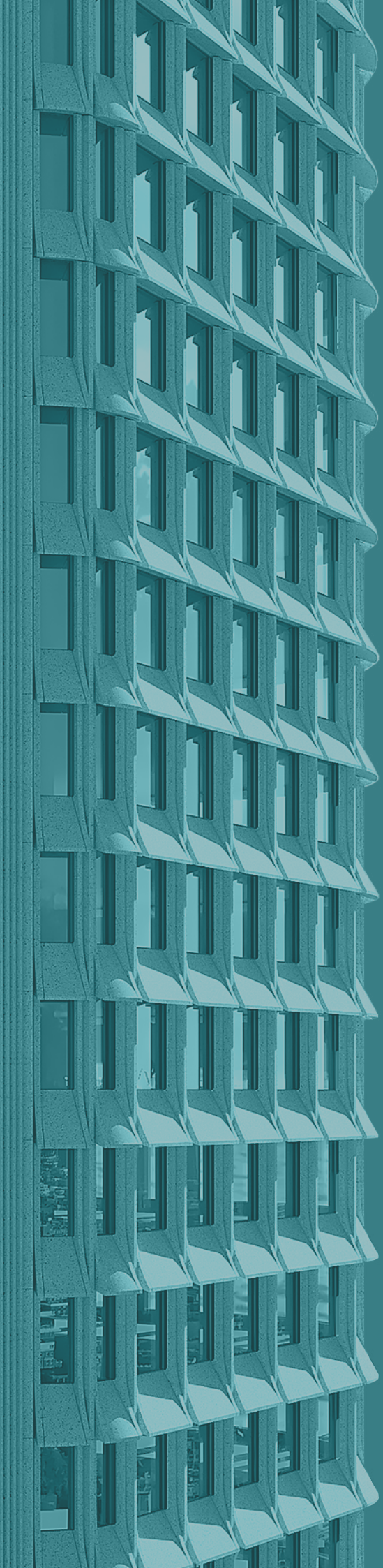

EUSTON TOWER

Outline Construction Logistics Plan Addendum

December 2024

British Land

EUSTON TOWER, REGENT'S PLACE

OUTLINE CONSTRUCTION LOGISTICS PLAN

PROJECT NO. 22/181 DOC NO. D005

DATE: DECEMBER 2024

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CLIENT: BRITISH LAND PROPERTY MANAGEMENT LIMITED

Velocity Transport Planning Ltd

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1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 Velocity Transport Planning has been commissioned by British Land Property Management Limited (Thereafter British Land, or the 'Applicant') to prepare an Outline Construction Logistics Plan (CLP) in relation to the proposed development at Euston Tower, which forms part of Regent's Place, situated within the London Borough of Camden (LBC).

1.1.2 This Construction Logistics Plan (CLP) Addendum summarises the revisions made to the pending strategic application for Full Planning Permission (ref. 23/5240/P), submitted in December 2023 for the Proposed Development at Euston Tower (286 Euston Road, London). The previous CLP was included as a separate Chapter within the Transport Assessment. For this application a standalone CLP has been produced.

1.1.3 The Applicant has undertaken extensive consultation during both the pre-application and determination stages of the Proposed Development and has sought to respond positively to the responses received. The scheme has been revised in response to feedback from Officers, local stakeholders and residents, the Regents Park Conservation Area Advisory Committee and statutory consultees, including Historic England and The Greater London Authority.

1.1.4 This Addendum has been prepared detailing the revisions to the pending scheme (the "Proposed Development"). For the avoidance of doubt, the Construction Logistics Plan which accompanied the December 2023 Submission is considered as read and this Addendum deals only with the 2024 Revisions and any updates to assessments as a result of these revisions. This Addendum also clarifies and provides further details responding to consultation responses received since the original submission in December 2023.

1.1.5 This CLP Addendum has been prepared to reflect the revised massing and design changes to the Proposed Development, and builds on the original CLP submitted as part of the Transport Assessment (dated November 2023). Given the changes to the footprint of the tower and more space being available at ground level within the site boundary, the CLP has been updated to reflect the changes to the construction logistics strategy.

1.1.6 This CLP has been prepared in accordance with Transport for London best practice guidance and should be read in conjunction with the Transport Assessment submitted as part of the planning application.

1.2 SITE LOCATION

1.2.1 Euston Tower is situated within the London Borough of Camden and the ward of Regent's Park. The Site is bounded by Euston Road (south), Hampstead Road (east), Brock Street (north) and Regent's Place (west). The Site covers an area of 8,079 sqm, comprised of a single ground plus an existing 36-storey tower. The tower has been largely vacant for several years, predominantly comprising office uses on the upper floors; however, there are still retail uses currently in operation at the ground floor level. The Site does not fall within a conservation area; however, Fitzroy Square CA, and Bloomsbury CA are both located in close proximity (south). There are no elements of the Site that are statutory or locally listed. There are several buildings located within a close radius of the Site that are Grade I, Grade II and Grade II* listed.

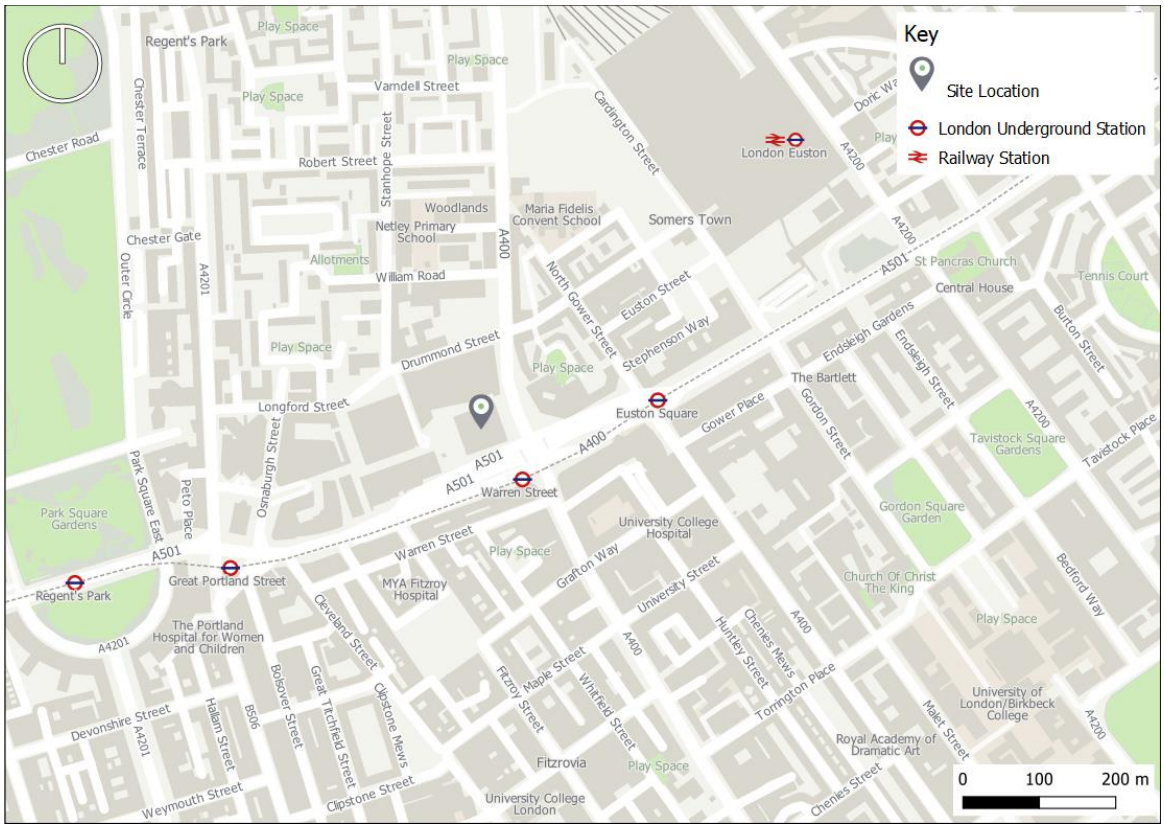
1.2.2 The Site has a PTAL rating of 6b, indicating 'excellent' transport connectivity. The Site is mainly served by Warren Street Underground Station (south), Euston Square Underground Station (east) and Great Portland Street Underground Station (west). There are also several bus routes that serve the site along Euston Road (south) and Hampstead Road (east).

1.2.3 The land surrounding the Site consists of a range of uses. The Site is designated within the Knowledge Quarter Innovation District ('KQID'), home to world-class clusters of scientific and knowledge-based institutions and companies specialising in life sciences, data and technology and creative industries. The neighbouring Regent's Place comprises commercial, office and cultural land uses, as well as pedestrianised streets and public realm incorporated into the space. The closest residential properties are located along Drummond Street (north) and Hampstead Road (east).

1.2.4 On a London-wide scale, Regents Place sits within Central London, located in the Borough of Camden, approximately 1.5km to the west of Kings Cross and 0.5km to the east of Regents Park.

1.2.5 Figure 1-1 shows the location of the site and its surrounding network within circa 800m.

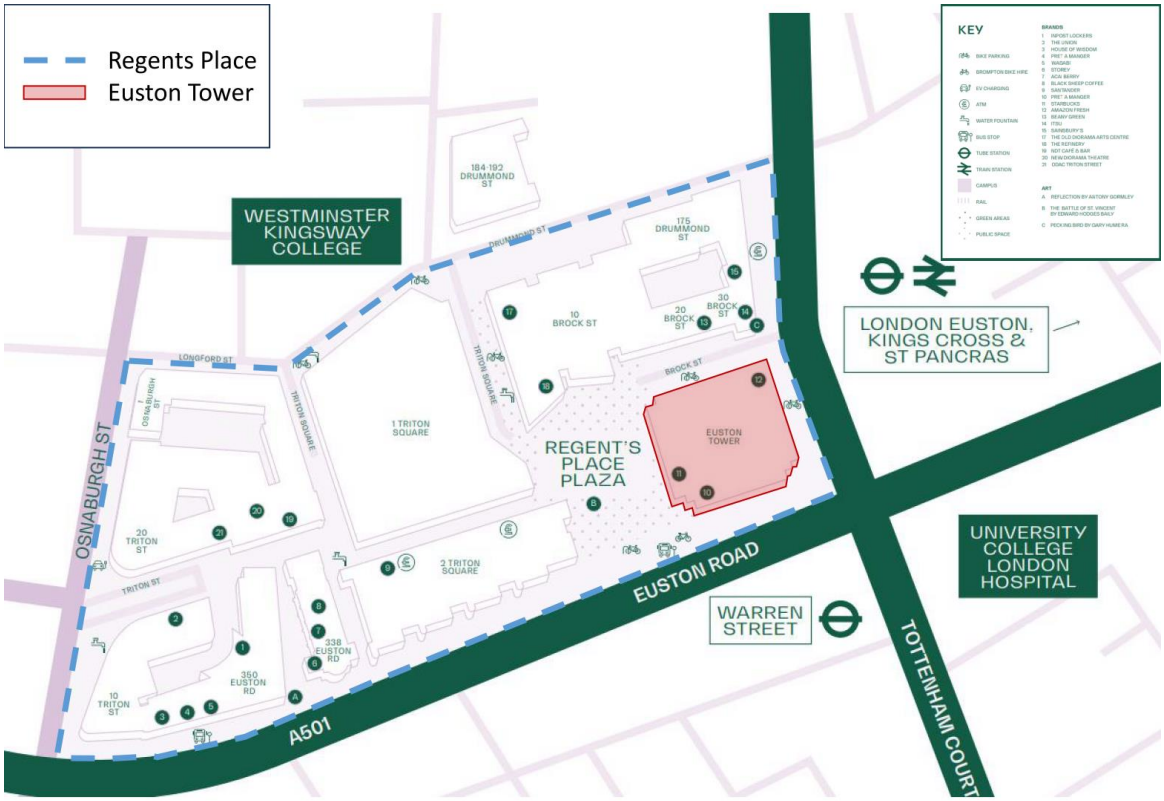
Figure 1-1: Site location and local context



1.2.6 Euston Tower is situated at the southwestern corner of the Regents Place estate and is bounded by Brock Street to the north and Regents Place Plaza to the west, which are both pedestrianised. To the east is Hampstead Road, and to the south is the A501 Euston Road.

1.2.7 **Figure 1-2** shows Euston Tower in the context of Regents Place.

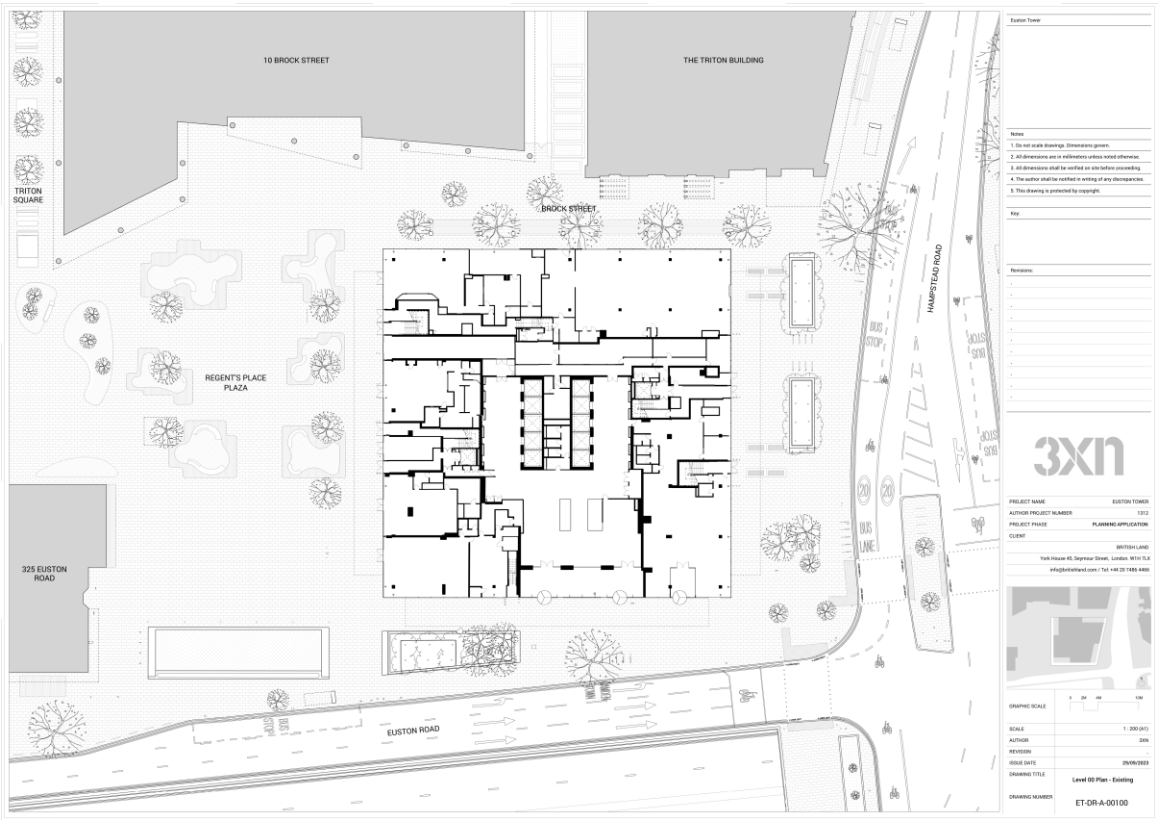
Figure 1-2: Regents Place



1.3 EXISTING SITE

1.3.1 Euston Tower is a 36-storey tall building standing on the northern edge of central London, situated in the south-west of the London Borough of Camden. It provides office floor space with ancillary retail at ground level. The existing ground floor plan is shown in **Figure 1-3.**

Figure 1-3: Existing Ground floor layout



1.3.2 Located on the corner of Euston and Hampstead Road, at the top of Tottenham Court Road, the tower shares a busy intersection with The UCL Hospital campus and is directly opposite Warren Street Station. The current tower has a prominent presence, given its status as the tallest building in the borough aside from the nearby BT Tower, and as such acts as a physical landmark for London Euston, Euston Square and Warren Street stations as well as wayfinding for the wider neighbourhood.

1.3.3 Completed in 1970, Euston Tower was designed in the 'International Style'. Above a two-storey extruded glazed podium, the tower has a pinwheel plan clad in aluminium curtain walling with green reflective tinted glazing. It was designed as an office building to provide cellular office accommodation typical of the period and formed part of a wider masterplan known as The Euston Centre. It now stands on the eastern edge of the pedestrianised Regent's Place Estate.

1.3.4 Since its completion, it has undergone a small refurbishment, but beyond this, its external form and façade remain as originally constructed. These elements of the building are in a generally poor condition due to a combination of wear in use and the quality of the original detailing. Gradually, it has been vacated, and since 2021, with the exception of the retail at grade level, the building has been entirely disused.

1.4 PROPOSED DEVELOPMENT

1.4.1 This CLP has been prepared in support of an application at Euston Tower, 286 Euston Road, London, NW1 3DP.

1.4.2 The description for the Proposed Development, considering the 2024 Revisions, has been updated to the following:

> *"Redevelopment of Euston Tower comprising retention of parts of the existing building (including central core, basement and foundations) and erection of a new building incorporating these retained elements, to provide a 32-storey mixed-use building providing offices and research and development floorspace (Class E(g)) and office, retail, café and restaurant space (Class E) and Enterprise space (Class E/F) at ground and first floors, and associated external terraces; public realm enhancements, including new landscaping and provision of new publicly accessible steps and ramp; short and long stay cycle storage; servicing; refuse storage; plant and other ancillary and associated work."*

1.4.3 This is referred to throughout as the "Proposed Development".

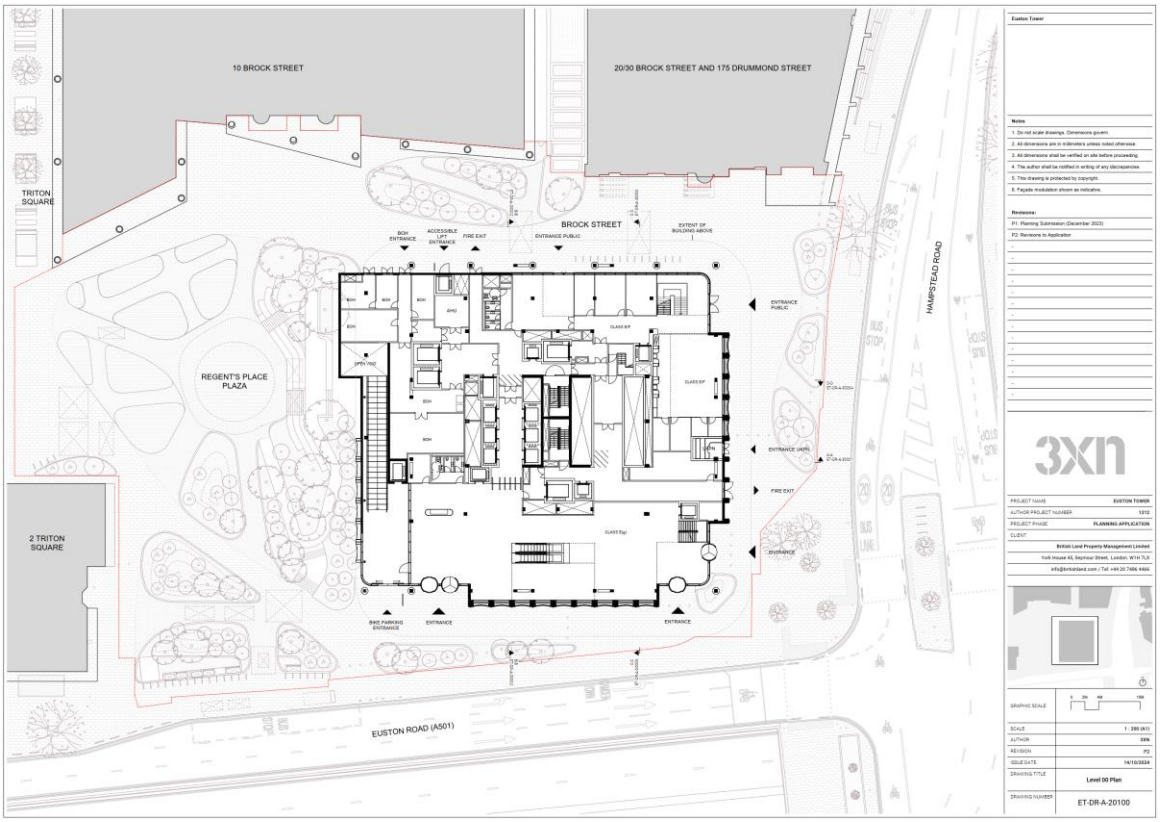
1.4.4 The Proposed Development's land uses and revised areas are summarised in **Table 1-1.**

Table 1-1: Proposed Development Accommodation Schedule

LAND USE	NIA (SQM)	GIA (SQM)	GEA (SQM)
Office **(Class E(g))**	34,457	52,713	57,769
Life Science **(Class E(g))**	16,476	24,510	26,765
Retail **(Class E)**	514	997	1,058
Enterprise Space **(Class F1)**	746	1,605	1,691
Total	**52,193**	**79,825**	**87,283**

1.4.5 The ground floor plan is illustrated in **Figure 1-4.** The Proposed Development maximises active frontage with public access on Hampstead Road and the office and enterprise space access from Euston Road. Significant improvements to the public realm are proposed to provide a high-quality environment for the Proposed Development.

Figure 1-4: Proposed Development - Ground Floor Plan



1.5 CLP REQUIREMENT

1.5.1 Within The London Plan 2021, Policy T7 Deliveries, servicing and construction there are requirements that Construction Logistics Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient.

1.5.2 The requirements for CLPs differ depending on the expected impact of the Proposed Development. Outline CLPs should be prepared during the planning approval stage for developments that are perceived to have a medium or higher impacts.

1.5.3 A detailed CLP will be prepared before construction and implemented and monitored throughout the construction programme.

1.5.4 An appropriate planning condition will secure the requirement for a detailed CLP, which will be prepared following TfL's Construction Logistics Planning Guidance (the 'Guidance') before the commencement of deconstruction and construction.

1.6 CLP OBJECTIVES

1.6.1 The CLP is intended to provide a framework to:

- Safely manage the volume and frequency of demolition and construction-related trips;
- Minimise the impact on the surrounding transport network in terms of vehicle movements, public transport and vulnerable road users, and
- Contribute to minimising noise-generating activities' potential impacts and minimising air quality-related issues.

1.6.2 The overall objectives of the CLP are to:

- **Lower emissions**;
- **Enhance safety** – improve vehicle and road users' safety; and
- **Reduce congestion** – reduce trips overall, especially in peak periods.

1.6.3 To support the realisation of these objectives, several sub-objectives are provided:

- Encourage construction workers to travel to the Site by non-car modes;
- Promote smarter operations that reduce the need for construction travel, or that reduce or eliminate trips in peak periods;
- Encourage the use of greener vehicles and sustainable freight modes;
- Manage the ongoing development and delivery of the CLP with construction contractors;
- Communicate Site delivery and servicing facilities to workers and suppliers; and
- Minimise queueing and disrupting the traffic along the surrounding roads.

1.6.4 The Site-specific objectives for this CLP will be as follows:

- To ensure all construction vehicles consider the relevant community considerations throughout the construction programme, including but not limited to the surrounding residential properties and non-motorised users within the local area;
- To ensure all construction vehicles utilise the designated routes specified within the CLP, including the use of the strategic roads where possible, to minimise the disruption to the local area; and
- To ensure all construction vehicles access the Site from within the extent of the Site boundary, where possible.

1.6.5 This Outline CLP forms the framework version of the detailed document which will be secured by way of appropriately worded planning conditions on any planning permission granted. To discharge the relevant planning condition, the Outline CLP will be updated into a Detailed CLP by the appointed contractor before commencement on the Site. The Detailed CLP will form the basis of the construction logistics methodology for the proposed development.

1.6.6 The objectives of this Outline CLP will be regularly reviewed and updated by the appointed contractor within the Detailed CLP once further information is available regarding the proposed construction methodology, the specific vehicle requirements and any other localised factors which may influence construction at that time.

