25 & 27 JOHN'S MEWS, LONDON

OUTLINE CONSTRUCTION MANAGEMENT PLAN (PRE PLANNING SUBMISSION)

PROJECT NO. 4250/2001 DOC NO. D005

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CLIENT: SAVILLS

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VELOCITY
Transport Planning

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1 INTRODUCTION

1.1 INTRODUCTION

1.1.1 This Outline Construction Management Plan (CMP) has been prepared by Velocity Transport Planning on behalf of Savills to support the planning application for a proposed basement extension at 25 John's Mews, Holborn, London WC1N 2NZ.

1.1.2 We have also included a sensitivity test of the proposed basement extension to no. 27 John's Mews (Planning ref: 2016/4582/P) running in parallel with the proposed application. Both sites are located within the London Borough of Camden (LBC) and sit side by side.

1.1.3 This Draft CMP will set out two scenarios which includes:

- 25 John's Mews stand alone build; and
- 25 and 27 John's Mews built in tandem.

1.1.4 In accordance with Pre-Application advice for 25 Johns Mews, the proposed basement is now smaller than the existing ground floor footprint. A pre application response was received from LBC on 08/06/2020 (Planning ref: 2020/1402/PRE) where LBC requests a draft CMP to be submitted at application stage and a detailed CMP would need to be secured via S106 if planning permission is granted. This report will set out sections in line with the latest TfL Guidance for Construction Logistics Plans but also considers the relevant content that will be expected by the LBC Construction Management Plan (CMP) Proforma. We understand that the Camden pro-forma template must be used upon submission of the post planning consent CMP when a contractor has been appointed.

1.2 SITE CONTEXT

1.2.1 **Figure 1-1** illustrates the location of no.25 and no. 27 John's Mews. No.25 is located at the junction between Northington Street and John's Mews facing the northern and western sides of the road. The southern and eastern sides of no.25 share a party wall with No. 27 John's Mews and No. 13 Northington Street respectively. No. 27 John's Mews is located adjacent no.25 to the south. The sites are located in a predominately residential area at the northern end of Holborn.

Figure 1-1: Site Location

1.3 EXISTING SITE USE OF NO.25 & 27 JOHNS MEWS

1.3.1 No. 25 is currently occupied by a Grade II listed two storey end terrace. At basement level, the site currently benefits from a part basement, thought to date from a period before listing when the site was a garage. The existing basement measures 15sqm and is accessed via an access hatch concealed in the floor of the ground floor corridor with ladder connecting the two levels. The existing basement is used as storage for the residential property (Class C3).

1.3.2 The property at No. 27 is a terraced mews house with accommodation arranged over ground, first and second floors with a pitched roof over with access available only to the front of the building, the house is immediately flanked by 25 John's Mews to the North, 29/31 John's Mews to the south and 30 John Street to the East (i.e., the rear of the site).

1.3.3 There is no garden or amenity space at either property.

1.4 DEVELOPMENT PROPOSALS

PROPOSALS AT NO.25 JOHN'S MEWS

1.4.1 This document is submitted in support of approval for extension of the basement at no.25 to 108sqm (93sqm increase in floorspace) and re-level the floor to provide a head height of 2.8m (plus the service void). A full staircase would be installed, where the existing laundry room is, to provide new access from the ground floor level.

PROPOSALS AT NO. 27 JOHN'S MEWS

1.4.2 The approved planning application allows for retention and protection of the existing front brick façade as it contributes to the character of the area and the complete rearrangement and rebuilding of the interior and the rear façade. The roof will be replaced with a new polygonal volume roof to bridge the difference in heights from No 25 to No 29 John's Mews. Planning was also approved to provide additional basement accommodation beneath the property. This includes a single storey basement with the basement structural slab level set at 3m below ground level. There is presently no basement within the existing property. The upper floors shall remain unchanged.

SUMMARY OF WORKS

1.4.3 The construction methodology employs traditional methods of underpinning and temporary works props that are designed to maintain stability at all times and are familiar to contractors specialising in basement construction. Further details can be found in the Basement Impact Assessment produced for No 25 and No 27 Johns Mews by Ross & Partners Consulting Civil and Structures Engineers.

1.4.4 Formation of the new proposed basements at both properties would require the removal of both 'upper' and 'lower' ground floor slabs. For No.25 this would also entail the removal of the recently installed internal partitions at ground floor (post 2012). The remaining internal walls which predate the 2012 scheme are probably part of the building's original 1902 fabric. These will be carefully retained in place and given appropriate protection during the course of the works.

1.4.5 Both proposed basement extensions will utilise well known construction techniques. These will include traditional hit and miss underpinning of perimeter walls, simple temporary propping and reinforced concrete substructures;

1.4.6 Works consist of:

- Demolition (No.27 only)
- Excavation and underpinning of basement extension (no. 25 & no.27).
- Superstructure works including the fit out of the basements (no.27), and
- Fitting out no. 25 & no.27.

1.5 OBJECTIVES OF THE CMP

The overall objectives of the CMP are to:

- Lower emissions;
- Enhance safety – improve vehicle and road user safety; and
- Reduce congestion – reduce trips overall, especially in peak periods.

1.5.1 To support the realisation of these objectives, several sub-objectives include:

- 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;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;

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

1.5.2 This Outline CMP has been prepared in accordance with Transport for London best practice CLP guidance and the LBC CMP Proforma.

1.6 CMP STRUCTURE

1.6.1 The remainder of this Outline CMP is structured as follows:

- **Section 2** – describes the policy context, current situation on and around the site;
- **Section 3** – outlines the construction programme and methodology;
- **Section 4** – provides a description of the vehicle routing and access;
- **Section 5** – describes measures that can be implemented to ensure the CMP is effective in achieving the aims of reducing environmental impact, road risk, congestion and cost;
- **Section 6** – sets out the estimated vehicle movements, and
- **Section 7** – describes the implementation, monitoring and updating of the CMP.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 POLICY CONTEXT

2.1.1 Relevant local and regional planning policy and guidance has been reviewed to provide context for deliveries and servicing in relation to the Development Proposals.

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

2.1.2 The NPPF promotes the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable delivery of goods and supplies. The NPPF sets out the long-term strategy for spatial sustainable development.

TRAFFIC MANAGEMENT ACT (2004)

2.1.3 Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion.

2.1.4 Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network.

THE LONDON PLAN (2016)

2.1.5 The London Plan aims to ensure that London's transport is easy, safe and convenient for everyone, and actively encourages more walking and cycling and making better use of the Thames.

2.1.6 Policy 6.3, regarding the effects of development on transport capacity, states that development proposals should ensure that impacts on transport capacity and the transport network are fully assessed and development should not adversely affect safety on the transport network. Construction logistics plans should be secured.

2.1.7 Policy 6.14 relating to freight notes that development proposals should promote the uptake of the Fleet Operators Recognition Scheme, provide construction logistics plans, consider innovative freight solutions, minimise congestion impacts and improve safety.

INTEND TO PUBLISH LONDON PLAN (2019)

2.1.8 The Draft New London Plan was issued in December 2017 and following consultation was amended with minor changes in August 2018. An Examination in Public began in January 2019 ending in May. The Consolidated Changes Version Draft London Plan was published in July 2019, including modifications suggested at EIP, with a view for adoption later this year. In the meantime, the current 2016 London Plan remains adopted. The Draft London Plan provides useful context for the direction of future policy although no material weight is attached to its policies at this stage.

2.1.9 Policy T7 'Deliveries, Servicing and Construction' sets out that "Development proposals must adopt appropriate construction site design standards to enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites."

2.1.10 The Mayor's

TFL CONSTRUCTION LOGISTICS PLAN GUIDANCE (2017)

2.1.11 Transport for London issued the 'Construction Logistics Plan Guidance' in July 2017 ("Guidance"), the purpose of which is to ensure that CLPs/CMPs of high quality are produced to minimise the impact of construction logistics on the road network. The Guidance focuses on reducing the impact of construction in terms of:

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

2.1.12 CMPs provide a framework for understanding and managing construction vehicle activity into and out of a proposed development and should detail:

- The amount of construction traffic generated
- The routes the construction vehicles will use and consideration of local impacts
- The impact on relevant Community Considerations
- Any traffic management that will be in place

