Oriel

Outline Construction Logistics Plan

October 2020

File: ORL-INF-XX-XX-RP-PL-175-Outline Construction Logistics Plan

Oriel
Creating the centre for advancing eye health

Moorfields Eye Hospital NHS Foundation Trust

NHS

Moorfields Eye Charity

UCL INSTITUTE OF OPHTHALMOLOGY

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Oriel
Outlline Construction Logistics Plan

Prepared for:

Moorfields Eye Hospital NHS Foundation Trust
UCL Institute of Ophthalmology
Moorfields Eye Charity

Prepared by:

AECOM Limited

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1. Introduction

1.1 Purpose of the Outline Construction Logistics Plan

1.1.1 AECOM has been commissioned by Moorfields Eye Hospital NHS Foundation Trust, on behalf of Oriel[1], to develop an Outline Construction Logistics Plan (CLP) to be submitted with the planning application for a new facility that would allow the existing Moorfields Eye Hospital at City Road (Moorfields at City Road) and University College London (UCL) Institute of Ophthalmology (IoO) services at Bath Street to relocate into a new single building at the existing St Pancras Hospital (hereafter referred to as the 'Proposed Development').

1.1.2 This Outline CLP has been prepared in accordance with TfL's guidance. This CLP will be updated by the Principal Contractor once appointed, which is anticipated to be secured through an appropriately worded planning condition.

1.1.3 An Outline Construction Management Plan (CMP) is submitted separately with the planning application.

1.2 CLP Objectives

1.2.1 The key objectives of the CLP are as follows, to:

- Minimise the impact of construction vehicles on the local community and the local transport networks;
- Minimise the impact of construction activity on the environment;
- Ensure a safe environment, both within and around the Site;
- Ensure best practice is followed including Construction Logistics and Community Safety (CLOCS) and Fleet Operator Recognition Scheme (FORS);
- Deliver the development safely, efficiently and on-time;
- Encourage construction workers to travel to the Site via sustainable transport modes; and
- Discourage the need for construction travel to/from the Site during the peak hours.

1.3 Site Context

1.3.1 The Proposed Development consists of relocating from the ageing facilities at Moorfields located on City Road, to a new facility that would provide both Moorfields Eye Hospital and UCL IoO services within a new single building on land at the existing St Pancras Hospital site. The new building will house a centre for eye care, research and education facilities. The Proposed Development will comprise a mix of uses including clinical, research and education purposes and will be spread over seven to ten storeys, including Lower Ground and Ground Level, with landscaped roof terraces and areas of public realm.

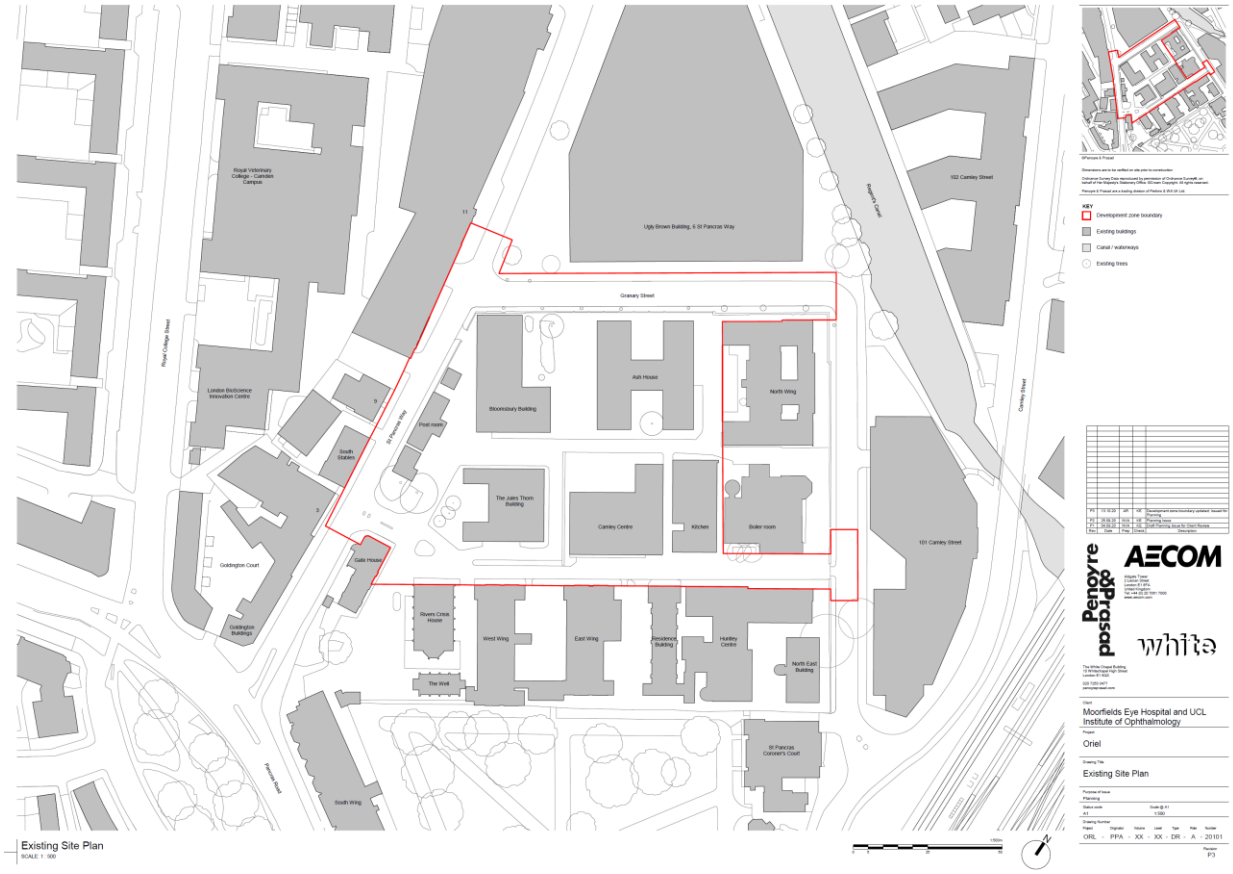
[1] Oriel is a joint venture between Moorfields Eye Hospital NHS Foundation Trust, UCL Institute of Ophthalmology and Moorfields Eye Charity

1.3.2 The 2.02 hectare (ha) site of St Pancras Hospital is currently owned by Camden and Islington NHS Foundation Trust. The existing mental health inpatient wards located at St Pancras Hospital are planned to move to a new, purpose-built facility next to the existing Highgate Mental Health Centre and the Whittington Hospital.

1.3.3 The site of the Proposed Development (hereafter referred to as the 'Site') comprises the north-western part of the St Pancras Hospital site and extends to approximately 1.33 ha.

1.3.4 The extent of the Site is shown in Figure 1-1.

Figure 1-1 Development Zone Boundary



1.4 Key Considerations and Challenges

1.4.1 The main issues and challenges relating to logistics planning which are anticipated during the demolition and construction phase of the Proposed Development include the following:

- Working adjacent to an existing hospital - working within the St Pancras Hospital, whereby certain departments may be occupied 24/7. This would make it difficult to plan construction works that could potentially require temporary disruption to a neighbouring building and will require, from the outset, a comprehensive solution to minimise noise and dust nuisance and manage access in a sensitive and considerate manner. This shall be determined and agreed with immediate neighbours and various hospital departments.
- Safety and the overall positive experience for the patients, visitors, staff, and contractors is a key priority. Understanding that the construction works can unsettle the overall flow of traffic to the neighbouring hospital, it is important to put into place a plan to minimise disruption and ensure that the necessary staff from the adjoining hospital, who understand how it works, are party to planning conversations to provide constructive input and suggestions.
- Pedestrian Access – The neighbouring hospital buildings are old and have complicated access routes used by patients and guests who may not be familiar with the facility, and often the staff as well as the guests are emotionally vulnerable or stressed. Adding to the complexity with construction detours, system shutdowns, and just by being nearby to an active construction site in this already 'highly charged' situation requires the highest levels of planning, patience and understanding from all members of the construction team including delivery staff and subcontractors. It will be necessary to put into place after agreement with the existing hospital a plan and route which causes the least disruption to patients and visitors.
- Construction Traffic – Construction vehicle access must be arranged into the construction site so that vehicles and pedestrians, using separated site routes, can move around safely. The complexity of identifying routes for the people and vehicles using them, in suitable locations and with sufficient capacity is a key challenge. A site specific Traffic Management Plan will be prepared by the Principal Contractor to arrange and coordinate vehicle access routes in conjunction with pedestrians.

