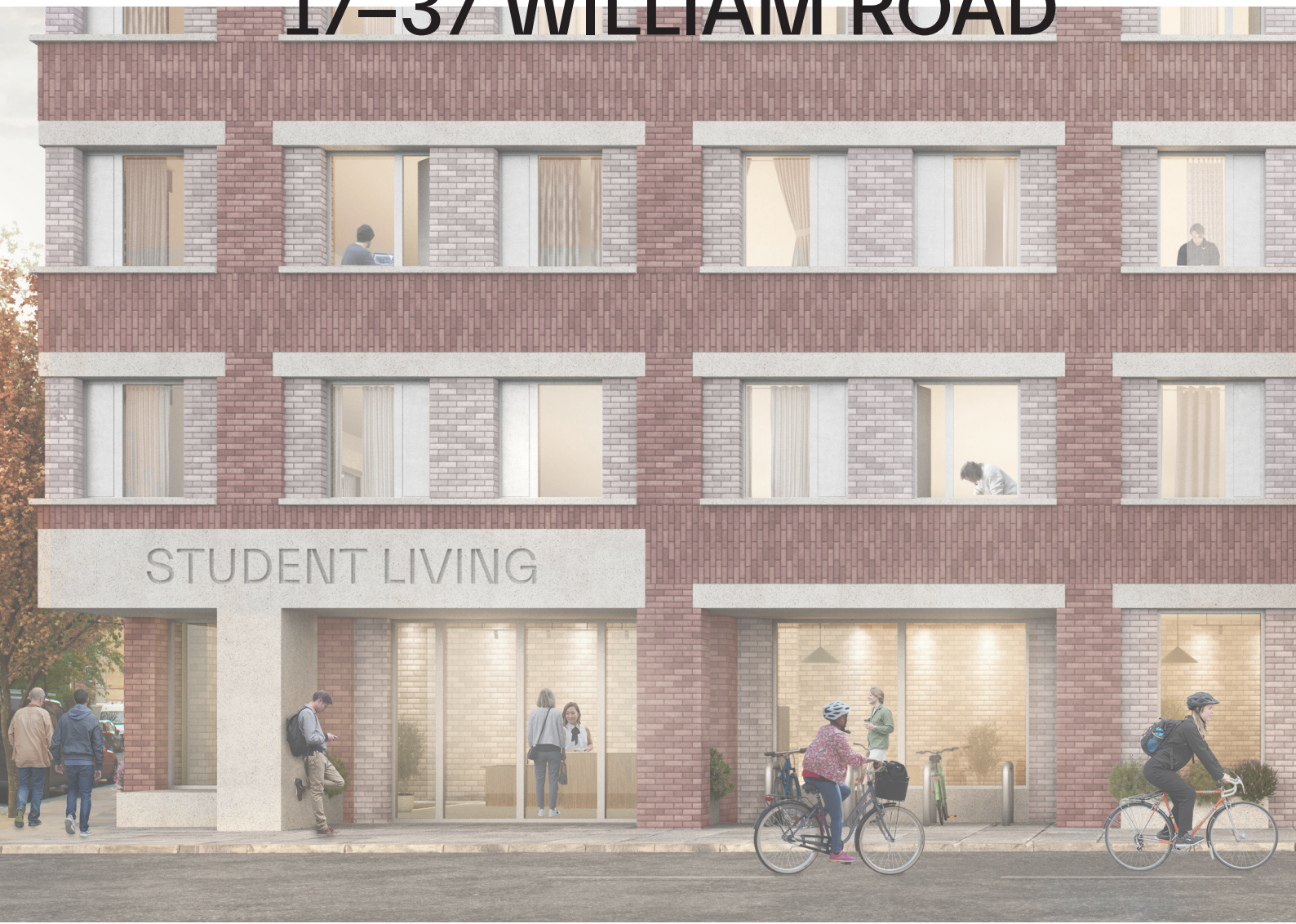
Construction Management Plan
November 2020
Caneparo Associates

17–37 WILLIAM ROAD



Construction/ Demolition Management Plan

pro forma

Camden

Contents

Revisions & additional material

Please list all iterations here:

Date	Version	Produced by
06/11/20	1	Caneparo Associates

Additional sheets

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

Date	Version	Produced by
06/11/20	1	Appendix A - Illustrative Site Construction Arrangement Plan – Caneparo Associates
06/11/20	1	Appendix B - Illustrative Construction Vehicle Swept Path Assessment Results – Caneparo Associates

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.**"

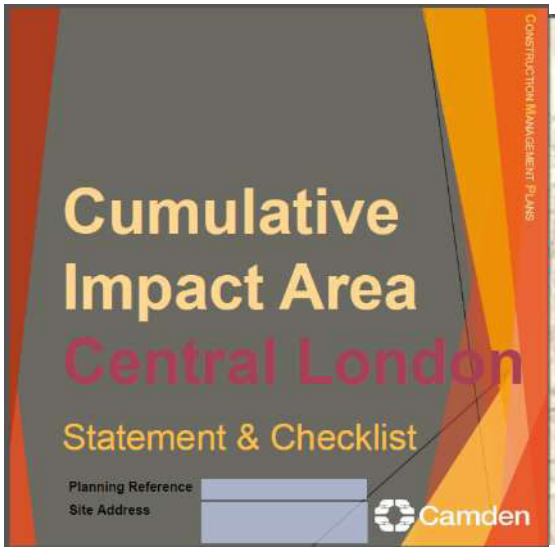
Please complete the questions below with additional sheets, drawings and plans as required. The boxes will expand to accommodate the information provided, so please provide as much information as is necessary. It is preferable if this document, and all additional documents, are completed electronically 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.

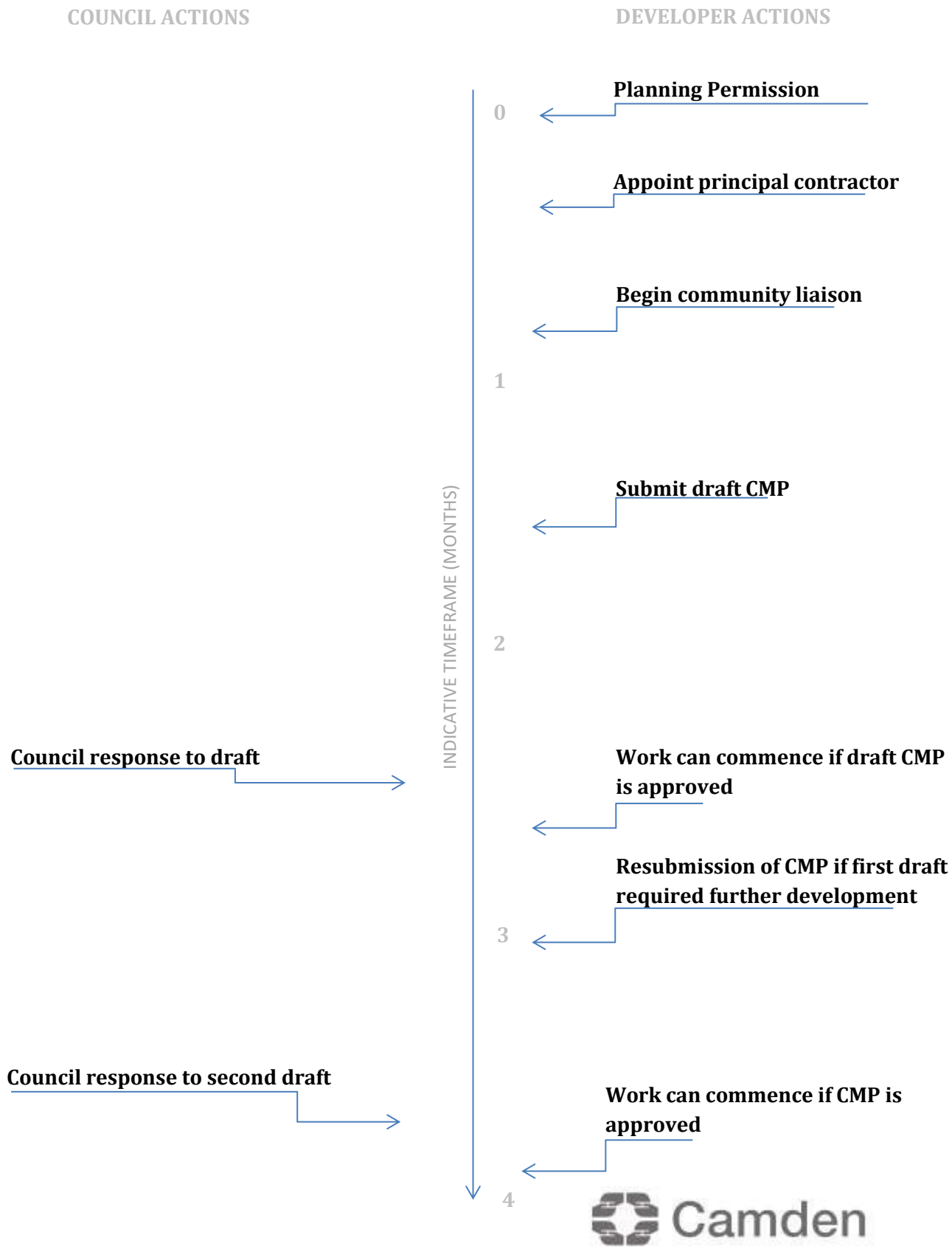
IMPORTANT NOTICE: If your site falls within a Cumulative Impact Area *(as of 03/02/2020 to 03/08/2020 there is only one established CIA for the Central London area)* you are required to complete the CIA Checklist and circulate as an appendix to the CMP and included as part of any public consultation – 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.