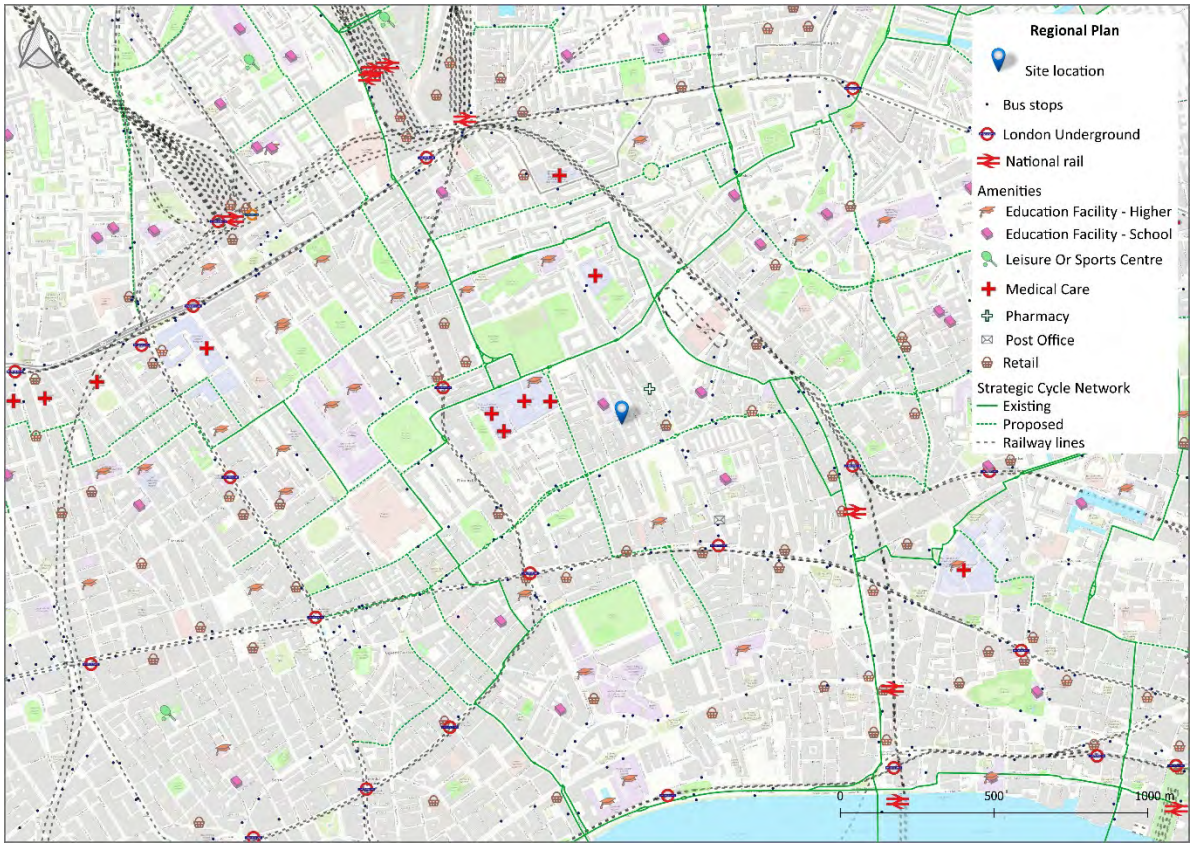
2.1.13 There are two types of CMPs that may be required. An outline CMP accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme. A detailed CMP is submitted to a planning authority pursuant to, and in discharge of, a condition that has been imposed on the planning permission. It provides the planning authority with the detail of the logistics activity expected during the construction programme. In the case of LB Camden, the Camden pro-forma template will be used upon submission of the post planning consent CMP when a contractor has been appointed.

2.1.14 The Guidance suggests a range of measures and strategies that should be considered to reduce the impact of construction on the local environment.

2.2 REGIONAL PLAN

2.2.1 The regional plan is reproduced below, in **Figure 2-1**, and is included in **APPENDIX A** at 1:15,000 Scale at A3.

Figure 2-1: Regional Plan

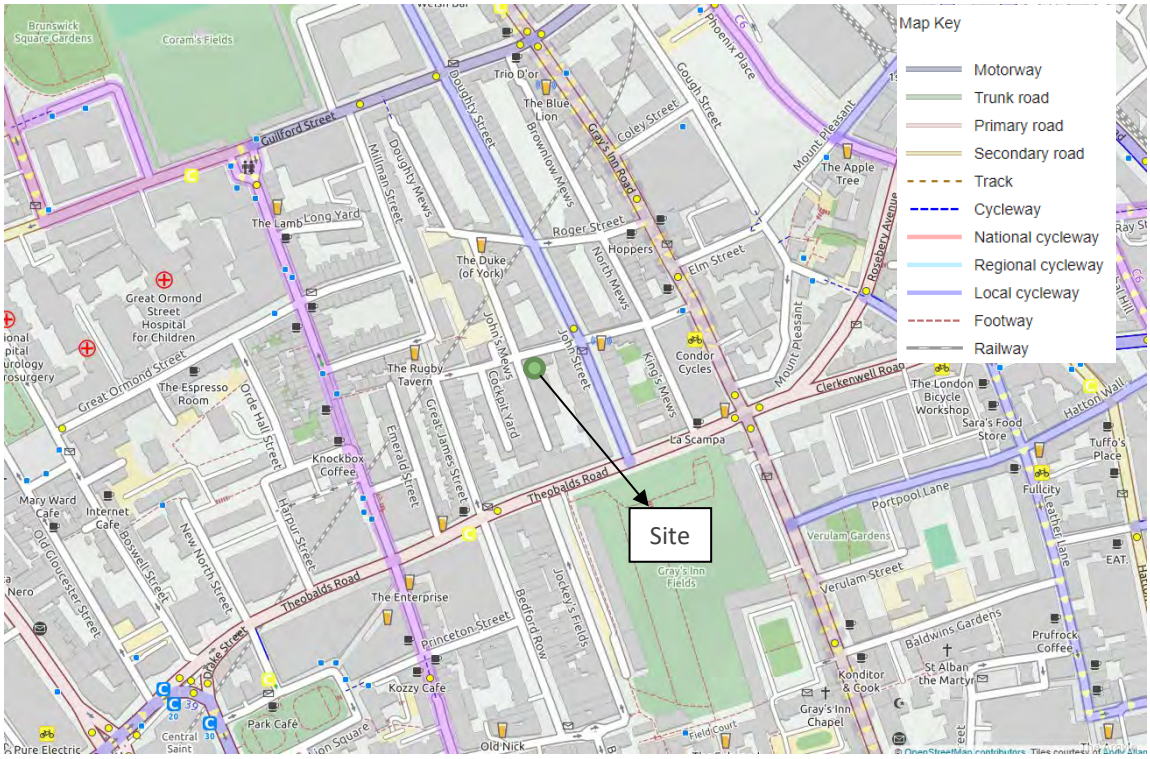


2.2.2 The plan shows the location of key infrastructure including TfL's identified cycle routes within LB Camden.

ADDITIONAL CYCLE FACILITIES

2.2.3 Open Street Map shows a number of additional local cycle routes, including local cycleways along John Street to the east and Red Lion Street to the west providing access to the north towards Kings Cross and south towards High Holborn and generally to wider central London as shown in **Figure 2-2**.

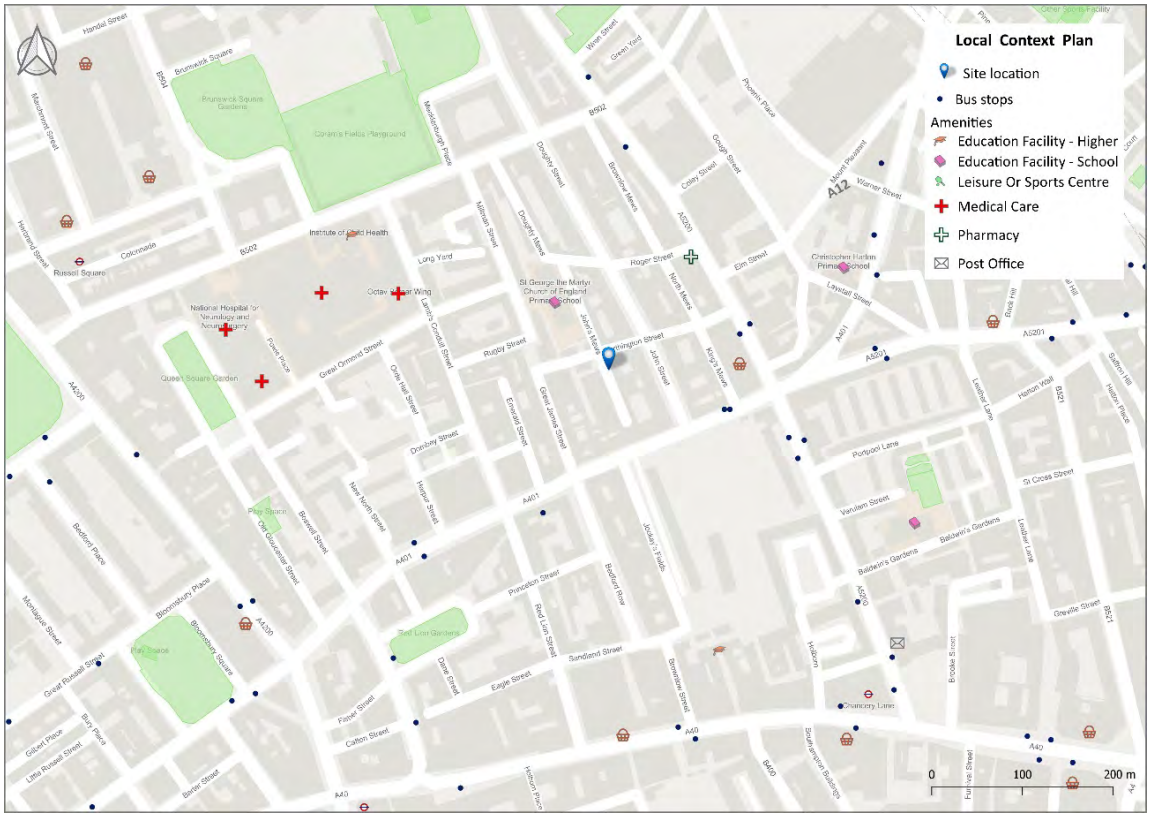
Figure 2-2: Open Street Map Local Cycle Routes



2.3 LOCAL CONTEXT PLAN

2.3.1 The local context plan shown in **Figure 2-3**, and is included in **APPENDIX A** at 1:3,000 Scale at A3.

Figure 2-3: Local Context Plan



AMENITIES

PUBLIC TRANSPORT

2.3.2 There are a number of bus services available in the vicinity of the site including services 17,19,38, 45, 46, 55, 243 and 341. The nearest bus stops are located on Grays Inn Road (Clerkenwell Rd Rosevery Ave Stop CB/CD) and Theobalds Road (Grays Inn Road (stop CA/CP) located 2-3 minutes' walk from the site.

2.3.3 Chancery Underground Station is located 700m to the south of the site (8-9-minutes' walk) and Holborn Underground Station is located 850m to the south of the site (10-11-minutes' walk).

2.3.4 The site location within Central London means the site is highly accessible by public transport and has a PTAL level of 6a.

SCHOOLS

2.3.5 Saint George the Martyr C of E Primary School is located on John's Mew approximately 75m north of the site. Christopher Hatton Primary School is located on Laystall Road approximately 320m east of the site. Proposed Construction routes will be set out to avoid passing the nearest local schools.