1.5 CLP Structure

1.5.1 Following this introduction, the remainder of this report is structured as follows:

- Section Two sets out the planning policy context from a transport perspective;
- Section Three describes the existing local walking, cycling, public transport and highway conditions in the vicinity of the Site;
- Section Four sets out the construction programme and methodology
- Section Five includes an estimate of construction traffic movements;
- Section Six identifies the appropriate routes to access the Site and arrangements for management of vehicle and pedestrian movements into and around the Site;
- Section Seven summarises the strategies that will be implemented to reduce the impact of construction traffic;
- Section Eight describes how the CLP will be implemented, monitored and updated; and
- References to documents, standards, etc. are included in Section Nine

2. Policy Context

2.1 Introduction

2.1.1 This section of the Outline CLP considers the key national, regional and local transport policy and guidance relevant to the Site.

2.2 National Planning Policy and Guidance

National Planning Policy Framework (2019)

2.2.1 The National Planning Policy Framework (NPPF) (Ref. 1) sets out the Government's planning policies for England, providing a framework within which local people and councils can encourage development which reflects the needs and priorities of their communities.

2.2.2 Chapter 9 within the NPPF deals with Promoting Sustainable Transport (paragraph 102 to 107). This chapter explains the variety of ways in which transport should be considered as part of the planning process. This includes setting out that transport issues should be considered from the earliest stages of the plan-making and development proposals.

2.2.3 Paragraph 111 states that a development that generates a significant amount of movement should be supported by a Transport Statement or Transport Assessment and should be required to provide a Travel Plan. Both a Transport Assessment and Travel Plan are submitted with the planning application.

Traffic Management Act (2004)

2.2.4 Part 2 of the Traffic Management Act (Ref. 2) highlights the duty of local traffic authorities in managing road networks within their ownership; including the efficient use of the local network as well as their ability to adopt measures when necessary to avoid the occurrence of heavy traffic congestion.

2.3 Regional Planning Policy and Guidance

The London Plan

2.3.1 The London Plan (The Spatial Development Strategy for London Consolidated with Alterations Since 2011) (March 2016) (Ref. 3) provides the overall strategic plan for London which sets out a fully integrated economic, environmental, transport and social framework for the development of the capital to 2031. In terms of transport capacity, the London Plan states that boroughs should consider proposals for a development in terms of reducing the need to travel, promoting sustainable travel, located in an accessible location and consider proposals against existing transport capacity.

The draft new London Plan: Intend to Publish

2.3.2 The Intend to Publish new London Plan (Ref. 4) is expected to be adopted in due course and sets out the transport policies for London over the next 25 years.

2.3.3 Policy T7 Deliveries, servicing and construction, states that development proposals should facilitate sustainable freight movements by all methods of transport. In addition, development proposals should provide a Construction Logistics Plan that is in accordance with TfL guidance.

TfL Construction Logistics Plan Guidance

2.3.4 The TfL Construction Logistics Plan guidance (Ref. 5) seeks to ensure that CLPs are produced to a high quality to minimise the impact of construction logistics on the road network.

2.3.5 This guidance sets out the information required for a suitable CLP and how the report should be structured.

2.3.6 A well-planned CLP will reduce the following:

- Environmental impact - Lower vehicle emissions and noise levels;
- Road risk - Improving the safety of road users;
- Congestion - Reduced vehicle trips, particularly in peak periods; and
- Cost - Efficient working practices and reduced deliveries.

The Mayor's Transport Strategy

2.3.7 The Mayor's Transport Strategy (MTS) (Ref. 6) was published in March 2018. The document sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years.

2.3.8 The strategy aims to ensure new developments incorporate the Mayor's principles of good growth, with transport playing a role in delivering growth that satisfies the following principles:

- Good access to public transport;
- High-density, mixed use developments;
- People choose to walk and cycle;
- Car-free and car-lite places;
- Inclusive, accessible design;
- Carbon-free travel; and
- Efficient freight.

2.3.9 One of the aims of the MTS is to reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026.

2.3.10 Proposals 16 and 17 aim to improve the efficiency of freight and servicing trips in London by working collaboratively with the freight industry. One of the proposed methods is to re-time servicing and delivery trips to outside of peak times to minimise the impact on the local network and consolidating loads.

The Mayor's Freight and Servicing Action Plan

2.3.11 The aim of the Mayor's Freight and Servicing Action Plan (Ref. 7) is to support safe, clean and efficient movement of freight across London. The freight and servicing action plan focus on deliveries outside of peak hours, consultation of deliveries and using low emission vehicles.

2.3.12 The Freight Operator Recognition Scheme (FORS), which is promoted in the Mayor's Freight and Servicing Action Plan, focuses on training drivers in best practice and equipping managers with knowledge and skills to operate safe and roadworthy vehicles. FORS aims to minimise the probability and severity of collisions involving pedestrians, cyclists and motorcyclists.

2.3.13 The Low Emission Zone (LEZ) aims to improve London's air quality by encouraging the heaviest polluting diesel vehicles to become cleaner by implementing a daily charge to those vehicles. The LEZ is in place 24 hours a day 365 days of the year (excluding Christmas Day). Tougher emissions standards will be introduced from March 2021 with the Ultra-Low Emission Zone (ULEZ) which will cover the whole of LBC from October 2021.

The London Lorry Control Scheme

2.3.14 The London Lorry Control Scheme (LLCS) (Ref. 8) permits HGVs to only use certain roads within London during nights and weekends. Restrictions apply Monday to Friday between 2100-0700 and weekends Saturday to Monday between 1300-0700. The LLCS is applied to HGVs over 18 tonnes maximum gross weight to help minimise noise pollution. If HGVs are required to use restricted roads, permission can be applied for each vehicle.

2.4 Local Planning Policy and Guidance

Camden Local Plan (2017)

2.4.1 The Camden Local Plan (Ref. 9) was adopted in 2017, replaced the Core Strategy and Development Policies planning documents, and covers the period between 2016-2031. The objectives of the Local Plan are to create conditions to harness the benefits of economic growth, reduce inequality and secure sustainable neighbourhoods.

2.4.2 Policy A1 Managing the impact of development, sets out that developments that result in unacceptable harm to amenity will be granted permission, this includes to the existing transport network during the construction phase. Appropriate mitigation measures should be proposed where necessary.

2.4.3 Policy T4 Sustainable movement of goods and materials promotes the sustainable movement of goods and materials by canal, rail and bicycle where possible. The Council promotes the use of cycle freight as an extension to cycle couriers.

Camden Planning Guidance (2019)

2.4.4 The Camden Planning Guidance: Transport (Ref. 10) supports the policies in the Camden Local Plan. The Guidance forms a Supplementary Planning Document (SPD) and is a 'material consideration' in planning decisions.

2.4.5 The Camden Planning Guidance outlines that a Construction Management Plan should support Transport Assessments when necessary to outline potential mitigation measures to minimise the impact of a development's construction. An Outline CMP has been prepared to align with the Construction/Demolition Management Plan Proforma published by LBC and is submitted with the planning application.

3. Existing Conditions

3.1 Introduction

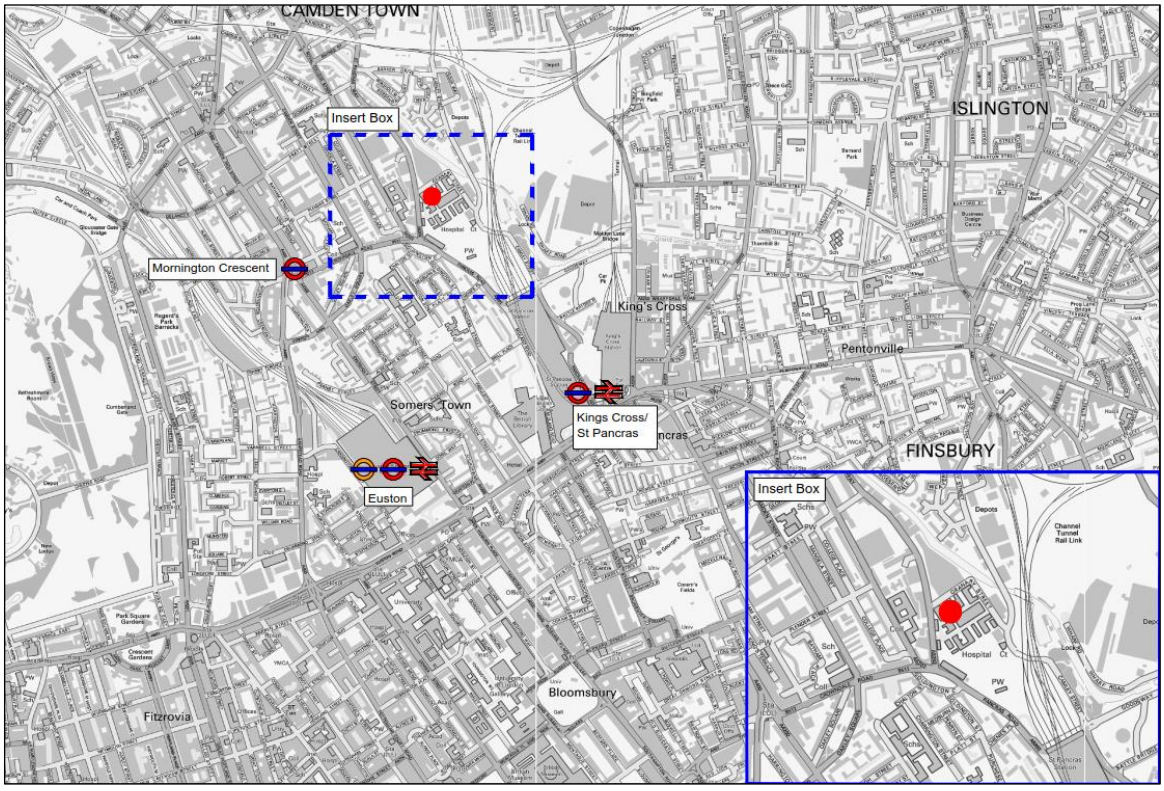
3.1.1 This chapter sets out details of the Site, existing conditions of the highway network, walking and cycling network and public transport network, in addition to the local considerations and challenges that need to be accounted for during the demolition and construction works.