Address: 17-37 William Road, London NW1 3ER

Planning reference number to which the CMP applies: TBC

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

Name: Caneparo Associates

Address: 21 Little Portland Street, London, W1W 8BT

Email: cainfo2020@caneparoassociates.com

Phone: 020 3617 8200

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: To be confirmed

Address:

Email:

Phone:

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: To be confirmed

Address:

Email:

Phone:

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: To be confirmed

Address:

Email:

Phone:

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 on the corner of William Road and Stanhope Street approximately 440 metres north of Warren Street Station. The site comprises two adjoining buildings which are currently accessed from William Road: No.17-33 and No.35-37.

No.17-33 currently comprises a seven-storey building with ancillary office accommodation at ground floor level and residential units above, whilst No.35-37 comprises a dated part two-storey, part six-storey office building with basement level situated on the corner of William Road and Stanhope Street. A vehicle access to a relatively small area of hardstanding (providing space for one or two cars to park off-street) is located near to the centre of the William Road site frontage. The location of the site is illustrated in the figure below.

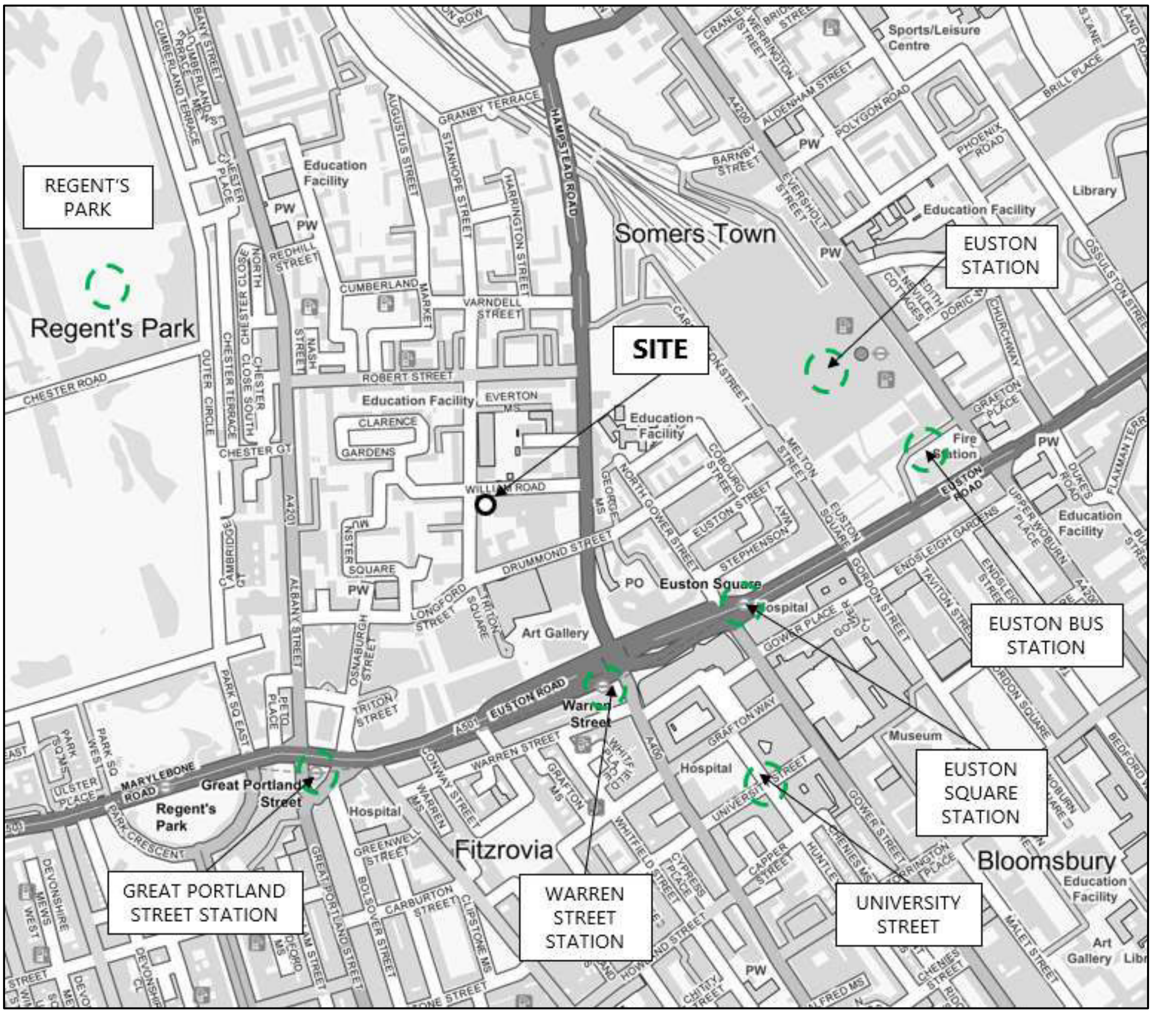
The surrounding area comprises of a mixture of residential and commercial uses including retail, hotel, and leisure uses (including gyms, art galleries and museums), as well as Euston Station to the east of the site, Regent's Park to the west of the site and University College London to the south east of the site.

The site is situated within approximately 140 metres walking distance west of Hampstead Road and within approximately 290 metres walking distance of Euston Road. Hampstead Road provides a variety of amenities and local services such as shops, convenience stores, and restaurants / cafes. In addition, there is a wide range of local amenities and services located to the south of Euston Road, including along Great Portland Street, Tottenham Court Road and Cleveland Street.

The planning application proposal seeks to provide a student accommodation-led scheme comprising 239 bedspaces and 1,338sqm (GEA) of affordable workspace. The proposed scheme is car-free and permit free and includes on-site cycle parking provisions and facilities in accordance with local policy requirements.

The development proposals are described as follows: '*Redevelopment of no. 35-37 to provide a 15 storey building with basement level for use as student accommodation, with affordable workspace at ground floor level of no. 17-37 and improvements to ground floor façade of no. 17-33, together with public realm improvements, servicing, cycle storage and facilities, refuse storage and other ancillary and associated works.*'

Illustrative Site Location



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 development proposals are described as follows: '*Redevelopment of no. 35-37 to provide a 15 storey building with basement level for use as student accommodation, with affordable workspace at ground floor level of no. 17-37 and improvements to ground floor façade of no. 17-33, together with public realm improvements, servicing, cycle storage and facilities, refuse storage and other ancillary and associated works.*'

The proposals also seek to remove the existing vehicle access from William Road and to reinstate the footway thereby improving the pedestrian environment along the William Road site frontage.

A preliminary / indicative construction site arrangement plan is included in **Appendix A**. This will be reviewed and updated as necessary once a contractor has been appointed.

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).

This information will be provided once advice has been received from a prospective contractor and when the programme of works has been estimated.

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

Camden's standards working hours will be adhered to:

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

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.).

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.

The below catchment area plan illustrates the range of residential addresses and business, in context of the site, that will be approached as part of the consultation process for the proposed works.

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.

Owing to the scale of works, and minimal demolition required, a working group is not considered warranted. However, the Applicant is willing to review this with Camden at an appropriate time.

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.

The project will be registered with the Considerate Constructors Scheme and will follow the guide for "Contractors Working in Camden". All registration will be formalised by the main contractor, once appointed.

14. Neighbouring sites

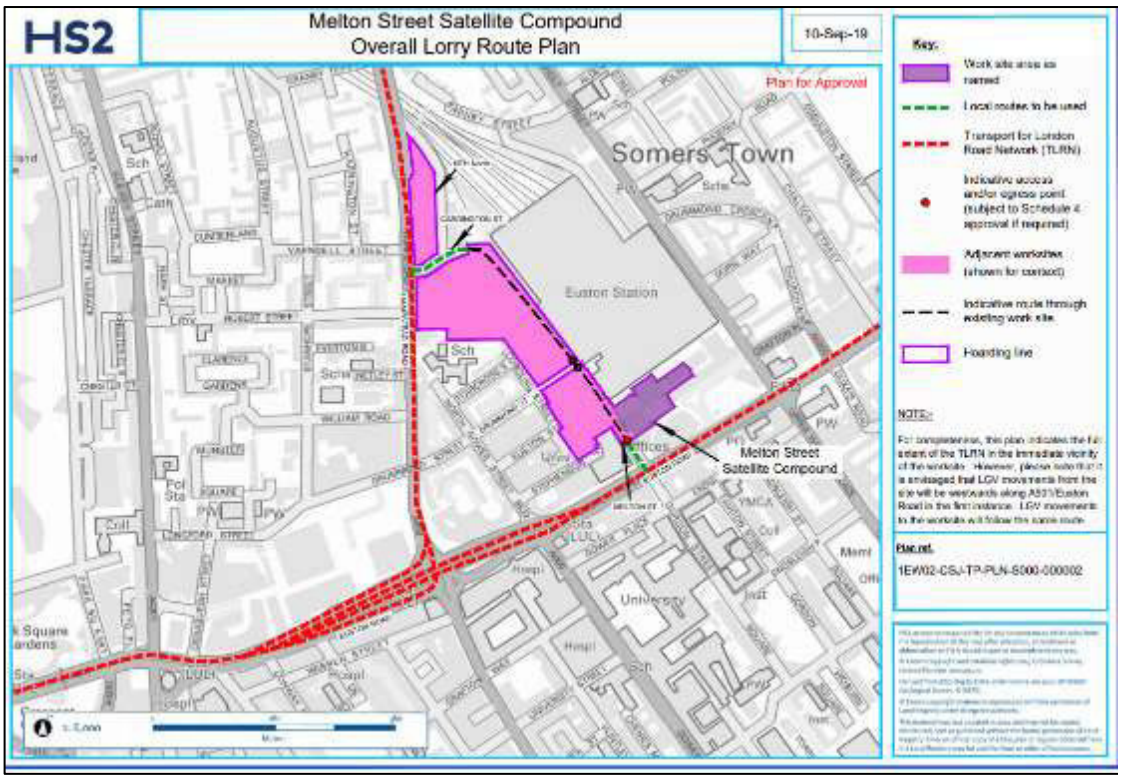
Please provide a plan of existing or anticipated construction sites in the local area and please state how your CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site. The council can advise on this if necessary.

