BLUE SKY BUILDING
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CONSTRUCTION MANAGEMENT PLAN

MOUNT PLEASANT (Combined)

Rev 01 January 2021

CONTENTS

Revision	Comment	Date
00	1st issue	03 09 2020
01	Updated in response to London Borough of Islington comments dated 1st December 2020	14 01 2021

1.0 INTRODUCTION

Blue Sky Building has been commissioned by the Royal Mail Group and Taylor Wimpey to produce Construction Management Plans that identify specific best practice standards and procedures for the construction of Sections 3 and 4 of the Calthorpe Street Development at Mount Pleasant, Farringdon. These CMPs have been prepared in response to Condition 11 and 13 of Planning Permission reference P2013/1423/FUL, dated 30th March 2015.

This submission is presented in three sections as follows;

Section 1 – Provides context to the submission, outlines the overall objectives of the submission and its structure together with phasing timescales and a definition of the relevant sections

Section 2 – The Construction Management Plan specific to blocks E, F, K, J and H of the scheme

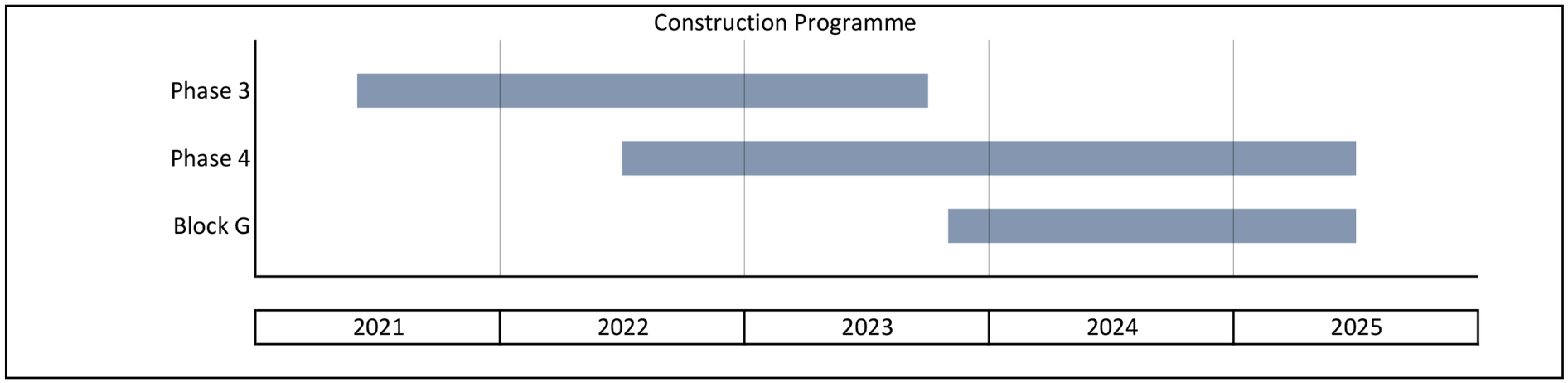
Section 4 – The Construction Management Plan specific to the Block G element of the scheme

2.0 PROGRAMME OVERVIEW

The anticipated phasing of the relevant sections and their relationship to each other is shown on the attached Gantt chart.

Please refer to attached drawing

BSB-CMP-005 – Programme



BLUE SKY BUILDING founded on excellence	**PROJECT:** **CLIENT:** **TITLE:**	**Mount Pleasant** **Taylor Wimpey Central London and Royal Mail Group** **Programme**

DRAWING NO; BSB-CMP-005

REVISION NO & DATE; Rev 0 – 31/08/2020

3.0 PLANNING SECTIONS AND PHASING

The ‘sections’ referred in the Planning Decision Notice have been defined in the Agreement pursuant of Section 106 of The Town and Country Planning Act 1990 signed on 27th March 2015 as follows:

“Enabling Works“ means the part of the CS Development comprising those works (subject to further detailed design works) set out in Schedule 20 and as shown on the plans numbered 13A, 13B and 13C at Schedule 3;

“Section 3” means that part of the CS Development above the finished slab level of the Enabling Works in the area shaded yellow and that part of the CS Development below the ground floor slab shown shaded purple and marked accordingly on the plan numbered 9 at Schedule 3;

“Section 4“ means that part of the CS Development above the top of the ground floor slab shown shaded in purple and marked accordingly on the plan numbered 9 at Schedule 3;

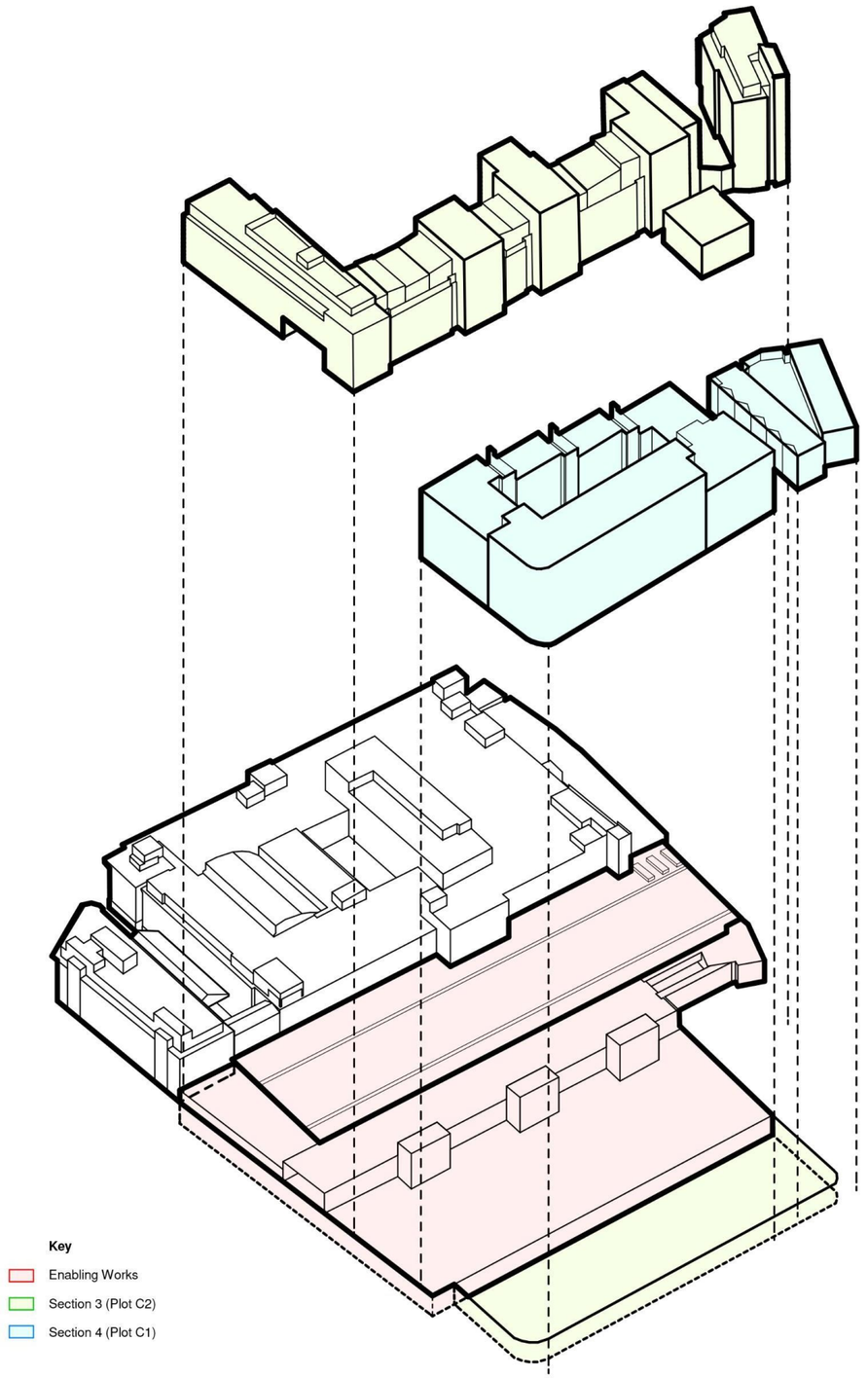
Please refer to attached drawings

BSB-CMP-001 – Phasing - Isometric

BSB-CMP-002 – Phasing - Basement

BSB-CMP-003 – Phasing – Ground Floor plan

BSB-CMP-004 – Phasing – Level 02 Plan



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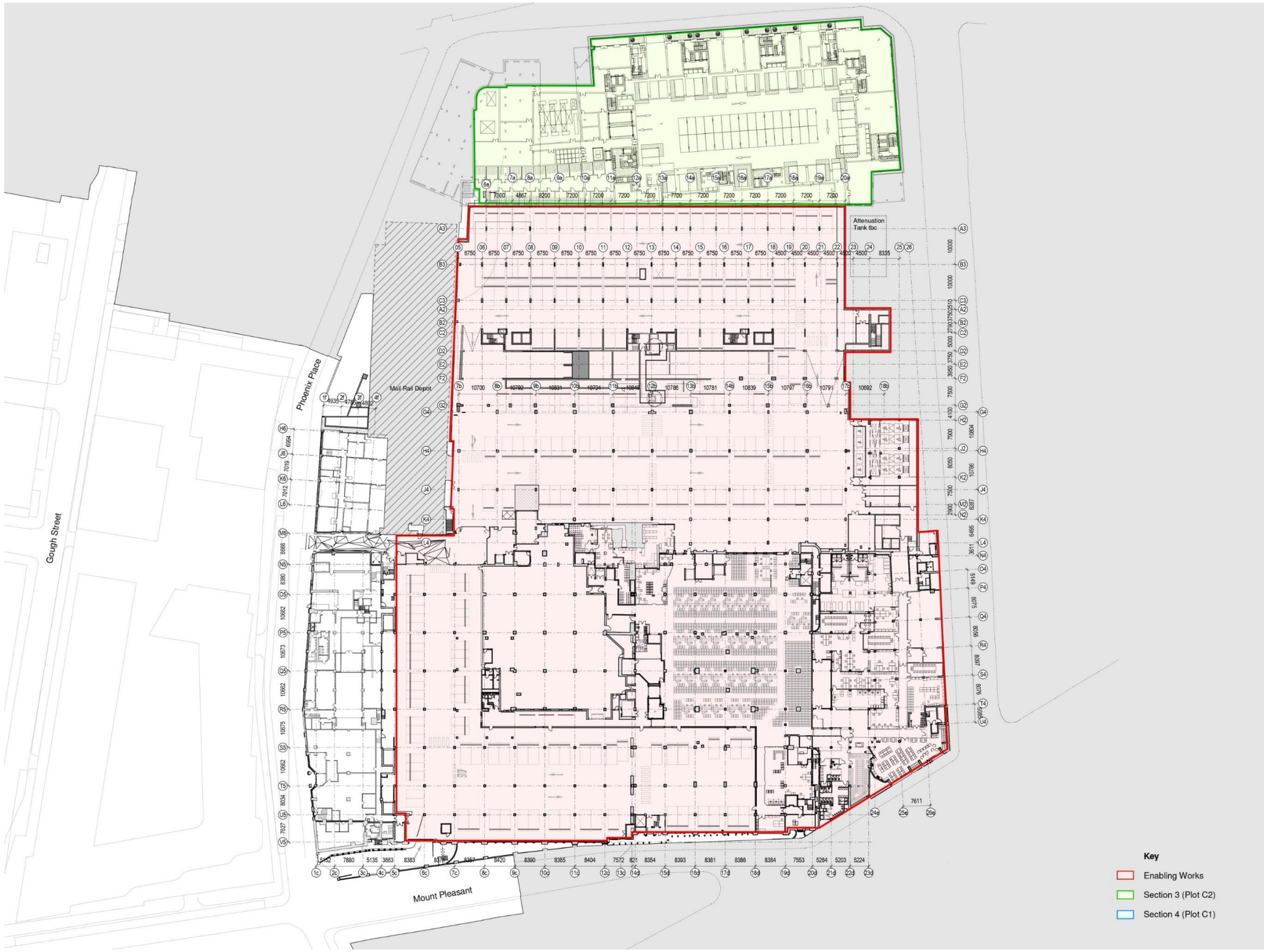
PROJECT: Mount Pleasant

CLIENT: Taylor Wimpey Central London and Royal Mail Group

TITLE: Phasing - Isometric

DRAWING NO; BSB-CMP-001

REVISION NO & DATE; Rev 0 – 31/08/2020



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PROJECT: Mount Pleasant

CLIENT: Taylor Wimpey Central London and Royal Mail Group

TITLE: Phasing – Basement Plan

DRAWING NO; BSB-CMP-002

REVISION NO & DATE; Rev 0 – 31/08/2020

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PROJECT: Mount Pleasant

CLIENT: Taylor Wimpey Central London and Royal Mail Group

TITLE: Phasing – Ground Floor Plan

DRAWING NO; BSB-CMP-003

REVISION NO & DATE; Rev 0 – 31/08/2020

BLUE SKY BUILDING founded on excellence	**PROJECT:** Mount Pleasant **CLIENT:** Taylor Wimpey Central London and Royal Mail Group **TITLE:** **Phasing – Level 02 Plan**	**DRAWING NO; BSB-CMP-004** **REVISION NO & DATE; Rev 0 – 31/08/2020**

BLUE SKY BUILDING
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CONSTRUCTION MANAGEMENT PLAN

MOUNT PLEASANT
PHASES 3 & 4

Rev 03 January 2021

CONTENTS

Revision	Comment	Date
00	1st issue as draft	July 2020
01	Updated to incorporate TWCL comments	August 2020
02	Updated as combined document	Sept 2020

1.0 INTRODUCTION

Blue Sky Building has been commissioned by Taylor Wimpey Central London to produce this Construction Management Plan, identifying specific best practice standards and procedures for the construction of Phases 3 and 4 of the Postmark development at Mount Pleasant, Farringdon. This CMP has been prepared in response to Condition 11 and 13 of Planning Permission reference P2013/1423/FUL, dated 30th March 2015.

These standards and procedures will ensure that the interests of local residents, businesses and the public are given special attention by the Contractor during the works duration.
This report identifies how the construction activities will be undertaken, and specifically covers the environmental, public health and safety aspects of the proposed project.

The baseline for our analysis is the London Borough of Islington's Code of Construction Practice (CoCP), which we have viewed as the minimum standards to be achieved by the Contractor. We have identified improvements in most areas under consideration. The Contractors will comply with the requirements of the Islington Code of Construction Practice, the GLA guidance document "The Control of Dust and Emissions During Construction and Demolition" and the measures contained within this report.

This document details:

- the specific obligations on the Contractor when undertaking the works
- the specific measures to be used during the construction works
- the specific details of the control measures for each environmental issue

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2.0 NATURE OF THE PROJECT/ SCOPE OF WORKS

Scope of Works

The Proposal is for the comprehensive redevelopment of the site following the demolition of existing building and structures to construct six new buildings ranging from 3 to 12 storeys in height to provide 38,015 m2 of residential floorspace, 4,260 m2 of office floorspace, 1,42B m2 of flexible retail and community floorspace with associated energy centre, waste and storage areas, vehicle and cycle parking, hard and soft landscaping to provide public and private areas of open space, alterations to the public highway. The development is located on land north west of the Royal Mail Sorting Office, bounded by Farringdon Road, Calthorpe Street and Phoenix Place, Islington, London EC1A 1BB. The works are likely to start in Q1 of 2021 and are planned to be complete in Q3 2025 which is a construction duration of four and a half years.

3.0 CONSTRUCTION METHODOLOGY

This section of the document will identify the expected construction methodology of the project.

The construction of the Proposed Development will comprise the following key stages,

1. Site establishment;
2. Enabling works;
3. Substructures;
4. Superstructures;
5. Building Envelope;
6. Fitting Out; and
7. Landscaping (phased to suit the completion of each block).

Pre-construction Planning

Prior to commencement of works on site a period of pre-construction planning and activities are required to ensure works can commence.

- Production of a detailed CMP including:
- Neighbour liaison before the commencement on site to explain the nature of works.
- Liaison with the project teams of potentially ongoing local developments to agree shared and combined logistics issues.
- Condition survey of boundary walls and fences and potentially affected properties.
- Condition survey of perimeter roads
- Condition survey of UKPN substation
- Existing statutory services surveys
- Ecological surveys to facilitate site clearance
- Further unexploded ordnance checks
- Formulation of project Construction Phase Plan and risk assessments.
- Formulation of detailed Site Waste Management Plans and environmental plans as per the current DEFRA guidelines.
- Development of project specific method statements.
- Production of detailed works programmes and sequencing
- Hoarding and scaffold licences for works on the perimeter boundary
- Construction notices
- Connections to existing statutory services and main sewers

- Licence for discharge of water from the site into the public sewer
- Party wall act notices and agreements
- Baseline movement & environmental monitoring establishment
- Submission of section 61 Prior Consent application
- Register the project under the Considerate Constructors Scheme.
- Mobilisation of selected plant and operators
- Risk assessment of potential vibration impact of the works and potential for property damage will be undertaken.

Site Establishment

One of the first site activities will be to establish the complete area as a construction site. The working area will be secure, and the general public will be separated from the works. The construction site area will be inherited from the enabling works contractor and will be secured prior to works commencing with the use of additional solid and well maintained, 2.4m high hoarding where required. Secure access points with wheel cleaning facilities will be established at the block access and egress locations. Pedestrian access points will generally be located close to the main vehicular access gates with separate pedestrian gates and footpaths provided.

Specific Site Establishment activities will include:

- Hoardings will be 2.4m high, decorated, with clear pedestrian warning signs and the required notices of Contractors Contact details. Bulkhead lighting to be provided in accordance with Islington Council licence. All hoarding to have a full temporary works deign and be periodically checked by a temporary works designer forming part of the temporary works register
- Vehicle and pedestrian access to the works will be via separate entrances controlled by fully trained gatemen and traffic marshals. Concertina barriers to be in use for all deliveries to protect the public/site traffic.
- Installation of site temporary electrics, lighting, water and fire alarms. The site will operate from connections to the permanent utility supplies rather than generators.
- Establishment of site security provisions to ensure that the site is protected against unauthorised or unlawful entry and potential theft from site.
- Wheel cleaning facilities will be established at all site access and egress locations.
- Establish construction project offices in temporary cabins located inside the construction boundary hoardings.

UKPN service vehicles need to access the existing substation for maintenance and in emergencies and will continue to do so throughout the construction programme. Temporary routes and

fencing to ensure safe access will be put in place if required and amended to suit the progress of the works.

Enabling Works & Demolition

As the development follows the alteration works to the sorting office most of the enabling works will have already be complete. No above ground demolition will be undertaken. Existing basement walls are being taken out as part of the general basement excavation works once the new permanent perimeter piled wall is completed and their use as retention is no longer required.

A concrete crusher will be used as part of the basement excavation works, to recycle the basement slab concrete to create a piling mat and reduce the number of vehicle movements for this operation. The concrete crushing plant will be located within the basement to reduce local noise and dust impact, and will be acoustically shielded to meet the noise limitation of 75dBA at the site boundary.

Substructures

Blocks E, F and K are built on a podium slab previously constructed under a separate development. For blocks H and J new piled foundations are anticipated to be continuous flight auger concrete piles.

A single level basement for buildings H and J will be formed by contiguous pile perimeter wall.

Piling will be undertaken from the existing ground levels prior to excavating for below ground drainage and basements. A single piling rig is likely to be on site for each footprint, although multiple rigs may operate to shorten the substructure programme if required. Piling will be serviced by small crawler cranes and 360º excavators. Concrete will be delivered by ready mix trucks and placed directly from the vehicle's placement chute where possible. Concrete delivery vehicles to have designated wash out areas within the site constraints.

Fixed tower cranes, needed for building the superstructure, will be erected during the piling works and will be used to service the remaining substructure construction. Cranes will generally be positioned centrally in the podium footprint of each block. All cranes used on site to have anti-collision systems fitted.

Superstructure

The proposed superstructures to the buildings will be predominantly reinforced concrete framed with ribbon columns and flat slab floors. On the taller buildings, the concrete cores may be constructed ahead of the main frame by slip-forming or jump-forming.

Consideration will be given in the detailed construction planning

to utilising prefabricated elements, such as columns and staircases. Balconies will need to be carefully considered as the final detailing can dictate method and sequencing of the superstructure frames. It is envisaged that the final balconies design will allow a ‘clip-on’ approach, fixed to the external cladding.

Fixed tower cranes will be used to service the construction of the superstructures which will be erected in a conventional manner on a floor by floor basis. Concrete will be delivered by mixer trucks and placed by concrete pumps and placing booms.

Currently no large single concrete pours are planned. This will be reviewed by the Main Contractor upon appointment and the notification and approval process required by LBI will be followed.

No power floating is currently planned on the project.

Access and edge protection will be incorporated in the design of the falsework system which could include climbing screens to contain construction operations for the taller buildings.

The lifting equipment (e.g. mobile cranes, tower cranes, other lifting equipment such as elevated working platforms or forklifts etc.) that will be required throughout the construction works is yet to be determined in detail.

Building Envelope

The new cladding will be traditional brickwork with glass and aluminium punched windows and balcony doors. The inner skin of the perimeter wall will be a Metsec, or similar SFS (steel framing system) which will allow earliest creation of a watertight environment for fit out works to commence. Traditional scaffolding or mast climbers will be erected as concrete frames near completion for the construction of SFS, windows and membranes; followed by hand laid brickwork.

Materials will be transported vertically by platform hoists. Mortar will be delivered as dry ready mix and stored on site in silos for daily preparation and use.

The final operations for tower cranes will be to deliver Finishing materials for fit out to be lifted onto canti decks and stored throughout the building where possible, after which they will be dismantled and removed. External hoists will remain in position throughout the envelope construction and to move fit out materials. Hoists will remain in position until permanent lifts are operational.

Fitting Out

Finishes and services fit out of the floors to each building will commence once a level of temporary or permanent water tightness has been achieved, working from the lower floors upwards. The fit-out works will comprise the complete installation of finishes and services to the residential units and common areas.