3.2 Site Location

3.2.1 The Site is bounded by the A5202 St Pancras Way to the west and Granary Street to the north. The remainder of the wider St Pancras Hospital is located to the east and south of the Site. St Pancras Gardens lies further to the south of the Site. The nearest London Underground station, Mornington Crescent, is located approximately an eight minutes' walk to the west, while Kings Cross Rail Station, St Pancras International Rail Station, Kings Cross/St Pancras London Underground Station are located approximately 11 minutes' walk to the south of the Site.

3.2.2 The Site location is shown in Figure 3-1.

Figure 3-1 Site Location



3.3 Highway Network

3.3.1 The Site is located outside the current Congestion Charge Zone/Ultra Low Emissions Zone (ULEZ). However, Transport for London (TfL) intends to extend the ULEZ zone to cover the whole of Camden from October 2021, requiring drivers of certain vehicles to pay a daily fee to drive to the Site.

3.3.2 The A5202 St Pancras Way is a 20 miles per hour (mph) one-way two-lane carriageway, which runs in a north to south direction along the western side of the Site. There are single yellow lines along the A5202 St Pancras Way between Granary Street and Pancras Road. An on-street parking bay, which can accommodate approximately seven cars is located to the north of the St Pancras Way / Granary Street junction with restrictions Monday to Friday between 08:30 and 17:30 and a maximum stay of two hours.

3.3.3 Granary Street is a 20mph single carriageway road that extends along the northern side of the Site. There are single yellow lines along the entire carriageway except for a section of on-street parking located near the junction with Camley Street on the eastern side of the road. The on-street parking is pay and display on Monday to Friday between 08:30 and 18:30 with a maximum stay of four hours, with capacity for approximately five cars.

3.4 Walking

3.4.1 Granary Street runs along the north boundary of the Site, with footways on both sides of the carriageway.

3.4.2 The A5202 St Pancras Way runs in a north-south direction, along the western boundary of the Site. There are footways on both sides of the carriageway.

3.4.3 The A5202 Pancras Road runs in a north-west to south-east direction connecting St Pancras International Station, Kings Cross Station and Kings Cross St Pancras London Underground and the Site. There are footways on both sides of this road. The footpaths are well maintained and wide.

3.4.4 The southern edge of the St Pancras Hospital is bounded by St Pancras Gardens, which is open daily from 7am to dusk.

3.4.5 Dropped kerbs and tactile paving are present at the puffin crossing at the Pancras Road/St Pancras Way junction.

3.4.6 There is a Zebra crossing on St Pancras Way immediately to the north of the junction with Granary Street. It is provided with dropped kerbs and tactile paving.

3.4.7 Existing pedestrian routes in the vicinity of the Site are shown in Figure 3-2.

Figure 3-2 Existing pedestrian routes

Source: Google Earth

3.5 Cycling

3.5.1 There is currently the following cycle lane provision on St Pancras Way:

- North of Georgiana Street there is segregated provision (two way);
- South of Georgiana Street there is a southbound advisory cycle lane which runs as far as the Unite Students building;
- South of this there is no formal provision, although there is an advanced stop line and feeder lane at the junction with Pancras Way.

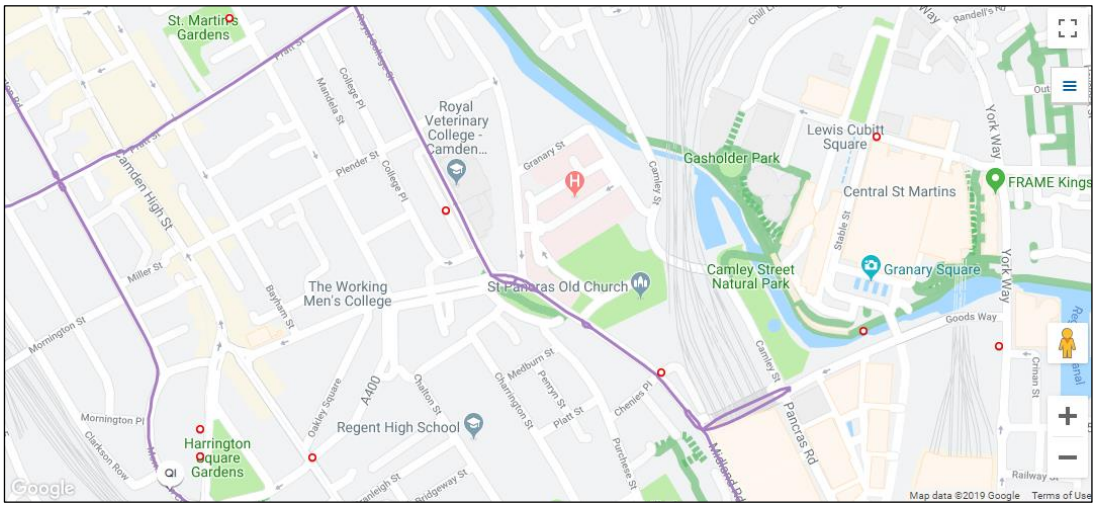
3.5.2 It is understood that LBC has an aspiration to complete the cycle lane on St Pancras Way, potentially by reducing the carriageway to a single lane. The proposed drop-off/pick-up facility for the Proposed Development on St Pancras Way has been designed to accommodate a cycle lane in the future.

3.5.3 The northern extension of Cycleway 6 (C6) between Kings Cross Station and Kentish Town opened in September 2019. C6 runs close to the Site, on Royal College Street and Pancras Road.

3.5.4 Proposed cycle Quietway 1 (Q1) will run in the north-south direction in the proximity to the Site on Arlington Road. It is a proposed connection between C6 and Q1, as an extension of Q1 on Pratt street.

