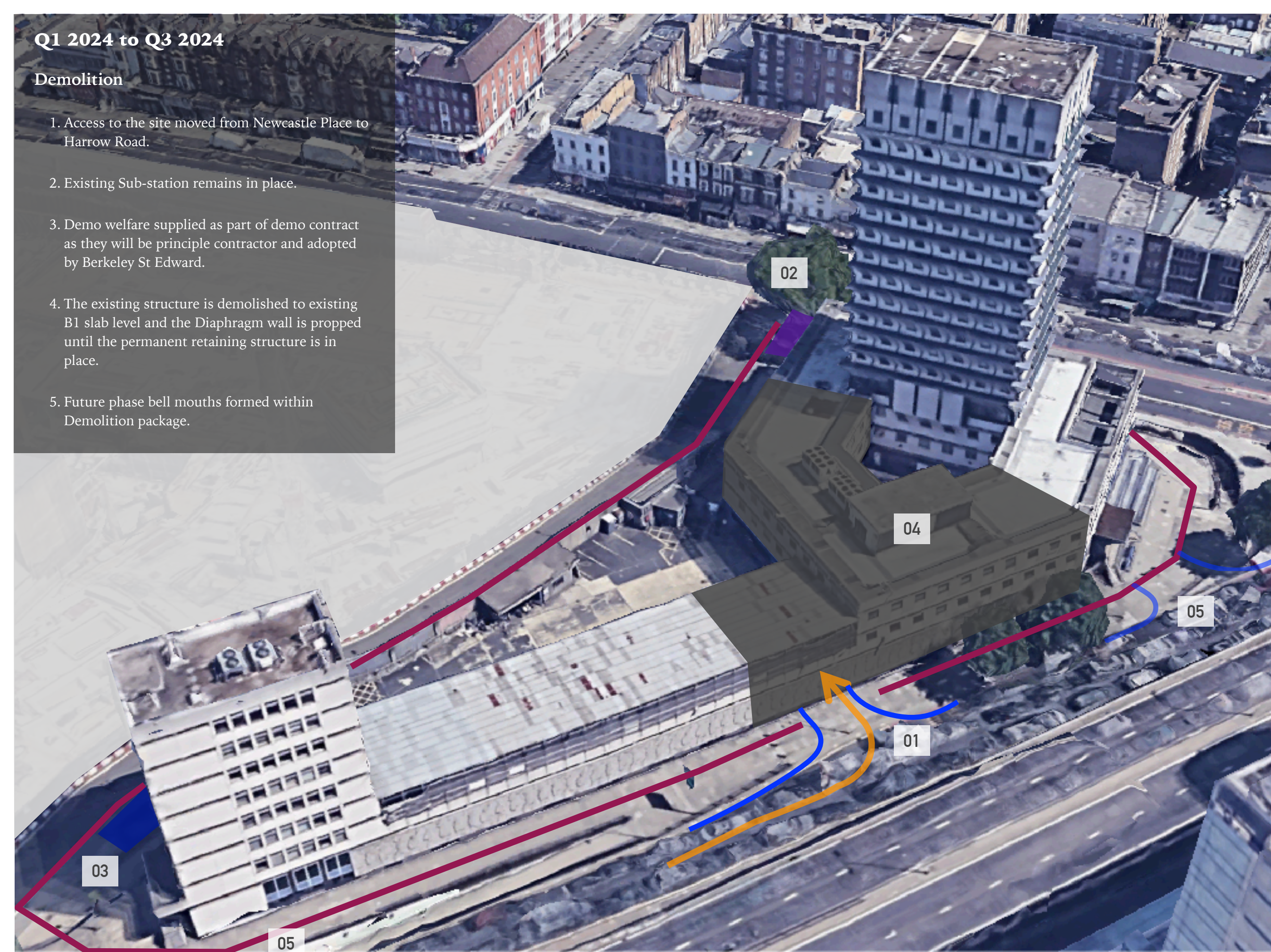


Q1 2024 to Q3 2024

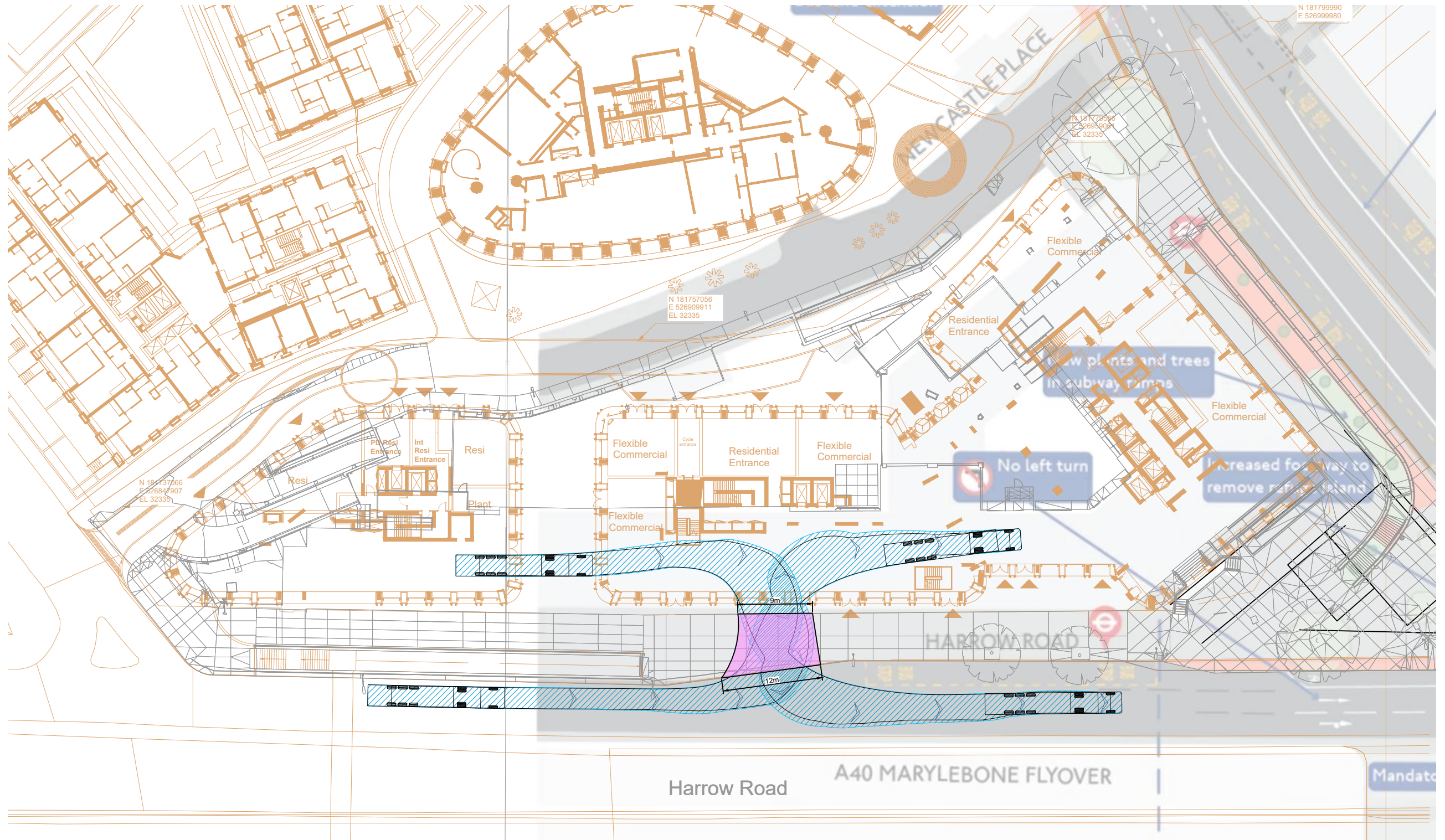
Demolition

1. Access to the site moved from Newcastle Place to Harrow Road.
2. Existing Sub-station remains in place.
3. Demo welfare supplied as part of demo contract as they will be principle contractor and adopted by Berkeley St Edward.
4. The existing structure is demolished to existing B1 slab level and the Diaphragm wall is propped until the permanent retaining structure is in place.
5. Future phase bell mouths formed within Demolition package.



Vehicle Tracking of Site Access / Egress

Second phase demolition access through the centre of the site. This has been tracked with an artic however during this phase it is not anticipated that there would be many deliveries via artic.



Crossover Design - Site Access / Egress



File Note

Project title	Paddington Green Police Station
Job number	282825
File reference	
to	
Prepared by	Lottie Hill
Date	31 March 2022
Subject	Section 278 Works - Harrow Road Crossovers Strategy

Hythe Gate, Hythe Valley Park, Solihull, West Midlands B36 8AP, United Kingdom
+44 (0)121 701 5100
<http://www.hythegate.co.uk>

Introduction

The site is located in Paddington, London. It is bound by Edgware Road to the east, A404 Harrow Road to the south, Paddington Green to the west, and Newnham Place to the north. A site location plan is shown in Figure 1.



Figure 1: PGP8 - Site location plan

The proposed development consists of three buildings (Blocks I, J and K), including commercial space, residential units, landscaping, and cycle / car parking. A construction logistics strategy has been developed for the initial demolition and construction of the development. The strategy makes use of three vehicle access gates along Hurrow Road during demolition, enabling, excavation and



Job number 282825
Date 31 March 2022

construction phases of the scheme. The approximate gate locations are shown in Figure 2. It should be noted that these gate locations are subject to minor changes as a result of the proposed building layout.