Plant will be installed when plant room become available and services distribution will then proceed. Prefabrication of components will be adopted wherever practical in order to reduce site time and numbers of deliveries.

As each building completes the construction site area will be reduced and the local hard and soft landscaping areas released.

Landscaping

As each block nears completion so temporary site facilities and hoardings will be cleared and the final landscaping completed. Once hoarding is removed then a temporary moveable hoarding will be used to protect the public until all works are complete. External hard and soft landscaping in accordance with the landscape design will be constructed, for each building as it completes and becomes available for occupation.

4.0 THE CONSTRUCTION SITE

This section outlines the requirements relating to site management practices, ranging from the location of accommodation to the operation of equipment on site. It outlines a number of procedures that should be implemented during site operation.

These relate to working hours, site layout, appearance, and good housekeeping.

Representatives from the Contractor and Islington Council Environmental Control should regularly inspect the construction site to ensure that these procedures are adhered to. The site should be cleared by the Contractor on completion of the development.

The specific measures to be implemented by the Contractor will include:

Working Hours

Core working hours will be 08.00 – 18.00 on weekdays and 08.00 – 13.00 on Saturday, in line with the CoCP's limits on noisy working.

There may occasionally be a need to work outside these hours in order to undertake essential works, and the Contractor will make due application to the council.

Further details will be clarified by the Main Contractor upon appointment, but initial "out of hours works" will potentially include: Tower Cranes installation and dismantling (weekend working), Steel Truss installation by mobile crane (weekend working), Scaffold protection erection around the site perimeter at ground level (weekend working), Utilities and Road Improvement works (by Local and Statutory Authorities)

Good Housekeeping

The Contractor will follow a ‘good housekeeping’ policy at all times. This will include, but not necessarily be limited to the following. The Contractor will:

- ensure considerate site behaviour of the Contractor’s staff;
- ensure the noise from lorry reversing alarms and the like are kept to minimum levels;
- prohibit open fires;
- ensure that appropriate provisions for dust control and road cleanliness are implemented;
- remove rubbish at frequent intervals, leaving the site clean and tidy;
- frequently inspect, repair and re-paint as necessary all site hoardings to comply with the conditions of Islington Council’s Licence – all flyposting and graffiti is to be removed as soon as reasonably practicable and within 24 hours of notice from the Islington Council;
- maintain toilet facilities and other welfare facilities for its staff;
- remove food waste;
- prevent vermin and other infestations; and
- undertake all loading and unloading of vehicles expediently as identified on the logistics drawings.

Public Information

The site hoarding will display any necessary health & safety material. The name and 24 hour telephone contact details of the Contractor’s nominated representative will be shown, together with the full details of the Contractor’s regional or head office. A considerate contactor section of the hoarding will be designated for all contact number including the 24/7 number for the CCS

Security

The Contractor will ensure that the site is secure and prevent unauthorised entry to or exit from the site. CCTV to be installed by the main contractor. Site gates will be closed and locked when there is no site presence. Alarms will incorporate an appropriate cut-off period. Access and egress will be via manned security gates.

Hoardings, Site Layout and Facilities

The site will be completely secure to deter public access. The proposed hoarding line and gates, all of which will be in accordance with the CoCP, are shown on the enclosed plans. It is intended to provide protection from noise and dust around the existing building, at all times.

Site welfare arrangements will be established within the site boundary.

Emergency Planning and Response

The Contractor will develop a plan for emergencies to incorporate:

- Emergency procedures including emergency pollution control to enable a quick response.
- Emergency phone numbers and the method of notifying Islington Council and statutory authorities. Contact numbers for the key staff of the Contractor will also be included. The Contractor will display a ‘contact board’ on the hoarding identifying key personnel with contact addresses and telephone numbers, so that members of the public know who to contact in the event of a report or query.
- London Fire and Emergency Planning Authority (LFEPA) requirements for the provision of site access points.
- Site Fire plan and management controls to prevent fires.
- A plan to reduce fire risk and potential fire load during construction, operation and subsequently during maintenance or repair. The project will comply with any third party requirements as may be appropriate at specific sites.

Cranes

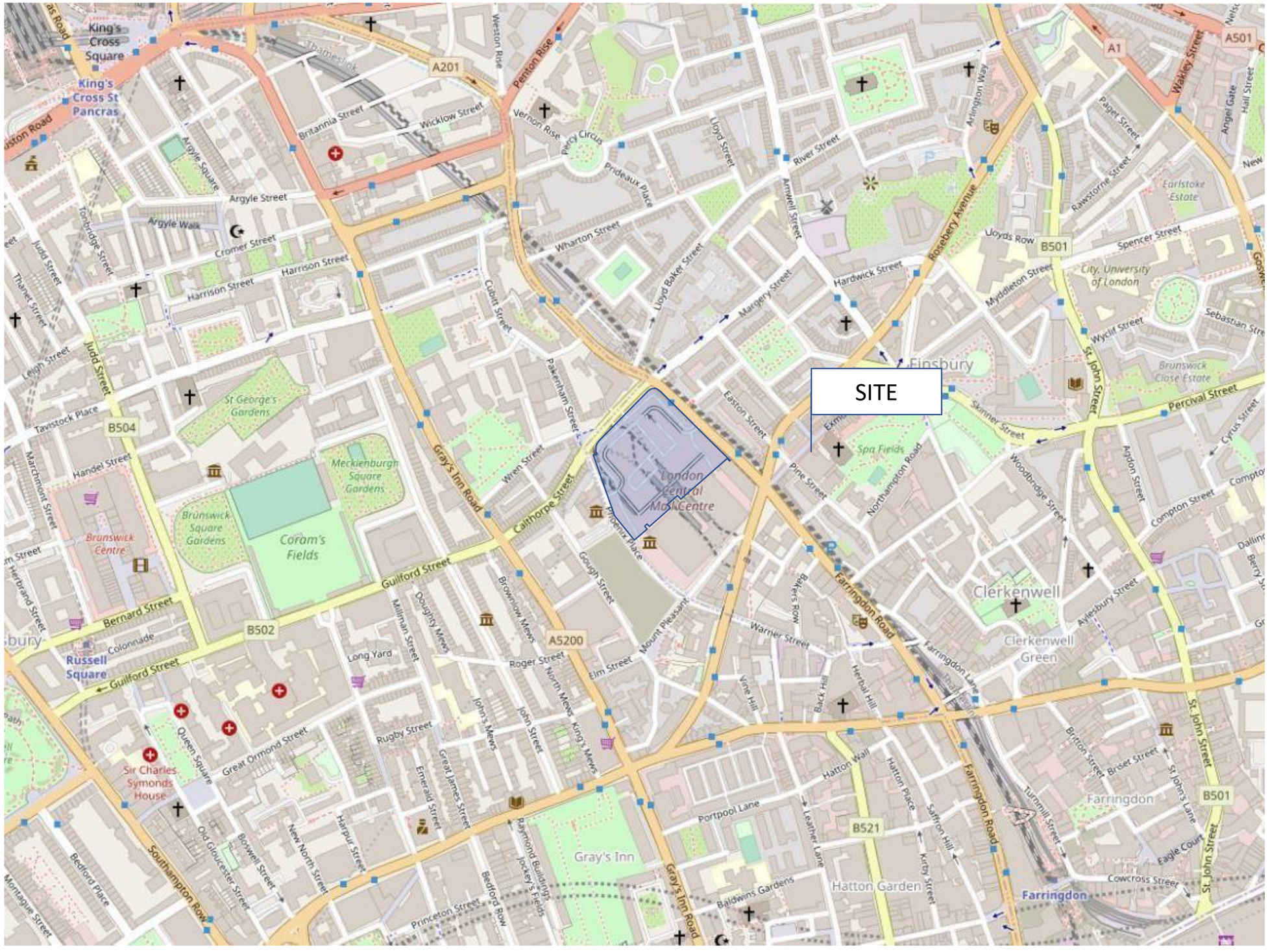
Tower cranes will be employed extensively for this project. Cranes to have lockable gates to base and be clearly signed and crane rescue plans will be provided by the main contractor. A mobile crane will be required to erect and dismantle each crane. If the contractor identifies a methodology with a specific need then Islington Street Management Division will be given 10 days' notice of its use, and 6 weeks' notice if a closure of Calthorpe Street or Phoenix Place is required

Currently there are five cranes proposed for the project, these are located as identified in drawings BSB-MP-004 Rev 0 and BSB-MP-005 Rev 0 in Section 5 (Site Logistics) of the CMP (just after page 14). The exact details of the Tower Crane scheme will be finalised by the Main Contractor upon appointment. The current strategy, however, has the tower cranes delivered to site via the access and egress routes described in the plans provided in Section 6 (Traffic Management). reference drawing BSB-MP-010 Rev 0 for the location of both entry points to site for the tower crane elements.
Specific weekend road closures will be required on Calthorpe Street and Farringdon Road for erection and dismantling of specific tower cranes, with others erected and dismantled on site.

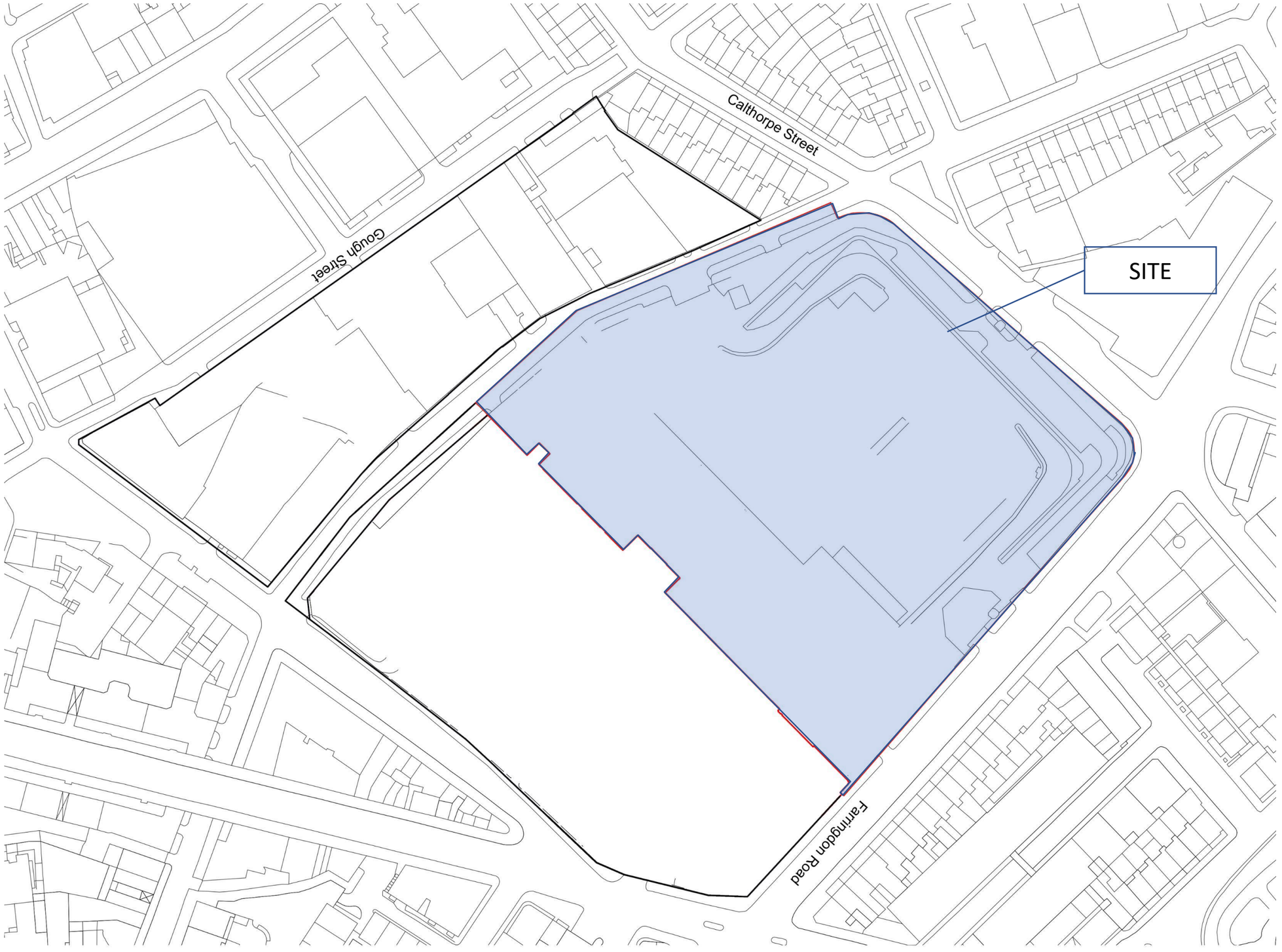
Please refer to attached drawing

BSB-MP-001a – Site Location

BSB-MP-001b – Site Location



BLUE SKY BUILDING founded on excellence	**PROJECT:** Mount Pleasant Phases 3 & 4 **CLIENT:** Taylor Wimpey Central London **TITLE:** Site Location	**DRAWING NO; BSB-MP-001a** **REVISION NO & DATE; Rev 1 – 31/08/2020**



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PROJECT: Mount Pleasant Phases 3 & 4

CLIENT: Taylor Wimpey Central London

TITLE: Site Location

DRAWING NO; BSB-MP-001a

REVISION NO & DATE; Rev 1 – 31/08/2020

5.0 SITE LOGISTICS

The efficient management of the site logistics will be vital to the success of the project. A key strategy of logistics for a construction project is to ensure that the products and materials arrive on site at the time and in the quantities that are required.

The Contractor will ensure that the necessary pre-planning is undertaken and that the quality of the communication between those planning the project and those supplying the products and materials is maintained throughout the duration of the project.

The drawings overleaf illustrate the proposed overall logistics plan for the site which incorporates the following key features:

- During excavation and substructure wheel washing facilities will be utilised within the site.
- Parking bay suspensions and road closures are not envisaged but if required will be in strict accordance with local authority permits and licences. Any hoardings located on the footpath will be suitably set back from the kerb line to ensure that parking bays are accessible.
- Products and materials will be delivered to site by vehicle and unloaded within the site boundary only.
- Materials will be stored inside the site boundary.
- Access and egress to be controlled at fully manned security points by trained traffic marshals.

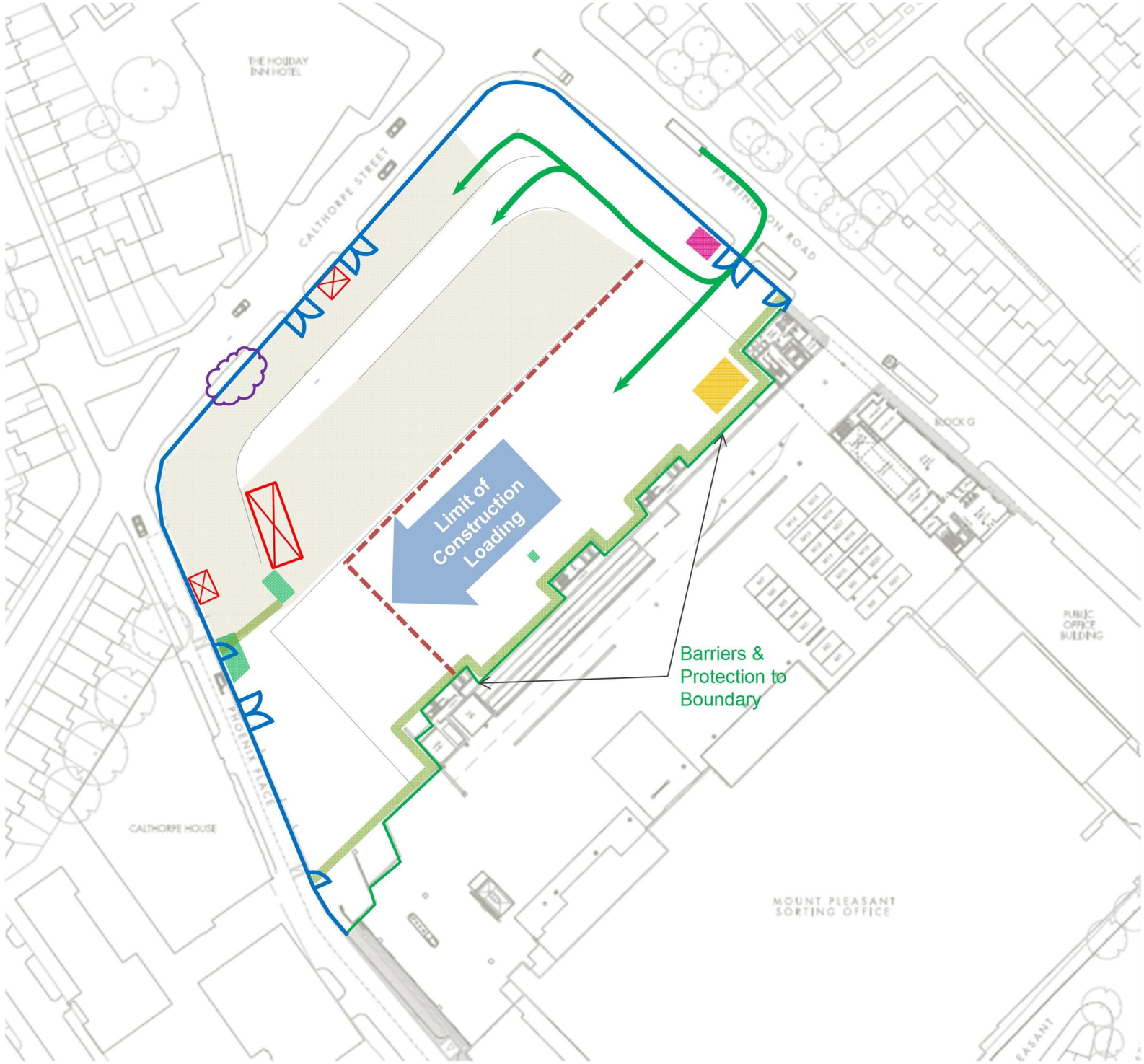
It is anticipated that on-site storage of potentially polluting plant and materials will be limited. However, storage of diesel fuel in approved, double-bunded tanks will be necessary. Spill kits will be maintained on site and drip trays used for all mobile plant. There are currently no plans for using contaminated/hazardous materials or chemicals during the construction or construction process.

Please refer to attached drawings

BSB-MP-002 – Site Logistics
BSB-MP-003 – Site Logistics
BSB-MP-004 – Site Logistics
BSB-MP-005 – Site Logistics

KEY

- Hoarding & Gates
- Enabling Works Accommodation
- Safeguard Emergency points from Mail Rail
- Form safeguarded emergency exit routes
- Build Vehicle Barrier
- Demolish Gatehouses, Ramp and Street Furniture
- Temporary Gatehouse for all Contracts
- Form Laneway Crossover
- Pile Probe & Pile Mat



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PROJECT: Mount Pleasant Phases 3 & 4

CLIENT: Taylor Wimpey Central London

TITLE: Site Logistics – 03/21 to 06/21

DRAWING NO; BSB-MP-002

REVISION NO & DATE; Rev 0 – 20/07/2020

KEY

- Hoarding & Gates
- Scaffold
- Site Accommodation
- Construction Access
- Platform Hoist
- Tower Crane
- Loading
- Crawler Crane
- Piling Rig
- Excavator
- Vehicle Barrier
- Safeguarded Exit Route
- Bentonite Plant

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PROJECT: Mount Pleasant Phases 3 & 4

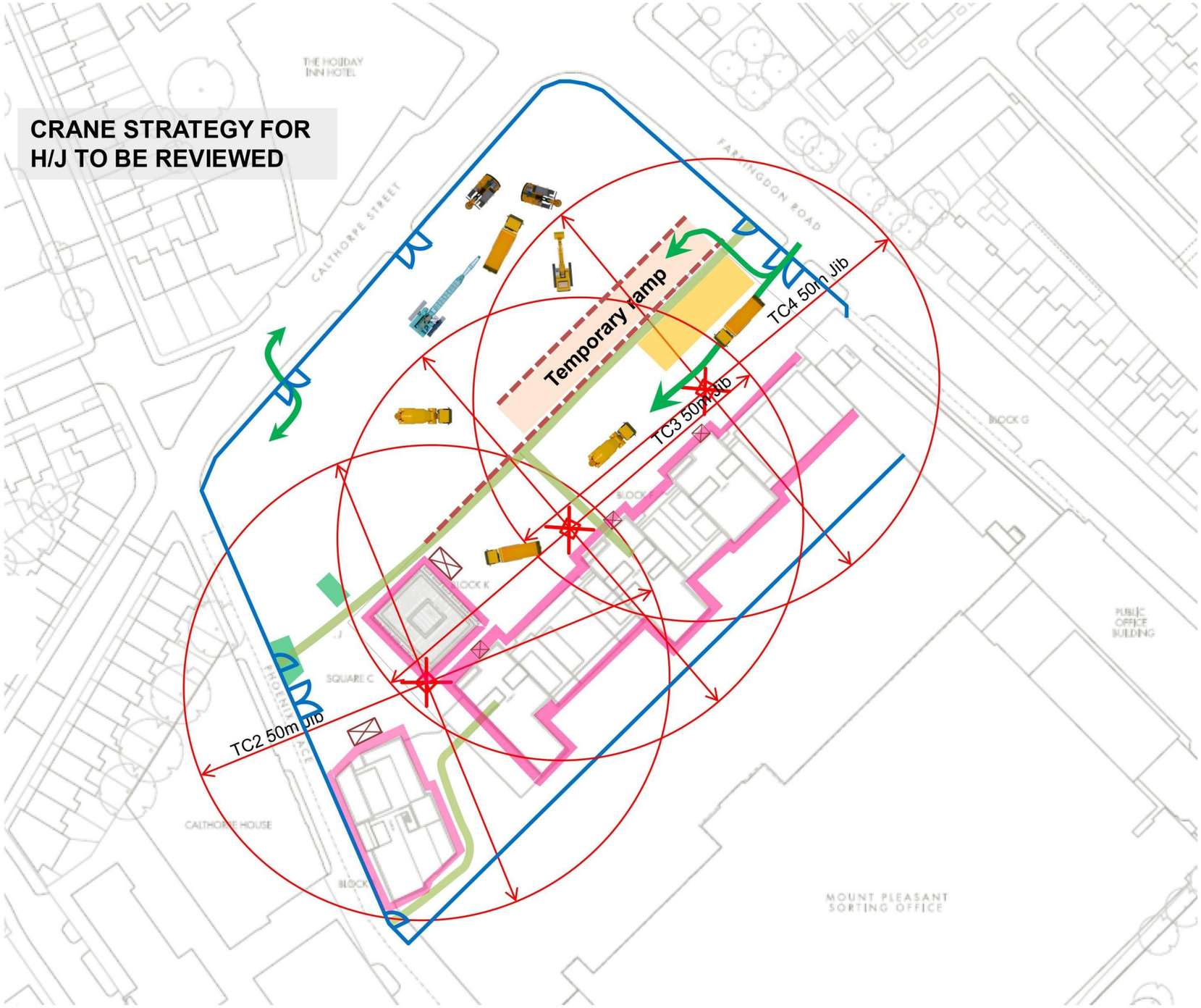
CLIENT: Taylor Wimpey Central London

TITLE: Site Logistics – 07/21 to 12/21

DRAWING NO; BSB-MP-003

REVISION NO & DATE; Rev 0 – 20/07/2020

CRANE STRATEGY FOR H/J TO BE REVIEWED



KEY

- Hoarding & Gates
- Scaffold
- Site Accommodation
- Construction Access
- Platform Hoist
- Tower Crane
- Loading
- Crawler Crane
- Piling Rig
- Excavator
- Vehicle Barrier
- Safeguarded Exit Route

