CAMDEN TOWN HALL

LENDLEASE CONSULTING (EUROPE) LTD ON BEHALF OF LONDON BOROUGH OF CAMDEN

CONSTRUCTION LOGISTICS PLAN

18 APRIL 2019

Camden

lendlease

Construction Logistics Plan

CAMDEN TOWN HALL, LONDON

Document Number:	0239-REP-002-04 Construction Logistics Plan
Status:	Approval
Issue:	04
Date:	17/4/2019

CAMDEN TOWN HALL, LONDON

CLIENT

Lendlease Consulting (Europe) Limited
20 Triton Street, Regents Place,
London NW1 3BF

CONSULTANT

Tyréns UK Limited
White Collar Factory
1 Old Street Yard
London EC1Y 8AF
Tel: +44 (0) 7250 7666

TYRÉNS CONTACT

Roy Kong, Senior Transport Planner

Document Control

Issue	Date	Status	Originator	Checked	Approved
04	27/02/19	Approval	Alex Henderson	Roy Kong	Dean Cadby
02	6/3/19	Approval	Alex Henderson	Roy Kong	Dean Cadby
03	18/3/19	Approval	Alex Henderson	Roy Kong	Dean Cadby
04	17/4/19	Approval	Alex Henderson	Roy Kong	Dean Cadby

Issue	Date	Comment

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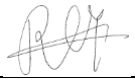
1 INTRODUCTION

1.1 BASIC INFORMATION

Development Name:	Camden Town Hall Redevelopment
Landowner:	London Borough of Camden
Site Address:	Judd Street, London
Site Postcode:	WC1H 9JE

CLP Produced/Reviewed by:		
Name:	Signature:	Date:
Roy Kong		18/03/2018
CLP Accreditation Date	02/02/2018	

1.2 BACKGROUND

Tyréns UK in association with AKTII has been appointed by Lendlease (the 'applicant') as transport consultants to prepare a Construction Logistics Plan (CLP) to support them prepare a full planning application for the redevelopment of the Camden Town Centre in London. Tyréns UK has also prepared a Transport Plan (TS). This document should be read in conjunction with all relevant submitted documentation. The application also includes listed building consent.

Lendlease will maintain overall responsibility for the CLP throughout planning, design and construction. Tyréns has prepared this Outline CLP for planning permission and will form the basis for subsequent detailed CLP documents to be developed if required.

1.3 CLP OBJECTIVES

This Outline CLP will be implemented during the construction of the proposed scheme. A CLP is an important management tool in the planning process for construction work. It provides a framework to better manage all types of freight vehicle movement to and from the construction site.

By setting out suitable targets and establishing appropriate measures, the potential negative effects of construction work such as congestion, pollution and noise that may affect stakeholders such as residents, businesses and the local community can be manged and mitigated. It could also raise standards of safety and promote cost effective logistics activity.

The overall objectives of this Outline CLP are to:

- Optimise the efficient delivery and collection of goods and materials to site
- Improve adherence to the construction programme by minimising delay created by poor logistics management
- Lower emissions
- Enhance Safety – improve vehicle and road use safety
- Reduce congestion - reduce trips overall, especially in peak periods

To support the realisation of this objective, several sub-objectives haven been included:

- Encouraging 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
- Managing the on-going development and delivery of the CLP with construction contractors
- Communication of site delivery and servicing facilities to workers and suppliers
- Encouraging the most efficient use of construction freight vehicles

1.4 SITE CONTEXT

The Camden Town Hall (CTH), formerly St Pancras Town Hall, was built between 1934-37 and designed by AJ Thomas. It is a Grade II listed building, bounded by Judd Street, Euston Road, Tonbridge Walk and Bidborough Street. It is located within the King's Cross Conservation Area, and on the boundary of the Bloomsbury Conservation Area. It has been the primary public building and focus of the civic and democratic functions of the London Borough of Camden. The site is highlighted in red in Figure 1.

The building has 3 main storeys with a basement. The main entrance is from Judd Street. The former Assembly Room, now known as the Camden Centre, lies at the east end of the building with its foyer currently accessed from Bidborough Street.

The site has been used as Camden's Town Hall, though many of the council workers have moved to new offices at 5 Pancras Square. The Council's registry and civic and democratic services have remained in the building up until its closure in August 2018 for the refurbishment project. These council services have been temporarily relocated to alternative locations in Camden while the refurbishment project is carried out. The whole building has a Sui Generis Town Hall use.

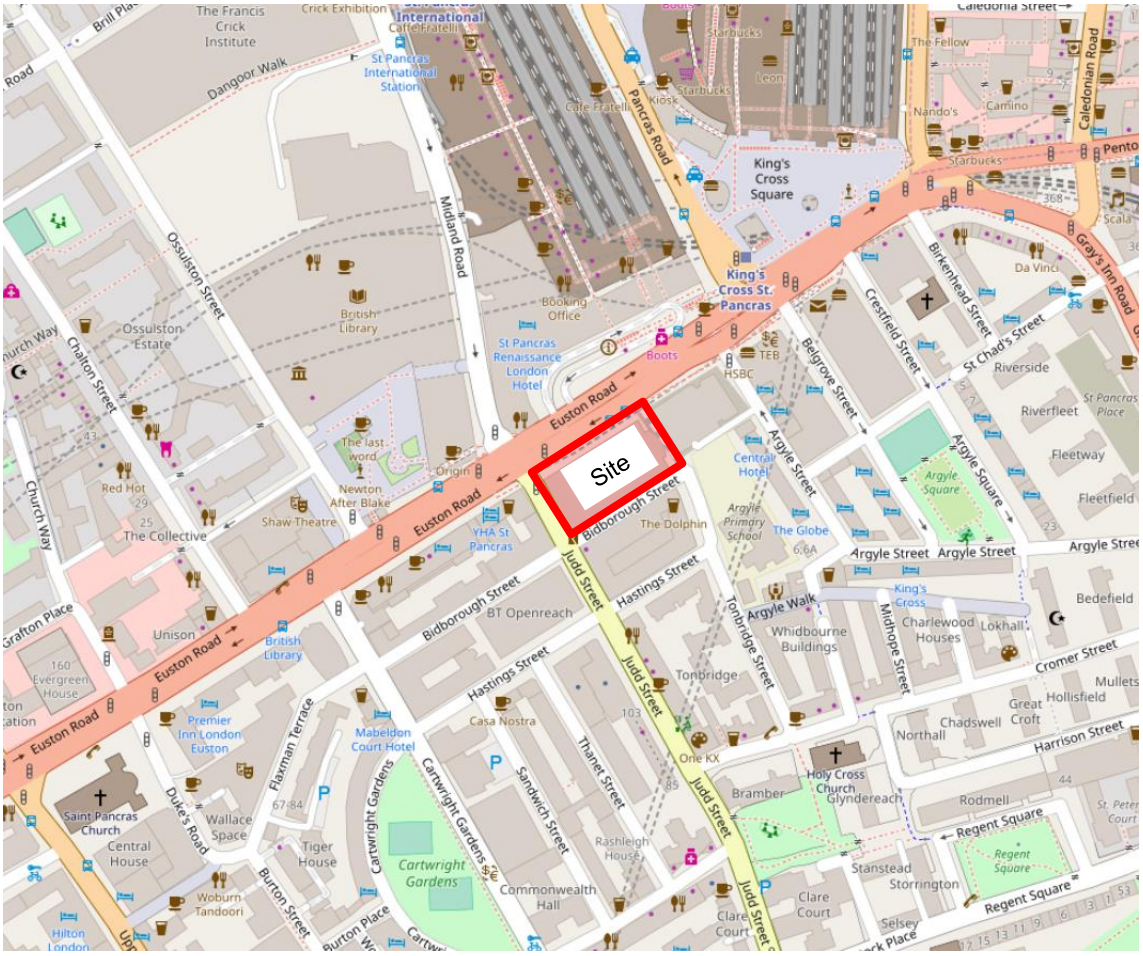


Figure 1- Site Location (Source: OpenStreetMap)

1.5 DEVELOPMENT PROPOSAL

The proposals seek to improve and upgrade the Grade II listed building, while finding new uses to operate alongside the remaining Town Hall functions. The application seeks a part change of use from Sui Generis Town Hall to B1 office space (Basement, Second and Third floor), retention of the civic and democratic uses at Ground and First floor and the change of use of the Camden Centre from Sui Generis to Events Use.

The proposals include works to improve the Judd Street entrance and reception, reorganisation of the registry and marriage suites, technological improvements to the Council Chamber alongside sensitive conservation repairs to the most historically significant spaces.

A new commercial office entrance is proposed on the Bidborough Street elevation to provide access to the Second and Third floors which will be converted to commercial office and the Basement which will

be converted to an affordable SME workspace for small and medium sized companies. A new lift will be located in the south east lightwell to provide dedicated access to these floors.
The Camden Centre will be let commercially to a new events company who will continue to operate the space putting on a range of commercial events. Two new entrances are proposed on Tonbridge Walk, alongside a new lift and dumbwaiter. The preferred new tenant, Il Bottaccio, has proposed a package of measures to enable community groups to continue to use the space, further details are included in the Planning Statement.

New plant is proposed across the building and the project is targeting BREEAM Excellent. Full details of the proposals are found in the Design and Access Statement.

The draft land use change illustration is shown in **Table 1** and the proposed areas by functions are shown in **Table 2**. The full existing and proposed area schedules are shown in **Appendix A**. The detailed ground floor plan is shown in **Appendix B.**

Table 1: Draft Land Use Change Illustration

<table>
<tr><th>Building Section</th><th>Existing Land Use</th><th colspan="4">Proposed Land Use(s) (GIA)</th></tr>
<tr><td>Basement</td><td rowspan="6">Sui Generis (Town Hall) including Camden Centre</td><td rowspan="6">Building Services 1165 sqm</td><td rowspan="6">Common Shared Space 1077 sqm</td><td>B1 Affordable SME Workspace 982 sqm</td><td rowspan="2">Camden Centre 1731 sqm</td></tr>
<tr><td>Ground Floor</td><td rowspan="4">Sui Generis (Town Hall) 3542 sqm</td></tr>
<tr><td>First Floor</td></tr>
<tr><td>Mezzanine Level</td></tr>
<tr><td>Second Floor</td><td colspan="2" rowspan="2">B1 Office 3440 sqm</td></tr>
<tr><td>Third Floor</td></tr>
</table>

Table 2: Proposed Areas by functions

Proposed Areas by functions	Proposed GIA (sqm)
Sui Generis (Town Hall)	3542
B1 Office & Affordable SME Workspace	4422
Camden Centre	1731
Common Shared Space	1077
Building Services	1165
Total	**11937**

1.6 REPORT STRUCTURE

Following the introduction, this report set out as follows:

- Chapter 2 provides an overview of relevant transport & logistics policies, site plans, accessibility analysis and site-specific considerations and challenges;
- Chapter 3 outlines the construction programme and methodology;
- Chapter 4 describes the vehicle routing and accesses;
- Chapter 5 presents a summary of strategies to reduce impacts;
- Chapter 6 provides the information on estimated vehicle movements; and
- Chapter 7 provides details on implementing, monitoring and updating the CLP.