3.5.5 Figure 3-3 is an extract from TfL's cycle map which shows Q1 in purple and cycle hire stations as red circles.

Figure 3-3 Cycle Facilities

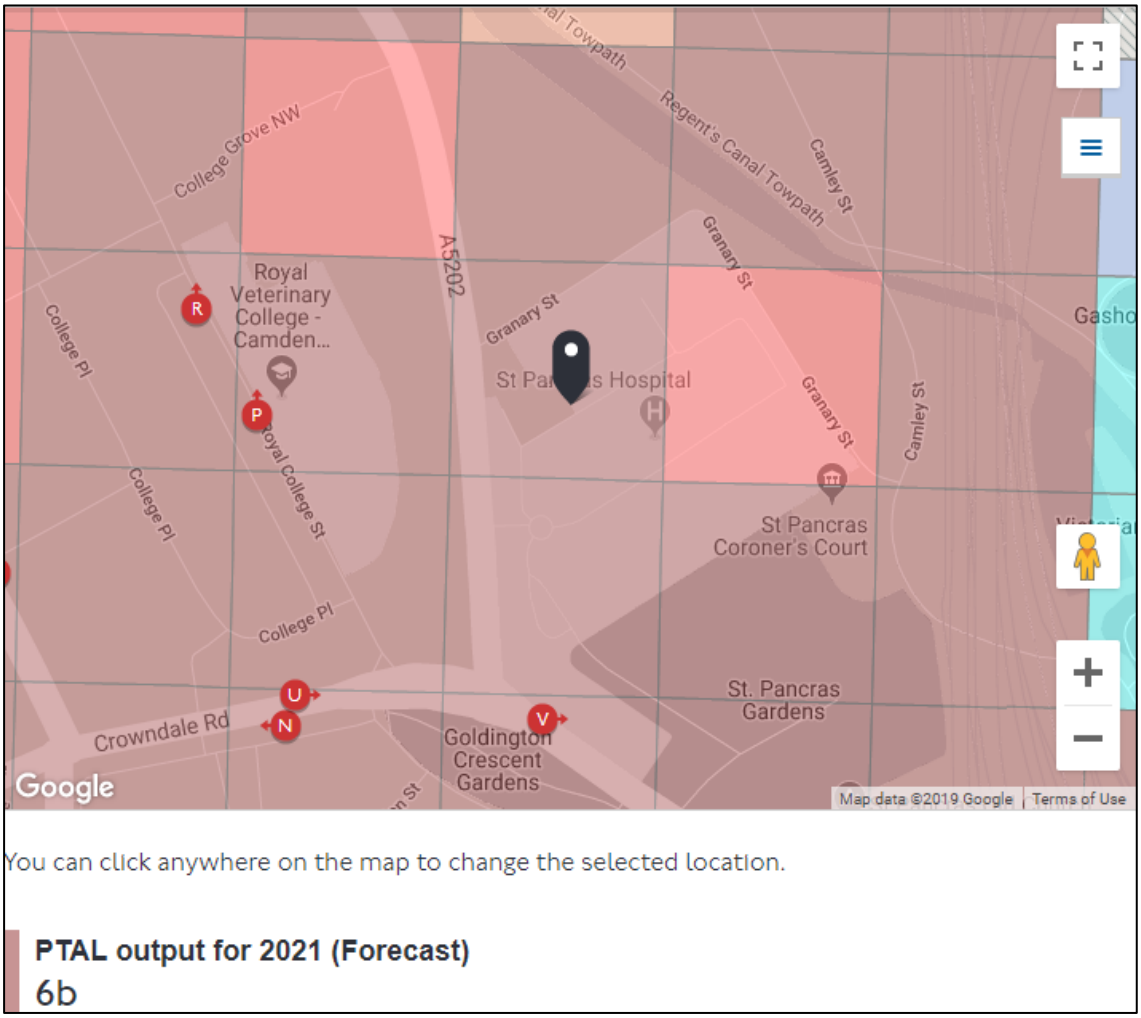


Source: TfL Cycling Map

Public Transport - PTAL

3.5.6 The Site is highly accessible by public transport with range of bus, London Underground, Overground and National Rail Services which are available within a short walk of the Site as demonstrated by the 6b PTAL rating, which is classified as 'excellent', as shown in Figure 3-4.

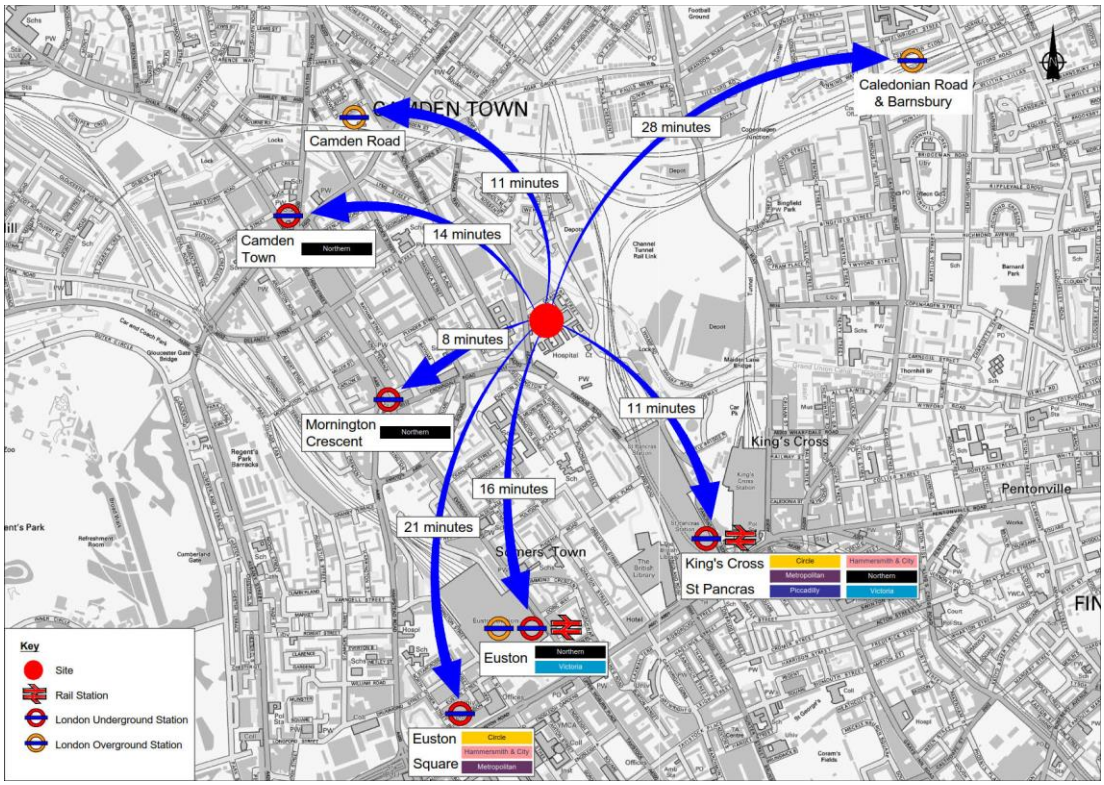
Figure 3-4 PTAL Assessment



Source: https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat

3.5.7 At a local level, there are public transport hubs, rail facilities and bus stops within walking distance of the Site. Figure 3-5 shows the walking distances to the national rail, London Underground and London Overground services closest to the Site. Some of these public transport facilities are outside the maximum walking distance of 960m considered in PTAL assessments and it is recognised that some may be too far from the Site to be accessible by some people. However, they are included as some people are willing to travel further to/from these facilities. Walking times are based on the standard average walking speed of 80 metres per minute (3mph walking speed).

Figure 3-5 Walking Times to London Underground and London Overground and Rail Stations



Public Transport – Train

3.5.8 The Site is approximately 850m (an 11 minutes' walk) from St Pancras International Station and King's Cross Station.

3.5.9 St Pancras International Station is served by East Midlands Railway, Southeastern and Thameslink with destinations including Bedford, Brighton, Nottingham, Sheffield and Margate. Typically, there are 56 services operating in each direction at peak times. Furthermore, there are international train services towards Paris, Amsterdam and Brussels, operated by EuroStar.

3.5.10 King's Cross Station is served by the London North Eastern Railway, Thameslink, Great Northern, Hull Trains and Grand Central Railway services with destinations to Leeds, Kings Lynn, Cambridge and Stevenage. This station has 16 services operating in each direction at peak times.

3.5.11 The Site is approximately 1.3km (a 16 minutes' walk) from Euston Station, which is served by Avanti West Coast and West Midlands Trains. Destinations include Birmingham, Liverpool, Manchester and Edinburgh. There are 22 services operating in each direction during the AM (08:00-09:00) and 14 arriving and 19 departing in the PM (17:00-18:00) peak hours (which excludes the London Overground services).

Public Transport – London Overground

3.5.12 Table 3-1 below provides the London Overground service frequencies at Camden Road and Euston Rail Stations. The data below is the combined number of services calling at each respective station, travelling in each direction (two-way) on Monday-Friday, and represents the timetable prior to the service reductions introduced due to Covid-19 pandemic.

Table 3-1 Frequency of Local Overground Services

Station	Line	AM Peak 08:00-09:00	Inter-Peak 12:00-13:00	PM Peak 17:00-18:00	Off-Peak 20:00-21:00
Camden Road	Stratford	9	9	10	9
	Clapham Junction	5	4	5	5
	Richmond	5	4	5	4
Euston	Watford	5	4	4	4

Source: http://content.tfl.gov.uk/

3.5.13 The nearest London Overground station to the Site is Camden Road, providing services towards Stratford, Richmond and Clapham Junction with a total of nine trains towards Stratford in AM peak and ten trains in PM peak. This station serves trains towards Richmond and Clapham Junction providing five trains in AM and PM peak in both directions. Euston Rail Station provides service to Watford with frequencies on every 15 minutes through the day in each direction.

Public Transport – London Underground

3.5.14 The nearest London Underground station to the Site is Mornington Crescent, on the Northern line, located within eight minutes walking time, west from the Site. Furthermore, there are also London Underground stations at Kings Cross/St Pancras International and Euston Rail Station, which are a walkable distance from the Site.

3.5.15 Table 3-2 below London Underground service frequencies at St Pancras International, Kings Cross and Euston Rail Stations, prior to Covid-19. The data below is the combined number of services calling at each respective station, travelling in each direction (two-way) on Monday-Friday.

