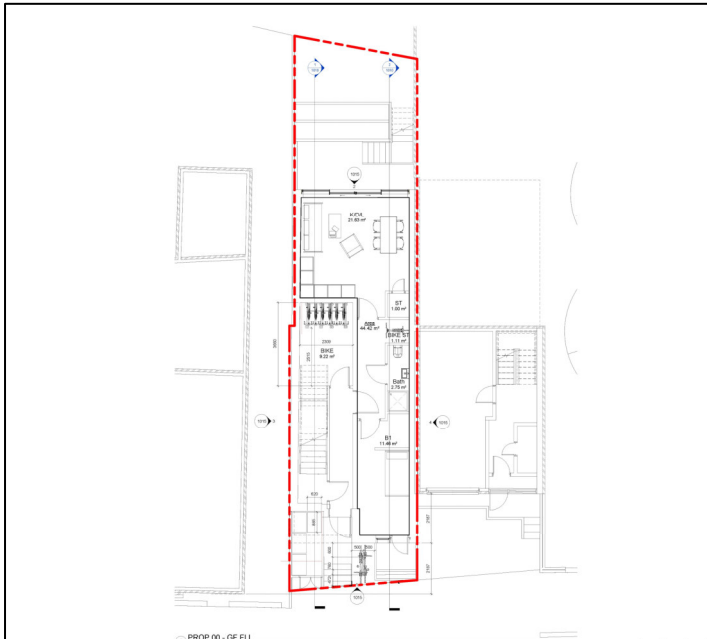


Proposed Residential Development 120 Archway Road, Haringey London N6 5BH

Construction Logistics Plan

June 2024



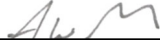
PTP

Unit 2
20 Leigham Court Road
London
SW16 2PL
UK
Tel: +44 (0) 7711-185805
www.ptplanners.com

120 Archway Road, Haringey

Construction Logistics Plan

June 2024

Author	Aled Roderick	
Approved	Paul Turner	PMT
Document Number 21488-PTPR-01		
Date Issued	June 2024	

CONTENTS

1	INTRODUCTION	4
2	POLICY CONTEXT	6
3	SITE INFORMATION	7
4	CONSTRUCTION PROPOSALS.....	9
5	CONSTRUCTION LOGISTICS PLAN OBJECTIVES	12
6	DELIVERY AND SERVICING MANAGEMENT MEASURES	16
7	CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN.....	18
8	MONITORING AND REVIEW	19

FIGURES

3.1:	Existing Access Layout
3.2:	Local Highway Network and Construction Traffic Routing
4.1:	Tipper Lorry Swept Paths

DRAWINGS

21488/01:	Construction Site Layout
-----------------	--------------------------

APPENDICES

Appendix A:	Existing Site Layout
Appendix B:	Proposed Scheme Layout

1 Introduction

- 1.1 PT Planners (PTP) has been appointed to advise on the transport issues associated with a planning application proposing the redevelopment of the existing property at 120 Archway Road, Haringey, London N6 5BH. The site is located within the London Borough of Haringey (LB Haringey) and is located adjacent to Archway Road which forms part of the A1 route maintained by Transport for London (TfL). PTP has prepared this Construction Logistics Plan (CLP) to accompany the planning application for the development.
- 1.2 This CLP has been produced in accordance with the TfL Construction Logistics Plan Guidance and demonstrates that the proposed development supports a number of national, regional and local policy objectives.
- 1.3 The proposals will involve the demolition of the existing building which occupies the site and the construction 5 new residential apartments arranged over 5 floors.
- 1.4 From the outset, the construction team are fully committed to manage the complete logistics approach for the project including the whole supply chain management and all deliveries and vehicular movements coming and going from site.
- 1.5 It is envisaged that this CLP will be conditioned as part of any forthcoming planning consent. The CLP will remain a live document for the construction phase and will be reviewed by the construction delivery team on a bi-monthly basis throughout the life of the project.
- 1.6 The aim of this report is to show that as a result of construction works; construction traffic should not have a detrimental effect on the highways or the local community. The CLP provides a framework to better manage all types of freight vehicle movements to and from the site.
- 1.7 This CLP will form the basis of agreeing the construction arrangements with LB Haringey, as appropriate. The logistics will be dependent on the suppliers,

working methodology and programme will be co-ordinated by the principal contractor.

1.8 One of the key issues considered is the control of loading and unloading materials from vehicles to the site. The site provides an existing vehicle parking area at the Archway Road frontage that will be available for smaller vehicle deliveries but during the demolition phase only. The plan takes this into consideration.

1.9 Following this introduction, the CLP is structured as follows:

- Section 2 outlines the relevant national and local policies and guidelines.
- Section 3 provides a description of the site location.
- Section 4 describes the construction proposals.
- Section 5 presents the CLP objectives.
- Section 6 presents the delivery and servicing management measures and sets out the proposed traffic management.
- Section 7 outlines the construction environmental management plan; and
- Section 8 details the proposed methodology for monitoring and review.

2 Policy Context

National Planning Policy Framework (NPPF) (2021)

- 2.1 The NPPF aims to promote the use of sustainable transport throughout the UK, safe road design and efficient and sustainable delivery of goods and supplies.

Traffic Management Act (2004)

- 2.2 This outlines the responsibility of the Local Authority to manage traffic networks within their geographical area of responsibility; this includes efficient use of network and the requirement to make measures to avoid contributing to traffic congestion.

The London Plan

- 2.3 This makes specific references to CLPs as a way of making more efficient use of road network. Chapter 10 – Policy T4 of the London Plan encourages developers to submit CLPs and consider freight.

Mayors Transport Strategy (MTS) (2018)

- 2.4 The Mayor's Transport Strategy objectives cover the following areas; road safety, sustainable travel, traffic flow, quality of life, healthy travel, accessibility, principal road condition and CO2 emissions. The MTS also seeks to ensure that the impact of construction traffic and the servicing of future developments are kept to a minimum.

3 Site Information

- 3.1 The site is situated on the eastern side of the A1 (Archway Road) and is occupied by a 3 storey residential block. The site is bounded to the north by a 4 storey dwelling fronting Archway Road, to the east by the rear gardens of dwellings fronting Hornsey Lane, to the south by an adjacent 3 storey residential block and to the west by Archway Road. The area surrounding the site is predominantly residential and falls under the jurisdiction of the London Borough of Haringey (LB Haringey) as the planning authority. Archway Road is maintained by TfL. The existing site and building layout can be seen at **Appendix A**.
- 3.2 For vehicles the site is currently accessed via a surfaced dropped kerb crossover which connects to the eastern side of Archway Road. This serves a hardstanding area to the front of the building which is used for parking and bin storage. This area has capacity for two parked cars at present. Access for pedestrians is gained directly to Archway Road and to the wide footway which runs along its eastern side. The existing access layout can be seen at **Figure 3.1** and **Image 3.1** illustrates the Archway Road frontage.

Image 3.1: Archway Road Site Frontage



- 3.3 Archway Road at the site frontage forms part of the A1 which is a primary route into London from the north. In the local site area it links Archway to the south with Highgate in the north. At the frontage Archway Road is street lit, subject to a 30 mph speed limit and benefits from wide footways that run on either side of the carriageway. It operates as a dual carriageway with a central reserve dividing the northbound and southbound lanes. The site is located adjacent to the southbound carriageway which provides two general traffic lanes and a bus lane at the frontage with vehicles restricted at all times to buses, taxis motorcycles and cycles. Archway Road at the frontage is also a red route with no waiting at any time restrictions. **Figure 3.1** illustrates the adjacent highway layout.
- 3.4 The route to be used by construction vehicles will be via Archway Road and **Figure 3.2** illustrates the site in relation to this route and the local highway network.

4 Construction Proposals

- 4.1 The site is currently occupied by a 3 storey residential block and the development involves the demolition of the existing building and the construction of 5 new residential apartments arranged over 5 floors. The proposed scheme layout plans can be seen at **Appendix B**.

Construction Phasing Program

- 4.2 The development construction proposals will be divided into two phases. Each phase will then be subdivided into a monthly time scale. The phases are grouped as deconstruction/demolition and construction sequences. Planning for enabling works, site clearance and construction are broad at this stage and may be subject to modification during detailed enabling planning. This initial assessment is based on reasonable assumptions at this early stage and experience from similar projects.

Site Access and Egress

- 4.3 The site access will be from Archway Road and all deliveries will use this route to the site via the existing dropped kerb and hardstanding area at the Archway Road frontage. Gates will be established and used for the construction access over the anticipated construction program. **Drawing 21488/01** illustrates the proposed construction site layout including the arrangements for hoarding, access, materials / waste storage and site office / welfare facilities. During the demolition phase the existing vehicle parking / hardstanding area to the front of the building will be available for smaller vehicle construction parking / deliveries. During the construction phase this area will not be available with all vehicles required to wait on Archway Road when delivering. **Figure 4.1** illustrates the swept path of the largest construction vehicle typically anticipated, a tipper lorry, entering, exiting and parking at Archway Road which illustrates the maximum extent of the frontage required. As shown vehicles will be able to park within the existing bus lane clear of the two southbound A1 traffic lanes. It is anticipated that temporary suspension of the bus lane will be required.

Construction Travel Plan

- 4.4 A plan will be created at the start of the project detailing all aspects of travel to the site including deliveries, personnel and visitors. All parking not involved in delivery or removal of materials will park remote from the site.
- 4.5 All personnel will be inducted prior to commencement of work on-site. The site induction is the primary means of communicating the project travel plan and supporting information. The site induction will be carried out by the projects principal construction team. The expectation is that the majority of the staff and personnel involved in the project will travel to work by sustainable means of transport, it is anticipated that this trend will continue throughout the project duration. In conjunction to the public transport usage, initial use of vehicles dropping off work tools and other large equipment that cannot be carried on public transport will be permitted.

Parking

- 4.6 The construction team will be vigilant in ensuring that site personnel or visitors do not park illegally or in any allocated resident parking spaces.

Public Transport

- 4.7 Alternatives to private car will be considered by the construction team and efforts will be made to communicate the advantages of public transport to all site personnel. Site personnel and visitors will always be encouraged to use public transport.

Cycling

- 4.8 With the national and local policies emphasis on sustainable transport (cycling to work) and the development's sustainability commitments; the use of bicycles as mode of transport will be encouraged with cycle storage made available on-site.

Deliveries

- 4.9 To minimise the likelihood of congestion during demolition and construction periods, strict monitoring and control of vehicles coming to the site will be

implemented. All on-site construction deliveries will be pre-booked and pre-arranged as part of the efficient operation and construction work. The use of a booking system and having delivery times agreed with contractors means that vehicles are not caused to wait prior to site delivery. Delivery schedules will be produced at detailed design stage in order to look at the profiles of up and coming vehicles and regulate deliveries to avoid/eliminate bottle necks.

- 4.10 Contractors will be issued a project route map to pass on to their delivery drivers and suppliers. Delivery vehicles could be held at an off-site holding area until the site is ready to receive the delivery if it is found necessary. Radio contact links will be provided and maintained between the site and the holding area to call vehicles into the site area on a controlled basis. Specific time slots will be allocated to contractors for the use of cranes and hoists, to ensure the main plant will be utilised efficiently.
- 4.11 The proposed construction delivery/vehicle access routes will avoid using minor roads as far as possible. These measures will ensure that delivery vehicles have minimal impact on the surrounding residential roads close to the site. In addition, vehicles waiting will be minimised through the strict management of delivery times. The storage and delivery of construction materials will be arranged so as to avoid any inconvenience and access to neighbours.

5 Construction Logistics Plan Objectives

5.1 This CLP will form the basis of agreeing the construction arrangements with the Local Authority as appropriate. The logistics will be dependent on the suppliers, working methodology and programme to be co-ordinated by the principal contractor. It is envisaged that this CLP will be conditioned as part of any forthcoming planning consent.