2 CONEXT, CONSIDERATIONS AND CHALLENGES

2.1 POLICY CONTEXT

This chapter considers the transport & logistics policies considered in developing the CLP for the development proposals.

2.1.1 NATIONAL PLANNING POLICY

The Traffic Management Act (2004)

The act was introduced to tackle congestion and disruption on the road network. This act makes *'provision in relation to the management of road network; to make new provision for regulating the carrying out of works and other activities in the street.'* It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

Designing for Deliveries (2016)

The latest version of document is published in 2016 by Freight Transport Association. Specifications of vehicle manoeuverability, access and service road, entrances, loading bays, parking, turning areas, vertical and horizontal clearances and other design and operational considerations are covered in the documents and should be used to ensure that delivery vehicles can safely and efficiently access the construction site.

2.1.2 REGIONAL (LONDON) PLANNING POLICY

The Mayor's Transport Strategy (2018)

The adopted Mayor's Transport Strategy, published in March 2018, sets out the challenges and strategic policies and transport proposals to address them in London. The document inherits and develops from the existing principles to make London a better city for all Londoners. The key goals for the strategy for a future London are summarised below:

- Healthy Streets and healthy people;
- A good public transport experience; and
- New homes and jobs.

In particular, Proposal 15 states that '*the Mayor aims to reduce the number of lorries and vans entering central London in the morning peak by 10% by 2026'*.

Proposal 16 states that '*the Mayor will work with the boroughs and members of the Freight Forums*

To improve the efficiency of freight and servicing trips on London's strategic transport network by:

a) *Identifying opportunities for moving freight on to the rail network where this will not impact on passenger services and where the benefits will be seen within London*
b) *Increasing the proportion of freight moved on London's waterways.*
c) *Reviewing the potential benefits of a regional freight consolidation and distribution network and completing the network of construction consolidation centres in London.'*

2.1.3 LONDON PLAN (ADOPTED MARCH 2016)

The current London Plan, adopted in March 2016, is the Mayor's Spatial Development Strategy for greater London (2011) and further expands upon the criteria set out in the Mayor's Transport Strategy, acting as a statutory planning framework to help guide new developments in London. Focusing on the next two decades, the London Plan indicates that a sustainable development plan must be implemented, primarily based upon expansions to the existing walking, cycling, and public transport networks within London. Effective planning must be adopted to ensure the continued growth and expansion of London, with an integrated planning and transportation link at the forefront of these proposals.

The following policies within the London Plan are relevant to our proposed development:

Policy 6.3 'Assessing Effects of Development on Transport Capacity' states that CLPs should be secured in line with London Freight Plan and should be co-ordinated with travel plans.

Policy 6.13 'Freight' stresses the need to promote movement of freight by rail and waterway and the development proposals should promote the uptake of the Fleet Operators Recognition Scheme (FORS), CLPs and delivery and more innovate freight solutions.

2.1.4 THE LONDON FREIGHT PLAN (2007)

The vision for sustainable freight distribution in London is for: '...the safe, reliable and efficient movement of freight and servicing trips to, from, with and, where appropriate, through London to support London's economy, in balance with the needs of other transport users, the environment and Londoners' quality of life...'. The London Freight Plan identifies FORS, DSPs, CLPS and the Freight Information Panel (FIP) as key projects for delivering freight more sustainably in London.

2.1.5 FLEET OPERATOR RECOGNITION SCHEME (FORS)

FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally-friendly. Its relevance to the CLP is via its mention in the Mayor Transport Strategy and requirements will be relayed to all operators engaged during the development.

2.1.6 CONSTRUCTION LOGISTICS AND COMMUNITY SAFETY (CLOCS)

CLOCS has developed the national standard for construction logistics for managing work related road risk in a consistent way. It ensures a collaborative approach for clients, principal contractors and fleet operators. CLOCS also work together with FORS and the silver accreditation in FORS ensures CLOCS compliance.

2.2 CONTEXT MAPS

The following maps show the area around the development site. **Figure 2** shows a regional plan with the location of the site in the context of greater London and the road network. **Figure 3** shows the location of the site in relation to the surrounding local area. **Figure 4** shows the site boundary plan showing the extent of footways, other buildings, cycle lanes and road markings.

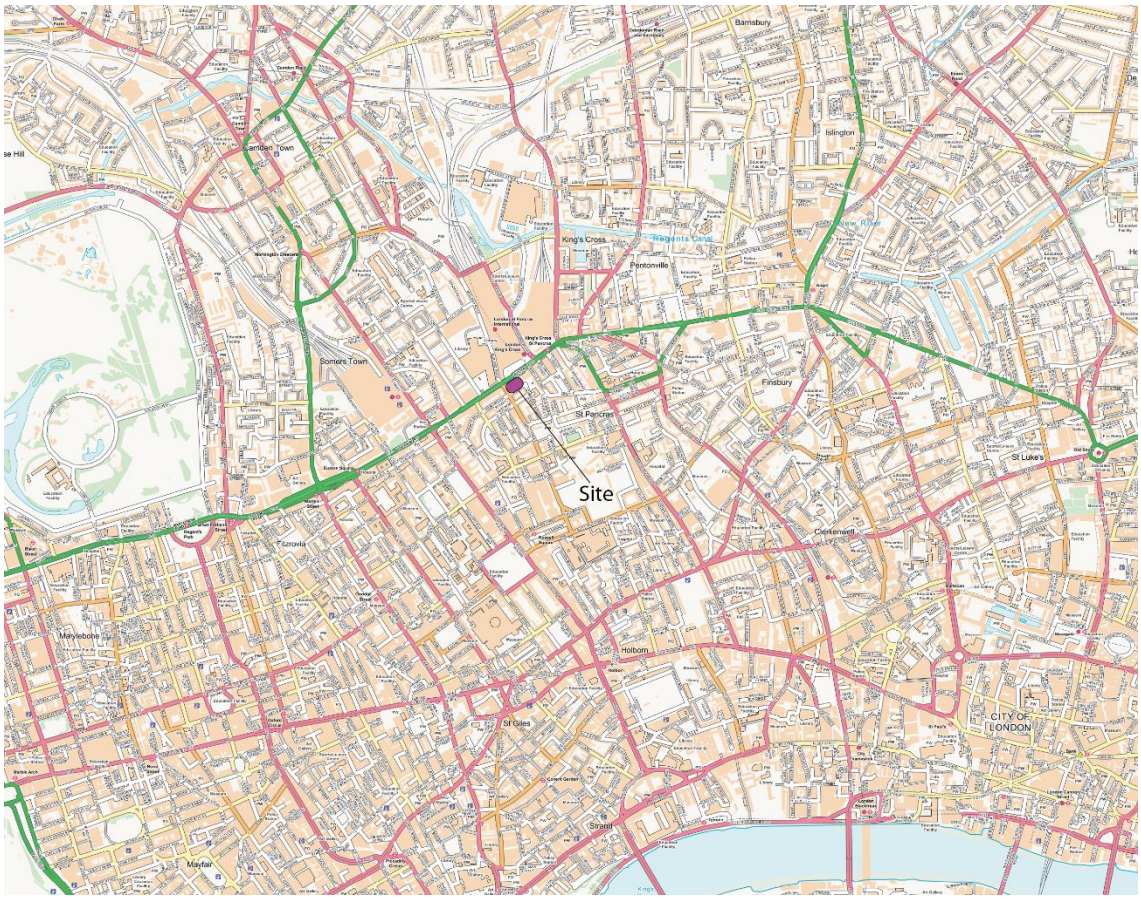


Figure 2– Regional Site Location Plan (Source: OpenStreetMap)

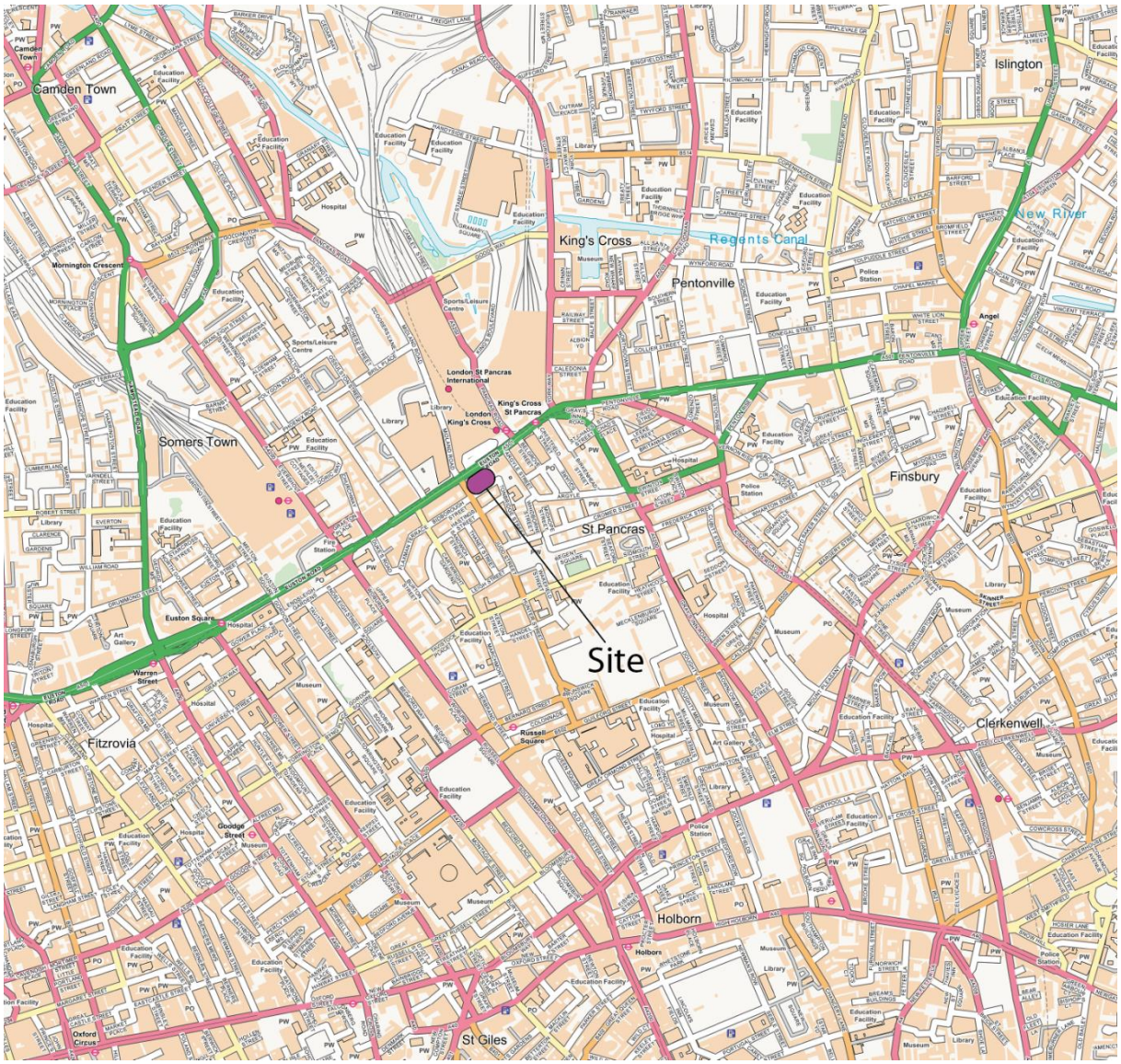


Figure 3 – Local Site Location Plan (Source: OpenStreetMap)