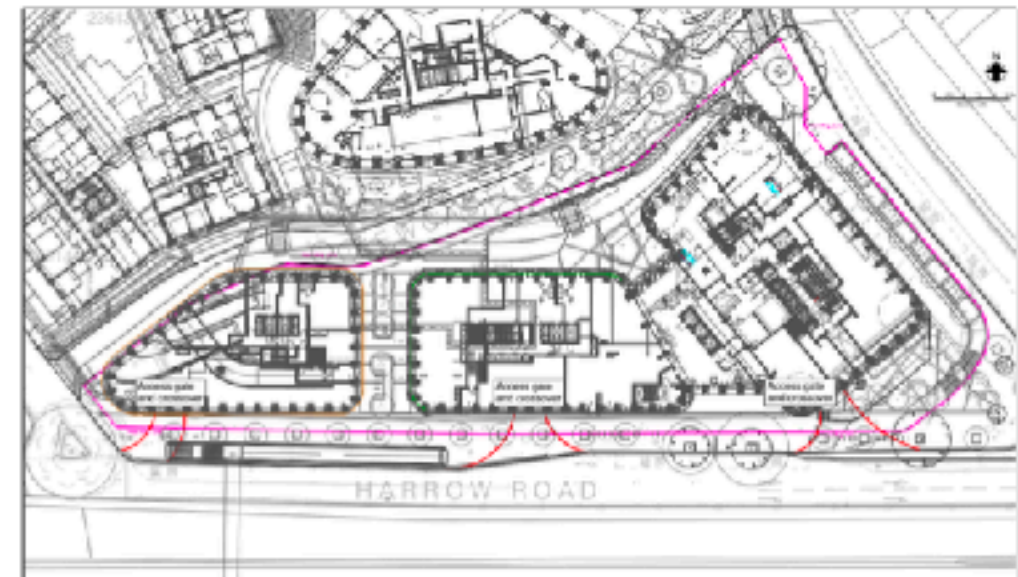


Figure 2: Harrow Road gate locations

Harrow Road Temporary Crossovers Strategy

The gates will require temporary crossovers of the existing footway to allow vehicles to enter and exit the site. This will require further discussion with and approval from Westminster City Council (WCC) and Transport for London (TfL).

From existing utilities record information, it is understood that a number of services are present within the Harrow Road footway. It is anticipated that these are at a shallow depth and will therefore require protection at the crossover locations. It is proposed that trial pits are to be carried out to further understand the existing utilities on Harrow Road.

Proposed Steel Plates Solution

A steel plate solution at the temporary crossover locations is proposed to protect the existing utilities from vehicle loading. The plates will be installed on top of the existing forway and will be placed on a layer of bedding sand. The plates will be designed for HGV loading. A typical detail is shown in Figure 3.

Crossover Design - Site Access / Egress

ARUP

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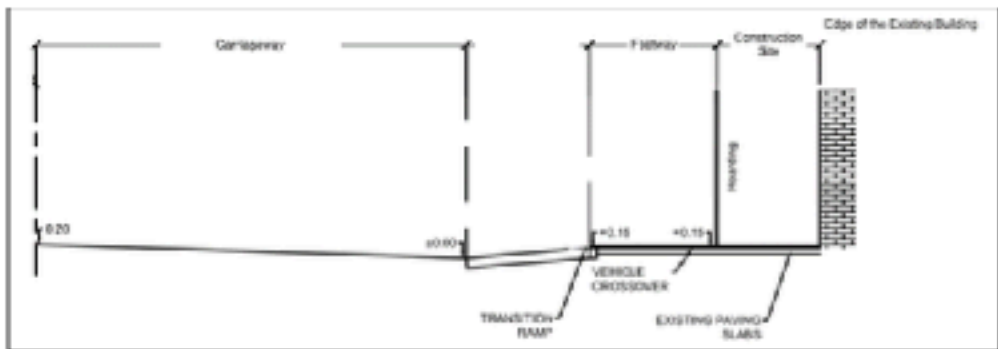


Figure 3: Steel plate crossover typical detail

A concrete ramp will be installed around the perimeter of the plates to allow for a smooth transition for vehicles and pedestrians using the crossover. An example of this is shown in Figure 4.



Figure 4: Example of steel plate crossover

There is an existing subway located at the West end of the Harrow Road footway. Due to the location of the access gate, it is proposed that steel plates will bridge over the existing subway to provide access into the site at this location. From discussions with key stakeholders, it is understood that it is preferable for the crossover to be located above the steps so that the ramp remains open.

At existing chamber locations, the steel plates will be over cut to maintain access to the chamber at all times. An example of this is shown in Figure 5.