5.2 CLPs developed through the planning process seek to support sustainable development. This CLP will therefore seek to achieve the following objectives:

- Demonstrate that the plan supports and promotes national, regional and local developing policies and procedures;
- Establish that construction materials can be delivered and waste removed in a safe, efficient and environmentally-friendly way;
- Identify deliveries that could be reduced, re-timed or even consolidated particularly during peak periods;
- Minimise congestion on local roads and ease pressure on the environment; and
- Improve the reliability of deliveries to the site.

Operation / Site Hours

5.3 The anticipated core site hours for demolition and construction will be between 08:00 –18:00, Monday to Friday excluding Bank Holidays and 08:00 - 13:00 on Saturdays. There will be occasions whereby work will need to be carried-out outside these hours, which will only be done with approval from relevant parties. All deliveries and removal of waste will be carried out between 09.00 and 16.00 hours to avoid peak traffic times.

Health and Safety

5.4 This CLP will integrate with other planning documentation produced relating to this project. In accordance with Construction Design & Management (CDM) Regulations (2015), a detailed strategy for managing health and safety will be

developed. This document will be available at detail design stage and will always be available for review on-site.

Procurement Strategy

- 5.5 The procurement process should demonstrate an awareness of all vehicle activity associated with the site, its impacts and appropriate measures to reduce it. This will be undertaken by the principal construction management team. The strategy should also demonstrate commitment to safe, more efficient and more environmentally friendly distribution by contracting operators registered with a best practice scheme such as FORS.

Materials and Storage

- 5.6 The building will be constructed using a range of construction materials including concrete, steel, cladding, internal finishes and all the other customary materials normally associated with building of this classification. Accurate design information, material specifications and drawings will be produced at detailed design stages specifying all the design information, building components, building layouts and elevations. This will enable the supply chain to precisely enumerate materials needed on-site. The correct use of the information during ordering process reduces the risks of wastage and reworking.
- 5.7 Contractors will be encouraged to source materials locally, or from the same supplier, to reduce the number of deliveries required.
- 5.8 Material storage on-site will be positioned in a manner to prevent the likelihood of damage and waste. Sub-contractors will be encouraged to deliver materials on a timely basis, this limits the amount of materials stored on-site. To achieve timely deliveries (e.g. “just in time”) efficiently, accurate progress reporting of the project programme and position is required on a regular basis. Material delivery schedules should be in line with the materials required on-site.

Supply Chain Management

- 5.9 It is recognised that there will be impacts from the proposed development on the local community and the environment and so the supply chain will be encouraged and challenged to provide the best service at all times. The key initiatives to be promoted to the supply chain includes sharing delivery operations by ensuring full loads are delivered to site and not part loads. Existing and potential suppliers and sub-contractors will be made aware of these initiatives and their importance to the project will be detailed. Effective communication will be required in this case to ensure procedures and systems are known and adhered to.
- 5.10 The project is expected to promote local employment and stimulate the local economy. Where feasible the source of services, materials and equipment will be obtained locally. This will improve the local environment by reducing freight impacts such as fossil fuel usage, congestion, pollution and road casualties.

Freight Operator Recognition Schemes (FORS)

- 5.11 FORS is a free membership scheme that helps van and lorry operators in London to be safer, more efficient and more environmentally friendly. FORS members or those who can demonstrate that they meet the FORS membership standards will where possible be the contracted suppliers and haulage companies.

Waste Management

- 5.12 In accordance with the principles of the national Waste Management Plan 2013, a principal aim during demolition and construction will be to reduce the amount of waste generated and exported from the site. This approach complies with the waste hierarchy whereby the intention is first to minimise, then to treat at source or compact and finally, to dispose of off-site as necessary. All principal and sub-contractors will be required to produce Site Waste Management Plans (SWMP) which should contain:
- Classification of all wastes;
 - Performance and targets setting against waste forecasts;
 - Measures to minimise waste generation;

- Opportunities to re-use and recycle;
- Provision for the segregation of waste on-site that are clearly labelled;
- Recording of proposed carriers and licenses for disposal sites;
- An audit trail including waste disposal activities and waste consignment notes;
- Measures to avoid fly tipping by others on land being used for construction; and
- Measures to provide adequate training and awareness through 'toolbox talks'.

5.13 All relevant contractors will be required to investigate the opportunities to minimise and reduce waste generation by:

- Attention to material quantity requirements to avoid over-ordering and generation of waste materials;
- Use standard size components in design detailing to eliminate risk at source where possible to do so;
- Re-use of materials where feasible, e.g. re-use of excavated soil for landscaping or re-using crushed concrete from the demolition process to fill (crushed using an off-site concrete crusher);
- Segregation of waste at source where practical;
- Re-use and recycling of materials off-site where re-use on-site is not practical (e.g. through use of off-site waste segregation facility and re-sale for direct re-use or re-processing);
- Burning of wastes or unwanted materials will not be permitted on-site.

6 Delivery and Servicing Management Measures

Traffic Management Plan

- 6.1 As previously discussed in Section 3, Archway Road will be the main approach for all construction delivery vehicles. Demolition and construction deliveries will be carefully planned with a load booking and management system. A holding area nearby will be used to control the number of construction vehicles coming into the site.
- 6.2 The site's construction management team will produce weekly programme of deliveries. Drafts of this programme will be presented at weekly project progress meeting to ensure that the proposed delivery schedule meets the projects' programme requirements. Issues and obvious clashes must be smoothed out at these meetings such that each week a copy of the programme, identifying provisional delivery times and quantities for the next week are sent out to the relevant suppliers.
- 6.3 Suppliers will be allocated specific times to deliver their materials to site. Should vehicles arrive outside their allocated time, then they may be turned away and delivery organised for another time that is suitable. In such cases, the construction project manager will make contact with the supplier to agree an alternative delivery time. Suppliers and sub-contractors who abuse the system will be reprimanded initially, and if the issue recurs on a regular basis; in accordance with the construction team policy, contracts can be terminated and alternative companies will be sought.
- 6.4 Highway alteration works are not proposed for this site.

Road Closures and Diversions

- 6.5 Road closures and diversions are not anticipated however, they may be required in order to establish and remove tower cranes or to deliver large items of building plants and infrastructure items. This will be agreed with LB Haringey / TfL prior to commencement. Notices regarding any planned road closures and diversions of either roads or footpaths will be given by the principal contractor to LB Haringey,

TfL, the police, fire brigade and other emergency services sufficiently in advance of the required closure or diversion. There may be a need to close the footway outside the frontage of the site for part of the contract, and a temporary suspension of the adjacent bus lane and parking restrictions to allow loading and unloading of materials.

Pedestrian Routing

- 6.6 Pedestrians, the general public and any on-site employees, local residents and employees associated with existing uses across the site will be kept separate from the deconstruction/demolition and construction activities at all times.
- 6.7 During construction works, existing pedestrian routes and footpaths will be maintained as far as is reasonably practicable.

Neighbour and Community Liaison

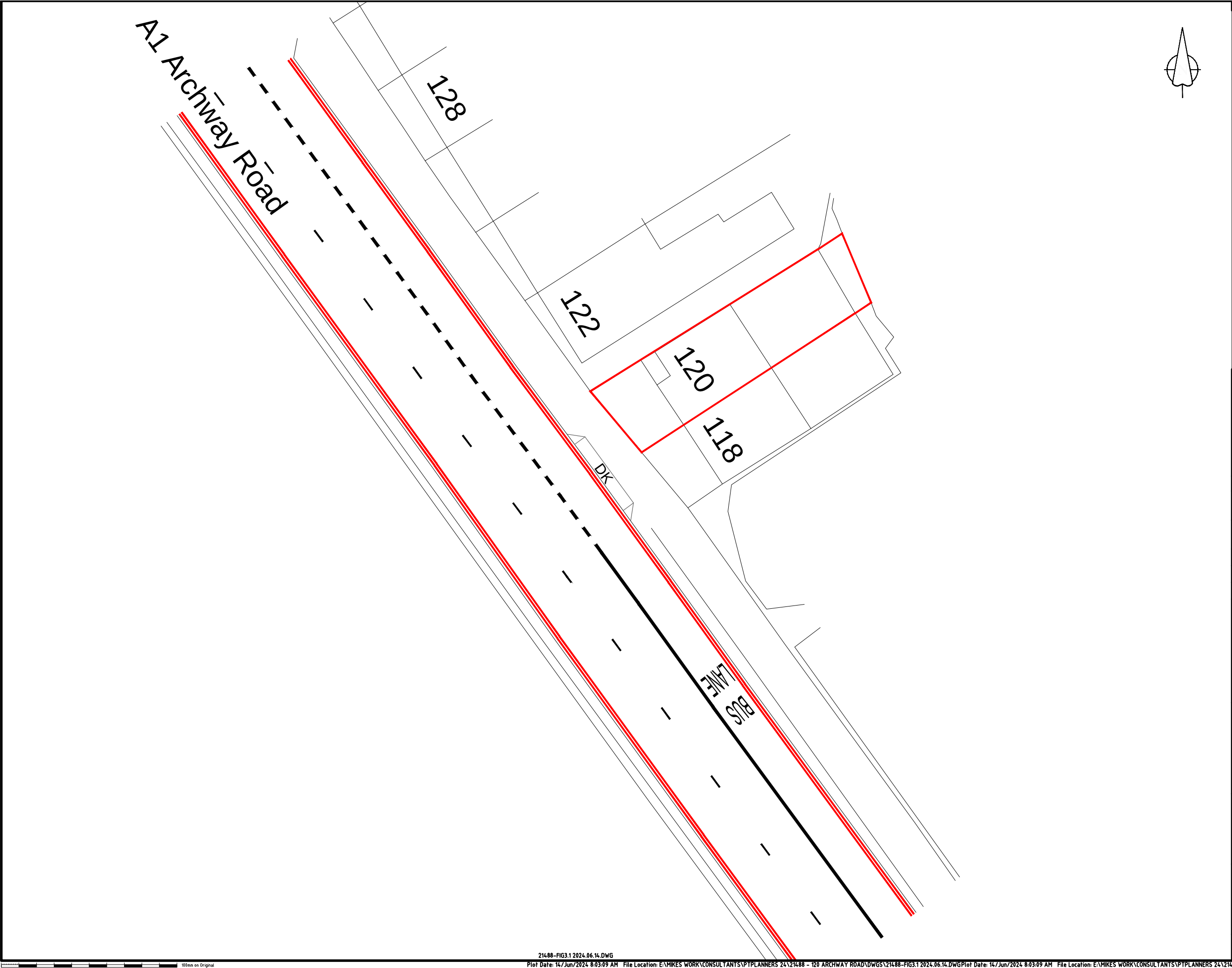
- 6.8 Contact with various landowners, residents, business and other local representatives will be established including the emergency services, informing them of the construction project.
- 6.9 The site's construction team will deal with any queries and provide immediate response to any issued raised. The site will be screened; all hoardings will be maintained to a high standard throughout the progress of the project.
- 6.10 A community strategy and community liaison officer will be appointed to maintain an active dialogue with residents, in order to ensure that the neighbourhood is not detrimentally affected by the construction works.

7 Construction Environmental Management Plan

- 7.1 A Construction Environmental Management Plan (CEMP) will be developed for the construction phases and will include a strategy to minimise environmental impacts such as carbon emissions. The CEMPs will details the approach for a range of resource efficiency principles including locally sourcing materials and servicing, auditing materials to demonstrate environmental performance and options for the re-use of supplies.
- 7.2 The CEMPs will be carried out alongside a carbon foot printing procedure that will minimise carbon demand of the development, identify the use of renewable resources of energy and incorporate efficiency energy supply and low carbon technologies such as photovoltaic cells and solar thermal units where feasible.
- 7.3 The form of delivery management of vehicles will be set out at the tender stage and reinforced on-site. The success of the proposals will be monitored through the CEMP.
- 7.4 During the detailed design phase, full assessments of the potential impacts of the demolition and construction works on air quality and noise vibration will be prepared. The measures that could be adopted to mitigate these nuisances are:
- Setting 'Action Levels' for noise and vibrations;
 - Routine monitoring of noise, vibration and dust at site boundary and sensitive receptors;
 - Use of hoardings for as long as practicable to act as acoustic screening;
 - Requirement for engines and equipment to be switched off on-site when not in use, use of quieter plant, regular plant maintenance and screening of plant if appropriate;
 - Spraying areas with water to dampen down dust when conditions dictate;
 - Use of road sweepers whenever the need for road cleaning arises;
 - Sheeting of vehicles carrying waste materials off-site; and
 - Strictly prohibiting fires on-site.