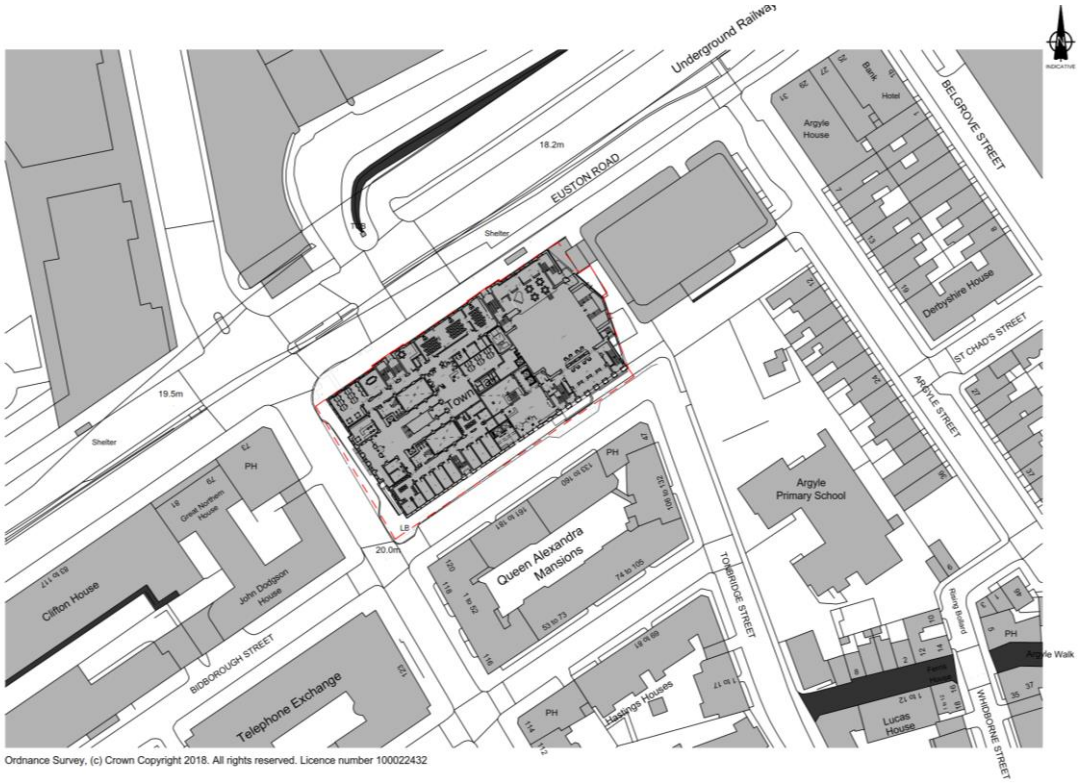


Figure 4 – Site boundary Plan

2.3 LOCAL ACCESS INCLUDING HIGHWAY PUBLIC TRANSPORT, CYCLING AND WALKING

2.3.1 HIGHWAYS, CARRIAGWAYS AND FOOTWAYS

The site is located to the south east of the signalised junction between A501 Euston Road, Judd Street and Midland Road. A501 Euston Road is a dual carriageway with two general lanes and one bus lane in each direction. Euston Road has a speed limit of 30mph and it forms part of the Transport for London Road Network (TLRN), also known as Red Routes. It is conveniently linked to the A1 in the east and A41 in the west, which both lead to M1 and M25 in the north. Judd Street and Bidborough Street have a speed limit of 30mph and they are within the London Congestion Charge Zone. Judd Street is a single carriageway and as part of the TfL upgrade, currently in the process of being converted to a cycle superhighway where vehicular traffic access is restricted to and from Euston Road. Bidborough Street adopts a one-way system in which vehicles enter at the junction with Judd Street and exit at the junction between Tonbridge Street and Hastings Street. The site is also well placed to navigate Inner London through the local road network.

To construct the proposed development some parking bays and footpath suspensions will be required. These will be pre-arranged with TfL, the highways authority and the local police.

Currently it is envisaged that the following TROs will be required during demolition phase:

- Partial reduction of footpath width along Judd Street outside the main building entrance;
- Partial Footpath closure along Bidborough Street
- Parking suspension of the loading bay outside the building entrance; and
- Parking suspension of the business permit parking bays and disabled parking bays.

With the following required during the construction phase:

- Partial footpath closure along Bidborough Street because of site accommodations, scaffolding and hoarding;
- Partial reduction of footpath width along Euston Road because of scaffolding and hoarding;
- Parking suspension of the loading bay outside the building entrance; and
- Parking suspension of all bays on Bidborough Street adjacent to the building.

At all times access to neighbouring properties will be maintained.

2.3.2 RAILWAY/UNDERGROUND

There are three major rail stations in close proximity to the site. St Pancras International Station is adjacent to the site. King's Cross Station is located 200m northeast of the site. Euston Station is located 600m northwest of the site. The three stations alongside Euston Square Underground Station are also served by six underground lines (Circle, Hammersmith and City, Metropolitan, Northern, Piccadilly and Victoria Lines) and the London Overground Line. Moreover, Victoria Line, Piccadilly Line and Northern Line are operated as 24-Hour services during the weekends.

The location extents of the underground lines have been identified and it has been established that the construction work will not affect the underground lines.

2.3.3 BUS ROUTES

There are currently 17 bus services, excluding night buses, that operate within the maximum walkable distance (640m) of the development. These routes are operated by TfL and serve a range of destination within London including City of London, the West End and Brixton. Some of the bus routes are available for 24-hour service which provide more flexible choices for bus users.

The bus routes are not expected to be disrupted during the construction programme. On the other hand, the scaffolding on Euston Road during construction phase requires relocation of the bus shelter for bus stops A and W. The bus shelter will be moving 20m northeast along Euston Road and it has been consulted with both TfL and LBC to ensure minimal disruption.

2.3.4 CYCLE

Various national and local cycle routes are located in close proximity to the site. At present Judd Street is a signed advisory cycle route and it will be part of the proposed North-South Cycle Superhighways (CS6) linking King's Cross to the East-West Cycle Superhighways at Blackfriars. There is also a southbound cycle lane on Mabledon Place, approximately 150m south west of the site. There are also a number of Santander Cycle Hire stops nearby. The area is popular with cyclists and therefore cycle safety will be a primary priority.

2.3.5 ABNORMAL AND INDIVISIBLE LOADS

At this point we do not anticipate any abnormal loads and Lendlease, the contractor, will adhere to all relevant regulations if this issue came up.

2.4 CONSIDRATIONS AND CHALLENGES

The Camden Town Hall building is in central London and is presented with a number of issues and challenges. These have been fully considered below. Measures to mitigate any potential conflicts or challenges are discussed in Section 5.

2.4.1 LOCAL POLICY

LBC requires a Construction Management Plan (CMP) be produced and reviewed as a live document with all essential information detailed in 'Camden's minimum requirements for building/ Construction/ Demolition Sites'. The CMP for this site is submitted as part of the planning application.

2.4.2 SCHOOL

There is a primary school situated to the south east of the site on Tonbridge Street. It is identified that it is likely pupils and parents will be using adjacent footpaths to walk to nearby tube stations, train stations and other transport links. Appropriate hoarding and information will be utilised to maximise child and pedestrian safety. Industry best practice will be applied, and the material delivery will be limited at the most vulnerable time periods, before and after school.

2.4.3 ROYAL NATIONAL INSTITUTE OF BLIND PEOPLE (RNIB)

RNIB is located south of the site on Judd Street. Whilst the building is not in the immediate vicinity, it is expected that the RNIB's users will be using the adjacent footpaths as the walking routes to the nearby transport links. Information about the construction programme will be regularly communicated and reported to the institute to ensure the highest level of safety is maintained for their users. Also, appropriate hoarding will be utilised to maximise the pedestrian safety.

2.4.4 RESIDENTIAL AREAS

The site is located adjacent to the residential area bound by Judd Street and Tonbridge Street. Therefore, the time of operations would be limited to 08:00-18:00 Mondays to Fridays and 08:00-13:00 on Saturdays to ensure the minimise the nuisance to the local residents. Appropriate measures such as dust control and vibration control would be in place as industry best practice.

2.4.5 PUBLIC RELATIONS

Throughout the planning stage, there has been extensive consultation carried out by Lendlease. A summary of the consultation that took place can be reviewed in the statement of Community Involvement.

A Community Liaison Officer (CLO) will be appointed to mitigate and resolve any issues and difficulties in the local community. Establishing and maintaining a good relationship with all surrounding neighbours would be a key aspect of this project. The contact details for the CLO along with the Project Director and Construction Director will be shown on the information board on the site hoarding for the duration of the project.

This CLP has prepared a strategy for preventing potential issues, however any difficulties encountered during construction will be report or recorded in a full log maintained by a public site visit record, a dedicated email address and a site telephone line. Weekly newsletter will provide information and updates such as late-night works, site boundaries and hoardings, construction vehicle congestion and general community disruption.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 CONSTRUCTION PROGRAMME

The programme of construction for Camden Town Hall has been developed with input from Lendlease. Construction is expected to last for 2 years and the construction of the building is scheduled to begin February 2020. The building will be completed and ready for occupancy in January 2021. Prior to commencement of the main works, design surveys and enabling works are planned from February 2019 to February 2020.