1.7 POLICY CONTEXT

1.7.1 The following legislation, policy and guidance material have been considered in the preparation of this CLP.

TRAFFIC MANAGEMENT ACT (2004)

1.7.2 Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network.

NATIONAL PLANNING POLICY FRAMEWORK (2023)

1.7.3 Paragraph 108 within the NPPF states:

> *Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
>
> *a) the potential impacts of development on transport networks can be addressed;*
>
> *b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
>
> *c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
>
> *d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
>
> *e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.*

1.7.4 Paragraph 115 also states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

MAYOR'S TRANSPORT STRATEGY (2018)

1.7.5 The MTS promotes the use of CLPs that 'aims to improve the sustainability of construction freight movements by establishing site management and procurement processes to reduce the impact of construction traffic on the street network.' – p.158.

1.7.6 The MTS states:

"Through the London Plan, the Mayor will require all new development proposals to demonstrate in their Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes" and "The identification and protection of new sites for load consolidation, particularly those adjacent to rail or river services, is supported by the London Plan and will be considered through the planning process. The use of these centres will be encouraged through the requirement for Construction Logistics Plans in the planning process."

LONDON PLAN (2021)

1.7.7 Within The London Plan 2021, Policy T7 Deliveries, servicing and construction there are requirements that Construction Logistics Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. These Plans should also seek to:

1) Reduce freight trips
2) Coordinate the provision of infrastructure and facilities to manage freight at an area-wide level
3) Reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

TRANSPORT FOR LONDON VISION ZERO ACTION PLAN (2018)

1.7.8 Chapter 5.2 of the TfL Vision Zero Action Plan sets out how the Construction Logistics and Community Safety programme is tackling this risk by making road danger as much a focus for the construction industry as health and safety on site. TfL, developers and the construction industry will work together to reduce both the need for HGVs with low direct vision and therefore the stress that increases risk, by:

- Reducing road milage;
- Reducing risk for people in the vicinity of the construction sites; and
- Improving the surface condition of construction sites.

TRANSPORT FOR LONDON CONSTRUCTION LOGISTICS PLAN GUIDANCE (2017)

1.7.9 A CLP provides the framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. A full assessment of all phases of construction should be included and detail:

- The amount of construction traffic generated
- The routes the construction vehicles will use
- The impact on relevant Community Considerations
- Any traffic management that will be in place
- Any policies which encourage modal shift

LOCAL AUTHORITY POLICY

1.7.10 Local authorities have a statutory responsibility to minimise disruption to nearby residents and the local economy during the construction stage of a development. This is captured in a range of statutory requirements and best practice guidance, some of which apply to the planning process. An element of these requirements includes producing CLPs as part of a suite of plans designed to ensure sustainable development.

1.8 CLP STRUCTURE

1.8.1 This CLP has been produced in accordance with the latest Transport for London (TfL) 'Construction Logistics Planning Guidance' (TfL CLP Guidance), dated 2nd July 2017.

1.8.2 Following this Introduction, in accordance with TfL best practice, the document is structured as follows:

- **Section 2** - Context, Considerations and Challenges;
- **Section 3** – Construction Logistics Strategy Options;
- **Section 4** - Construction Programme and Methodology;
- **Section 5** - Vehicle Routing and Site Access;
- **Section 6** - Strategies to Reduce Impacts;
- **Section 7** - Estimated Vehicle Movements; and
- **Section 8** - Implementing, Monitoring and Updating.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 PLANS

2.1.1 The flowing maps show the area around the development site. **Figure 2-1** shows a regional plan with the location of the site in the context of greater London and the road network. **Figure 2-2** shows the location of the site in relation to the surrounding local area. **Figure 2-3** shows the site boundary plan showing the extent of footways, other buildings, cycle lanes and road markings.

Figure 2-1: Regional Plan

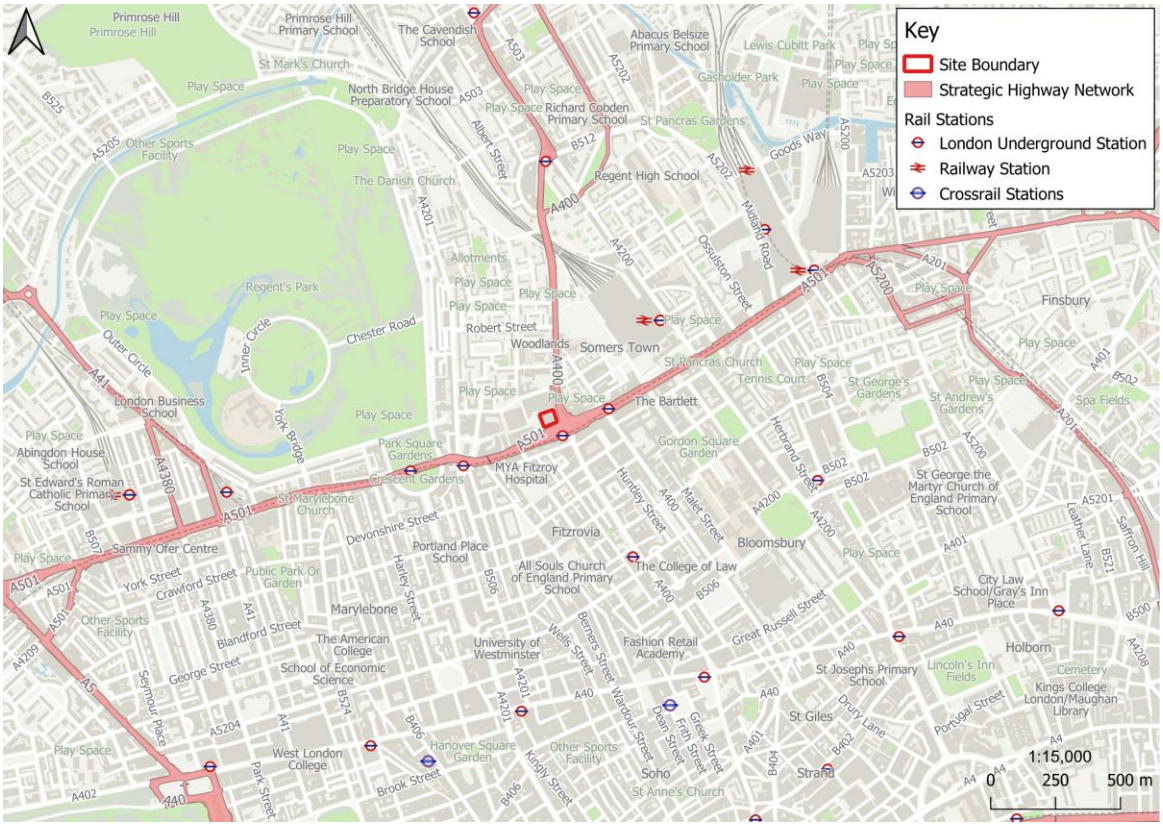


Figure 2-2: Local Context Plan

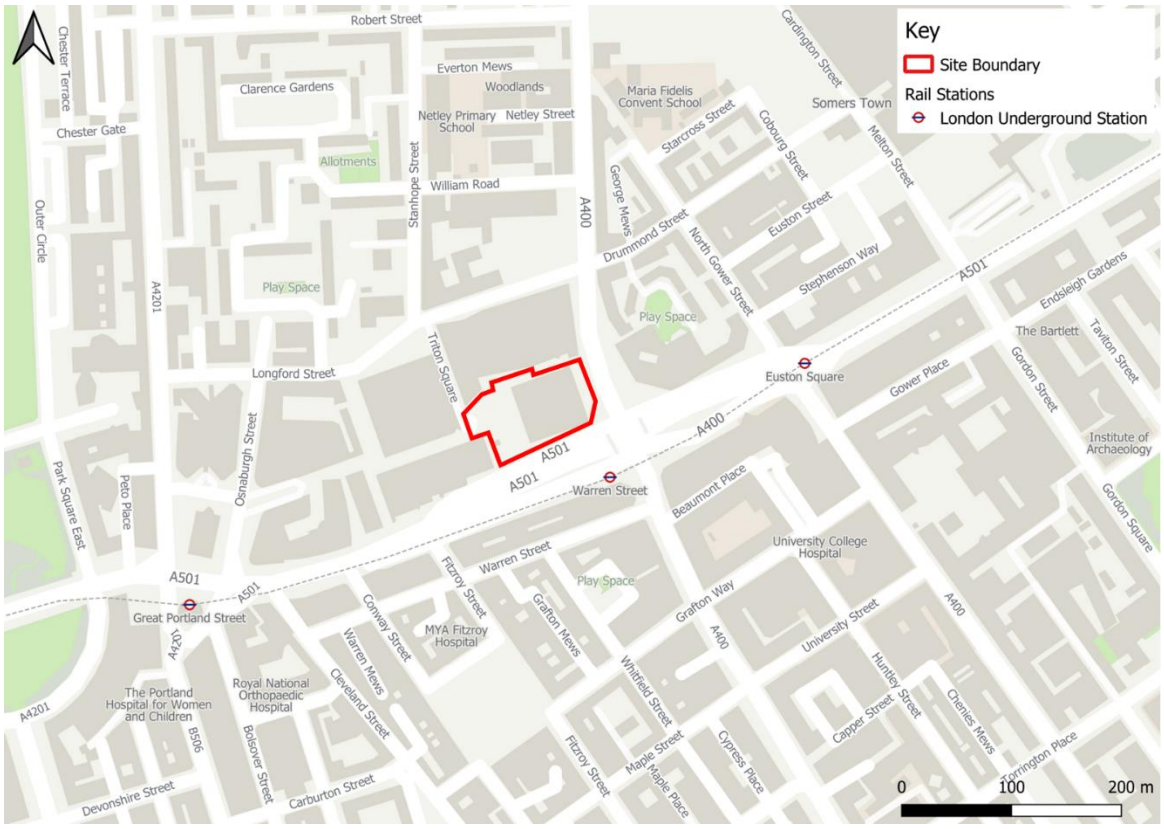
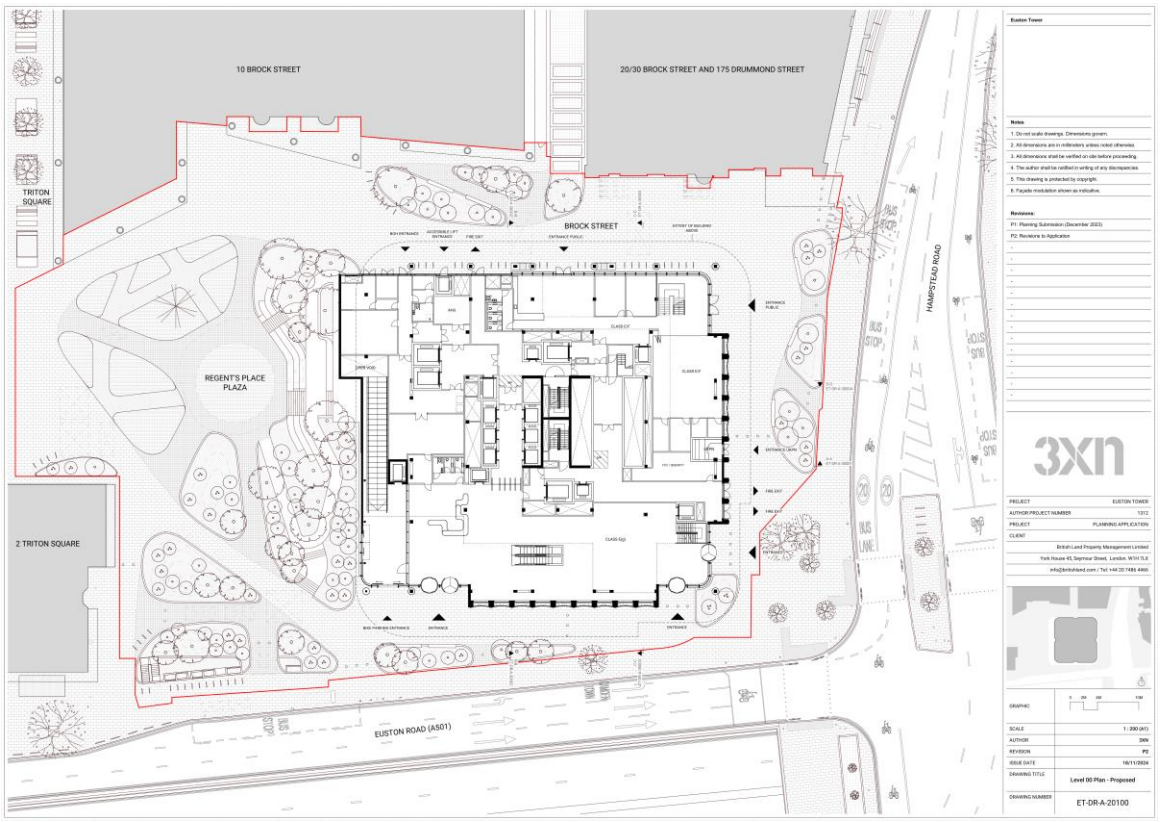


Figure 2-3: Site Boundary Plan

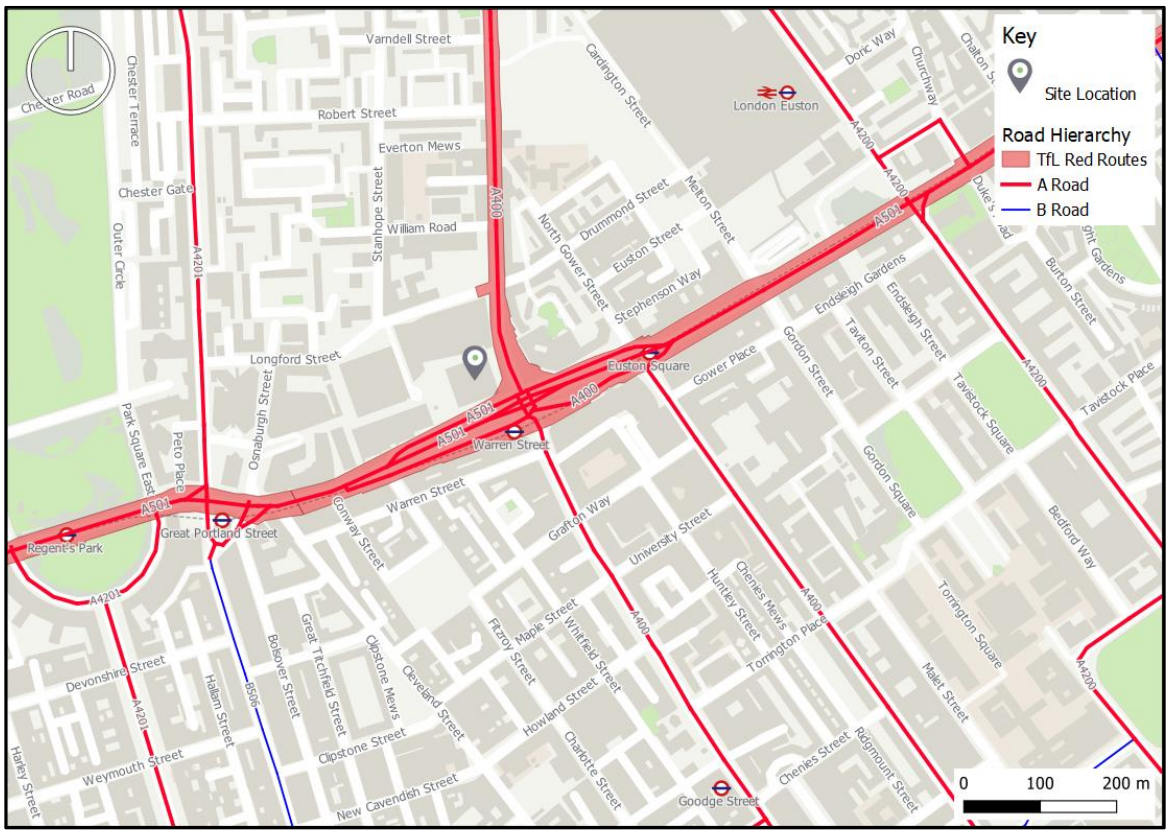


2.1.2 Regional Plan, Local Context Plan and Site Boundary Plan are included in scale within **APPENDIX A**.

2.2 STRATEGIC HIGHWAY NETWORK

2.2.1 The site is located to the northwest of the junction between Euston Road (A501) and Hampstead Road, as shown in **Figure 2-4.**

Figure 2-4: Local Road Network



2.3 LOCAL HIGHWAY NETWORK

2.3.1 Euston Tower is bounded by the pedestrianised Brock Street to the north and Regent's Place Plaza to the west. To the east, the building is bounded by Hampstead Road and to the south is A501 Euston Road, both of which form part of the Transport for London Road Network (TLRN).

2.3.2 Longford Street and Drummond Street provide access to the separate service vehicle ramp and the separate car and cycle ramp to access these facilities at the basement level.

2.3.3 Longford Street continues as Drummond Street to the east and intersects with Hampstead Road north-east of the site. Hampstead Road is a section of the A400 that runs from Charring Cross to Archway in north London.

2.3.4 A501 Euston Road and Hampstead Road form a signalised junction at the eastern boundary of the site. Both are distributor roads that carry relatively high volumes of traffic.

EUSTON ROAD (A501)

2.3.5 Euston Road is a 20mph dual carriageway road located south of the site that forms part of the London Red Route and the London Inner Ring Road. It runs in a generally east-west direction, from Marylebone in the west to King's Cross in the east. It is noted that in accordance with 'Vision Zero' and as part of the planned changes by TfL to the London Red Routes, the speed limit of Euston Road will be changed from 30mph to 20mph.

2.3.6 In the vicinity of the site, it also forms the northern boundary of the London Congestion Charge (LCC) zone, but the road itself is not part of it.

2.3.7 Footpaths provided on either side of Euston Road are wide, and signalised pedestrian crossings are provided at its junction with Hampstead Road, allowing for easy and safe pedestrian movement. Adjacent to the southern boundary of the site, Euston Road also features a bus stop.

HAMPSTEAD ROAD (A501)

2.3.8 Hampstead Road is a 20-mph two-way single-carriageway located east of the site that forms part of the London Red Route. It runs in a north–south direction, connecting Tottenham Court Road south of the site to Camden High Street in the north.

2.3.9 Hampstead Road features a dedicated cycle route and advanced stop lines, allowing cyclists to be segregated from general traffic at junctions. In addition, wide footways are provided on either side of the carriageway, as well as numerous signalised pedestrian crossings provided at regular intervals along the road.

2.3.10 The road features numerous mixed-use residential and commercial buildings fronting onto the carriageway.

DRUMMOND STREET

2.3.11 Drummond Street is a 20mph two-way single-carriageway road located north of the site that runs in an east–west direction connecting to Euston Road at its eastern end and Longford Street at its Western End.

2.3.12 The road features no parking restrictions aside from single white lines along the northern side of the carriageway. The southern side of the carriageway features inset parking bays, allowing vehicles to park on either side of the road without obstructing traffic.

2.3.13 Well-maintained footpaths are provided on either side of the carriageway; however, pedestrian crossing locations are few and far between.

LONGFORD STREET

2.3.14 Longford Street is located northwest of the site and is a 20mph two-way single-carriageway road running in an east–west direction. It connects to Albany Street at its western end and Drummond Street at its eastern end.

2.3.15 The northern side of the carriageway features single yellow line parking restrictions, whilst the southern side of the carriageway features on-street parking bays. The road is fronted by a mixture of residential and commercial properties and provides a zebra crossing at its junction with Laxton Place and an uncontrolled crossing at its junction with Albany Street to assist pedestrian movement in the area.

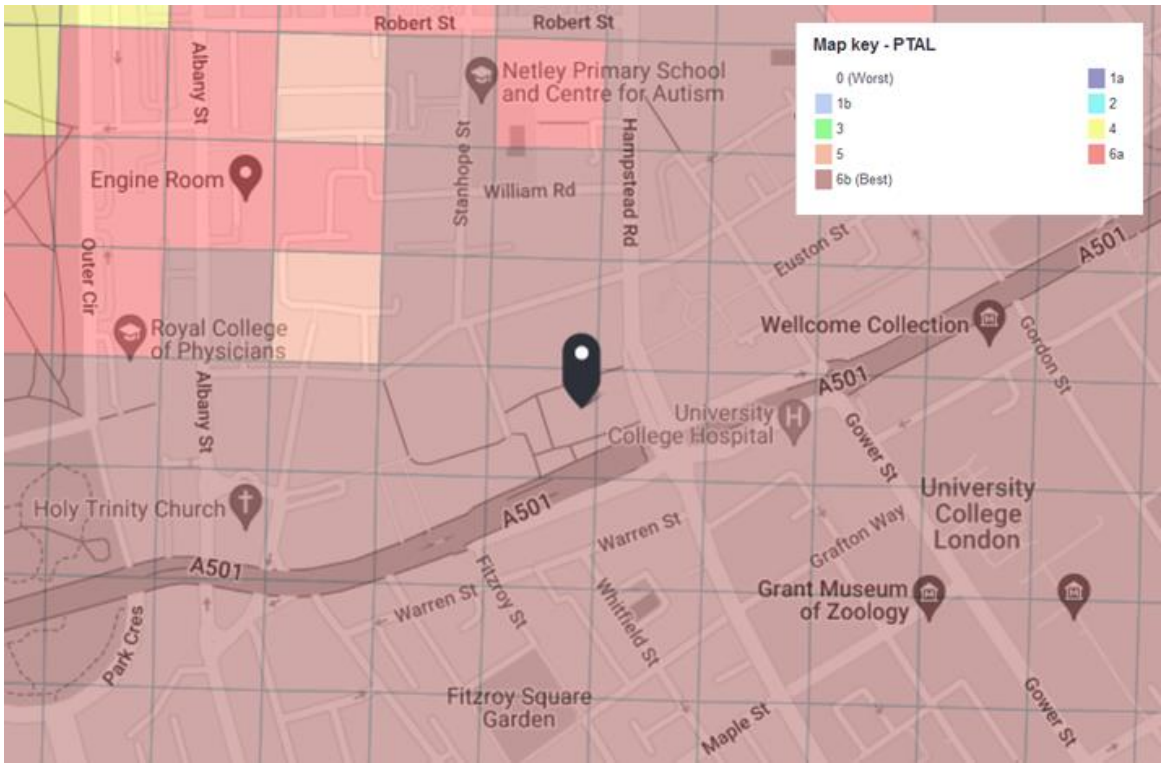
2.4 PUBLIC TRANSPORT NETWORK

PUBLIC TRANSPORT ACCESSIBILITY LEVEL (PTAL)

2.4.1 PTAL is used to assess the connectivity of a site to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services. An Access Index (AI) score is calculated that is used to define a PTAL score.

2.4.2 TfL's online WebCAT tool shows the site AI is 85.4, indicating a PTAL of 6b (excellent). The WebCAT PTAL output is summarised in **Figure 2-5.**

Figure 2-5: Site PTAL map



BUS NETWORK

2.4.3 The site is located in close proximity to a comprehensive level of bus provision. The closest bus stops are situated on Hampstead Road, to the east of the site, which provides access to bus routes 24, 27, 29 and 134. Euston Road bus stop to the south of the site provides access to bus routes 18, 30 and 205.