SHOPS AND SERVICES

2.3.6 There are good number of local shops and other commercial premises available on Gray's Inn Road, including local shops, restaurants, pharmacies and a post office. These are located on the proposed construction vehicle access route via main routes; therefore, local residents may be walking in proximity to the construction access in order to reach their destinations.

2.3.7 Great Ormond Street Hospital is located approximately 500m to the west of the site on Great Ormond Street. The Hospital by its nature will be visited by all types of users and is not located on the proposed construction vehicle access route.

HIGHWAY LAYOUT

GRAYS INN ROAD

2.3.8 Grays In Road (A5200) is located to the east of the site. It is an important link road which connects High Holborn Road with Swinton Street/ Euston Road. It runs in the north-south direction and forms a priority junction with Northington Street approximately 150m to the east of the site.

2.3.9 There is a formal crossing provided approximately 10m to the north of the priority junction of Grays Inn Road/Northington Street.

THEOBALD ROAD

2.3.10 Theobald Road (A401) is located to the south of the site. It is an important link road which connects New Oxford Street (A40) and Clerkenwell Road (A5201). It connects to the site via Great James Street and Northington Street.

NORTHINGTON ROAD

2.3.11 Northington Road is a local road and borders the site to the north. It runs in a northeast- southwest direction and operates two one-way systems; northbound and eastbound traffic is permitted between Theobald Road and John Street and westbound traffic between Grays Inn Road and John Street.

JOHNS MEWS

2.3.12 John Mews is a cul-de-sac which borders the site to the west. It forms a priority junction with Northington Street at the northwest corner of the site.

2.4 SITE BOUNDARY

2.4.1 The sites (No 25 & No 27) boundary plan is shown in **Figure 2-4**, and is included in **APPENDIX A** at 1:250 scale at A3. It shows a fine level of detail (OS data) as currently provisioned highlighting the extent of footways, other buildings, cycle lanes and road markings.

Figure 2-4: Site Boundary Plan

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 PROGRAMME

25 JOHNS MEWS

3.1.1 Construction for 25 John's Mews in tandem is expected to last for approximately 20 weeks (5 months).

- **Excavation and underpinning works (pre-superstructure) for the proposed basement extensions** – The period to carry out these works (subject the discharge of pre-commencement planning conditions) is 10 weeks;
- **Superstructure** – The period to carry out the superstructure works including the fit-out basements will be a period of 8 weeks, and
- **External Works** – Period 2 Weeks (i.e repair to any damage caused to the highway boundary).

3.1.2 Once planning has been granted and the pre-commencement planning conditions have been discharged the development works would commence on site.

25 & 27 JOHNS MEWS (SENSITIVITY TEST)

3.1.3 If construction for 25 and 27 John's Mews is completed in tandem it is expected to last for approximately 42 weeks (10.5 months).

- **Excavation and underpinning works (pre-superstructure) for the proposed basement extensions** – The period to carry out these works (subject the discharge of pre-commencement planning conditions) is 22 weeks;
- **Superstructure** – The period to carry out the superstructure works including the fit-out basements will be a period of 18 weeks, and
- **External Works** – Period 2 Weeks (ie repair to any damage caused to the highway boundary).

3.2 SITE SETUP

3.2.1 The site boundary will be enclosed by clean, safe and well-maintained hoarding. The hoarding will be designed to allow the displaying of relevant signage and notice boards to ensure good communication with the local neighbourhood. Low voltage bulkhead lights will be installed as part of the hoarding to ensure footpaths; signage and notice boards are well lit.

3.2.2 The existing building walls remain the same.

3.2.3 Where practical (and in agreement with recommendations from the ground investigation reports), waste resulting from the demolition will be salvaged (such as crushed concrete or soil reused for landscaping). Where it is not possible to reuse materials on site the contractor will attempt to transport these materials to other nearby building sites or to sell them to intermediary companies for reuse. Any waste will be loaded into tipper lorries and removed form site.

3.2.4 A provision for cleaning of the road if required by an approved road sweeper will be made.

3.2.5 All muck away and skip vehicles will be fully sheeted to minimise the risk of any mud over-spilling onto the highway.

3.3 BASEMENT EXCAVATION AND UNDERPINNING

3.3.1 With reference to the Basement Impact assessment produced by Ross & Partners, the anticipated construction sequence for basement extension at both 25 & 27 Johns Mews is as follows:

STAGE 1

3.3.2 Install temporary lateral propping and shores at low level and break out existing ground bearing slab. Reduce the ground within the site in horizontal layers by 1250mm.

STAGE 2

3.3.3 Form individual pins not exceeding 1m in length in the sequence. Shuttering to be installed to all four sides of the pins and cross-braced adequately. Shuttering facing the next-door property to be installed in 1m vertical segments, and any over-excavation behind the shuttering to be carefully filled in with high workability C20 structural concrete and compacted adequately.

3.3.4 The geotechnical study suggests made ground deposits and terrace gravels are likely to be encountered. Some temporary boarding or steel sheeting may be required and adequately propped until the concrete has been placed and cured. All temporary boarding must be adequately braced to prevent collapse. Should it prove impossible to excavate and construct the pins in a single vertical segment, the pins should be excavated in two vertical lifts.

3.3.5 Vertical, sacrificial props should be available and deployed where necessary. If formed in two lifts, the upper half is to be excavated and concreted, and then dry packed. In the second instance, the lower half of the pin is to be excavated and concreted, whilst leaving a 30mm gap between the new and old concrete to be dry packed. Sufficient time (48h) must be allowed for between each operation to allow for the new concrete and cement packing to set. Maintain horizontal props.

STAGE 3

3.3.6 Formation to be inspected and approved by the Building Inspector or engineer. The base is to be blinded, the reinforcement fixed and base cast. Leave starter bars for adjoining bases and the retaining wall stem.

STAGE 4

3.3.7 The wall stem reinforcement is to be fixed with projecting bars/Kwikastrip each side for continuity with adjoining underpinning. Fix concrete spacers to brace cement board against reinforcement. Fix shuttering to wall and prop. Concrete can be poured through top of wall and compacted. After 24 hours tightly ram dry pack between concrete and masonry.

STAGE 5

3.3.8 When concrete to wall has cured strike the wall shuttering and back prop across excavation. The temporary props are to be retained for the duration of the works until all the pins have been constructed and the centre berms removed.

STAGE 6

3.3.9 Once all the underpinning is complete, excavate and reduce height of central berm to approximately 1/3 of the total height, install a second layer of lateral props. the props are to remain until after the base slab has been formed and the concrete reached min 20N/mm² compressive strength.

STAGE 7

3.3.10 Excavate down to the formation level. Install any new drainage, sumps, pumps etc. The sump should be set away minimum 300mm from the face of any wall. Prepare base blinding, fix reinforcing bars and cast base slab.

STAGE 8

3.3.11 On completion of the base slab, shutter, reinforce and cast ground floor slab. Allow to cure until concrete has reached a minimum compressive strength of 20N/mm² before striking shuttering and removing lateral props.

3.4 SUPERSTRUCTURE

3.4.1 A traditional blockwork and brick super structure is proposed.

3.5 CLADDING

3.5.1 The existing façade at No 25 and No 27 will be kept as is.

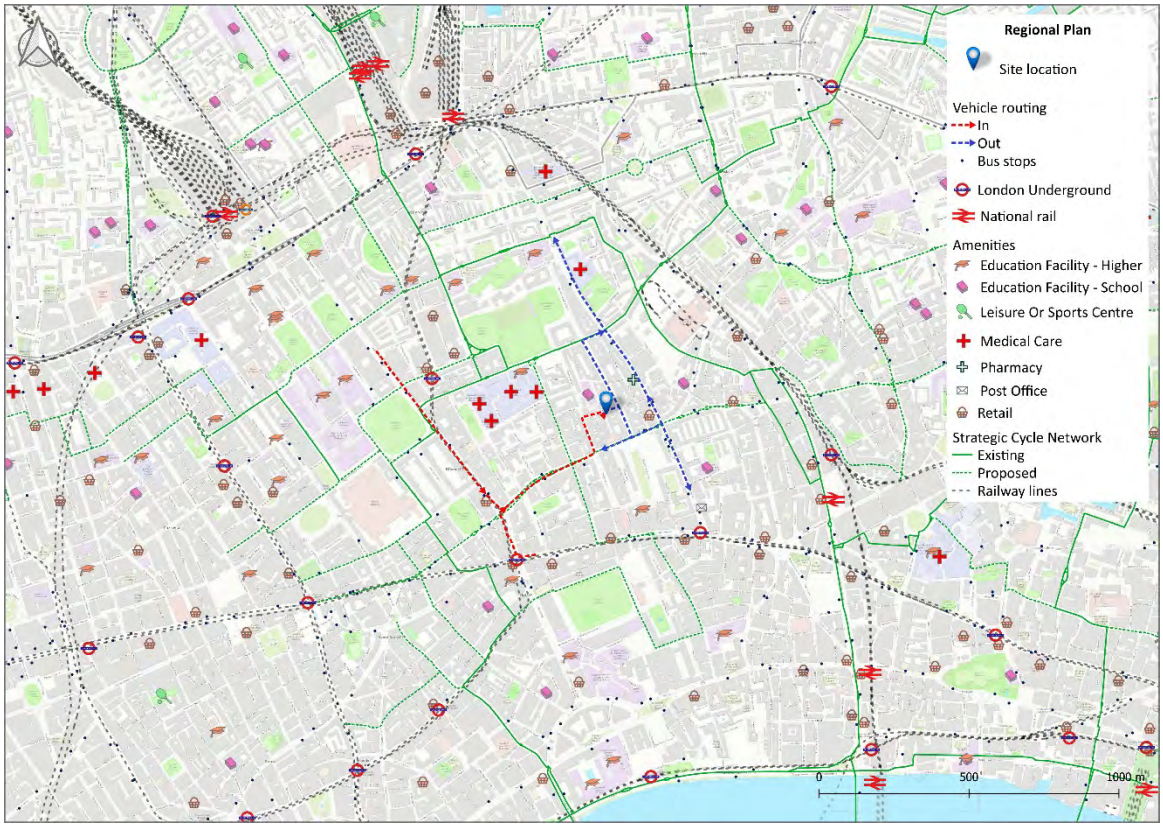
3.6 EXTERNAL WORK

3.6.1 Nearing completion, the site hoarding will be removed, and all materials will be manually handled onto site. At this stage it is not envisaged that significant external work will be required however, making good and temporary arrangements and or any damage to the edge of the public highway surrounding the site may be required. LBC would likely request a highways contribution via a legal agreement to allow the Council to repair any damage to the public highway in the general vicinity of the site on completion of the development. LBC Highways will assess the amount of highways contribution required upon submission of the application/s.