3.2 METHODOLOGY

3.2.1 SITE SETUP AND DEMOLITION

The removal of all internal finishes and building services. Removal of the existing main entrance lobby, roof coverings and extensions at Third floor. Internal demolition of basement walls to form open plan workspace. Lowering of floorplate locally to southern elevation to form new entrance along Bidborough Street.

3.2.2 BASEMENT EXCAVATION

The excavation of existing foundations to confirm original construction method / make ups to inform the design. The permanent works requires excavation for lift pits and attenuation tanks.

3.2.3 SUB-STRUCTURE

RC foundations for lift pit and localised underpinning.

3.2.4 SUPER-STRUCTURE

New composite steel and timber structure on the third floor will replace the existing conservatory. The existing envelope is retained and repaired where necessary, with glazing refurbishment planned to the Grade II listed façade.

3.2.5 CLADDING

Cladding to new conservatory and capping of lightwells.

3.2.6 FIT-OUT, TESTING AND COMMISSIONING

New building services installation through the building, including all plant and equipment. AHU plant, electrical switch rooms, UKPN Substation, MVHR and attenuation tanks in the basement. All the lifts will be new.

4 VEHICLE ROUTING AND ACCESS

The majority of the sites construction traffic is anticipated to make use of Euston Road (A501) in order to come to within close proximity of the site. For vehicles approaching the site from the west, it is anticipated that the vehicles will turn right onto Upper Woburn Place (A4200) before heading south and turning left onto Tavistock Place, following the one-way system before turning left onto Judd Street and approaching the site from the south. Vehicles will then turn left onto Bidbrough Street and service the site, before departing via Tonbridge Street heading south. The vehicles will then turn right onto Cromer Street heading west, finally turning left onto Judd Street (B504) heading south in the direction of Holborn. Due to the recent realignment of Judd Street, vehicles approaching from the east of the site will have to pass along Euston Road before routing towards the site in the same fashion as vehicles from the west.

Large rigid vehicles are anticipated to follow the same alignment as that outlined above, arriving to site via Judd Street (B504) after approaching from the south. Once in the vicinity of the site the vehicles will turn right onto Bidborough Street and head east under instruction of Traffic Marshalls. Vehicles will then egress site by heading east on Bidborough Street, following the one-way system onto Tonbridge Street by heading in a southerly direction. At this point the vehicles will then turn right onto Cromer Street and head west, before turning left onto Judd Street (B504) in a southerly direction away from the site.

Articulated Vehicles will only be accepted to site following consultation with TfL and local Police where necessary road closures will be implemented and the need for vehicle escorts identified.

The following maps show the vehicle routing and access to the development site.

Figure 5 shows a regional plan with the vehicle routes through London highlighted. These routes follow the TLRN until the final approach to the site where local roads are used for access. The dotted blue line presents inbound trips from the north, east and west, while the dotted red line presents the outbound routing of vehicles.

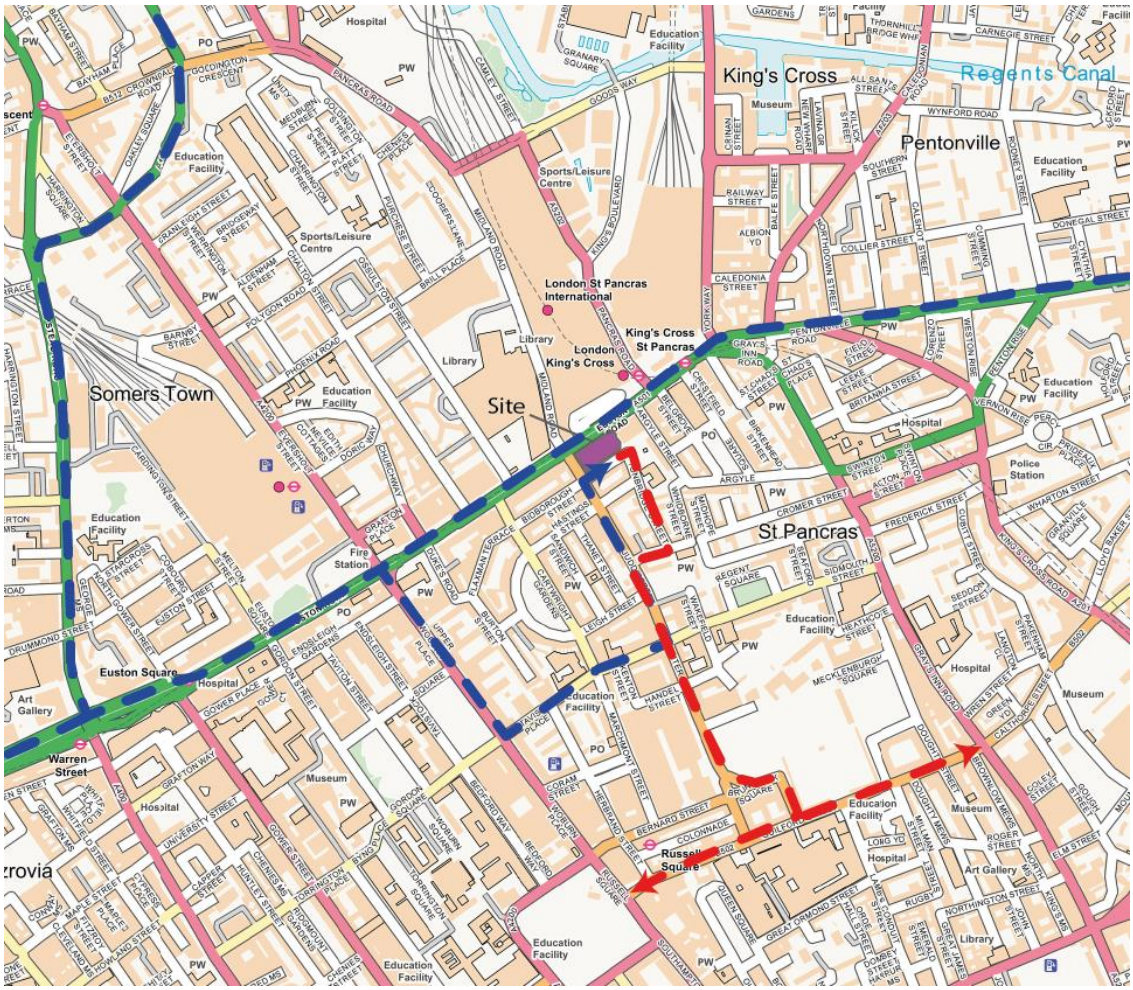


Figure 5 – Regional Construction Routing (Source: OpenStreetMap)

Figure 6 shows vehicle routes to the site, taking into account local area constraints such as the closure of Judd Street to vehicle traffic, locations with large numbers of vulnerable road users and locations for vehicle holding areas along Bidborough Street. It is anticipated that traffic will arrive from the south by traveling along Judd street, before turning right onto Bidborough street.

Bidborough street and Hastings street are both one way therefore all construction traffic has been planned to egress the site delivery zone by turning right onto Tonbridge street, and then turning right onto Cromer street and right again onto Judd street.

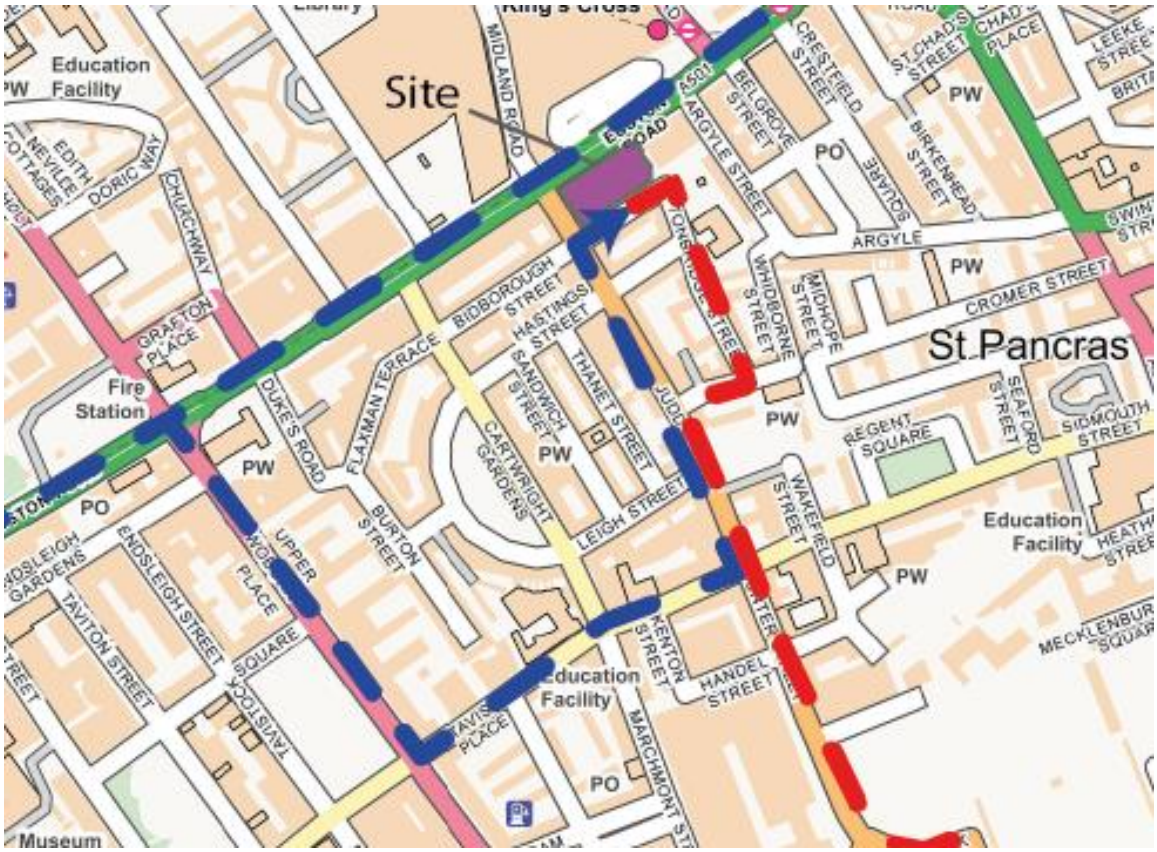


Figure 6– Local Construction Routing (Source: OpenStreetMap)

Figure 7 show the site boundary plan including the extent of footways. Vehicle tracking into and out of the site has also been included to show the safe manoeuvring of vehicles into and out of the site. The enlarged version of **Figure 7** is shown in **Appendix C**.