BLUE SKY BUILDING
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PROJECT: Mount Pleasant Phases 3 & 4

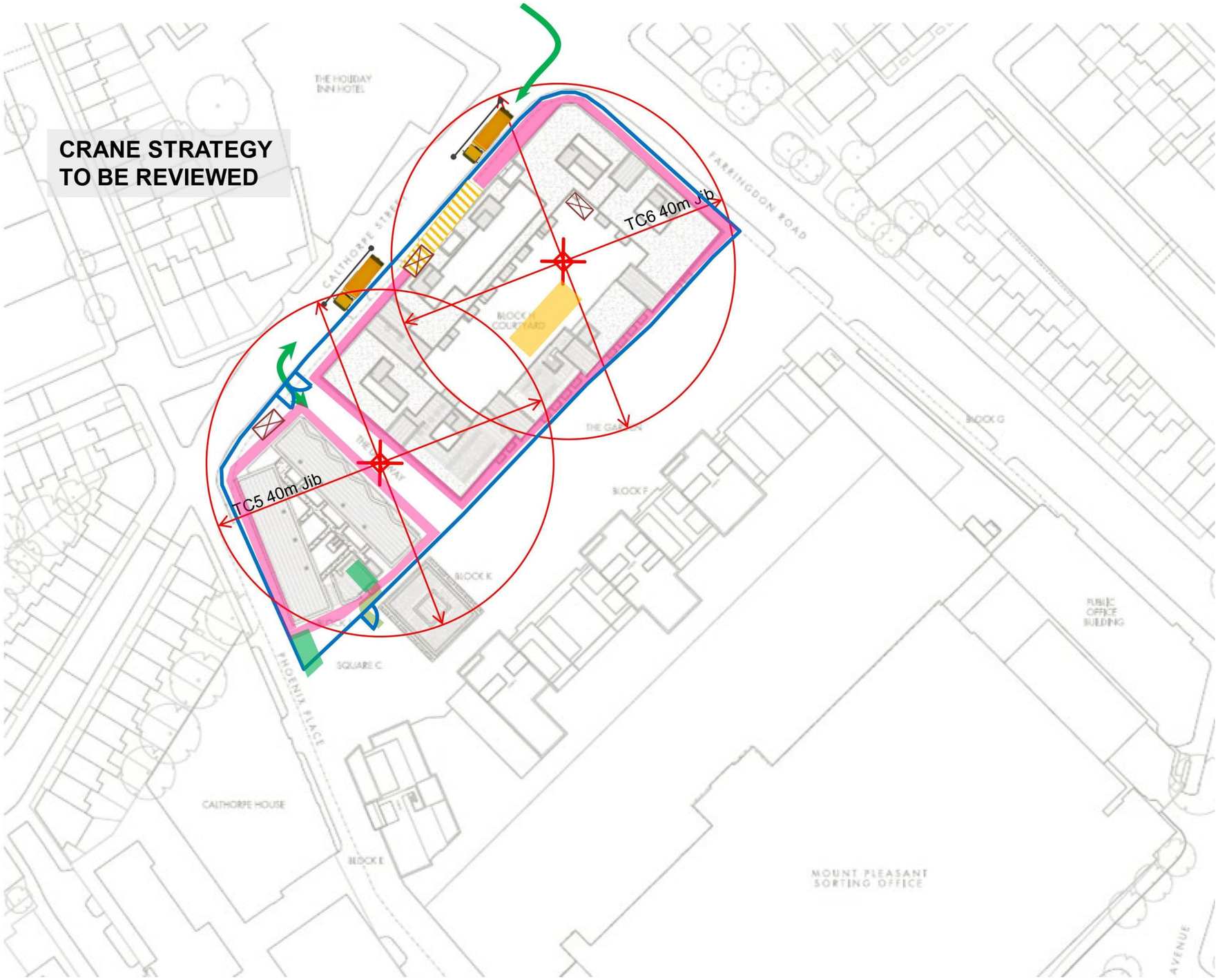
CLIENT: Taylor Wimpey Central London

TITLE: Site Logistics – 01/22 to 08/23

DRAWING NO; BSB-MP-004

REVISION NO & DATE; Rev 0 – 20/07/2020

CRANE STRATEGY TO BE REVIEWED



KEY

- Hoarding & Gates
- Scaffold
- Site Accommodation
- Platform Hoist
- Loading Gantry
- Tower Crane
- Loading
- Construction Access

BLUE SKY BUILDING
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PROJECT: Mount Pleasant Phases 3 & 4

CLIENT: Taylor Wimpey Central London

TITLE: Site Logistics – 10/23 to 10/23

DRAWING NO; BSB-MP-005

REVISION NO & DATE; Rev 0 – 20/07/2020

6.0 TRAFFIC MANAGEMENT

This section highlights the measures by which the Contractor will avoid nuisance to the public that may arise from increases in traffic flows and temporary rearrangements of the road network associated with the construction works. Measures have been considered in relation to access routes, site access, marking of lorries, timing of movements, environmental standards and parking.

The Contractor will maintain, as far as reasonably practicable, existing public access routes and rights-of-way during construction.

Access routes

The Contractor will use designated construction traffic routes for deliveries to the site and removal of waste etc.

Access routes to and from the site to be used by heavy goods vehicles (HGVs) will be agreed with Islington Council prior to initiation of the construction and construction programme, to minimise disruption to the road and pedestrian network. The strategic road network will be used as far as possible for this purpose, with the majority of construction traffic assumed to be approaching the site from the North & East of London.

The main routes for construction traffic will be to approach the area along Kings Cross road and Farringdon Road. For a defined period access will be along Calthorpe Street. Site traffic will return by the same route.

Where possible vehicles will be brought to site between the hours of 09.30 and 15.30 hours to avoid school drop off and collection periods. The Contractor will maintain an up-to-date log of all drivers that will include a written undertaking from them to adhere to Islington Council's approved routes for construction traffic. All deliveries to be co-ordinated by a professional booking in system by the main contractor and all delivery and haulage companies to be CLOCS and FORS approved and no delivery vehicles will be allowed to queue outside the site and will not be allowed entry until 8am.

The total vehicle numbers per day are not expected to be large, although it is recognised that *any* construction traffic through Calthorpe Street will constitute a nuisance. The contractor will plan deliveries to be on small rigid vehicles and where this is not possible to make due arrangements for access via

consultation with neighbours and the Street Management Division. Forecast of vehicle quantities are attached for each section.

Coordination

The contractor will participate in any form of local or borough wide forum that coordinates planned activities of other construction projects. Knowledge sharing will be forthcoming on any matters that affect other construction projects or council activities.

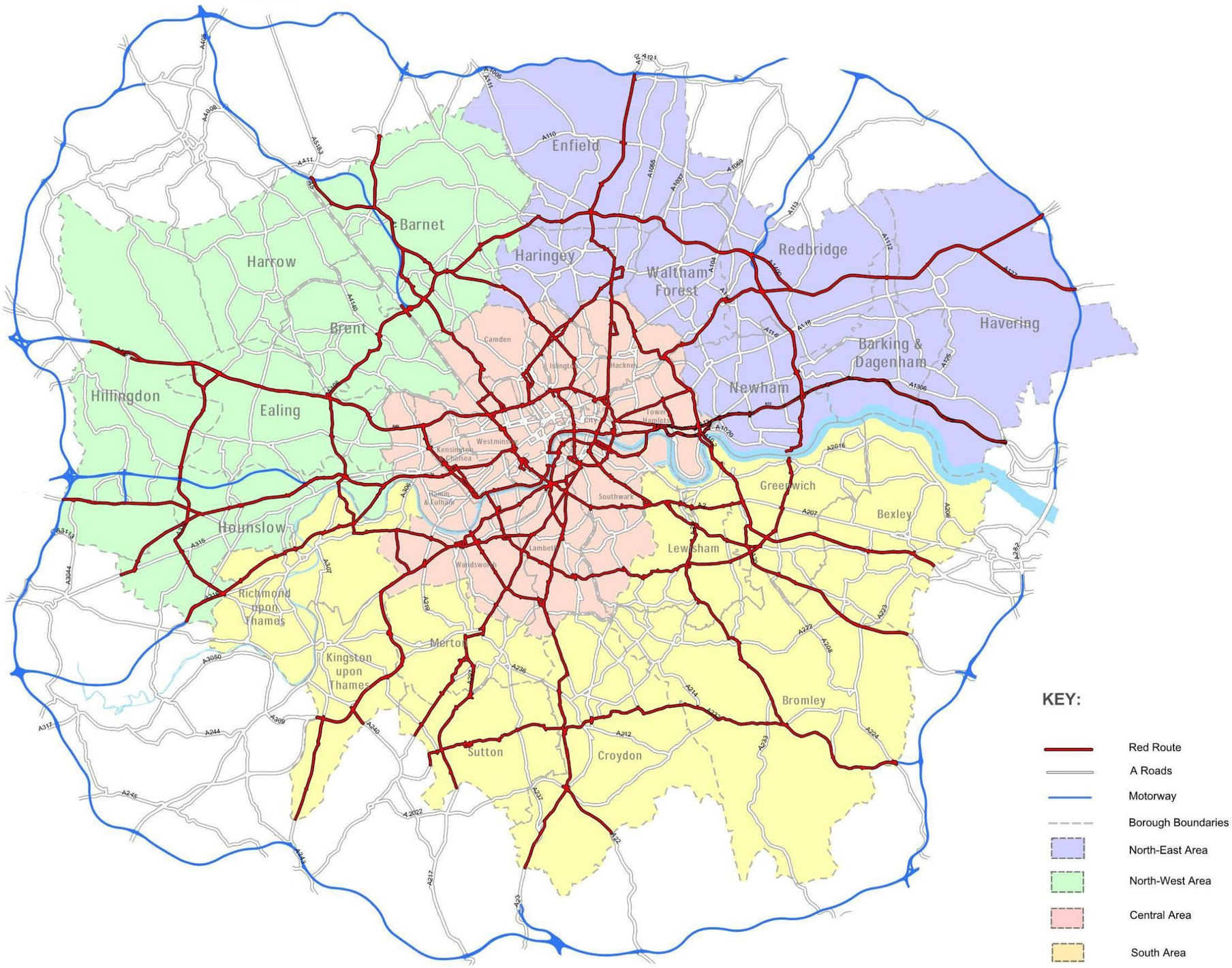
Operatives Journeys to Work

Given the proximity of the site to Kings Cross and Farringdon stations, together will multiple bus routes nearby, operatives are expected to arrive by public transport. No operatives parking will be permitted or encouraged.

Contractors may elect to bring labour to site by van or minibus, in which case parking must be arranged at a commercial car park, away from site.

Please refer to attached drawings

BSB-MP-006 – SRN London
BSB-MP-007 – SRN Central
BSB-MP-008 – SRN Local
BSB-MP-009 – Access and Egress - 03/21 to 06/21
BSB-MP-010 – Access and Egress - 07/21 to 08/23
BSB-MP-011 – Access and Egress - 10/23 to 10/25
BSB-MP-012 – Vehicle Quantities – Phase 3
BSB-MP-013 – Vehicle Quantities – Phase 4



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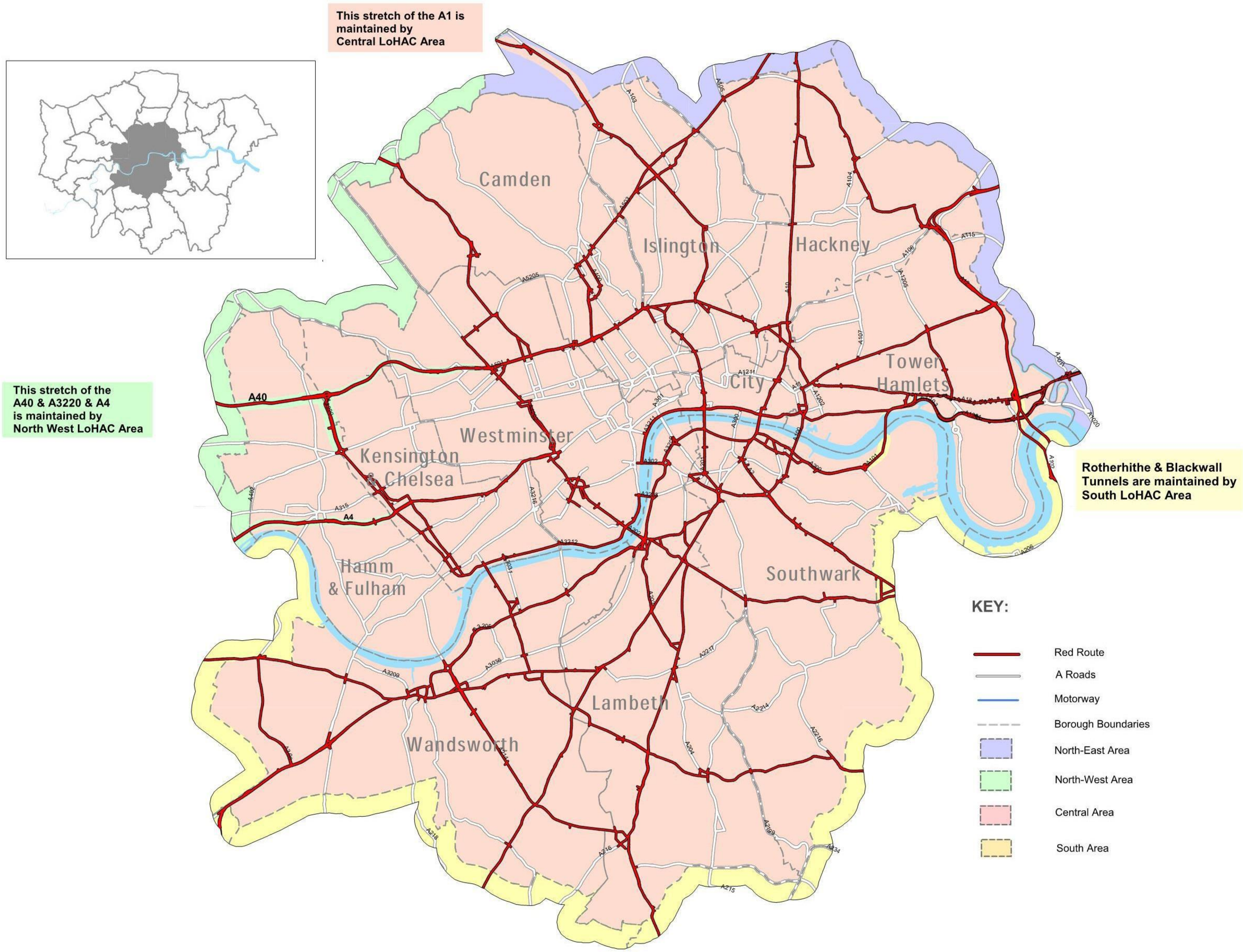
PROJECT: Mount Pleasant Phases 3 & 4

CLIENT: Taylor Wimpey Central London

TITLE: SRN - London

DRAWING NO; BSB-MP-006

REVISION NO & DATE; Rev 0 – 20/07/2020



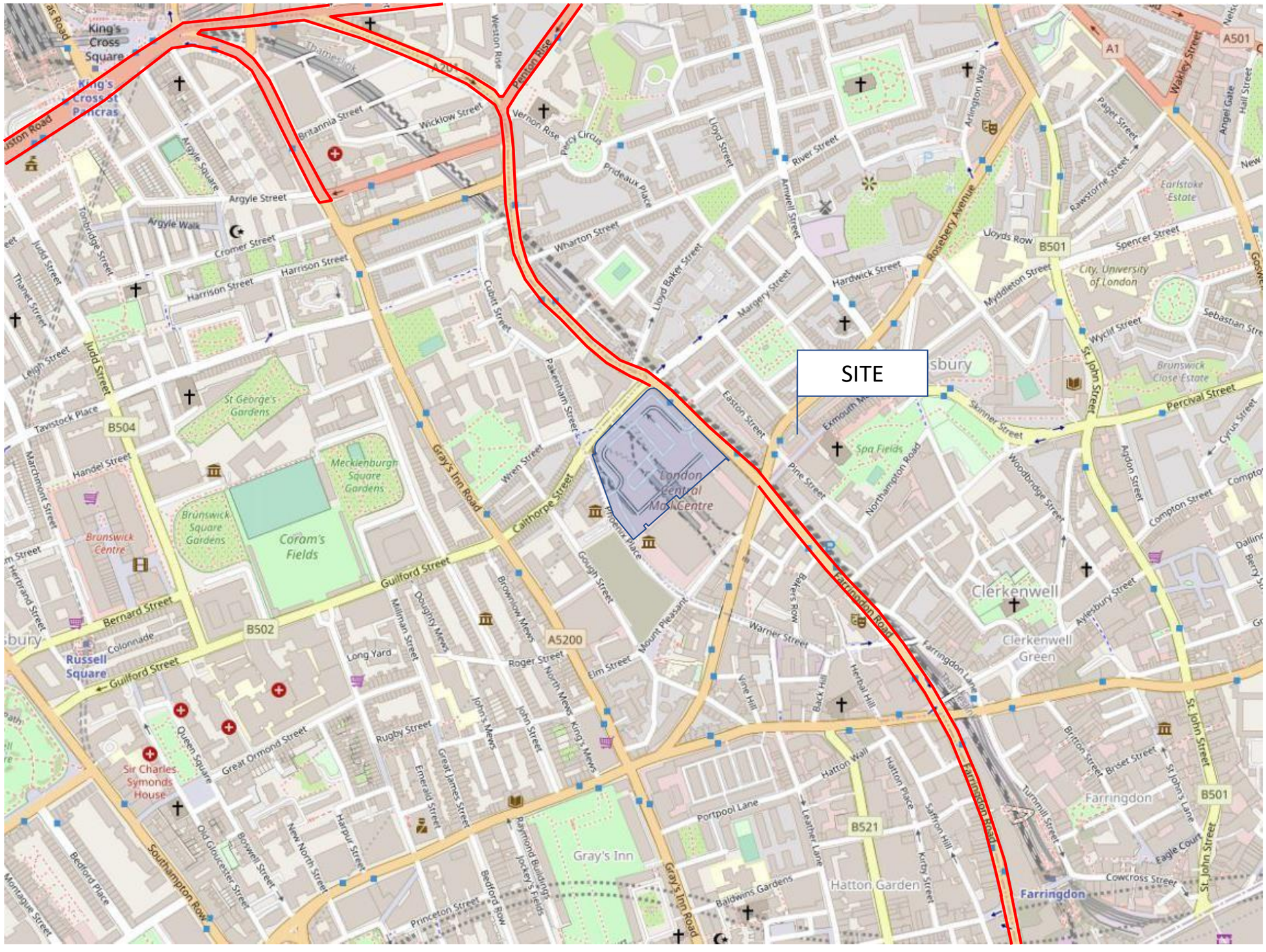
PROJECT: Mount Pleasant Phases 3 & 4

CLIENT: Taylor Wimpey Central London

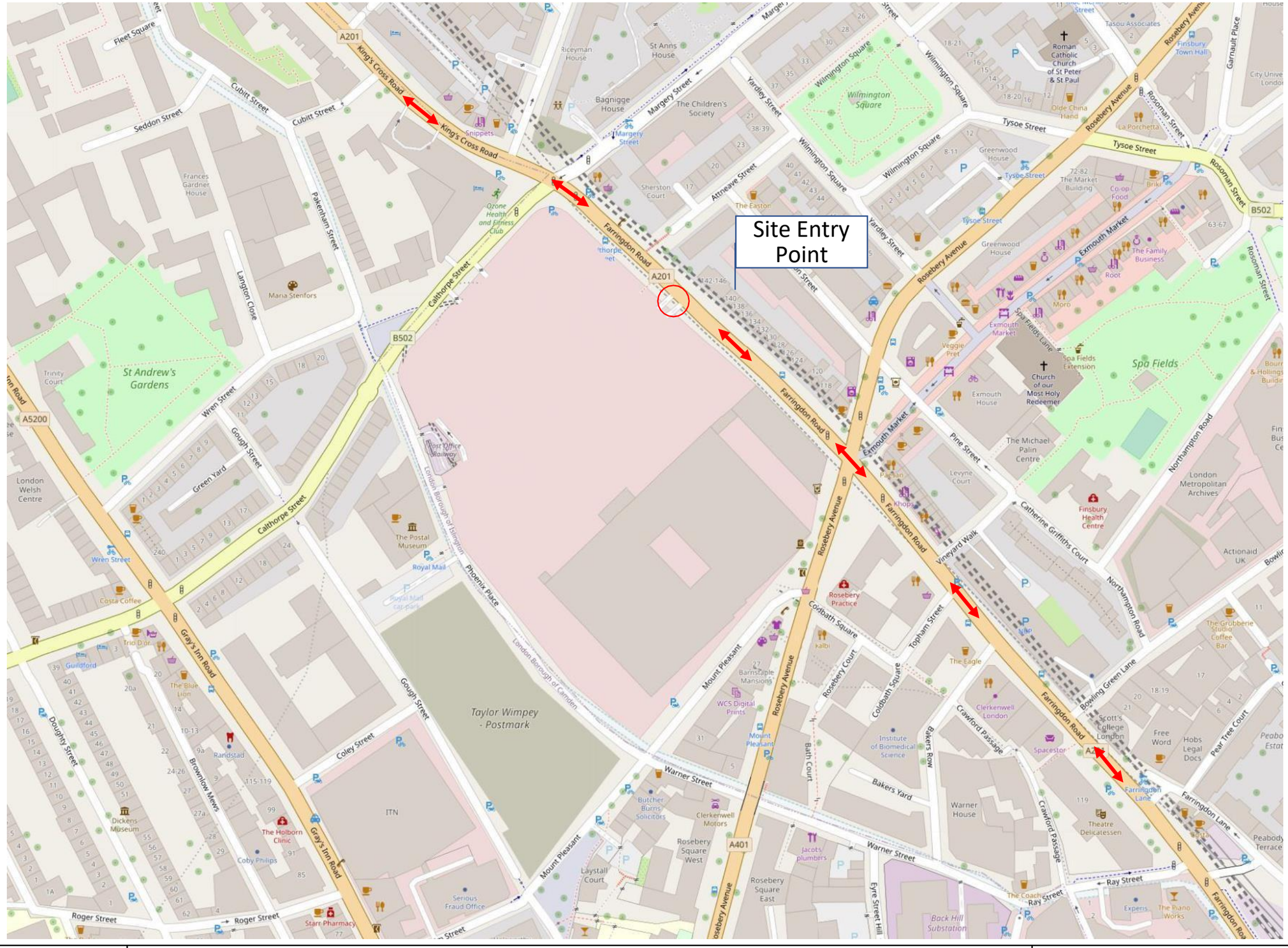
TITLE: SRN - Central

DRAWING NO; BSB-MP-007

REVISION NO & DATE; Rev 0 –20/07/2020



BLUE SKY BUILDING founded on excellence	**PROJECT:** Mount Pleasant Phases 3 & 4 **CLIENT:** Taylor Wimpey Central London **TITLE:** SRN - Local	**DRAWING NO; BSB-MP-008** **REVISION NO & DATE; Rev 1 – 31/08/2020**