ARUP

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Figure 5: Existing utility chambers located within steel plate crossovers

The design of the steel plates will be carried out by a third party. It is assumed that the appointed temporary works contractor will provide the required information (programme, methodology, noise impact, traffic and pedestrian management etc.) to allow approval to be granted by WCC and TfL.

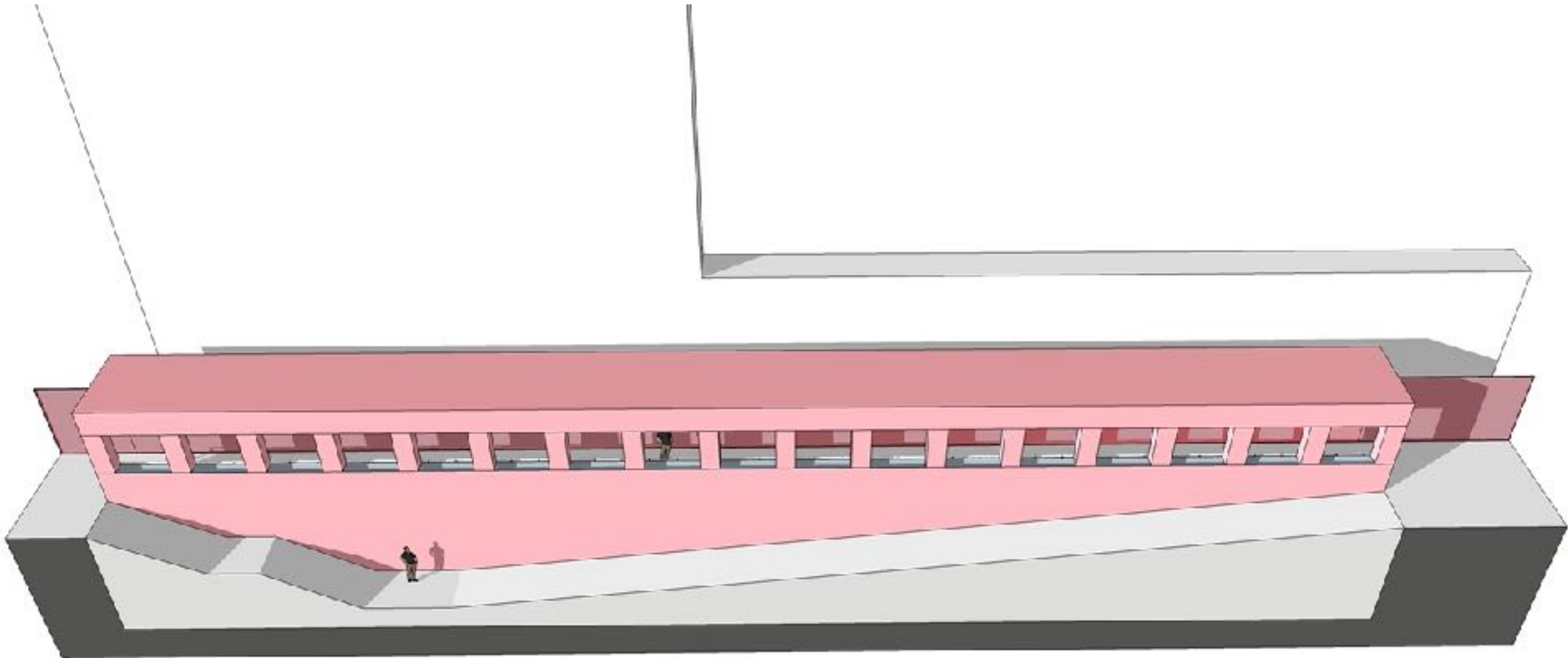
Harrow Road - Subway Pedestrian Access

Demolition Phase

The Hoarding is established to allow 2.5m pedestrian walkway.

Crash deck over pedestrian walkway based out on subway ramp.