Table 3-2 Frequency of Local London Underground Services

Station	Line	Direction	AM Peak 08:00-09:00	Inter-Peak 12:00-13:00	PM Peak 17:00-18:00	Off-Peak 20:00-21:00
Mornington Crescent	Northern	Northbound	21	20	23	20
		Southbound	24	21	24	20
Kings Cross Station / St Pancras International	Northern	Northbound	23	21	24	20
		Southbound	24	20	23	20
	Hammersmith & City	Eastbound	7	6	8	5
		Westbound	5	6	6	6
	Circle	Eastbound	19	18	19	18
		Westbound	18	18	20	18
	Piccadilly	Eastbound	23	22	24	20
		Westbound	24	22	24	23
	Metropolitan	Northbound	13	13	14	11
		Southbound	12	12	14	10
	Victoria	Northbound	36	26	36	28
		Southbound	36	26	36	26
Euston	Northern*	Northbound	44	41	47	40
		Southbound	48	40	47	40
	Victoria	Northbound	36	26	36	28
		Southbound	36	26	36	26

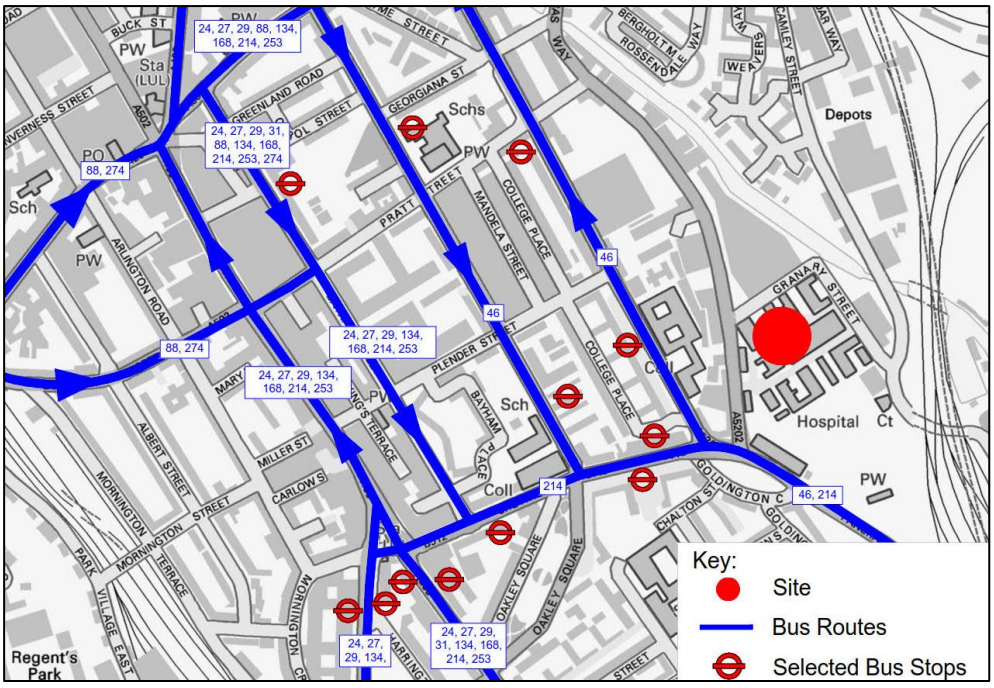
Source : TfL

** Four platforms serve the Northern line*

Public Transport – Bus

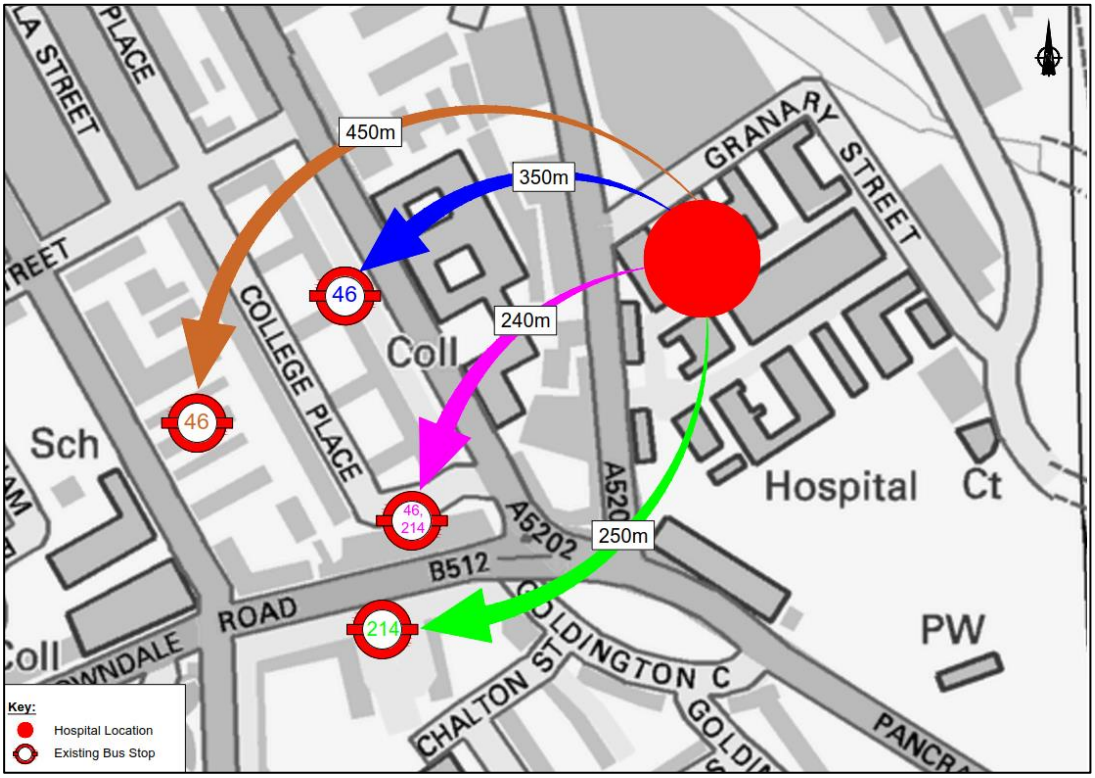
3.5.16 Figure 3-6 shows the bus routes operating in the local area and selected bus stops near to the Site.

Figure 3-6 Local Bus Routes and Selected Nearest Bus Stops



3.5.17 Figure 3-7 shows the walking distances to the four nearest bus stops to the Site.

Figure 3-7 Walking Times to Four Bus Stops Nearest to the Site



3.5.18 Table 3-3 provides a summary of the local bus stops, services and the facilities available at each stop for the bus routes identified above.

Table 3-3 Local Bus Stops

Location	Stop	Services	Direction	Facilities	Walking Distance (metres)	Walking Time (minutes)
Royal College Street Crowndale Road	U	46, 214	Kings Cross	Seating and Shelter, SMS bus arrival updates	240m	3 minutes
	N	214	Camden Town	Seating and Shelter, SMS bus arrival updates	250m	3 minutes
Royal Veterinary College	U	46	Kentish Town	Seating and Shelter, SMS bus arrival updates	350m	5 minutes
	W	44	Kings Cross	Seating and Shelter, SMS bus arrival updates	450m	6 minutes
Mornington Crescent Station (Eversholt Street)	F	168, 253	Hampstead Heath	Seating and Shelter, SMS bus arrival updates	550m	7 minutes
	G		Old Kent Road	Seating and Shelter, SMS bus arrival updates		
Mornington Crescent Station (Hardwick Place)	A	24, 27, 19, 134	Hampstead Heath	Seating and Shelter, SMS bus arrival updates	600m	8 minutes
	C		Pimlico	Seating and Shelter, SMS bus arrival updates		

3.5.19 The closest bus routes to the Site are 46 and 214. Details of the routes and frequencies (pre Covid-19) are shown in Table 3-4 below.

Table 3-4 Local Bus Service Frequencies

Service	Route	AM Peak 08:00-09:00	Inter-peak 12:00-13:00	PM Peak 17:00-18:00	Off-peak 20:00-21:00
46	Lancaster Gate Station – Street Bartholomew's Hospital	Every 8 – 12 minutes	Every 8 – 12 minutes	Every 8 – 12 minutes	Every 15 minutes
214	Hampstead Lane – Finsbury Square	Every 6 – 10 minutes	Every 6 – 10 minutes	Every 6 – 10 minutes	Every 10 – 12 minutes

Source: https://tfl.gov.uk/travel-information/timetables/

4. Construction Programme

4.1 Introduction

4.1.1 Details of the construction programme are included in the Outline Construction Management Plan. The key dates and durations are summarised below.