BLUE SKY BUILDING
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PROJECT: Mount Pleasant Phases 3 & 4

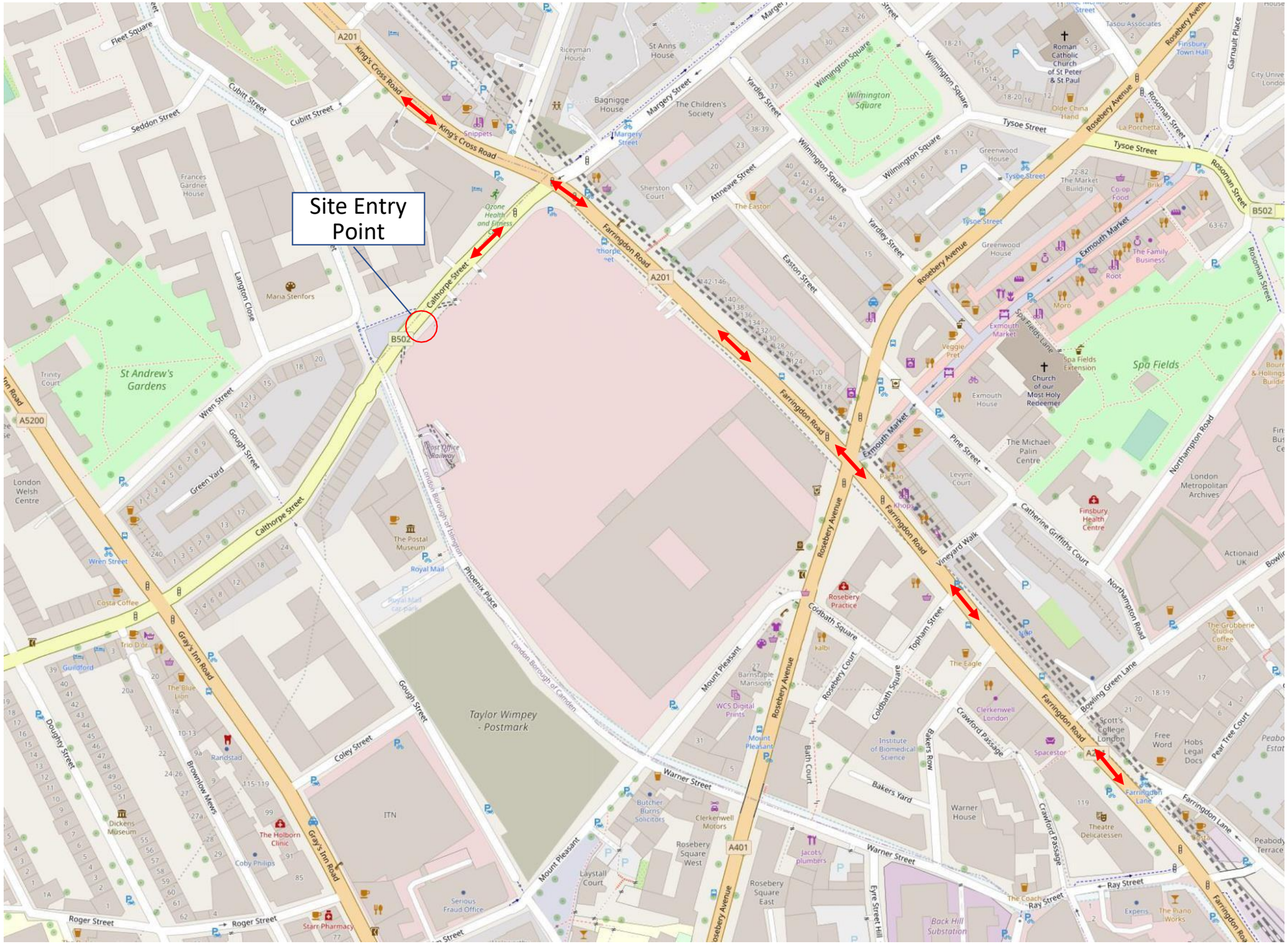
CLIENT: Taylor Wimpey Central London

TITLE: Access and Egress – 03/21 to 06/21

DRAWING NO; BSB-MP-009

REVISION NO & DATE; Rev 0 – 20/07/2020

BLUE SKY BUILDING founded on excellence	**PROJECT:** Mount Pleasant Phases 3 & 4 **CLIENT:** Taylor Wimpey Central London **TITLE:** Access and Egress – 07/21 to 08/23	**DRAWING NO; BSB-MP-010** **REVISION NO & DATE; Rev 0 – 20/07/2020**



BLUE SKY BUILDING founded on excellence	**PROJECT:** Mount Pleasant Phases 3 & 4 **CLIENT:** Taylor Wimpey Central London **TITLE:** **Access and Egress – 10/23 to 10/25**	**DRAWING NO; BSB-MP-011** **REVISION NO & DATE; Rev 0 – 20/07/2020**

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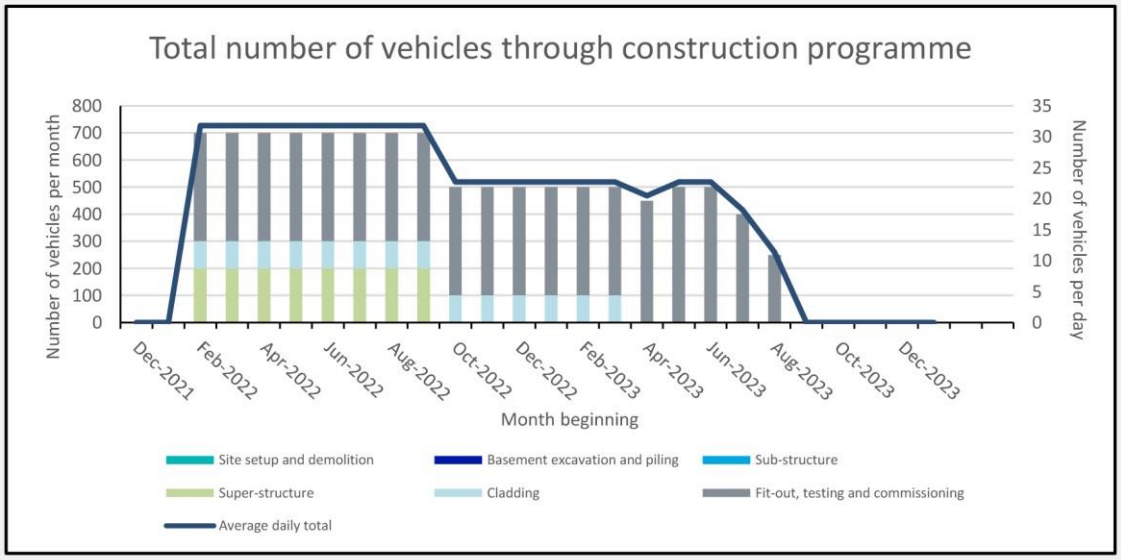

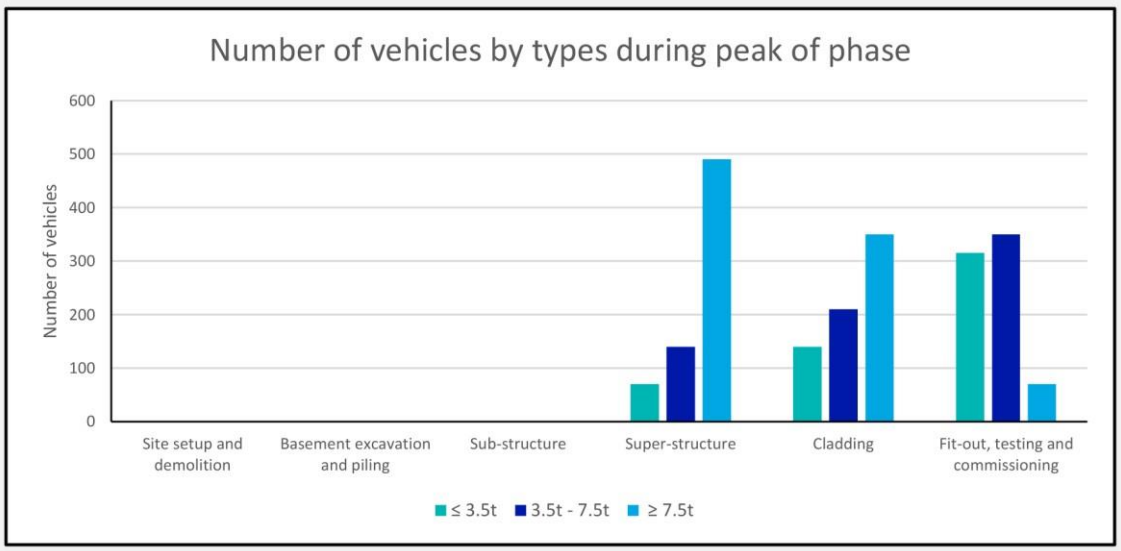

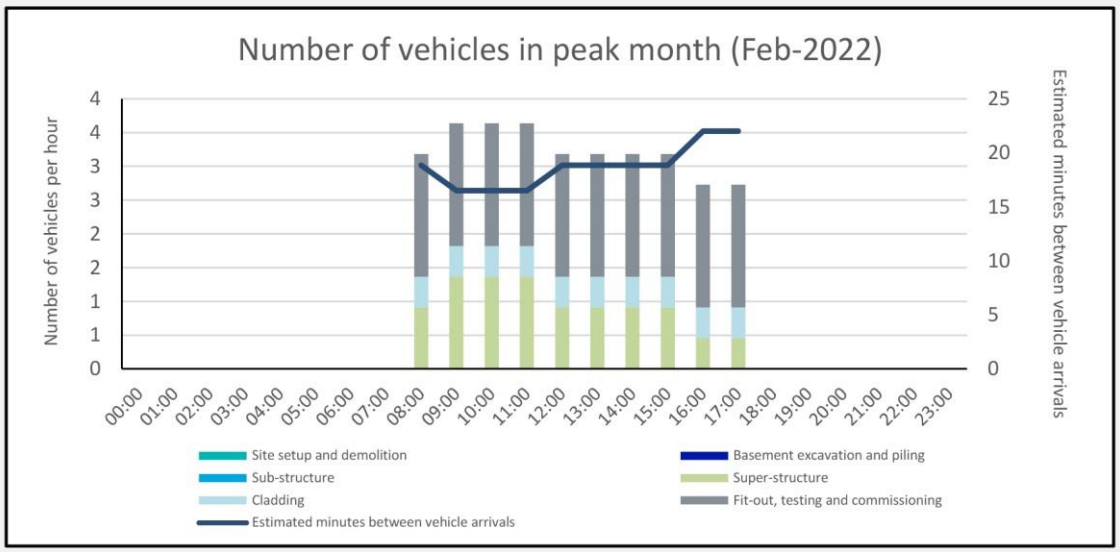

BLUE SKY BUILDING
founded on excellence

PROJECT:	**Mount Pleasant Phases 3 & 4**
CLIENT:	**Taylor Wimpey Central London**
TITLE:	**Vehicle Quantities – Phase 3**

DRAWING NO; BSB-MP-012

REVISION NO & DATE; Rev 0 – 01/09/2020

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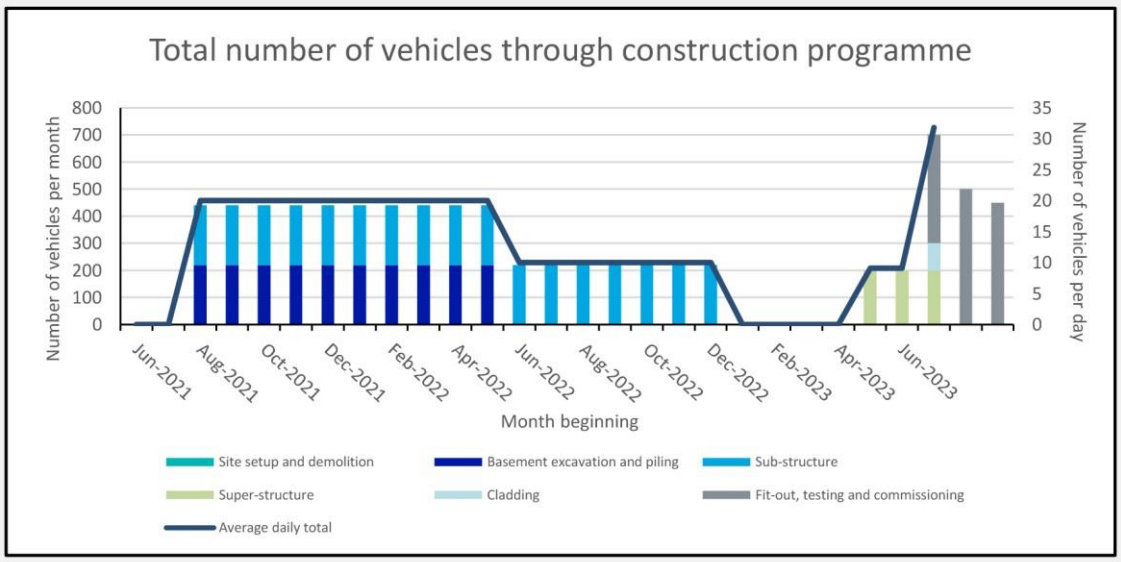
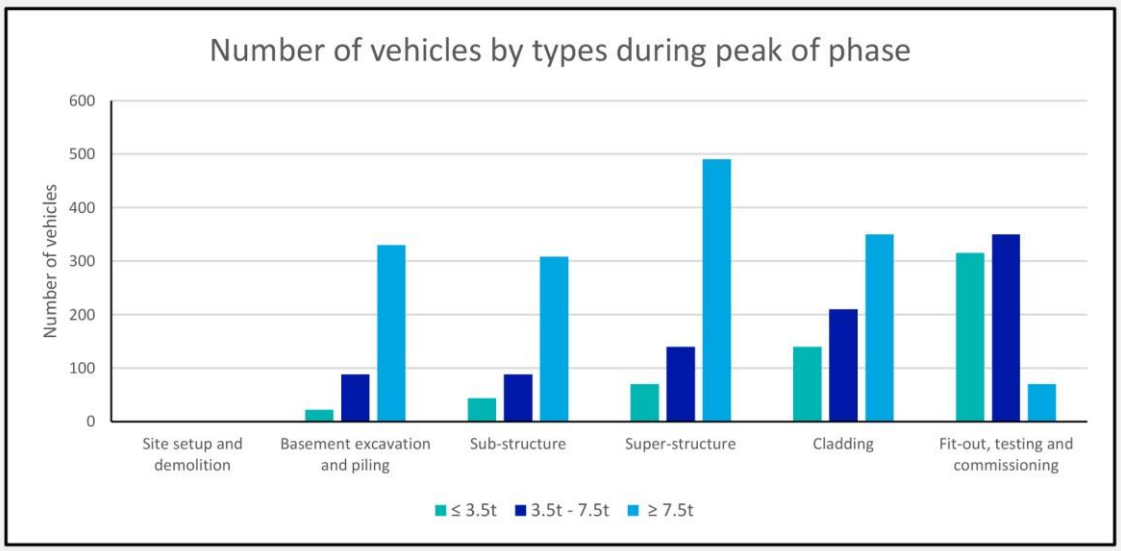
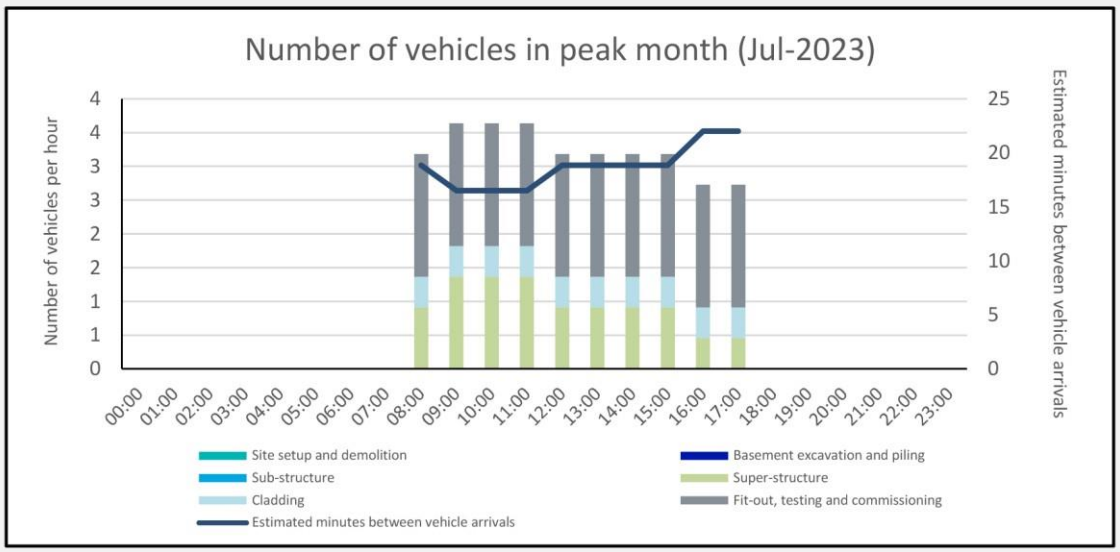






BLUE SKY BUILDING
founded on excellence

PROJECT:	**Mount Pleasant Phases 3 & 4**
CLIENT:	**Taylor Wimpey Central London**
TITLE:	**Vehicle Quantities – Phase 4**

DRAWING NO; BSB-MP-013

REVISION NO & DATE; Rev 0 – 01/09/2020

7.0 SITE WASTE MANAGEMENT

The Contractor must use working methods that minimise waste and will maintain a Waste Management Plan that will log all conveyance notes and locations of all materials tipping areas and re-cycling centres when being taken off site. Any waste arising from the site must be properly categorised and dealt with in accordance with appropriate legislation. Opportunities for re-using or recycling construction or construction waste should be explored and implemented.

The Contractor will carry out the works in such a way that as far as is reasonably practicable the amount of spoil and waste (including groundwater, production water and run-off) to be disposed of is minimised, and that any waste arising from the site is properly categorised and dealt with in accordance with the appropriate legislation and guidance.

The disposal of all waste or other materials removed from the Site will be in accordance with the requirements of the Environment Agency, Control of Pollution Act (COPA), 1974, Environment Act 1995, Special Waste Regulations 1996, Duty of Care Regulations 1991 and the Waste Management Regulations 2006.

In general, and in accordance with the principles of the UK Government's 'Waste Strategy 2010', a principal aim during construction and construction will be to reduce the amount of waste generated and exported from the Development site.

This approach complies with the waste hierarchy whereby the intention is first to minimise, then to treat at source or compact and, finally, to dispose of off-site as necessary. The contractor will be required to investigate opportunities to minimise and reduce waste generation, such as:

- Agreements with material suppliers to reduce the amount of packaging or to participate in a packaging take-back scheme.
- Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste.
- Attention to material quantity requirements to avoid over-ordering and generation of waste materials.