8 Monitoring and Review

- 8.1 Monitoring and review of the CLP will be implemented to provide the opportunity for construction operations and procedures on-site to be reviewed and new management measures to be implemented (if necessary) to achieve the objectives of the CLP.
- 8.2 Monitoring will be documented and any updates of the CLP will be made available to the Local Authority and TfL.



Issue	Description	Date
Status PRELIMINARY NOT TO BE USED FOR CONSTRUCTION		
Scales	1:250	Current Issue Signatures
		Author LJS
Original Size	A3	Checker A.RODERICK
Height Datum	O.S.	Approver A.RODERICK
Grid	O.S.	© Copyright reserved
Client		
PTPlanners Professional Technical Planners "The Old Stables" Ridgewood Two Gates Lane Bellingham Bucks. HP5 2XS www.ptplanners.com Tel: +44(0)1494 757244		
Project		
120 ARCHWAY ROAD LONDO N6 5BH		
Title		
EXISTING SITE / HIGHWAY LAYOUT		
Drawing No.	Project No.	Rev
Fig 3.1	21488	01



SCALE: **Do Not Scale**

DATE: **June 2024**

DRAWN: **AR**

CLIENT:

120 ARCHWAY ROAD

TITLE:

LOCAL HIGHWAY NETWORK AND CONSTRUCTION TRAFFIC ROUTING

JOB TITLE:

PROPOSED RESIDENTIAL DEVELOPMENT, 120 ARCHWAY ROAD

JOB NUMBER:

FIGURE:

3.2

A1 Archway Road

Large Tipper

Large Tipper

128

122

120

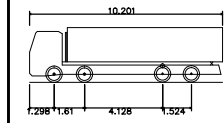
118

DK

Large Tipper

Large Tipper

BUS LANE



Large Tipper
Overall Length 10.201m
Overall Width 2.500m
Overall Body Height 2.893m
Min Body Ground Clearance 0.343m
Max Track Width 2.500m
Lock to Lock Time 6.00 sec
Kerb to Kerb Turning Radius 11.550m

Issue	Description	Date
-------	-------------	------

Status
PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

Scales	1:250	Current Issue Signatures	
		Author	LJS
Original Size	A3	Checker	A.RODERICK
Height Datum	O.S.	Approver	A.RODERICK
Grid	O.S.	© Copyright reserved	

Client

PTPlanners
Professional Technical Planners

"The Old Stables"
Ridgewood
Two Gates Lane
Bellingham
Bucks.
HP5 2XS

www.ptplanners.com

Tel: +44(0)1494 757244

Project

120 ARCHWAY ROAD
LONDO N6 5BH

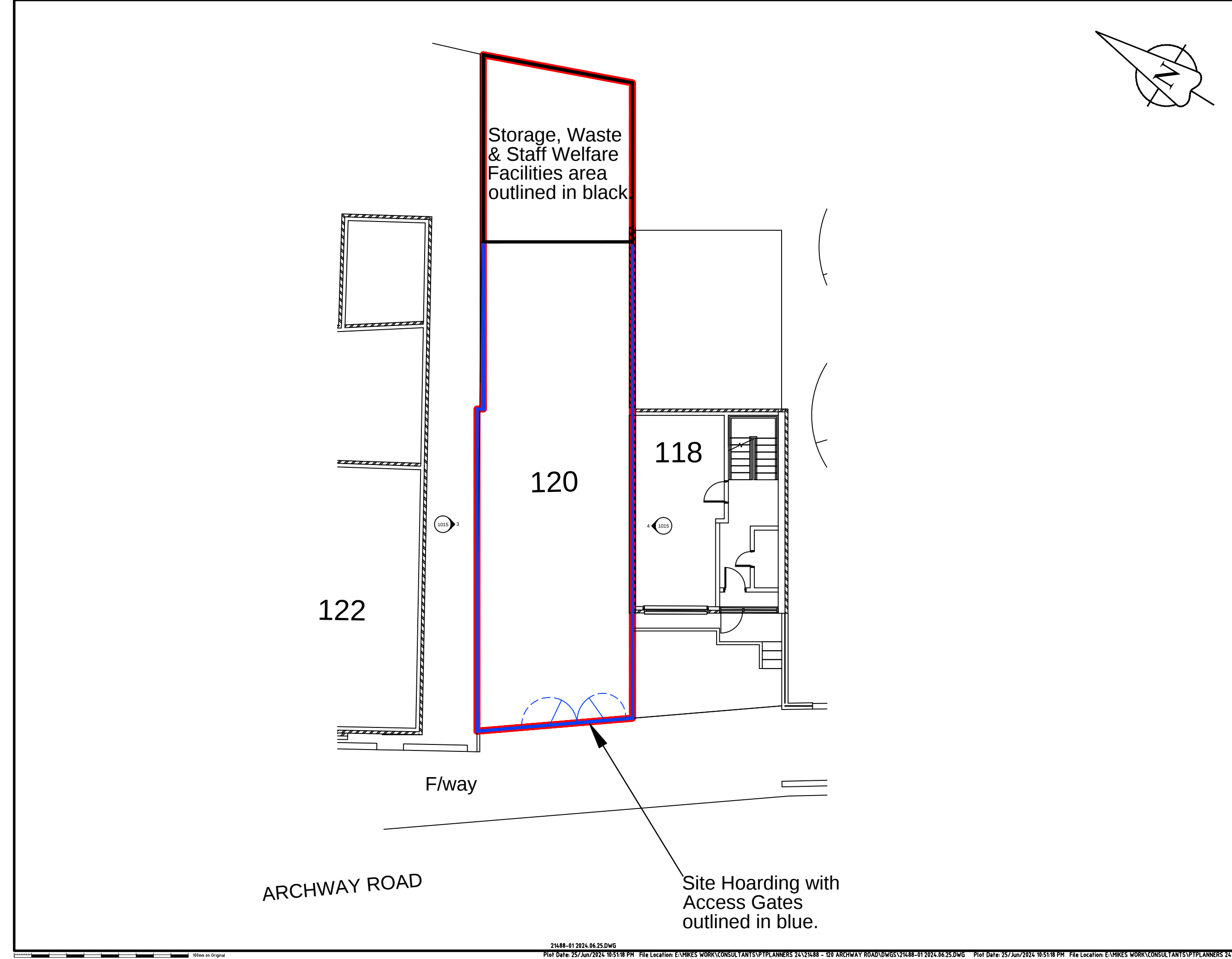
Title

MAX CONSTRUCTION VEHICLE
SWEPT PATH

Drawing No.	Project No.	Rev
Fig 4.1	21488	01

21488-FIG4.1 2024.06.14.DWG

Plot Date: 14/ Jun/2024 8:19:01 AM File Location: E:\MIKES WORK\CONSULTANTS\PTPLANNERS 24\21488 - 120 ARCHWAY ROAD\DWGS\21488-FIG4.1 2024.06.14.DWG Plot Date: 14/ Jun/2024 8:19:01 AM File Location: E:\MIKES WORK\CONSULTANTS\PTPLANNERS 24\21488 - 120 ARCHWAY ROAD\DWGS\21488-FIG4.1 2024.06.14.DWG



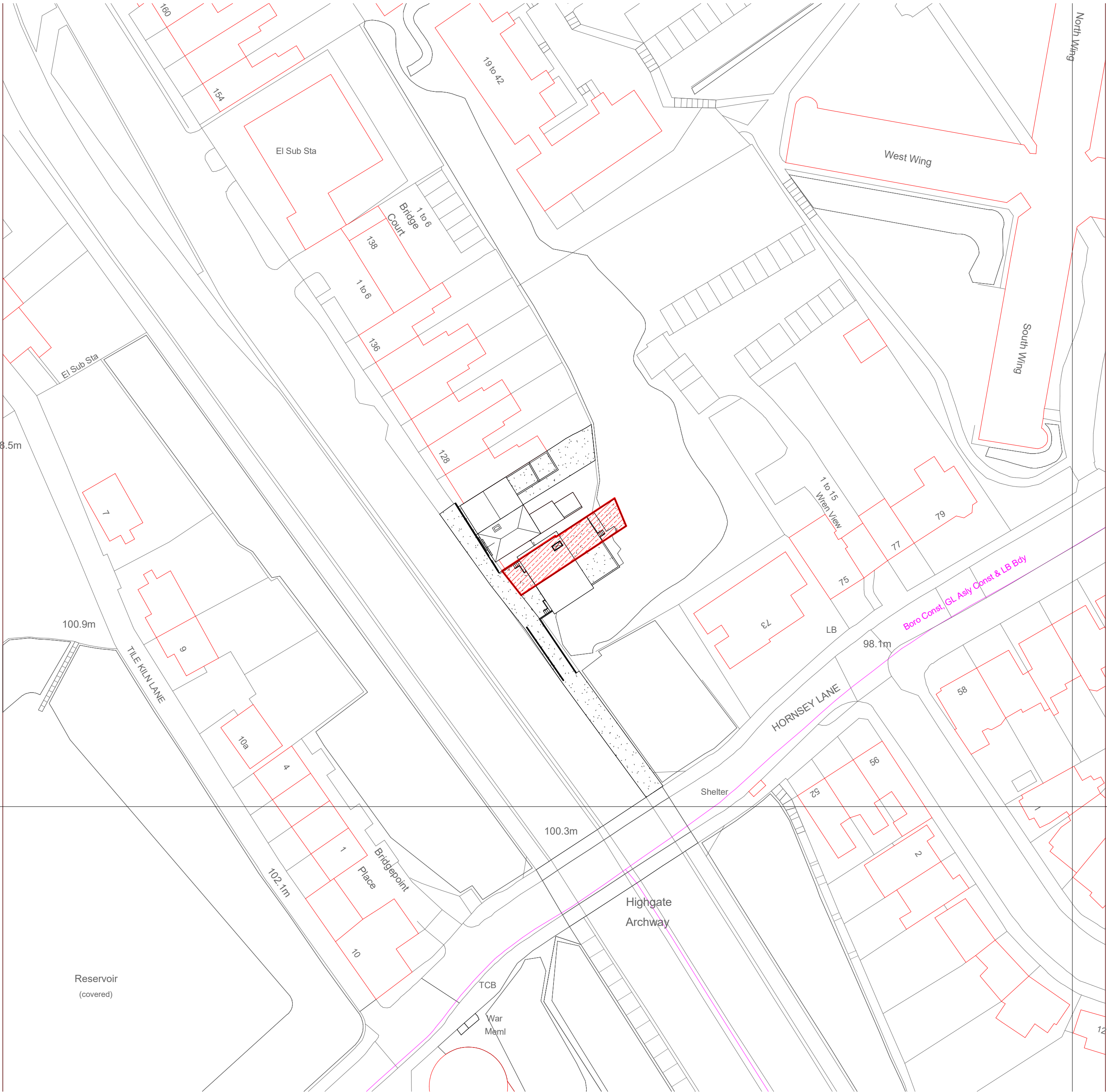
Issue	Description	Date	
Status			
PRELIMINARY			
NOT TO BE USED FOR CONSTRUCTION			
Scales	1:125	Current Issue Signatures	
		Author	LJS
Original Size	A3	Checker	A.RODERICK
Height Datum	O.S.	Approver	A.RODERICK
Grid	O.S.	© Copyright reserved	
Client			
PTPlanners Professional Technical Planners "The Old Stables" Ridgewood Two Gates Lane Bellingham Bucks. HP5 2XS www.ptplanners.com Tel: +44(0)1494 757244			
Project			
120 ARCHWAY ROAD LONDO N6 5BH			
Title			
CONSTRUCTION SITE LAYOUT			
Drawing No.	Project No.	Rev	
01	21488	01	

Appendix A
Existing Site Layout

Notes:

General Notes:

1.
2.