Under construction:

2007/0823/P, Permission was granted at a Site bounded by Hampstead Road Drummond Street and Triton Square Regents Place (North East Quadrant) NW1 3FG. Which is currently under construction in order to facilitate major redevelopment to provide residential units (Class C3), Class B1 office floorspace, plus retail/financial & professional services/restaurant/pub or bar/community (Class A1 / A2 / A3 / A4 and D1 uses). Demolition started in 2018 and works are anticipated to be complete in 2021.

2017/3518/P, for refurbishment and extensions of existing office building together with 17 residential flats at Stephenson House.

2020/3350/HS2 Routing for HS2 works with work sites illustrated at 2020/3350/HS2 as illustrated overleaf, see 'worksite' and 'adjacent worksites'.



Granted:

2018/1809/P, 93-103 Drummond Street and 63 Cobourg Street, London, NW1 2HJ, Redevelopment to create 112 student apartments (60 studio units, 9 twin units, 30 cluster units, 3 wheelchair cluster units, and 10 wheelchair studio units) comprising 123 bed spaces with a floor area of 2388sqm (GIA) within a 5-storey building with basement and a commercial unit of 192sqm (GIA) at basement and ground floor levels.

Registered:

2020/4086/P, A planning application is registered on the planning portal for a site on the eastern side of Hampstead Road, at 155 Drummond Street London NW1 2PB. The proposals seek to convert an existing pedestrian and emergency access in order to provide additional residential units.

The proposed works will take into consideration the three major works sites which are currently under construction and any works that come forward relating to the other nearby schemes identified above. Scheduling of works and associated construction vehicle movements will be coordinated with existing and future construction teams in order to prevent possible congestion from a build-up of construction vehicles approaching or departing the various sites at any one time. Due to the scale and extent of works associated with the HS2 works. Particular consideration will be given to construction vehicle activities associated with the North East Quadrant and Stephenson House, as construction vehicle routeing is anticipated to be similar.

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:

To be confirmed

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 development works will be registered on the 'Considerate Contractors Scheme'. While FORS and CLOCS standards will also be adhered to.

Contracts
CLOCS Compliance will be included as a contractual requirement. The FORS Bronze accreditation will be the minimum contractual requirement, FORS Silver or Gold operators will be appointed where possible.

Where FORS Bronze operators are appointed, written assurance will be sought from contractors that all vehicles over 3.5t are equipped with additional safety equipment (as per CLOCS Standard P13), and that all drivers servicing the site will have undertaken approved additional training (e.g. Safe Urban Driving + 1 x e-learning module OR Work Related Road Risk Vulnerable Road User training + on-cycle hazard awareness course + 1 x e-learning module etc.).

Desktop Checks
Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

Site Checks
Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale.

Continued overleaf…

Random spot checks will be carried out by site staff on vehicles and drivers servicing the site at a frequency based on the aforementioned risk scale. These will include evidence of further training, license checks, evidence of routing information, and checks of vehicle safety equipment. Results from these checks will be logged and retained, and enforced upon accordingly.

Where the contractors' own vehicles and drivers are used, the above approach will be modified accordingly.

Collision reporting data will be requested from operators and acted upon when necessary.

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:

The principal contractor will confirm that all contract orders for this project will include that all sub-contractors and suppliers will abide by the CLOCS Standard. Confirmation will also be provided for the formal signed up and registration for the CLOCS community.

It will be confirmed that for all deliveries / vehicles accessing the site via William Road or Stanhope Street, vehicles will enter from the north or south on Hampstead Road (A400). Those approaching from the south will progress along Euston Road (A501). The egress route will be similar, with vehicles exiting left onto Stanhope Street and left onto Drummond Street for Hampstead Road (A400) north or south.

These routes are illustrated within the response for Item 18 below.

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.

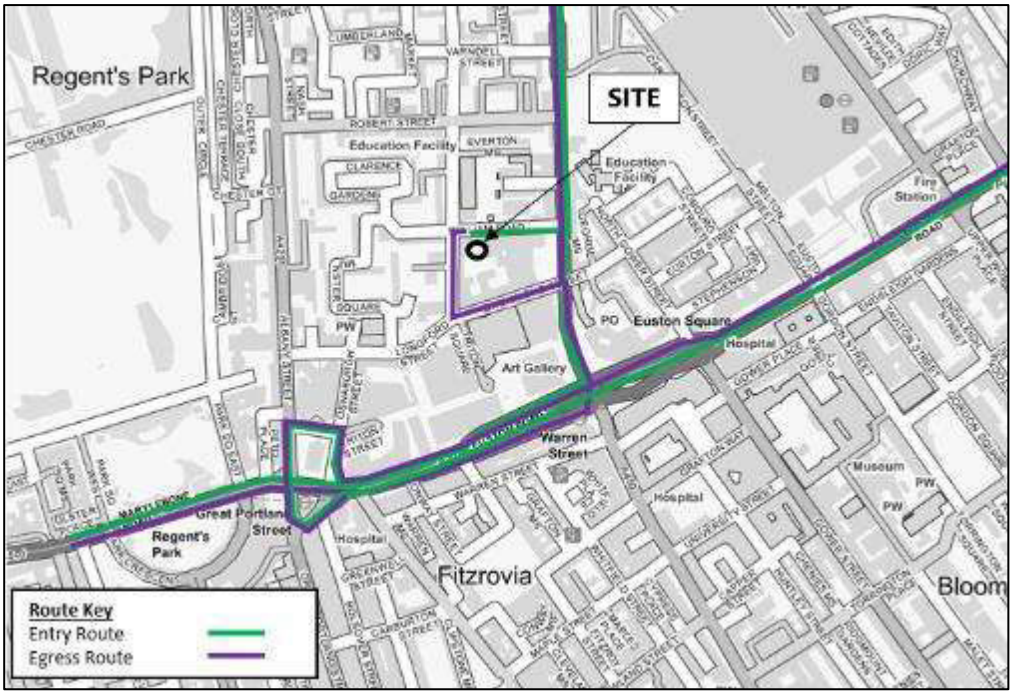
18. Traffic routing: *"Clients shall ensure that a suitable, risk assessed vehicle route to the site is specified and that the route is communicated to all contractors and drivers. Clients shall make contractors and any other service suppliers aware that they are to use these routes at all times unless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



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.

Suppliers and delivery companies will be made aware of the agreed access and egress routes, site restrictions in terms of time limits, maximum vehicle width, length and height, site contact details and any relevant information which we may impact the drivers and other road users. This will be regularly reviewed and monitored to ensure compliance.

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**.**

a. 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.

For Example:
32t Tipper: 10 deliveries/day during first 4 weeks
Skip loader: 2 deliveries/week during first 10 weeks
Artic: plant and tower crane delivery at start of project, 1 delivery/day during main construction phase project
18t flatbed: 2 deliveries/week for duration of project
3.5t van: 2 deliveries/day for duration of project

The number and size of construction vehicles that will access the site will be confirmed once a detailed Construction Methodology Statement has been prepared and a contractor is appointed.

At this stage, it is anticipated that most vehicles will be up to 7.5Tonnes in weight. Allocated time slots will be given 48 hours before planned delivery. All construction delivery movements will be controlled via a Logistics Framework / 'Booking In' system.

The project will adhere to the permitted construction vehicle hours of between 09:30 to 16:30 on weekdays and 08:00 to 13:00 on Saturdays.

b. Cumulative effects 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.

Coordination with local Project Managers / Developers will be arranged to ensure there is no bunching of construction vehicle activity associated with the range of sites which will be undergoing construction works at the same time as the proposed development.

Particular consideration will be given to the HS2 works located to the east of the site.

Additionally, the planning portal will be regularly reviewed, prior to and throughout the program of works, in order for suitable mitigation measures to be implemented if / when necessary.

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

No constrained manoeuvres are present as illustrated by the preliminary construction vehicle swept paths included at **Appendix B**.

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.

There is no intention to use off-site storage or holding areas or buildings.

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.

The possible use of consolidation centres will be reviewed prior to and during the programme of works in order to minimise deliveries where possible.

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).

Instructions will be issued to all contractors and subcontractors setting out the requirements they must abide by throughout their contract. This will include instructions, such as, to ensure that vehicles are not idling for any material length of time i.e. engines must be switched off when vehicles are stationary.

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.

See **Appendix A** for indicative / illustrative arrangements.

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.

Vehicles will not enter or exit the site itself but load/unload on-street from the William Road or Stanhope Street site frontages. If necessary, there will be banksmen / traffic marshals posted at street level to assist with deliveries and any other relevant traffic / pedestrian

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.

No vehicular access is proposed - see **Appendix B** for preliminary / indicative swept paths of the currently proposed on-street arrangements.

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.

Not applicable. However, vehicles will be checked before departing the site to prevent debris or materials soiling the public highway.

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.

See **Appendix A** for indicative / illustrative arrangements.

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.

See response to Item 20b above

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.

See indicative / illustrative details in **Appendix A**

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.

The proposed works will require the use of a c.10 metre section of road markings located on the southern side of William Road for use as the site's construction loading bay. Although the existing highway shows KEEP CLEAR markings in this location, these will be removed as part of the proposal and single / double yellow lines put in their place. A dispensation from the standard single and yellow line loading duration of 40 minutes will be applied for on William Road and Stanhope Street as required to facilitate construction vehicle movements. No parking bays will require suspension and no other highway alterations are required.

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.

It is not anticipated that the public highway will be used for the storage of materials or provision of site accommodation/welfare.

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.

No external works are required on the existing highway to enable the proposed works to be undertaken.

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.

If necessary, suitable pedestrian / footway diversion measures will be put in place. As shown via the plan in **Appendix B**, it is currently anticipated that vehicle movements will be unhindered.

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.

Footways will be maintained once any / all hoarding and scaffolding are in place where possible.

All relevant lighting, signage, security measures and escape routes will be provided to the proposed structures in accordance with best practice standards.

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.