Subway remains in use but reduced in width to 1.8m

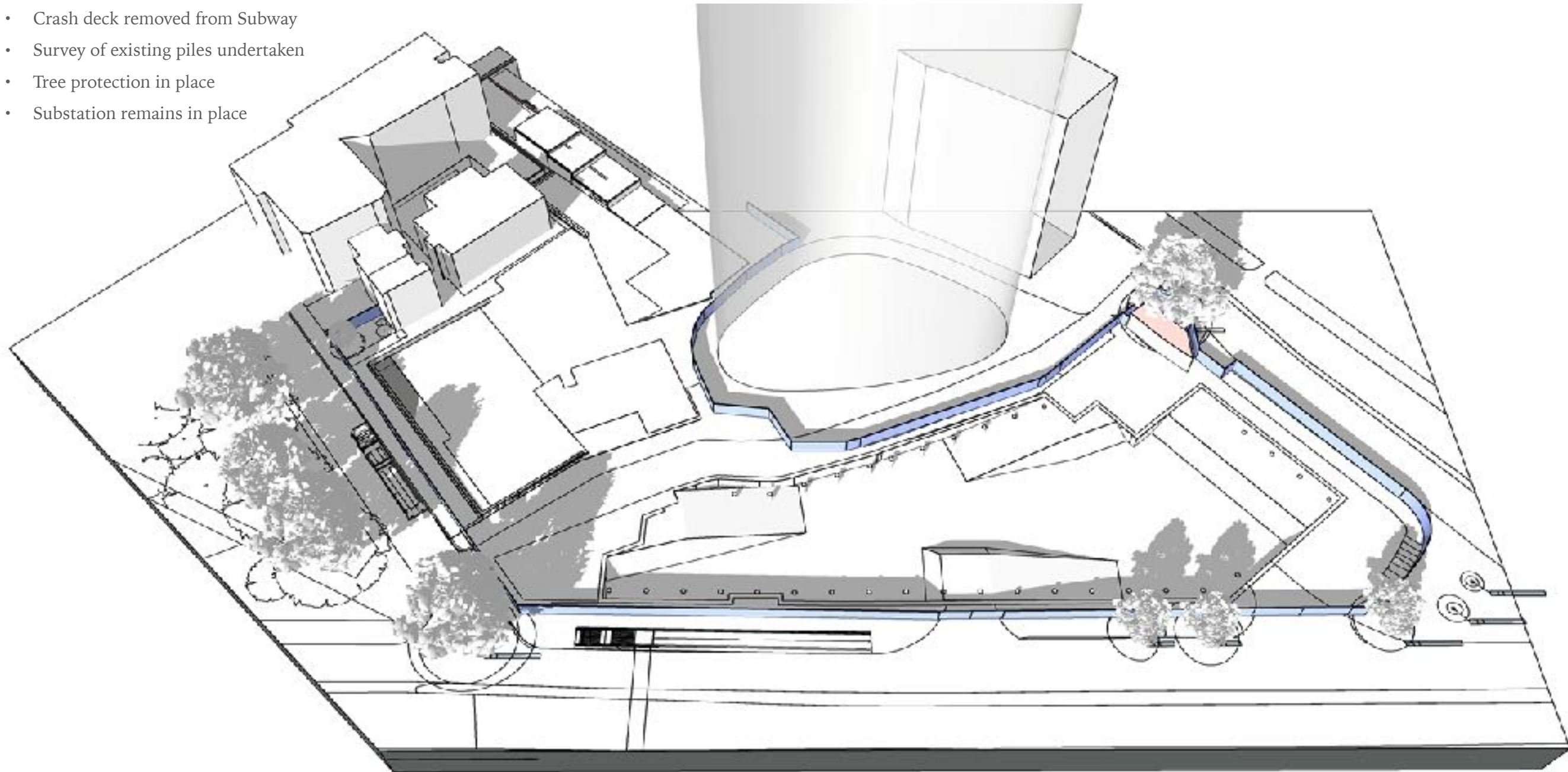


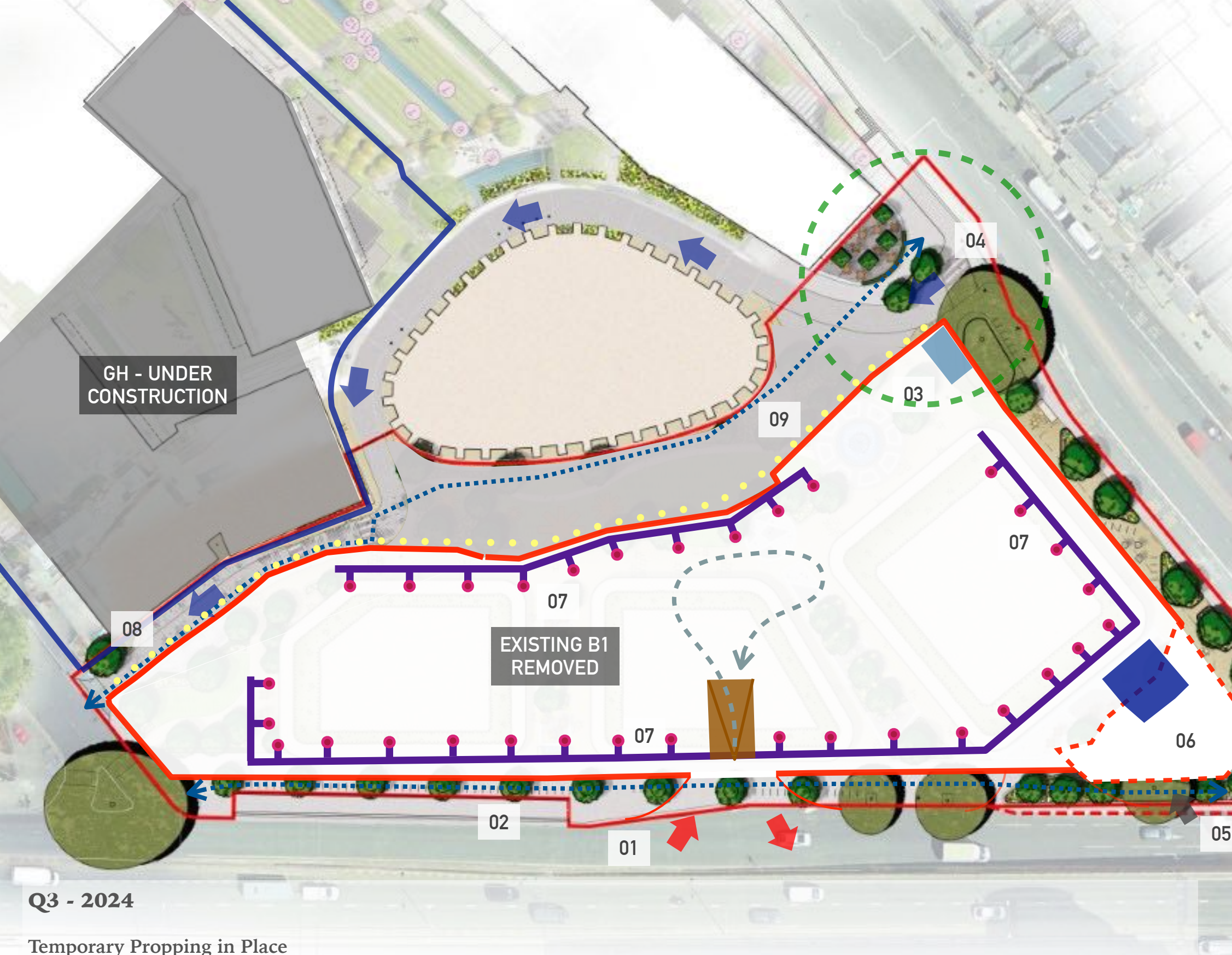
Post Demolition - Handover - Q3 2023

Berkeley St Edward Principle Contractor

The site is received from the Demo contractor as illustrated below. The demo contractor:

- Temp works buttress piles installed
- Exiting B1 broken out
- Pile mat installed across site
- 3 Ramps and piling platform to east of site
- Hoarding extended to GH hoarding
- Both Gate 2 and 3 installed
- Crash deck removed from Subway
- Survey of existing piles undertaken
- Tree protection in place
- Substation remains in place





Key

1. Site Access/Egress.
2. Harrow Rd pedestrian route remains open
3. Substation remains in place
4. WEG Residents Access
5. Site Pedestrian Access
6. Basement Box Welfare
7. TW Props
8. Newcastle Place pedestrian route 1.5m wide with Jersey Barrier
9. Lighting columns removed and street lighting installed on hoarding

- Ramp
- Existing B1
- Sub Station
- Welfare
- Slip Form
- PGPS Demo
- Land under licence for Welfare
- High Risk Area Pedestrians
- Secant Piling
- Public pedestrian routes
- Newcastle Place street lighting
- Existing retaining wall