4 VEHICLE ROUTING AND SITE ACCESS

4.1.1 The regional and local vehicle routing plans are reproduced below and provided to scale in **APPENDIX B**.

Figure 4-1: Regional Routing Plan

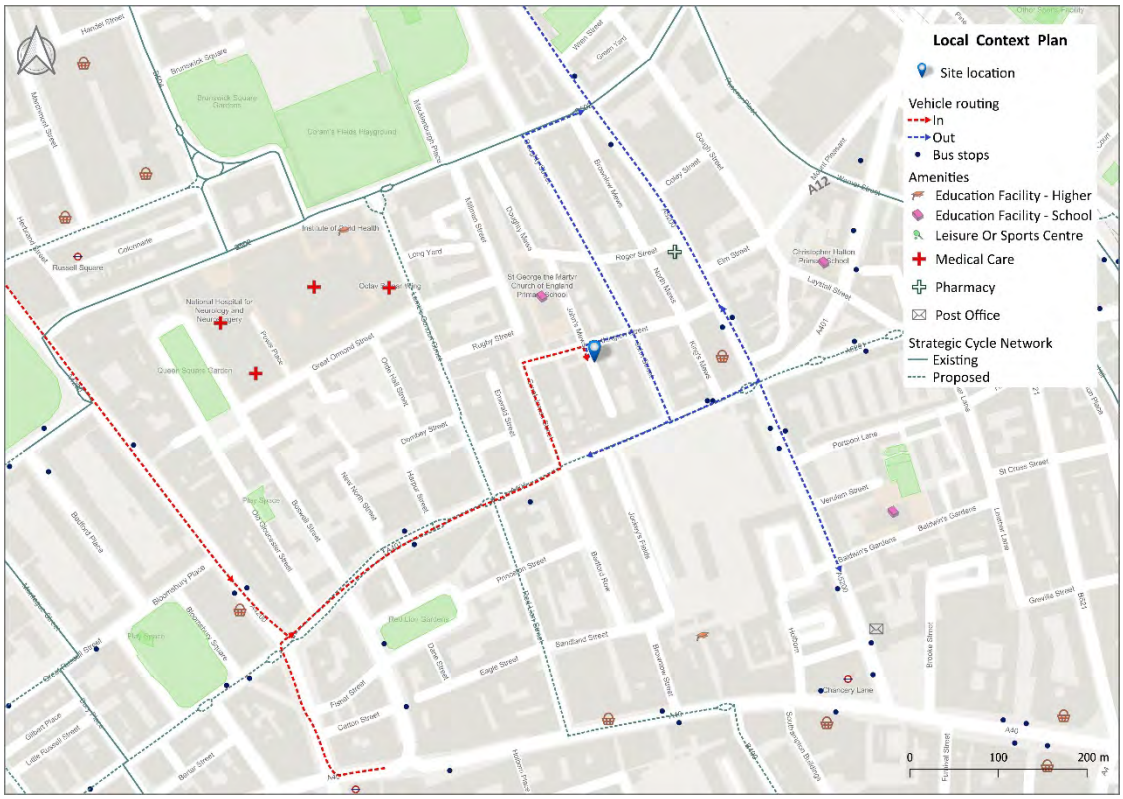


4.1.2 The regional plan shows the access from the Strategic Road Network, Woburn Place (A4200), Southampton Row, and Theobalds Road (A401). Local access can be gained directly from Northington Road via Great James Street. Egress is via Northington Street and King's Mews/ North Mews, leading on to Gray's Inn Road (A5200).

4.1.3 Open Street Map identifies local cycle routes on the Theobald Road which forms part of the access and egress route, altogether approximately 500m. All drivers and subcontractors will be briefed that increased numbers of cyclists may be found in this location, and adjacent to the site traffic marshals will ensure safe discharge of vehicles from the loading bay.

4.1.4 **Figure 4-2**, shows the local context plan and the local routing on Theobald Road, Great James Road and Northington Road. There is no turn back routes or lorry holding areas identified at this stage on the basis the proposed works are relatively minor.

Figure 4-2: Local Routing Plan



4.1.5 **Figure 4-3** shows the initial site set up plan for excavation and underpinning works for both scenarios, also shown in **APPENDIX C**.

Figure 4-3: Site Set Up Plan – Excavation and Underpinning Phase

4.1.6 **Figure 4-3** shows the following during Excavation and underpinning phase for both scenarios:

- Temporary part footway closure along Northington Road (Southern side) adjacent to building line for the length of the site boundary is required to allow for erection of hoarding for excavation and underpinning phase of the structures to ensure pedestrian and vehicle safety. Pedestrians can be diverted to northern footway on Northington Road, the full details of which will be confirmed in the post submission CMP and upon appointment of a contractor;
- Muck away lorries will access the site via Northington Road and access and egress in forward gear;
- Loading/loading to be undertake on Northington Road on the single yellow line adjacent to no.25 norther boundary;
- The position of a construction vehicle on Northington Road will still allow other vehicles to pass in front of the site;
- While details are not confirmed at this stage, the Option for temporary suspension of Motorcycle bay on the western side of John's Mews for loading and unloading during demolition phase associated with no.27 will be confirmed in the post submission CMP and upon appointment of a contractor. The exact suspension times will be determined with LBC nearer the time of construction and any necessary parking suspension will be applied for with LBC Camden).
- If the above is required, the motorcycle parking will be relocated further north on Johns Mews.

4.1.7 **Figure 4-4** shows the swept path of a muck away lorry.

Figure 4-4: Swept path of Muck away lorry (10.2m)

4.1.8 It is anticipated that the largest lorry type utilized during the construction of the development will be of a maximum gross weight of no more than 32 tonnes.

4.1.9 Other vehicles expected on site will consist of standard lorries and delivery vehicles, and these can egress via Northington Road, without traffic marshal control.

4.1.10 When large vehicles load/unload from Northington Road, the available road width is sufficient to allow passing traffic. If lifting operations are taking place qualified traffic marshals will control traffic movements with stop go boards to allow lifting to be paused while vehicles pass.

4.1.11 Swept Path analyses for a muck away lorry and 8m vehicle expected to access the site are provided at 1:250 scale in **Figure 4-5** and **APPENDIX C**, turning into Northington Road from Great James Street in forward gear.

Figure 4-5: Swept Path Analysis – Concrete Mixer (8.3m)

4.1.12 These routing and access options would be the same for both No. 25 being completed on its own and No.25 and No.27 being completed in tandem.

4.1.13 If No. 27 comes forward separately a separate CLP will need to be submitted detailing how access would be achieved from Johns Mews.

5 STRATEGIES TO REDUCE IMPACT

5.1.1 A number of strategies and measures are planned to reduce the impacts of construction and construction traffic on the local area. The planned measures can be categorised as follows:

- **Committed** – Measures that will be implemented as part of the CMP.
- **Proposed** – Measures that are feasible and likely to be implemented. Once a contractor is appointed these measures will be studied further and confirmed within the Detailed CMP.
- **Considered** – Measures that are unlikely to be implemented or feasible but could be investigated or become relevant in the future.

5.1.2 **Table 5-1** summarises the planned measures for the construction of the Proposed Development, based on the checklist provided in TfL's CLP guidance.

Table 5-1: Construction Planned Measures

PLANNED MEASURES	COMMITTED	PROPOSED	CONSIDERED
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries	x		
Re-timing for out of hours deliveries		x	
Use of holding areas and vehicle call off areas			x
Use of logistics and consolidation centres			x
Measures to encourage sustainable freight			
Freight by water			x
Freight by rail			x
Material procurement measures			
Design for Manufacture and Assembly and off-site manufacture			x
Re-use of material on site		x	
Smart procurement		x	
Other measures			
Collaboration with other sites in the area	x		
Implement a staff travel plan	x		

COMMITMENTS

5.1.3 The contractor will commit to:

- Running the site and surrounding hoardings etc to a high safety & environmental standard and to provide any necessary programmes as required. Monthly external safety audits will be carried out.

- Ensuring all deliveries comply with the above detailed routes.
- Timing deliveries between 10:00 and 16:30.
- Particular attention is to be taken by all parties to ensure the safety of all parties either involved in the construction or the general public and surrounding neighbourhood. All trades are to be notified by way of their order, pre-start meeting, and toolbox talks that there is to be a minimal amount of materials stored on site.

- All deliveries are to conform to the following procedures:
  - A just in time approach is to be employed to prevent excessive build-up of materials on site waiting to be incorporated into the building construction
  - All vehicles will be required adhere to the speed restriction and follow planned route to/from site on the local highway.
  - A traffic marshal will be available on site to coordinate deliveries and to ensure that the safety of pedestrians, cyclist and other vehicles is always ensured.

CLOCS AND FORS

5.1.4 The CLOCS (Construction Logistics and Community Safety) standard will be signed up to, which will ensure that the construction contractor (as well suppliers and sub-contractors) follow safe practices in the management of their operations, vehicles, drivers and construction sites.