It is currently anticipated that all material storage and employee welfare facilities will be provided on-site. At this stage it is not considered that a gantry will be required, while the details of any/all scaffolding provision will be confirmed with Camden. Any scaffolding will be designed to ensure a clear footway width of 2m and relevant licences will be sought prior to implementation.

Further site set-up arrangements will be set out in more detail once the main contractor is employed to undertake the works.

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.

Requirements for utility and plant materials will be set out in detail once the main contractor is employed to undertake the works.

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.

The use of impact guns and wrenches will not be permitted at the site to reduce noise levels, if possible.

A programme of works and regular updates will be given to neighbouring properties as appropriate.

Further details regarding any noisy works will be provided once the main contractor is appointed to undertake the works.

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.

An environmental noise survey has been undertaken and has been submitted as part of the planning application submission (Hann Tucker report reference 28066/ENS1).

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

Predictions for noise levels will be made available once the plant list has been reviewed from the main contractor.

Vibration levels throughout the proposed works are innately impossible to predict to any degree of certainty. Owing to the nature of construction works it is inevitable that a temporary increase in vibration will be experienced during this time. It is anticipated that there could be vibration level implications for nearby properties.

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.

Mitigation measures will be set out within an Environmental Monitoring Strategy report, which will be completed once a contractor is appointed and the construction methodology is known.

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

This will be reviewed with the contractor once appointed to ensure the necessary training is in place for construction staff.

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

An Air Quality Assessment has been undertaken and has been submitted as part of the planning application submission (Air Quality Consultants report reference J4247).

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.

An Air Quality Assessment has been undertaken and has been submitted as part of the planning application submission (Air Quality Consultants report reference J4247).

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

Noise, vibration and dust levels on site are to be monitored with measurements taken at strategic points around the site.

Noise monitoring procedures should be put in place in general accordance with BS5228 with sound level meters which comply with BS5969, BS7445 and BS5228.

All vibration monitoring is to be undertaken in general accordance with BS 5228: Part 2.

The dust monitoring is to be undertaken in general accordance with *The Mayor of London Supplementary Planning Guidance on the Control of Dust and Emissions during construction and demolition.*

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.

An Air Quality Assessment has been undertaken and has been submitted as part of the planning application submission (Air Quality Consultants report reference J4247).

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.

An Air Quality Assessment has been undertaken and has been submitted as part of the planning application submission (Air Quality Consultants report reference J4247).

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.

An Air Quality Assessment has been undertaken and has been submitted as part of the planning application submission (Air Quality Consultants report reference J4247).

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).

This will be further considered once a contractor is appointed.

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

This will follow once a contractor is appointed.

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.

This will follow once a contractor is appointed.

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

From 1st September 2015

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

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

From 1st September 2020

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

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

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

a) Construction time period (mm/yy - mm/yy): This information will be provided when available.

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

c) Will the NRMM with net power between 37kW and 560kW meet the standards outlined above? (Y/N): This information will be provided when available.

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: This information will be provided when available.

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: This information will be provided when available.

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: This information will be provided when available.

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.

To be completed by the main Contractor **[TO FOLLOW]**

Signed: ……

Date: ……..

Print Name: ……..

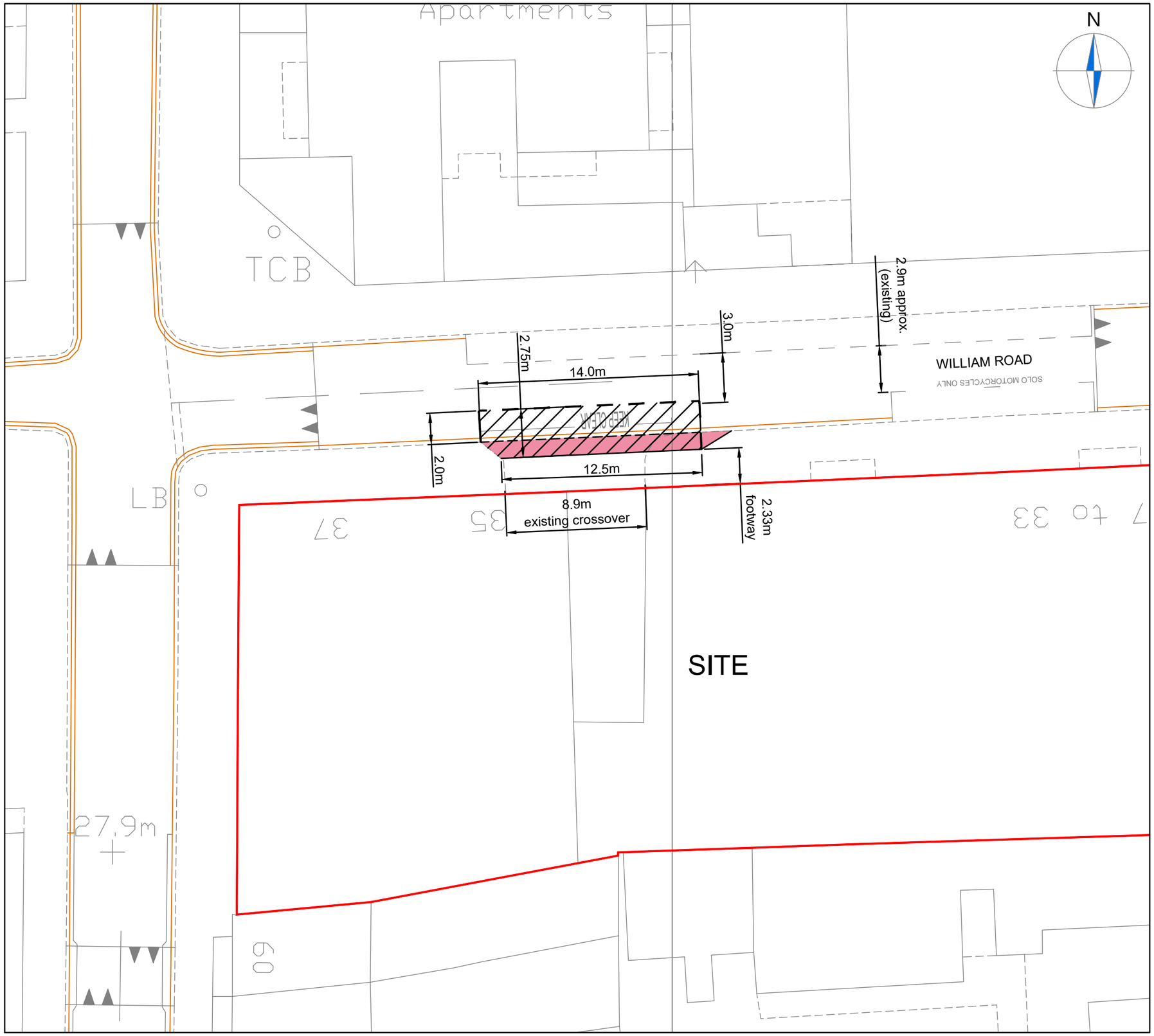
Position: ……

Please submit to: planningobligations@camden.gov.uk

End of form.

Outline Construction Management Plan Appendix A

Illustrative Site Construction Arrangement Plan



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

Rev	Details	Drawn	Checked	Date
.	..	..	..	.. ..

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

...

Project:

Euston One
William Road

Drawing Title:

Proposed Construction Loading Bay
Location 1 - William Road

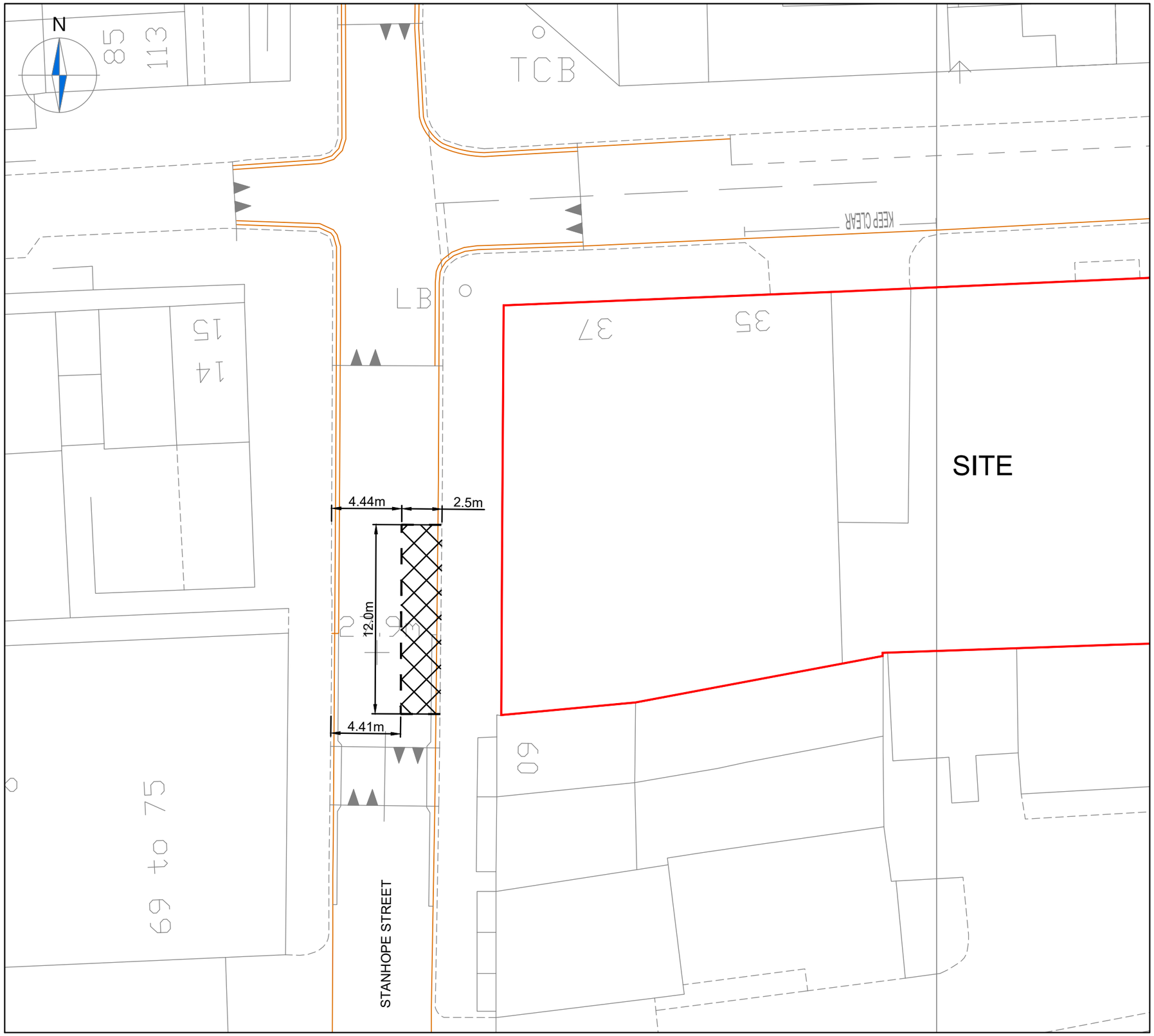
Scale:	Size:
1:250	A3

Drawn by:	Checked by:	Date:
HE	LD	20.10.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4359	CT001	1 of 2	.