- Re-use off site of materials wherever feasible (e.g.re-use of face bricks from the construction, re-use of crushed concrete from construction process for fill; re-use of excavated soil for landscaping; re-use of timber from the existing building).
- The Government has set broad targets of the use of reclaimed aggregate, and in keeping with best practice, Contractors will be required to maximise the proportion of materials recycled.
- Segregation of waste at source where practical.
- Re-use and recycling of materials off-site where re-use on-site is not practical (e.g. using an off-site waste segregation facility and re-sale for direct re-use or re-processing). Our expectations in this regard are shown in the following table.

Material	Target	Probable Location
Architectural salvage	100% re-used	Several architectural salvage companies in London.
Metals	100% recycled	Every effort will be made to recycle these materials on site with any surplus being taken to waste transfer station.
Reusable face bricks	100% recycled	Taken off site to be cleaned and reused in face brickwork
Hardcore (brick/block/ concrete etc.)	100% recycled	Taken off-site to be crushed and reused.
Excavated material/ clay etc.	100% recycled	Clay – 100% processed for re-use (subject to analysis).
Timber	Up to 80% re-used The amount re-used will depend on the material	We will attempt to salvage any re-useable timber for hoardings, battening, shuttering etc. for possible for use on site with the balance being retained by the Contractor.
Glass (non-tempered, non-laminated and non-bomb proofing film etc.)	100% recycled	Processing facility in Greenwich.
Mixed waste	The amount recycled will depend on the material	An absolute minimum will remain for transport to landfill.
Asbestos	100% landfill	Taken to a licensed site.

Overall, the waste management for the site is likely to comprise of the following:

- **Soft Strip**. As the materials are stripped, they will be removed to ground level by rubbish chute. The material will then be deposited into skips within the loading area for removal from site.
- **Construction.** General rubbish will be cleared by hand and deposited into skips for segregating and processing off site.
- **Excavation**. Arisings will be loaded directly into grab lorries for processing off-site.

8.0 NOISE AND VIBRATION

The Contractor will monitor and control levels of noise and vibration from the site. Measurement device locations will be agreed with the environmental inspector prior to works commencing together with agreed limits and trigger levels. The monitoring system will maintain daily logs and be set to notify the contractors designated staff when a trigger level is reached. Measures for reducing such levels are set out of this section.

Best Practicable Means

Best Practicable Means (BPM) of noise control will be applied during construction works to minimise noise (including vibration) at neighbouring residential properties and other sensitive receptors arising from construction activities.

The general principles of noise management are given below:

Control at source:

- Equipment – noise emissions limits for equipment brought to site.
- Equipment – method of directly controlling noise e.g. by retrofitting controls to plant and machinery.
- Equipment - indirect method of controlling noise e.g. acoustic screens.
- Equipment - indirect method of controlling noise e.g. benefits and practicality of using alternative construction methodology to achieve the objective as opposed to more conventional but noisier techniques; selection of quieter tools/machines; application of quieter processes.

Control across site by:

- Administrative and legislative control,
- Control of working hours,
- Control of delivery areas and times,
- Physically screening site,
- Control of noise via Contract specification of limits,

Many of the activities which generate noise can be mitigated to some degree by careful operation of machinery and use of tools. This may best be addressed by toolbox talks and site inductions.

Noise Control Measures

The Contractor shall comply with the recommendations set out in BS5228:2009 and in particular with the following requirements:

- Vehicles and mechanical plant will be maintained in a good and effective working order and operated in a manner to minimise noise emissions. The contractor will ensure that all plant complies with the relevant statutory requirements;
- HGV and site vehicles will be equipped with broadband, non-tonal reversing alarms;
- Compressor, generator and engine compartment doors will be kept closed and plant turned off when not in use;
- All pneumatic tools will be fitted with silencers/mufflers;
- Care would be taken when unloading vehicles to avoid un-necessary noise;
- The use of particularly noise plant will be limited, i.e. avoiding use of particularly noisy plant early in the morning;
- Restrict the number of plant items in use at any one time;
- Plant maintenance operations will be undertaken at distance from noise-sensitive receptors;
- Ensure that operations are designed to be undertaken with any directional noise emissions pointing away from noise-sensitive receptors;
- When replacing older plant, ensure that the quietest plant available is considered;
- Drop heights will be minimised when loading vehicles with rubble;
- Vehicles should be prohibited from waiting at the site with their engines running;
- Local hoarding, screens or barriers should be erected to shield particularly noisy activities;
- Temporary noise screens will be used to reduce noise from particularly noisy activities and the height of perimeter hoarding will be extended where this would assist in reducing noise disturbance at sensitive receptors; and
- Hours of operation should be strictly enforced and any deviations other than those previously identified will be with the consent of the local authority;
- Limiting of high impact activities (including piling works) to specific times of the day. For example, this may include 1 hour on – 1 hour off, or the restriction of such activities between 09:00-12:00 and 14:00-17:00;
- Vehicles, plant and equipment will undergo regular servicing and maintenance to prevent irregular noise levels;
- Static plant, when in operation, is to be sound attenuated using methods based on the guidance and advice in the BS 5228, where practical;
- Implementation of Best Practice Means (as defined in Section 72 of the COPA) by trade contractors at all times, and are to carry out all work in such a manner as to reduce disturbances from noise and vibration;
- Preference for electrically powered plant, to mechanically powered alternatives, where practical;

Construction Traffic

The Contractor will incorporate the following measures into the scheme to avoid noise related impacts from construction traffic:

- Vehicles will not wait or queue up with engines running on the site or the public highway;
- Vehicles will be properly maintained to comply with noise emissions standards;
- Deliveries will be restricted to be within working hours of the site; and
- Design and routing of access routes will minimise vehicle noise and the need to perform reversing manoeuvres.

Noise Control Provisions – Screens and Scaffolds

Throughout the critical piling, excavation and structural construction, all works will take place behind the close boarded hoarding. The hoarding provides the following benefits during the construction stages of the works:

- It acts as a visual screen hiding the on-going works.
- Dust arising will be contained.
- With the use of the hoarding and solid acoustic barriers, noise is contained.

Scaffolding will be erected where required for roof and envelop access. Scaffolds will be clad in Monaflex or similar sheeting to minimise noise and dust escape.

Solid timber barriers will be erected at ground level to further screen the below ground level works and prevent noise break out.

Vibration Control

Vibration is a particular risk during the substructure phase. The measures taken to reduce the acoustics of these operations will assist in mitigating the effects of vibration on neighbours, their property and the existing building to be retained.

9.0 AIR QUALITY

The Contractor will, as far as reasonably practical, seek to control and limit emissions to the atmosphere in terms of gaseous and particulate pollutants from vehicles and plant used on site and dust from construction activities.

The contractor must submit a statement identifying proposed dust control measures for Islington Council approval before work starts. Special precautions must be taken if materials containing asbestos are encountered.

Throughout the critical activities, all works will take place behind an encapsulation scaffold. This encapsulation together with the nature of the existing construction, results in a low risk of emissions to the air; the project will be a site with a low risk of Emissions (Tier 1).

Throughout the project the Contractor will ensure the following:

- Sign up to the GLA NRMM and maintain the register for all non-mobile machinery
- Where potential dust producing activities are taking place screens remain in position. This will include the excavation and structural works.
- There is no burning of waste materials takes place on site.
- There is an adequate water supply on the site.
- Disposal of run-off water from dust suppression activities is in accordance with the appropriate legal requirements.
- All dust control equipment is maintained in good condition and record maintenance activities.
- Site hoarding, barriers and scaffolding are kept clean.
- The provision of clean hardstanding for vehicles. Regular cleaning of hardstanding using wet sweeping methods. No dry sweeping of large areas permitted.
- Loading of material into lorries within designated bays/areas.
- If necessary, clean public roads and access routes using wet sweeping methods.

- Vehicles working on site have exhausts positioned such that the risk of re-suspension of ground dust is minimised (exhausts should preferably point upwards), where reasonably practicable.
- All vehicles carrying loose or potentially dusty material to or from the site are fully sheeted.
- Materials with the potential to produce dust are stored away from site boundaries where reasonably practicable.
- Minimise the amount of excavated material held on site.
- Sheet, seal or damp down unavoidable stockpiles of excavated material held on site, where required.
- Avoid double handling of material wherever reasonably practicable.
- Ensure water suppression is used during any hard demolition operations.
- Use enclosed rubble chutes where reasonably practicable or use water to suppress dust emissions from such operations.
- Sheet or otherwise enclose loaded bins and skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Use prefabrication of goods and materials to reduce the need for grinding, sawing and cutting on site wherever reasonably practicable.
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction.
- The engines of all vehicles and plant on site are not left running unnecessarily to prevent exhaust.
- Use low emission vehicles and plant fitted with catalysts, diesel particulate filters or similar devices.
- Use ultra-low sulphur fuels in plant and vehicles.
- That plant will be well maintained, with routine servicing of plant and vehicles. On site servicing and maintenance to be carried out where possible.
- That all project vehicles, including off-road vehicles, hold current MOT certificates where required.
- Carry out site inspections regularly to monitor compliance with dust control procedures set out above and record the results of the inspections, including nil returns, in the logbook detailed.

- Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

- Record any exceptional incidents causing dust episodes on or off the site and the action taken to resolve the situation in the logbook detailed in above.

The Contractor will ensure that dust monitoring will be carried out during potential dust producing activities. Measurement device locations will be agreed with the environmental inspector prior to works commencing together with agreed limits and trigger levels. The monitoring system will maintain daily logs and be set to notify the contractors designated staff when a trigger level is reached. The assessment will look at the dust raising potential of construction activities proximity to potential receptors and the duration of construction activities at each location.

10.0 MANAGING THE ENVIRONMENTAL IMPACT OF CONSTRUCTION

This section sets out the requirements on the Contractor for managing the environmental impacts of constructing the development.

The Contractor will demonstrate the management, monitoring, auditing and training procedures that are in place to ensure compliance with the CoCP. The Contractor will also set out the specific roles and responsibilities of personnel in managing, monitoring all sub-contractors.

The specific measures to be implemented by the Contractor will include:

- When sub-contracts for the building works are placed the sub-contractor will produce task specific method statements in accordance with this overall document.
- The Contractor will liaise with Islington Council's Environmental Inspectorate when appropriate, agreeing arrangements for specific site activities and ensuring compliance with the CoCP.
- The Contractor will be responsible for establishing and maintaining contact with Islington Council and local residents and keeping them informed of construction matters likely to affect them.
- This liaison will include the regular and frequent distribution of Newsletters and attendance at meetings at the request of Islington Council with representatives of local residents' groups. (See under community relations below).
- The Contractor will advise the local authority within 24 hours of any incidents of non-compliance with the CoCP and health and safety issues. The Contractor will respond to any reports referred by Islington Council, Police or other agencies within 24 hours, or as soon as reasonably practicable.
- The Contractor will maintain on site, a system for recording any incidents and any ameliorative action taken for inspection by the Council's representatives. This will be forwarded to the Council on a regular basis. The Contractor will ensure as far as is reasonably practical, that necessary

action has been taken and steps to avoid recurrence have been implemented.

- The Contractor will always provide an information and reporting telephone ‘Hot Line’ staffed during working hours. Information on this facility shall be prominently displayed on site hoardings. The Contractor’s nominated person will attend monthly reviews with Islington Council’s Environmental Inspectorate, or otherwise as requested.
- The Contractor will facilitate Islington Council’s Environmental Inspectors to undertake regular planned inspections of the site to check compliance with the CoCP and associated records.
- Prior to any works commencing a pest control specialist will be appointed to install rodent boxes to the perimeter off the site and be monitored periodically throughout the project

11.0 AUTHORITIES AND PUBLIC LIAISON

This section sets out the processes involved in liaising with local authorities and the public prior to the commencement of development activities.

Contractors should prepare a full programme of activity for the project before it starts. Programmes and methodology will be available for inspection by the Client's representatives and Islington Council's Environmental Inspectors on request.

The specific liaison measures to be implemented by the Contractor will include:

- Plan & inform on the nature and timing of all main site activities relating to the CoCP, in particular the excavation, new structure and external envelope.
- All site construction staff to be made aware of the requirements of the code and will be made responsible for its implementation.
- Sufficiently in advance of works, the Contractor will prepare a full programme of works, which will be maintained in a current format for the duration of the works and will be available for inspection when required. This will include:

  i) an outline method statement for works and activities affecting the highway.

  ii) detailed method statements for specific/special activities affecting Calthorpe Street in line with the principles identified in this report. Temporary works, removal of excavation material, concrete pours, deliveries of plant.

  iii) details of site traffic movements showing the projected number of vehicles, what is being delivered, when peaks in activities occur, traffic marshalling arrangements, holding areas, etc.

  iv) routes to site for deliveries.

  v) a health and safety plan.

Community Relations

The Contractor will nominate community relations personnel, who will be focussed on engaging with the local community. The Contractor will ensure that occupiers of nearby properties and local residents will be informed in advance of the works taking place, the coordination with the Phoenix Place development and the estimated durations.

The Contractor will inform local residents likely to be affected by such activities at least 14 days prior to undertaking the works, as well as applying for the appropriate permits and licences, e.g. road closures for delivery, or use of mobile cranes or abnormal deliveries to the site. The CoCP states that the most suitable method of informing residents is through leaflet drop.

Whilst the Contractor will provide monthly newsletters, we propose that an additional liaison group will be set up with representatives of the adjacent properties.

The Contractor's project director together with the nominated person (if different) will agree with these neighbours a schedule of regular monthly Community Liaison Meetings which will be held throughout each phase of the development. Sufficient time prior to activities will be allowed for the neighbours' reasonable concerns to be addressed. Where required and reasonable, requested ad-hoc meetings with these neighbours will be attended by the Contractor's project director and the nominated person.

In the case of work required in response to an emergency, Islington Council, and all neighbours will be advised as soon as reasonably practicable that emergency work is taking place. Potentially affected occupiers will also be notified of the 'hotline' number, which will operate during working hours.

A public exhibition will be held once the CMP has been reviewed by LBI for initial comments. The format of this presentation may be online to comply with any prevalent social distancing controls.

The Community Liaison Officer will be Richard Bithall, Construction Manager for Taylor Wimpey.

Appendix A

CONSTRUCTION NOISE, VIBRATION & DUST ASSESSMENT & CONTROL STRATEGY

HOARE LEA

Postmark – Calthorpe Street. London.

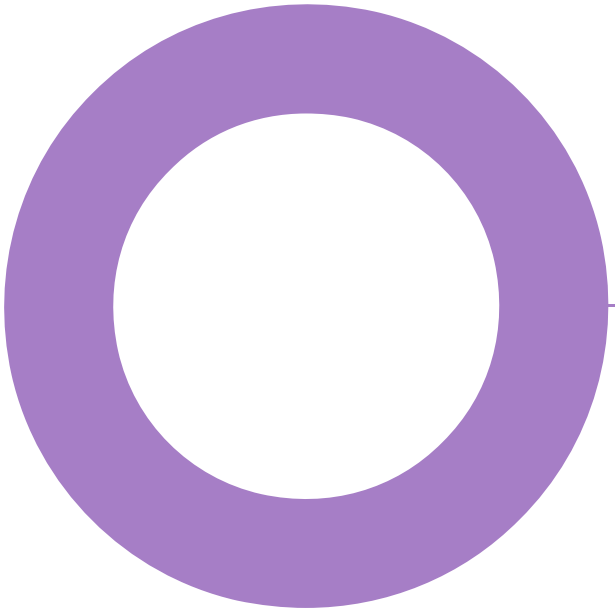
Taylor Wimpey Central London.

ACOUSTICS

CONSTRUCTION NOISE, VIBRATION & DUST ASSESSMENT & CONTROL STRATEGY

PHASE 3 & 4

REVISION 01 – 15 JANUARY 2021



Audit sheet.

Rev.	Date	Description of change / purpose of issue	Prepared	Reviewed	Authorised
00	08/01/2021	Draft for comment	DF	BJ	BJ
01	15/01/2021	Incorporating comments	DF	-	-

Project number: 1011757
Document reference: REP-1011757-5A-BJ-20210108-Noise Vibration Dust Assessment and Control Strategy-Rev01

Contents.

1. Introduction.

This document provides a construction noise, vibration & dust assessment and control strategy for Phases 3 and 4 of the Postmark development at Mount Pleasant. It has been produced as an accompaniment to the wider Construction Management Plan for the scheme.

The document firstly advises appropriate criteria relating to noise, vibration and dust impacts with reference to national standards and local authority policy.

Practical illustrations are provided of potential impacts due to certain construction activities, and of mitigation to minimise adverse effects for surrounding neighbours. This has involved consideration of the sorts of site preparation and construction activities that can be expected and the levels of noise and vibration that could be generated. Calculations have been undertaken to assess the potential levels of noise that could result at different neighbouring locations around the site. Where this assessment identifies potential to exceed normally accepted limits, recommendations have been outlined on mitigation measures to be adopted by the incoming contractor.

Beyond comment on mitigation measures, this document also specifically outlines a proposed scheme of noise, vibration and dust monitoring. It identifies key monitoring locations, specifies the type of monitoring instrumentation, measurement parameters and sets out proposed alert and reporting protocols.

2. Assessment criteria and locations.

Following the submission of Blue Sky Building's (BSB) *Construction Management Plan* dated September 2020 to the London Borough of Islington (LBI) and the subsequent initial comments received from the local authority on 1st December 2020, noise, vibration and dust emissions associated with the construction of Phases 3 & 4 of the Postmark development should be controlled such that the limits given in Table 1 are not exceeded at the nearby receivers. The local authority's requirements align with the guidance set out in BS 5228:2009 + A1 2014 *Code of practice for noise and vibration control on construction and open sites, Part 1: Noise & Part 2: Vibration.*

Table 1 Local authority's construction noise, vibration and dust limits

	Local authority's limits that should not be exceeded at the nearest receivers
Noise	$L_{Aeq,10hrs}$ 75 dB Monday to Friday between 08:00 and 18:00 $L_{Aeq,5hrs}$ 75 dB Saturday between 08:00 and 13:00
Vibration	1 mm/s PPV* at occupied residential premises 3 mm/s PPV at occupied commercial premises
Dust	PM10 limit of 190 µg/m^3 as an hourly mean

* PPV – peak particle velocity

The sensitive receivers that will be most affected by noise, vibration and dust from the construction site are shown in Figure 1. These consist of residences, both existing and currently under construction, and a hotel. It is considered that the limits given in Table 1 will apply at these receivers.

Key

- Postmark Phases 3 &4 site boundary
- RMG offices
- R1 - Calthorpe Street residences and hotel
- R2 - Phoenix Place existing residences
- R3 - Phoenix Place, Postmark Phases 1 & 2
- R4 - Farringdon Road residences

Figure 1 Site layout showing nearby noise sensitive receivers (image source: Google Maps)

3. Assessment of potential impacts.

The potential noise and vibration associated with the constructions works for Phases 3 & 4 of the Postmark development have been assessed against the limits given in Table 1, based on the guidance set out in:

- BS 5228-1 2009 + A1 2014 *Code of practice for noise and vibration control on construction and open sites Part 1: Noise*;
- BS 5228-1 2009 + A1 2014 *Code of practice for noise and vibration control on construction and open sites Part 2: Vibration*.

3.1 Proposed works and phasing.

To allow an assessment to be undertaken, assumptions on the type of activities that will be carried out on site have been made. These have been assessed and confirmed by Blue Sky Building in the context of the construction sequence for the project. However, as a contractor is not yet on board, there may be slight variations to the techniques, equipment and on-times used. Notwithstanding this, the guidance and mitigation set out in this document and in BS 5228 will be followed at all times throughout construction.

The proposed phasing for the construction works is set out in Figure 2. The currently planned works progression is set out below. Further details on this are provided BSB's *Construction Management Plan* dated September 2020.

- April – July 2021: enabling works, demolition and excavation;
- August 2021: construction to start on Blocks E and J;
- December 2021: construction to start on Block H;
- March 2022: construction to start on Block F;
- July 2022: construction to start on Block K;
- June 2025: construction of all blocks to be completed.

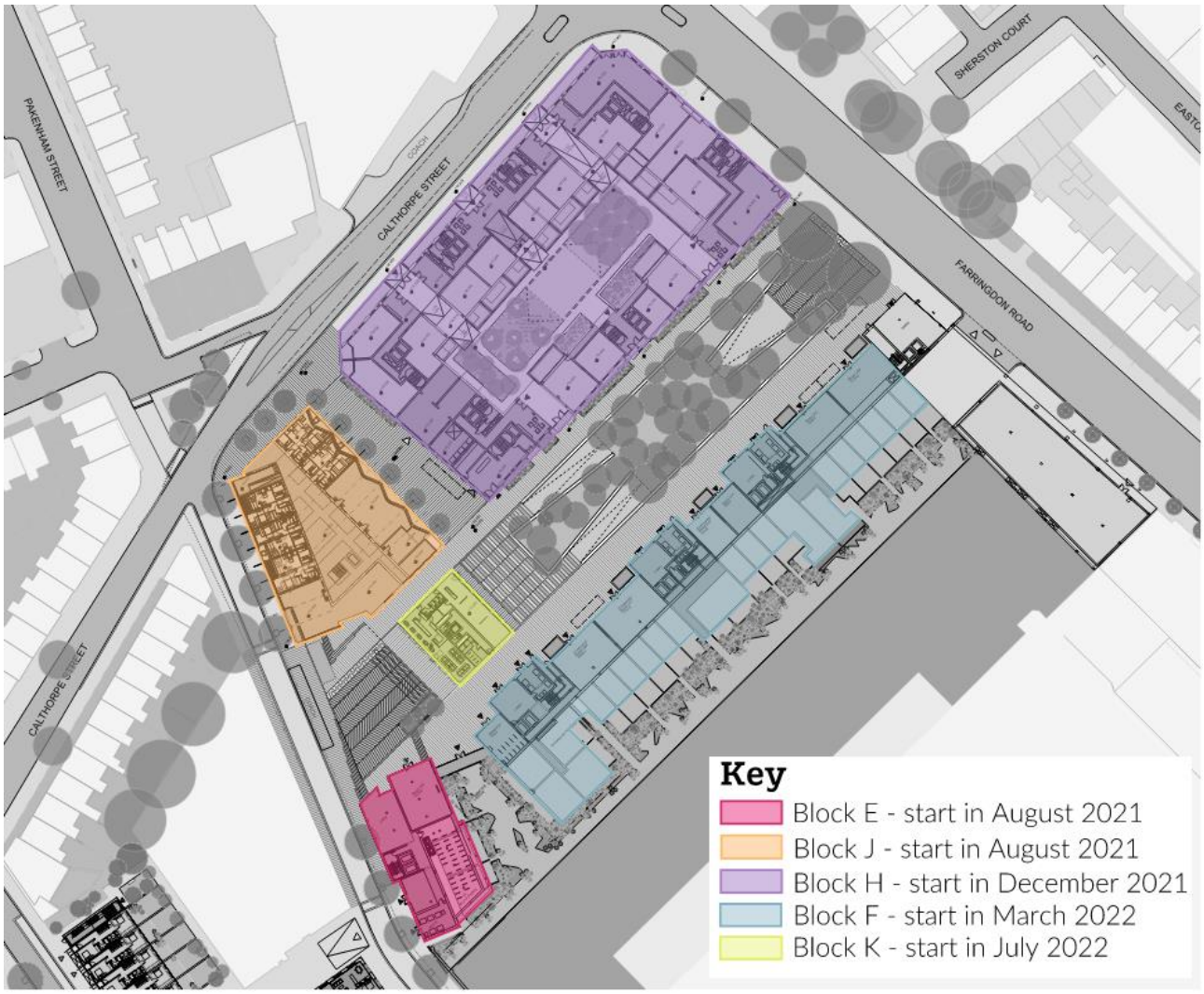


Figure 2 Proposed construction phasing

3.2 Noise.

3.2.1 Baseline conditions.

The local acoustic environment on and around the site is mainly dictated by road traffic noise, the greatest contribution being from Farringdon Road. Construction activities for the previous phases of the development along Phoenix Place and for the interface with the Royal Mail Group (RMG) premises affect the current sound climate, which would be otherwise quieter than Calthorpe Street and Farringdon Road.