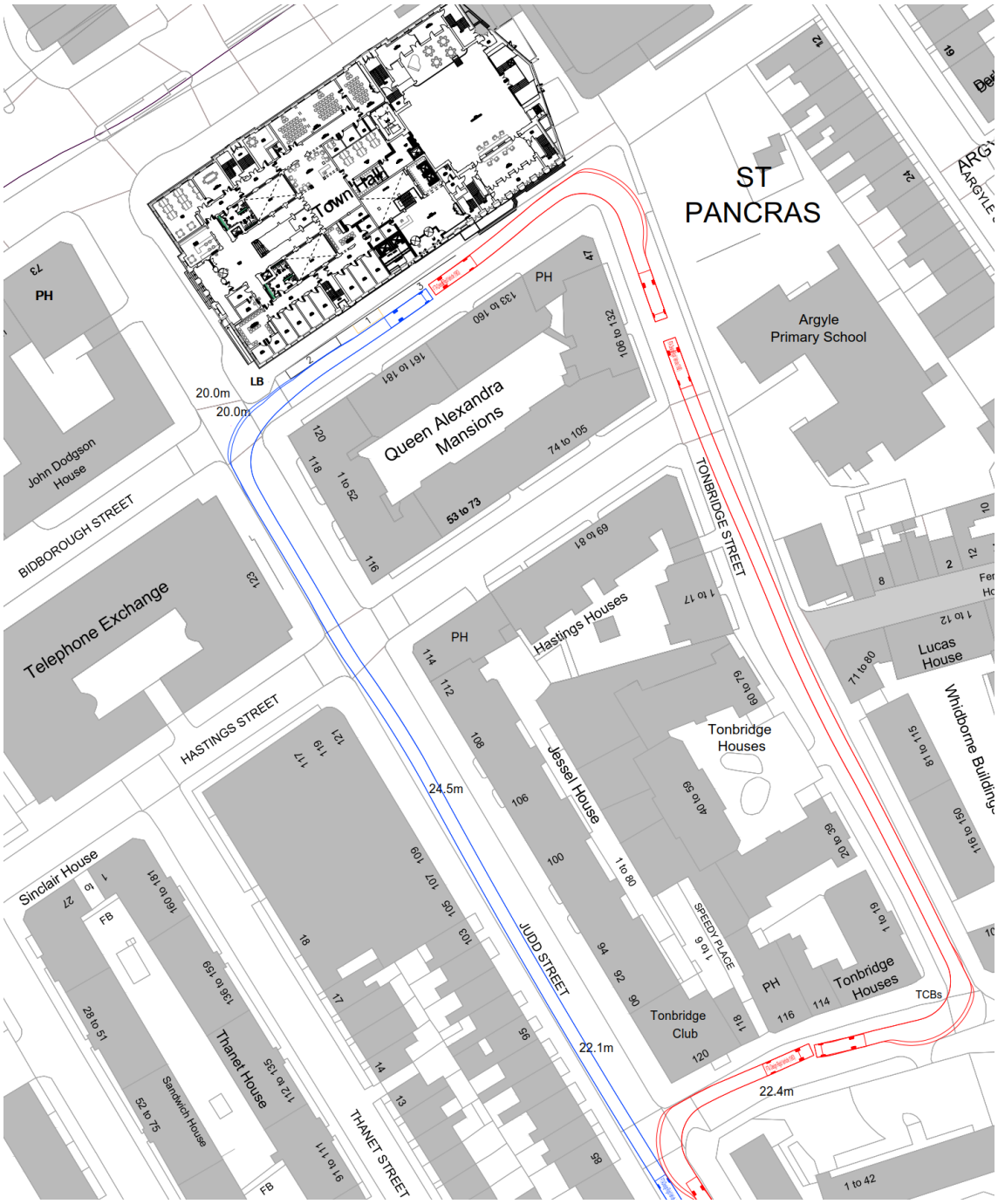


Figure 7 Local Construction Vehicle Tracking

5 PLANNED MEASURES

The following Planned Measures have been identified to help the contractor achieve the goals of the CLP and better manage the challenges identified in Section 2.

Table 3: Planned Measures

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	×		
Adhere to designated routes	×		
Delivery scheduling	×		
Retiming- for out of peak deliveries		×	
Re-timing for out of hours deliveries		×	
Use of holding areas and vehicle call off areas		×	
Use of logistics and consolidation centres		×	
Measures to encourage sustainable freight			
Freight by Water			×
Freight by Rail			×
Material procurement measures			
DfMA and off-site manufacture		×	
Re-use of material on site		×	
Smart procurement	×		
Other measures			
Collaboration amongst other sites in the area		×	
Implement a staff travel plan	×		
Preventing HGV movements during school drop off and pickup	×		

5.1 MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES

5.1.1 SAFETY AND ENVIRONMENTAL STANDARDS AND PROGRAMMES

We are committed to ensure all contractor and sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk (WRRR). All vehicles will be fitted with all necessary warning signage, side protection, blind spot mirrors and vehicle manoeuvre warnings.

All vehicles and driver management practices will be required to comply with FORS and CLOCS. Drivers will receive awareness training and be FORS registered to a minimum standard of Silver with the ambition of accepting only Gold by February 2020.

A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and driver are reported to the Project Manager and any relevant parties. The 'CLOCS Manager' reporting toll will be used.

5.1.2 ADHERENCE TO DESIGNATED ROUTES

Details of routes to be used for journeys to and from site for road operations are provided in Section 4. The routes to/from the TLRN and Strategic Road Network are specified. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.

A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternative diversions are in place.

5.1.3 DELIVERY SCEDULING

A web-based delivery management system will be used to control the volume of deliveries to site. This system will work by defining the number of 'resources' a site has and thus can service in 30 minutes intervals. It then limits the number of delivery bookings per half-hour to this defined capacity.

Sub-contractors and hauliers must be booked in a minimum of 48 hours in advance in order to allow the request to be reviewed and subsequently approved/declined. The system can be accessed by completing a new user application form and submitting it, countersigned by the Supplier Relationship Management (SRM) Package Manager to the Delivery Manager.

Key Performance Indicators (KPIs) will be proposed to indicate that; zero unplanned vehicles, zero non-compliant vehicles and zero instances of project -related vehicles involved in a collision, arrive at site.

5.1.4 RE-TIMING FOR OUT OF PEAK DELIVERIES

Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. The contractor commits to attempting to re-time as many deliveries a possible out of the morning peak (07:30-09:00).

5.1.5 RETIMING FOR OUT OF HOURS DELIVERIES

The developer will seek planning permission for out of hour's deliveries and commit to deliveries in these times where possible.

There may also be some deliveries/collections which are deemed abnormal loads and may require a police escort as required by the Metropolitan Police. These deliveries cannot be undertaken between 07:00 to 19:00 therefore these will need to be undertaken out of the normal site hours. In advance of these deliveries contact will be made with Camden's Environmental Health Team.

5.1.6 USE OF HOLDING AND VEHICLE CALL OFF AREAS

The site has a limited storage area and the congested nature of the site location, it is intended that a holding point local to the site will be allocated. This will allow vehicles to arrive early and delay their final approach to site until the pre-arranged delivery time. Clear directives will be given to all suppliers that if lorries are waiting to deliver to a site then the engines must be turned off, there is to be no idling of the site.

This will lead to greater logistical efficiency and reduced disturbance in the surrounding area. We can confirm that adequate dwell time has been factored into our logistics plan and that our vehicles will be held either on site or at designated facilities. We will not allow vehicles to loiter in the vicinity of our site awaiting access.

5.1.7 USE OF LOGISTICS AND CONSOLIDATION CENTRES

An efficient and effective logistical operation is of high importance to Lendlease and therefore we will consider the use of a consolidation service. The initial analysis suggests there are no obvious location for consolidation centre or holding areas in close proximity of the site but we will keep monitoring the situation and the final decision will be made at the later stage. We will be working with our supply chain to ensure the deliveries to be 'just-in-time' and therefore reduced the likelihood of damage to materials.

5.2 MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT

5.2.1 FREIGHT BY WATER

The closest navigable waterway to the site is the Regent's Canal. However, the initial analysis suggests that the potential consolidation centre or holding areas are not within close proximity of Regent's Canal. Therefore, freight by water would not be a viable option for this project.

5.2.2 FREIGHT BY RAIL

There are initial discussions about the possibility of rail-served freight network with railway train stations and underground train lines in the vicinity of the site. However, no efficient route between the rail stations and the site that does not cause great disturbance to the nearby transport network. Therefore, rail-based logistics is not an efficient option for this project.

5.3 MATERIAL PROCUREMENT MEASURES

5.3.1 DESIGN FOR MANUFACTURE AND ASSEMBLY AND OFF-SITE MANUFACTURE

Reducing delivery numbers is important for this project because of its central London location. Off-site manufacturing will be discussed upon appointment of sub-contractors and used where possible to manage delivery effectively.

5.3.2 RE-USE OF MATERIAL ON SITE

In order to decrease environmental impacts and reduce the number of vehicles required to deliver to site, a few measures will be explored to re-use material on site. For example, the welfare facilities could be recycled from a complete site.

5.3.3 SMART PROCUREMENT

Lendlease will explore opportunities to source materials from local suppliers to contribute to the local economy. Also, we will explore possibilities to source materials from the same suppliers as other developers with construction sites in close proximity to this site to reduce number of deliveries.

5.4 OTHER MEASURES

5.4.1 COLLABORATION AMONGST OTHER SITES IN THE AREA

Lendlease will consult with the highway authorities (TfL & LBC) and other contractor/developers in the area to minimise disruption and undertake joint trip generation analysis. We have assessed the local area and the main route to the site and believer that there are not any current projects of significance that will impact on our works or our works on theirs. Should other projects come on line, we will be

keen to pursue the possibility of collaborating on holding areas and shared service when the works schedule is confirmed.

5.4.2 IMPLEMENT A STAFF TRAVEL PLAN

There will be only one drop off area on Bidborough Street in the construction phase and no on-site parking will be provided for construction worker's vehicles. Restrictions will also be imposed to prevent on-street parking. As there are excellent transport links nearby, travel by public transport and active transport modes (walking and cycling) will be strongly encouraged.