5.1.5 Fleet Operator Recognition Scheme (FORS) accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licenced to operate vehicles which are properly maintained, equipped and insured.

5.1.6 All construction vehicle operators will be required to detail how they will adopt the ethos of FORS and CLOCS and register for membership.

5.1.7 All vehicles used in the construction including sub-contractors are to be FORS Silver accredited from the start of construction. Any vehicles found in breach of this are in breach of the CMP and enforcement action can be taken as necessary.

DELIVERY SCHEDULING

5.1.8 A delivery scheduling system is planned to allow for the control and management in the timings of deliveries. Booking availability will be determined by unloading space available, activities on site and managed carefully to minimise impacts on the local transport network. A daily logistics schedule will be maintained, and unauthorised deliveries will be turned away until the approved procedure has been followed.

5.1.9 Construction staff on site will be prepared for the arrival of any vehicles. Deliveries will be made 'just in time' to minimise demand for use of the Northington Road set-down. Hard copies of daily delivery schedules will be displayed at prominent locations e.g. provided at the offloading point, and also issued to drivers, and any other materials handling equipment operators, all of whom need to be in constant radio communication with one another. All radio users will be trained on correct radio procedures and protocols.

5.1.10 While the volume of construction traffic will be negligible, there will be a rota system requiring all deliveries to be pre-booked at least 24 hours in advance to avoid congestion of the local highway by spreading the resulting traffic over a longer period. Whenever possible, there will be no major vehicle movement during "rush hours", defined as 07.30 – 10.00 and 16.30 – 18.30 Monday to Friday.

ABNORMAL LOADS

5.1.11 Any abnormal loads will be planned in advance and agreed with the highways authority, however, abnormal loads are not anticipated at this stage.

PROPOSED

5.1.12 We propose the following –

- All deliveries to be pre booked. No waiting on the immediate highway or Northington Road/John's Mews junction visibility splays other than the identified loading area;
- Deliveries to be restricted to the hours of 9.30am – 3.30pm, and
- Any large plant to be delivered out of hours – either Saturday or Sunday, subject to prior agreement with Highways.

5.1.13 Where possible vehicles will be fully loaded thereby minimising the number of vehicle trips made by tipper trucks and concrete mixing trucks.

5.1.14 We recognise that neighbours and residents along the routes are often best placed to advise if drivers are not complying with these requirements. Residents will be able to contact the contractors Site Manager to report any non-compliance.

5.1.15 Smart procurement will be encouraged to share suppliers and minimise the number of construction vehicle trips. All suppliers will be made of aware of access and routing requirements.

5.1.16 On-street parking will not be allowed in connection with this development. While this will be dictated by some extent from the fact the local roads are covered by a CPZ/and or on-street parking controls. All personnel will be encouraged to use public transport whenever possible and will be handed out transport advice leaflets on how to get to site. The site is located near Holborn Station and Chancery Lane Station and benefits from direct bus services and various cycle routes nearby.

CONSIDERED

LORRY HOLDING

5.1.17 A thorough review of opportunities to implement a lorry holding / call off area has been conducted in the vicinity of the site. There are no suitable areas for providing dedicated lorry holding identified.

CO-ORDINATION WITH OTHER CONSTRUCTION SITES

5.1.18 We will investigate the opportunity to collaborate with other construction sites in the area.

SUSTAINABILITY

5.1.19 Off-site manufacture and re-use of material will be investigated and proposed if practical. We will maximise smart procurement where practical.

RAIL AND WATER FREIGHT

5.1.20 The use of water and rail modes to transport freight is unlikely to be practical due to the site location, lack of local facilities and relatively low amount of waste materials to be removed and the need for supplies to arrive 'just in time'.

6 ESTIMATED VEHICLE MOVEMENTS

6.1.1 Once planning has been granted and the pre-commencement planning conditions have been discharged the development works would commence on site.

6.1.2 For the purpose of the indicative construction programme the works are assumed to commence in April 2021.

6.2 CONSTRUCTION TRAFFIC MOVEMENTS

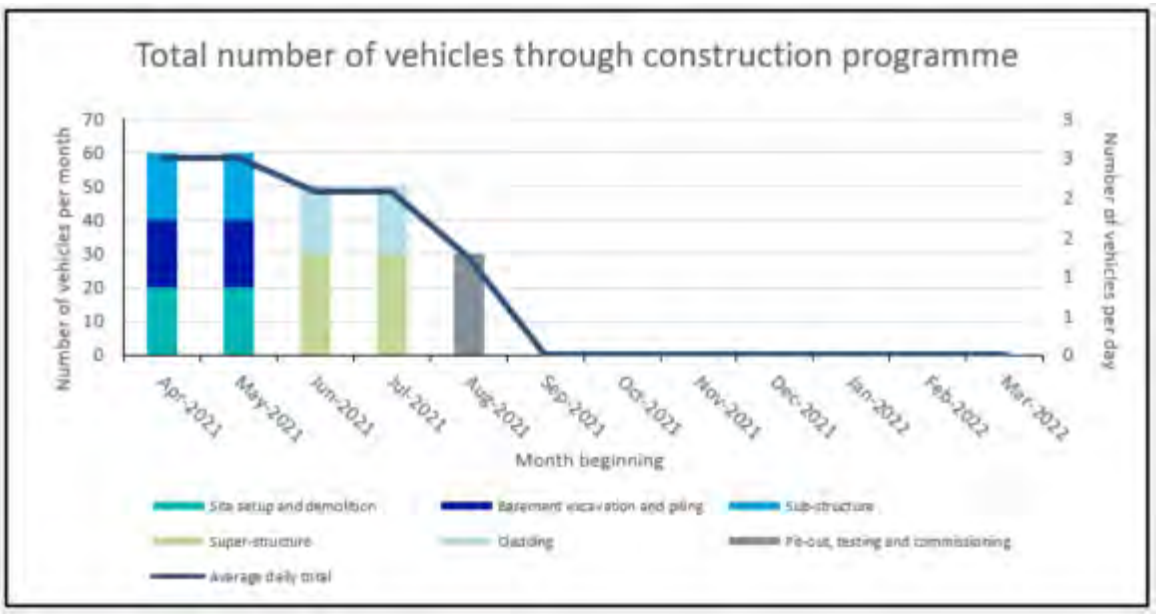
25 JOHNS MEWS

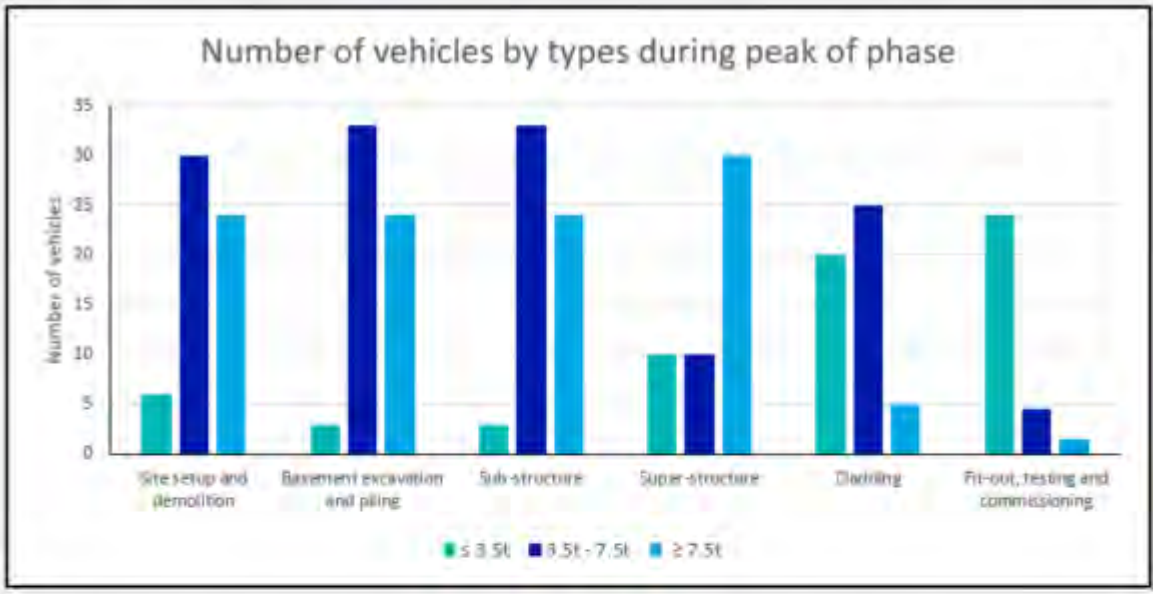
6.2.1 If 25 Johns Mews is built standalone the construction programme will be approximately 5 months. The number of vehicles accessing the site summarised in **Table 6-1** has been estimated based on our previous experience, proposed programme, and construction methodology.

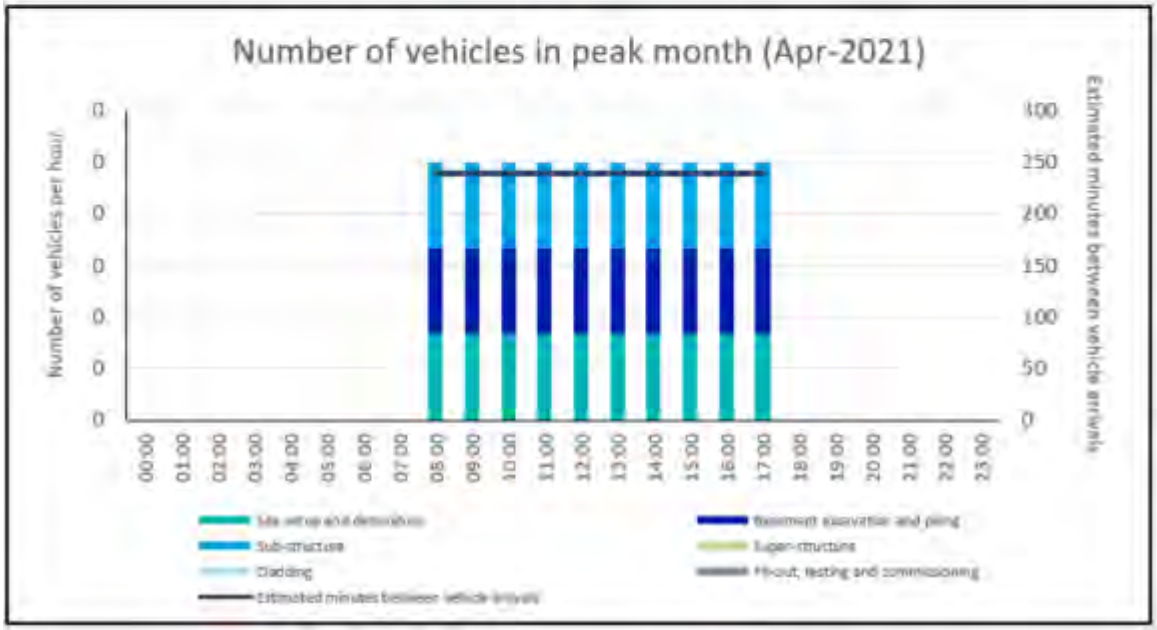
Table 6-1: Estimated Construction Programme- 25 Johns Mews

Construction phase	Start	End
Site setup and demolition	Apr-2021	May-2021
Basement excavation and piling	Apr-2021	May-2021
Sub-structure	Apr-2021	May-2021
Super-structure	Jun-2021	Jul-2021
Cladding	Jun-2021	Jul-2021
Fit-out, testing and commissioning	Aug-2021	Aug-2021

Table 6-2: TfL CLP Tool Graphs – 25 Johns Mews







6.2.2 Around two to construction vehicle arrivals and two construction vehicle departures are expected on a typical day.

6.2.3 The peak demand can be accommodated on the transport network with minimal impact. Vehicles will route directly to/from the Gray's Inn Road (A5200), Theobald Road or Guildford Street (B502).

6.2.4 No construction staff car parking will be provided on site and no construction workers are expected to travel by car.

25 AND 27 JOHNS MEWS

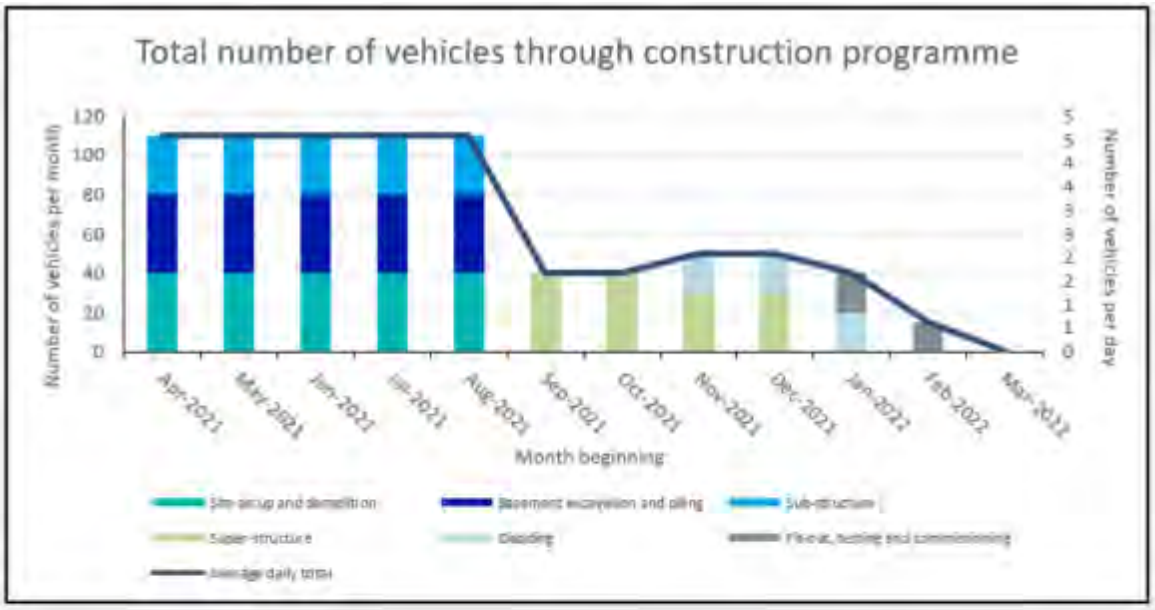
6.2.5 If 25 and 27 Johns Mews are constructed at the same time this would reduce the total construction programme and disruption to neighbouring properties and would significantly ease the access arrangements for 27 Johns Mews, which would otherwise need to be taken directly from Johns Mews. **Table 6-3** shows the estimated, proposed programme, and construction methodology.

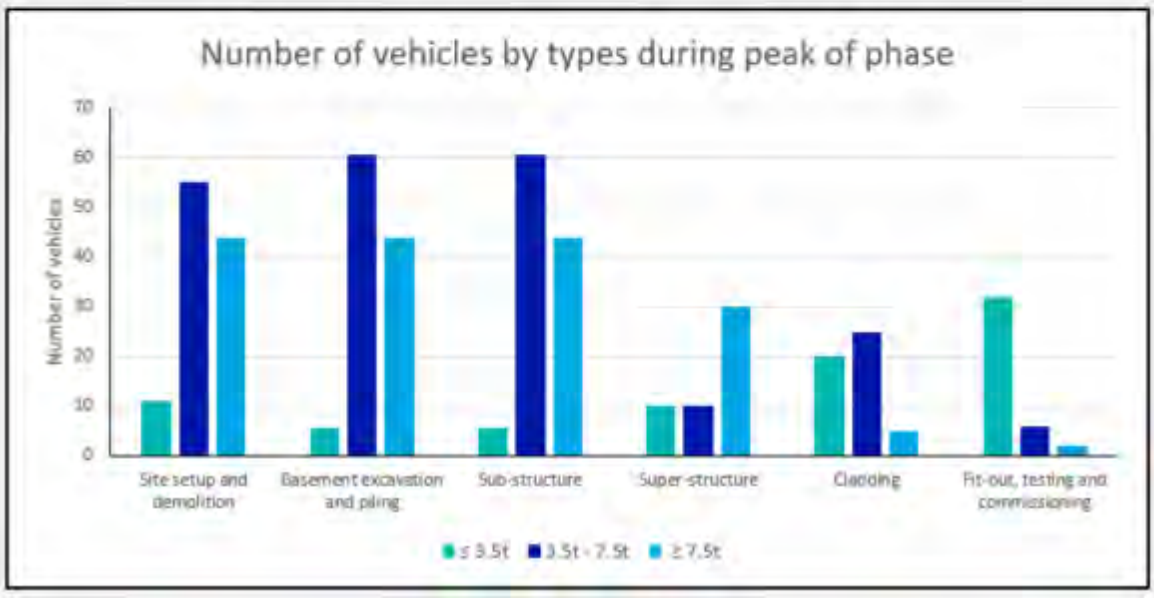
Table 6-3: Estimated Construction Programme – 25 &27 Johns Mews

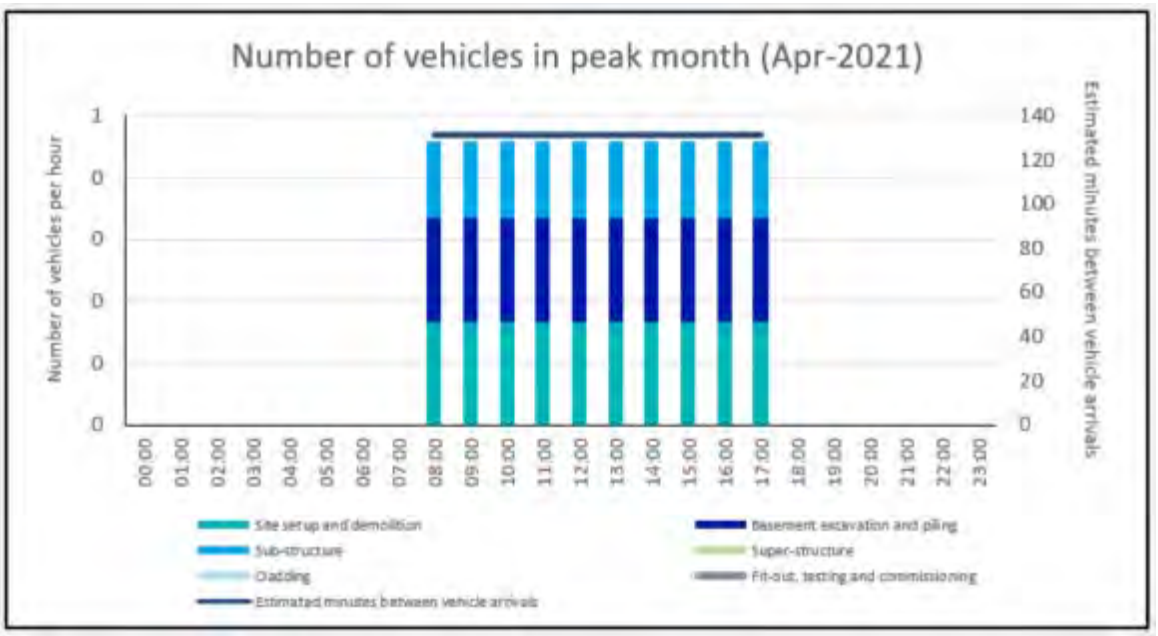
Construction phase	Start	End
Site setup and demolition	Apr-2021	Aug-2021
Basement excavation and piling	Apr-2021	Aug-2021
Sub-structure	Apr-2021	Aug-2021
Super-structure	Sep-2021	Dec-2021
Cladding	Nov-2021	Jan-2022
Fit-out, testing and commissioning	Jan-2022	Feb-2022

6.2.6 **Table 6-4** illustrates the peak hourly volumes of construction vehicles anticipated during construction based on estimations of construction material volumes and the anticipated programme within.

