



# 256 Grays Inn Road

## PLOT 1 & 3 CMP 8 Summary and Vehicle Movement Study

This note provides a summary of the updated Construction Management Plan (CMP) (Rev 8) and provides additional explanation of the changes in respect of vehicle movement.

An amendment to the planning permission to increase the size of the Plot 3 basement was granted in June 2021 and it is now proposed to construct the basement and substructure of Plot 3 at the same time as the basement, substructure, and concrete frame of Plot 1. Although this increases the basement works in this phase of the construction, it enables a more efficient construction process, with reduced disruption to residents and the operation of Plot 1 during construction of Plot 3, and an overall reduction in construction programme.

The initially approved CMP (Rev 7) covered the demolition stage and below ground works on Plot 1. An updated CMP has been prepared to cover the change in sequencing to construct the Plot 1 and Plot 3 basements together, as well as provide details on the above ground works on Plot 1.

Whilst limited change has occurred in the main, to the overall CMP, the submitted CMP Rev 8 does include for changes to the site logistics and number of vehicle movements to facilitate the construction of the extended basement scheme. We have therefore tried to summarise in the following charts and accompanying text these changes to the original base information and our mitigation. The key changes are as follows:

- Contact details updated to reflect current team members
- Overall project Logistics Strategy updated to accommodate the addition of Plot 3. We have introduced separate gantries to gates 1 and 4 and therefore split the site traffic to minimise the impact caused to local residents by the increased scope.
- Programme of works and durations to account for new scope and sequence
- Plot 3 Basement construction added to the scope
- Plot 1 Sub and Superstructure construction added as previous CMP covered up to completion of the bulk dig

The approved CMP 7 included for a peak of **70 vehicles** per day through a one-way system entering the rear of the site via Wren Street and Langton Close (Gate 1, see plan below) to then exit the front of the site onto Grays in Road (Gate 4 or 2).

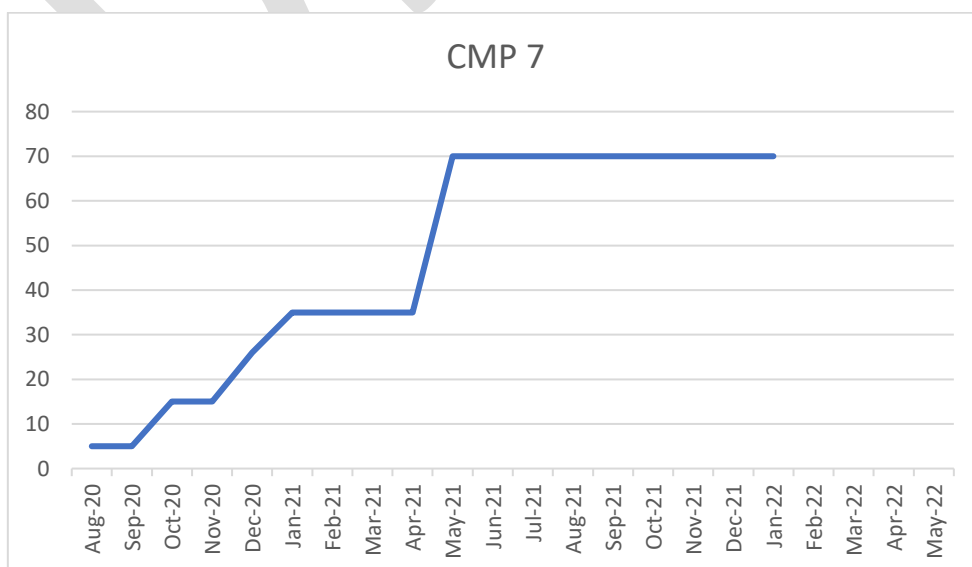


Figure 1 Vehicle Movement during bulk excavation of Plot 1 in CMP 7

When reviewing the numbers of vehicles to construct Plot 1 and the extended basement of Plot 3, the number of vehicles required per day increased to 100 during the bulk excavation based on the logistics methodology within the approved CMP Rev 7