Q3 - 2024

Temporary Propping in Place

Existing Ground Floor Slab Removed

Block I Piling Commenced

Basement Box Commencement - Q4 2024

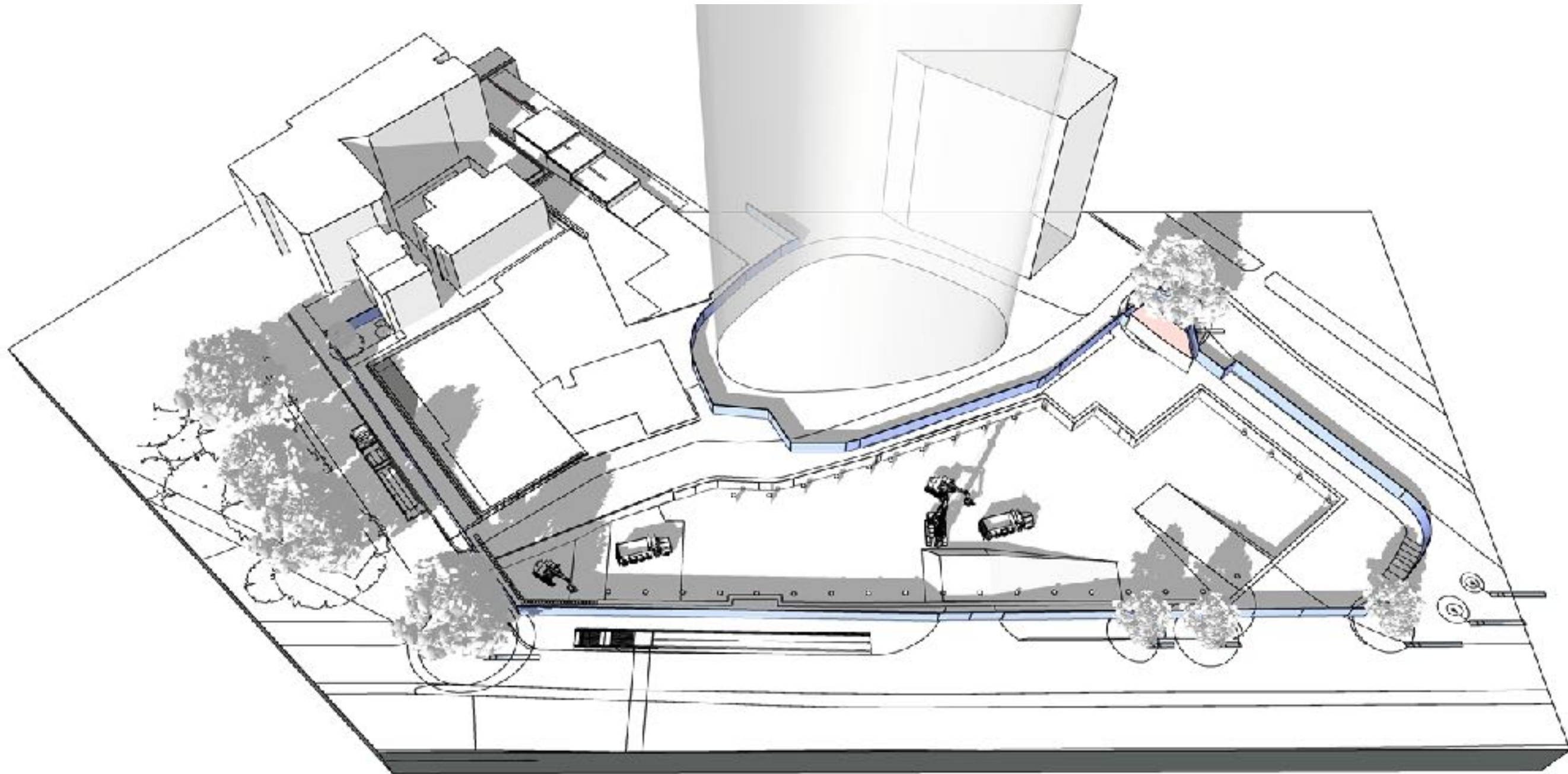
Excavation and formation of Basement Box

Commencement of the. Basement box occurs on the west of the site to form the base for the core of Block I.

The basement box contractor will excavate and ramp locally to formation to build the raft slab.

All muck away will be via the Harrow Rd gate access / egress and will be within the basement box contractors scope of works.

Piling continues to the east of the site.