Hoare Lea have been involved in the assessment of the local acoustic environment on and around the site since the early stages of the whole Mount Pleasant redevelopment proposals. The full results of the original surveys are given in the Postmark development Environmental Statement Chapter 10: Noise and Vibration dated April 2013, previously submitted to the local authority for approval.

Further validation measurements have been undertaken in December 2019 to assess any variation in the baseline conditions since the original measurements. The latest survey results and observations are reproduced in the annotated map of Figure 3 and a summary of the range of relevant external noise levels affecting the site is given in Table 2.

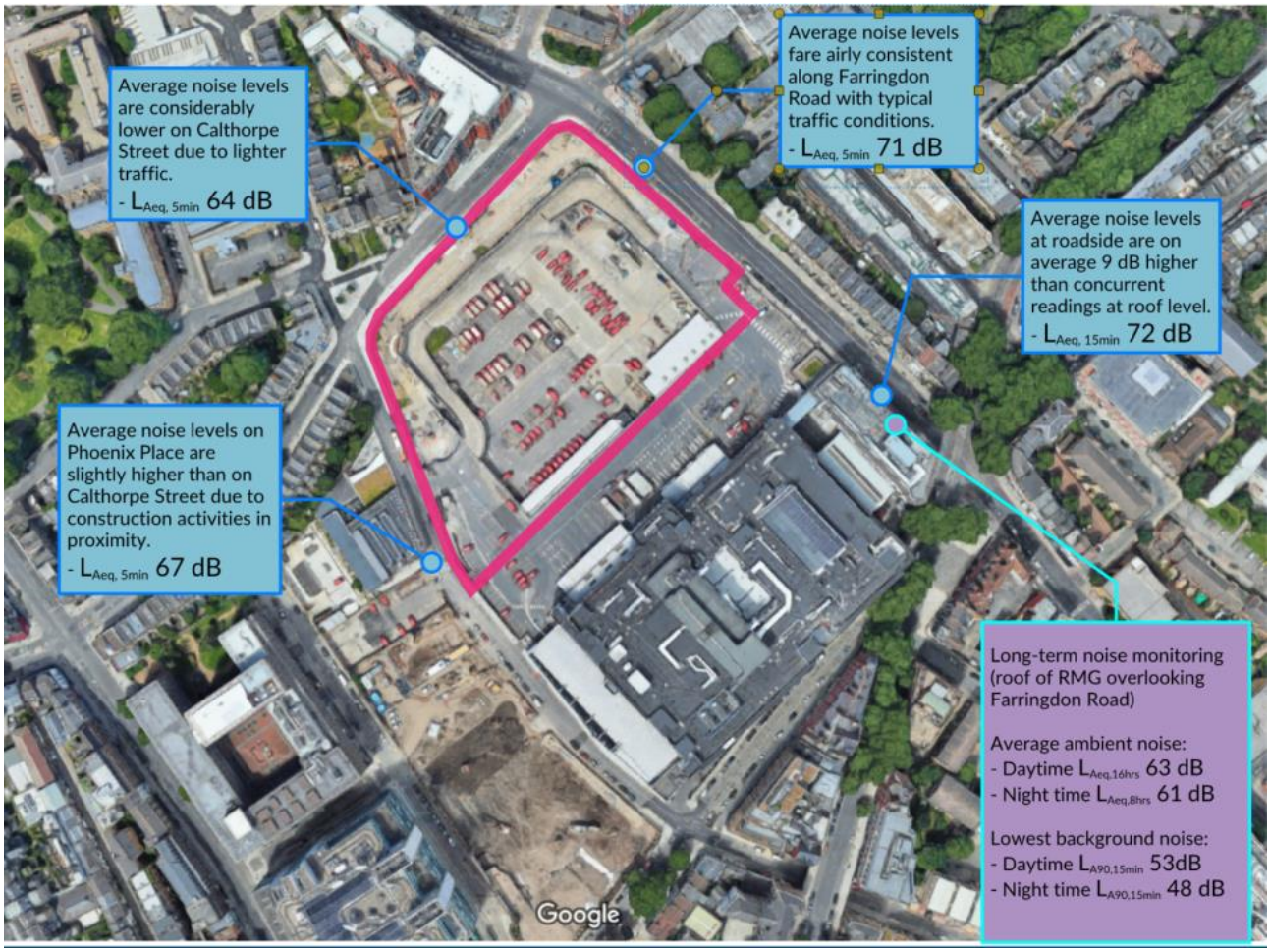


Figure 3 Environmental sound survey results annotated on map (image source: Google Maps)

Table 2 Range of external noise levels measured around the site

Location	Free-field external sound pressure levels		
	Average daytime $L_{Aeq,16hrs}$ (dB) (07:00 – 23:00)	Average night-time $L_{Aeq,8hrs}$ (dB) (23:00 – 07:00)	Typical maximum* during the night-time, L_{AFmax} (dB) (23:00 – 07:00)
Farringdon Road	69-72	66-69	87
Calthorpe Street	61-64	57-59	85
Phoenix Place	60-63	57-60	85

*'Typical' refers to the maximum noise level due to recurring events over night which has been exceeded for 90% of the measurement period.

Based on the noise levels measured, and in line with the guidance set out in BS 5228 and the requirements of the local authority, the applicable noise limits for the construction works at the nearest noise sensitive receivers will be as set out in Table 1 ($L_{Aeq,10hrs}$ 75 dB Monday to Friday between 08:00 and 18:00 and $L_{Aeq,5hrs}$ 75 dB Saturday between 08:00 and 13:00).

3.2.2 Noise from construction activities.

The analysis of likely construction noise has been undertaken in accordance with the guidance set out in BS 5228-1, which provides methods for predicting construction noise levels based on reference data for noise emissions of typical construction plant and activities. Table 3 sets out the assumed construction stages that will likely take place on site and the associated sound pressure levels for typical activities during these work stages. Assumptions have been made regarding the plant that will be in operation and the percentage of time the plant will be used over a 10-hour period, based upon past experience of similar types and scales of development.

It is worth noting that the assessment does not include for noise from generators. Whilst it is recognised that there will be a need for generators, it is assumed that these can be enclosed and located away from the nearby noise sensitive receivers, towards the centre of the site and that this can therefore mitigate noise impact.

As a contractor is not yet on board, specific details of construction activities and plant to be used is not available at this stage. The construction noise assessment that follows assumes that plant and equipment are used for a proportion of the 10-hour working day and are located at the same distance from the noise sensitive receiver for the duration of works. The calculations assume that plant is located at the shortest possible distance to the receivers. This is considered unlikely to occur in practice for long durations and is therefore considered to be conservative, allowing a worst-case assessment.

Table 3 Assumed sound pressure levels and on time for construction plant and equipment

Work stage	Plant / equipment assumed to be in operation	Sound pressure level at 10 m, L_{Aeq} (dB)	BS 5228-1 reference	Assumed on time (%)
Site enabling, demolition and excavation	Dozer	79	Table C2 Ref 2	75%
	Hand-held tools	80	Table C4 Ref 93	50%
	Tracked excavator	75	Table C2 Ref 16	75%
	Tracked crusher	82	Table C2 Ref 14	50%
	Dump truck (tipping fill)	79	Table C2 Ref 30	50%
	Forklift truck	79	Table D7 Ref 94	50%
	CFA Piling: crawler mounted rig	80	Table C3 Ref 22	25%
	Water pump	68	Table C4 Ref 88	50%
	Wheeled mobile crane	70	Table C4 Ref 43	50%
	Scaffolding	80	Table D7 Ref 1	50%
Substructure	Dozer	79	Table C2 Ref 2	50%
	Vibratory compactor	78	Table C2 Ref 42	50%
	Wheeled mobile crane	70	Table C4 Ref 43	50%
	Goods/Passenger hoist	66	Table C4 Ref 62	25%
	Forklift truck	79	Table D7 Ref 94	50%
	Gas cutter	68	Table C3 Ref 34	50%
	CFA Piling: crawler mounted rig	80	Table C3 Ref 22	75%
	Concrete pump	78	Table C3 Ref 25	50%
	Handheld tools	80	Table C4 Ref 93	50%
	Hand-held welder	73	Table C3 Ref 31	50%
	Water pump	68	Table C4 Ref 88	25%
Fit-out	Wheeled mobile crane	70	Table C4 Ref 43	50%
	Goods/Passenger hoist	66	Table C4 Ref 62	25%
	Forklift truck	79	Table D7 Ref 94	50%
	Handheld tools	80	Table C4 Ref 93	50%
	Hand-held welder	73	Table C3 Ref 31	50%
	Concrete pump	78	Table C3 Ref 25	50%
	Scaffolding	80	Table D7 Ref 1	25%
Roads and landscaping	Wheeled mobile crane	70	Table C4 Ref 43	25%
	Handheld tools	80	Table C4 Ref 93	50%
	Forklift truck	79	Table D7 Ref 94	50%
	Scaffolding	80	Table D7 Ref 1	25%
	Road roller	80	Table C5 Ref 19	75%

The noise levels associated with the demolition and construction works have been calculated to each of the nearby noise sensitive receivers. These are based on minimum distances between the noise source and receiver. Allowance for screening provided to some of the receivers by the site hoarding that will be in place has been excluded from the assessment. It should be noted that the calculations represent conservative scenarios that are unlikely to occur in practice as equipment will be moving around the site and in most instances will benefit from screening.

A summary of the predicted range of noise levels from unmitigated construction and demolition activities at the nearby noise sensitive receivers is provided in Table 4. The results below show that compliance with the local authority's noise limit of $L_{Aeq,10hrs}$ 75 dB at the nearest receivers is expected to be achieved in most instances. The exception to this being some of the louder activities, such as concrete crushing and piling, affecting the existing residences on Phoenix Place, which may cause the local authority's criteria to be exceeded by up to 2 dB. Mitigation measures will be provided both locally and around the perimeter of the site to reduce the noise levels from such activities to within the local authority's requirements. Further details of the proposed mitigation measures are provided in Section 4.

Table 4 Summary of unmitigated noise levels from demolition and construction activity

Receiver location	Distance from site boundary to nearest window	Range of potential construction noise levels per construction phase, $L_{Aeq,T}$ (dB)			
		Enabling, demolition and excavation	Substructure	Fit-out	Roads & landscaping
R1 – Calthorpe Street residences & hotel	19	61 – 75	56 – 75	56 – 73	60 – 75
R2 – Phoenix Place existing residences	12	63 – **77**	58 - **77**	58 – 75	62 – **77**
R3 - Phoenix Place Postmark Phases 1 & 2	17	60 – 74	55 – 74	55 – 72	59 – 74
R4 – Farringdon Road residences	21	59 – 73	54 – 72	54 – 71	58 – 72
RMG offices	30	55 - 69	50 - 69	50 - 67	54 – 69

3.2.3 Noise from construction traffic.

In addition to the above, consideration has also been given to the potential for noise from construction traffic. Traffic accessing the site will be controlled in strict accordance with the agreed Construction Traffic Management Plans.

As per Phases 1 & 2 of the Postmark development, it is anticipated that construction traffic flows could involve up to 23 vehicles per hour, although this is unlikely to repeat in every hour which could potentially see changes in traffic on Farringdon Road, Calthorpe Street, Phoenix Place, or Mount Pleasant. Analysis of the data suggests that the expected contribution of construction traffic to the main traffic flow would likely be less than 10%. IEMA Guidance Note No. 1 indicates that a change of less than 10% in traffic flow creates no discernible environmental impact and assessment is not required. However, it is acknowledged that movement of individual large vehicles can be perceived as generating high noise levels which may have a more noticeable effect than the above approach based on statistical averaging.

Large vehicles can generate source power levels in the order of 108 dB(A) when in motion. These types of vehicles usually pass a receiver location quite quickly. When stationary, the same vehicles will be operating in idle which significantly lowers the noise output to the environment. Based on the prediction methodology in BS 5288 and accounting for articulated lorries with a capacity of 23 tonnes and moving at an estimated 15 miles per hour, this would represent noise levels of $L_{Aeq,T}$ 60 dB at 10 m and $L_{Aeq,T}$ 55 dB at 20 m from the noise source. As the nearby noise sensitive receivers are located at least 12 m from the site, these levels are well below the local authority's criteria of $L_{Aeq,10hrs}$ 75 dB.

3.3 Vibration.

3.3.1 Baseline conditions.

Numerous vibration and structure-borne noise surveys have been carried out at the site to understand the impact of the existing London Underground, Thameslink and Postal Museum tunnels on the future residential buildings. However, the measurements did not include measurements of peak particle velocity (PPV). These will be carried out as part of trial works to set limits for PPV at the site boundary, as part of the noise, vibration and dust monitoring programme.

3.3.2 Vibration from construction activities.

The main source of vibration during construction will come from the piling of foundations. Details of the piling technique to be used by the future contractor are not yet available. However, given the sensitivity of the tunnels and other sub-structure underneath the site, it is expected that piling methods that minimise vibration as far as possible will likely need to be used. As such, it is likely that continuous flight auger (CFA) piling or bearing piling methods using rotary piling techniques will be used instead of driven piling.

Whilst there are no ratified methods for predicting vibration from CFA piling, BS 5228-2 advises that "*The levels of vibration associated with continuous flight auger injected piling and pressed-in piling are minimal, as the processes do not involve rapid acceleration or deceleration of tools in contact with the ground but rely to a large extent on steady motions*".

In addition to the above, historic data within Table D6 of BS 5228-2 shows several examples of piling works, carried out in London, with peak particle velocities of less than 1.0 mm/s at distances of 10 m or more. Based on this and on the distance between the site and the nearby noise sensitive receivers at R2 (existing residences on Phoenix Place are the receiver closest to site at approximately 12 m), it is expected that vibration from piling and other construction activities will meet the worst-case requirements of the local authority of not exceeding 1 mm/s at occupied residences.

4. Mitigation.

Consultation with TWCL has confirmed how they fully acknowledge that mitigation will need to be implemented and regularly reviewed and updated to address the potential for causing adverse effects on the local community from noise, vibration and air pollutants due to the various site preparation and construction activities. The following outlines the measures that will need to be addressed and where necessary further developed by the incoming contractor that will build out the development.

4.1 Noise & vibration.

The general approach will be for Best Practicable Means (BPM) of noise control to be applied during construction works to minimise noise (including vibration) at neighbouring residential properties and other sensitive receptors arising from activities.

The general principles of noise management are given below:

4.1.1 Control at source:

- Equipment – noise emissions limits for equipment brought to site.
- Equipment – method of directly controlling noise e.g. by retrofitting controls to plant and machinery.
- Equipment - indirect method of controlling noise e.g. acoustic screens.
- Equipment - indirect method of controlling noise e.g. benefits and practicality of using alternative construction methodology to achieve the objective as opposed to more conventional but noisier techniques; selection of quieter tools/machines; application of quieter processes.

4.1.2 Control across site by:

- Administrative and legislative control,
- Control of working hours,
- Control of delivery areas and times,
- Physically screening site,
- Control of noise via Contract specification of limits,

Many of the activities which generate noise can be mitigated to some degree by careful operation of machinery and use of tools. This may best be addressed by toolbox talks and site inductions.

4.1.3 Noise control measures.

The Contractor shall comply with the recommendations set out in BS 5228-1 2009 + A1 2014 and in particular with the following requirements.

- Vehicles and mechanical plant will be maintained in a good and effective working order and operated in a manner to minimise noise emissions. The contractor will ensure that all plant complies with the relevant statutory requirements;
- HGV and site vehicles will be equipped with broadband, non-tonal reversing alarms;
- Compressor, generator and engine compartment doors will be kept closed and plant turned off when not in use;
- All pneumatic tools will be fitted with silencers/mufflers;
- Care would be taken when unloading vehicles to avoid unnecessary noise;
- The use of particularly noise plant will be limited, i.e. avoiding use of particularly noisy plant early in the morning;
- Restrict the number of plant items in use at any one time;
- Plant maintenance operations will be undertaken at distance from noise-sensitive receptors;
- Ensure that operations are designed to be undertaken with any directional noise emissions pointing away from noise sensitive receptors;
- When replacing older plant, ensure that the quietest plant available is considered;
- Drop heights will be minimised when loading vehicles with rubble;
- Vehicles should be prohibited from waiting at the site with their engines running;

- Local hoarding, screens or barriers should be erected to shield particularly noisy activities; This will be important at boundaries, particularly along the norther west portion of the site where works will have limited distance from the existing residential premises on Phoenix Place and Calthorpe Street.
- Temporary noise screens will be used to reduce noise from particularly noisy activities and the height of perimeter hoarding will be extended where this would assist in reducing noise disturbance at sensitive receptors; and
- Hours of operation should be strictly enforced and any deviations other than those previously identified will be with the consent of the local authority;
- Limiting of high impact activities (including piling works) to specific times of the day. For example, this may include 1 hour on – 1 hour off, or the restriction of such activities between 09:00-12:00 and 14:00-17:00;
- Vehicles, plant and equipment will undergo regular servicing and maintenance to prevent irregular noise levels;
- Static plant, when in operation, is to be sound attenuated using methods based on the guidance and advice in the BS 5228, where practical;
- Implementation of Best Practice Means (as defined in Section 72 of the COPA) by trade contractors at all times, and are to carry out all work in such a manner as to reduce disturbances from noise and vibration;
- Preference for electrically powered plant, to mechanically powered alternatives, where practical.

4.1.4 Vibration control.
Vibration is a particular risk during the site preparations and substructure phase. The measures taken to reduce the acoustics of these operations will assist in mitigating the effects of vibration on neighbours, their property and the existing building to be retained.

Breaking out of existing concrete structures and other roadways surfaces around the site will, where possible, be undertaken using low noise and vibration effect methods including bursting and splitting rather than percussive breaking.

Use of appropriate piling techniques will be essential with control implemented to practically minimise auger excitation to limit the effect of piling vibration on the nearest properties the site.

4.1.5 Construction traffic.
The Contractor will incorporate the following measures into the scheme to avoid noise related impacts from construction traffic:

- Vehicles will not wait or queue up with engines running on the site or the public highway;
- Vehicles will be properly maintained to comply with noise emissions standards;
- Deliveries will be restricted to be within working hours of the site; and
- Design and routing of access routes will minimise vehicle noise and the need to perform reversing manoeuvres.

4.1.6 Noise control provisions – Screens and Scaffolds
Throughout the critical piling, excavation and structural construction, all works will take place behind the close boarded hoarding. The hoarding provides the following benefits during the construction stages of the works:

- It acts as a visual screen hiding the on-going works.
- Dust arising will be contained.
- With the use of the hoarding and solid acoustic barriers, noise is contained.

Scaffolding will be erected where required for roof and envelop access. Scaffolds will be clad in Monarflex or similar sheeting to minimise noise and dust escape.

Solid timber barriers will be erected at ground level to further screen the below ground level works and prevent noise breakout.

4.2 Air pollutants / dust.

TWCL will obligate the incoming contractor seeks to control and limit emissions to the atmosphere in terms of gaseous and particulate pollutants from vehicles and plant used on site and dust from construction activities.

Throughout the project the Contractor will address the risk of air pollution impacts by implementing a control plan including the following mitigation measures. The implementation of the plan and these specific actions will be reviewed weekly and updated where necessary.

- Where potential dust producing activities are taking place screens remain in position. This will include the excavation and structural works.
- There is no burning of waste materials takes place on site.
- There is an adequate water supply on the site.
- Disposal of run-off water from dust suppression activities is in accordance with the appropriate legal requirements.
- All dust control equipment is maintained in good condition and record maintenance activities.
- Site hoarding, barriers and scaffolding are kept clean.
- The provision of clean hardstanding for vehicles. Regular cleaning of hardstanding using wet sweeping methods. No dry sweeping of large areas permitted.
- Loading of material into lorries within designated bays/areas.
- If necessary, clean public roads and access routes using wet sweeping methods.
- Vehicles working on site have exhausts positioned such that the risk of re-suspension of ground dust is minimised (exhausts should preferably point upwards), where reasonably practicable.