CA4359_CT001 - PROPOSED CONSTRUCTION LOADING AREAS.DWG



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

Rev	Details	Drawn	Checked	Date
.	..	..	..	.. ..

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

...

Project:

Euston One
William Road

Drawing Title:

Proposed Construction Loading Bay
Location 2 - Stanhope Street

Scale:	Size:
1:500	A3

Drawn by:	Checked by:	Date:
HE	LD	20.10.2020

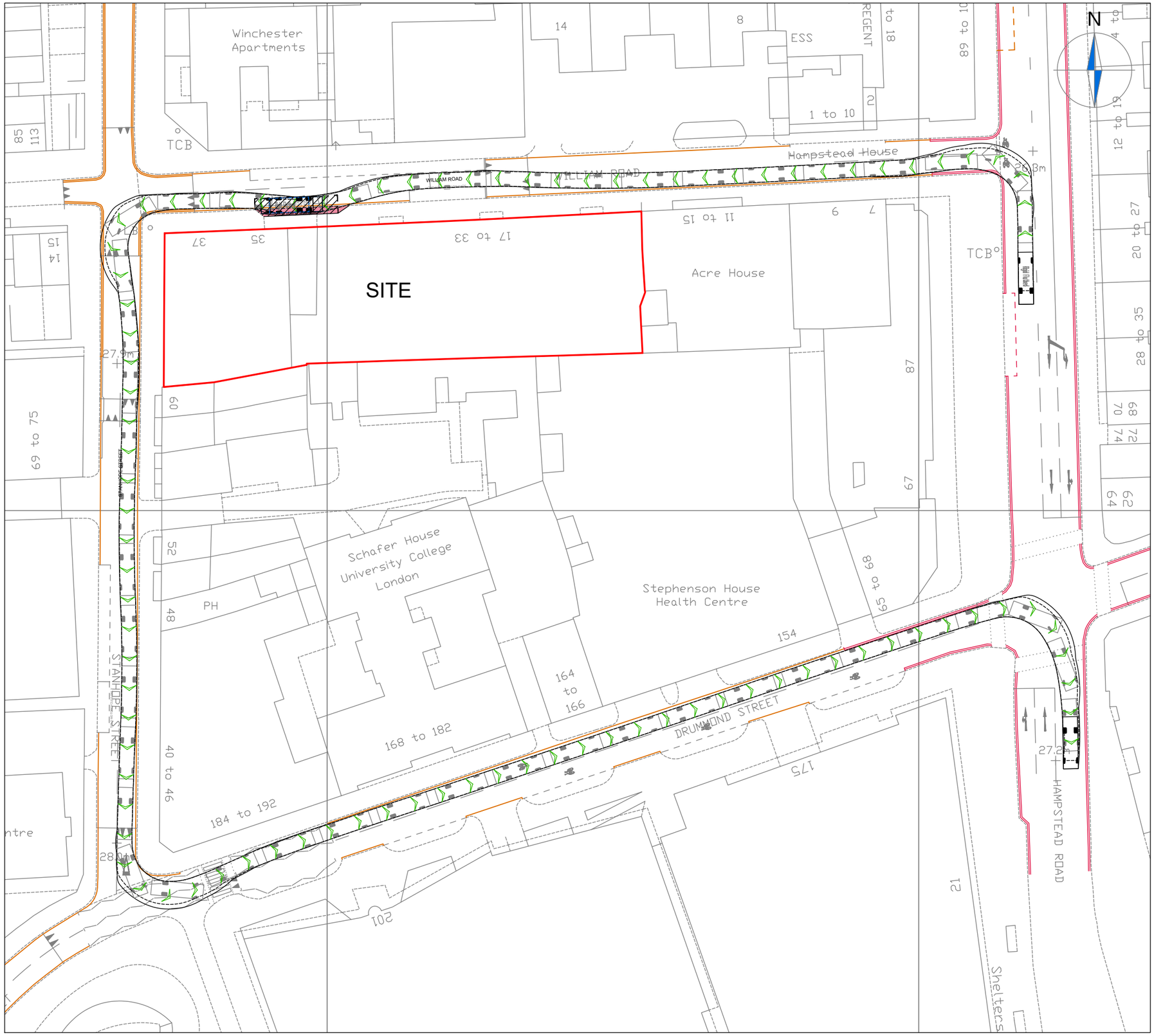
CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4359	CT001	2 of 2	.

CA4359_CT001 - PROPOSED CONSTRUCTION LOADING AREAS.DWG

Outline Construction Management Plan Appendix B

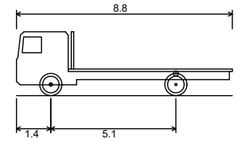
Illustrative Construction Vehicle Swept Path Assessment Results



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

MEDIUM RIGID FLATBED



Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	2.602m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	10.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	..	..	..	.. ..

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

...

Project:

Euston One
William Road

Drawing Title:

Swept Path Analysis using an
8.8m Medium Flatbed Lorry
Location 1 - William Road Loading Bay

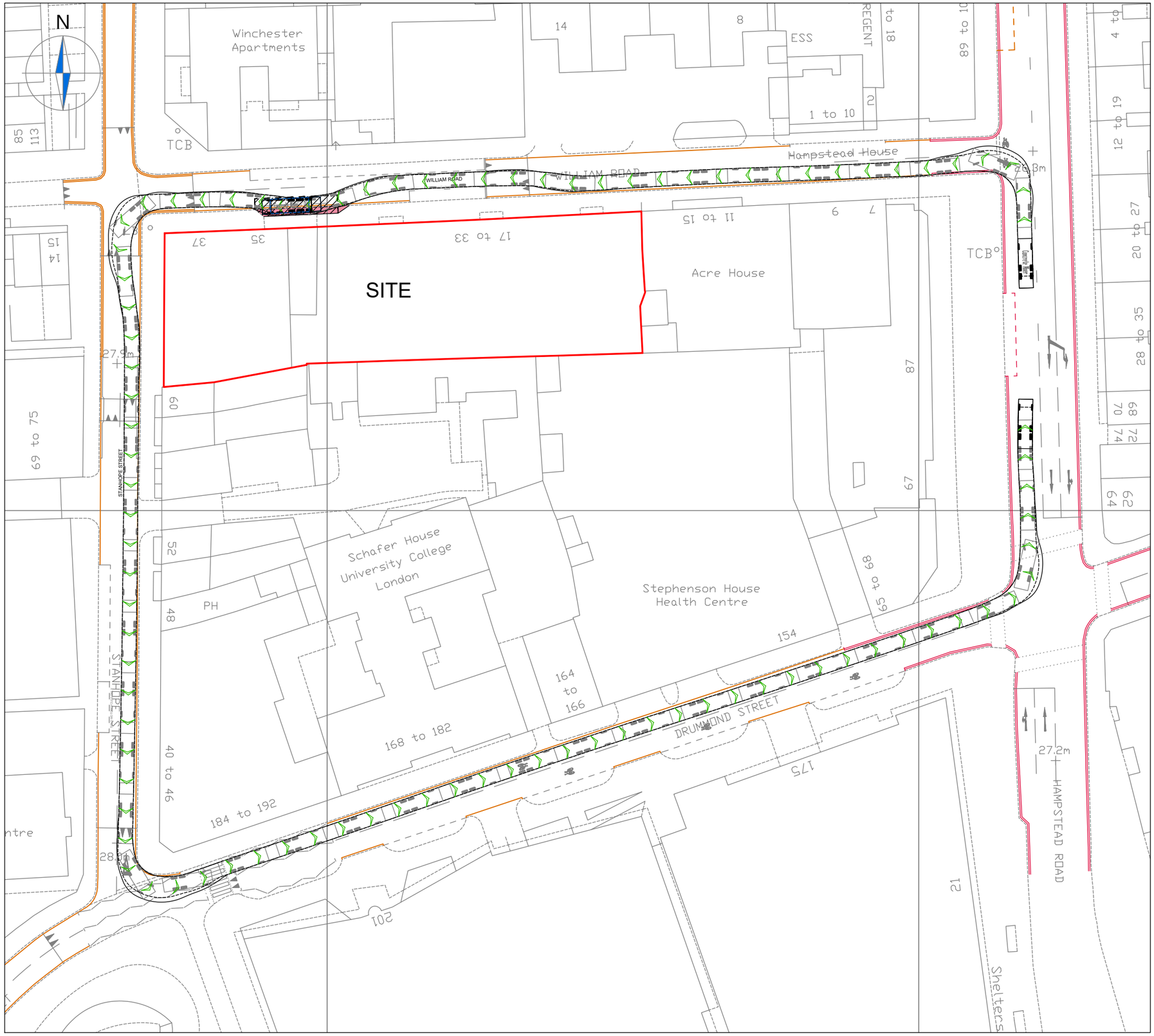
Scale:	Size:
1:750	A3

Drawn by:	Checked by:	Date:
HE	LD	20.10.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4359	CT002	1 of 8	.