5.4.3 PREVENTING HGV MOVEMENTS DURING SCHOOL DROP OFF AND PICKUP

Argyle Primary School is adjacent to the site and extra attention is needed for increasing safety measures and reducing unnecessary risk. Delivery vehicles will not be permitted to arrive prior to 09:00 or after 15:00 Monday to Friday during the school drop off and pickup periods.

6 ESTIMATED VEHICLE MOVEMENTS

6.1 NUMBER OF VEHICLES

The number of vehicles accessing the site has been estimated according for each of the six stages of construction. Lendlease's construction expertise has been applied to the proposed programme and construction methodology to develop the estimates below. The estimated number of trips are presented in **Table 4** and **Figure 8**. The full outputs of the Construction Logistics Planning Tool are illustrated in **Appendix D**.

Table 4: Anticipated Construction Vehicle Traffic by Stage

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2019 – Q3 2020	100	5
Basement excavation and piling	Q1 2020 – Q3 2020	10	1
Sub-structure	Q1 2020 – Q3 2020	10	1
Super-structure	Q3 2020 – Q2 2021	10	1
Cladding	Q2 2020 – Q1 2021	40	2
Fit-out, testing and commissioning	Q3 2020 - Q4 2021	120	5
Peak period of construction	Q3 2020 – Q1 2021	160	7

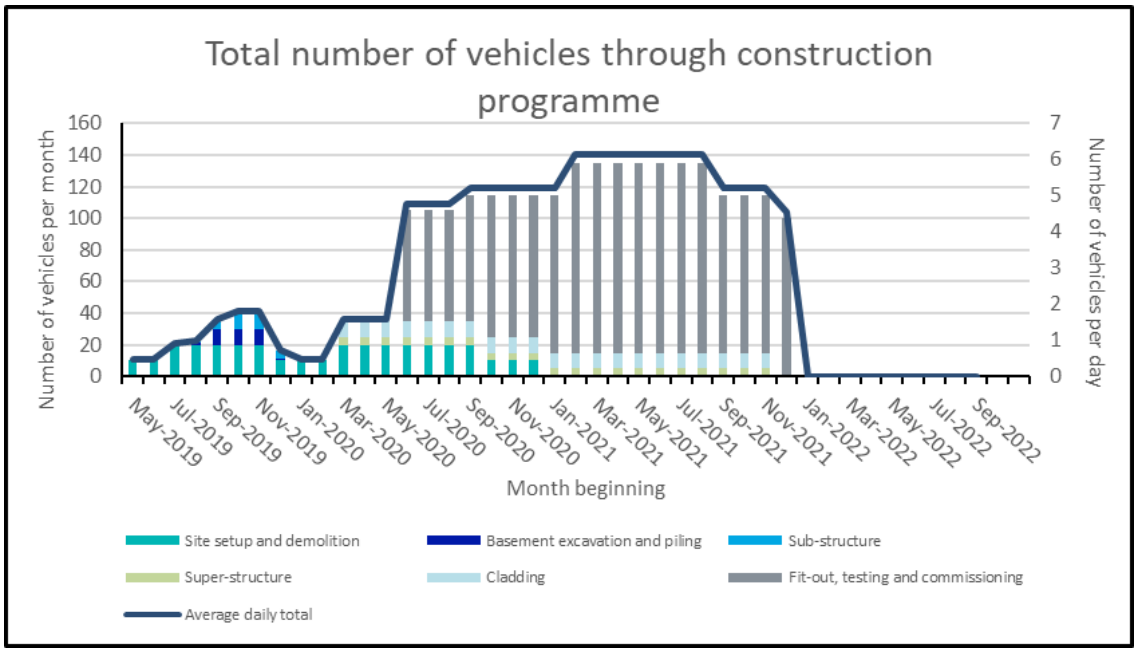


Figure 8 – Construction Vehicle Traffic by Time and Stage

During the peak months of construction, approximately 160 construction vehicles will access the site. This equates to 8 vehicles per day and 1 in the peak hours assuming 15% of vehicles arrive during the peak. We confirm that we have adequate facilities, material handling equipment, craneage and holding area, to accommodate this forecast overall maximum number of vehicles per hour and also the individual maximums of each phase of construction.

6.2 DELIVERY VEHICLE TYPES

Vehicles arriving at site will be of a variety of sizes. Approximately 50% of all vehicles will be transit vans or similar (less than 7.5 tonnes) and the remaining 50% will be ridged delivery or articulated vehicles. The anticipated number and type of vehicles accessing the site during each stages of construction are shown in **Figure 9** below.

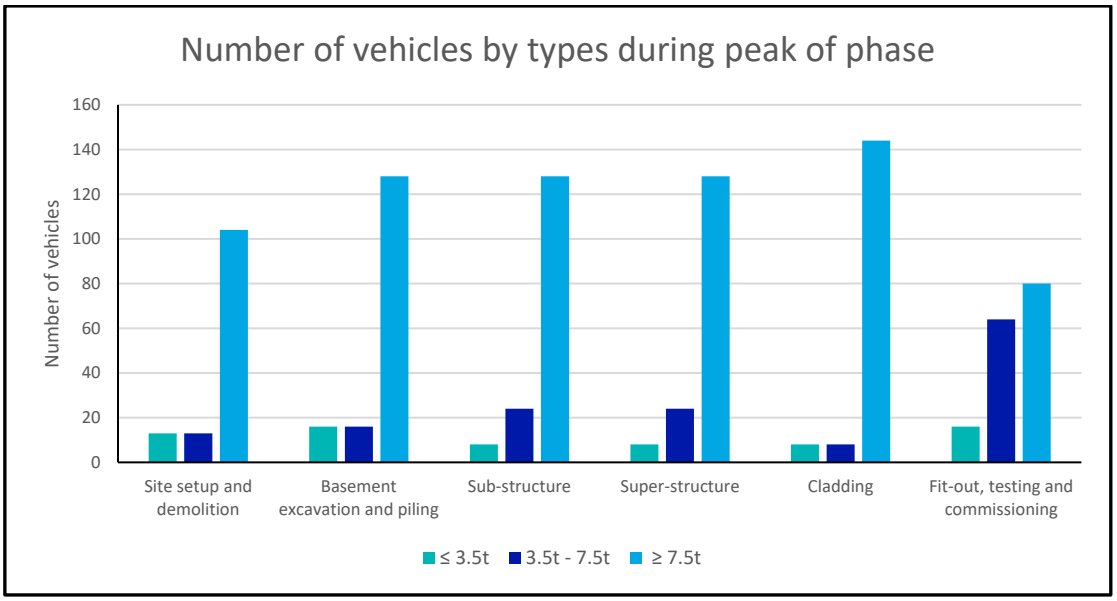


Figure 9 – Anticipated Vehicles Frequenting the Site by Stage

6.3 DELIVERY VEHICLE ARRIVAL PROFILE

Where possible, peak times will be avoided for deliveries. **Figure 10** provides a summary of the average daily construction trips during each construction period. This estimate will be refined, once the construction programme is finalised. It should be noted that due to the low levels of construction trips the anticipated number of hourly vehicles ranges between only 0 and 1.

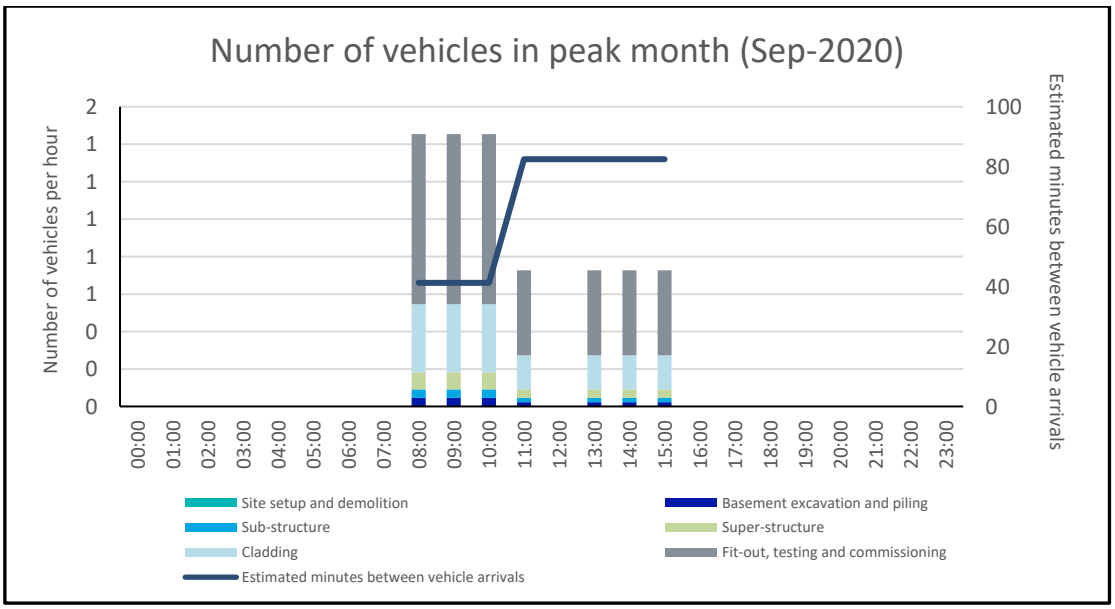


Figure 10 – Number of Construction Trips by Time

7 IMPLEMENTING, MONITORING AND UPDATING

7.1 SUMMARY

This Outline CLP cannot include a detailed and defined description of how the CLP will be implemented, monitored and updated. However, the following strategy can be confirmed at this stage.

An appointed Construction Logistics Manager will be in charge of implementing the Detailed CLP on behalf on the Contractor. Their job description will include collecting data on following categories:

- Number of vehicle movements to site collected through a delivery booking in system:
  - Total
  - By vehicle type/size/age
  - Time spent on site
  - Potential Consolidation centre utilisation
  - Delivery/ collection accuracy compared to schedule
- Beaches and complaints
  - Vehicle routing
  - Unacceptable queuing
  - Unacceptable parking
  - Supplier FORS accreditation
  - Low Emission Zone (LEZ) compliance
- Safety
  - Logistics-related accidents
  - Record of associated fatalities and serious injuries
  - Ways staff are travelling to site
  - Vehicles and operations not meeting safety requirements
- Description of the contractor's handbook
- Description of the driver's handbook

The data collected will be reported back to Lendlease with full transparency to local government.