5. Monitoring scheme.

It is proposed that noise, vibration, and dust monitoring will be carried out at multiple locations on site throughout the demolition and construction works phase. Figure 4 indicates the general proposed position of the monitoring stations. The precise siting of the instrumentation will be subject to review with the incoming contractor and the position may need to be adjusted at various times during the construction to allow for works to progress and to avoid registering unrepresentative data.

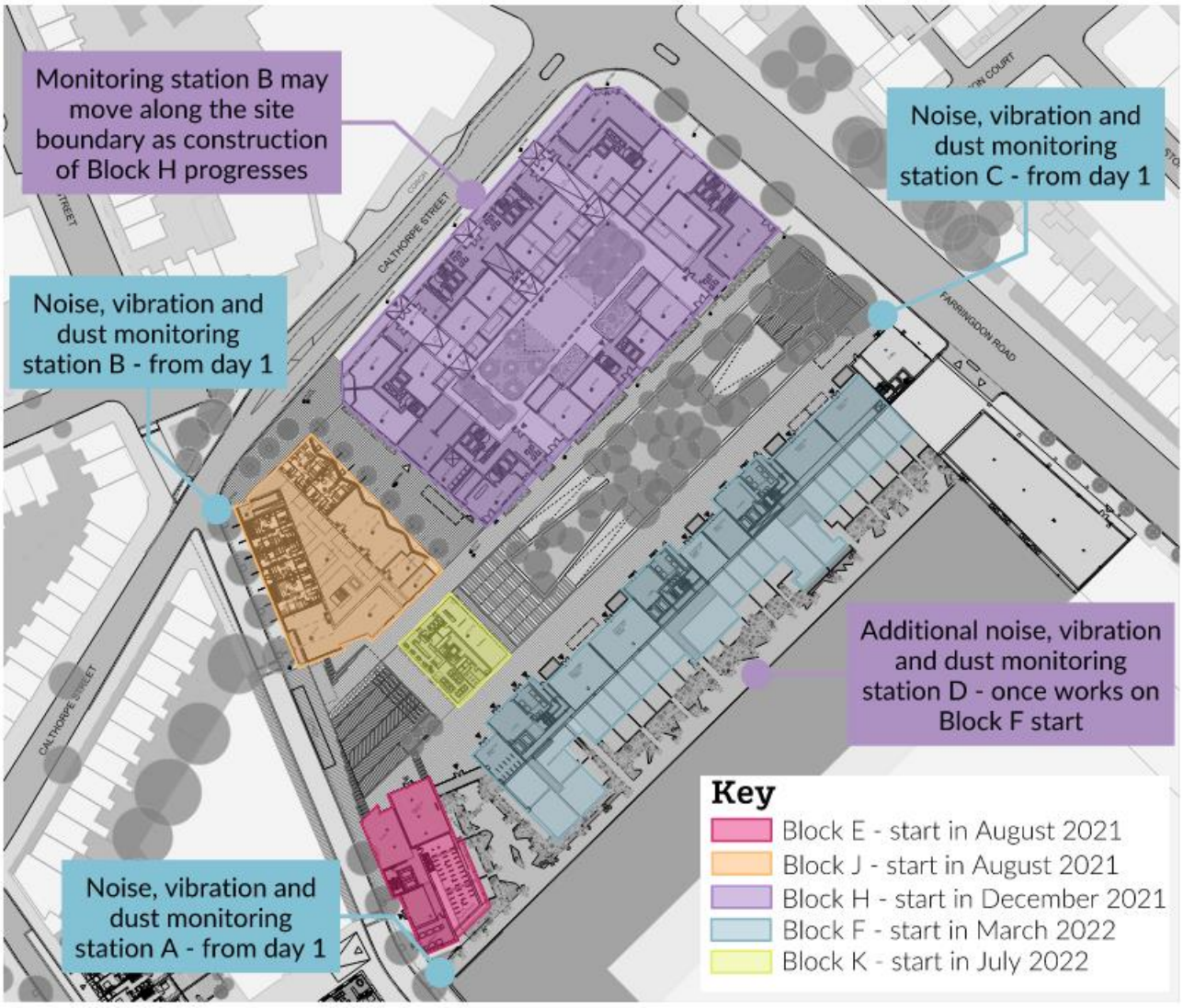


Figure 4 Proposed location of monitoring stations

5.1 Noise & vibration monitoring.

5.1.1 Monitoring protocol.

Continuous noise levels are to be logged throughout a 10-hour time period each day from 08.00 till 18.00 using a precision sound level meter which conforms to BS EN 61672-1: 2013 vibration meter that conforms to BS EN ISO 8041. The microphones will be mounted to either the top of the hoarding or scaffold poles at the proposed boundary locations. The vibration accelerometer sensors are to be mounted on solid concrete blocks or embedded into the local ground.

Measurement data for the 10-hour period is to be recorded live and returned to a central data logging server for the Site. Measured values will be directly compared against the appropriate noise and vibration limits and a real-time alert is to be issued to key stakeholders. This will be configured so as to flag risk where noise and/or vibration is approaching the limit, and if the limit is exceeded.

5.1.2 Alert levels.

A cumulative alert level will be set at each monitoring location when the precise positioning is agreed. This limit and alert level will need to account for the difference between the site boundary and neighbouring residential properties, allowing for the additional propagation distance to the dwellings.

A propagation test is recommended at the outset whereby both noise and vibration levels generated be day one or early works can be monitored at the boundary locations and at the nearest residentials properties. The difference in level determined between locations can be used to the work back to setting limits at the fixed long-term monitoring locations.

A red alert will be issued when these derived limits for any of the stations is exceeded or an ‘Amber Clear’ alert will be circulated when there is a possibility of exceeding the remaining 10-hour limit.

Alerts will only be raised during hours of construction to limit false alarms.

5.1.3 Alert recipient.

In the case of an amber or red threshold level being exceeded an alert will be generated by the monitoring system. The alert will be an email addressed to the Contractor and their appointed noise monitoring representative. The alert will contain the nature of the alert, amber or red, the specific monitor which raised the alert, the time of the exceedance, and the levels measured.

5.1.4 Alerts protocol.

Amber

In the event that Amber Alert levels are triggered, this should be considered an actionable event to prevent a Red Alert level. The Contractor should ascertain the source of noise that triggered the alert by reference to the timing of the alert, site diaries and a knowledge of current site activity.

If it is believed that an Amber Alert is triggered as a result of works on the site, this activity should cease or progress further from the site boundary until the live monitoring system emits a secondary email addressing contractors and Acoustic consultants with an ‘Amber Clear’ Alert.

Red

In the event that Red Alert levels are triggered, this should be considered an actionable event, meaning some form of action needs to be taken prior to the works continuing (only those works believed to be the cause of the Red Trigger Alert).

The Contractor will ascertain the source of noise that triggered the alert by reference to the timing of the alert, site diaries and a knowledge of current site activity. If no source can be identified, then the site manager will query as to whether or not the alert was triggered by accident.

If it is believed that the Red Trigger Alert was as a result of works activity on the site, this activity should cease while alternative solutions are considered. Upon receipt of the Red Trigger Alert, the Contractor should record:

- the time of Red Alert being received;
- works being undertaken at the time of the Alert, and believed to be the cause of the trigger level being reached;
- if the works that are believed to be the cause of the Alert are still yet to be completed, what is the outstanding duration for these works to be completed?
- Are there any reasonable alternative methods of working which could potentially reduce the levels of noise?

If there is a risk of repeat red trigger level noise from the site activity identified, then the Contractor may convene a meeting with representatives to carefully review the working method, practices and machinery to determine if there is a reasonable alternative solution or mitigating protection measures that could be undertaken to reduce the risk of a re-occurrence.

False alerts
It is often the case at construction sites that monitoring equipment measured unacceptably high levels, only to find that it is a false alert caused by the monitoring instrument being knocked, inadvertently moved or a heavy item of plant drives near to it. Whilst the level measured is very high, it is not representative of the receptor location.

In the event of a false alert, the Contractor is to identify the cause and inform their appointed Noise Consultant that a false alert has been raised and the likely reason for this.

Should multiple false alerts be raised in close succession and the cause of them cannot be prevented, at the end of the working day the Contractor should email the Noise Consultant to inform them that these false alerts have been raised and the likely reason for this.

5.2 Air pollutants monitoring.

5.2.1 Monitoring protocol.

Air pollutant/Dust levels are to be measured as a 15-minute mean PM_{10} concentration each day from 08.00 till 18.00 using MCERTS certified Continuous Automatic Photometers. The photometers are to be mounted to a scaffold pole at the boundary.

Measurement data for each 15-minute period is to be recorded live and returned to a central data logging server for the Site. Measured values will be directly compared against the appropriate limit as proposed earlier and a real-time alert will be issued to key stakeholders in some cases if this action level is exceeded.

5.2.2 Weather.

A Weather Sensor which conforms to DIN EN ISO 9001 is to be used to log simultaneous weather measurements for wind speed, wind direction and precipitation to accompany at least one of the dust monitors on the site boundary to facilitate interpretation of data at the Site.

5.2.3 Alert levels.

Alerts will follow the same protocol as that defined for noise and vibration above and will only be raised during hours of construction to limit false alarms.

In order to avoid Site Action Alert Levels being reached or exceeded, contractors on Site will adhere to The London Plan's supplementary planning document, 'The Control of Dust and Emissions during Construction and Demolition (2014)', using best practice methods to control and limit the production and dispersion of dust.

5.2.4 Alert recipient.

In the case of the Site Action Alert Level being exceeded an alert will be generated by the monitoring system. The alert will be an email addressed to the Contractor and the monitoring representative. The alert will contain the nature of the alert, the monitor which raised the alert, the time of the exceedance and the levels measured.

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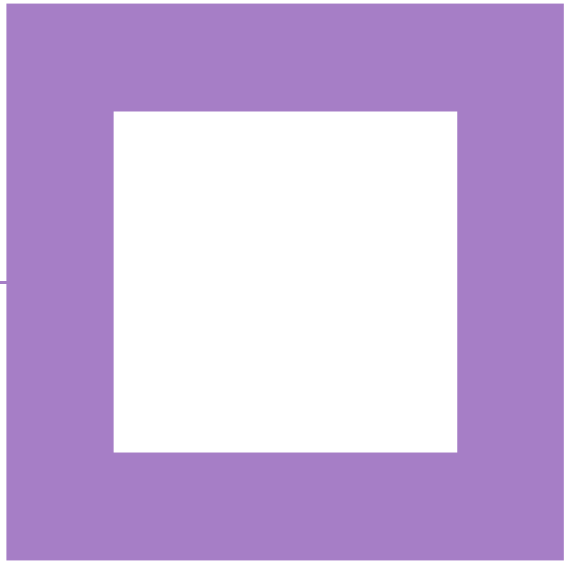


BLUE SKY BUILDING
founded on excellence

CONSTRUCTION MANAGEMENT PLAN

MOUNT PLEASANT
BLOCK G

Rev 03 September 2021

CONTENTS

Revision	Comment	Date
00	1st issue as draft	August 2020
01	Updated with RMG comments	August 2020
02	Updated as combined document	Sept 2020

1.0 INTRODUCTION

Blue Sky Building has been commissioned by the Royal Mail Group to produce this Construction Management Plan, identifying specific best practice standards and procedures for the construction of Block G of the Postmark development at Mount Pleasant, Farringdon. This CMP has been prepared in response to Condition 11 of Planning Permission reference P2013/1423/FUL, dated 30th March 2015.

These standards and procedures will ensure that the interests of local residents, businesses and the public are given special attention by the Contractor during the works duration.
This report identifies how the construction activities will be undertaken, and specifically covers the environmental, public health and safety aspects of the proposed project.

The baseline for our analysis is the London Borough of Islington's Code of Construction Practice (CoCP), which we have viewed as the minimum standards to be achieved by the Contractor. We have identified improvements in most areas under consideration. The Contractors will comply with the requirements of the Islington Code of Construction Practice and the measures contained within this report.

This document details:

- the specific obligations on the Contractor when undertaking the works
- the specific measures to be used during the construction works
- the specific details of the control measures for each environmental issue

2.0 NATURE OF THE PROJECT/ SCOPE OF WORKS

Scope of Works

This document is for Block G of Mount Pleasant, Farringdon as part of the comprehensive redevelopment of the site on land north west of the Royal Mail Sorting Office, bounded by Farringdon Road, Calthorpe Street and Phoenix Place, Islington, London EC1A 1BB.

As Block G is designed around the new vehicle entrance and is constructed over the existing vehicle entrance to Mount Pleasant the structure up to level 2 is being completed as part of the Enabling Works phase of the development.

The completion of the building, which this document refers to, is to complete the concrete frame from level 2 to roof and to complete the building to Cat A office standards.

3.0 CONSTRUCTION METHODOLOGY

This section of the document will identify the expected construction methodology of the project.

The construction of the Proposed Development will comprise the following key stages,

1. Site establishment;
2. Superstructures;
3. Building Envelope;
4. Fitting Out; and
5. Landscaping.

Pre-construction Planning

Prior to commencement of works on site a period of pre-construction planning and activities are required to ensure works can commence.

- Production of a detailed CMP including:
- Neighbour liaison before the commencement on site to explain the nature of works.
- Liaison with the project teams of potentially ongoing local developments to agree shared and combined logistics issues.
- Condition survey of boundary walls and fences and potentially affected properties.
- Condition survey of perimeter roads
- Condition survey of UKPN substation if present
- Existing statutory services surveys
- Ecological surveys to facilitate site clearance
- Further unexploded ordnance checks
- Formulation of project Construction Phase Plan and risk assessments.
- Formulation of detailed Site Waste Management Plans and environmental plans as per the current DEFRA guidelines.
- Development of project specific method statements.
- Production of detailed works programmes and sequencing
- Hoarding and scaffold licences for works on the perimeter boundary
- Construction notices
- Connections to existing statutory services and main sewers

- Licence for discharge of water from the site into the public sewer
- Party wall act notices and agreements
- Baseline movement & environmental monitoring establishment
- Submission of section 61 Prior Consent application
- Register the project under the Considerate Constructors Scheme.
- Mobilisation of selected plant and operators
- Risk assessment of potential vibration impact of the works and potential for property damage will be undertaken.

Site Establishment

One of the first site activities will be to establish the complete area as a construction site. The working area will be secure, and the general public will be separated from the works. The construction site area will be inherited from the enabling works contractor and will be secured prior to works commencing with the use of additional solid and well maintained, 2.4m high hoarding where required. Secure access points will be established at the block access and egress locations. Pedestrian access points will generally be located close to the main vehicular access gates with separate pedestrian gates and footpaths provided.

Specific Site Establishment activities will include:

- Hoardings will be 2.4m high, decorated, with clear pedestrian warning signs and the required notices of Contractors contact details. Bulkhead lighting to be provided in accordance with Islington Council licence. All hoarding to have a full temporary works deign and be periodically checked by a temporary works designer forming part of the temporary works register
- Vehicle and pedestrian access to the works will be via separate entrances controlled by fully trained gatemen and traffic marshals. Concertina barriers to be in use for all deliveries to protect the public/site traffic.
- Installation of site temporary electrics, lighting, water and fire alarms. The site will operate from connections to the permanent utility supplies rather than generators.
- Establishment of site security provisions to ensure that the site is protected against unauthorised or unlawful entry and potential theft from site.
- Wheel cleaning facilities will be established at all site access and egress locations.
- Establish construction project offices in the previously constructed basement and ground floor.

UKPN service vehicles need to access the existing substation for maintenance and in emergencies and will continue to do so throughout the construction programme. Temporary routes and

fencing to ensure safe access will be put in place if required and amended to suit the progress of the works.

Superstructure

The proposed superstructures to the buildings will be a traditional insitu reinforced concrete frame with columns and flat slab floors. The concrete operations will start from the Level 02 slab which will have been cast in a previous phase of the development.

A fixed tower crane will be sited on the level 02 slab and used to service the construction of the superstructures which will be erected in a conventional manner on a floor by floor basis. Concrete will be delivered by mixer trucks and placed by concrete pumps and placing booms.

Access and edge protection will be incorporated in the design of the falsework system.

The lifting equipment (e.g. mobile cranes, tower cranes, other lifting equipment such as elevated working platforms or forklifts etc.) that will be required throughout the construction works is yet to be determined in detail.

Building Envelope

Between Level 00 (Ground Floor) and Level 03 the external facades consist of precast brick faced concrete cladding with reconstituted stone chamfered surrounds to the curtain wall glazing tall windows. The tall windows above the vehicle entrance has projecting bay windows. The Level 04 cladding is of a continuous curtain wall glazing system.

The north corner, from Level 00 to level 04 is expressed as a bookend to the elevation, and treated with different brick faced cladding and window aperture proportions.

The final operations for the tower crane will be to deliver roof materials after which it will be dismantled and removed. External hoists will remain in position throughout the envelope construction and to move fit out materials. Hoists will remain in position until permanent lifts are operational.

Fitting Out

Finishes and services fit out of the floors to each building will commence once a level of temporary or permanent water tightness has been achieved, working from the lower floors upwards. The fit-out works will comprise the complete installation of finishes and services to the office floors, toilets and reception.

Plant will be installed when plant room become available and services distribution will then proceed. Prefabrication of

components will be adopted wherever practical in order to reduce site time and numbers of deliveries.

As the building completes the construction site area will be reduced and the local hard and soft landscaping areas released.

Landscaping

There is limited external landscaping and any paving works along Farringdon Road will be carried out towards the end of the project once the site hoarding has been removed. These works will be segregated by the use of temporary “Heras” style fencing.

4.0 THE CONSTRUCTION SITE

This section outlines the requirements relating to site management practices, ranging from the location of accommodation to the operation of equipment on site. It outlines a number of procedures that should be implemented during site operation.

These relate to working hours, site layout, appearance, and good housekeeping.

Representatives from the Contractor and Islington Council Environmental Control should regularly inspect the construction site to ensure that these procedures are adhered to. The site should be cleared by the Contractor on completion of the development.

The specific measures to be implemented by the Contractor will include:

Working Hours

Core working hours will be 08.00 – 18.00 on weekdays and 08.00 – 13.00 on Saturday, in line with the CoCP's limits on noisy working.

There may occasionally be a need to work outside these hours in order to undertake essential works, and the Contractor will make due application to the council.

Further details will be clarified by the Main Contractor upon appointment, but initial "out of hours works" will potentially include: Tower Cranes installation and dismantling (weekend working), Steel Truss installation by mobile crane (weekend working), Scaffold protection erection around the site perimeter at ground level (weekend working), Utilities and Road Improvement works (by Local and Statutory Authorities).

Good Housekeeping

The Contractor will follow a 'good housekeeping' policy at all times. This will include, but not necessarily be limited to the following. The Contractor will:

- ensure considerate site behaviour of the Contractor's staff;
- ensure the noise from lorry reversing alarms and the like are kept to minimum levels;

- prohibit open fires;
- ensure that appropriate provisions for dust control and road cleanliness are implemented;
- remove rubbish at frequent intervals, leaving the site clean and tidy;
- frequently inspect, repair and re-paint as necessary all site hoardings to comply with the conditions of Islington Council's Licence – all flyposting and graffiti is to be removed as soon as reasonably practicable and within 24 hours of notice from the Islington Council;
- maintain toilet facilities and other welfare facilities for its staff;
- remove food waste;
- prevent vermin and other infestations; and
- undertake all loading and unloading of vehicles expediently as identified on the logistics drawings.

Public Information

The site hoarding will display any necessary health & safety material. The name and 24 hour telephone contact details of the Contractor's nominated representative will be shown, together with the full details of the Contractor's regional or head office. A considerate contactor section of the hoarding will be designated for all contact number including the 24/7 number for the CCS

Security

The Contractor will ensure that the site is secure and prevent unauthorised entry to or exit from the site. CCTV to be installed by the main contractor. Site gates will be closed and locked when there is no site presence. Alarms will incorporate an appropriate cut-off period. Access and egress will be via manned security gates.

Hoardings, Site Layout and Facilities

The site will be completely secure to deter public access. The proposed hoarding line and gates, all of which will be in accordance with the CoCP, are shown on the enclosed plans. It is intended to provide protection from noise and dust around the existing building, at all times.

Site welfare arrangements will be established within the site boundary.

Emergency Planning and Response

The Contractor will develop a plan for emergencies to incorporate:

- Emergency procedures including emergency pollution control to enable a quick response.
- Emergency phone numbers and the method of notifying Islington Council and statutory authorities. Contact numbers for the key staff of the Contractor will also be included. The Contractor will display a ‘contact board’ on the hoarding identifying key personnel with contact addresses and telephone numbers, so that members of the public know who to contact in the event of a report or query.
- London Fire and Emergency Planning Authority (LFEPA) requirements for the provision of site access points.
- Site Fire plan and management controls to prevent fires.
- A plan to reduce fire risk and potential fire load during construction, operation and subsequently during maintenance or repair. The project will comply with any third party requirements as may be appropriate at specific sites.

Cranes

It is likely that a tower crane will be employed extensively for this project. A mobile crane will be required to erect and dismantle the crane. If the contractor identifies a methodology with a specific need then Islington Street Management Division will be given 10 days’ notice of its use.

Please refer to attached drawing

BSB-MP-001 – Site Location

BSB-MP-002 – Site Location

BLUE SKY BUILDING founded on excellence	**PROJECT:** Mount Pleasant Block G **CLIENT:** Royal Mail Group **TITLE:** Site Location	**DRAWING NO; BSB-MP-001** **REVISION NO & DATE; Rev 0 – 17/08/2020**

SITE

BLUE SKY BUILDING *founded on excellence*	**PROJECT:** Mount Pleasant Block G **CLIENT:** Royal Mail Group **TITLE:** Site Location	**DRAWING NO; BSB-MP-002** **REVISION NO & DATE; Rev 0 – 17/08/2020**

5.0 SITE LOGISTICS

The efficient management of the site logistics will be vital to the success of the project. A key strategy of logistics for a construction project is to ensure that the products and materials arrive on site at the time and in the quantities that are required.

The Contractor will ensure that the necessary pre-planning is undertaken and that the quality of the communication between those planning the project and those supplying the products and materials is maintained throughout the duration of the project.