Table 6-4: TfL CLP Tool Graphs – 25 &27 Johns Mews







6.2.7 Around four construction vehicle arrivals and four construction vehicle departures are expected on a typical day.

6.2.8 The peak demand can be accommodated on the transport network with minimal impact. Vehicles will route directly to/from the Gray's Inn Road (A5200), Theobald Road or Guildford Street (B502).

6.2.9 No construction staff car parking will be provided on site and no construction workers are expected to travel by car.

7 IMPLEMENTATION, MONITORING AND UPDATING

7.1 IMPLEMENTING

7.1.1 The Contract Manager shall be responsible for implementing the delivery schedule and ensure all deliveries are fully in compliance with the detailed procedures above.

7.1.2 The Contract Manager shall appoint qualified Traffic Marshals who will be responsible for all deliveries – from booking them in, to marshalling them to the offloading bay and record keeping.

7.1.2.1 During the excavation and underpinning phases vehicles will access and exit in forward gear to/from Northington Road from the Great James Street. During phases there will be one traffic marshal to oversee delivery movements.

7.1.3 The local community will be notified of Contract Manager's contact details on the site notice board to ensure they are able to notify Principal Contractor of any concerns about construction activity and traffic.

7.2 MONITORING

7.2.1 Data sharing remains a key principle for the success and continuous improvement of construction. A list of items will be agreed, and specific data will be disseminated. This will include:

- Compliance
  - CLOCS compliance – suppliers to provide pre-qualification evidence
  - FORS compliance – suppliers to provide pre-qualification evidence
  - Routing compliance – to be monitored through resident feedback
  - No staff car parking
- Data from the delivery scheduling system and the recorded log of vehicle movements to the site:
  - Vehicle type and size
  - Duration on site
- Safety issues including any injuries or near misses recorded in the site logbook
- Breaches and complaints
  - No construction vehicles will be allowed to travel off the identified access and egress routes on the local highway and no waiting will be permitted in proximity to site other than the identified loading area. We recognise that neighbours and residents along the routes are often best placed to advise the contractor if drivers are not complying with these requirements. Residents will be able to contact the Site Manager to report any non-compliance.
- Staff travel plan and survey

7.2.2 Our traffic marshal shall keep a record of every delivery – such as –

1. Number of vehicle movements to site
   - Total

- By vehicle type/size/age
- Time spent on site
- Consolidation centre utilization
- Delivery/collection accuracy compared to schedule

2. Breaches and complaints
    - Vehicle routing
    - Timing of delivery
    - Unacceptable queuing or parking
    - Adherence to safety & environmental standards & programmes
3. Safety
    - Logistics-related incidents
    - Record of associated fatalities and serious injuries
    - Ways staff are travelling to site
    - Vehicles and operators not meeting safety requirement

7.3 UPDATING

7.3.1 The procedures shall be reviewed through the different phases of the programme. If anything is not working well, or there are improvements that can be made, these shall be documented, agreed with highways (if necessary), and put into action and monitored accordingly.

7.3.2 The CMP will be kept on site and updated by the Principal Contractor in consultation with the highway's authority.

7.4 FURTHER DETAILS TO BE PROVIDED IN POST PLANNING CMP

7.4.1 **The person responsible for submitting the post planning CMP.** David Holdaway of Velocity Transport Planning submitted the pre-planning CMP (Unit A, Taper Studios, The Leather Market, 120 Weston Street, SE1 4GS).

7.4.2 **Full contact details of the site project manager responsible for day-to-day management of the works and dealing with any complaints from local residents and businesses.**

7.4.3 **Full contact details of the person responsible for community liaison and dealing with any complaints from local residents and businesses if different from question 3. In the case of Community Investment Programme (CIP), please provide contact details of the Camden officer responsible.**

7.4.4 **Full contact details including the address where the main contractor accepts receipt of legal documents for the person responsible for the implementation of the CMP.**

7.4.5 **Please identify the nearest potential receptors (dwellings, business, etc.) likely to be affected by the activities on site (i.e. noise, vibration, dust, fumes, lighting etc.).**

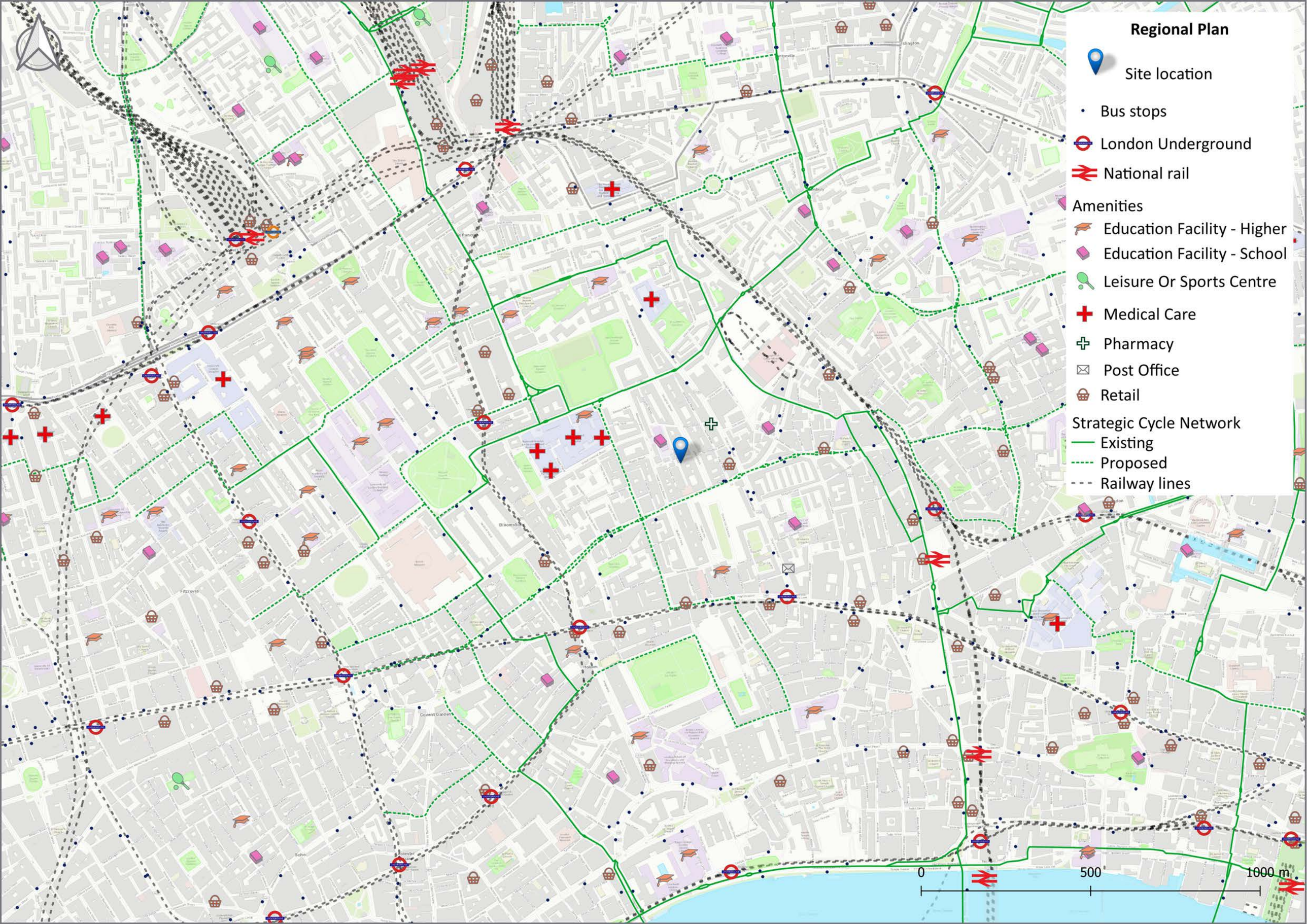
7.4.6 **Consultation evidence.**

7.4.7 **Details of the contractors Considerate Constructors Scheme (CCS) registration.**

A plan of existing or anticipated construction sites in the local area and how the CMP takes into consideration and mitigates the cumulative impacts of construction in the vicinity of the site.