APPENDICES

APPENDIX A

AREA SCHEDULE

CTH-PUR-XX-XX-SH-A-00009-S02-P06

Rev: P06 _ Issued for Planning
Issue Date: 16/04/2019

Existing and Proposed Areas - Summary

	Existing (sqm)		Proposed (sqm)		
	GIA	**GEA**	**NIA**	**GIA**	**GEA**
Basement	2651	2712	1405	2867	2872
Ground	2596	2777	1727	2538	2693
First	2046	2233	1200	2100	2251
Mezz	173	173	70	173	173
Second	1844	2135	1436	1899	2072
Third	1643	1794	1225	1716	1842
Fourth	627	838	0	644	825
Totals	**11580**	**12662**	**7063**	**11937**	**12728**

Rounded to nearest sqm

Proposed Areas - By Level and by Function

	Civic Democratic			Camden Centre			Incubator			Offices			Building Services			Common Shared			Total		
	NIA	GIA	GEA	NIA	GIA	GEA	NIA	GIA	GEA	NIA	GIA	GEA	NIA	GIA	GEA	NIA	GIA	GEA	NIA	GIA	GEA
Basement	122	295	295	254	448	444	854	982	987	0	0	0	0	637	641	175	505	505	1405	2867	2872
Ground	957	1324	1418	659	881	925	0	0	0	0	0	0	0	20	20	111	313	330	1727	2538	2693
First	871	1604	1704	329	402	448	0	0	0	0	0	0	0	12	12	0	82	87	1200	2100	2251
Mezz	70	131	131	0	0	0	0	0	0	0	0	0	0	0	0	0	42	42	70	173	173
Second	0	0	0	0	0	0	0	0	0	1436	1813	1966	0	20	20	0	66	86	1436	1899	2072
Third	0	0	0	0	0	0	0	0	0	1225	1627	1733	0	20	20	0	69	89	1225	1716	1842
Fourth	0	188	248	0	0	0	0	0	0	0	0	0	0	456	577	0	0	0	0	644	825
Totals	**2020**	**3542**	**3796**	**1242**	**1731**	**1817**	**854**	**982**	**987**	**2661**	**3440**	**3699**	**0**	**1165**	**1290**	**286**	**1077**	**1139**	**7063**	**11937**	**12728**

Rounded to nearest sqm

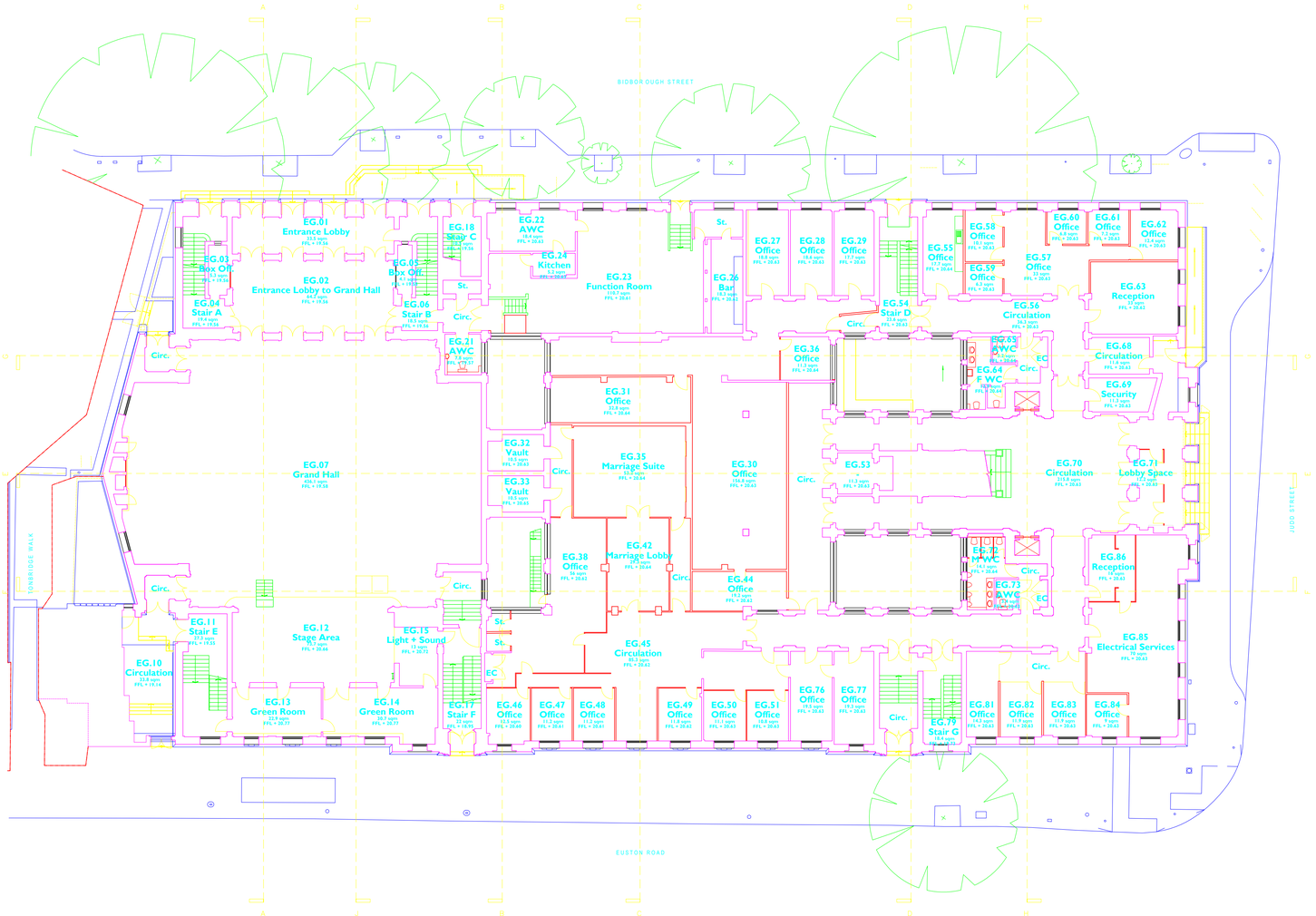
Proposed Areas - By Level and by Function

	Sui gen	D2	B1	Total
	GIA	GIA	GIA	GIA
Basement	745	803	1319	2867
Ground	1440	993	105	2538
First	1654	446	0	2100
Mezz	173	0	0	173
Second	0	0	1899	1899
Third	0	0	1716	1716
Fourth	188	0	456	644
Totals	**4200**	**2242**	**5495**	**11937**

Table shows areas 'building services' and 'common shared' apportioned the uses they predominantly serve

APPENDIX B

GROUND FLOOR LAYOUT



1 / 26001 **EXISTING GROUND FLOOR LEVEL PLAN**
1:200 @ A1

Notes:

Drawings are based on survey data and may not accurately represent what is physically present.

Do not scale from this drawing. All dimensions are to be verified on site before proceeding with the work.

All dimensions are in millimeters unless noted otherwise.

Purcell shall be notified in writing of any discrepancies.

FOR COST REVIEW
Stage 2+

1:200 Scale
0 2 m 4 m 6 m 8 m 10 m 20 m

S2 P00	24/08/18	EwaLenart	NS
First Issue	24 Oct 2018	EL	NS

ISSUE	DATE	DRAWN	CHECKED	DESCRIPTION

DRAWING TITLE	GA PLAN EXISTING GROUND FLOOR LEVEL PLAN
DRAWING NO.	CTH-PUR-MP-G0-DR-A-26001
REVISION	-
SIZE & SCALE	A1L 1:200
DRAWING STATUS	WORK IN PROGRESS
CLIENT	Lendlease
PROJECT	Camden Town Hall
JOB NUMBER	238664

PURCELL

15 Bermondsey Square, Tower Bridge Road, London, SE1 3UN , T:+44[0]20 7397 7171, Elondon@purcelluk.com
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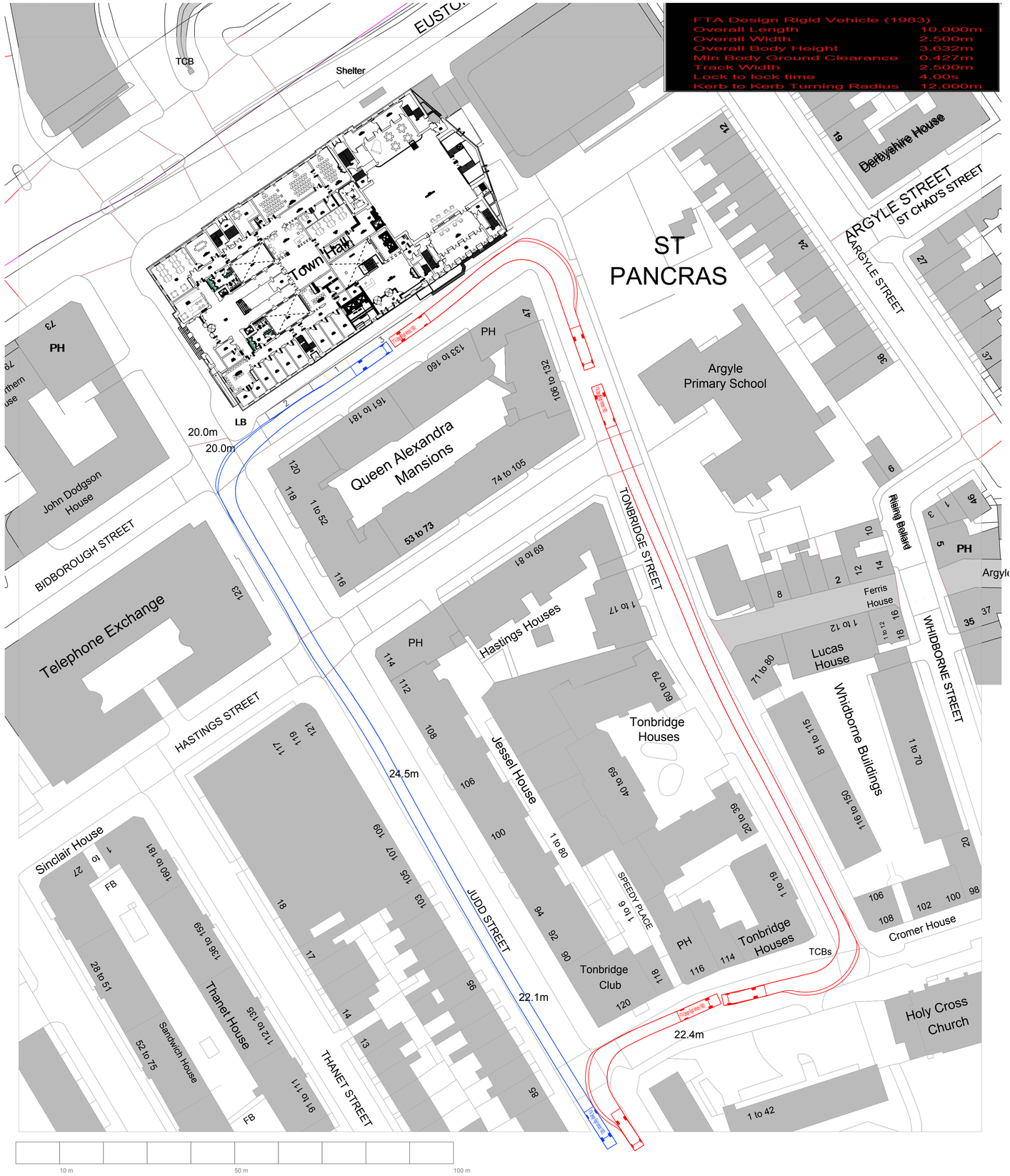
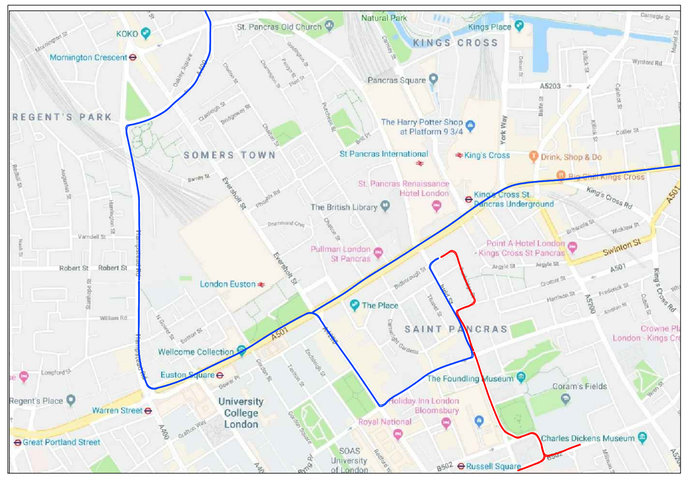
APPENDIX C