Table 4-1 Construction programme

Activity	Start Date	End Date	Duration
Site set up / mobilisation	01/02/22	22/04/22	12 weeks
Asbestos surveys	11/03/22	07/04/22	20 days
Asbestos removal works	08/04/22	12/05/22	25 days
Soft strip works	13/05/22	23/06/22	30 days
Scaffold installation	10/06/22	07/07/22	20 days
Demolition works (to ground level)	16/05/22	13/10/22	150 days
Slabs/basement/foundation removal	29/07/22	13/10/22	55 days
Enabling works	26/08/22	02/03/23	135 days
Basement and LG	17/02/23	23/11/23	200 days
Ground floor	29/09/23	23/11/23	40 days
Superstructure to L12	27/10/23	23/05/24	150 days
Roof	10/05/24	18/07/24	10 weeks
Internal basement plant rooms	02/02/24	16/01/25	50 weeks
Façade Level 2 to Roof	23/02/24	22/08/24	26 weeks
Stick system Level 0 to L1	09/08/24	17/10/24	10 weeks
BMUs/Roof Plant	28/06/24	14/11/24	20 weeks
Risers	28/06/24	23/01/25	30 weeks
Upper floor platforms	19/07/24	13/02/25	30 weeks
Internal floor fit out	19/04/24	17/04/25	52 weeks
Lifts	19/04/24	03/04/25	50 weeks
Ground floor fit out	08/11/24	08/05/25	26 weeks
Commissioning	06/12/24	03/07/25	30 weeks
Final handover	27/06/25	03/07/25	1 week
Project completion	04/07/25	04/07/25	1 day

4.2 Material Quantities

4.2.1 Material quantities have been estimated for each phase of the demolition and construction works as follows.

Table 4-2 Construction phase – estimated quantities

Activity	Units	Quantity	Notes
Demolition	m^3	44,000	Estimated from building area multiplied by height
Earthworks	m^3	38,100	
Construction	m^3	196,000	Estimated from Stage 3 floor area (Gross External Area) multiplied by storey heights

4.3 Working Hours

4.3.1 The London Borough of Camden Guidance – Demolition and Construction dictates the following working hours should be adhered to for the Proposed Development:

- 0800 - 1800 hrs (Monday to Friday)
- 0900 - 1300 hrs (Saturday)
- No Sunday, Bank or Public Holiday working unless by prior approval for specific works

4.3.2 Should construction work outside of these hours be required, the Principal Contractor will make an application to the LBC for prior consent for works through Section 61 of the Control of Pollution Act 1974, i.e. for Tower crane installation.

4.3.3 Certain construction activities may require extended working hours for reasons of engineering practicability, weather and safety such as major concrete pours and piling, surveys, lifting/fitting of infrastructure and abnormal deliveries.

4.3.4 The nature and timing of these works and the associated extended working hours will be agreed with the LBC through the Section 61 process and notified to relevant stakeholders. The Principal Contractor will be required to liaise and consult with the LBC prior to applying for Section 61 consent.

4.3.5 In the case of work required in an emergency, or which if not completed would be unsafe or harmful to workers, the public or local environment, the LBC will be informed as soon as reasonably practicable of the reasons and likely duration. Examples may include concrete pouring taking longer than anticipated due to unfavourable conditions or equipment failure.

5. Construction Traffic

5.1 Assumptions

5.1.1 Construction phase traffic flows for the Proposed Development have been estimated based on the following assumptions:

- Five and a half working days per week;
- Materials volume to building volume ratio of 50%;
- Average material density of 1.8 tonne (t) per m^3;
- Average load per vehicle for building material removal and deliveries of 10t; and
- Average payload for removal of excavated material of 20t.

5.1.2 The estimated vehicle movements for each phase of the demolition and construction works are outlined below based on the construction programme set out in Table 4-1.

Demolition Phase

5.1.3 Removal of building material related to the demolition phase is anticipated to take place over a period of 33 weeks (182 days). Based on the assumptions above, this equates to an average of 22 loads per day.

Earthworks Phase

5.1.4 Removal of spoil generated during excavation works is anticipated to take place over a period of 31 weeks (170.5 days). Based on the assumptions above this equates to an average of 20 loads per day.

Construction Phase

5.1.5 The construction phase is anticipated to take approximately 115 weeks. Based on the assumptions above the average number of loads per days will be 28.

Peak Construction Traffic

5.1.6 As shown above, the construction phase is estimated to generate the highest average daily number of Heavy Goods Vehicles (HGV) movements at 28 a day. To allow for daily variations in vehicle movements an uplift of 35% has been applied to represent peak daily movements, and an additional 10% of Light Goods Vehicles (LGV) movements has been assumed to represent other deliveries. Based on these assumptions, peak construction traffic is estimated to be 41 trips per day, comprising 38 HGV trips and 3 LGV trips.

5.1.7 The impact of the peak construction phase traffic on the local highway network is considered in the Transport Assessment submitted with the planning application.

5.2 Construction Vehicle Types

5.2.1 Details of the types of vehicles required to service the site and the approximate number of deliveries per day will be developed by the Principal Contractor for the various phases of the project. However, the following list provides the types of vehicles that will need to gain access to the Site during the construction process. The vehicle types have been selected to ensure that they are of a size that can be accommodated on the highway network given the constraints of the site access route, whilst minimising the potential number of traffic movements to and from the Site.

- Skip Lorry 4 Wheel, 17 Tonne, G.V.W 11m, 2.55m width and 4m height;
- Plant delivery Articulated low loader, 40 Tonne, G.V.W 16.5m, 2.55m width and 4.2m height;
- Concrete Delivery Vehicle 8 Wheel, 30 Tonne, G.V.W 9.15m, height 3.75m, width 2.55m;
- Rebar delivery Articulated flatbed, 40 Tonne, G.V.W 16.5m, 2.55m width and 4.2m height;
- Volumetric Units Articulated flatbed, 40 Tonne, G.V.W 16.5m, 2.55m width and 4.2m height;
- Building Deliveries 4 Wheel, 17 Tonne, G.V.W Panel body 11m, 2.55m width and 4m height;
- Ballast and Loose Materials 8 Wheel, 30 Tonne, G.V.W, Tipper 9.15m height 3.75m width 2.55m;
- General Building Materials 4 Wheel, 17 Tonne, G.V.W, HIAB Flat Bed 11m, 2.55m width and 4m height; and
- Bulk delivery articulated flatbed with HIAB, 40 Tonne, G.V.W 16.5m, 2.55m width and 4.2m height.

5.2.2 All construction vehicles over 3.5 Tonne will meet the following conditions:

- Operators must be a member of TfL's Fleet Operator Recognition Scheme at the Silver level with a commitment to achieve Gold; and
- All drivers will have undertaken cycle awareness training such as the Safe Urban Driver module through FORS or similar.

5.2.3 All vehicles associated with the construction works will have:

- Side guards fitted;
- A close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera (or Fresnel Lens where this provides reliable alternative), a close proximity sensor, an in-cab warning device and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre;
- A Class VI Mirror; and
- Prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

6. Management of Construction Traffic

6.1 Introduction

6.1.1 This chapter outlines the designated vehicle routes for deliveries to the site and removal of waste from the site.

6.2 Construction Traffic Routes

6.2.1 To minimise the potential impacts of the construction vehicles and to ensure the vehicles use appropriate roads, the routing of construction vehicles is based on the following hierarchy:

- Motorways;
- Primary Road Network; and
- A-Roads.

6.2.2 The construction routes have been identified in line with the London Lorry Control Scheme (LLCS)[2] which identifies the movement of HGVs over 18 tonnes throughout London. The LLCS aims to manage the environmental impact of HGV journeys within London (Ref. 8).

6.2.3 The use of using rail to transport materials to and from Site has been considered. The location of the Site does not lend itself in making this a viable option and this matter is no longer being considered as the Site is not immediately adjacent to any railway and has no railway siding.

6.2.4 The use of the nearby canal to transport materials to and from the Site was considered. However, an unloading dock local to the Site is not available and therefore this method of transportation is no longer being considered as an option.

6.2.5 At this stage the specific material suppliers are unknown therefore the origin of the journeys is unknown. However, the Site location benefits from the nearby strategic road network including the A5202, A1, A40 and A501. All construction vehicles arriving at the Site would be required to join the A5202 St Pancras Way from the A503 Camden Road.

6.2.6 A summary of the strategic and local roads to be used by construction vehicles depending on their origin is shown in Table 6-1.

Table 6-1 Strategic roads to be used by construction vehicles

Vehicle Origin	Direction	Route
North	Access	St Pancras Way (A5202)
		Camden Road (A503)
		Holloway Road (A1)
	Egress	St Pancras Way (A5202)
		Euston Road (A501)
		Islington High Street (A1)

[2] https://lcspermits.com/#schememap

Vehicle Origin	Direction	Route
East	Access	Camden Road (A503)
		Hampstead Road (A400)
		Euston Road (A501)
		Grays Inn Road (A5200)
	Egress	St Pancras Way (A5202)
		Euston Road (A501)
		Grays Inn Road (A5200)
		Holborn Viaduct (A40)
South	Access	St Pancras Way (A5202)
		Camden Road (A503)
		Euston Road (A501)
		Grays Inn Road (A5200)
	Egress	Euston Road (A501)
		Grays Inn Road (A5200)
		Holborn (A40)
		Farringdon Street (A201)
West	Access	St Pancras Way (A5202)
		Camden Road (A503)
		Hampstead Road (A400)
		Marylebone Flyover (A40)
	Egress	St Pancras Way (A5202)
		Crowndale Road (B512)
		Hampstead Road (A400)
		Marylebone Flyover (A40)