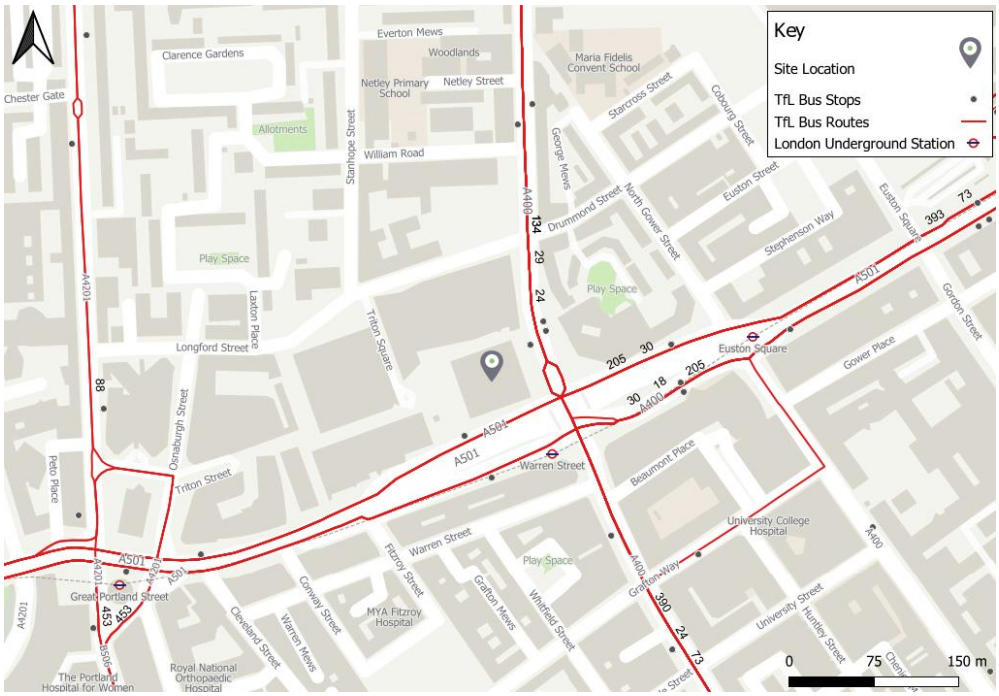
2.4.4 The local bus services and average frequency are summarised in **Table 2-1**.

Table 2-1: Local bus stop summary and frequency

SERVICE NUMBER	BUS STOP	ROUTE	FREQUENCY PER HOUR (BY DIRECTION)
18	Euston Road	Sudbury & Harrow Road Station – Euston Station	15
24	Hampstead Road	South End Green - Pimlico	6
27	Hampstead Road	Chalk Farm – Hammersmith Grove	6
29	Hampstead Road	Lordship Lane – Trafalgar Square	12
30	Euston Road	Hackney Wick – Marble Arch	6
73	Euston Square	Stoke Newington – Oxford Circus	10
134	Hampstead Road	North Finchley – Warren Street	7
205	Euston Road	Bow Church - Paddington	6
390	Euston Square	Archway - Victoria	7
		TOTAL	**75**

2.4.5 The table shows that the local bus stops provide access to 143 bus services per hour. The local bus routes are illustrated in **Figure 2-6.**

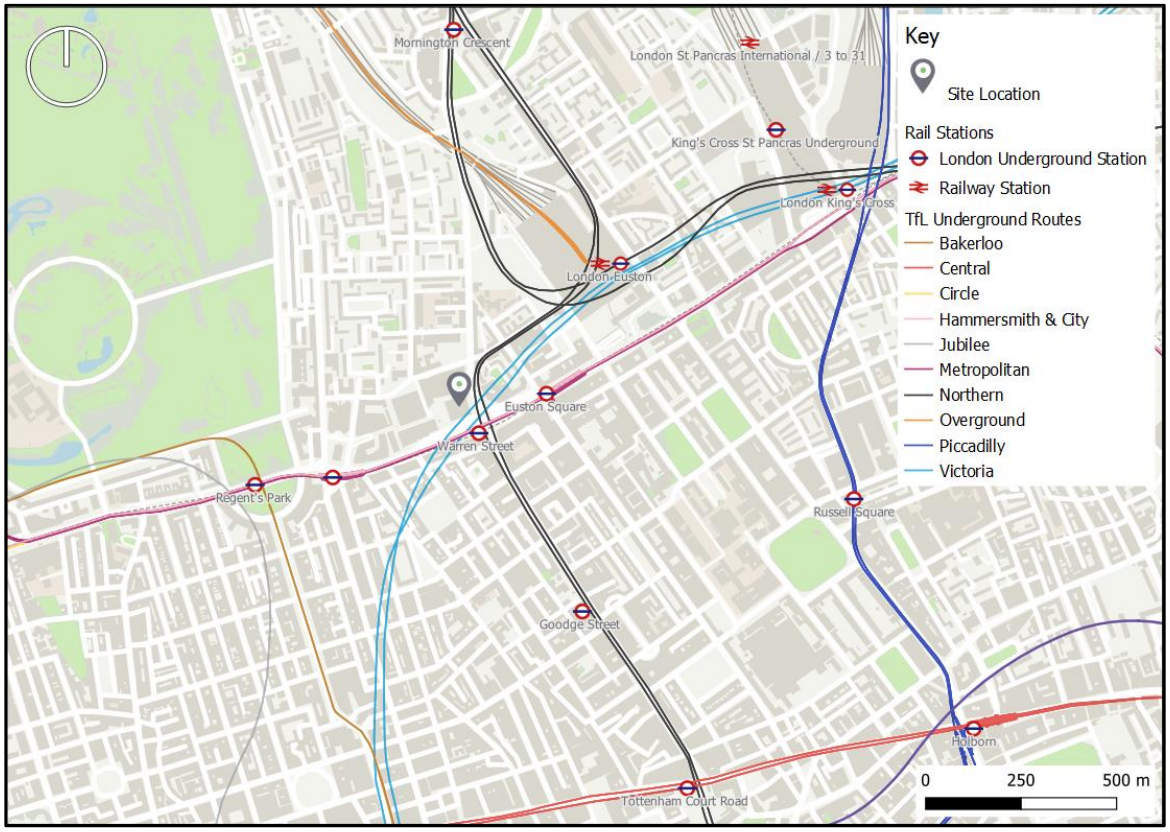
Figure 2-6: Local Bus Routes



LONDON UNDERGROUND AND RAIL NETWORK

2.4.6 **Figure 2-7** shows the nearest London Underground and rail networks within proximity (i.e., approximately 20-minute walk/10-minute cycle) of the site.

Figure 2-7: Underground and rail networks within proximity of the site



2.4.7 The site is situated within close proximity to a number of TfL Underground routes, making it a highly accessible location within London.

2.4.8 The site is also close to major stations such as Euston, St Pancras International and Kings Cross, which provide journeys to the rest of the UK and internationally via the Eurostar.

LONDON UNDERGROUND

WARREN STREET

2.4.9 Warren Street station is located adjacent to the site on the opposite side of Euston Road to the south. The station is approximately 100m away and a two-minute walk. The station is served by the Victoria and Northern line and within TfL fare Zone 1.

EUSTON SQUARE

2.4.10 Euston Square station is located to the east of the site on the southern side of Euston Road. The station is approximately 280m away and a four-minute walk. The station is served by the Metropolitan, Circle Hammersmith and City lines and is within TfL fare Zone 1.

REGENT'S PARK

2.4.11 Regent's Park station is located 550m to the west of the site along the A501 Euston Road, approximately a seven-minute walk. The station is served by the Bakerloo line and is located within TfL fare Zone 1.

EUSTON

2.4.12 Euston station is located 600m to the east of the site along the A501 Euston Road, approximately a nine-minute walk. The station is served by the Northern line. The station provides accessible access and is located within TfL fare Zone 1.

KINGS CROSS STATION

2.4.13 Kings Cross station is located 1.2km to the east of the site along the A501 Euston Road, approximately a 15-minute walk. The station is served by the Circle, Hammersmith & City, Metropolitan, Northern, Piccadilly, and Victoria lines. The station provides accessible access and is located within TfL fare Zone 1.

NATIONAL RAIL

EUSTON STATION

2.4.14 Euston Station is the terminus station for the Avanti West Coast, Caledonian Sleeper, and West Midlands Trains lines. The station provides services to destinations including Birmingham, Milton Keynes, Manchester, Edinburgh, and Glasgow.

2.4.15 The station is also served by the London Overground, which provides services to Watford via Willesden Junction and Wembley.

KINGS CROSS STATION

2.4.16 Kings Cross station provides services operated by Grand Central, Great Northern, Hull Trains, LNER, and Lumo. The station provides services to destinations including Kings Lynn, Letchworth Garden City, Leeds, Bradford, and Sunderland.

2.4.17 Thameslink operations from Kings Cross station provide services to Peterborough and Cambridge via Stevenage.

ST PANCRAS INTERNATIONAL

2.4.18 St Pancras International is located adjacent to Kings Cross station and provides services operated by EMR, Eurostar and Thameslink. The station provides services to UK destinations, including St Albans City, Ramsgate, Brighton, Sheffield, Gatwick Airport, Nottingham and Bedford.

2.4.19 The station also provides destinations in Europe, including Paris, Amsterdam and Brussels.

TFL OVERGROUND NETWORK

2.4.20 Euston station is located 600m to the east of the site along the A501 Euston Road, approximately a nine-minute walk. It is a terminus station of London Overground and provides access to key destinations such as Wembley and Watford.

2.4.21 The Overground provides four services per hour in each direction.

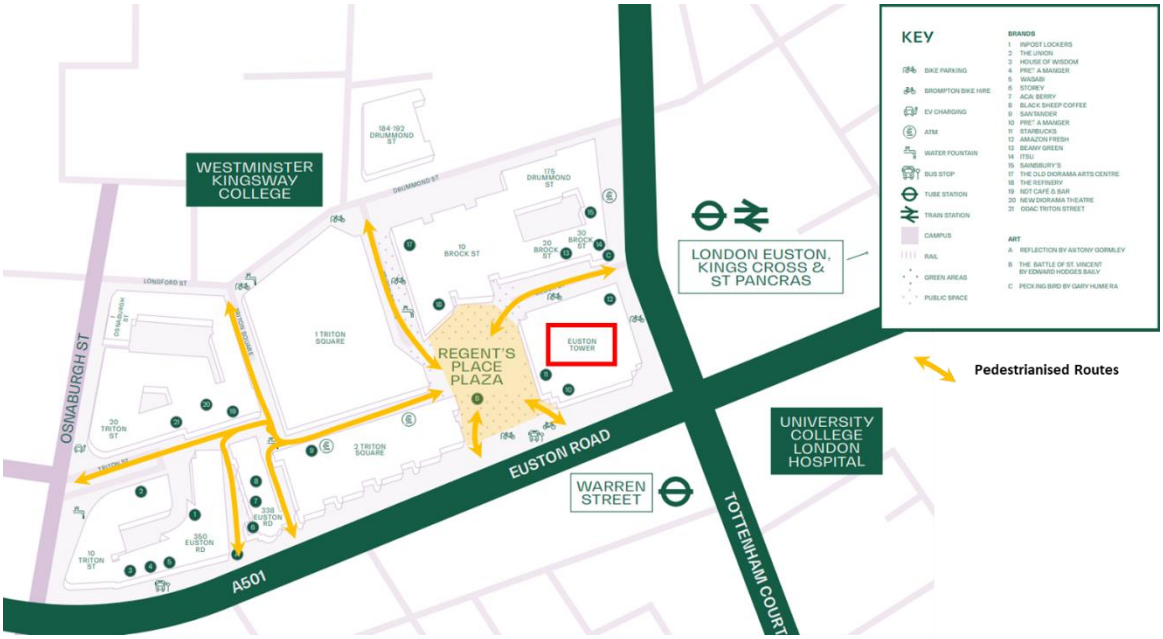
2.5 PEDESTRIAN NETWORK

EXISTING SITE ACCESSIBILITY AND PUBLIC REALM

2.5.1 The site can be accessed from Hampstead Road to the east, Euston Road to the south, and the pedestrianised public realm to the north and west.

2.5.2 The existing public realm, pedestrian routes, and local facilities throughout the wider Regent's Place and around the site are shown in **Figure 2-8.**

Figure 2-8: Existing site accessibility and facilities



WALKING

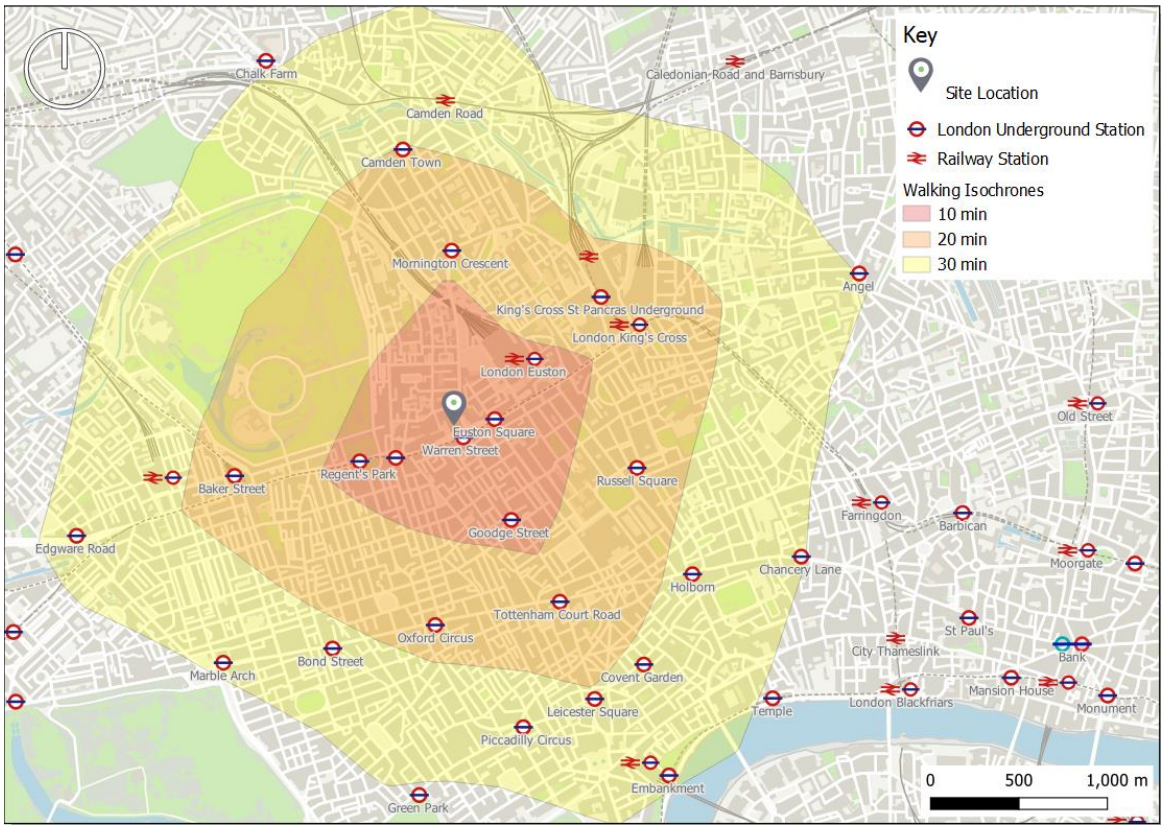
2.5.3 The National Travel Survey notes that walking is the most frequent travel mode used for short-distance trips (within 1 mile / 1.6km). Infrastructure that supports efficient travel on foot is therefore of great importance to promote sustainable and active travel and walking as a viable alternative to short car trips.

2.5.4 The local streets have an established network of footways typical of a city environment that provide access to the site, nearby facilities and amenities, local bus stops and Warren Street and Euston Square Underground stations, as well as Euston and Kings Cross stations further to the east. All local roads in the area have footways on either side of the carriageway.

2.5.5 The Hampstead Road/Euston Road signalised junction is provided with straight-across controlled crossings at each arm. Each crossing is provided with dropped kerbs and tactile paving with large islands for people crossing to wait.

2.5.6 Pedestrian isochrones from the site are provided within **Figure 2-9** at 10-minute intervals up to a 30-minute walking distance. The figure shows that nearby stations such as Warren Street and Euston are accessible within a 10-minute walk. Kings Cross, and St Pancras International are within a 20-minute walk from the site.

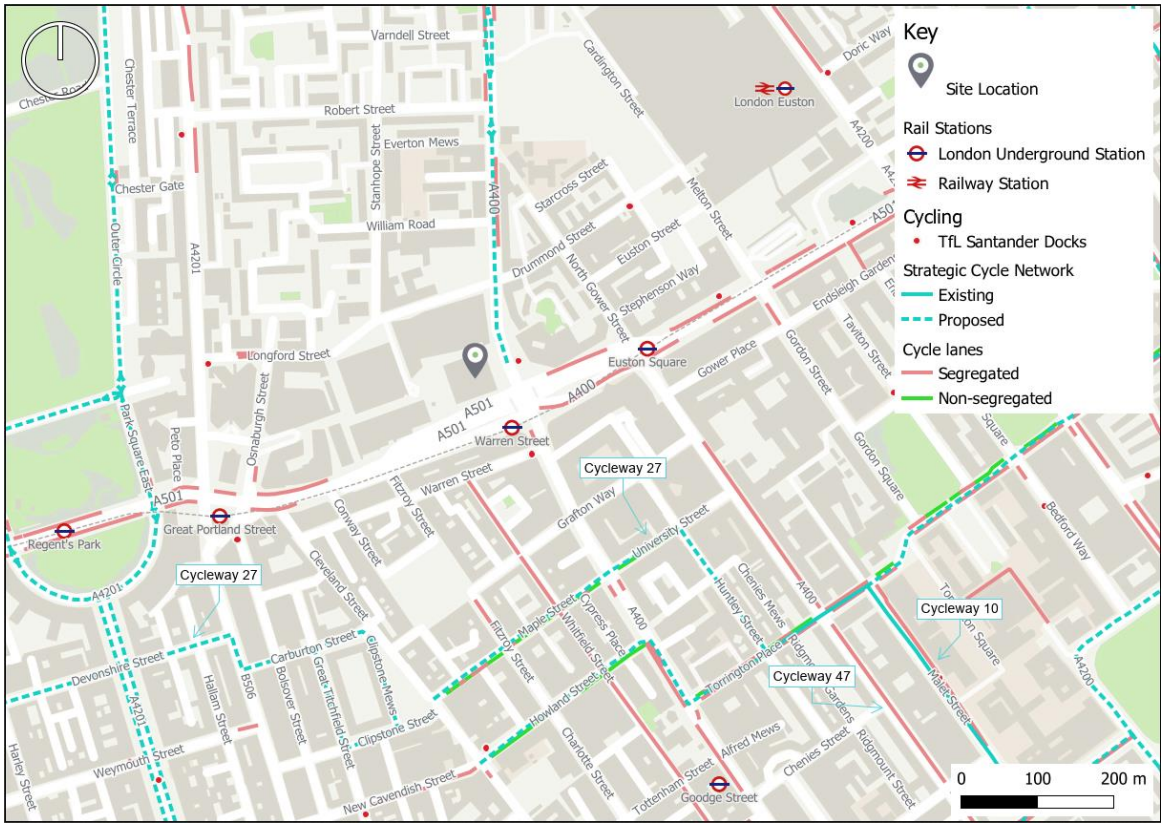
Figure 2-9: Walking Isochrone Plan



2.6 CYCLING

2.6.1 The cycling network in the area surrounding the site is shown in **Figure 2-10.**

Figure 2-10: Local cycle network



2.6.2 Many roads near the site are marked as suitable or signed for cyclists and include lanes and advanced stop lines (ASLs) at each arm of the Hampstead Road junction / A501 Euston Road signalised junction.

2.6.3 Hampstead Road provides cycle lanes, whilst Longford Street / Drummond Street are quieter local roads recommended for cyclists. In addition, to the south, there is a network of routes that are signed or marked for cyclists and connect the site with Marylebone, Fitzrovia and central London.

2.6.4 Quietway 3 (Q3) is located 2.9km northwest of the site and begins at Regent's Park and connects to St. John's Wood, Hampstead, Kilburn, Willesden Green and Dollis Hill.

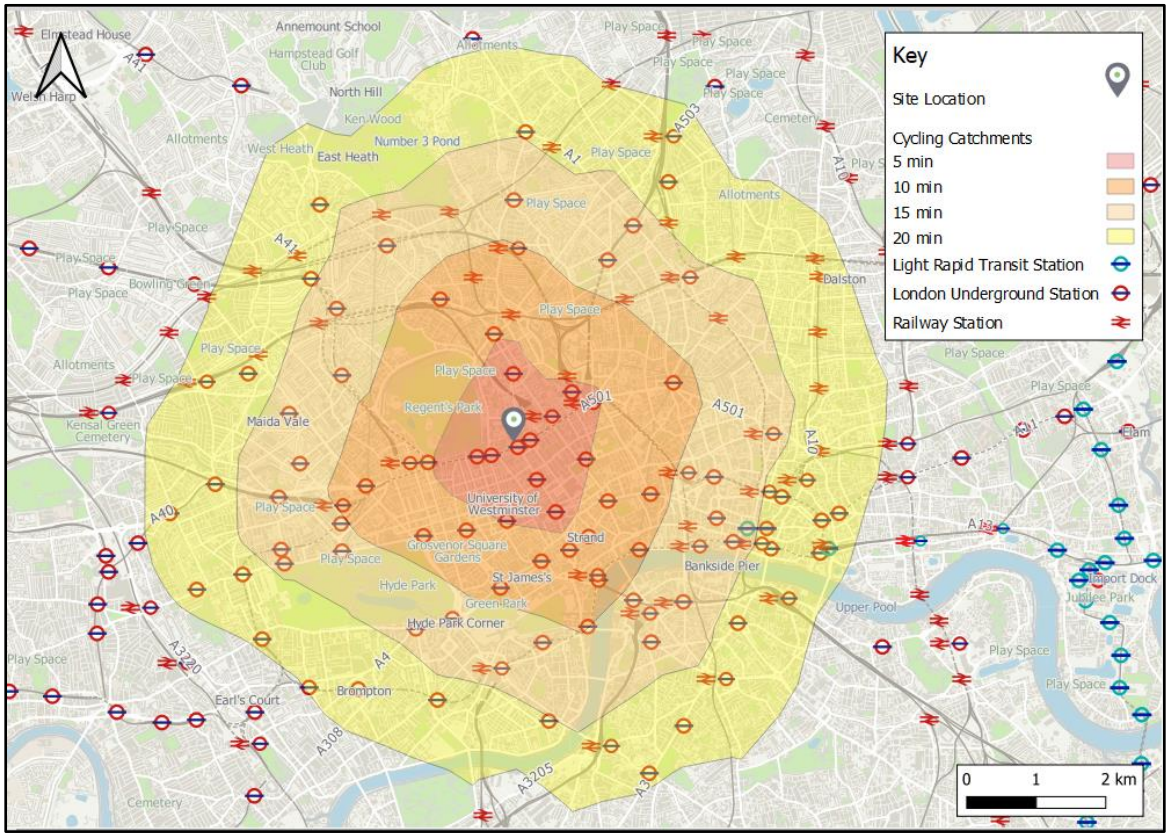
2.6.5 The north-south Cycle Superhighway (CS6) located approximately 1.4km east of the site, runs between Elephant & Castle to the south and King's Cross to the north.

2.6.6 **Figure 2-10** shows that there are a number of local cycle routes within proximity of the site, the nearest being Cycleway 27, which provides connections between Hammersmith in the west to Clapton and Homerton in the east via Paddington, Angel, Islington and Hackney. The development is conveniently located in terms of cycle accessibility, with a number of local facilities and amenities accessible by cycle using the network of cycle routes in the vicinity of the site.

2.6.7 Cycling has the potential to substitute for short car trips, particularly those less than five kilometres in length; however, many people will cycle longer distances.

2.6.8 A cyclising isochrone showing areas that can be reached from the site within a 20-minute cycle is provided in **Figure 2-11**.

Figure 2-11: Cycling Catchment



2.6.9 It can be seen in **Figure 2-11** that the many key destinations within Central London, such as Liverpool Street, Waterloo and London Bridge stations and Oxford Street, can be reached within a 20-minute cycle.