Rev.	Date	Details	By

Client
Owner

Project Name
120 Archway

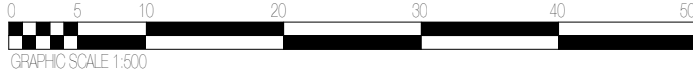
Drawing Title
Demise Plan

Status

Scale 1 : 500 @ A1	Drawn by Author
Date 07/18/18	Checked by Checker
Drawing Number XXXX - ST - 0001	Revision

This drawing is copyright. Do not scale off dimensions.
All dimensions are to be checked on site by contractor.
Contractor to report any dimensional discrepancies, errors
or omissions prior to commencing in site.

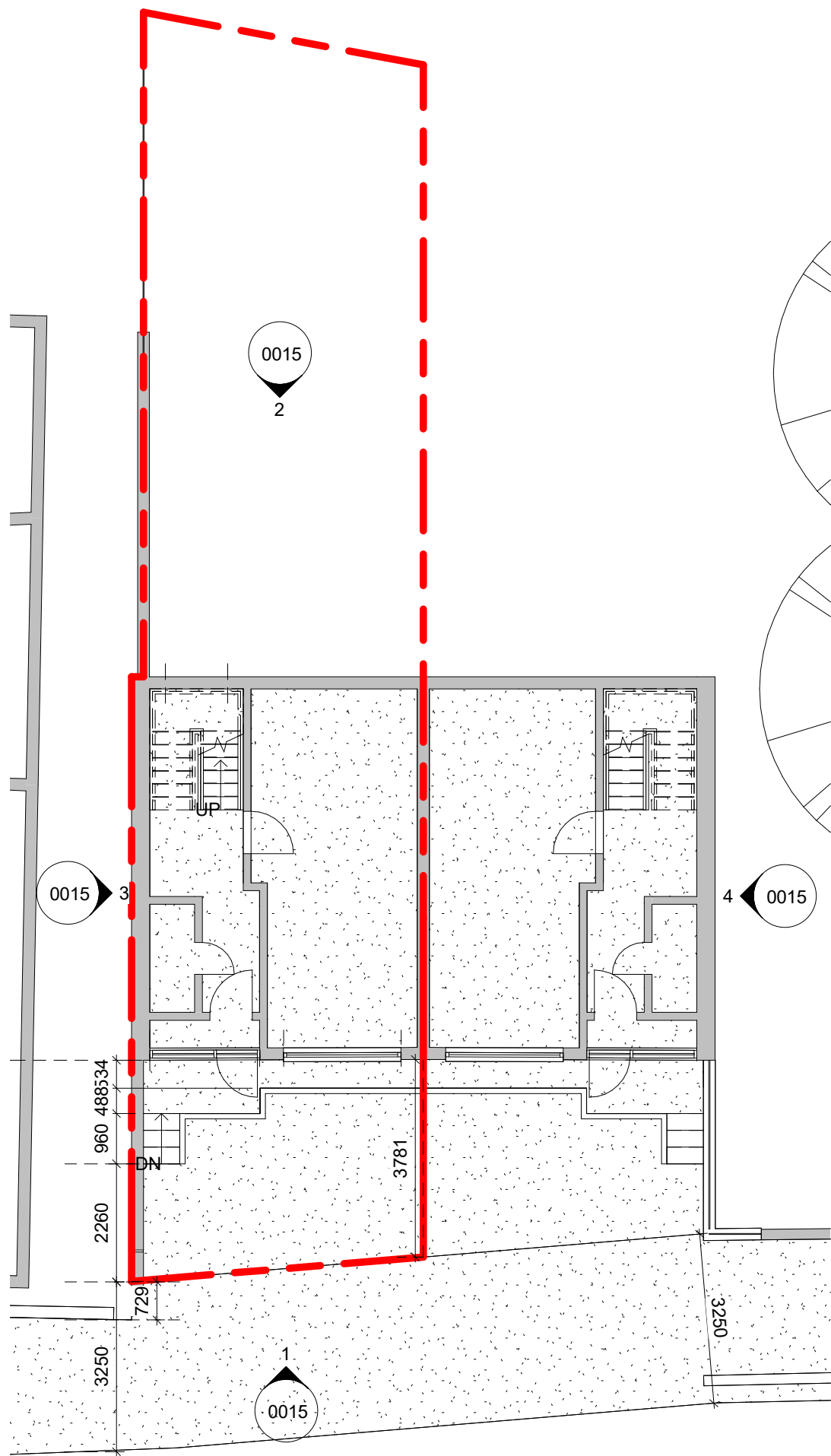
18 Wenlock Road, London N1 7TA | spacelab.co.uk



Notes:

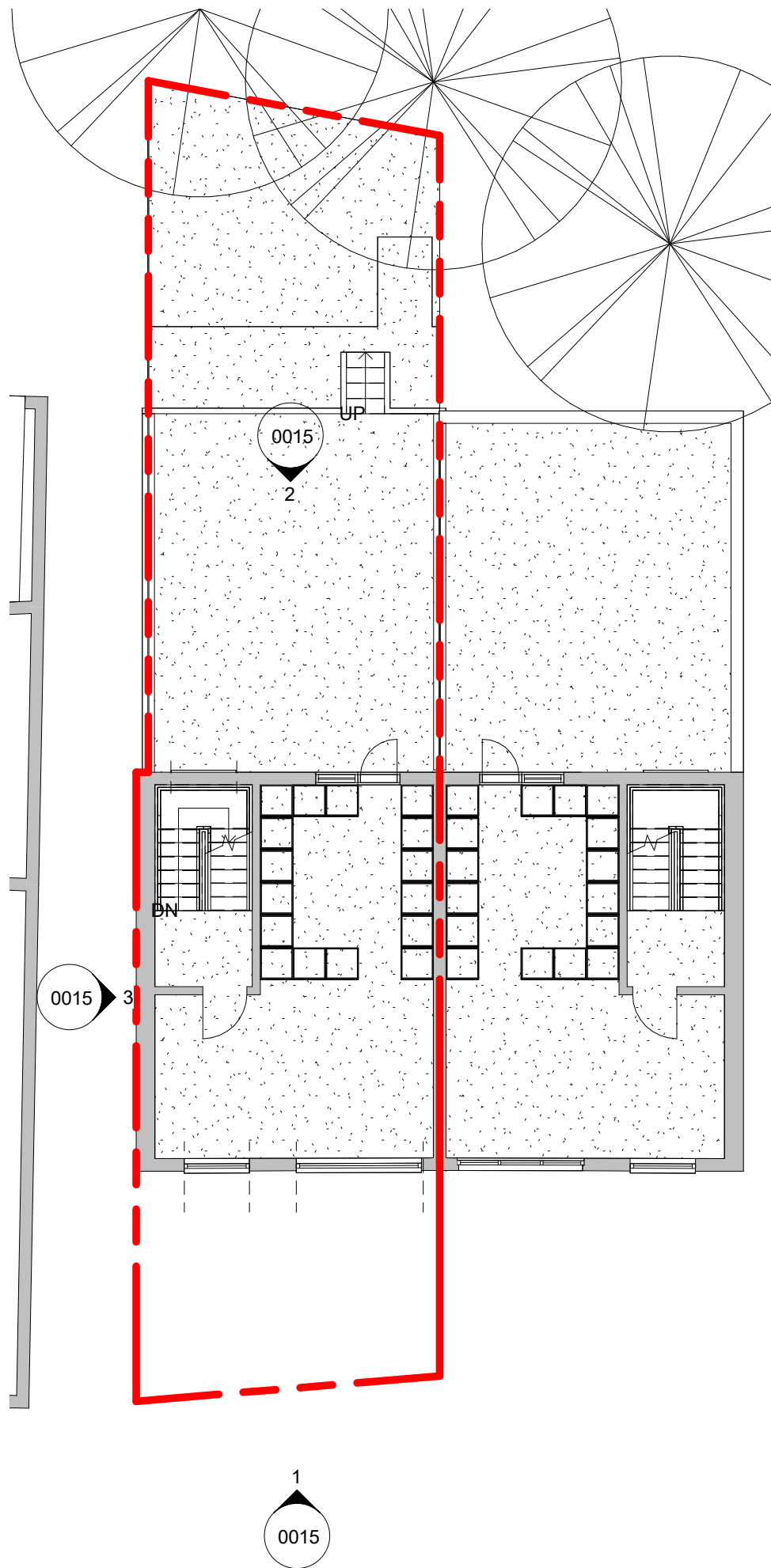
General Notes:

1.
2.



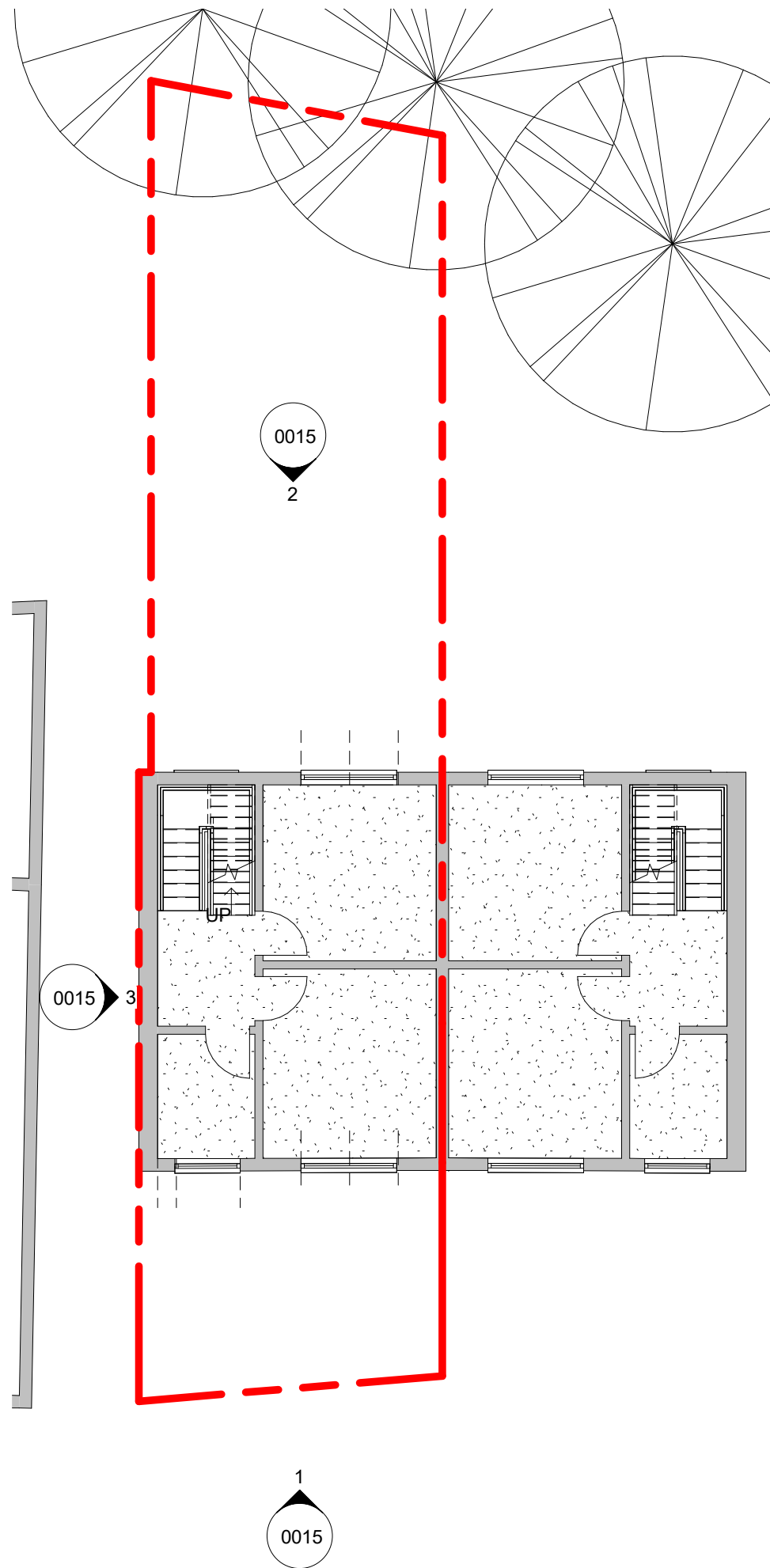
1 LEVEL 00 - Existing GA Plan

Scale 1 : 100



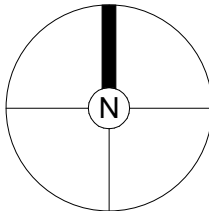
2 LEVEL 01 - Existing GA Plan

Scale 1 : 100



3 LEVEL 02 - Existing GA Plan

Scale 1 : 100



Rev.	Date	Details	By
------	------	---------	----

Client

Owner

Project Name

120 Archway

Drawing Title

Existing Plans

Status

Scale

1 : 100@ A1

Drawn by

Author

Date

11/06/23

Checked by

Checker

Drawing Number

XXXX - 0010

Revision

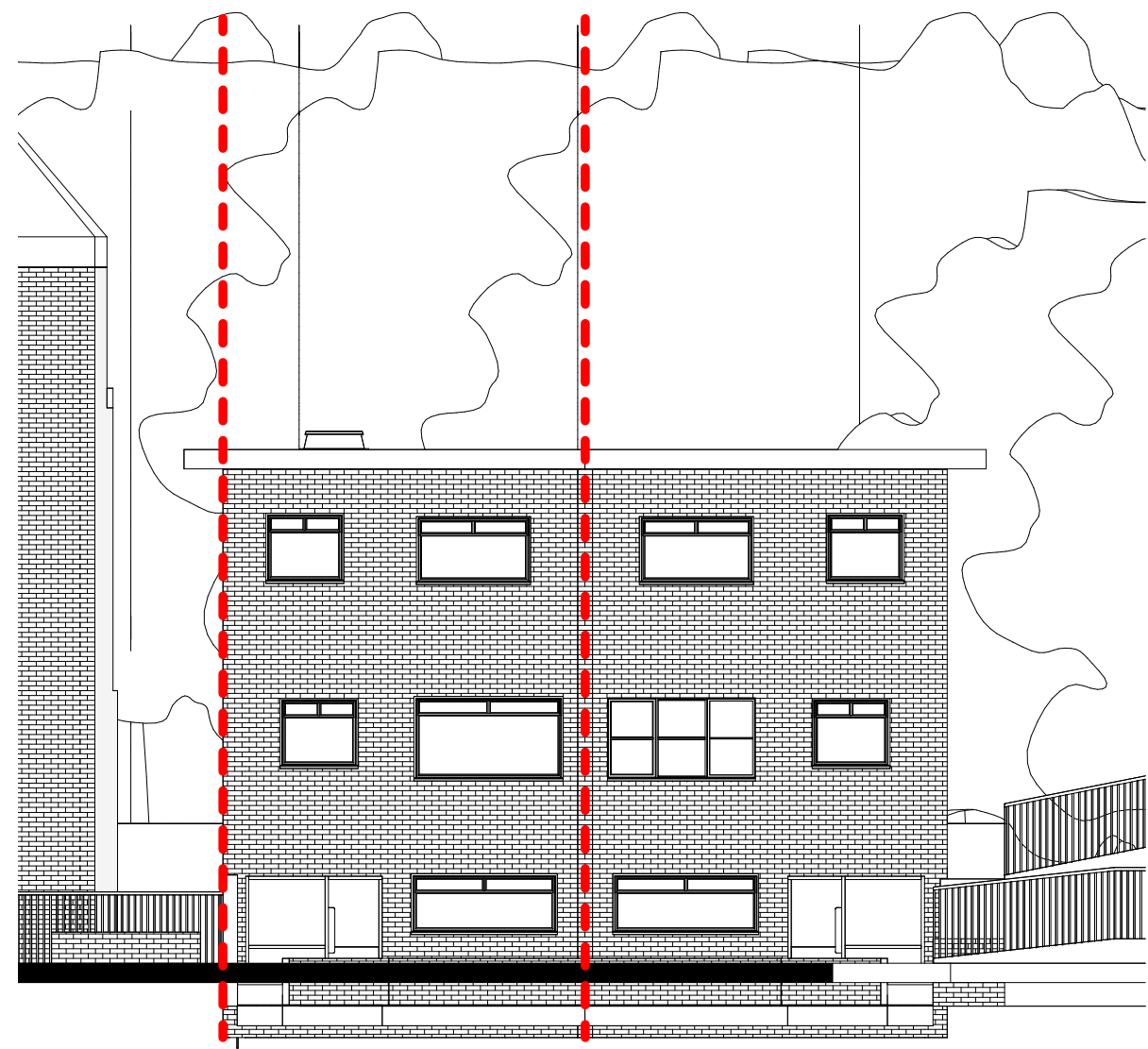
This drawing is copyright. Do not scale off dimensions.
All dimensions are to be checked on site by contractor.
Contractor to report any dimensional discrepancies, errors
or omissions prior to commencing in site.

18 Wenlock Road, London N1 7TA | spacelab.co.uk

Notes:

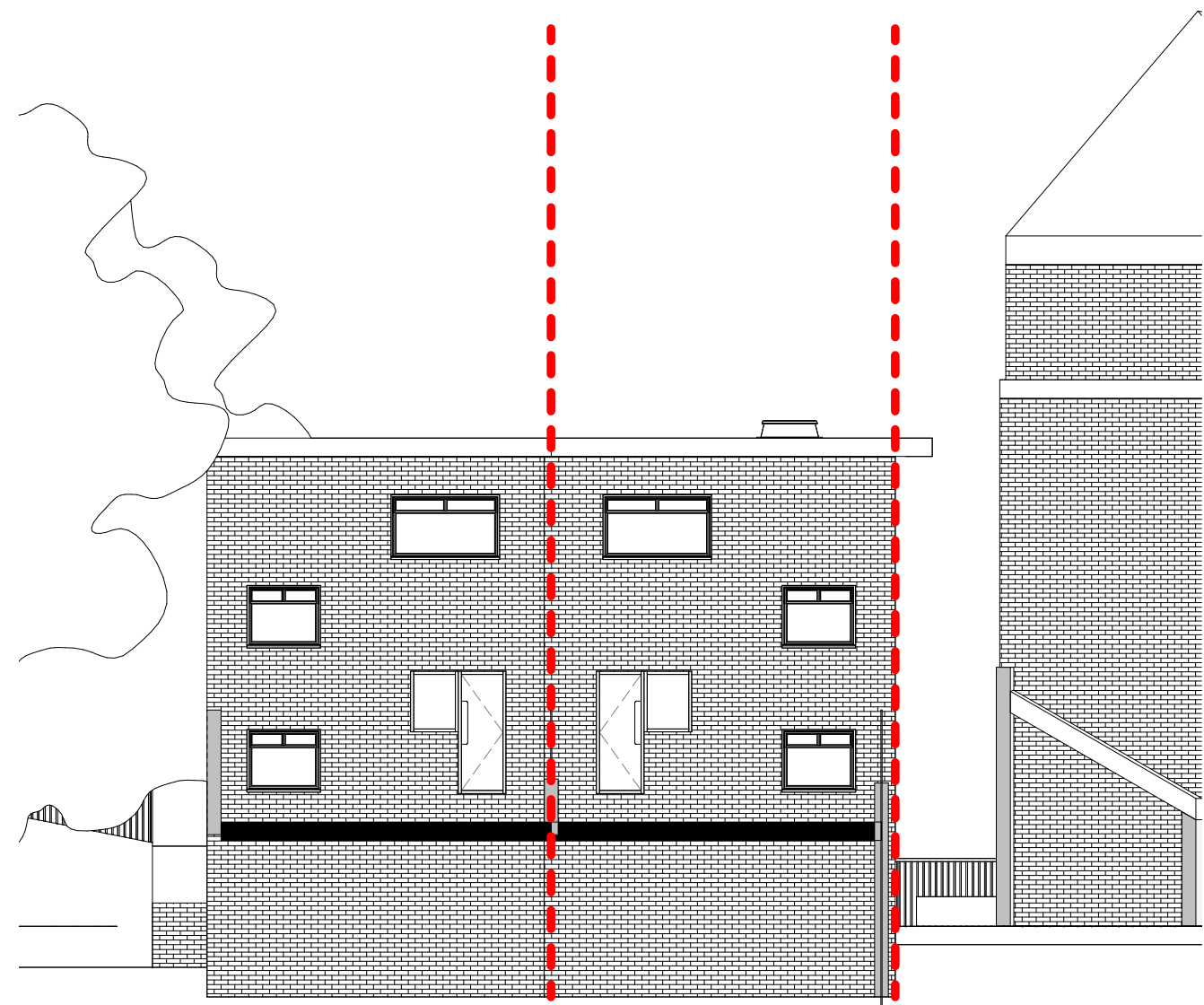
General Notes:

1.
2.