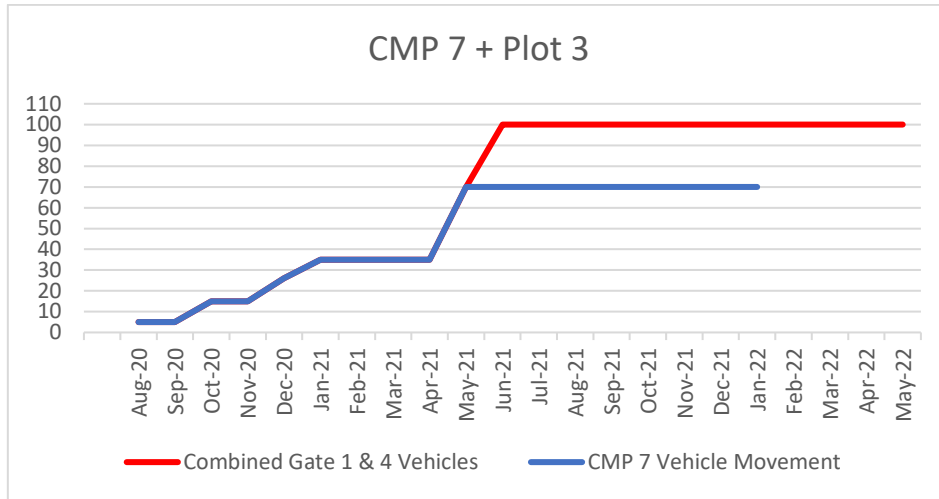


Figure 2 Increase to number of vehicle movements during bulk excavation of Plot 1 and Plot 3 using current methodology outlined in CMP 7

ISG undertook an assessment of the site logistics to review the best measures to mitigate the increased number of vehicles. It was established that by changing the logistics route and serving the development by two separate gantries to Plot 1 and Plot 3, the number of vehicles movements would be greatly reduced to gate 1 compared to the original route adopted within the approved CMP; when considering the increased vehicle movement required to construct Plot 1 and increased Plot 3 basement works. We also established that if the one-way system was retained to serve both plots in line with CMP 7 then congestion would be caused on the shared gantry causing programme durations to increase and therefore increase disruption to residents. It was also established that a shared gantry and one-way system would not work with the planned construction sequence due to sit constraints as a result of the additional excavation.

Gate 1; With the introduction of a gantry to serve Plot 3 alone during the basement construction our review indicated 30 to 40 vehicles a day. As the vehicles are turned around within Plot 3 and sent back out the same gate this equates to 60 to 80 vehicle movement a day. The mean (average) of **70 Vehicle** movements per day is no greater than the peak vehicle movements included for within the previously approved CMP.