APPENDIX A

CONTEXT PLANS


Regional Plan
Site location
Bus stops
London Underground
National rail
Amenities
Education Facility - Higher
Education Facility - School
Leisure Or Sports Centre
Medical Care
Pharmacy
Post Office
Retail
Strategic Cycle Network
Existing
Proposed
Railway lines
0
500
1000 m

Local Context Plan

- Site location
- Bus stops

Amenities

- Education Facility - Higher
- Education Facility - School
- Leisure Or Sports Centre
- Medical Care
- Pharmacy
- Post Office

Strategic Cycle Network

- Existing
- Proposed

0 100 200 m

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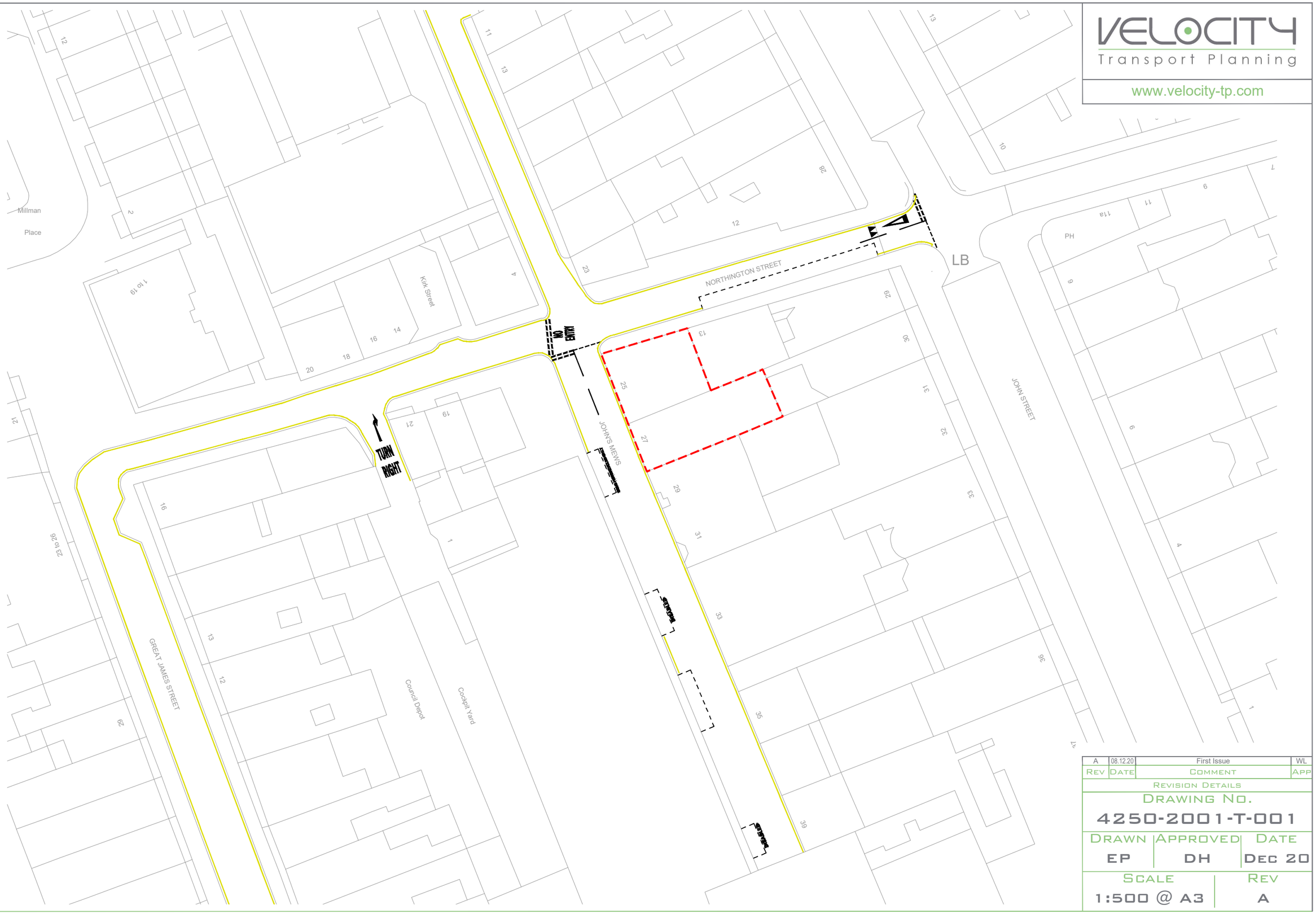


Rev	Date	Comment	App
A	08.12.20	First Issue	WL

Revision Details

Drawing No.
4250-2001-T-001

Drawn	Approved	Date
EP	DH	Dec 20

Scale	Rev
1:500 @ A3	A

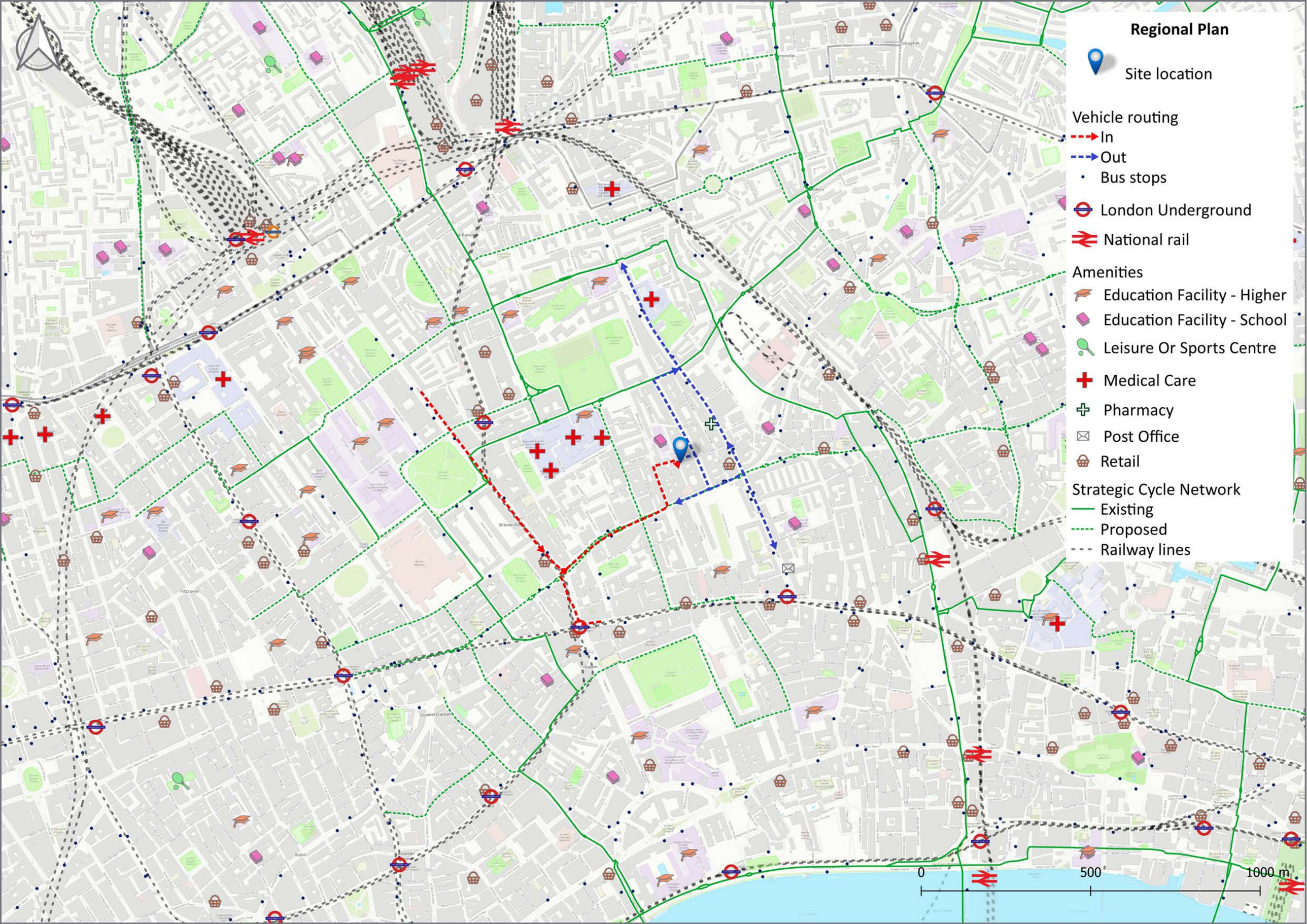
Client
Savills

Project
25 John`s Mews

Drawing Title
Existing Site Plan

APPENDIX B

SITE BOUNDARY PLAN & ROUTING PLANS


Regional Plan
Site location
Vehicle routing
In
Out
Bus stops
London Underground
National rail
Amenities
Education Facility - Higher
Education Facility - School
Leisure Or Sports Centre
Medical Care
Pharmacy
Post Office
Retail
Strategic Cycle Network
Existing
Proposed
Railway lines
0
500
1000 m

Local Context Plan

Site location

Vehicle routing
- In
- Out
- Bus stops

Amenities
- Education Facility - Higher
- Education Facility - School
- Leisure Or Sports Centre
- Medical Care
- Pharmacy
- Post Office

Strategic Cycle Network
- Existing
- Proposed

0 100 200 m

APPENDIX C

SITE SETUP PLANS & SWEPT PATH ANALYSIS

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NORTHINGTON STREET

Kirk Street

JOHN'S MEWS

NO ENTRY

TURN RIGHT

SOLO MOTORCYCLES ONLY

Proposed Loading / Unloading Area

Site boundary

Rev	Date	Comment	App
A	08.12.20	First Issue	WL

Revision Details

Drawing No.
4250-2001-T-002

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1:200 @ A3	A

Client
Savills

Project
25 John`s Mews

Drawing Title
Construction Phase - Site Setup Plan

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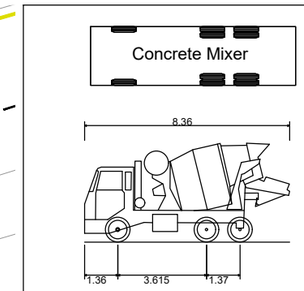

Concrete Mixer	
Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m

Rev	Date	Comment	App
A	08.12.20	First Issue	WL

Revision Details

Drawing No.
4250-2001-T-004

Drawn	Approved	Date
EP	DH	Dec 20

Scale	Rev
1:200 @ A3	A

Client
Savills

Project
25 John`s Mews

Drawing Title
Construction Phase - Loading Area Access
Swept Path Analysis - Concrete Mixer

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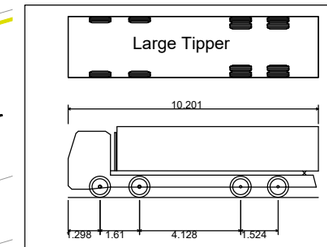

Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Rev	Date	Comment	App
A	08.12.20	First Issue	WL

Revision Details

Drawing No.
4250-2001-T-003

Drawn	Approved	Date
EP	DH	Dec 20

Scale	Rev
1:200 @ A3	A

Client
Savills

Project
25 John`s Mews

Drawing Title
Construction Phase - Loading Area Access
Swept Path Analysis - Large Tipper