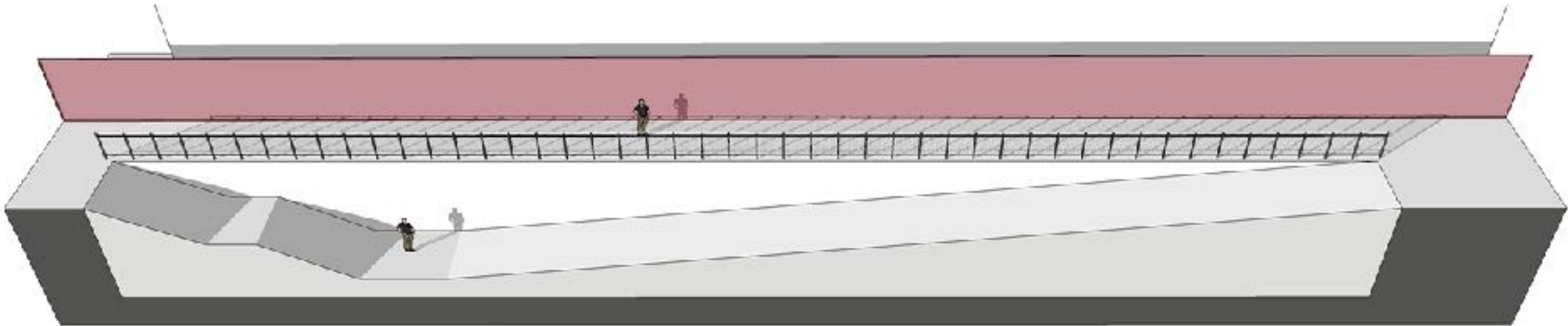


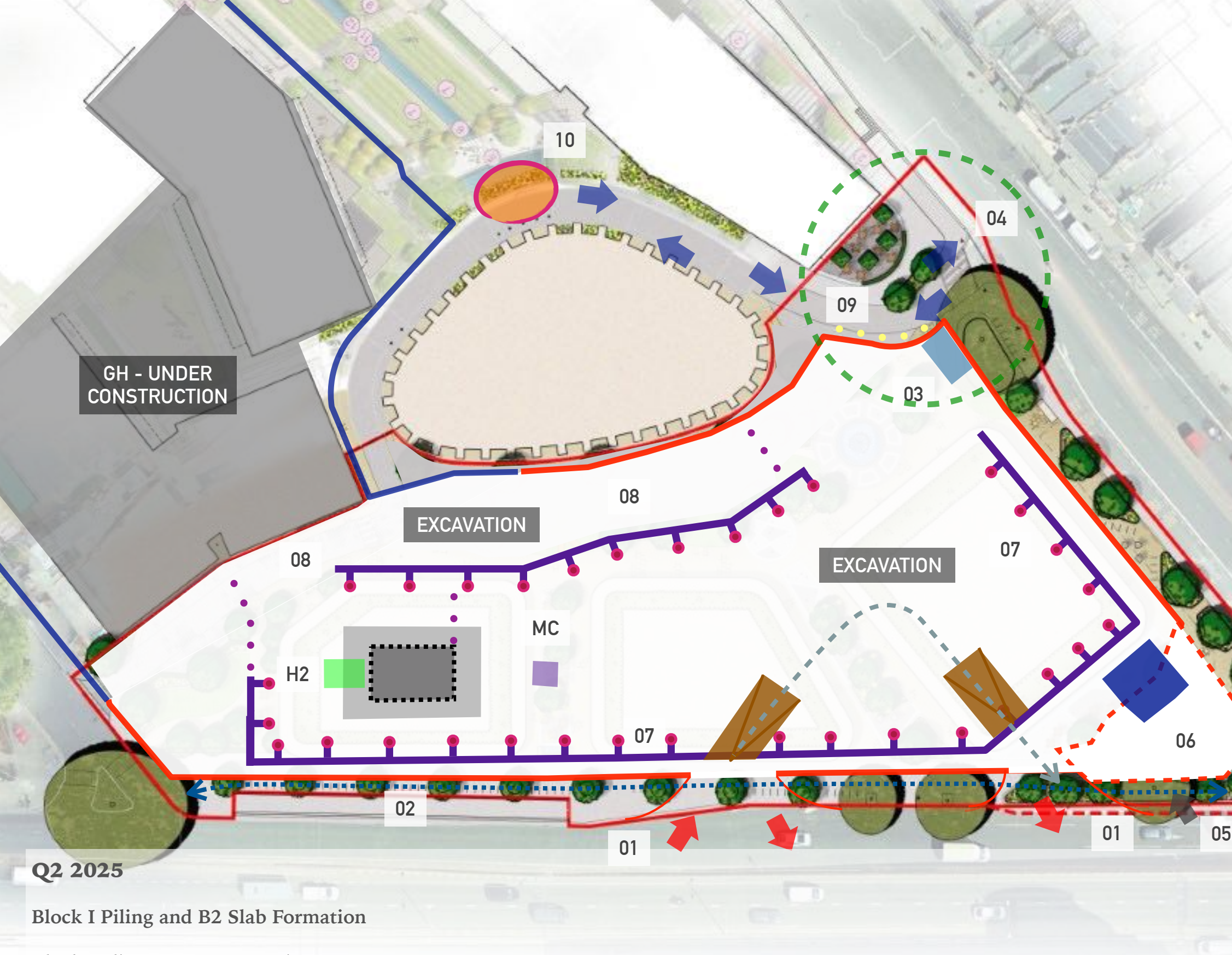
Harrow Road - Subway Pedestrian Access

Foundations Phase

The Hoarding is established to allow 2.5m pedestrian walkway.

The subway remains in use.





Key

1. Site Access/Egress.
2. Harrow Rd pedestrian route remains open
3. Substation remains in place
4. WEG Residents Access
5. Site Pedestrian Access
6. Basement Box Welfare
7. TW Props
8. Excavation of the link to WEG
9. Lighting columns removed and street lighting installed on hoarding
10. Turning circle to serve Westmark Tower installed

- Ramp
- Existing B1
- Sub Station
- Welfare
- Slip Form
- Land under licence for Welfare
- High Risk Area Pedestrians
- Secant Piling
- Public pedestrian routes
- Newcastle Place street lighting
- Existing retaining wall

Q2 2025

Block I Piling and B2 Slab Formation

Block I Slip Form Commencing

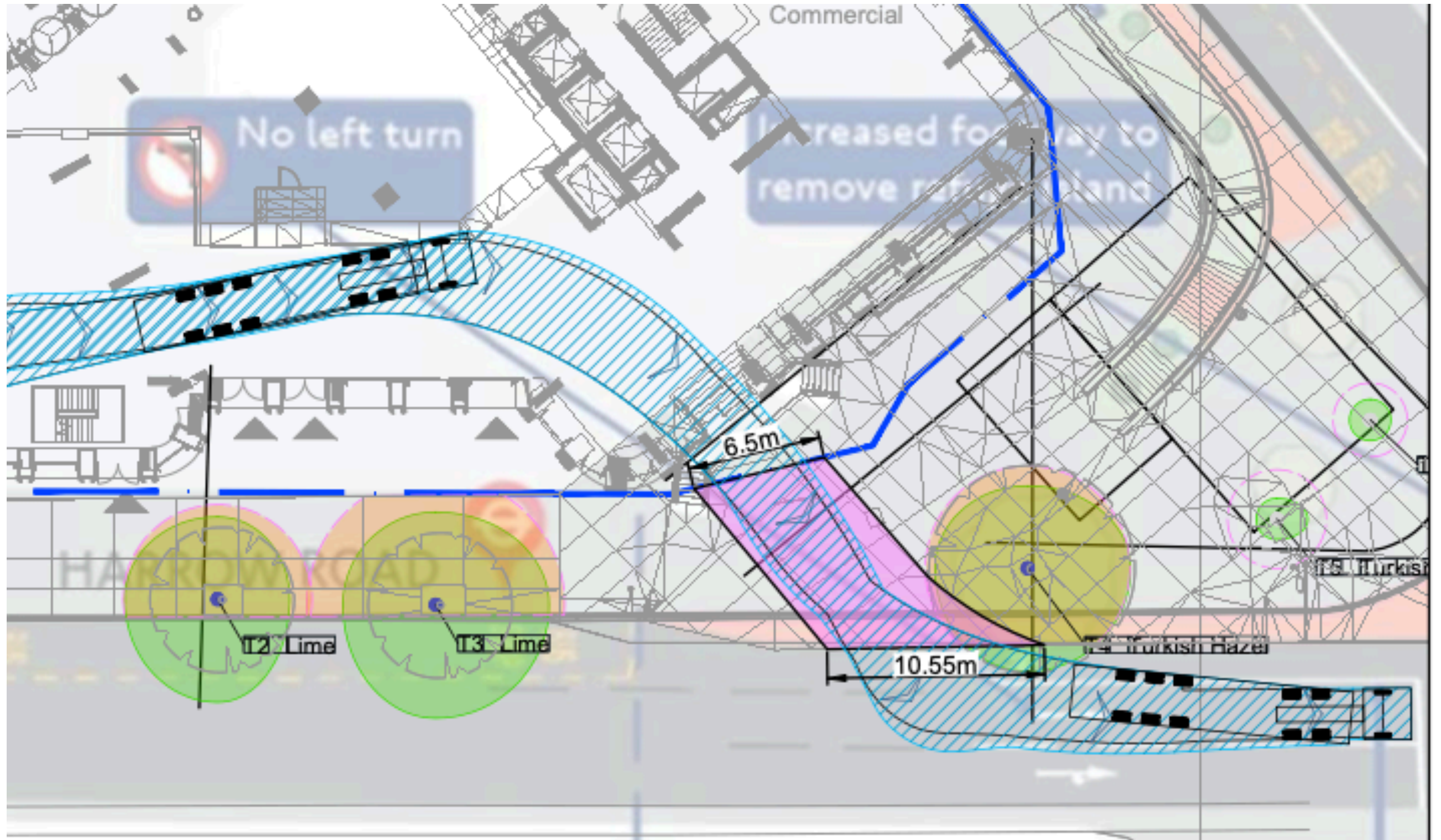
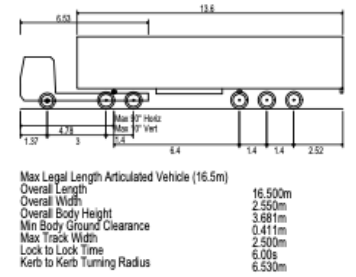
Mobile Crane to Serve Basement Construction