2.7 KEY CONSIDERATIONS AND CHALLENGES

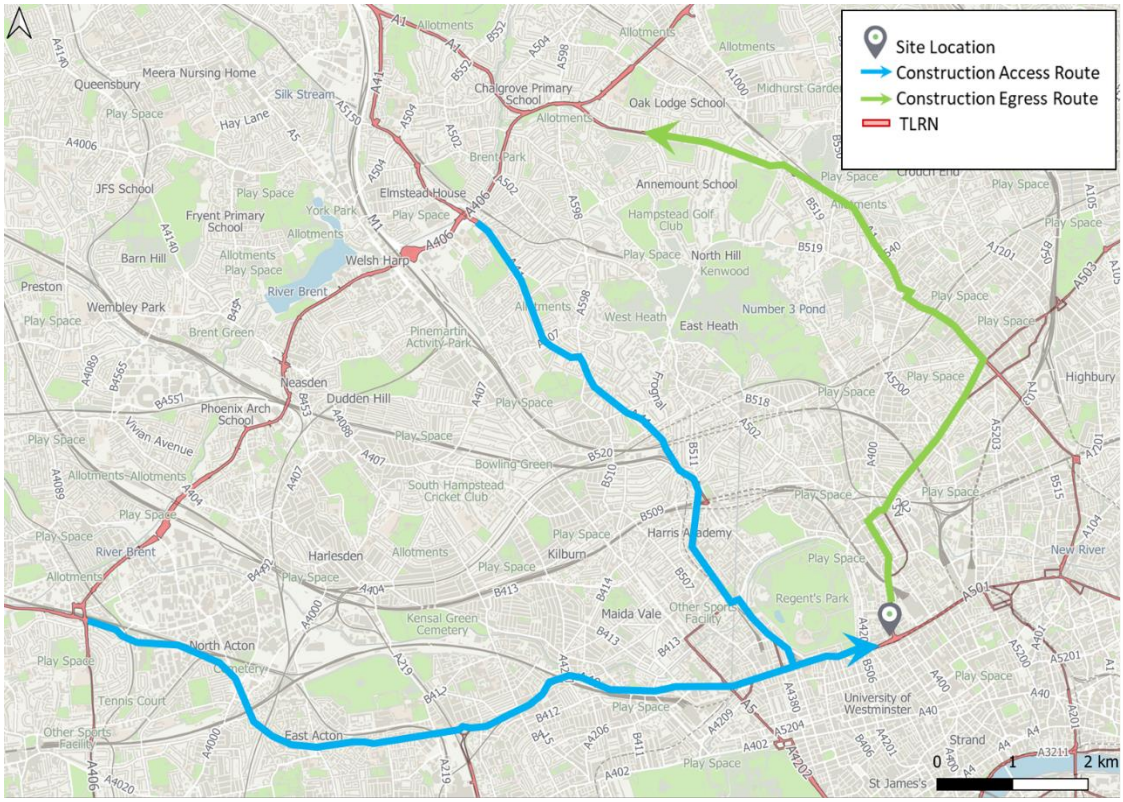
2.7.1 The following key considerations and challenges have been identified at the Site within the local area:

- Land use in the vicinity of the Site is predominantly commercial and residential, leading to a number of non-motorised users in the local area;
- Minimising impact to the local highway network, including pedestrian, cyclists and buses.
- Ensuring safe access to the construction Site from Euston Road, Hampstead Road and Longford Street; and
- Ensuring that access to the surrounding properties is maintained throughout the construction programme.

3 VEHICLE ROUTING AND SITE ACCESS

3.1.1 The regional, local and site boundary vehicle routing plans are reproduced below and provided to scale in **APPENDIX B.**

Figure 3-1: Regional Routing Plan

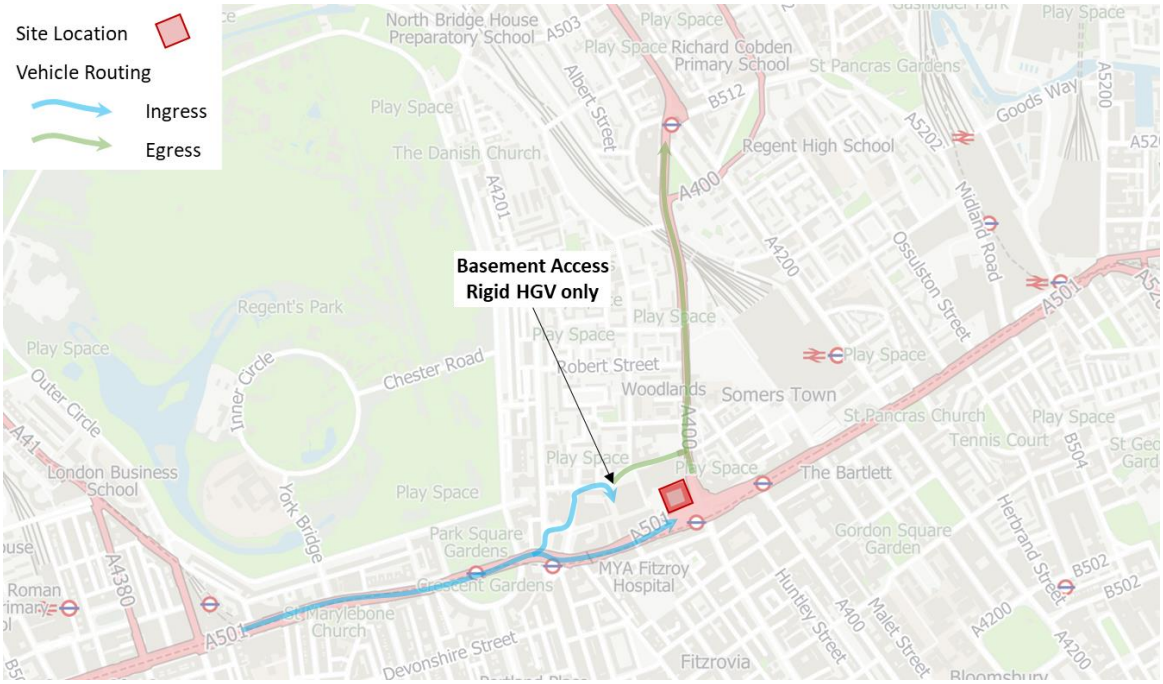


3.1.2 **Figure 3-1**, the regional plan shows the access from the Strategic Road Network (M4 and M1) via the A40 and A41. Local entry access is then via Euston Road to the site or Longford Street to access the existing basement. Egress is via Hampsted Road to the north and connecting to the Strategic Road Network via the A1.

3.1.3 The route avoids local residential streets and TfL identified cycle routes. It provides the most appropriate routing for access to the site.

3.1.4 Open Street Map identifies a regional cycle route on Hampstead Road. All drivers and subcontractors will be briefed that increased numbers of cyclists may be found in this location, and adjacent to the site traffic marshals will ensure safe discharge of vehicles from the site onto Hampstead Road. There is also a local cycle route on Longford Street and Drummond Street, which form part of the construction route, and all drivers and subcontractors will be notified that increased numbers of cyclists may be found in this location

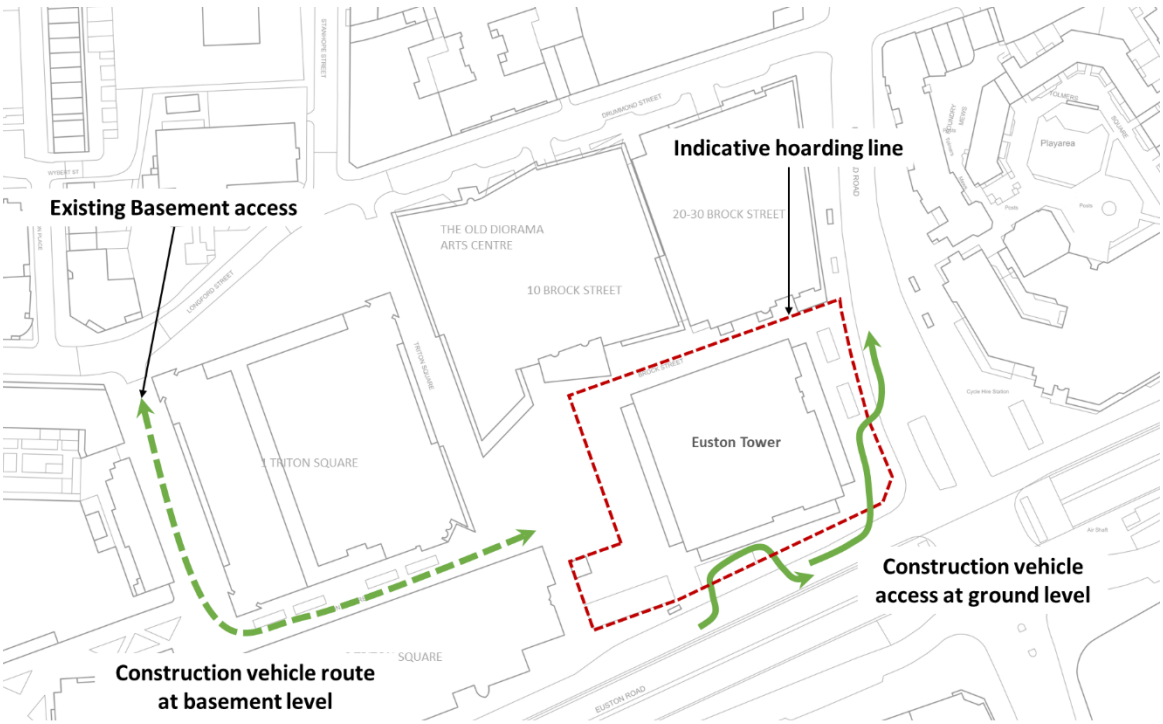
Figure 3-2: Local Routing Plan



3.1.5 **Figure 3-2**, the local context plan shows the local routing on from the Euston Road to the site, or via Osnaburgh Street and Longford Street to access the basement. There is no turn back routes or lorry holding areas identified at this stage, and any mistimed deliveries will be required to wait at lorry holding areas once identified.

3.1.6 Routes that are not identified in the routing plans are off limits to site traffic over 3.5 tonnes.

Figure 3-3: Site Set Up Plan



3.1.7 **Figure 3-3,** the site boundary plan shows the site vehicular access. Vehicles will access via the existing basement ramp on Longford Street or enter the ground level from the Euston Road off-slip and exit northbound via Hampstead Road. Qualified traffic marshals will aid vehicles entering and existing the site. When vehicles are accessing the site, the Stop Works Sign will be used.

3.1.8 It is anticipated that the largest lorry type utilized during the construction of the development will be a maximum legal articulated lorry or low-loader. These vehicles will enter the Site at ground level via the Euston Road off-slip and exit the Site via Hampstead Road. Articulate vehicles cannot access the basement due to hight and length constraints and therefore have to access the Site at ground level.

3.1.9 Other vehicles expected on site will consist of standard tipper, skip lorries and smaller delivery vehicles. These can access the Site via either the existing basement ramp, or via Euston Road off-slip and Hampstead Road.

3.1.10 Swept Path analysis for construction vehicles expected to access the site are provided in **APPENDIX C.**

CONSTRUCTION VEHICLE ROUTING BY PHASE

3.1.11 Where possible, use of the existing basement will be maximised, but access is restricted by vehicle length and height.

3.1.12 The development will be delivered over three main phases:

- Phase 0 – Enabling Works
- Phase 1 – Site set up and Deconstruction to Ground Level
- Phase 2 – Construction Works

3.1.13 Therefore, vehicle access locations by construction phase are set out below:

PHASE 0

- Enabling Works - 90% via basement, 10% at ground level

PHASE 1

- Site setup and demolition - 90% via basement, 10% at ground level.
- Basement excavation and piling - 50 % via basement and 50% at ground level.

PHASE 2 – BELOW GROUND CONSTRUCTION

- Sub-structure - 50 % via basement and 50% at ground level.

PHASE 2 – ABOVE GROUND CONSTRUCTION

- Super-structure - 40% via basement and 60% at ground level.
- Cladding - 10% via basement and 90% at ground level
- Fitout, testing and commissioning - 10% via basement and 90% at ground level
- Public Realm - 10% via basement and 90% at ground level

4 CONSTRUCTION PROGRAMME AND METHODOLOGY

4.1.1 Planning for demolition and construction is understandably at a preliminary stage and may be subject to review and modification during detailed construction planning. For this reason, the following information is based on reasonable assumptions in the construction programme and the collective experience of the consulting team with similar projects. Nevertheless, the indicative programme at this stage is representative of a programme that is reasonable and achievable. The programme presents the likely sequence of activities, site logistics and the mitigation measures that will be implemented.

4.1.2 The development will be delivered over three main phases:

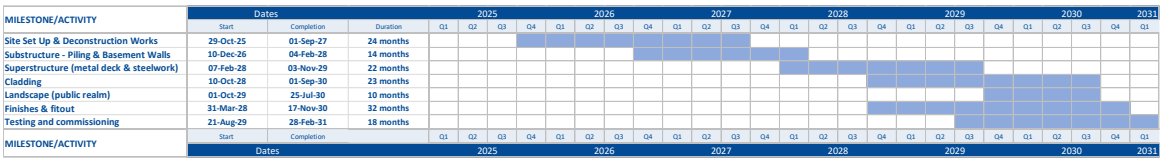
- Phase 0 – Enabling Works
- Phase 1 – Deconstruction works; and
- Phase 2 – Construction Works

4.1.3 The construction programme is expected to be of the order of 65 months. **Table 4-1** and **Figure 4-1** outlines the main activities to be undertaken and the approximate duration of the works. Some activities will occur concurrently. A larger version of the indicative construction programme is in **APPENDIX D.**

Table 4-1: Indicative Sequence of Works and Estimated Duration

Construction Task/Activity	Start Date (Quarter and Year)	Completion Date (Quarter and Year)	Duration
Site Set-up and Demolition Works	Q4 2025	Q3 2027	24 months
Substructure – Piling and Basement Walls	Q4 2026	Q1 2028	14 months
Superstructure (slabs and steelworks)	Q1 2028	Q3 2029	22 months
Cladding	Q4 2028	Q3 2030	23 months
Finishes and Fitout	Q4 2028	Q4 2030	32 months
Testing and Commissioning	Q3 2029	Q1 2031	18 months
External Works (Landscaping and public realm)	Q4 2029	Q3 2030	10 months

Figure 4-1: Indicative Construction Programme



4.2 CONSTRUCTION METHODOLOGY

4.2.1 Prior to the commencement of any site works, all occupiers surrounding the site will be notified in writing of the nature and duration of the works to be undertaken. The name and contact details of the person responsible for the site works will be included in the introductory letter, and this will be used for all enquiries and complaints for the entire duration of the works. and updates of work will be provided regularly, and any complaints will be properly addressed as quickly as possible as part of the Contractor's commitment to the Considerate Contractors Scheme.

4.2.2 The safety of the public and protection of pedestrians will be provided for at all times by having the construction area, materials storage areas and waste storage areas either hoarded or fenced with lockable access. Relevant signage will be erected to ensure adequate warning/information regarding the health and safety of the public.

ENABLING WORKS

4.2.3 All site boundaries will be totally enclosed by clean, safe and well-maintained hoardings. These hoardings will be designed to allow the displaying of relevant signage and notice boards to ensure good communication with the local neighbourhood. Low-voltage bulkhead lights will be installed as part of the hoardings to ensure footpaths, signage, and notice boards are well-lit.

4.2.4 During this period, the office welfare accommodation will be set up along with access routes and temporary services.

DECONSTRUCTION

4.2.5 The initial period of the deconstruction programme will involve the installation and setup of the principal temporary works required for the deconstruction, namely a tower crane situated on top of the existing reinforced concrete lift core structure and the installation of a descending screen at the roof level, supported by a framework to enable the removal of the existing cladding.

4.2.6 As the works commence, the product of the deconstruction work will be moved to the ground level and basement levels for removal from the site. Deconstruction arisings will be transported to the basement level through an existing satellite lift shaft fitted with baffles, and demounted glass and metal mullions will be transported to ground level in a hoist situated in another satellite lift shaft.

4.2.7 Deconstruction arisings will be removed from the basement via eight-wheeled tipper vehicles that access the area from the Regent's Place Service Yard entrance on Longford Street, whereas demounted cladding and the like will be transported from the site via ground-level access from the Euston Road exit slip road entrance.

SUBSTRUCTURE

4.2.8 As the deconstruction works progress, the ground to the second-floor structure will be removed, leaving the cross shape of the original building, known as the pinwheel, in place. Once this 'podium' structure is removed, the ground-level slab will be removed to open the existing basement to blue sky.

4.2.9 It is currently anticipated that the basement wall to the south and east elevations will require support in the temporary condition.

4.2.10 Following the removal of the ground-level slab and the grubbing out of the existing basement slab construction, a piling mat will be installed, from which new piles will be installed. This will include piles for tower crane bases and the like. Once the piling works are completed and tower cranes installed as required, pile cap/raft construction will follow as the deconstruction works of the existing pinwheel to the basement level conclude.

4.2.11 As the pile cap/raft slab works continue, the construction of vertical elements to the underside of the proposed ground-level slab will follow, as will the ground-level slab itself.

4.2.12 In addition to deconstruction works, it is anticipated that an element of enabling works for the proposed steelwork substructure will be incorporated into the central core as the deconstruction lowers the existing building.

CONSTRUCTION

4.2.13 Upon completion of the ground floor, superstructure work and floor installation will commence.

4.2.14 Structure will be installed over three levels to accommodate the fascia bracing to the structure, followed by three levels of installation to provide the floor structure. This process will continue to rise up the building, utilising the tower cranes for installation.

4.2.15 Once the superstructure has reached an appropriate height, the installation of the unitised cladding panels will commence to follow the superstructure steelwork and precast planks.

4.2.16 Mechanical and electrical installation will occur concurrently with the superstructure and cladding works, and fitout works will follow once a floor is enclosed and weathertight.

4.2.17 Following the completion of the superstructure and cladding works, the external cranes and hoists will be dismantled.

EXTERNAL WORKS/LANDSCAPING

4.2.18 External works and landscaping for the Proposed Development would be undertaken at the end of the construction programme. Along with the proposed landscaping and public realm works, making good of any temporary arrangements and/or any damage to footpaths surrounding the site may be required.

5 STRATEGIES TO REDUCE IMPACT

5.1 OVERVIEW

5.1.1 Several strategies and measures are planned to reduce the impacts of construction and construction traffic on the local area. The planned measures can be categorised as follows:

- **Committed**: measures that will be implemented as part of the Detailed CLP.
- **Proposed**: measures that are feasible and likely to be implemented. Once a contractor is appointed, these measures will be studied further and confirmed within the Detailed CLP.
- **Considered**: measures that are unlikely to be implemented or feasible but could be investigated or become relevant in the future.

5.1.2 **Table 5-1** below summarises the planned measures for the construction of the proposed development.

Table 5-1: CLP Mitigation Measures

PLANNED MEASURES	COMMITTED	PROPOSED	CONSIDERED
MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out-of-peak deliveries			x
Re-timing for out-of-hours deliveries			x
Use of holding areas and vehicle call-off areas	x		
Use of logistics and consolidation centres			x
Vehicle choice	x		
MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT			
Freight by water			x
Freight by rail			x
MATERIAL PROCUREMENT MEAURES			
Design for off-Site manufacture			x
Re-use of material on-Site		x	
Smart procurement		x	
OTHER MEASURES			
Collaboration with other Sites in the area			x
Implement a Staff Travel Plan	x		

5.1.3 The key measures will be outlined within the Detailed CLP upon the appointment of a Principal Contractor; however, an overview and summary of the measures are outlined below.

5.2 GENERAL MEASURES

5.2.1 To reduce the risk of potential conflict, this section has been prepared and will be updated with regard to adjacent works coming forward during the construction programme.

5.2.2 Key aspects include:

- Commitment to utilising suppliers who meet a minimum Freight Operators' Recognition Scheme (FORS) Silver Level, any vehicles found in breach of this are in breach of the CLP and enforcement action can be taken as necessary;
- Undertaking a Condition Survey to review the existing condition of adjacent property including road and pavement condition before any construction activities on the Site can begin (carried out before works commence, copied to the Highway Authorities);
- Restricted delivery times to avoid school hours (to be agreed upon with LBC);
- Construction vehicles will be required to utilise the designated routes within this CLP. Any deviations from this routing will be agreed upon with the Highway Authorities ahead of the required deviation;
- Monitoring (CCTV facilities funded by the Applicant);
- Traffic management (using Banksmen, Chapter 8/Red Book compliant management);
- Holding areas (e.g. internal within the Site or on the public highway – if agreed with the Highway Authority before undertaking the works);
- Neighbours and Public Liaison (contact details of the Site Manager/ Liaison Manager, regular updates to working groups, local interest parties);
- Cyclists (equip construction vehicles with side-bars, blind spot mirrors and detection equipment, subscription to Construction Logistics and Community Safety (CLOCS) best practice);
- Utilise suppliers who comply/register with Work Related Road Risk (WRRR) which is a freight safety initiative aligned with the Mayor's Vision Zero approach to road danger reduction.
- Utilise suppliers who register vehicles with the Non-Road Mobile Machinery (NRMM) Low Emission Zone which require all engines to meet an emission standard based on the engine emission;
- Waste Management (if required, set waste reduction targets through an Site Waste Management Plan (SWMP), monitor and manage reduction/re-use/recycling etc.); and
- Utility coordination (liaison with providers during works programme to check and manage overlaps, liaise with adjoining Sites).

5.2.3 The key general measures are discussed in more detail below:

FREIGHT OPERATORS' RECOGNITION SCHEMES (FORS)

5.2.4 It is required that all transport/haulage providers of vehicles making journeys to the Site are committed to best practice, demonstrated by the membership of TfL's FORS, meeting a silver level at a minimum. The contractor will require a confirmation of accreditation from transport providers to approve delivery slots. This is to be confirmed at the Detailed CLP stage.

5.2.5 Any vehicles in breach of this are in breach of the CLP, and enforcement action can be taken as necessary.

CONSTRUTION LOGISTICS AND COMMUNITY SAFETY (CLOCS)

5.2.6 The appointed Principal Contractor and all Subcontractors will have the requirement to abide by, comply and adhere to the CLOCS Standards for construction logistics throughout the duration of the contract. This sets out a set of standards for items such as traffic routing; warning signage; side underrun protection; blind-spot minimisation; vehicle manoeuvring warnings; driver training, development and licensing; collision reporting; control of site access and egress; vehicle loading and unloading on site.

5.2.7 The Principal Contractor will use Subcontractors and Suppliers that are members of the Fleet Operator Recognition Scheme (FORS) and accredited with a minimum of Sliver standard (Target Gold). By only using such sub-contractors and suppliers we will be working with organisations that are CLOCS compliant.

5.2.8 All deliveries will be made to the site using vehicles and hauliers with FORS accreditation (Target Gold) and compliant with the requirements of the CLOCS standards.

5.2.9 In addition to the requirements of FORS and CLOCS schemes, contractors must operate DVS (Direct Vision Standard) to a minimum of three stars.

RESTRICTED DELIVERY TIMES AND BOOKING

5.2.10 Large/heavy Site traffic deliveries and arrivals to the Site, or arrivals in proximity to the Site, are to be limited between the hours agreed with the Highway Authority.

5.2.11 A delivery scheduling system is planned to control and manage the timings of deliveries. Booking availability will be determined by unloading space available, activities on Site and managed carefully to minimise impacts on the local transport network. A comprehensive daily delivery schedule will be maintained, and unauthorised deliveries will be turned away until the approved procedure has been followed.

5.2.12 Construction staff on Site will be prepared for the arrival of all vehicles to prevent vehicles from needing to wait on the public highway. Deliveries will be made 'just in time to minimise the amount of space required on Site for construction materials. Hard copies of daily delivery schedules will be displayed at prominent locations, e.g., provided at the gate/offloading points, at hoists and also issued to drivers, forklift drivers and any other materials handling equipment operators, all of whom need to be in constant radio communication with one another. All radio users will be trained on correct radio procedures and protocols.

5.2.13 A rota system will require all deliveries to be pre-booked at least 24 hours in advance to avoid on-Site and off-Site congestion by spreading the resulting traffic over a longer period.

REVERSE LOGISTICS

5.2.14 It is proposed that whenever possible, delivery vehicles will take surplus or unused materials back to the source supplier; therefore, suppliers who operate using reserve logistics will be prioritised as this will reduce waste and vehicle movements. Reverse logistics will also consider the movement of products and materials from salvaged buildings to the new construction Site.