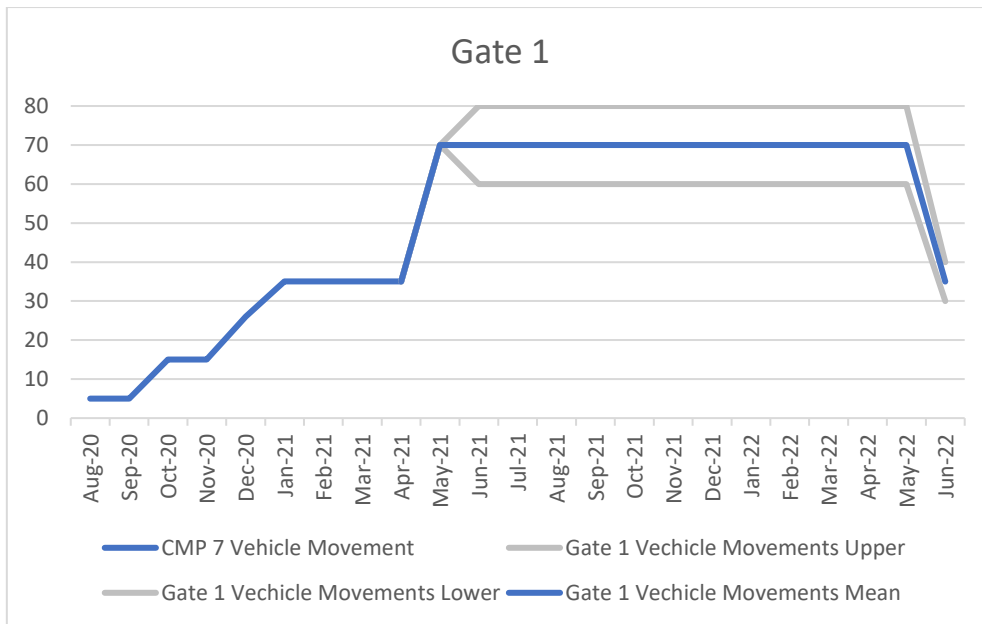


Figure 3 Vehicle movements through Gate 1 in CMP 8 during Bulk excavation

Gate 4; With the introduction of a gantry to serve Plot 1 alone during the basement construction indicates an average vehicle movement of 40 to 50 with a peak of 60 vehicle movement onto Grays’s inn Road opposed to 70 Vehicle movement in CMP 7.

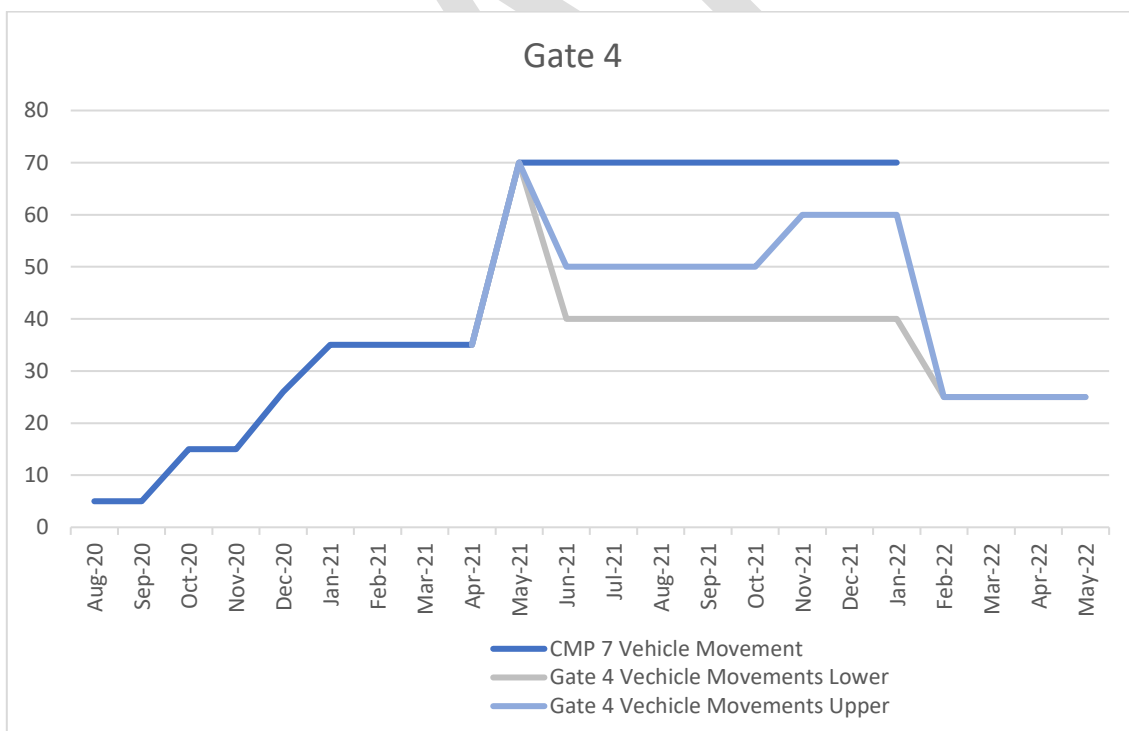


Figure 4 Vehicle movements through Gate 1 in CMP 8 during Bulk excavation

## CMP Rev 8 Vehicle Movement Bulletin

The below table shows the changes in predicted vehicle numbers within CMP Rev 8.

|                   | CMP Rev 7 | CMP Rev 8  |
|-------------------|-----------|--|
| Gate 1            | 70        | 60 – 80, (mean 70). Based upon vehicles turning and exiting in same route as arrival |
| Gate 4 or 2 (GIR) | 70        | 40 – 60. Based on vehicles leaving in same direction of travel                       |

Figure 5 Vehicle movements by gate CMP Rev 7 & 8



Figure 6 Site plan showing gate numbers

\*\*These notes should be read in conjunction with the full CMP Rev 8

\*\* Figures are averages forecast