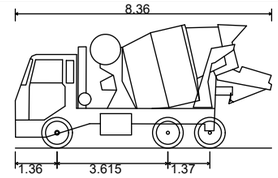
CA4359_CT002 - SWEPT PATH ANALYSIS - CONSTRUCTION VEHICLES.DWG



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

CONCRETE MIXER



Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	..	..	..	.. ..

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

...

Project:

Euston One
William Road

Drawing Title:

Swept Path Analysis using an 8.36m Concrete Mixer
Location 1 - William Road Loading Bay

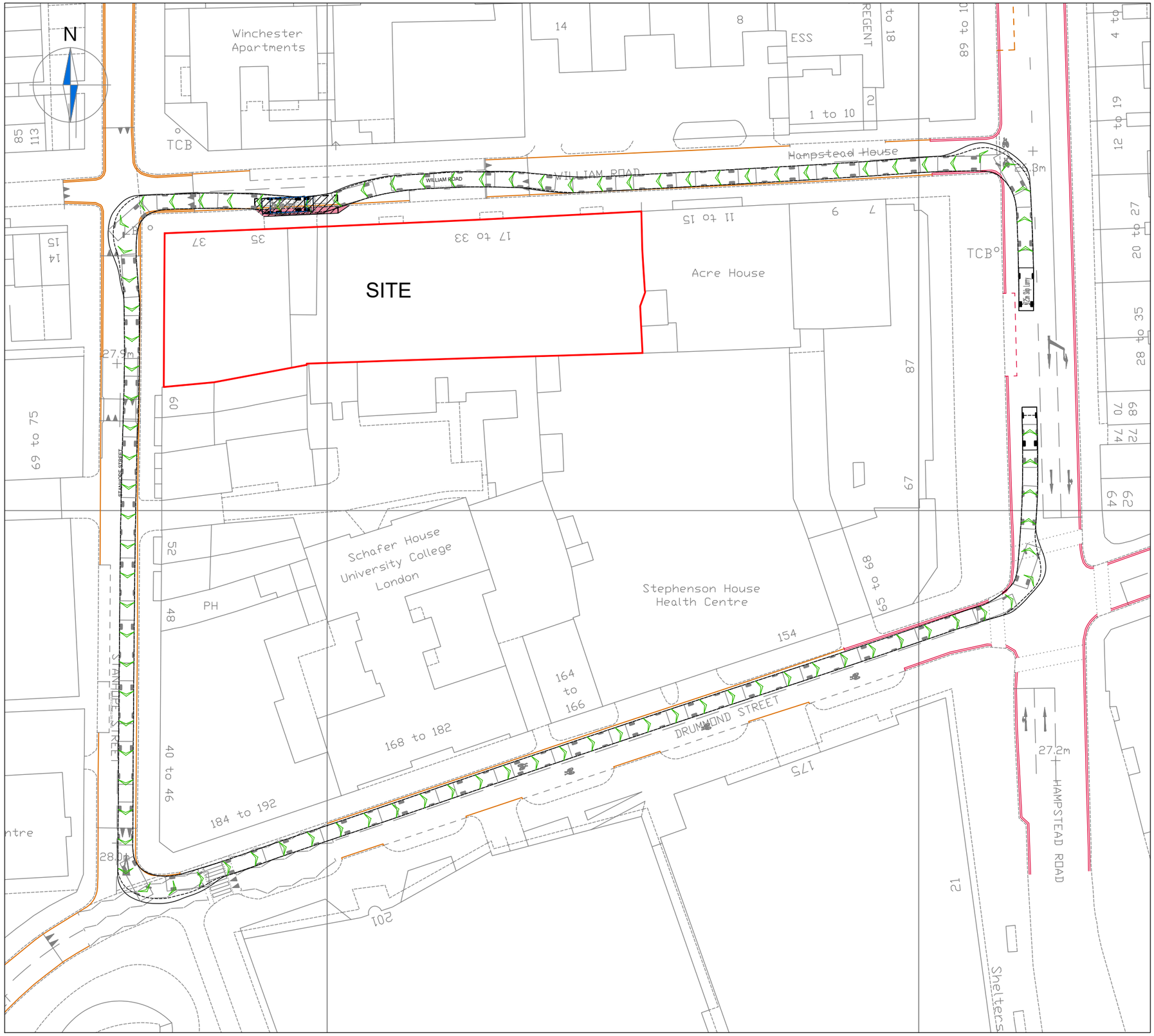
Scale:	Size:
1:750	A3

Drawn by:	Checked by:	Date:
HE	LD	20.10.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4359	CT002	2 of 8	.

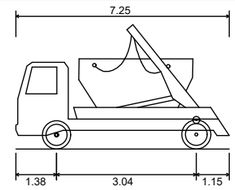
CA4359_CT002 - SWEPT PATH ANALYSIS - CONSTRUCTION VEHICLES.DWG



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

7.25m MEDIUM SKIP LORRY



Overall Length	7.25m
Overall Width	2.48m
Overall Body Height	3.65m
Min Body Ground Clearance	0.396m
Max Track Width	2.48m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.905m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	..	..	..	.. ..

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: ...

Project: Euston One
William Road

Drawing Title: Swept Path Analysis using a 7.25m Medium Skip Lorry
Location 1 - William Road Loading Bay

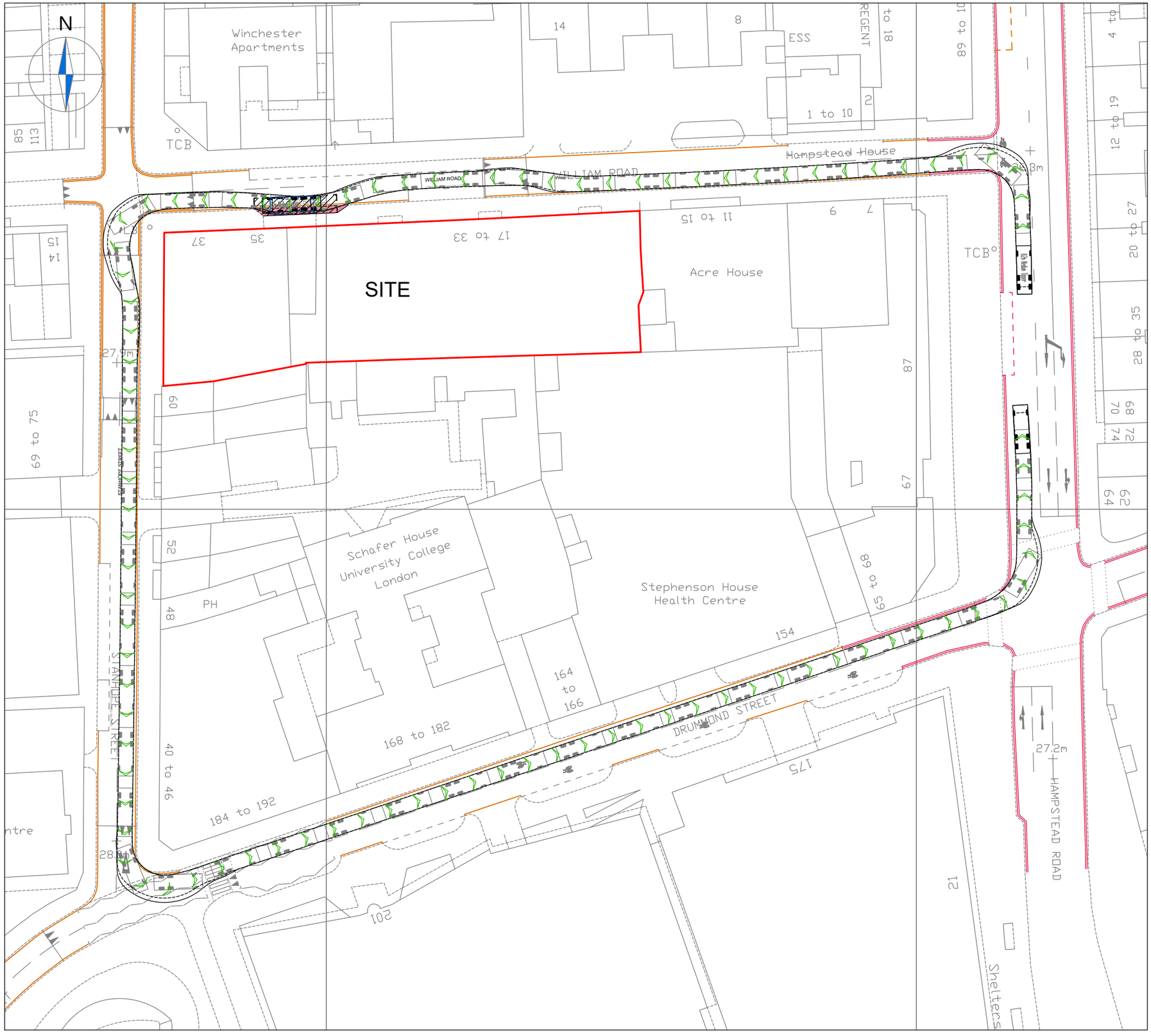
Scale:	Size:
1:750	A3

Drawn by:	Checked by:	Date:
HE	LD	20.10.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4359	CT002	3 of 8	.

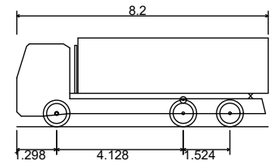
CA4359_CT002 - SWEPT PATH ANALYSIS - CONSTRUCTION VEHICLES.DWG



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

MEDIUM TIPPER



Overall Length	8.200m
Overall Width	2.500m
Overall Body Height	2.894m
Min Body Ground Clearance	0.344m
Max Track Width	2.500m
Lock to Lock Time	5.00s
Kerb to Kerb Turning Radius	9.284m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	..	..	..	.. ..