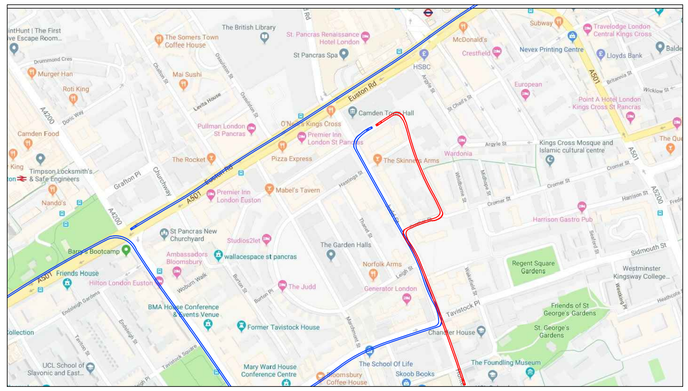
CONSTRUCTION VEHICLE ROUTING & TRACKING



OS Street View - 1:500 @ A1



Street Map - 1:10000 @ A1



Street Map - 1:5000 @ A1

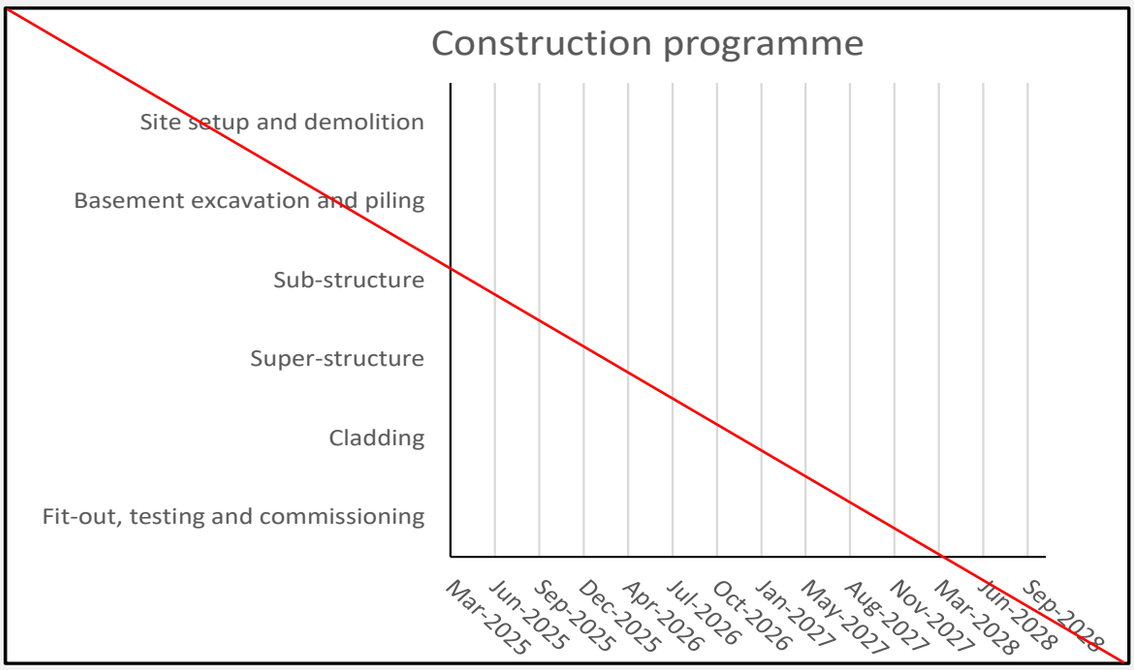
Project	CAMDEN TOWN HALL
Drawing Title	SWEPT PATH ANALYSIS ASSESSMENT
Drawing Status	FOR INFORMATION
Date	26.02.2019
Scale	As Noted
Size	A1
Drawing No.	CAMDEN TOWN HALL - HGV TRACK
Rev	-

APPENDIX D

CONSTRUCTION LOGISTICS PLANNING TOOL OUTPUTS

CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Site setup and demolition	Jul-2019	Jul-2020
Basement excavation and piling	Feb-2020	Sep-2020
Sub-structure	Feb-2020	Sep-2020
Super-structure	Jul-2020	Apr-2021
Cladding	Jun-2020	Mar-2021
Fit-out, testing and commissioning	Jul-2020	Dec-2021



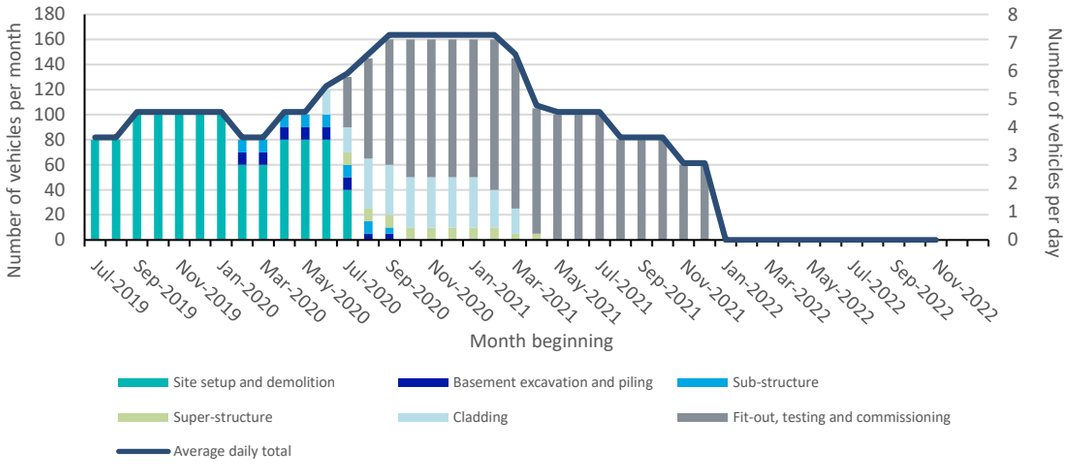
NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2019 - Q3 2020	100	5
Basement excavation and piling	Q1 2020 - Q3 2020	10	0
Sub-structure	Q1 2020 - Q3 2020	10	0
Super-structure	Q3 2020 - Q2 2021	10	0
Cladding	Q2 2020 - Q1 2021	40	2
Fit-out, testing and commissioning	Q3 2020 - Q4 2021	120	5
Peak period of construction	Q3 2020 - Q1 2021	160	7

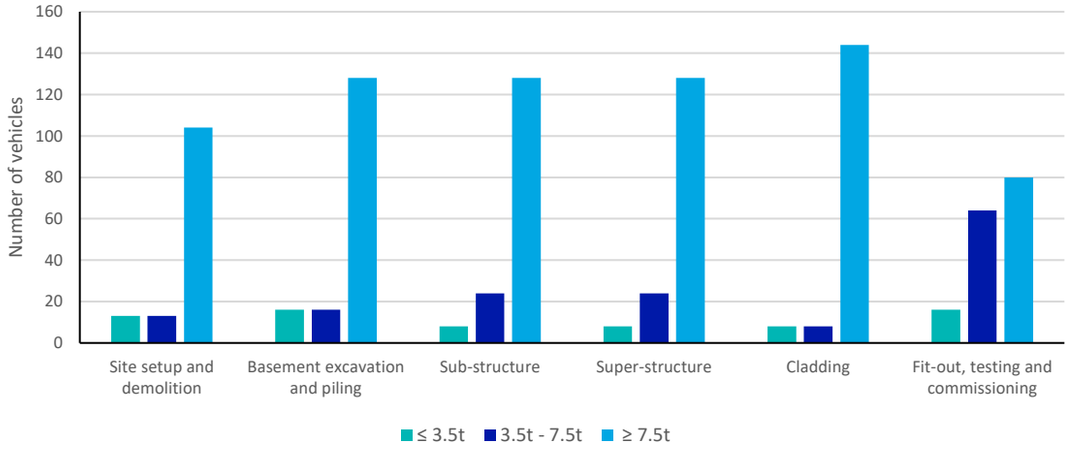
NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2019 - Q3 2020	130	6
Basement excavation and piling	Q1 2020 - Q3 2020	160	7
Sub-structure	Q1 2020 - Q3 2020	160	7
Super-structure	Q3 2020 - Q2 2021	160	7
Cladding	Q2 2020 - Q1 2021	160	7
Fit-out, testing and commissioning	Q3 2020 - Q4 2021	160	7

Total number of vehicles through construction programme



Number of vehicles by types during peak of phase



Number of vehicles in peak month (Sep-2020)