Figure 6-1 Expected Construction Vehicle Access Routes

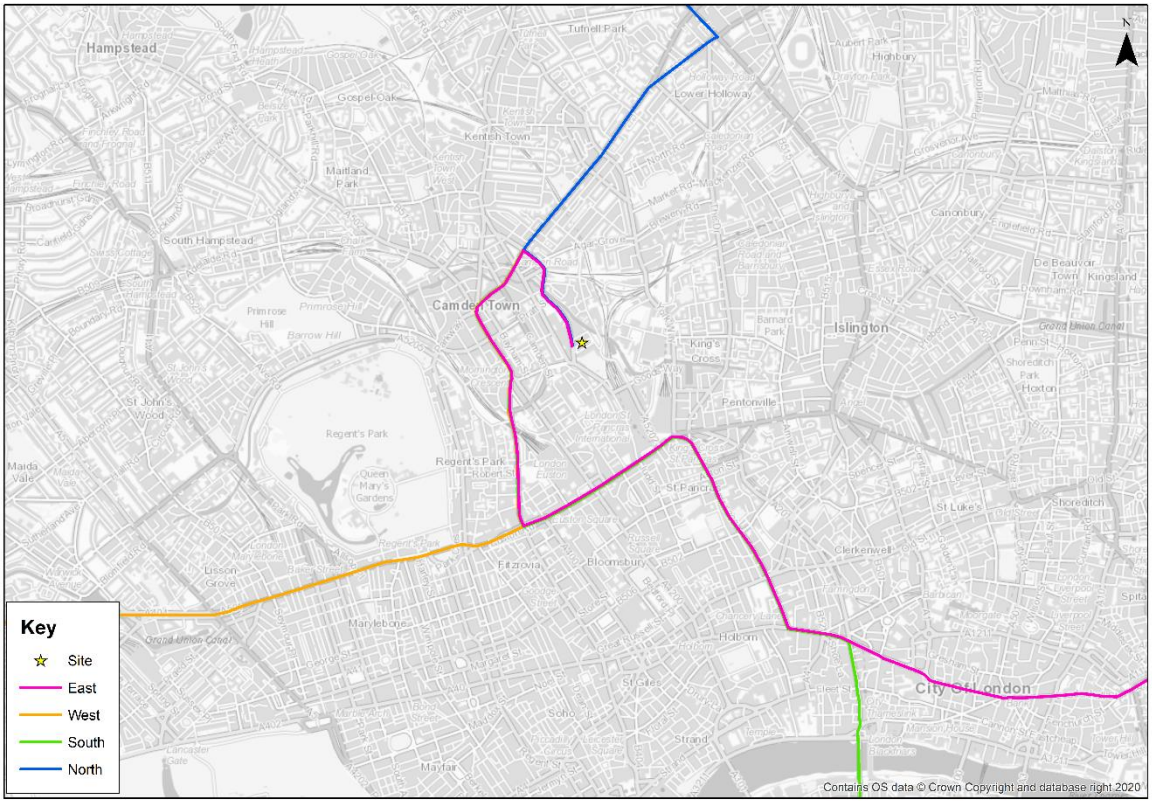
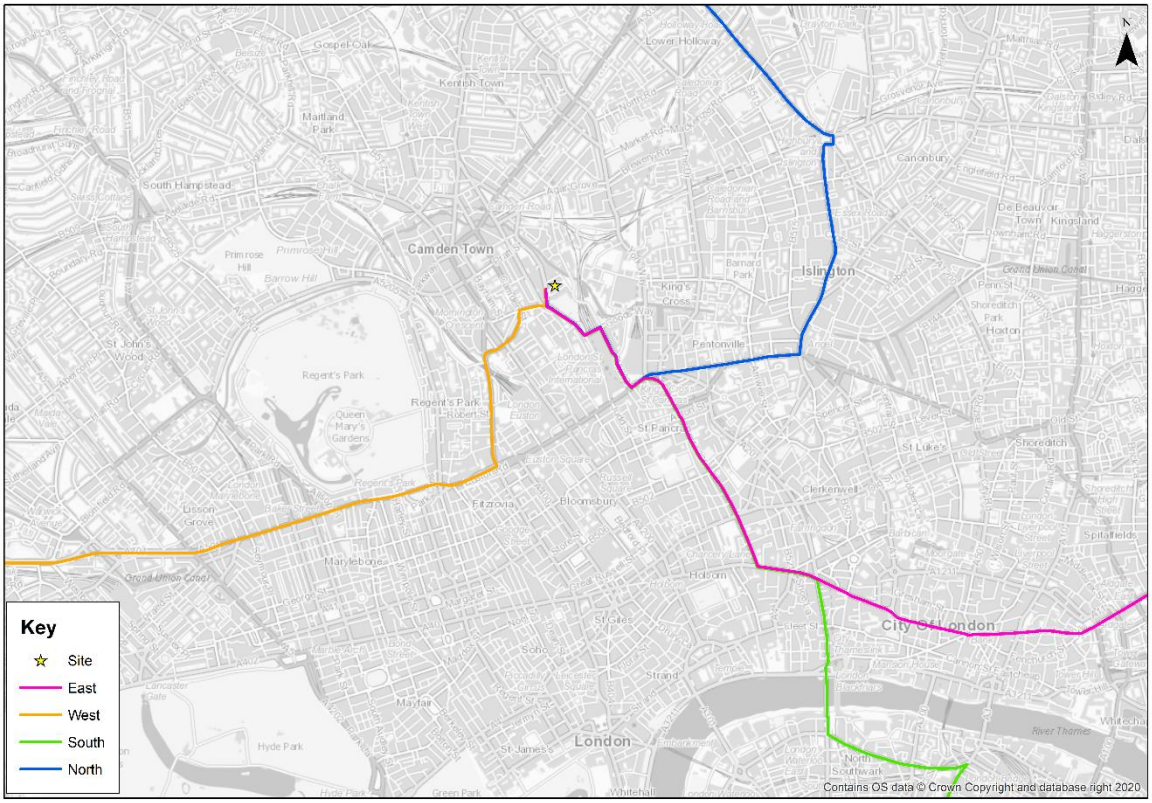


Figure 6-2 Expected Construction Vehicle Egress Routes



6.3 Site Access Arrangements

6.4 Site access and egress

6.4.1 During the early phases of the works, vehicles associated with demolition and basement construction will be entering and leaving the Site.

6.4.2 Vehicles entering and leaving the Site will be carefully managed, using gates that are clearly marked and free from obstacles. Traffic marshals will ensure the safe passage of all traffic on the public highway, in particular pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing.

6.4.3 Traffic marshals, or site staff acting as traffic marshals, will hold the relevant qualifications required for directing large vehicles when reversing. Marshals will be equipped with 'STOP – WORKS' signs if control of traffic on the public highway is required. Marshals will have radio contact with one another where necessary. Full details of the proposed site access and egress points will be developed by the Principal Contractor and diagrams generated to clearly show access and egress points over the various phases of the works.

6.4.4 All vehicle movements into the Site will be fully marshalled and controlled by qualified banksmen. Exact numbers and locations of traffic marshals will be provided by the Principal Contractor.

6.5 Swept Paths

6.5.1 Swept path analyses for vehicles accessing/egressing the Site and the proposed route will be developed and submitted by the Principal Contractor before works begin on Site.

6.6 Wheel Wash Management

6.6.1 The Site will have designated loading areas. These areas will also serve as wheel wash areas for vehicles leaving the confines of the Site during the demolition and substructure works. Similarly, road sweepers will be dedicated to keeping all the access routes including public and internal roads and footpaths clean.

6.6.2 It is recognised that the Site sits within the wider St Pancras Hospital campus and, as such, vehicle access and egress cannot be considered in isolation. Potential routes and options will be investigated to establish the optimum vehicle access for construction traffic serving the Site and that the routeing proposed does not adversely affect local bus, taxis or other amenities within the vicinity of the Site.

6.6.3 To minimise the impact of traffic movements, the following strategies will be implemented:

- No parking is to be permitted on the access roads;
- All operatives shall use the established site pedestrian routes;
- All people entering and leaving the Site will be required to log in and out;
- Exclusion zones will be erected with controlled access / egress to the demolition zone;
- Vehicles will not be allowed to queue on the highway. At no time will vehicles exceed 5mph within the Site;
- A road sweeper and / or a hose will be available at the entrance of the Site to prevent the spread of mud \ debris onto surrounding roads;
- Lorry routeing will be determined so that the extent of cycle / lorry conflicts and cycle accident blackspots are avoided where possible;
- In addition to the requirements of FORS and CLOCS, road hauliers engaged on the project will be required to provide details of specific training with respect to cycle awareness and vehicle anti-idling measures;
- All drivers will be issued with a copy of the traffic route plan prior to coming to Site and will receive a Traffic Management Induction prior to attending Site;
- The communication between vehicles accessing Site and the Site team will be maintained to minimise congestion around the Site and avoid any possible stacking. The Principal Contractor will ensure communication is maintained between drivers and the Site team so that the arrival of vehicles can be suitably planned.

6.7 Loading and Unloading, and Construction Vehicle Types

6.7.1 The Principal Contractor will ensure that any collection and delivery will take place away from main roads. If holding areas for vehicles accessing the Site are required, the Principal Contractor will ensure these take place in locations which do not impact the highway network. This area within the site area may form an on-site turning space, queuing facilities and serve as a holding area for vehicles. This will be set out in detail by the Principal Contractor upon appointment.