DELIVERY-SPECIFIC LEGAL AGREEMENT

5.2.15 The Applicant may commit to entering into a delivery specific legal agreement with the Highway Authority governing the behaviour of construction delivery traffic and the number of daily vehicles.

ABNORMAL LOADS

5.2.16 Any abnormal loads will be planned in advance and agreed upon with the Highway Authority.

CONSOLIDATION CENTRES

5.2.17 The use of an off-Site construction consolidation centre will be investigated; however, the booking system will allow deliveries to be managed efficiently. Where possible, vehicles will be fully loaded, thereby minimising the number of vehicle trips made by tipper trucks and concrete mixing trucks.

5.2.18 Smart procurement will be encouraged to share suppliers and minimise the number of construction vehicle trips. Smart procurement in construction helps to reduce onsite costs and minimise waste, while achieving a 'right first time' delivery. By simplifying processes, the contractor will reduce the risk of errors and will streamline its decision-making process which will lead to productivity and efficiency benefits in the procurement and construction phases.

5.2.19 All suppliers will be made aware of access and routing requirements.

5.2.20 Once appointed, the contractor will investigate the opportunity to collaborate with other local construction Sites.

ENABLING WORKS

5.2.21 Enabling works may be required for the proposed vehicle crossovers to be suitable for construction vehicles. The Applicant would contact TfL to establish acceptable parameters for the construction of the crossovers to ensure they can withstand the weight of construction vehicle traffic.

5.2.22 If any temporary suspensions are required to accommodate larger deliveries and construction vehicles, such vehicle arrivals will be planned and agreed upon in advance with the Highway Authority to facilitate temporary suspension of parking and/or restrictions.

5.2.23 These and any measures to return the carriageway to its previous state (if damage occurs) will be paid for by the Applicant.

5.2.24 Regarding a photographic survey of the highway and footway adjacent and leading to their Site (the extent of which is to be agreed upon with the Highway Authority), the Principal Contactor shall lodge digital copies of these images with the Highway Authority before the start of works. These images will form the basis for assessing any highway damage at the conclusion of works, which the developer shall then make good.

5.2.25 Failure to do so will result in all highway defects adjacent to the Site being attributed to the Site traffic and operation.

SITE ACCESS MONITORING

5.2.26 The Applicant may install CCTV on their Site, which shall include cameras monitoring all Site vehicle access and egress points. The data from these cameras is to be retained for at least two weeks after the time of recording and is to be made available in full to the Highway Authority officers upon request and in reasonable time.

VEHICLE CLEANING

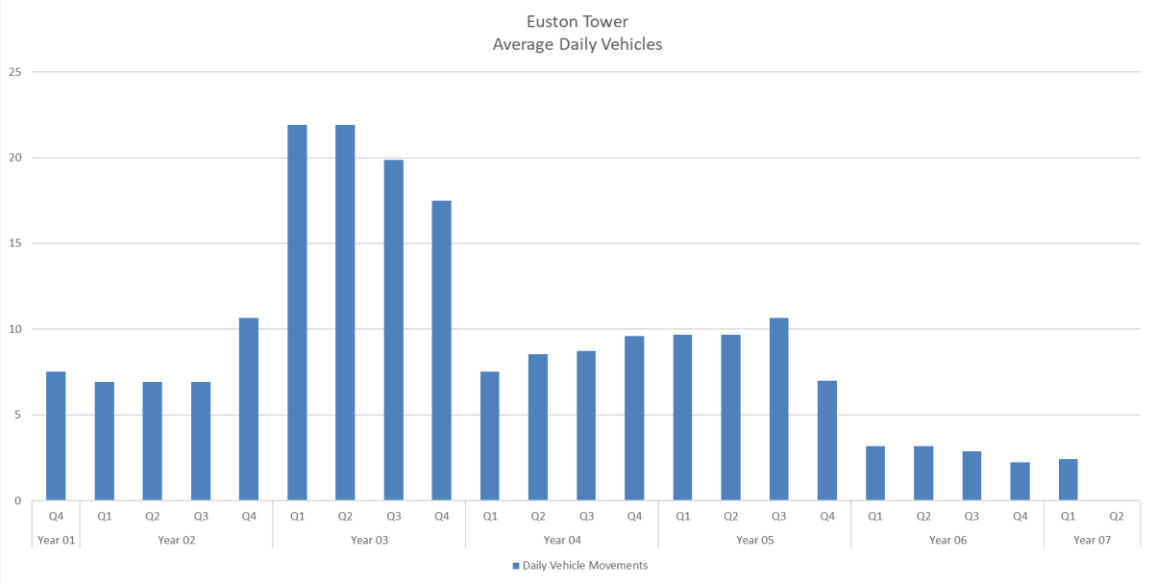
5.2.27 To prevent the contamination of the local roads, a proprietary wheel wash system and a jet wash will be in place inside the Site delivery gates to clean the wheels and undercarriage of vehicles during the demolition, substructure and superstructure phases. The traffic marshal will check each vehicle for cleanliness before allowing the vehicle to leave the Site. Working will be selected to minimise the release of dust.

6 ESTIMATED VEHICLE MOVEMENTS

6.1 CONSTRUCTION TRAFFIC MOVEMENTS

6.1.1 Based on the indicative programme and construction information, the estimated number of construction vehicle trips (two-way) for both LGVs and HGVs is summarised in **Figure 6-1**. The anticipated monthly number of vehicles is expected to peak during Q1 and Q2 of the third year of the demolition and construction period. The peak will generate circa 22 vehicles or 45 two-way vehicle movements per day.

Figure 6-1: Estimated Construction Vehicles



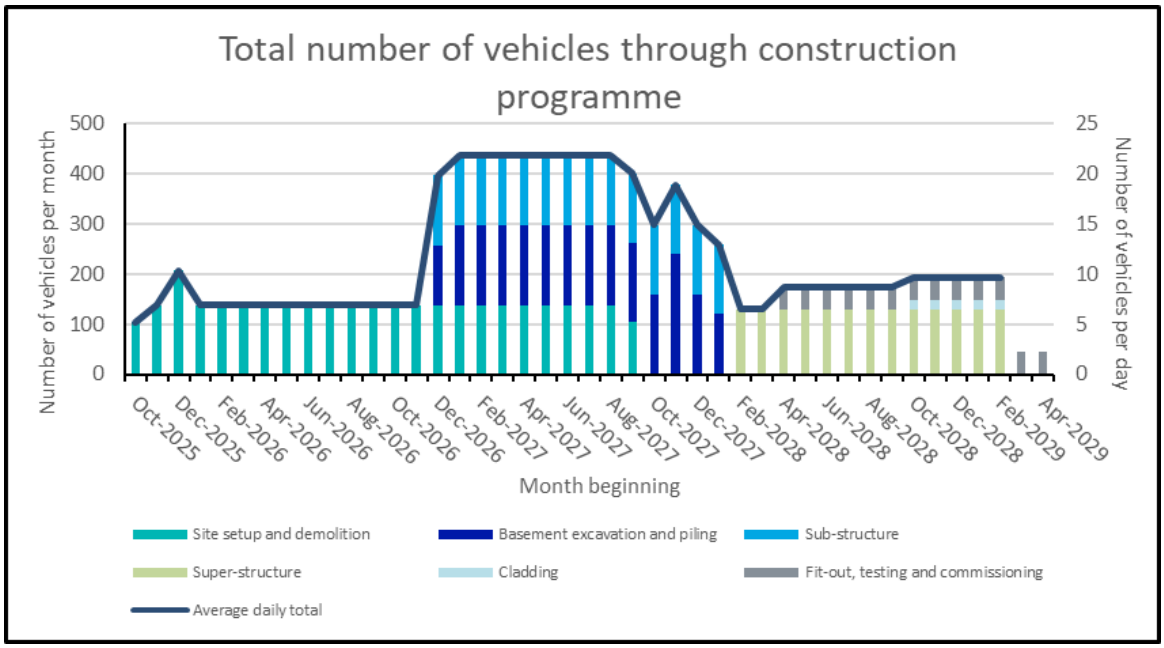
6.1.2 The number of vehicles accessing the site summarised in **Table 6-1** has been estimated based on our previous experience, proposed programme, and construction methodology.

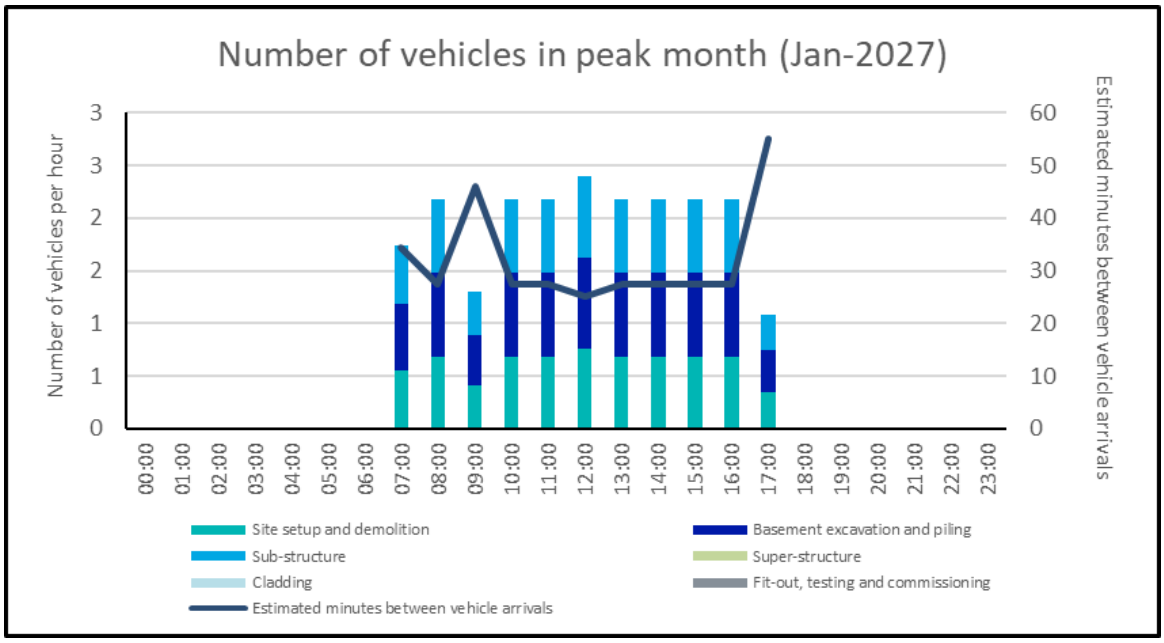
Table 6-1: Estimated Construction Vehicles – Monthly and Daily

Construction Task/Activity	Period of Stage	Estimated Number of Monthly Trips	Peak No. of Trips (Daily)
Site Set-up and Demolition Works	Q1 2025 – Q4 2026	206	10
Substructure – Piling and Basement Walls	Q1 2026 - Q2 2027	238	12
Superstructure (slabs and steelworks)	Q3 2027 - Q3 2029	139	7
Cladding	Q3 2027 - Q2 2030	129	6
Finishes and Fitout	Q2 2027 - Q1 2030	19	1
Testing and Commissioning	Q3 2029 - Q2 2030	91	5
Peak period of Construction	**Q1 2027**	**435**	**22**

6.1.3 **Figure 6-1** illustrates the peak hourly volumes of construction vehicles anticipated during construction based on estimations of construction material volumes and the programme within **Figure 4-1**.

Figure 6-2: TfL CLP Tool Graphs





6.1.4 Around ten construction vehicle arrivals and ten construction vehicle departures are expected on a typical/average day. Peak demand is expected to generate circa 22 vehicle arrivals and 22 vehicle departures per day.

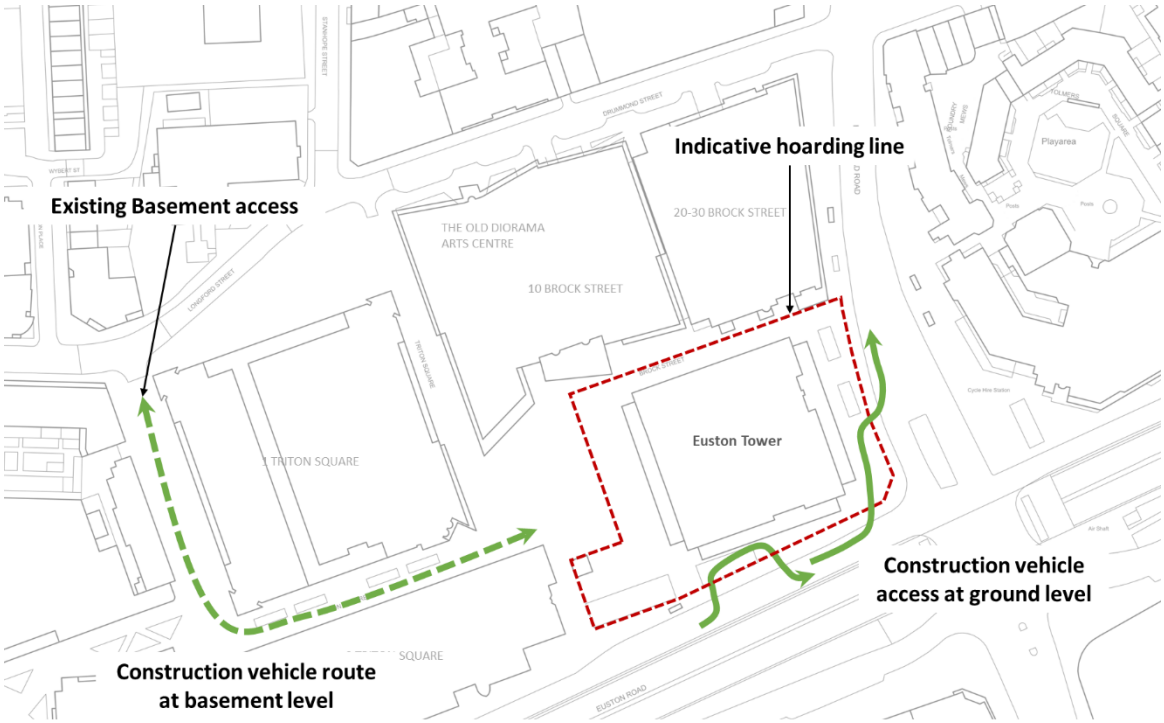
6.1.5 The peak demands can be accommodated on the transport network with minimal impact. Vehicles will access and egress directly from the strategic road network.

6.1.6 No construction staff car parking will be provided on site and no construction workers are expected to travel by car.

6.1.7 As set out in **Section 4**, all construction vehicles will access the Site from the west and then enter via the existing basement on Longford Street or via new construction vehicle crossovers on Euston Road off-slip. All vehicles will exit the site to the north via Hampstead Road from the existing basement or via new construction vehicle crossovers on Hampstead Road.

6.1.8 The initial logistics strategy is shown in **Figure 6-3.**

Figure 6-3: Indicative Construction Logistics Strategy



VEHICLE ROUTING AND ESTIMATED MOVEMENTS BY PHASE

6.1.9 Where possible, use of the existing basement will be maximised, but access is restricted by vehicle length and height, meaning that larger articulated vehicles have to access the site at ground level. Based on the estimated vehicle movements for each construction task, vehicles have been distributed between the basement access and ground level site access for each phase of construction.

6.1.10 The development will be delivered over four main phases:

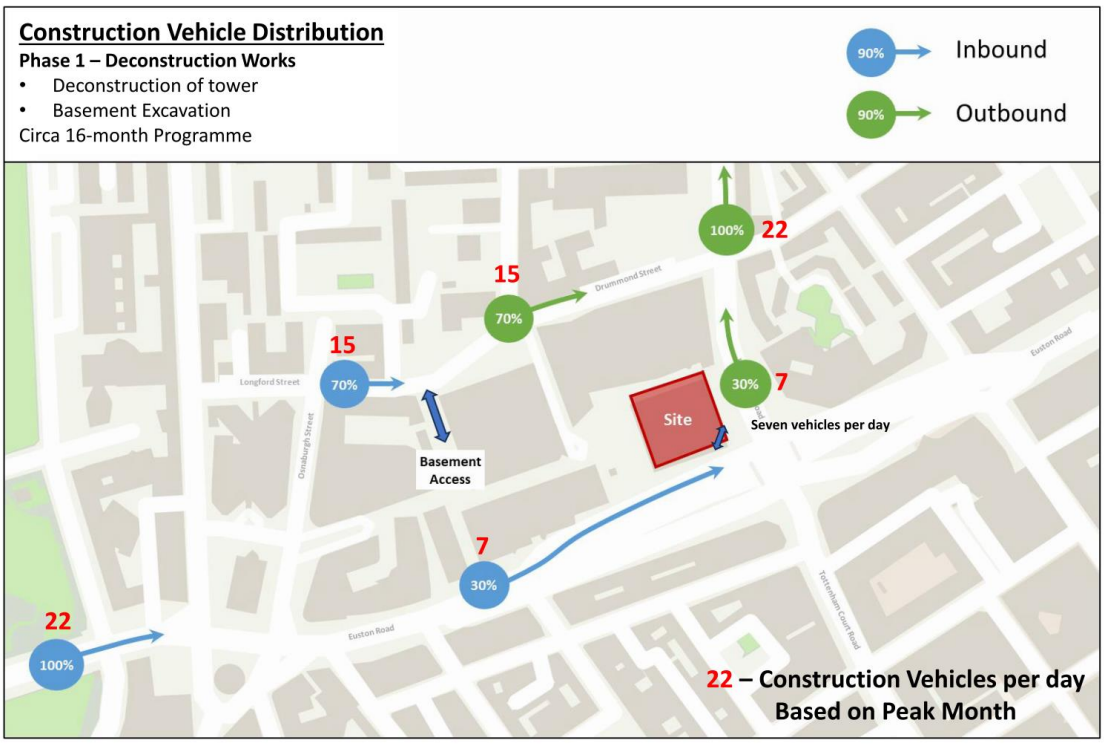
- Phase 0 – Enabling Works;
- Phase 1 –Deconstruction Works;
- Phase 2 – Construction Works

PHASE 1 – DECONSTRUCTION

- Site setup and deconstruction - 90% via basement, 10% at ground level.
- Basement excavation and piling - 50 % via basement and 50% at ground level.

6.1.11 It is expected that the peak month for construction vehicles will occur during Phases 1 and 2 where an estimated 22 vehicles per day (45 two-way movements) are expected. The construction vehicle distribution is shown in **Figure 6-4.**

Figure 6-4: Construction Vehicle Distribution – Phase 1

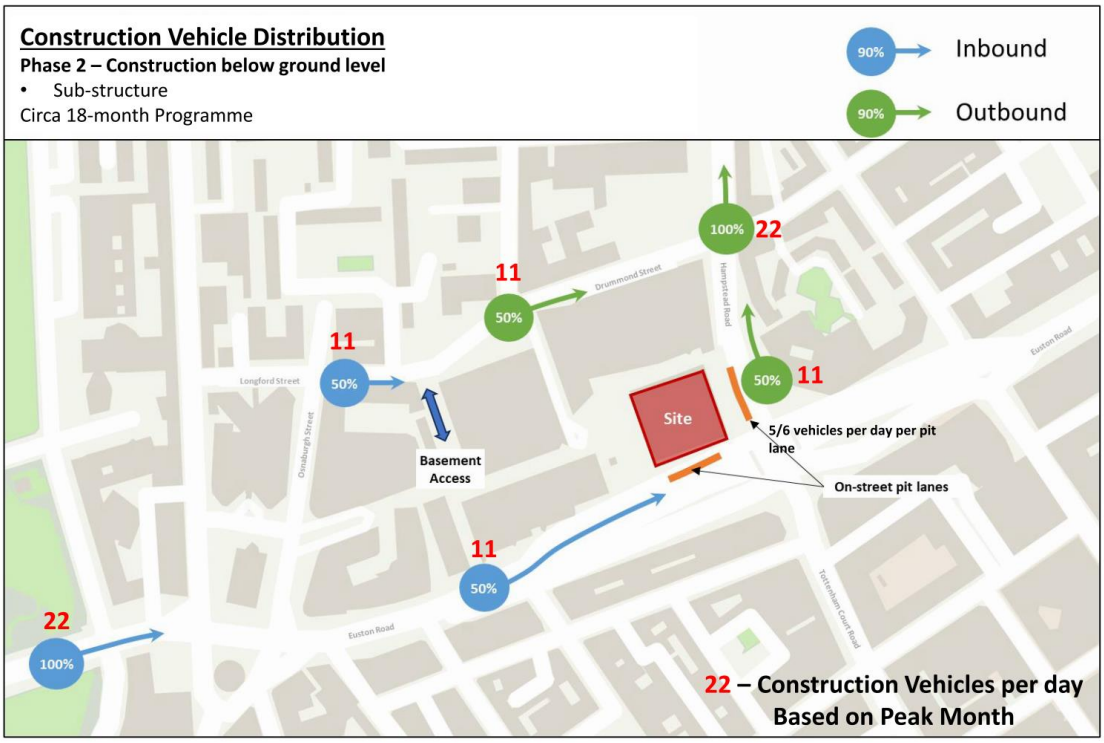


PHASE 2 – BELOW GROUND LEVEL CONSTRUCTION

- Sub-structure - 50 % via basement and 50% at ground level.

6.1.12 It is expected that the peak month for construction vehicles will occur during Phases 1 and 2 where an estimated 22 vehicles per day (44 two-way movements) are expected. The construction vehicle distribution is shown in **Figure 6-5.**

Figure 6-5: Construction Vehicle Distribution – Phase 2 – Below Ground

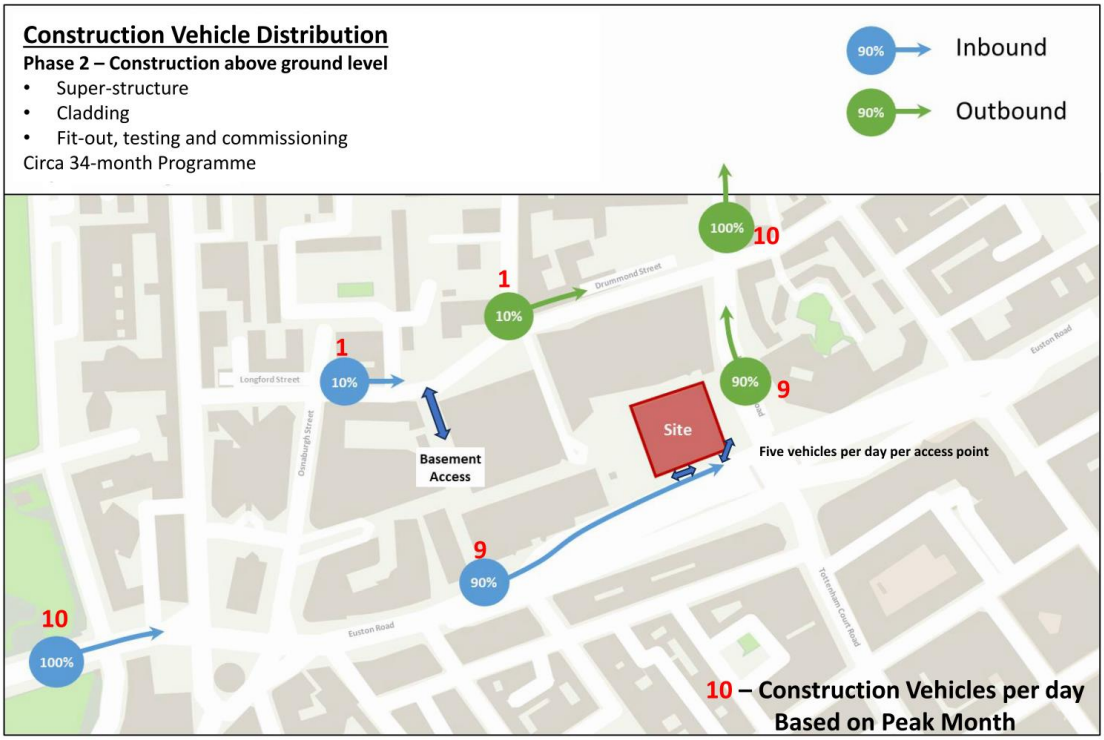


PHASE 2 – ABOVE GROUND LEVEL CONSTRUCTION

- Super-structure - 40% via basement and 60% at ground level.
- Cladding - 10% via basement and 90% at ground level.
- Fitout, testing and commissioning - 10% via basement and 90% at ground level.
- Public Realm - 10% via basement and 90% at ground level.

6.1.13 It is expected that during Phase 2 above ground construction, the peak construction trips will be reduced from Phases 1 and 2 below ground construction, and it is estimated that a peak of eleven vehicles per day (22 two-way movements) are expected. The construction vehicle distribution is shown in **Figure 6-6.**

Figure 6-6: Construction Vehicle Distribution – Phase 2 – Above Ground



7 CONSTRUCTION LOGISTIC STRATEGY

7.1 EXISTING CONSTRAINTS

SITE CONSTRAINTS

7.1.1 The Site is bound by Euston Road off slip (eastbound) to the south, Hampstead Road (two-way) to the east, Brock Street to the north and Regent's Place Plaza to the west both of which are pedestrianised.

7.1.2 Hampstead Road to the east of the Site comprises four traffic lanes, made up of a northbound bus and cycle lane, and a general traffic lane. Southbound is the same configuration with a shared bus and cycle lane and one general traffic lane. Adjacent to the northeast of the corner of the Site, the northbound Hampstead Road bus stop and flag are located as shown in **Figure 7-1**.

Figure 7-1: Hampstead Road Bus Stop

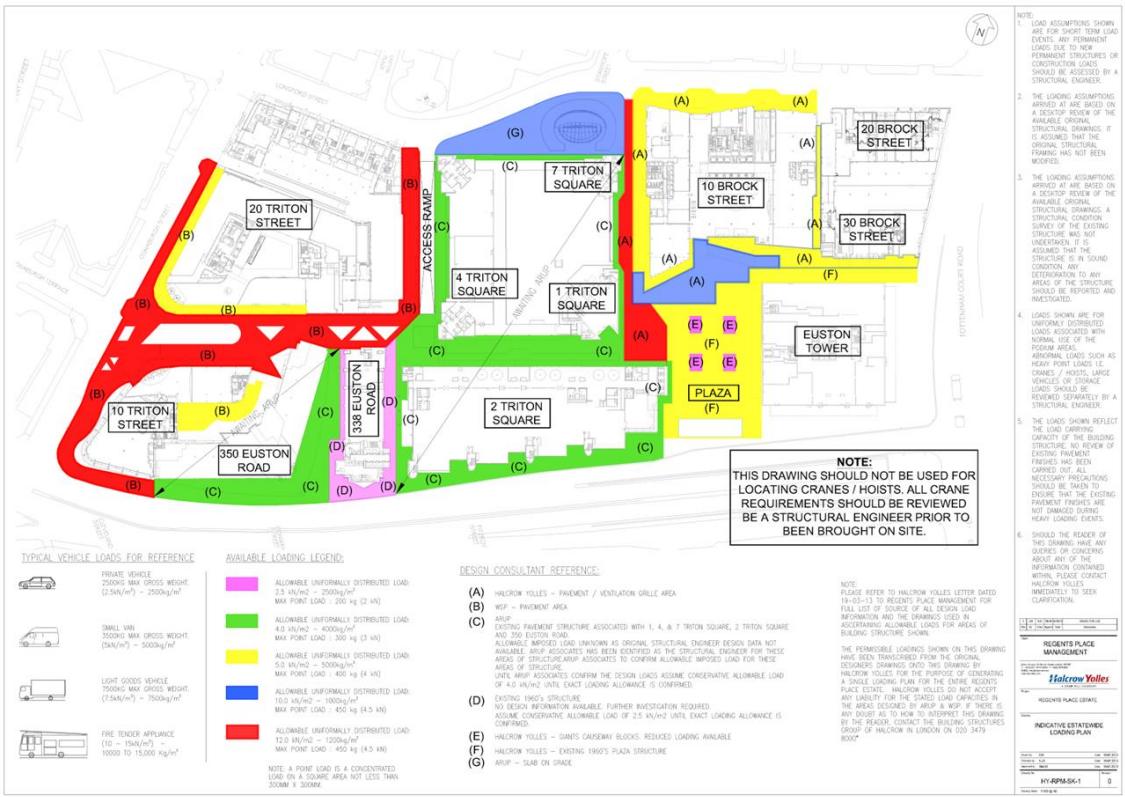
7.1.3 Euston Road off-slip to the south comprises three eastbound traffic lanes. The left flare comprises Bus Stop KA Warren Street and is a left turn only flare. The middle lane is straight on to Euston Road on-slip and North Gower Street. The right lane is straight on and right to Euston Road and Gower Street south. The Euston Road off-slip bus stop and shelter are shown in **Figure 7-2.**

Figure 7-2: Euston Road off-slip Bus Stop

7.1.4 Vehicle access via Brock Street is restricted due to the existing Hampstead Road bus stop, the tree of importance and overhang from neighbouring buildings as shown in **Figure 7-1.**

7.1.5 The Regent's Place Plaza to the west of the Site has a 5T weight restriction over the basement below restricting vehicle access to the Site as shown in **Figure 7-3** and included in **APPENDIX E.**

Figure 7-3: Indicative Estate wide Loading Plan

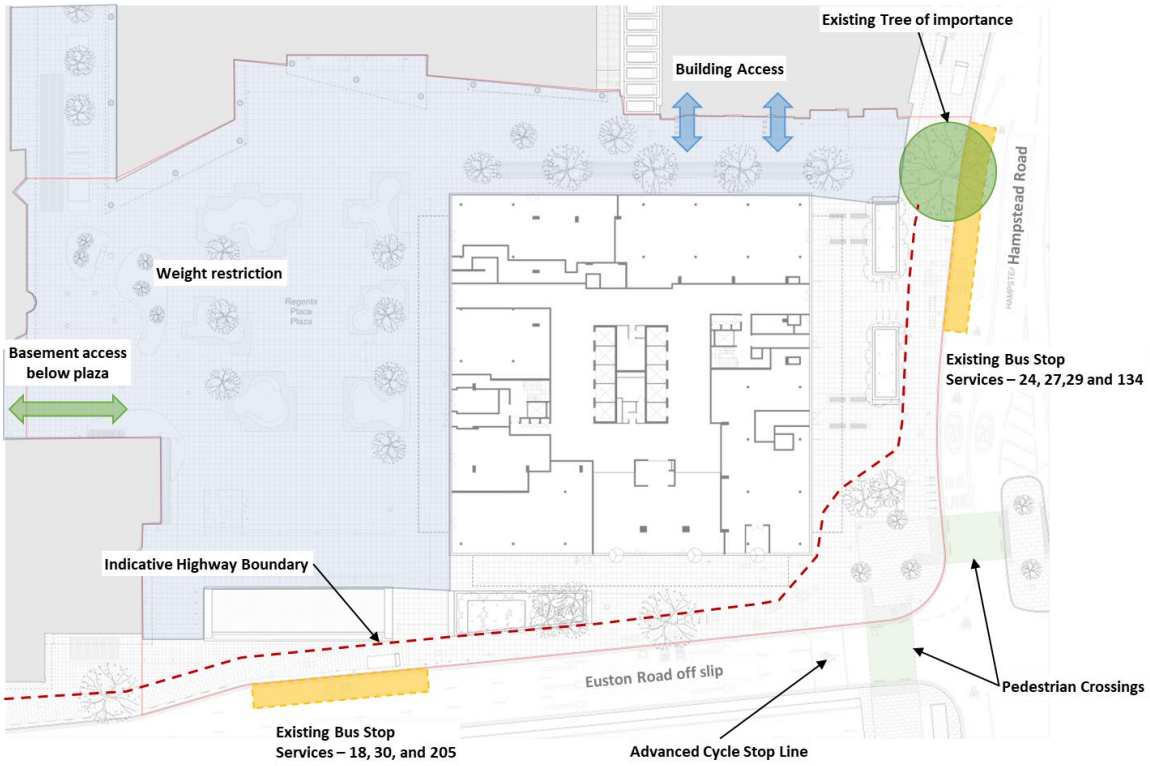


7.1.6 Due to constraints within the basement, vehicle access is restricted to rigid HGVs only up to 12m in length and a maximum height of 4.1m.

7.1.7 Based on vehicle access constraints to the Site, the Euston Road off-slip to the south and Hampstead Road to the east are the only vehicle access locations that can accommodate the articulated vehicles that are necessary during construction.

7.1.8 **Figure 7-4** shows the existing site constraints in terms of ground level vehicle access.

Figure 7-4: Existing Site Constraints



INITIAL CONSTRUCTION LOGISTIC STRATEGY

7.1.9 The development will be delivered over three main phases:

- Phase 0 - Enabling
- Phase 1 – Deconstruction Works
- Phase 2 – Construction Works

SITE ACCESS

7.1.10 The proposed logistics plan for the Site incorporates the following key features:

- Use of the existing basement servicing area will be maximised, but is limited due to vehicle height and length constraints;
- Products and materials will be delivered to the Site by vehicle and unloaded within the Site boundary. Marshals will strictly control any movements through the access, and short-term temporary barriers will be erected to safeguard pedestrians where required; and

- Access and egress to the site are to be controlled by banksman.

CONSTRUCTION VEHICLE ACCESS

7.1.11 Vehicular movements to and from the site will be controlled and managed. Separate access gates will be provided for pedestrian and vehicular access to the site. A plan of the immediate site will be provided to all delivery companies, clearly showing the access and exit points for all vehicles.

7.1.12 To facilitate the construction of the development, a qualified banksman will be on hand to ensure the safe access and egress of construction vehicles. As set out within the Health and Safety Executive (HSE) guidance, the traffic marshal directing vehicle movements will be trained and authorised.

7.1.13 Trained traffic marshals will be responsible for facilitating unloading/loading goods to the Site/from the correct offloading zone and storage areas to ensure safe unloading practices.

7.1.14 The main access points for construction vehicles will be:

- via the existing Longford Street basement access, which cannot accommodate articulated vehicles;
- from the Euston Road off slip and exiting the site onto Hampstead Road; or
- via pit lanes on Euston Road off slip and Hampstead Road during Phase 2 of construction.

PHASE 0 – ENABLING WORKS AND SITE SET UP

7.1.15 Phase 0 of construction involves:

- UKPN substation construction
- Site set-up
- One construction vehicle entry and one exit point on Euston Road off-slip
- No changes to the highway layout

PHASE 1 –DECONSTRUCTION – CIRCA 16-MONTHS

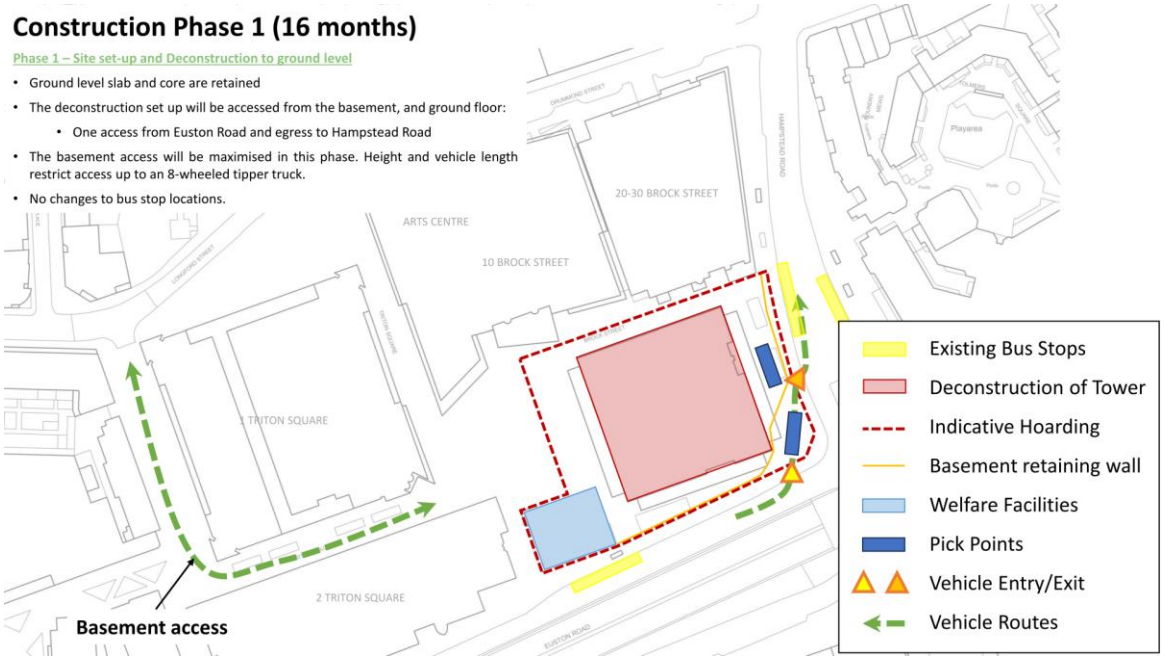
7.1.16 Phase 1 of construction involves:

- Ground level slab and building core are retained
- The deconstruction set up will be accessed from both the basement, and ground floor
- One construction vehicle entry from Euston Road and one exit to Hampstead Road
- The basement access will be maximised in this phase. Height and vehicle length restrict access up to an 8-wheeled tipper truck.
- No changes to the highway layout

7.1.17 The site layout and construction access points for Phase 0 and 1 are shown in **Figure 7-5** and **Figure 7-6.**

Figure 7-5: Construction Logistics Strategy – Phase 0

Figure 7-6: Construction Logistics Strategy – Phase 1



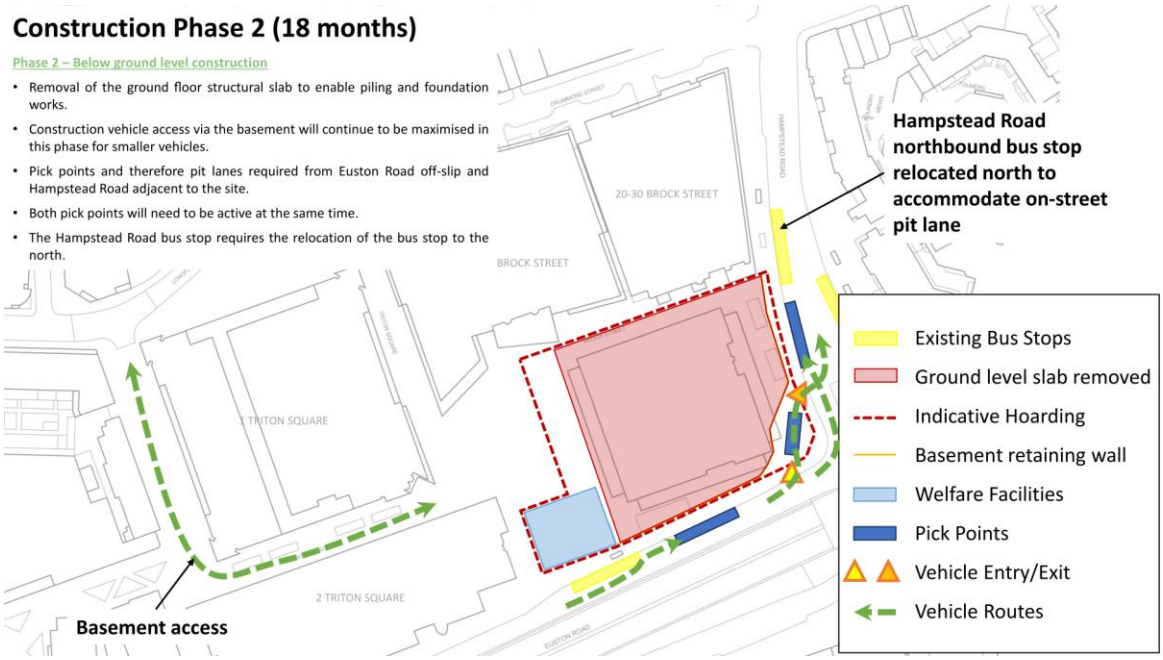
PHASE 2 – CONSTRUCTION BELOW GROUND LEVEL – CIRCA 18-MONTHS

7.1.18 This part of Phase 2 of construction involves:

- Removal of the ground floor structural slab to enable piling and foundation works.
- Construction vehicle access via the basement will continue to be maximised in this phase for smaller vehicles.
- Pick points and therefore pit lanes required from Euston Road off-slip and Hampstead Road adjacent to the site.
- Both pick points will need to be active at the same time.
- Changes to the highway are required and include the following:
    - Northbound shared bus and cycle lane removed on Hampstead Road adjacent to the Proposed Development; and
    - Northbound bus cage relocated to the north.

7.1.19 The site layout and construction access points for this part of Phase 2 is shown in **Figure 7-7**.

Figure 7-7: Construction Logistics Strategy – Phase 2 – Below Ground



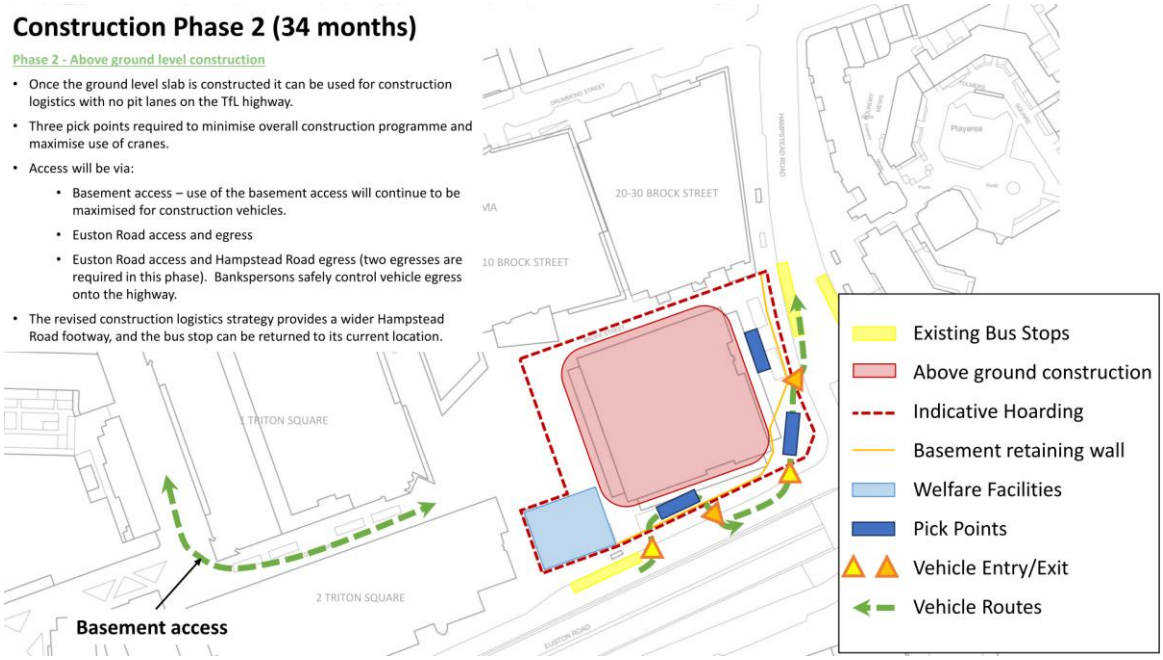
PHASE 2 – CONSTRUCTION ABOVE GROUND LEVEL – CIRCA 34-MONTHS

7.1.20 This part of Phase 2 of construction:

- Once the ground level slab is constructed it can be used for construction logistics with no pit lanes on the TfL highway.
- Three pick points required to minimise overall construction programme and maximise use of cranes.
- Access during this Phase will be via:
  - Basement access – use of the basement access will continue to be maximised for construction vehicles.
  - One construction vehicle entry and one exit point on Euston Road off-slip
  - One construction vehicle entry from Euston Road and one exit to Hampstead Road
- The revised building footprint provides a wider Hampstead Road footway, and the northbound bus stop can be returned to its current location.

7.1.21 The site layout and construction access points for this part of Phase 2 is shown in **Figure 7-8.**

Figure 7-8: Construction Logistics Strategy – Phase 2 – Above Ground



8 IMPLEMENTATION, MONITORING AND UPDATING

8.1 OVERVIEW

8.1.1 The Applicant is fully aware of the sensitive nature of the environment and the necessity to ensure that operations do not adversely affect neighbouring residents, businesses and the environment.

8.1.2 This Outline CLP sets out the principles and strategy for implementing, monitoring and updating the Detailed CLP. The exact details will be confirmed within the Detailed CLP.

8.1.3 In the first instance, the Outline CLP will be issued to LBC and TfL for review as part of the planning application. The local community will be consulted to identify any concerns about construction activity and traffic. An appropriate planning condition/obligation will secure the requirement for a detailed CLP to be submitted and approved before the Proposed Development's commencement. The principal contractor will prepare the detailed CLP.

8.2 IMPLEMENTING

8.2.1 The principal contractor will be responsible for implementing the CLP. It is expected that a Contractor and Driver Handbook will be used to distribute information which makes sure that all contractors are aware of their obligations.

8.2.2 The key measures identified to manage and control the impacts of construction traffic and travel by staff are expected to be:

- Commitment to meet CLOCS / FORS accreditation;
- Use of delivery scheduling system;
- Designated construction traffic routes, ensuring all HGVs use appropriate strategic roads and
- Travel Plan for construction staff.

8.2.3 The Principal Contractor will appoint a Construction Logistics Manager who will be in charge of implementing the Detailed CLP and will be responsible for monitoring and the collection of data on:

NUMBER OF VEHICLE MOVEMENTS TO THE SITE

- Total;
- Access location;
- By vehicle type/size;
- Time spent on Site;
- Origin and destination of vehicles arriving at or leaving the Site; and
- Delivery/collection accuracy compared to schedule.

BREACHES AND COMPLAINTS

- Compliance with safety and environmental standards and programmes, including a commitment to a minimum FORS Silver Standard;
- Community concerns about construction activities;
- Vehicle routing;
- Unacceptable queuing;
- Unacceptable parking;
- Direct Vision Standards (DVS);
- London Lorry Control Scheme (LLCS);
- Low Emissions Zone (LEZ) compliance; and
- Anti-idling.

HEALTHY, SAFETY AND INCIDENTS

- Logistics-related incidents;
- Record of associated fatalities and serious injuries;
- Personal safety surrounding the site;
- Methods of transport by which staff are travelling to the Site, and
- Vehicles and operators that are not meeting safety requirements.

8.2.4 The contractor's handbook will be used to distribute information to those responsible for abiding by the CLP, and it should include the following:

- Safety toolbox talk;
- Anti-idling toolbox talk;
- Vehicle routing and delivery scheduling system;
- Driver training; and
- Safety and environmental standards.

8.2.5 The driver's handbook should include essentials relating to the environment and safety that is specific to the construction programme as follows:

- Authorised routes to and from the Site;
- Site opening times;
- Booking and scheduling information;
- Site entry and exit points and other information relating to access;
- Anti-idling; and
- Vulnerable road user safety.

8.2.6 The appointed Principal Contractor will revise the Outline CLP into a Detailed CLP.

8.3 MONITORING

8.3.1 A coordinator will be appointed to undertake the day-to-day management of the CLP and will be the first point of contact for dealing with any Site issues. The CLP will be regularly monitored.

8.3.2 Data sharing is a key principle for construction's success and continuous improvement. A list of items will be agreed upon, and specific data will be disseminated. This is expected to include the following:

- Compliance
  - FORS compliance
  - Routing compliance
- Data from the delivery scheduling system and the recorded log of vehicle movements to the Site:
  - Vehicle type and size
  - Duration on site
- Safety issues, including any injuries or near misses
- Breaches and complaints
- Staff travel survey

8.3.3 The contractor will review opportunities to maximise footway widths throughout the construction programme.

8.4 COMMUNITY ENGAGEMENT

8.4.1 It is recognised that good public relations are important. A Public Liaison Officer will be appointed who will be responsible for communication with members of the public, stakeholders, and their representatives. Responsibilities of the Public Liaison Officer will include:

- Build relationships with the relevant management personnel within existing businesses, tenants, the general public and the local community;
- Provide contact details; and
- Maintain a complaints and enquiries log for the project and provide the log details for discussion at progress meetings.