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: ...

Project: Euston One William Road

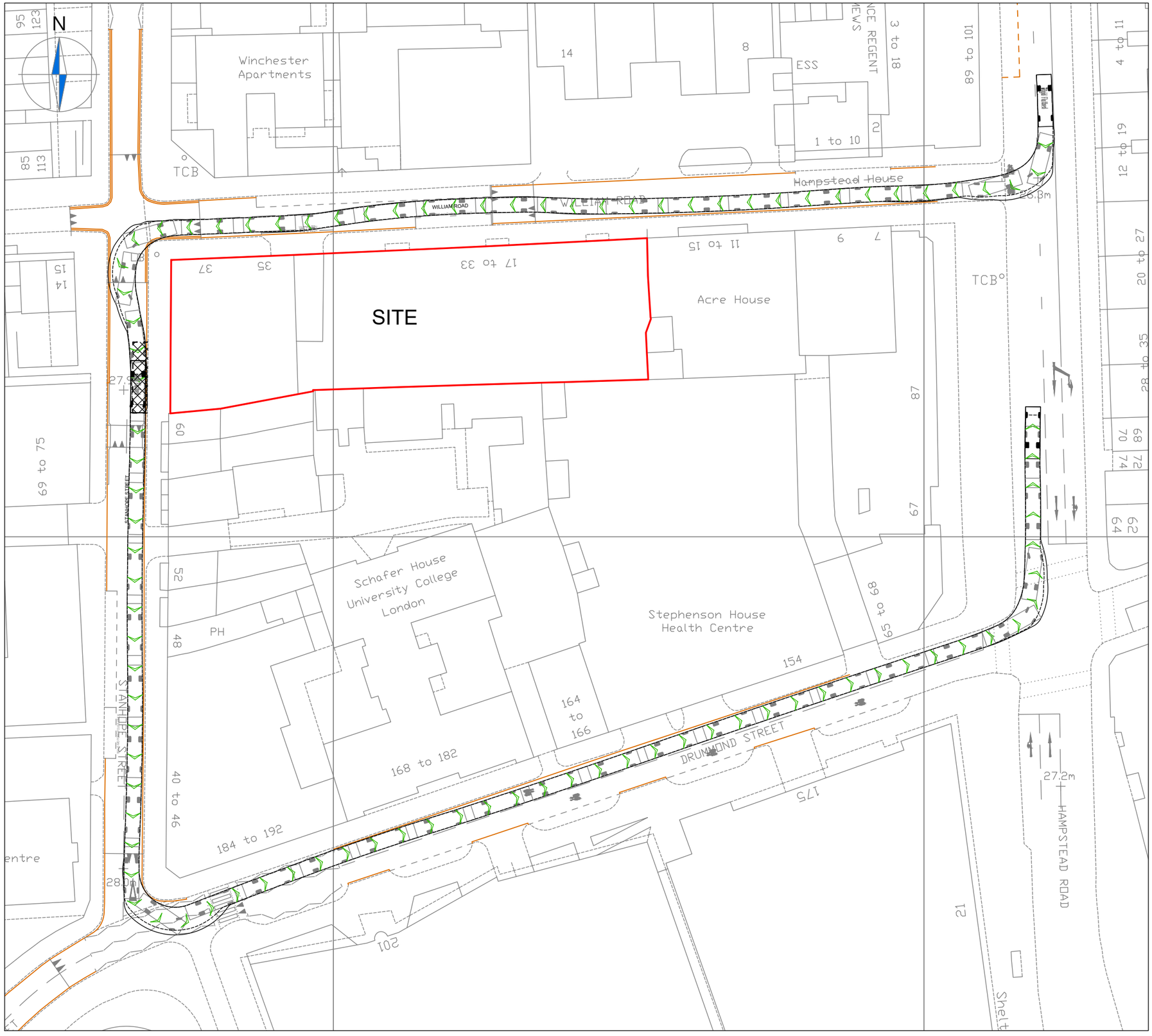
Drawing Title: Swept Path Analysis using a 8.2m Medium Tipper Vehicle Location 1 - William Road Loading Bay

Scale:	Size:	Drawn by:	Checked by:	Date:
1:750	A3	HE	LD	20.10.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4359	CT002	4 of 8	.

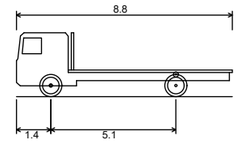
CA4359_CT002 - SWEPT PATH ANALYSIS - CONSTRUCTION VEHICLES.DWG



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

MEDIUM RIGID FLATBED



Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	2.602m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	10.000m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	..	..	..	.. ..

REVISION HISTORY

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

...

Project:

Euston One
William Road

Drawing Title:

Swept Path Analysis using an
8.8m Medium Flatbed Lorry
Location 2 - Stanhope Street Loading Bay

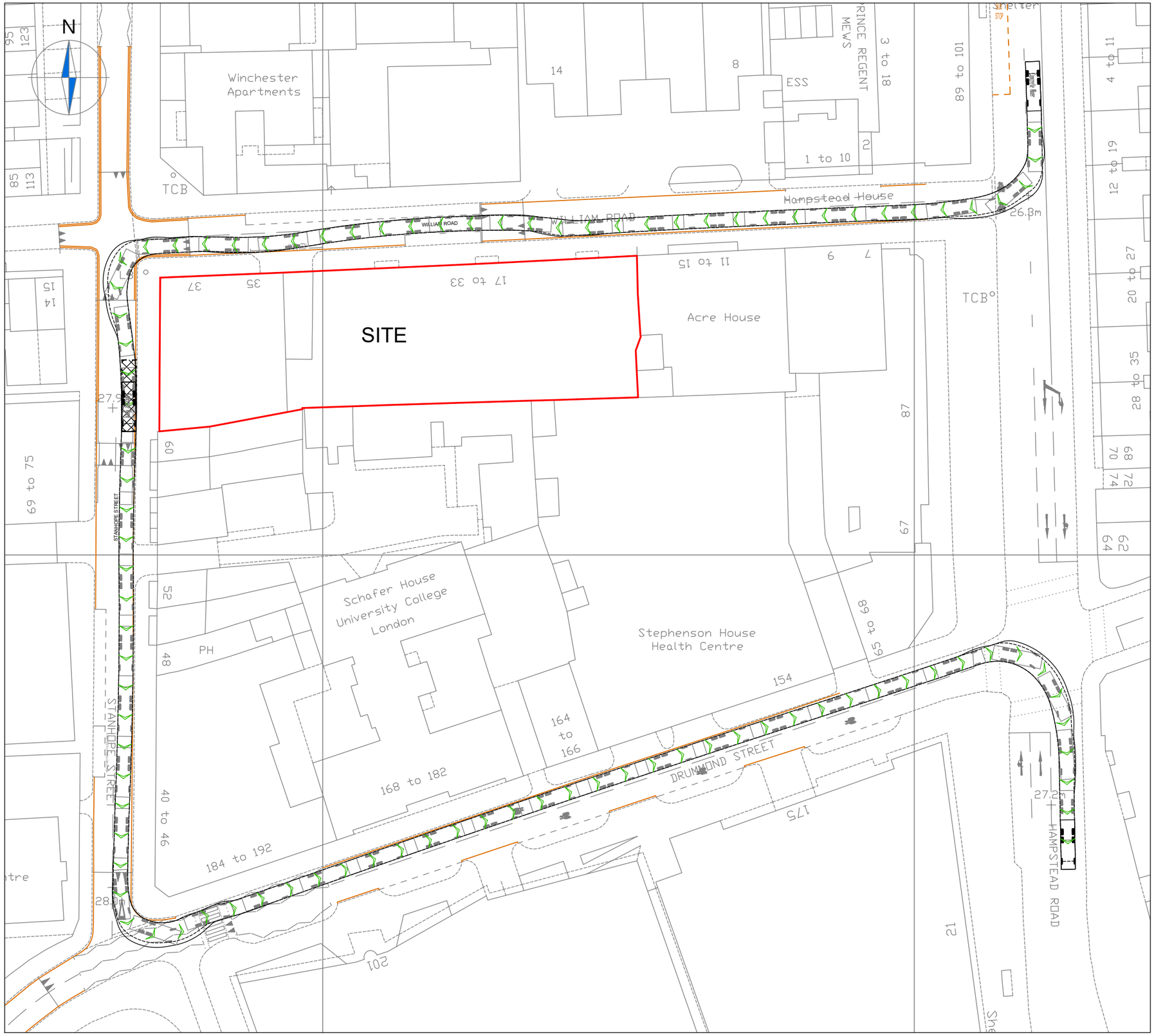
Scale:	Size:
1:750	A3

Drawn by:	Checked by:	Date:
HE	LD	20.10.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4359	CT002	5 of 8	.

CA4359_CT002 - SWEPT PATH ANALYSIS - CONSTRUCTION VEHICLES.DWG

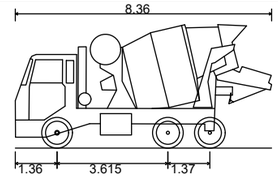


NOTE: The property of this drawing and design is vested in Caneparo Associates Ltd. It must not be copied or reproduced in any way without their prior written consent. © Caneparo Associates Ltd. Registered in England, No. 9930032. All rights reserved.

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

CONCRETE MIXER



Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

REVISION HISTORY

Rev	Details	Drawn	Checked	Date
.	..	..	..	.. ..

Status:
- ☐ Preliminary
- ☐ For Approval
- ☐ For Construction
- ☑ For Information
- ☐ For Tender
- ☐ As Built

Client:

...