6.7.2 It is anticipated that all parking and loading activity directly associated with the Site will be carried out within the curtilage of the site hoarding. This will be reviewed by the Principal Contractor on appointment.

6.7.3 The Principal Contractor will provide a clear policy to all staff for the loading and unloading of any materials on-site. The site managers will also ensure that they request an estimate of the time required to load or unload any materials on-site to ensure that there is no conflict of any space within the site. This management of best practice procedures will ensure that no vehicles or staff is required to wait to carry out tasks. The Site managers will also ensure they inform the drivers of any vehicles arriving on-site that it is unacceptable to arrive before they are scheduled. This will ensure that vehicles do not wait in hazardous locations or create congestion.

6.7.4 The loading and unloading of any equipment, materials and scaffolding will be undertaken with due care to keep noise levels to a minimum. This will be overseen by an appropriate member of staff employed by the Principal Contractor.

6.7.5 The Principal Contractor will work with the LBC highway authority to ensure that construction working hours do not result in any conflicts on the local highway network. The Principal Contractor will make every effort to ensure that only a limited number of vehicles access the site during peak periods, such as weekdays, before 9.30am and after 4.30pm (except for necessary site traffic as agreed with LBC). The majority of deliveries will be complete by school finishing time and the Principal Contractor will seek to work within the guidelines.

6.8 On site Arrangements

6.8.1 The movement of vehicles during the various construction phases will include the following key activities:

- **Demolition** – Lorry movements will be split between plant deliveries, site set up and demolition material away vehicles.
- **Groundworks** – Construction vehicle movements will include delivering timber, reinforcement, concrete, drainage and muck away. Vehicular movements are expected to have similar arrangements as per the piling works described below, i.e. they will access the site.
- **Piling** – Lorry movements will be split between concrete deliveries, rebar deliveries and muck away of spoil. Access will be planned to allow vehicles to enter/exit from the site. This will enable piling to be undertaken and protection measures put into place will be erected in order to aid construction and protect the public. Jet wash facilities will be employed during all of these stages of the construction to guard against

mud and other substances from the lorry wheels, chassis and bodywork, to prevent any fouling of the public highway.

- **Frame** – Vehicles will utilise the construction site entrance and loading bay for offloading.
- **Fit Out** – Construction vehicles will enter the area in front of the site, which will be separated from general traffic by hoarding or temporary barriers. The materials will be offloaded from these vehicles using a crane and could be stored either on the site or on the footway (temporarily closed). In order to manage this activity and to ensure the safety of other road users, enhanced mitigation will be implemented using the banksmen to ensure the movement of the construction vehicles entering and exiting the site loading bay.
- **Cladding** – Vehicular movements are expected to have similar arrangements as per the fit-out construction deliveries described above.

6.9 Vehicle loading and unloading Traffic Marshals

6.9.1 Vehicle loading and unloading will be planned by the Principal Contractor. All vehicle movements, loading and unloading will be fully marshalled and controlled by qualified banksmen. Exact numbers and locations of traffic marshals will be provided by the Principal Contractor.

6.10 Site set-up

6.10.1 A detailed scaled plan showing the local highway network layout in the vicinity of the Site will be prepared by the Principal Contractor. This will include details of on-street parking bay locations, cycle lanes, footway extents, relevant street furniture, and proposed site access locations.

6.11 Parking bay suspensions and temporary traffic orders

6.11.1 Parking bay suspensions will only be requested where absolutely necessary and a Temporary Traffic Order (TTO) will be applied for.

6.11.2 Details of proposed parking bay suspensions and/or TTOs which would be required to facilitate the construction will include details of the expected duration in months/weeks and will be provided by the Principal Contractor in due course.

6.12 Occupation of the public highway

6.12.1 Details of using the public highway for storage, site accommodation or welfare facilities will be provided by the Principal Contractor, where required.

6.13 Motor vehicle and/or cyclist diversions

6.13.1 Details of any diversion, disruption or other anticipated use of the public highway during the construction period will be provided by the Principal Contractor. The Principal Contractor will provide a drawing to show the locations of diversions and associated signage.

6.14 Pedestrian diversions

6.14.1 Pedestrians' safety will be a priority and all diversions will be clearly sign posted and maintained. Vulnerable footway users should will be carefully considered. These include wheelchair users, the elderly, those with walking difficulties, young children, those with prams, the blind and partially sighted. Appropriate ramps will be used if it is unavoidable for cables, hoses, etc. to be run across the footway for short periods of time.

6.14.2 Any work above ground floor level may require a covered walkway adjacent to the Site. A licence will be applied for to allow scaffolding and gantries to be erected. The adjoining public highway will be kept clean and free from obstructions, and hoarding will not restrict access to adjoining properties, including fire escape routes. Lighting as well as signage will be used on temporary structures/skips/hoardings etc. if outside the Site and a secure hoarding will installed at the Site boundary with lockable access.

6.14.3 The Principal Contractor will provide details once appointed of all scaffolding, hoarding and pedestrian diversions, including any other temporary structures which would overhang/oversail the public highway (e.g. scaffolding, gantries, cranes etc.).

7. Strategies to Reduce Impacts

7.1.1 Table 7-1 identifies the committed, proposed and considered measures, relevant to the detailed CLP for the Proposed Development and describes at which stage each of the measures will be reviewed.

7.1.2 These are defined as set out in the TfL guidance (Ref. 5) as follows:

- *"Committed - indicates a measure that will be implemented as part of the CLP, secured by planning condition or, where applicable, through the Section 106 agreement. These measures shall be included in any tendering documents for the contract to build the development. If the developer's contractors do not comply with these requirements, it will be classified as a material breach of their contract and could lead to them being refused access to the site. It is the developer's responsibility to ensure their requirements are part of the main contractor and subcontractor contracts. The main contractor is responsible for ensuring that all sub- contractors conform to these contractual requirements.*
- *Proposed – indicates a measure that is feasible must be evaluated to determine its practicality. If a measure is not feasible, the CLP shall contain justification and evidence as to why it has been rejected. Proposed measures shall be discussed with potential contractors during the procurement stage with a view to including them in the contract and agreeing to them in the Detailed CLP.*
- *Considered – indicates a measure that is not currently relevant but may be in the future. These measures should be proposed if suitable, but the CLP does not need to mention them if they are not appropriate***."**

Table 7-1 Summary of Measures

Measures	Committed	Proposed	Considered	Further Consideration
Measures Influencing Construction Vehicles and Deliveries				
Safety and environmental standard and programmes	X			Commitment for contractors and suppliers to follow CLOCS and be members of FORS (where appropriate) Operators will be encouraged to use highest star rated vehicles identified through TfL's HGV Direct Vision Standard. Contractor to assess site against ground conditions and ensure only suitable vehicles are allowed to enter the site (based on TfL assessment guidance). Contractor to sign up to the Considerate Constructors Scheme.
Adherence to designated routes	X			Access routes to be followed by HGVs as previously identified.
Delivery scheduling	X			Use a Delivery Management System (DMS) to control the number vehicles at the Site.
Re-timing for out-of-peak deliveries		X		Where feasible, vehicle movements will be co-ordinated to take place outside of peak times (considering highway peak and pedestrian peak times including school start / end times).
Re-timing for out-of-hours deliveries		X		Where feasible, out of hours vehicle movements will be co-ordinated to take place between 1900-0700.
Using holding area and vehicle call off areas		X		Contractor to discuss the potential availability of holding areas.
Use of logistics and consolidation centres			X	Potential to be investigated by Principal Contractor.
Material Procurement Measures				
DfMA and off-site manufacture			X	Potential to be investigated by Principal Contractor.
Re-use material on site		X		Potential to be investigated by Principal Contractor to maximise the re-use of materials.
Smart procurement		X		Principal Contractor to consider the use of smart procurement to minimise vehicle trips when selecting suppliers.

Measures	Committed	Proposed	Considered	Further Consideration
Measures Influencing Construction Vehicles and Deliveries				
Collaboration amongst other Sites in the area		X		Potential to be reviewed by Principal Contractor to work with the other construction sites which could include the re-use of materials between sites or sharing delivery vehicle scheduling information.
Implement a Travel Plan		X		Provision of a staff Travel Plan within the CLP.

8. Implementing and Monitoring

8.1.1 As discussed previously, the Principal Contractor has not been appointed at the time of preparing this Outline CLP, however it is expected that a Construction Logistics Manager will be appointed in due course and will be responsible for implementing the CLP.

8.1.2 The Construction Logistics Manager will implement, monitor and update the CLP. The ongoing management of the CLP will need to be documented and kept on file for record management purposes.

9. References

Ref. 1. Ministry of Housing, Communities & Local Government (February 2019). National Planning Policy Framework
https://www.gov.uk/government/publications/national-planning-policy-framework--2

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