



256 Gray's Inn Road

A new centre for world-leading dementia and neurology research
and academic excellence

Draft Construction Management Plan Addendum

December 2020

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Planning permission 2019/2879/P was granted in March 2020 for the redevelopment of 256 Grays Inn Road to provide a dementia and neurology research centre along with academic space for University College London (UCL). This addendum has been prepared by Mark P Burns, Project Manager ISg Ltd in connection with the planning application to amend the above permission to extend the basement of the new academic building, known as Plot 3.

The first phase of the approved development comprises the partial redevelopment of the former Royal Free Hospital (Plot 1) to deliver a world-leading medical research facility to tackle dementia and neurological diseases. Work on site is currently underway on Plot 1.

Subsequent phases of the approved development comprise the refurbishment of the grade II listed Eastman Dental Clinic (referred to as Plot 2) and the erection of a new building on the site of the Levy Wing (referred to as Plot 3) to deliver additional academic space for UCL. This academic space is likely to be occupied by the newly established UCL Institute of Mathematics and Statistical Science, which will complement the University's vision for creating a world class environment for education and academic research. The proposed development would also deliver a comprehensive landscaping scheme to open up new publicly accessible spaces within the site, and new public connections across it.

This planning application relates to the proposal to extend the basement of the Plot 3 building underneath the public realm area in the centre of the site to provide two lecture theatres for the academic use. UCL has identified a requirement for larger lecture theatres than would be delivered in the approved scheme. It also reflects UCL's intention to bring the delivery of the Plot 3 basement works forward at the same time as the Plot 1 basement works to deliver the development in a more efficient and less disruptive way.

This planning application also proposes a small extension to the basement of the Plot 1 building to allow for the provision of a sprinkler tank.

A Draft Construction Management Plan was submitted with the original planning application providing an outline of the likely approach to the construction process for the development as a whole. A detailed Construction Management Plan for the demolition and Plot 1 works has been agreed with LB Camden under obligations 4.31 and 4.5.3 of the s106 agreement attached to 2019/2879/P. A detailed Construction Management Plan for Plot 3 would need to be agreed prior to works on the construction of Plot 3. This Draft Construction Management Plan Addendum provides a summary of how the construction management processes would be affected by the proposed amendments to the development. This document is an addendum to the Draft Construction Management Plan submitted with the original application and should be read in conjunction with both the original document and the detailed plan for Plot 1.

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Change to Project overview:

The changes proposed for the development located at 256 Grays Inn Road are as follows:

- (a) The demolition of the Levy Wing (Plot 3) and erection of a part 4 storey, part 7 storey building plus a double storey enlarged basement below to provide education space (Use Class D1);*
- (b) A small extension to the plot 1 basement area to facilitate mechanical services.*

Durations and key dates:

The new proposed approach to constructing the Plot 3 enlarged basement is that these works will commence and take place consecutively to the works of plot 1 basement, this is a departure from the original indicative construction programme in both the Draft Construction Management Plan submitted with the original application and the detailed Construction Management Plan for Plot 1. By constructing both plots at the same time the duration of construction overall will be reduced in comparison to that which the current approved CMP states.

The superstructure for plot 3 remains as per original planning agreement, however as the substructure would be completed earlier than originally proposed, the superstructure works would commence earlier and again run consecutive to that of plot 1 and reduce the construction durations overall.

- Demolition works & piling enabling: 21/06/2021 to 07/10/2021
- Bulk excavation: 09/10/2021 to 20/03/2022
- Combined Substructure: 23/03/2022 to 10/10/2022
- Combined Superstructure: 01/09/2022 to 20/09/2023

Site operating hours:

No changes are planned for the site operating hours, and will remain in line with the standard working hours for construction sites in Camden as follows:

0800 – 1800 hrs Monday to Friday

0800 – 1300 hrs Saturday

No work on Sunday and Public Holidays

Any works required to take place outside of these hours will be agreed with Camden Council in advance.

Main issues and challenges:

The proposed change to planning does not have any negative affect on any of the previously submitted comments of the approved CMP. More positively we estimate the following:

- The development will utilise existing plant, equipment and logistical routes during the construction of plot 3 and in turn reduce durations and impact on receptors to the local area.

- By plot 3 running consecutively to the plot 1 works, the overall duration of construction time on site will be reduced.

Vehicle monitoring, noise and vibration:

An assessment of the increase in vehicle movement to facilitate the enlarged basement element of works has been undertaken. The results of this exercise indicate that with the changes to the site logistics that this will give alternative options to vehicles moving to and from site and will have a positive effect on the numbers utilising congested routes such as Wren street and Langton close.

Community Liaison:

In our CMP previously approved we have identified our plan to ensure community engagement, these currently approved methods will remain in place. Only changes to be made would be to further enhance our monthly updates to incorporate the proposed changes via our newsletter and our website.

Schemes

The project will continue to support all schemes set out at CMP submittal 1, including Considerate contractors' scheme, Breeam and will also continue to abide by the Camden requirement for CLOCS transportation rules and regulations around the city and specific site area.

Traffic to and from site

Vehicles entering and leaving the site will be carefully managed, using gates that are clearly marked and free from obstacles specific to plot 3 development. Additional traffic marshals will ensure the safe passage of all traffic on the public highway, pedestrians and cyclists, when vehicles are entering and leaving site, particularly if reversing. All additional traffic marshals shall hold the relevant qualifications required for directing large vehicles when reversing and provided with relevant orange PPE to safely carry out their role and service to the public.

Main plot 3 access point:

Gate 1 (Langton Close): Operational from 03/08/20 to 31/01/24.

A site gate at the end of Langton Close will control access into site, gates will be opened and closed for each delivery. One Traffic Marshal will control construction vehicles at the gate and assist residents manoeuvring from the remaining parking bays. There will be no student pedestrian or cycle access through Gate 1. Existing parking bays on Langton Close will be rationalised to provide a route for construction vehicles that is safe for other road users. It is proposed that this will remove up to 8 parking bays, 4 of which will be permanently removed as part of the agreed final scheme and the others relocated to new bays on Wren Street.

The Construction Management Plan will be updated to reflect the amended form of development.

Mark P Burns

Mark P Burns
Project Manager
18th November 2020

End of form.

Appendix's:



