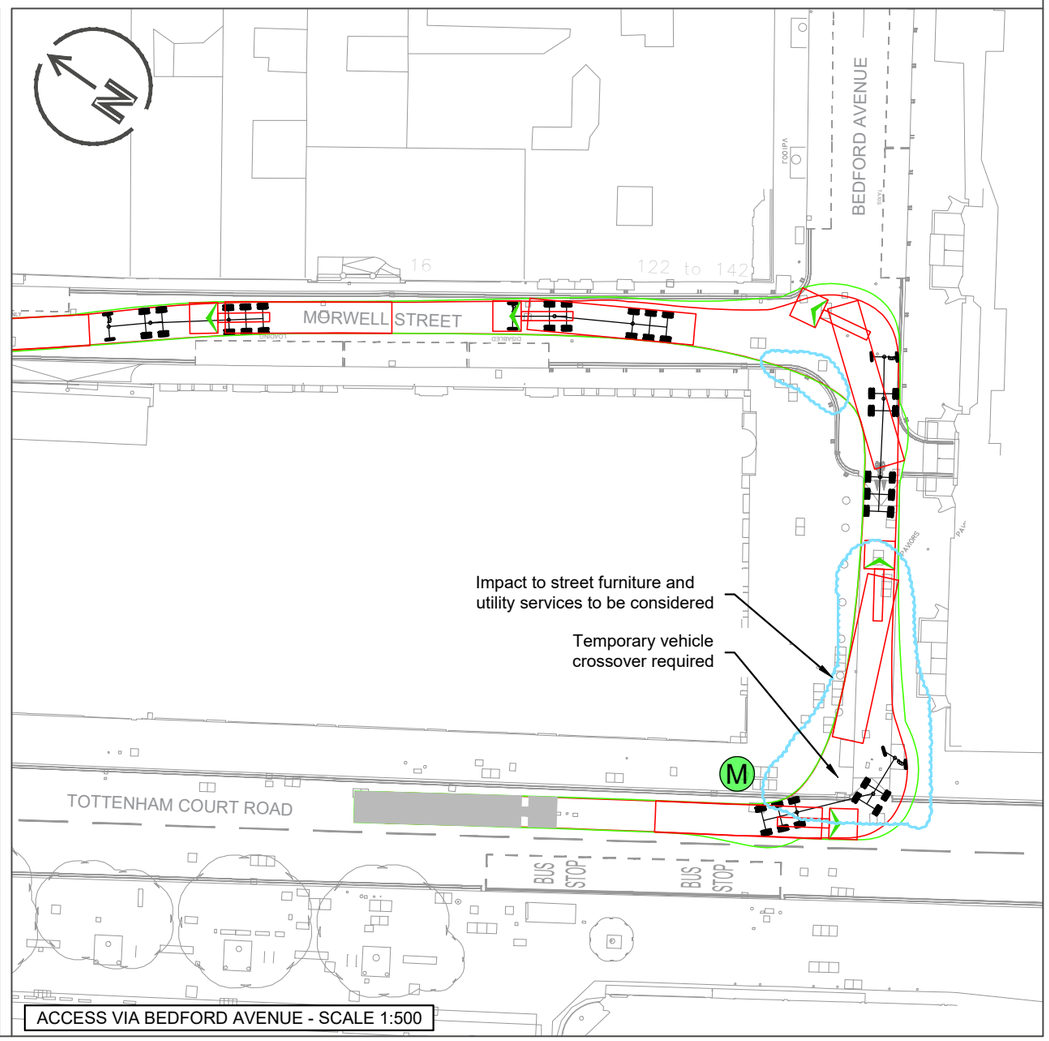
ISO FULL BLEED A3 420 X 297 MM



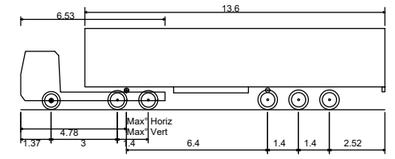
OVERVIEW - NOT TO SCALE



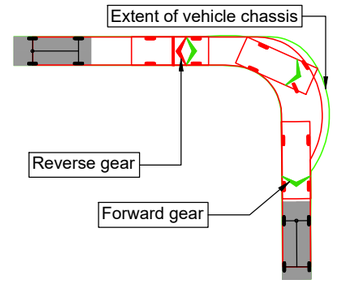
EGRESS VIA BAYLEY STREET - SCALE 1:500



ACCESS VIA BEDFORD AVENUE - SCALE 1:500



Max Legal Length (UK) Articulated Vehicle (16.5m)	
Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m



NOTES

1. Existing road markings are indicative and based on OS mapping, provided by PLP Architects. This drawing also includes a topographical survey provided by Point 2 Surveyors.
2. Swept path analysis is based on the above vehicle traveling at 5km/h.

KEY

- Indicative pit lane
- Further street works needed to accommodate vehicle access/egress
- (M) Indicative Traffic Marshal positions

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
A	21/07/20	First issue	PD	IH	IRT

momentum transport consultancy

CLIENT: CO–RE

JOB TITLE: 247 TOTTENHAM COURT ROAD

DRAWING TITLE: CONSTRUCTION VEHICLE ACCESS SWEPT PATH ANALYSIS

STATUS: FOR INFORMATON

DRAWING NO:	REV:	SCALE:
M000431-2-1-TR-003	A	AS SHOWN