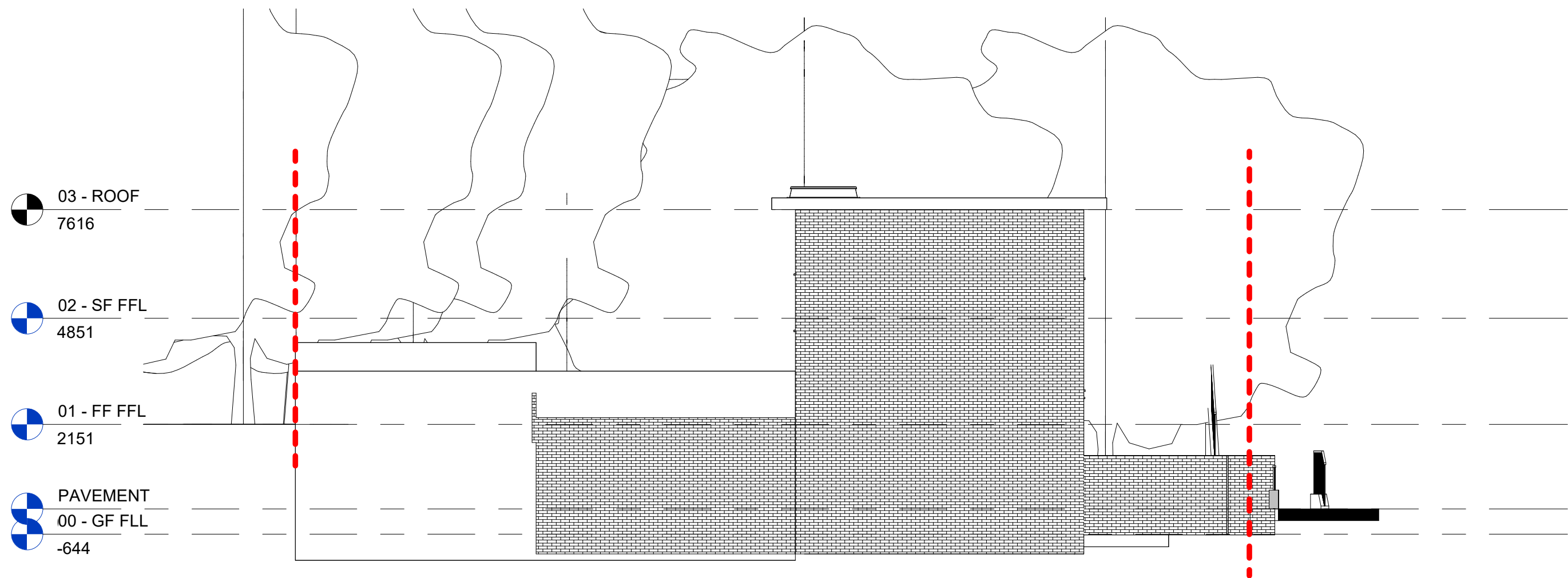
1 Existing Elevation Front

Scale 1 : 100



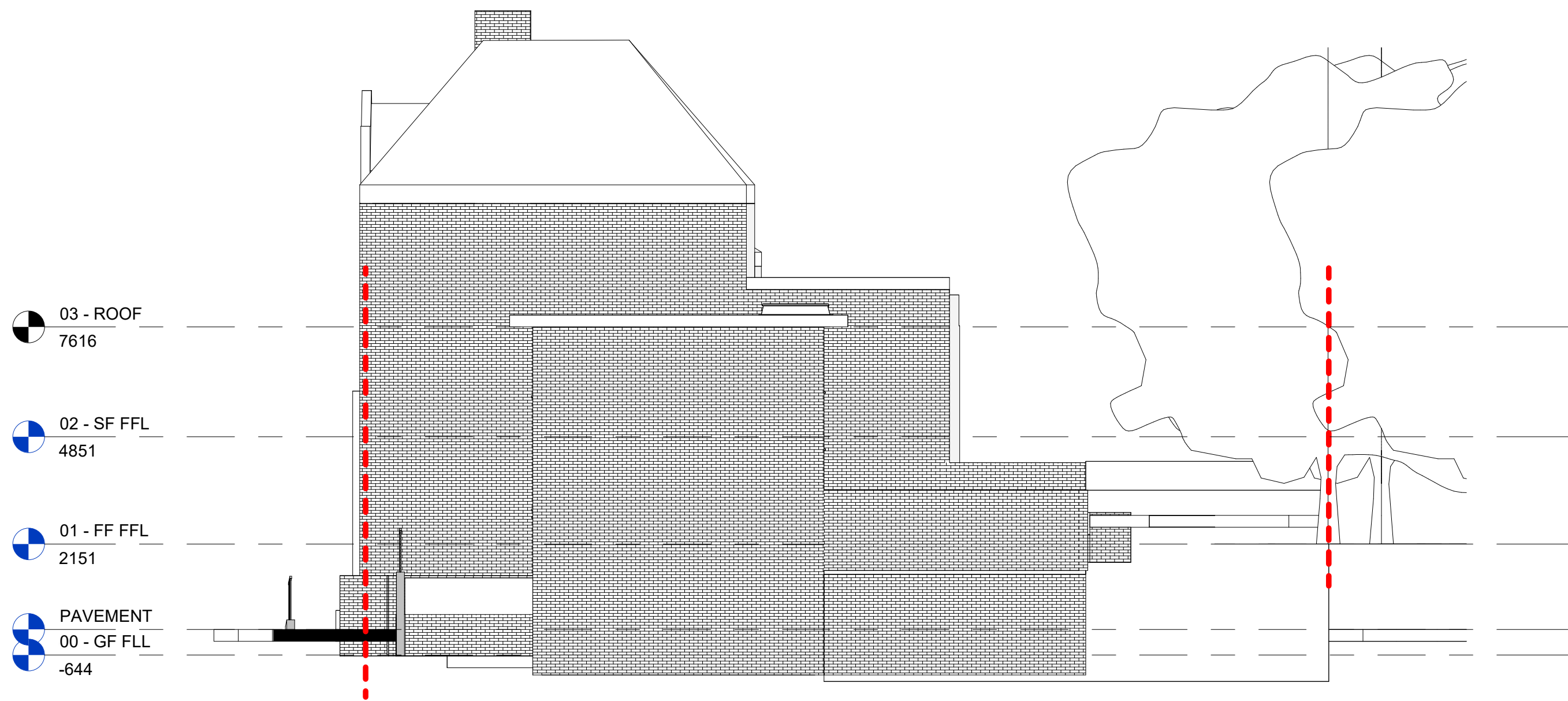
2 Existing Elevation Rear

Scale 1 : 100



3 Existing Elevation Side 01

Scale 1 : 100

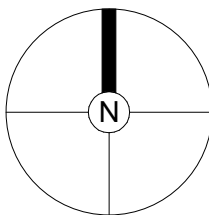


4 Existing Elevation Side 02

Scale 1 : 100

PROJECT DATUM
0

0 10 20 30 40 50 60 70 80 90 100 METRES
GRAPHIC SCALE 1:50



Rev.	Date	Details	By

Client

Owner

Project Name

120 Archway

Drawing Title

Existing Elevations

Status

Scale

1 : 100 @ A1

Drawn by

Author

Date

11/07/23

Checked by

Checker

Drawing Number

XXXX - 0015

Revision

This drawing is copyright. Do not scale off dimensions.
All dimensions are to be checked on site by contractor.
Contractor to report any dimensional discrepancies, errors
or omissions prior to commencing in site.

18 Wenlock Road, London N1 7TA | spacelab.co.uk

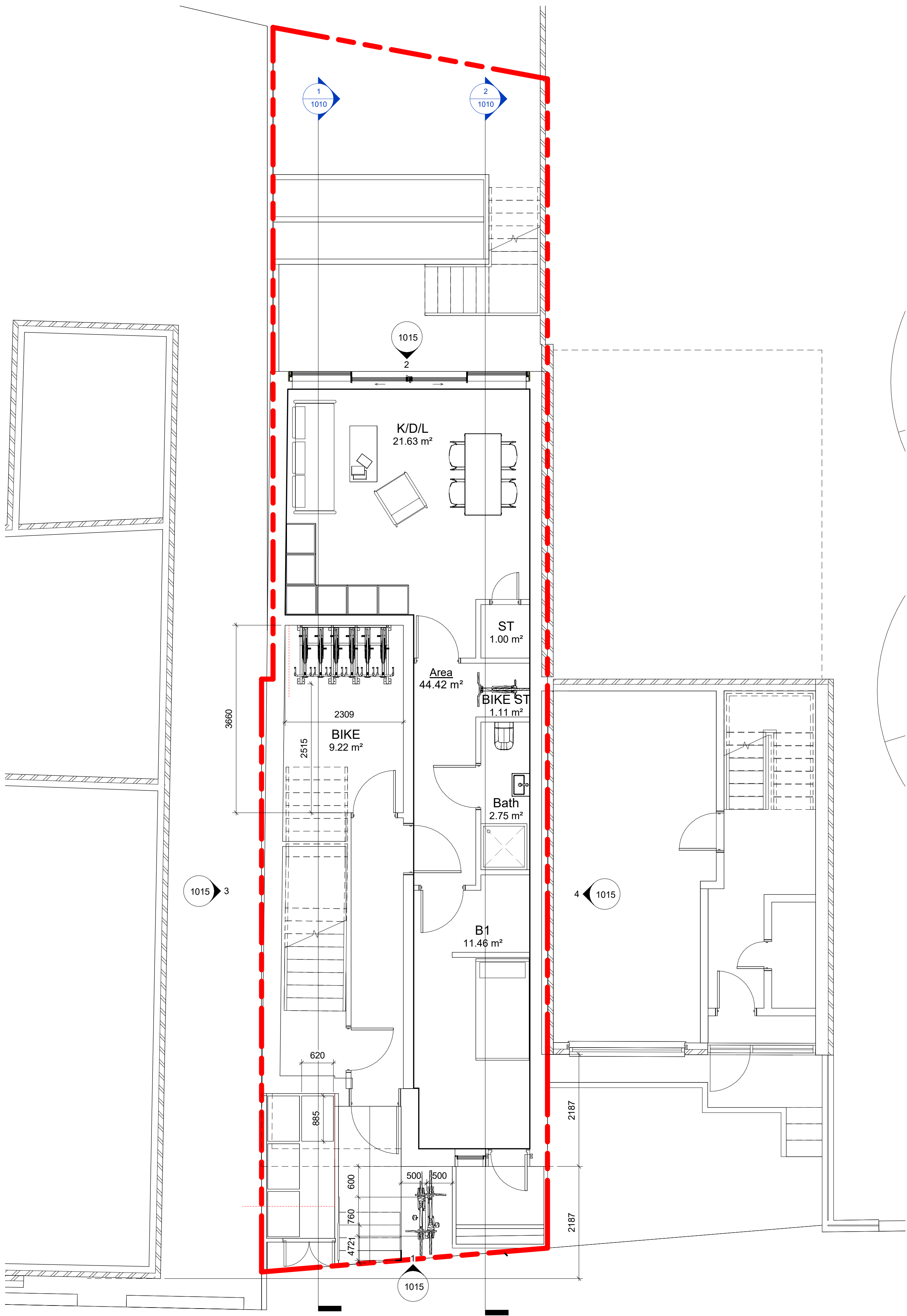
Appendix B
Proposed Scheme Layout

Notes:

General Notes:

1.

2.



1 PROP 00 - GF FLL

Scale 1 : 50



Rev.	Date	Details	By
Client			
Owner			
Project Name			
120 Archway			
Drawing Title			
Ground Floor GA			
Status			
Scale		Drawn by	
1 : 50@ A1		Author	
Date		Checked by	
02.05.24		Checker	
Drawing Number		Revision	
XXXX - GA - 1001			

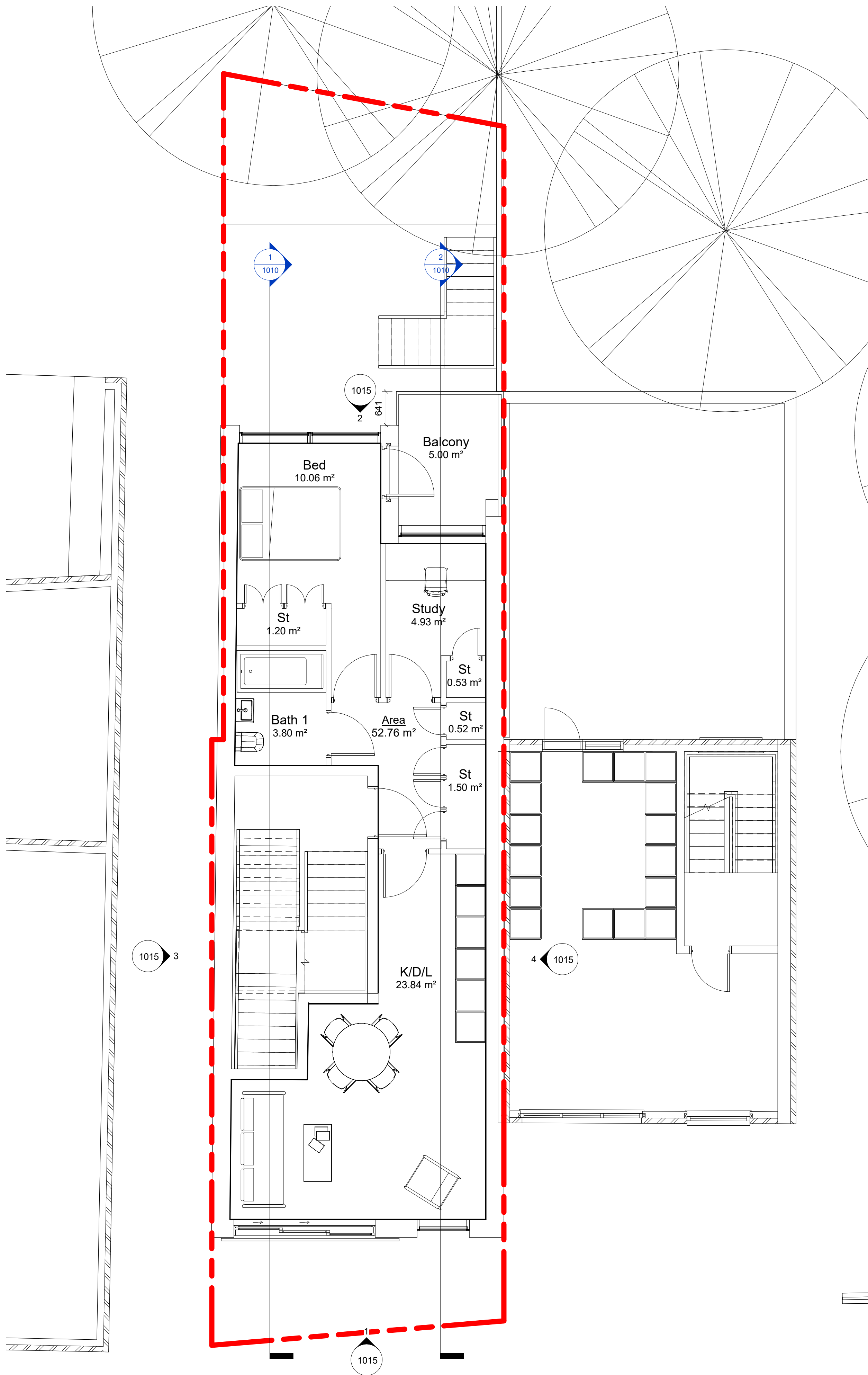
This drawing is copyright. Do not scale off dimensions.
All dimensions are to be checked on site by contractor.
Contractor to report any dimensional discrepancies, errors
or omissions prior to commencing in site.