Project:

Euston One
William Road

Drawing Title:

Swept Path Analysis using an
8.36m Concrete Mixer
Location 2 - Stanhope Street Loading Bay

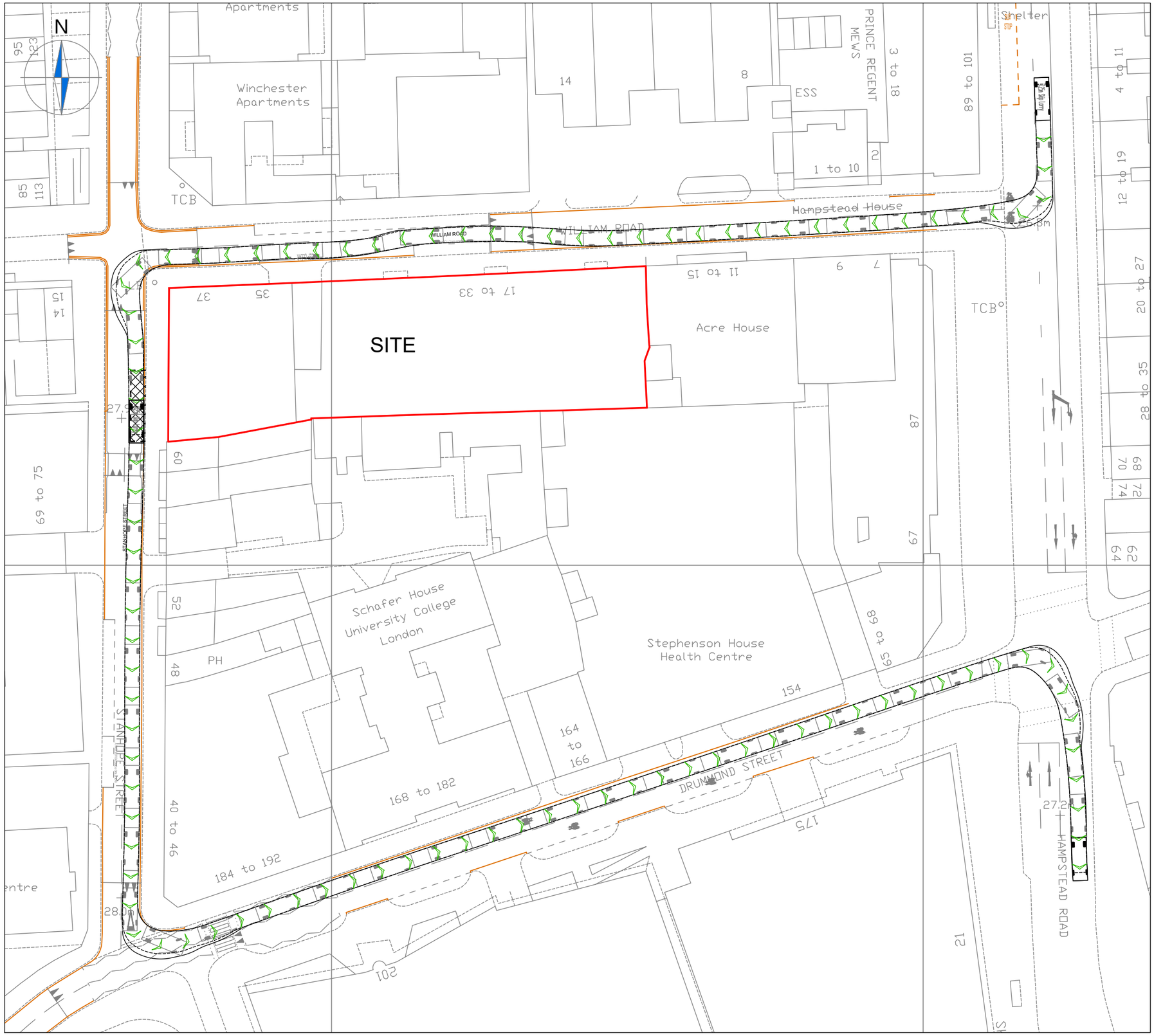
Scale:	Size:
1:750	A3

Drawn by:	Checked by:	Date:
HE	LD	20.10.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4359	CT002	6 of 8	.

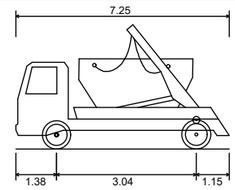
CA4359_CT002 - SWEPT PATH ANALYSIS - CONSTRUCTION VEHICLES.DWG



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

7.25m MEDIUM SKIP LORRY



Overall Length	7.25m
Overall Width	2.48m
Overall Body Height	3.65m
Min Body Ground Clearance	0.396m
Max Track Width	2.48m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.905m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	..	..	..	.. ..

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: ...

Project:

Euston One
William Road

Drawing Title:

Swept Path Analysis using a
7.25m Medium Skip Lorry
Location 2 - Stanhope Street Loading Bay

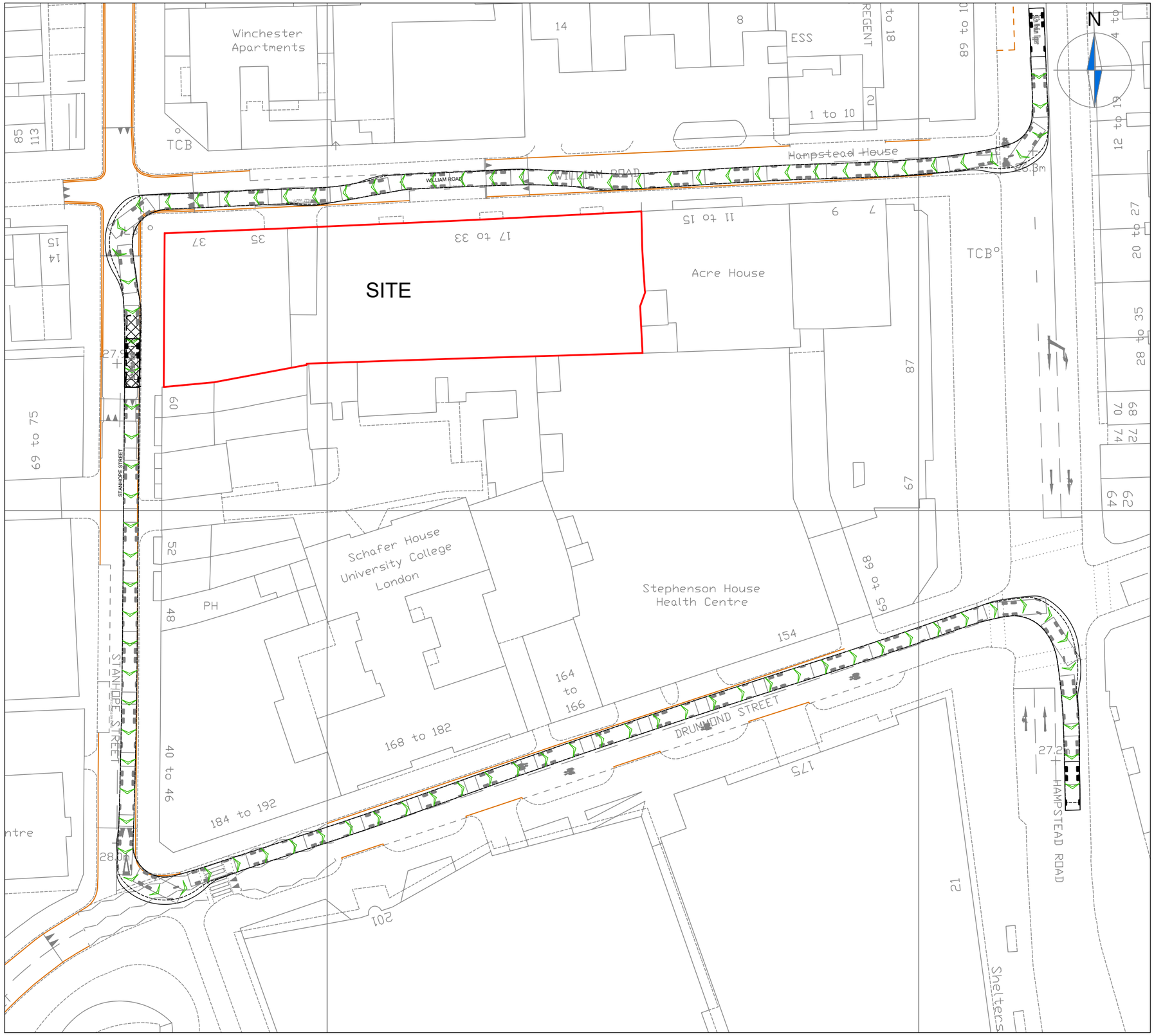
Scale:	Size:
1:750	A3

Drawn by:	Checked by:	Date:
HE	LD	20.10.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4359	CT002	7 of 8	.

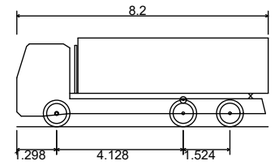
CA4359_CT002 - SWEPT PATH ANALYSIS - CONSTRUCTION VEHICLES.DWG



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

MEDIUM TIPPER



Overall Length	8.200m
Overall Width	2.500m
Overall Body Height	2.894m
Min Body Ground Clearance	0.344m
Max Track Width	2.500m
Lock to Lock Time	5.00s
Kerb to Kerb Turning Radius	9.284m

FORWARD MOVEMENTS ARE SHOWN IN BLACK *(design speed - 5kph)*

REVERSE MOVEMENTS ARE SHOWN IN BLUE *(design speed - 2.5kph)*

Rev	Details	Drawn	Checked	Date
.	..	..	..	.. ..

REVISION HISTORY

Status: ☐ Preliminary ☐ For Approval ☐ For Construction ☑ For Information ☐ For Tender ☐ As Built

Client: ...

Project: Euston One
William Road

Drawing Title: Swept Path Analysis using a 8.2m Medium Tipper Vehicle Location 2 - Stanhope Street Loading Bay

Scale:	Size:
1:750	A3

Drawn by:	Checked by:	Date:
HE	LD	20.10.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4359	CT002	8 of 8	.

CA4359_CT002 - SWEPT PATH ANALYSIS - CONSTRUCTION VEHICLES.DWG