8.4.2 The local community will be kept informed of progress associated with the works regularly, particularly where there are likely to be logistics impacts that could affect their normal activities.

8.4.3 Methods of timely communication and engagement with area residents will, as practicable, follow the agreed communications protocols and procedures, which will include as appropriate:

- Door knocks, letter deliveries, distribution of project leaflets and newsletters with additional information on request, and
- A dedicated Site number displayed outside.

8.4.4 The Site Manager will be visible and 'on the ground' to ensure interaction and communication is face-to-face where possible. In accordance with the Considerate Constructors Scheme (https://www.ccscheme.org.uk/), the Site manager's contact number will be prominently displayed on Site notice boards at all access points. The Site Manager will be contactable at all times throughout the work.

8.5 COMPLAINTS PROCEDURES

8.5.1 The Principal Contractor will deal with any complaints during the construction works, and, if necessary, the CLP will be updated and reinforced with processes to avoid similar complaints arising.

8.5.2 The Principal Contractor will be responsible for setting up a procedure to receive and act upon complaints. A complaints log will be maintained, and the contractor, throughout the works, will implement a monitoring system to ensure that all complaints have been addressed and a satisfactory outcome has been reached for all parties involved.

8.5.3 The anticipated procedure for dealing with complaints will be as follows:

- Enter all complaints into a Complaints Register;
- Complainants will be encouraged to leave contact details so that a formal acknowledgement can be issued within 24 hours of responding to their query;
- Acknowledge receipts of complaints in writing;
- Evaluate the validity of complaints; and
- Once the matter has been investigated and resolved, the Principal Contractor, through the Public Liaison Officer, will close it out with the complainant, confirm this in writing and make an appropriate entry in the Complaints Register.

8.6 UPDATING

8.6.1 The outline CLP will be developed into a detailed CLP once a contractor is appointed and following the grant of any planning permission.

8.6.2 Once the contractor is appointed, further opportunities to maximise vehicle access/egress of the construction Site will be investigated to reduce the construction programme and mitigate associated impacts.

8.6.3 These will be included within the submitted detailed Construction Environmental Management Plan and/or the Construction Traffic Management Plan, which is expected to be secured by a planning condition. A Draft Construction Management Plan Camden Proforma has been submitted with the planning application.

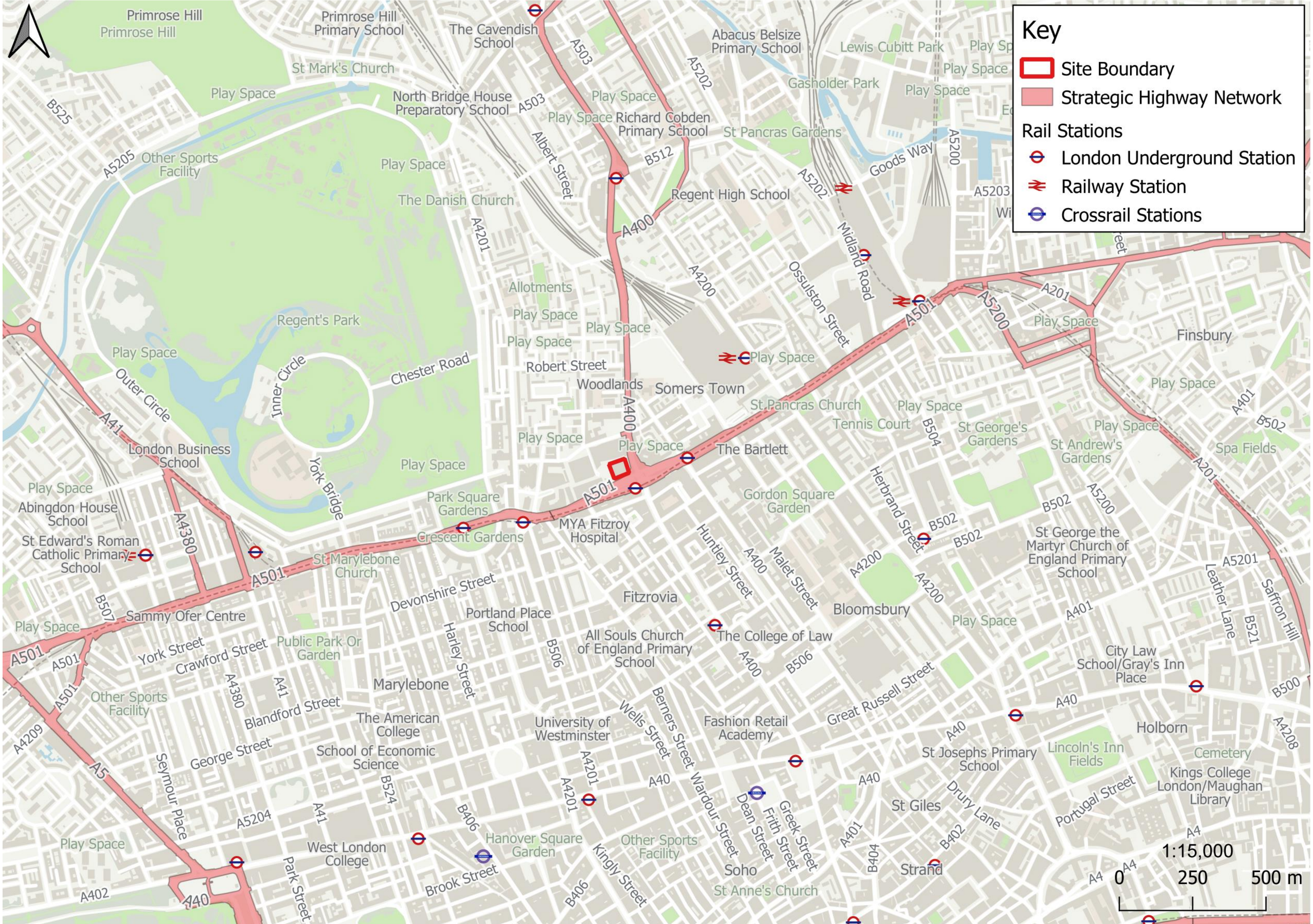
8.6.4 The detailed CLP will be prepared following consultation with LBC and TfL and will require the approval of the highway authorities. This will ensure that all construction activities on the Site accord with relevant policy requirements.

8.6.5 After the detailed CLP is submitted and approved, the CLP will be an evolving document to account for any changes to the construction strategy and incorporate monitoring results and any consequent changes. It will be reviewed internally every month and/or at any time there is a significant change in the construction process. This will ensure that the document remains relative to the realities of the Site at any point in time.

8.6.6 The Detailed CLP will be kept on site and updated by the Principal Contractor in consultation with the Highway Authority.

APPENDIX A

SITE CONTEXT PLANS


Key
Site Boundary
Strategic Highway Network
Rail Stations
London Underground Station
Railway Station
Crossrail Stations
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Primrose Hill
Primrose Hill
Primrose Hill Primary School
The Cavendish School
Abacus Belsize Primary School
Lewis Cubitt Park
St Mark's Church
Play Space
North Bridge House Preparatory School
Gasholder Park
Richard Cobden Primary School
St Pancras Gardens
Other Sports Facility
Goods Way
Regent High School
The Danish Church
Albert Street
Midland Road
Ossulston Street
Allotments
Regent's Park
Chester Road
Inner Circle
Outer Circle
Robert Street
Woodlands
Somers Town
St Pancras Church
Tennis Court
St George's Gardens
St Andrew's Gardens
Spa Fields
Finsbury
London Business School
York Bridge
The Bartlett
Gordon Square Garden
Herbrand Street
Park Square Gardens
Crescent Gardens
MYA Fitzroy Hospital
Abingdon House School
St Edward's Roman Catholic Primary School
St Marylebone Church
St George the Martyr Church of England Primary School
Huntley Street
Malet Street
Leather Lane
Saffron Hill
Devonshire Street
Fitzrovia
Bloomsbury
Sammy Ofer Centre
Portland Place School
Harley Street
All Souls Church of England Primary School
The College of Law
York Street
Crawford Street
Public Park Or Garden
City Law School/Gray's Inn Place
Marylebone
Great Russell Street
Holborn
Blandford Street
The American College
University of Westminster
Wells Street
Berners Street
Fashion Retail Academy
George Street
School of Economic Science
Lincoln's Inn Fields
Cemetery
St Josephs Primary School
Kings College London/Maughan Library
Seymour Place
Wardour Street
Dean Street
Frith Street
Greek Street
St Giles
Drury Lane
Portugal Street
West London College
Hanover Square Garden
Kingly Street
Soho
Strand
St Anne's Church
Park Street
Brook Street
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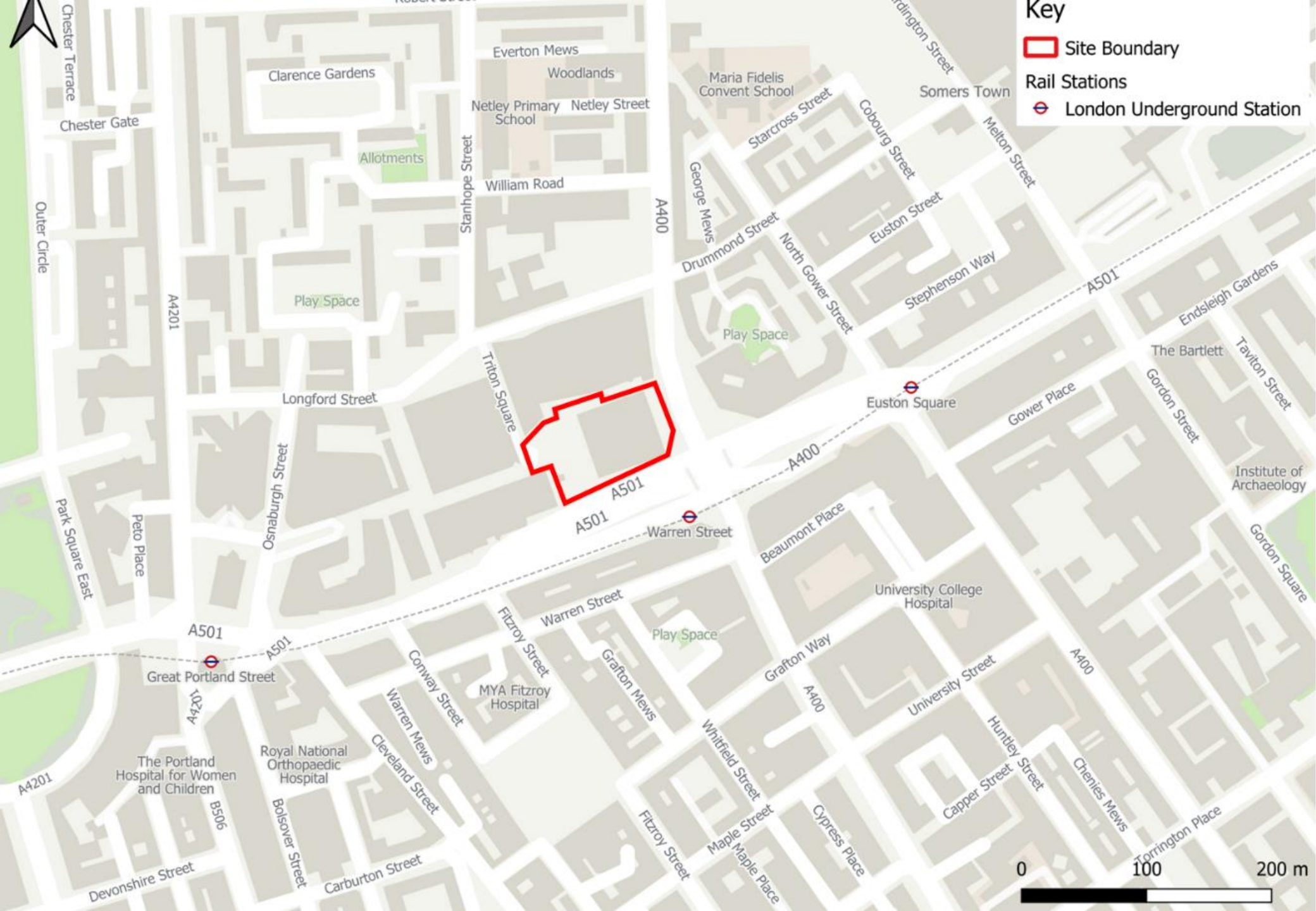
Key
Site Boundary
Rail Stations
London Underground Station
Chester Terrace
Chester Gate
Clarence Gardens
Everton Mews
Woodlands
Netley Primary School
Netley Street
Allotments
Stanhope Street
William Road
Maria Fidelis Convent School
Somers Town
Starcross Street
Cobourg Street
Melton Street
George Mews
Drummond Street
North Gower Street
Euston Street
Stephenson Way
Outer Circle
A4201
Play Space
A400
A501
Endsleigh Gardens
The Bartlett
Taviton Street
Triton Square
Longford Street
Euston Square
Gower Place
Gordon Street
Institute of Archaeology
Osnaburgh Street
Park Square East
Peto Place
Warren Street
Beaumont Place
Gordon Square
University College Hospital
Fitzroy Street
Grafton Way
Great Portland Street
Conway Street
MYA Fitzroy Hospital
Grafton Mews
University Street
Warren Mews
Cleveland Street
Whitfield Street
Huntley Street
Capper Street
Chenies Mews
Torrington Place
The Portland Hospital for Women and Children
Royal National Orthopaedic Hospital
B506
Bolsover Street
Devonshire Street
Carburton Street
Maple Street
Maple Place
Cypress Place
0
100
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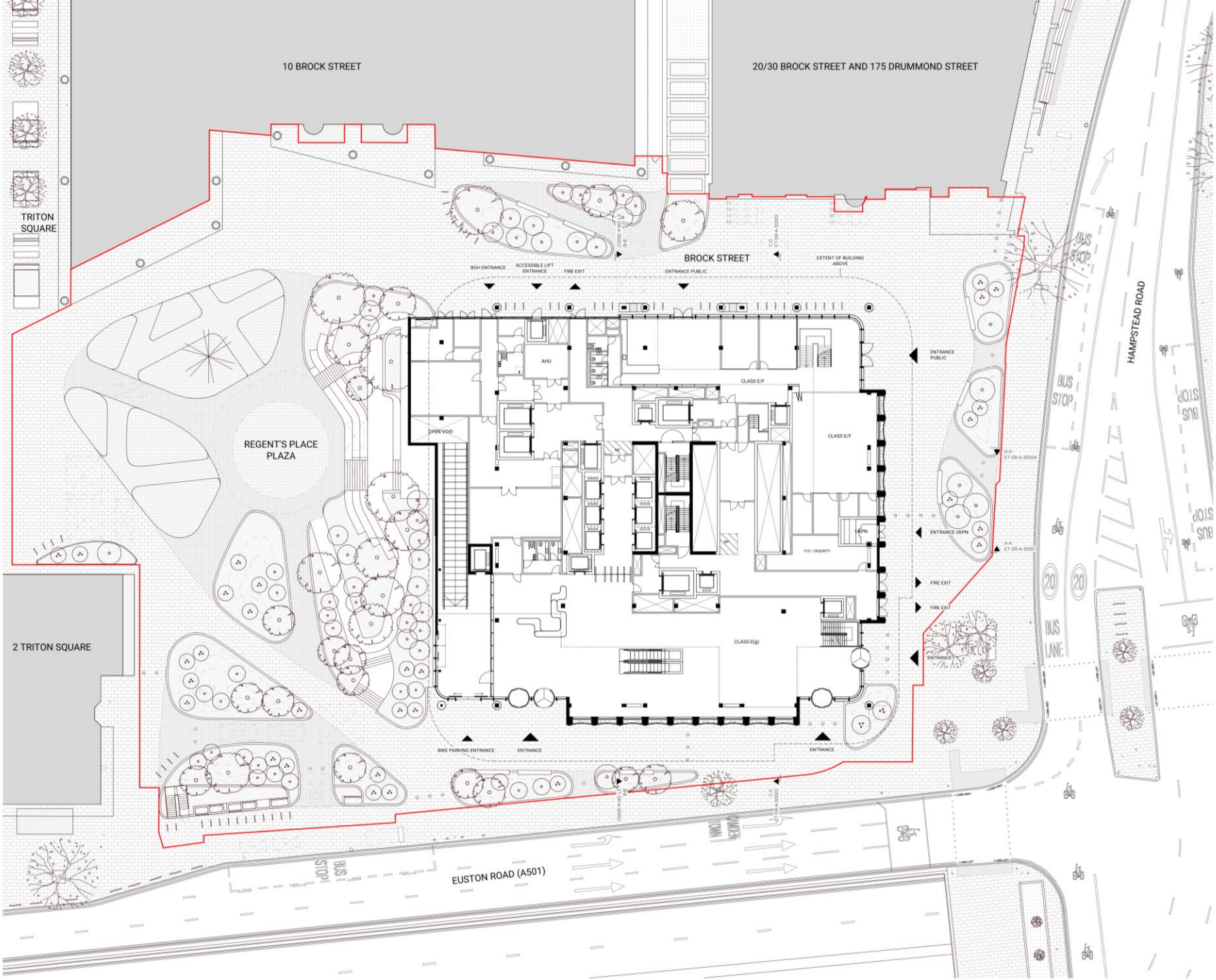


Euston Tower

Notes

1. Do not scale drawings. Dimensions govern.
2. All dimensions are in millimeters unless noted otherwise.
3. All dimensions shall be verified on site before proceeding.
4. The author shall be notified in writing of any discrepancies.
5. This drawing is protected by copyright.
6. Façade modulation shown as indicative.

Revisions:

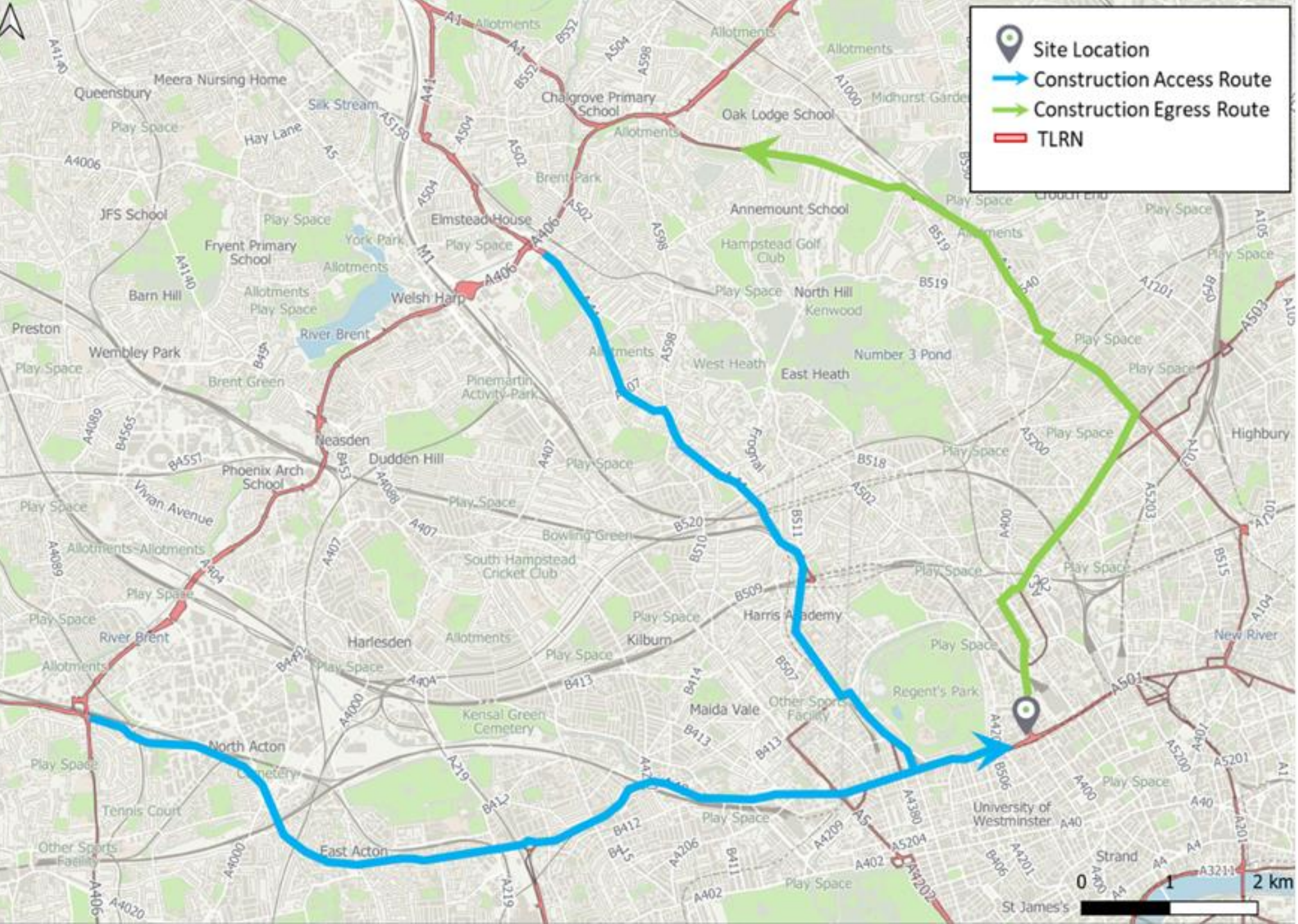
P1: Planning Submission (December 2023)

P2: Revisions to Application

PROJECT	EUSTON TOWER
AUTHOR PROJECT NUMBER	1312
PROJECT	PLANNING APPLICATION
CLIENT	
	British Land Property Management Limited
	York House 45, Seymour Street, London. W1H 7LX
	info@britishland.com / Tel: +44 20 7486 4466
GRAPHIC	0 2M 4M 10M
SCALE	1 : 200 (A1)
AUTHOR	3XN
REVISION	P2
ISSUE DATE	18/11/2024
DRAWING TITLE	Level 00 Plan - Proposed
DRAWING NUMBER	ET-DR-A-20100

APPENDIX B

ROUTING PLANS

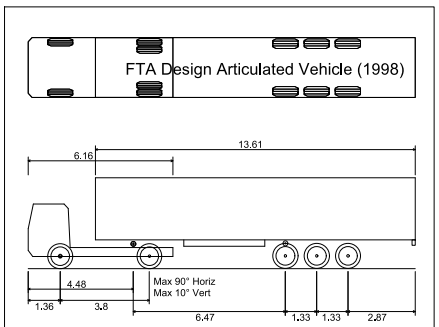

Site Location
Construction Access Route
Construction Egress Route
TLRN
Meera Nursing Home
Queensbury
Play Space
Hay Lane
Silk Stream
Chalgrove Primary School
Oak Lodge School
Allotments
Midhurst Garden
JFS School
Fryent Primary School
York Park
Elmstead House
Welsh Harp
Annemount School
Hampstead Golf Club
Barn Hill
Preston
River Brent
Wembley Park
Brent Green
Pinemartin Activity Park
North Hill
Kenwood
West Heath
East Heath
Number 3 Pond
Highbury
Neasden
Dudden Hill
Phoenix Arch School
Vivian Avenue
Bowling Green
South Hampstead Cricket Club
Harris Academy
Harlesden
Kilburn
New River
Regent's Park
Maida Vale
Kensal Green Cemetery
North Acton
Tennis Court
Other Sports Facility
East Acton
University of Westminster
Strand
St James's
0
1
2 km

APPENDIX C

SITE SETUP AND SWEPT PATH PLANS

PHASE 0 - ENABLING WORKS

HOARDING LINE



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

N

Gate 5

Gate 4

EUSTON ROAD

HAMPSTEAD ROAD

BUS STOP

BUS LANE

529300 E

529250 E

1:500

0 10m 20m 30m 40m 50m

Rev	Date	Description	Drn	Chk	App
A	02/10/24	FIRST ISSUE	GSF	MP	MP

General Notes:

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
3. THIS DRAWING IS TO BE PRINTED IN COLOUR.
4. THE TOPOGRAPHICAL SURVEY INFORMATION HAS BEEN PROVIDED BY PLOWMAN CRAVEN (DRAWING NO 34979T-01-1-4) AND VELOCITY TRANSPORT PLANNING SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.
5. THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.