18 Wenlock Road, London N1 7TA | spacelab.co.uk

Notes:

General Notes:

1.
2.



1 PROP FFL 1ST

Scale 1 : 50



Rev.	Date	Details	By
------	------	---------	----

Client
Owner

Project Name
120 Archway

Drawing Title
First Floor GA

Status

Scale 1 : 50@ A1	Drawn by Author
Date 02.05.24	Checked by Checker
Drawing Number XXXX - 1002	Revision

This drawing is copyright. Do not scale off dimensions.
All dimensions are to be checked on site by contractor.
Contractor to report any dimensional discrepancies, errors
or omissions prior to commencing in site.

General Notes:

- 1.
- 2.

Rev.	Date	Details	By
------	------	---------	----

Client	
Owner	

Project Name
120 Archway

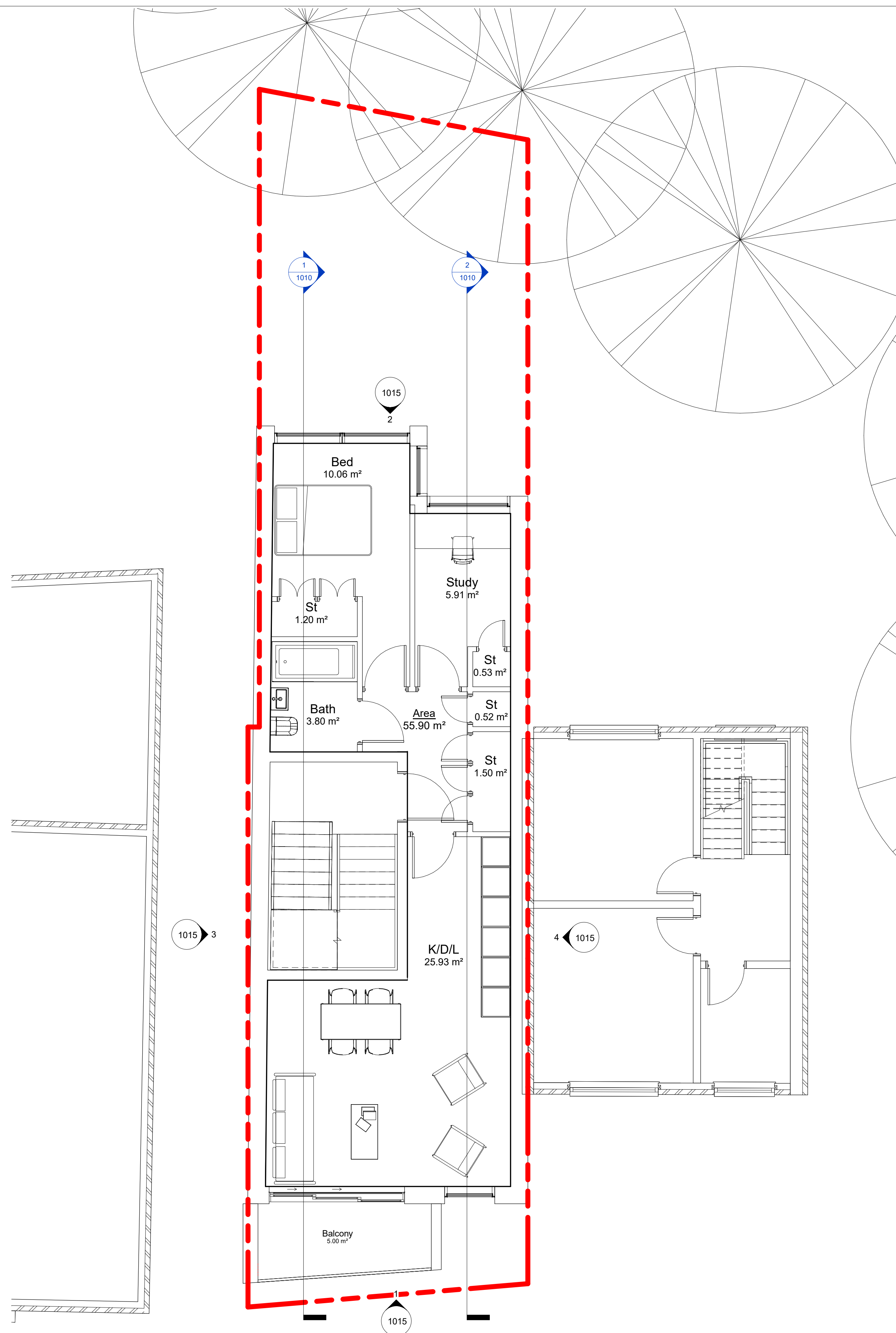
Drawing Title
Second to Fourth Floor GA

Item	Value	Status
1	100	OK
2	200	OK
3	300	OK
4	400	OK
5	500	OK
6	600	OK
7	700	OK
8	800	OK
9	900	OK
10	1000	OK
11	1100	OK
12	1200	OK
13	1300	OK
14	1400	OK
15	1500	OK
16	1600	OK
17	1700	OK
18	1800	OK
19	1900	OK
20	2000	OK
21	2100	OK
22	2200	OK
23	2300	OK
24	2400	OK
25	2500	OK
26	2600	OK
27	2700	OK
28	2800	OK
29	2900	OK
30	3000	OK
31	3100	OK
32	3200	OK
33	3300	OK
34	3400	OK
35	3500	OK
36	3600	OK
37	3700	OK
38	3800	OK
39	3900	OK
40	4000	OK
41	4100	OK
42	4200	OK
43	4300	OK
44	4400	OK
45	4500	OK
46	4600	OK
47	4700	OK
48	4800	OK
49	4900	OK
50	5000	OK
51	5100	OK
52	5200	OK
53	5300	OK
54	5400	OK
55	5500	OK
56	5600	OK
57	5700	OK
58	5800	OK
59	5900	OK
60	6000	OK
61	6100	OK
62	6200	OK
63	6300	OK
64	6400	OK
65	6500	OK
66	6600	OK
67	6700	OK
68	6800	OK
69	6900	OK
70	7000	OK
71	7100	OK
72	7200	OK
73	7300	OK
74	7400	OK
75	7500	OK
76	7600	OK
77	7700	OK
78	7800	OK
79	7900	OK
80	8000	OK
81	8100	OK
82	8200	OK
83	8300	OK
84	8400	OK
85	8500	OK
86	8600	OK
87	8700	OK
88	8800	OK
89	8900	OK
90	9000	OK
91	9100	OK
92	9200	OK
93	9300	OK
94	9400	OK
95	9500	OK
96	9600	OK
97	9700	OK
98	9800	OK
99	9900	OK
100	10000	OK

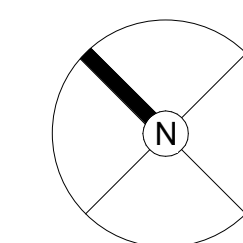
Scale	Drawn by
1 : 50@ A1	Author
Date	Checked by
02.05.24	Checker
Drawing Number	Revision
XXXX - 1003	

This drawing is copyright. Do not scale off dimensions.
All dimensions are to be checked on site by contractor.
Contractor to report any dimensional discrepancies, errors
or omissions prior to commencing in site.

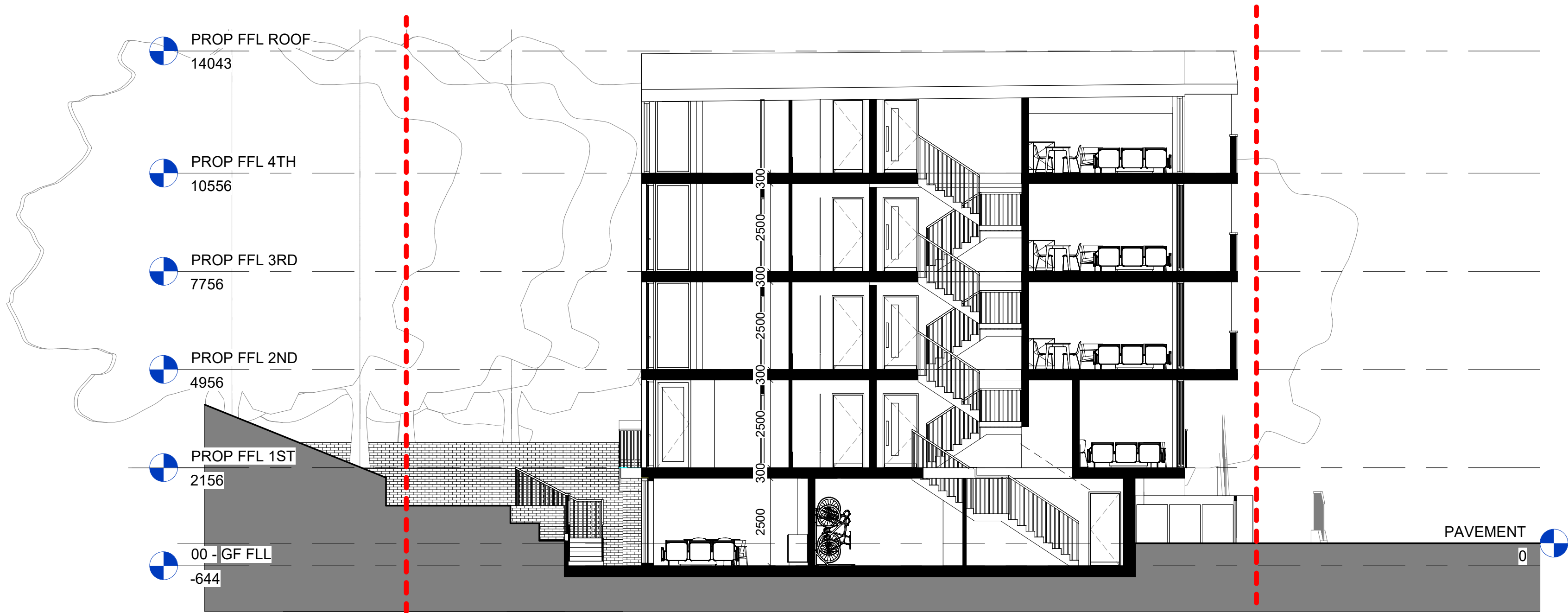
18 Wenlock Road, London N1 7TA | spacelab.co.uk



1 PROP FLL 2ND-4TH
Scale 1 : 50



Notes:	
General Notes:	
1.	
2.	



1 Section 1

Scale 1 : 100



2 Section 2

Scale 1 : 100

Rev.	Date	Details	By
------	------	---------	----

Client
Owner

Project Name
120 Archway

Drawing Title
Sections

Status

Scale 1 : 100@ A1	Drawn by Author
Date 02.05.24	Checked by Checker
Drawing Number XXXX - 1010	Revision

This drawing is copyright. Do not scale off dimensions.
All dimensions are to be checked on site by contractor.
Contractor to report any dimensional discrepancies, errors
or omissions prior to commencing in site.