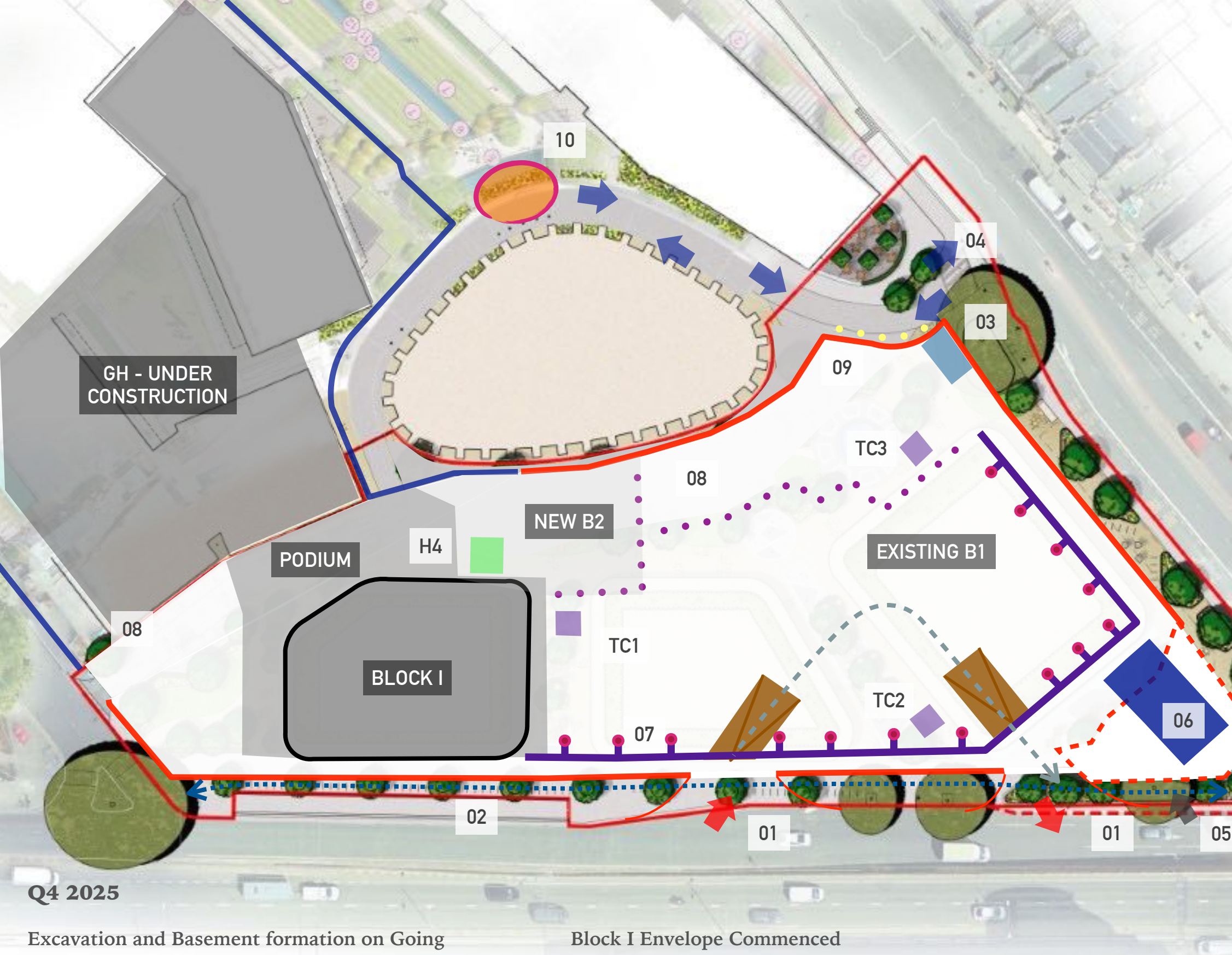
Connection WEG Commences

Welfare Installed

Vehicle Tracking of Site Egress

Gate 3 is opened onto Harrow Rd and has been tracked using an artic as this what most deliveries will be made by..





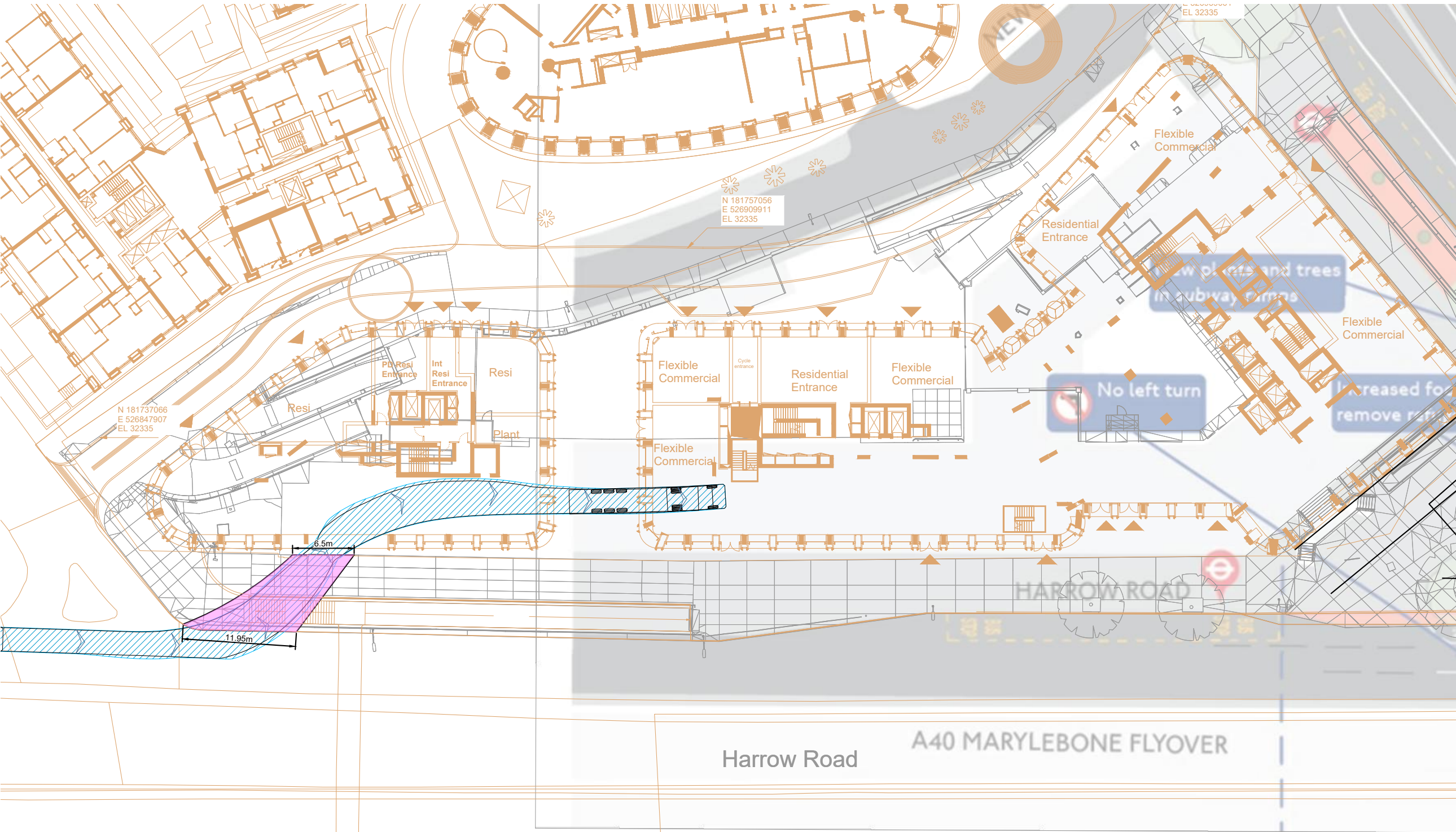
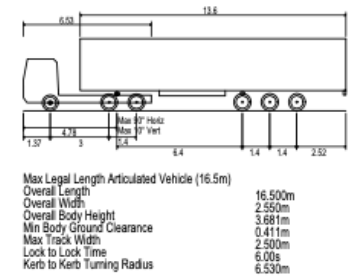




Vehicle Tracking of Site Access / Egress

At this stage of the construction there are 2 gates on Harrow Rd deliveries are anticipated to be by artic as tracked below.

The stairs to the subway would be closed however access is still achievable via the ramp.

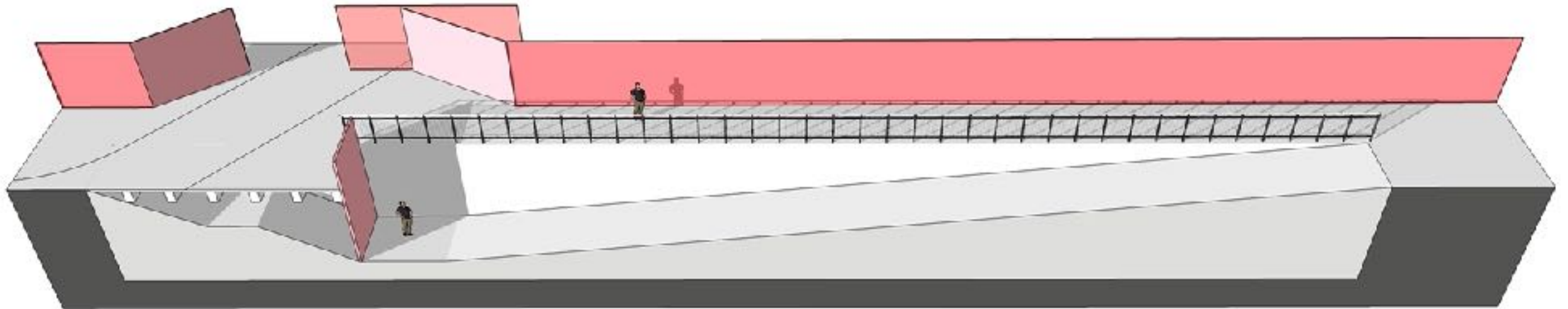


Harrow Road - Subway Pedestrian Access

Site Access Gate Established

The Hoarding is established to allow 2.5m pedestrian walkway. The crash deck is removed following demolition

Subway remains in use with Access via the ramp and the stairs are covered using deck temporarily to form a bell mouth.



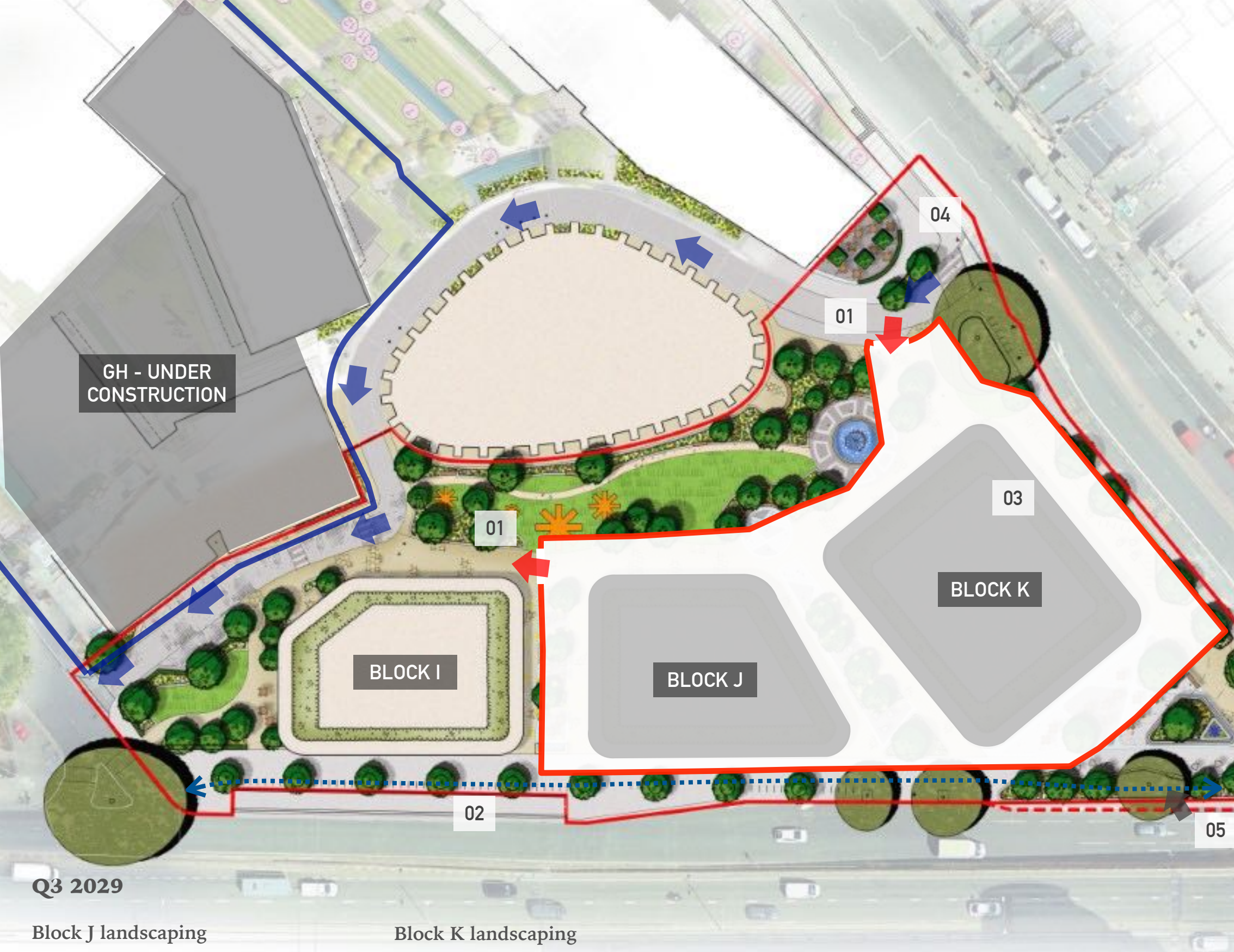


- Public pedestrian routes
- Newcastle Place street lighting





-
- GF Slab
- Sub Station
- Super Structure
- Core
- Cladding
- Loading Bays
- Welfare
- Land under licence for Welfare
- Public pedestrian routes
- Newcastle Place street lighting



Key

1. Site Access/Egress.
2. Harrow Rd pedestrian route remains open
3. Substation moved to Block K
4. WEG Residents Access



GF Slab



Super Structure



Public pedestrian routes



Occupation

Block I - Q2 2028

Block K - Q3 2030

Block J - Q3 2030

STRATEGY DEVELOPMENT

Options Reviewed