VELOCITY

Drawing Status: S2 - FOR INFORMATION

Client: British Land

Architect

Project Title: EUSTON TOWER

Drawing Title: CONSTRUCTION VEHICLE ACCESS PHASE 0

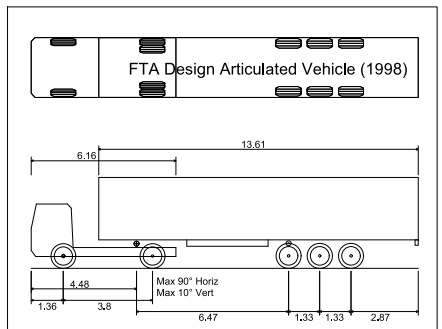
Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	02/10/24	GSF	MP	MP

Project Ref	Drawing Number	Rev
22-181	22-181-T-023	A

P:\0-22\22-181 Euston Tower Regents Place\02 TECHNICAL\B DWGS\I. CAD\DWGS\22-181-T-023-A - Phase 0.dwg (023) Plotted on: Oct 02, 2024 - 12:41pm by HCuthbert

PHASE 1 - CIRCA 16 MONTHS

- DECONSTRUCTION OF TOWER TO GROUND LEVEL
- WELFARE FACILITIES
- PEDESTRIAN GANTRY
- HOARDING LINE



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

1:500

0 10m 20m 30m 40m 50m

Rev	Date	Description	Drn	Chk	App
A	02/10/24	FIRST ISSUE	GSF	MP	MP

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VELOCITY

Drawing Status: S2 - FOR INFORMATION

Client: British Land

Architect

Project Title: EUSTON TOWER

Drawing Title: CONSTRUCTION VEHICLE ACCESS PHASE 1

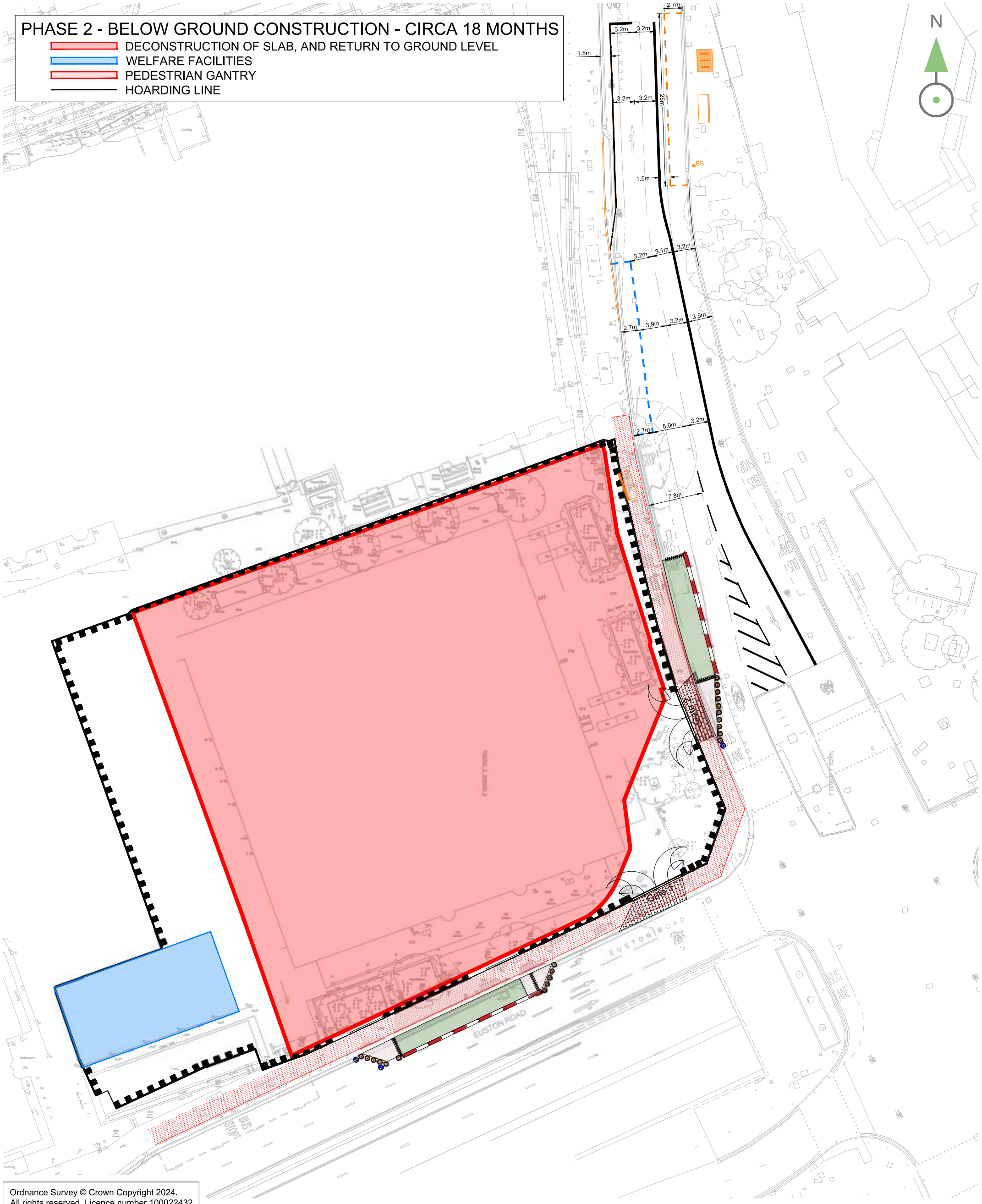
Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	02/10/24	GSF	MP	MP

Project Ref	Drawing Number	Rev
22-181	22-181-T-024	A

P:\0-22\22-181 Euston Tower Regents Place\02 TECHNICAL\B DWGS\I. CAD\DWGS\22-181-T-024-A - Phase 1.dwg (024) Plotted on: Dec 09, 2024 - 12:47pm by HCuthbert

PHASE 2 - BELOW GROUND CONSTRUCTION - CIRCA 18 MONTHS

- DECONSTRUCTION OF SLAB, AND RETURN TO GROUND LEVEL
- WELFARE FACILITIES
- PEDESTRIAN GANTRY
- HOARDING LINE



1:500

0 10m 20m 30m 40m 50m

Rev	Date	Description	Drn	Chk	App
A	10/10/24	FIRST ISSUE	GSF	MP	MP

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4. THE TOPOGRAPHICAL SURVEY INFORMATION HAS BEEN PROVIDED BY PLOWMAN CRAVEN (DRAWING NO 34979T-01-1-4) AND VELOCITY TRANSPORT PLANNING SHALL NOT BE LIABLE FOR ANY INACCURACIES OR DEFICIENCIES.
5. THIS DRAWING HAS BEEN ISSUED FOR INFORMATION PURPOSES AND MUST NOT BE USED FOR CONSTRUCTION.

VELOCITY

Drawing Status: S2 - FOR INFORMATION

Client: British Land

Architect

Project Title: EUSTON TOWER

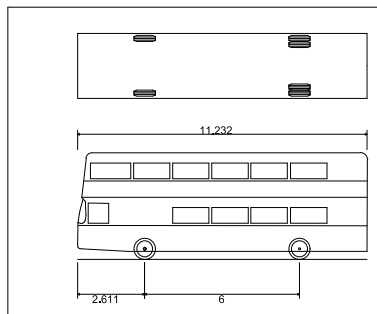
Drawing Title: CONSTRUCTION VEHICLE ACCESS
PHASE 2 - BELOW GROUND CONSTRUCTION

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	10/10/24	GSF	MP	MP

Project Ref	Drawing Number	Rev
22-181	22-181-T-026	A

PHASE 2 - BELOW GROUND CONSTRUCTION - CIRCA 18 MONTHS

- DECONSTRUCTION OF SLAB, AND RETURN TO GROUND LEVEL
- WELFARE FACILITIES
- PEDESTRIAN GANTRY
- HOARDING LINE



TfL New Routemaster without Mirrors	
Overall Length	11.232m
Overall Width	2.520m
Overall Body Height	4.138m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	6.00s
Max Steering Angle (Virtual)	46.00°

1:500

0 10m 20m 30m 40m 50m

Rev	Date	Description	Drn	Chk	App
A	10/10/24	FIRST ISSUE	GSF	MP	MP

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VELOCITY

Drawing Status: S2 - FOR INFORMATION

Client: British Land

Architect

Project Title: EUSTON TOWER

Drawing Title: CONSTRUCTION VEHICLE ACCESS
PHASE 2 - BELOW GROUND CONSTRUCTION
SWEPT PATH ANALYSIS OF TfL ROUTEMASTER

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	10/10/24	GSF	MP	MP

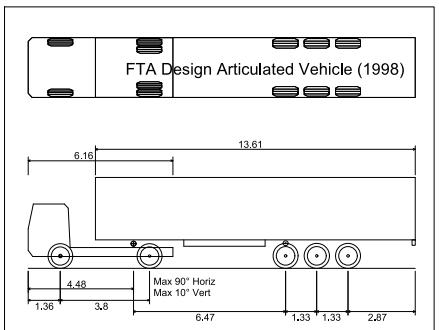
Project Ref	Drawing Number	Rev
22-181	22-181-T-031	A

P:\0-22\22-181 Euston Tower Regents Place\02 TECHNICAL\B DWGS\. CAD\DWGS\22-181-T-030-031-A - Phase 2-Opt 2-Swept path analysis.dwg (031) Plotted on: Dec 09, 2024 - 12:57pm by HCuthbert

PHASE 2 - ABOVE GROUND CONSTRUCTION - CIRCA 34 MONTHS

- CONSTRUCTION OF TOWER
- WELFARE FACILITIES
- PEDESTRIAN GANTRY

N



FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	6.550m

HOARDING LINE REVISED DURING PHASE 3

Gate 3

Gate 2

Gate 1

EUSTON ROAD

BUS STOP

BUS LANE

1:500

0 10m 20m 30m 40m 50m

Rev	Date	Description	Drn	Chk	App
A	02/10/24	FIRST ISSUE	GSF	MP	MP

General Notes:

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VELOCITY

Drawing Status: S2 - FOR INFORMATION

Client: British Land

Architect

Project Title: EUSTON TOWER

Drawing Title: CONSTRUCTION VEHICLE ACCESS
PHASE 2 - ABOVE GROUND CONSTRUCTION

Scale @ A3	Date	Designed/Drawn	Checked	Approved
1:500	02/10/24	GSF	MP	MP

Project Ref	Drawing Number	Rev
22-181	22-181-T-027	A

APPENDIX D

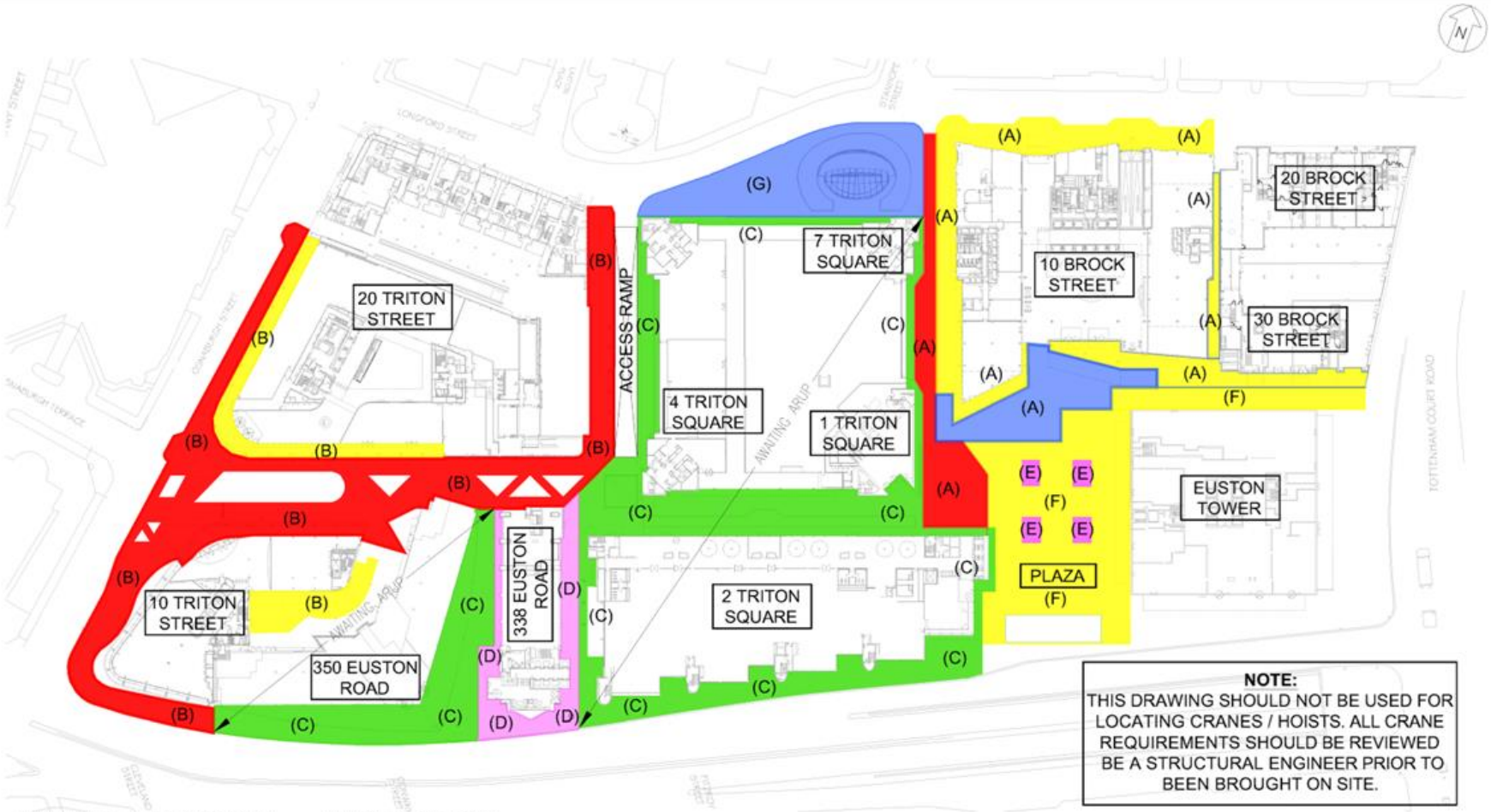
INDICATIVE CONSTRUCTION PROGRAMME

MILESTONE/ACTIVITY	Dates			2025				2026				2027				2028				2029				2030				2031
	Start	Completion	Duration	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Site Set Up & Deconstruction Works	29-Oct-25	01-Sep-27	24 months																									
Substructure - Piling & Basement Wal	10-Dec-26	04-Feb-28	14 months																									
Superstructure (metal deck & steelwo	07-Feb-28	03-Nov-29	22 months																									
Cladding	10-Oct-28	01-Sep-30	23 months																									
Landscape (public realm)	01-Oct-29	25-Jul-30	10 months																									
Finishes & fitout	31-Mar-28	17-Nov-30	32 months																									
Testing and commissioning	21-Aug-29	28-Feb-31	18 months																									
MILESTONE/ACTIVITY	Start	Completion		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
	Dates			2025				2026				2027				2028				2029				2030				2031

Construction Task/ Activity	PREVIOUS Start Date (Quarter and Year)	PREVIOUS Completion Date (Quarter and Year)	Start Date (Quarter and Year)	Completion Date (Quarter and Year)	PREVIOUS Duration	Duration
Site Set up & Deconstruction Works	Q1 2025	Q4 2026	Q4 2025	Q3 2027	24 months	24 months
Substructure - Piling & Basement Walls	Q1 2026	Q2 2027	Q4 2026	Q1 2028	14 months	14 months
Superstructure (slabs & steelwork)	Q3 2027	Q3 2029	Q1 2028	Q4 2029	27 months	22 months
Cladding	Q3 2027	Q2 2030	Q3 2028	Q3 2030	31 months	23 months
Landscape (public realm)	Q2 2029	Q4 2029	Q4 2029	Q3 2030	8 months	10 months
Finishes & fitout	Q2 2027	Q1 2030	Q1 2028	Q4 2030	36 months	32 months
Testing & Commissioning	Q3 2029	Q2 2030	Q3 2029	Q1 2031	11 months	18 months

APPENDIX E

ESTATE WIDE LOADING RESTRICTIONS



NOTE:
THIS DRAWING SHOULD NOT BE USED FOR LOCATING CRANES / HOISTS. ALL CRANE REQUIREMENTS SHOULD BE REVIEWED BE A STRUCTURAL ENGINEER PRIOR TO BEEN BROUGHT ON SITE.

NOTE:
1. LOAD ASSUMPTIONS SHOWN ARE FOR SHORT TERM LOAD EVENTS. ANY PERMANENT LOADS DUE TO NEW PERMANENT STRUCTURES OR CONSTRUCTION LOADS SHOULD BE ASSESSED BY A STRUCTURAL ENGINEER.
2. THE LOADING ASSUMPTIONS ARRIVED AT ARE BASED ON A DESKTOP REVIEW OF THE AVAILABLE ORIGINAL STRUCTURAL DRAWINGS. IT IS ASSUMED THAT THE ORIGINAL STRUCTURAL FRAMING HAS NOT BEEN MODIFIED.
3. THE LOADING ASSUMPTIONS ARRIVED AT ARE BASED ON A DESKTOP REVIEW OF THE AVAILABLE ORIGINAL STRUCTURAL DRAWINGS. A STRUCTURAL CONDITION SURVEY OF THE EXISTING STRUCTURE WAS NOT UNDERTAKEN. IT IS ASSUMED THAT THE STRUCTURE IS IN SOUND CONDITION. ANY DETERIORATION TO ANY AREAS OF THE STRUCTURE SHOULD BE REPORTED AND INVESTIGATED.
4. LOADS SHOWN ARE FOR UNIFORMLY DISTRIBUTED LOADS ASSOCIATED WITH NORMAL USE OF THE PODIUM AREAS. ABNORMAL LOADS SUCH AS HEAVY POINT LOADS I.E. CRANES / HOISTS, LARGE VEHICLES OR STORAGE LOADS SHOULD BE REVIEWED SEPARATELY BY A STRUCTURAL ENGINEER.
5. THE LOADS SHOWN REFLECT THE LOAD CARRYING CAPACITY OF THE BUILDING STRUCTURE. NO REVIEW OF EXISTING PAVEMENT FINISHES HAS BEEN CARRIED OUT. ALL NECESSARY PRECAUTIONS SHOULD BE TAKEN TO ENSURE THAT THE EXISTING PAVEMENT FINISHES ARE NOT DAMAGED DURING HEAVY LOADING EVENTS.
6. SHOULD THE READER OF THIS DRAWING HAVE ANY QUERIES OR CONCERNS ABOUT ANY OF THE INFORMATION CONTAINED WITHIN, PLEASE CONTACT HALCROW YOLLES IMMEDIATELY TO SEEK CLARIFICATION.

TYPICAL VEHICLE LOADS FOR REFERENCE

PRIVATE VEHICLE
2500KG MAX GROSS WEIGHT.
(2.5kN/m²) – 2500kg/m²

SMALL VAN
3500KG MAX GROSS WEIGHT.
(5kN/m²) – 5000kg/m²

LIGHT GOODS VEHICLE
7500KG MAX GROSS WEIGHT.
(7.5kN/m²) – 7500kg/m²

FIRE TENDER APPLIANCE
(10 – 15kN/m²) –
10000 TO 15,000 Kg/m²

AVAILABLE LOADING LEGEND:

ALLOWABLE UNIFORMALLY DISTRIBUTED LOAD:
2.5 kN/m2 – 2500kg/m²
MAX POINT LOAD : 200 kg (2 kN)

ALLOWABLE UNIFORMALLY DISTRIBUTED LOAD:
4.0 kN/m2 – 4000kg/m²
MAX POINT LOAD : 300 kg (3 kN)

ALLOWABLE UNIFORMALLY DISTRIBUTED LOAD:
5.0 kN/m2 – 5000kg/m²
MAX POINT LOAD : 400 kg (4 kN)

ALLOWABLE UNIFORMALLY DISTRIBUTED LOAD:
10.0 kN/m2 – 1000kg/m²
MAX POINT LOAD : 450 kg (4.5 kN)

ALLOWABLE UNIFORMALLY DISTRIBUTED LOAD:
12.0 kN/m2 – 1200kg/m²
MAX POINT LOAD : 450 kg (4.5 kN)

NOTE: A POINT LOAD IS A CONCENTRATED LOAD ON A SQUARE AREA NOT LESS THAN 300MM X 300MM.

DESIGN CONSULTANT REFERENCE:

(A) HALCROW YOLLES – PAVEMENT / VENTILATION GRILLE AREA
(B) WSP – PAVEMENT AREA
(C) ARUP
EXISTING PAVEMENT STRUCTURE ASSOCIATED WITH 1, 4, & 7 TRITON SQUARE, 2 TRITON SQUARE AND 350 EUSTON ROAD.
ALLOWABLE IMPOSED LOAD UNKNOWN AS ORIGINAL STRUCTURAL ENGINEER DESIGN DATA NOT AVAILABLE. ARUP ASSOCIATES HAS BEEN IDENTIFIED AS THE STRUCTURAL ENGINEER FOR THESE AREAS OF STRUCTURE.ARUP ASSOCIATES TO CONFIRM ALLOWABLE IMPOSED LOAD FOR THESE AREAS OF STRUCTURE.
UNTIL ARUP ASSOCIATES CONFIRM THE DESIGN LOADS ASSUME CONSERVATIVE ALLOWABLE LOAD OF 4.0 kN/m2 UNTIL EXACT LOADING ALLOWANCE IS CONFIRMED.
(D) EXISTING 1960's STRUCTURE.
NO DESIGN INFORMATION AVAILABLE. FURTHER INVESTIGATION REQUIRED.
ASSUME CONSERVATIVE ALLOWABLE LOAD OF 2.5 kN/m2 UNTIL EXACT LOADING ALLOWANCE IS CONFIRMED.
(E) HALCROW YOLLES – GIANTS CAUSEWAY BLOCKS. REDUCED LOADING AVAILABLE
(F) HALCROW YOLLES – EXISTING 1960'S PLAZA STRUCTURE
(G) ARUP – SLAB ON GRADE

NOTE:
PLEASE REFER TO HALCROW YOLLES LETTER DATED 19-03-13 TO REGENTS PLACE MANAGEMENT FOR FULL LIST OF SOURCE OF ALL DESIGN LOAD INFORMATION AND THE DRAWINGS USED IN ASCERTAINING ALLOWABLE LOADS FOR AREAS OF BUILDING STRUCTURE SHOWN.

THE PERMISSIBLE LOADINGS SHOWN ON THIS DRAWING HAVE BEEN TRANSCRIBED FROM THE ORIGINAL DESIGNERS DRAWINGS ONTO THIS DRAWING BY HALCROW YOLLES FOR THE PURPOSE OF GENERATING A SINGLE LOADING PLAN FOR THE ENTIRE REGENTS PLACE ESTATE. HALCROW YOLLES DO NOT ACCEPT ANY LIABILITY FOR THE STATED LOAD CAPACITIES IN THE AREAS DESIGNED BY ARUP & WSP. IF THERE IS ANY DOUBT AS TO HOW TO INTERPRET THIS DRAWING BY THE READER, CONTACT THE BUILDING STRUCTURES GROUP OF HALCROW IN LONDON ON 020 3479 8000"

REGENTS PLACE MANAGEMENT

Halcrow Yolles

REGENTS PLACE ESTATE

INDICATIVE ESTATEWIDE LOADING PLAN

HY-RPM-SK-1 | 0