18 Wenlock Road, London N1 7TA | spacelab.co.uk



Notes:

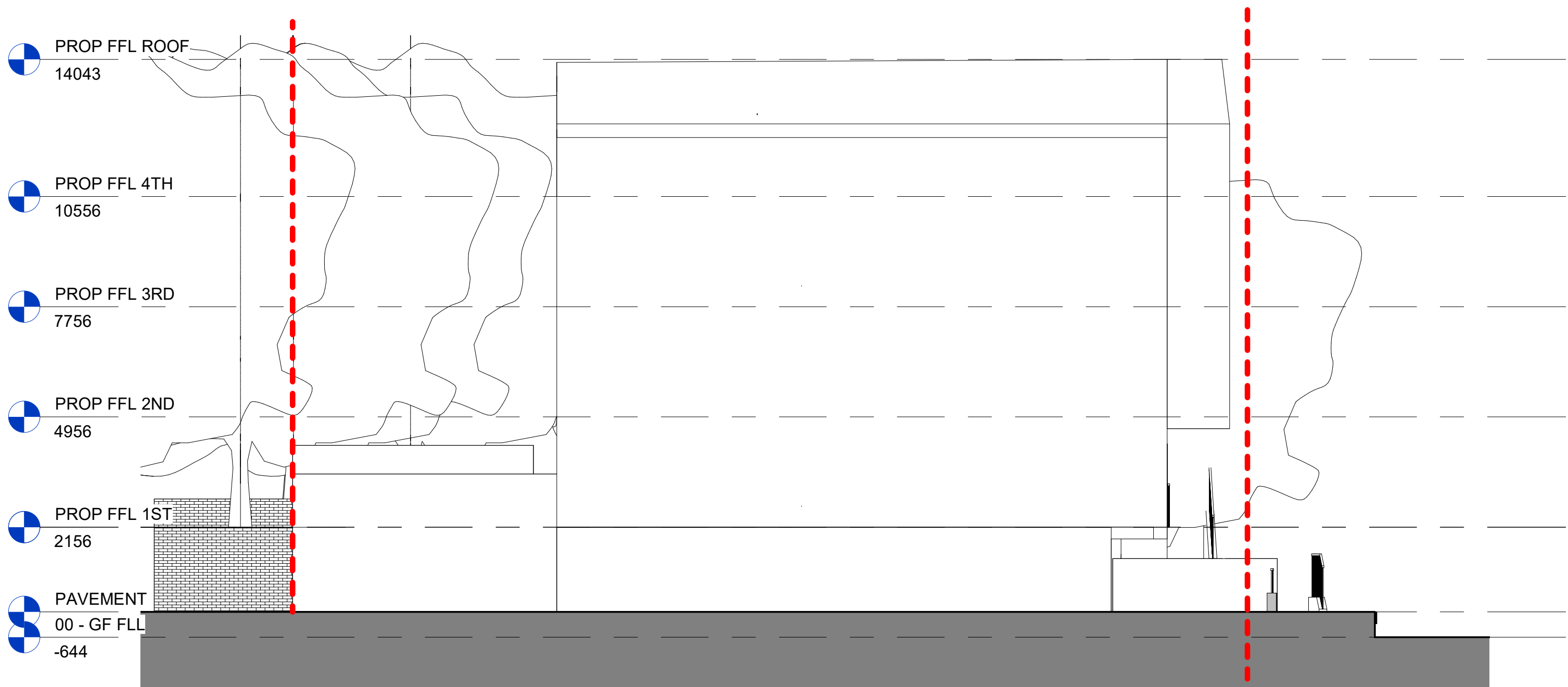
General Notes:

1.
2.



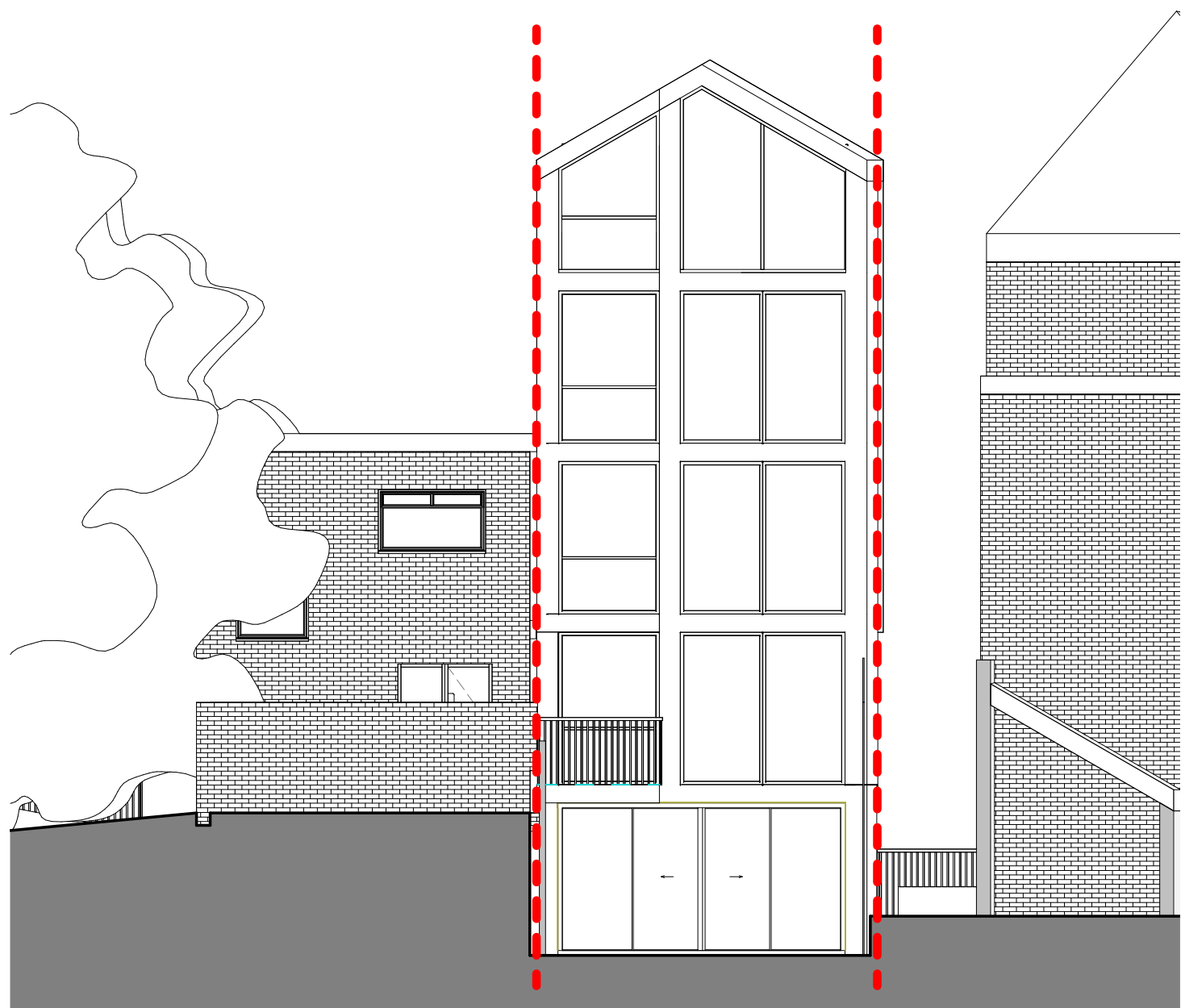
1 Proposed Elevation Front

Scale 1 : 100



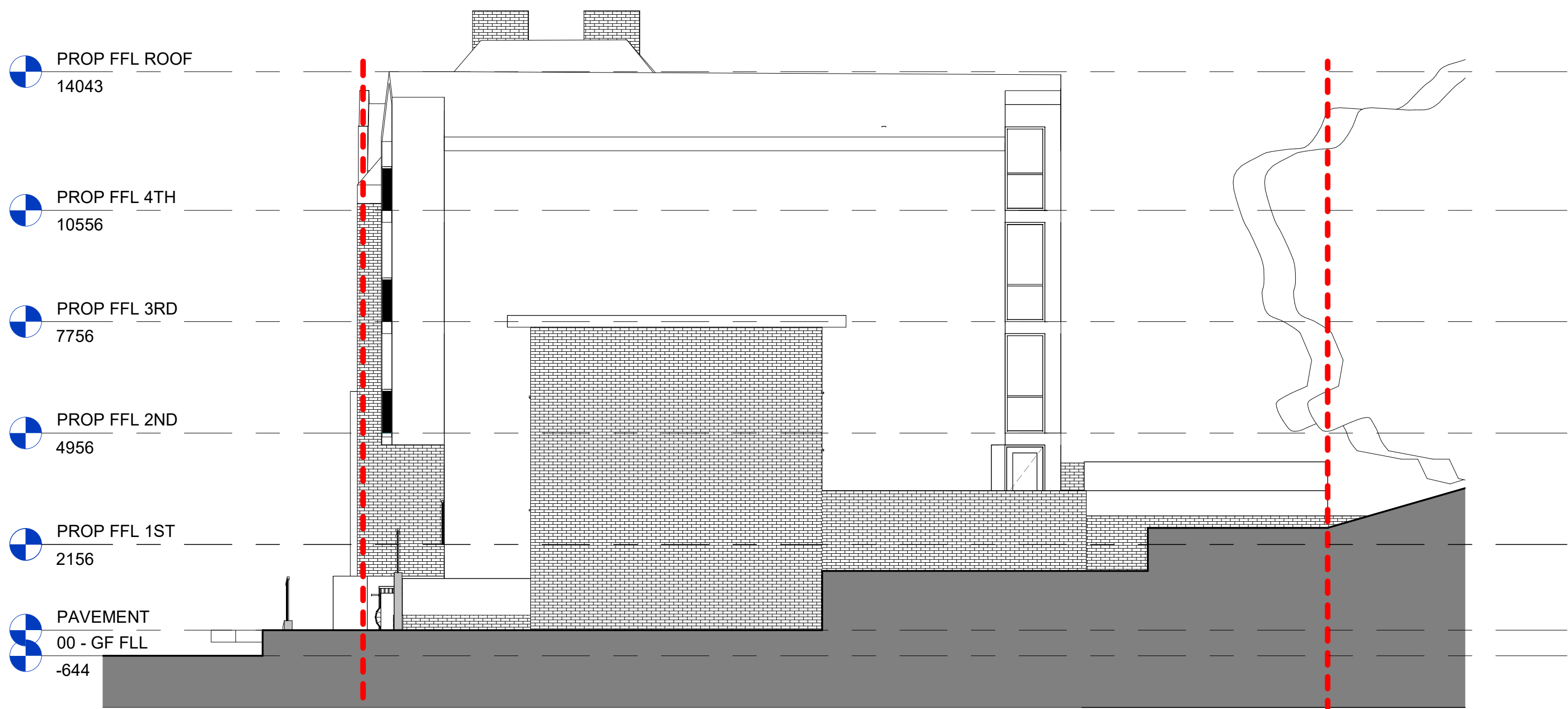
3 Proposed Elevation Side 01

Scale 1 : 100



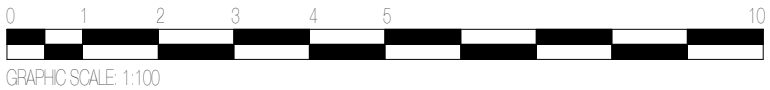
2 Proposed Elevation Rear

Scale 1 : 100



4 Proposed Elevation Side 02

Scale 1 : 100



Rev.	Date	Details	By
------	------	---------	----

Client
Owner

Project Name
120 Archway

Drawing Title
Proposed Elevations

Status

Scale	Drawn by
1 : 100@ A1	Author

Date	Checked by
02.05.24	Checker

Drawing Number	Revision
XXXX - 1015	

This drawing is copyright. Do not scale off dimensions.
All dimensions are to be checked on site by contractor.
Contractor to report any dimensional discrepancies, errors
or omissions prior to commencing in site.

18 Wenlock Road, London N1 7TA | spacelab.co.uk