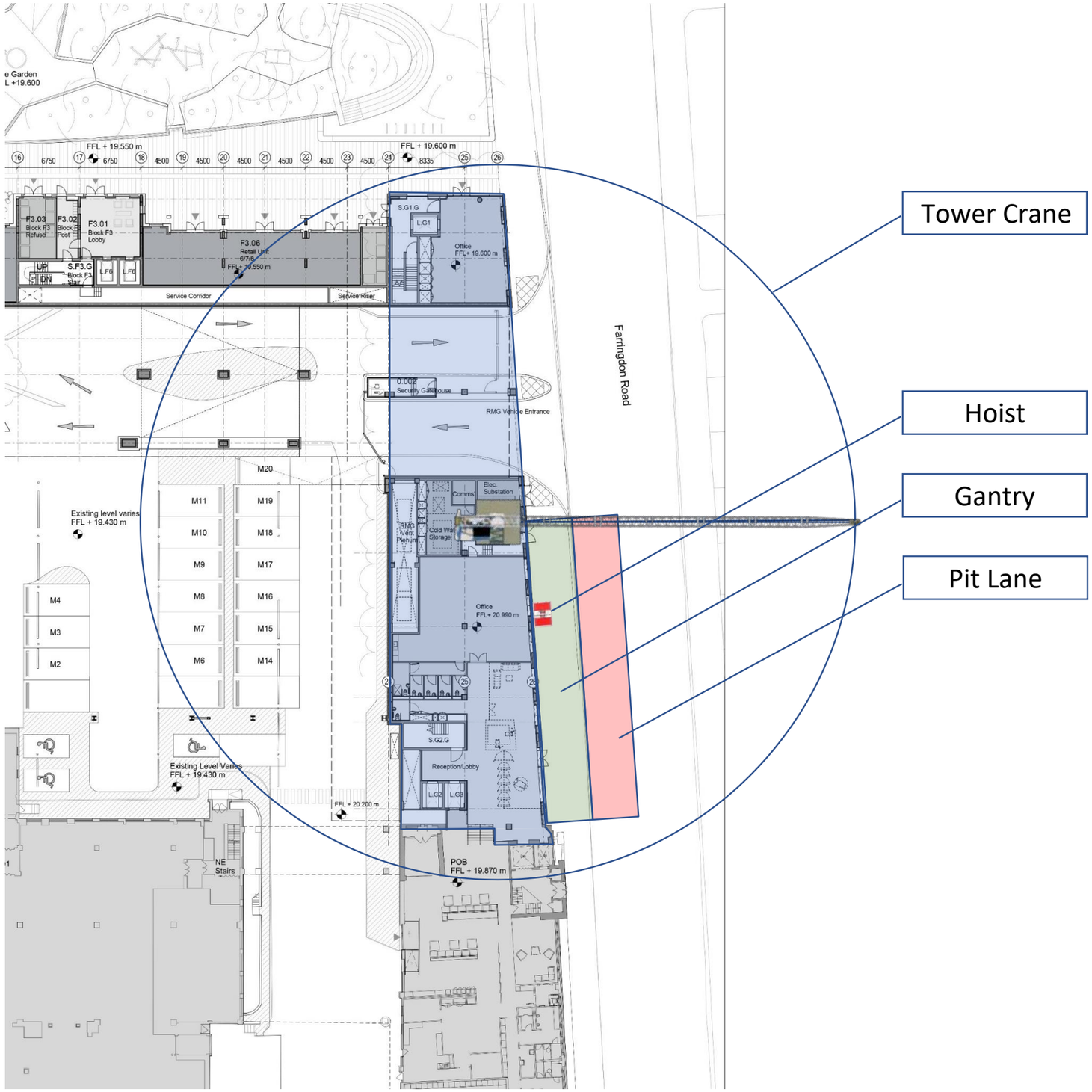
The drawing overleaf illustrates the proposed overall logistics plan for the site which incorporates the following key features:

- Parking bay suspensions and road closures are not envisaged but if required will be in strict accordance with local authority permits and licences.
- Products and materials will be delivered to site by vehicle and unloaded within the dedicated pit lane.
- Materials will be stored inside the site boundary.
- Access and egress to be controlled at fully manned security points by trained traffic marshals.

It is anticipated that on-site storage of potentially polluting plant and materials will be limited. However, storage of diesel fuel in approved, double-bunded tanks will be necessary. Spill kits will be maintained on site and drip trays used for all mobile plant. There are currently no plans for using contaminated/hazardous materials or chemicals during the construction or construction process.

Please refer to attached drawings

BSB-MP-003 – Site Logistics



BLUE SKY BUILDING *founded on excellence*	**PROJECT:** Mount Pleasant Block G **CLIENT:** Royal Mail Group **TITLE:** **Site Logistics**	**DRAWING NO; BSB-MP-003** **REVISION NO & DATE; Rev 0 – 17/08/2020**

6.0 TRAFFIC MANAGEMENT

This section highlights the measures by which the Contractor will avoid nuisance to the public that may arise from increases in traffic flows and temporary rearrangements of the road network associated with the construction works. Measures have been considered in relation to access routes, site access, marking of lorries, timing of movements, environmental standards and parking.

The Contractor will maintain, as far as reasonably practicable, existing public access routes and rights-of-way during construction.

Access routes

The Contractor will use designated construction traffic routes for deliveries to the site and removal of waste etc.

Access routes to and from the site to be used by heavy goods vehicles (HGVs) will be agreed with Islington Council prior to initiation of the construction and construction programme, to minimise disruption to the road and pedestrian network. The strategic road network will be used as far as possible for this purpose, with the majority of construction traffic assumed to be approaching the site from the North & East of London.

The main routes for construction traffic will be to approach the area along Kings Cross road and Farringdon Road.

Where possible vehicles will be brought to site between the hours of 09.30 and 15.30 hours to avoid school drop off and collection periods. The Contractor will maintain an up-to-date log of all drivers that will include a written undertaking from them to adhere to Islington Council's approved routes for construction traffic. All deliveries to be co-ordinated by a professional booking in system by the main contractor and all delivery and haulage companies to be CLOCS and FORS approved and no delivery vehicles will be allowed to queue outside the site and will not be allowed entry until 8am.

The total vehicle numbers per day are not expected to be large, although it is recognised that *any* construction traffic through Calthorpe Street will constitute a nuisance. The contractor will plan deliveries to be on small rigid vehicles and where this is not possible to make due arrangements for access via

consultation with neighbours and the Street Management Division. Forecast of vehicle quantities are attached.

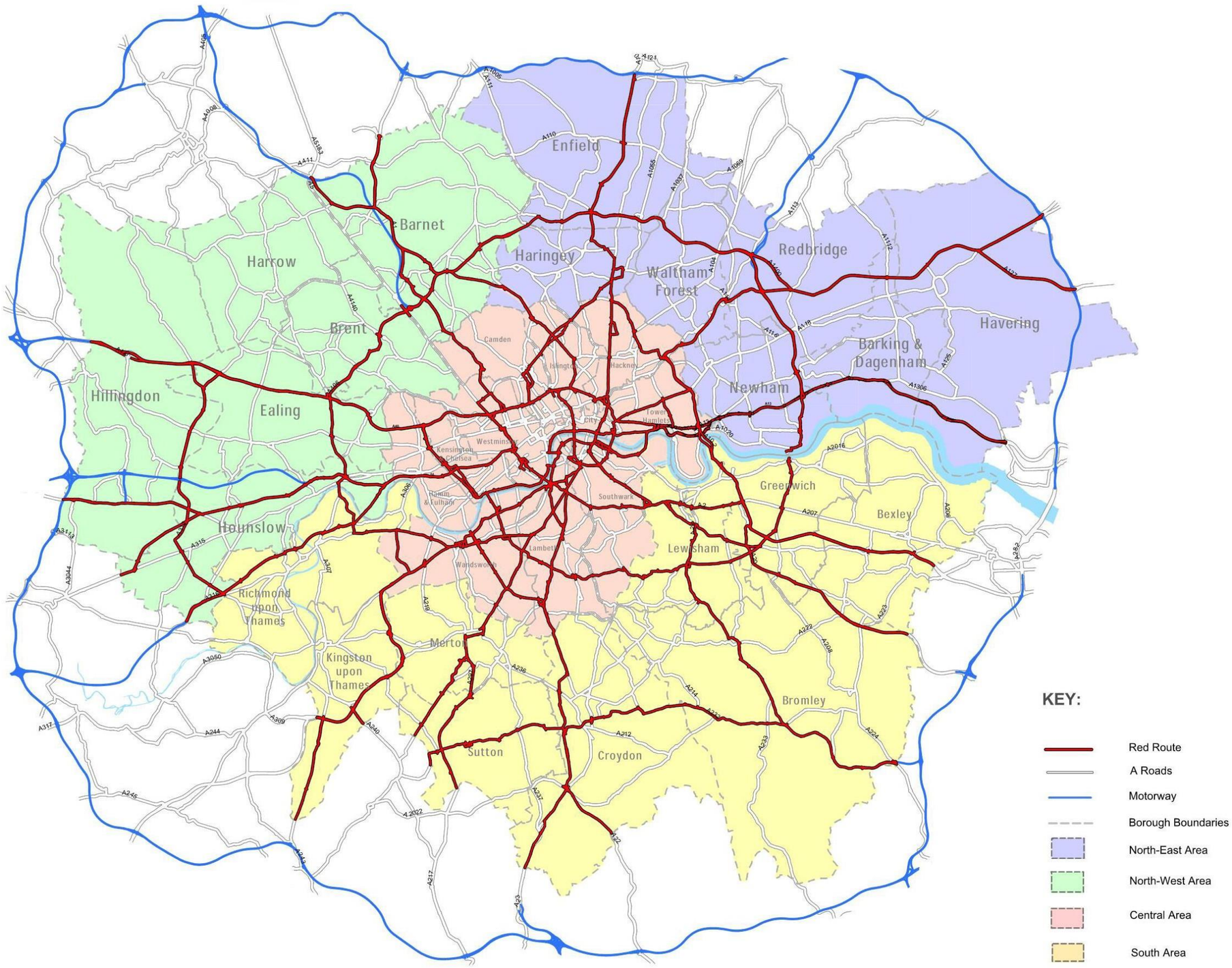
Operatives Journeys to Work

Given the proximity of the site to Kings Cross and Farringdon stations, together with multiple bus routes nearby, operatives are expected to arrive by public transport. No operatives parking will be permitted or encouraged.

Contractors may elect to bring labour to site by van or minibus, in which case parking must be arranged at a commercial car park, away from site.

Please refer to attached drawings

BSB-MP-004 – SRN London
BSB-MP-005 – SRN Central
BSB-MP-006 – SRN Local
BSB-MP-007 – Access and Egress
BSB-MP-008 – Vehicle Quantities – Block G



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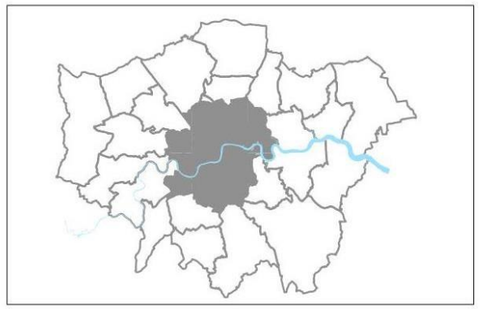
PROJECT: Mount Pleasant Block G

CLIENT: Royal Mail Group

TITLE: SRN - London

DRAWING NO; BSB-MP-004

REVISION NO & DATE; Rev 0 – 17/08/2020



This stretch of the A1 is maintained by Central LoHAC Area

This stretch of the A40 & A3220 & A4 is maintained by North West LoHAC Area

Rotherhithe & Blackwall Tunnels are maintained by South LoHAC Area

KEY:

- Red Route
- A Roads
- Motorway
- Borough Boundaries
- North-East Area
- North-West Area
- Central Area
- South Area

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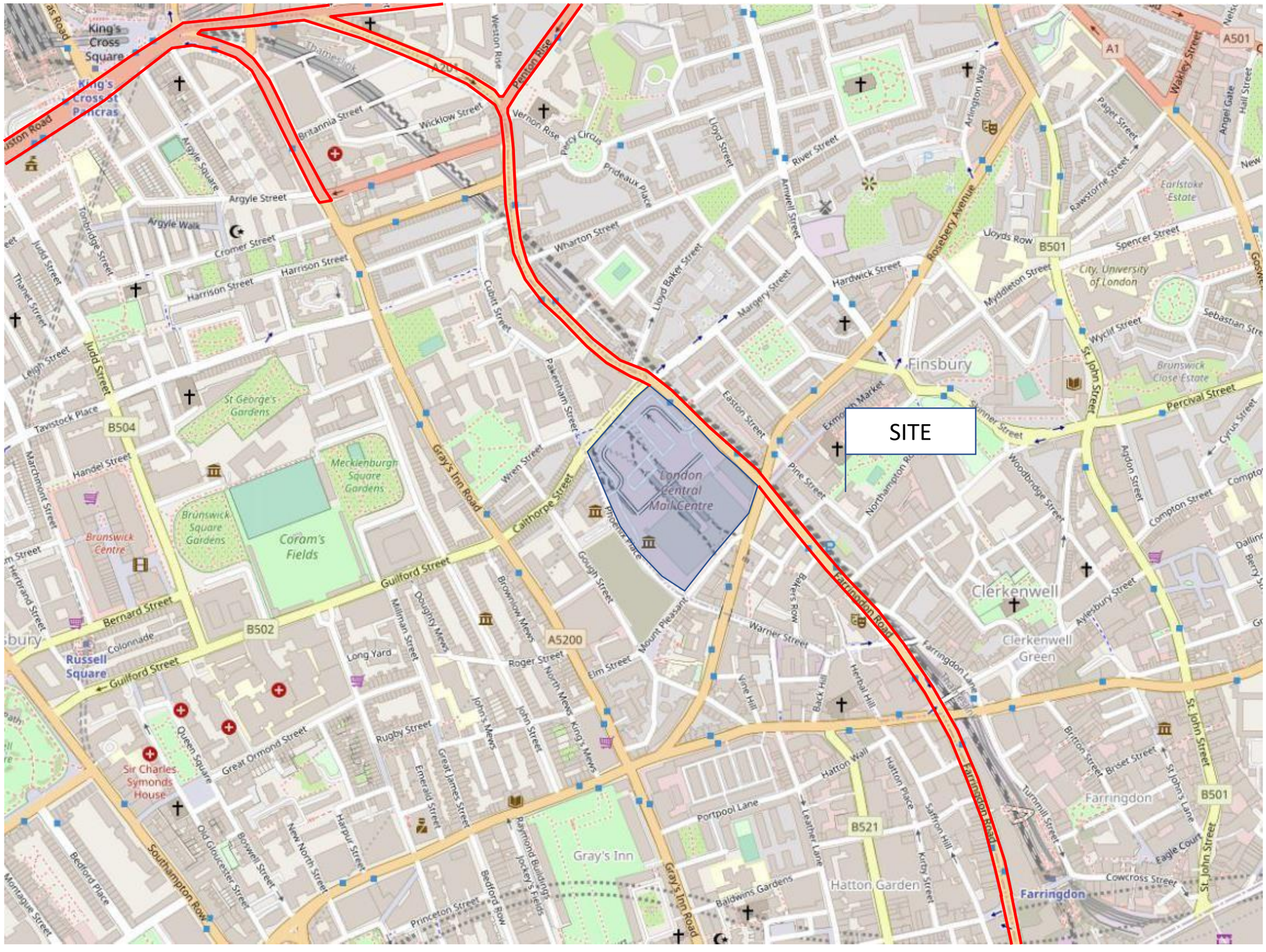
PROJECT: Mount Pleasant Block G

CLIENT: Royal Mail Group

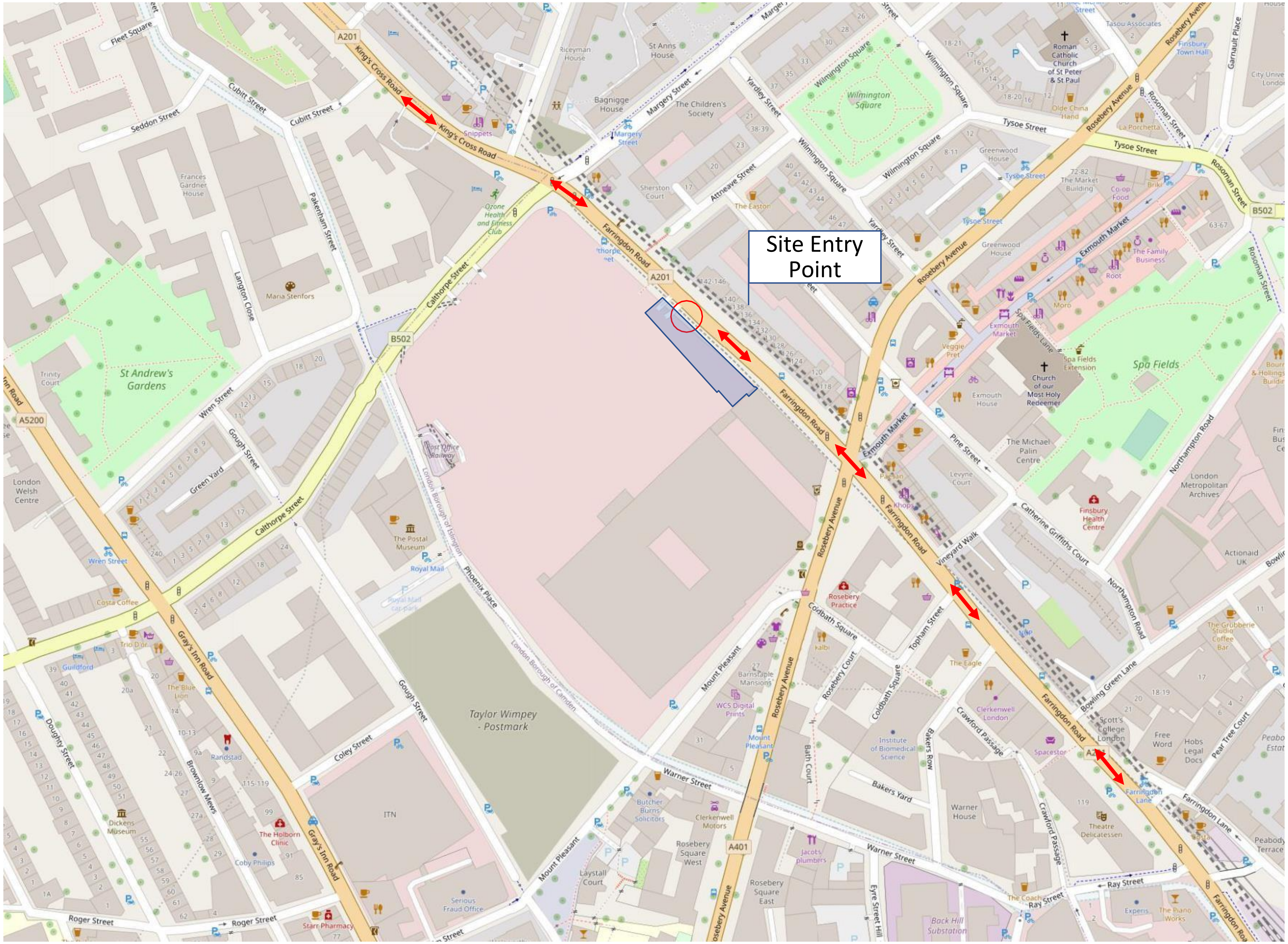
TITLE: SRN - Central

DRAWING NO; BSB-MP-005

REVISION NO & DATE; Rev 0 –17/08/2020



BLUE SKY BUILDING founded on excellence	**PROJECT:** Mount Pleasant Block G **CLIENT:** Royal Mail Group **TITLE:** SRN - Local	**DRAWING NO; BSB-MP-006** **REVISION NO & DATE; Rev 0 – 17/08/2020**



PROJECT: **Mount Pleasant Block G**

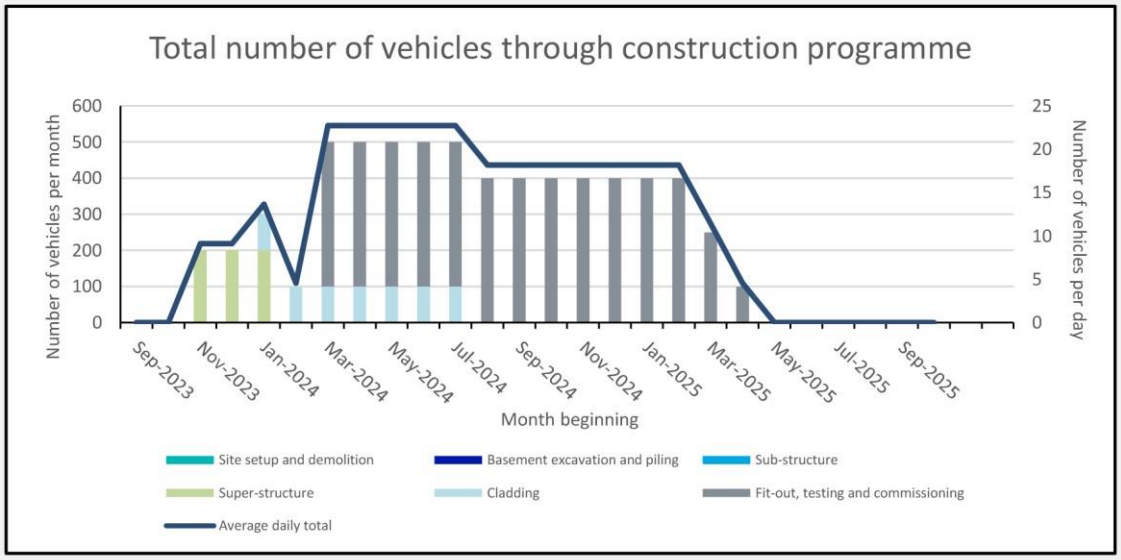
CLIENT: **Royal Mail Group**

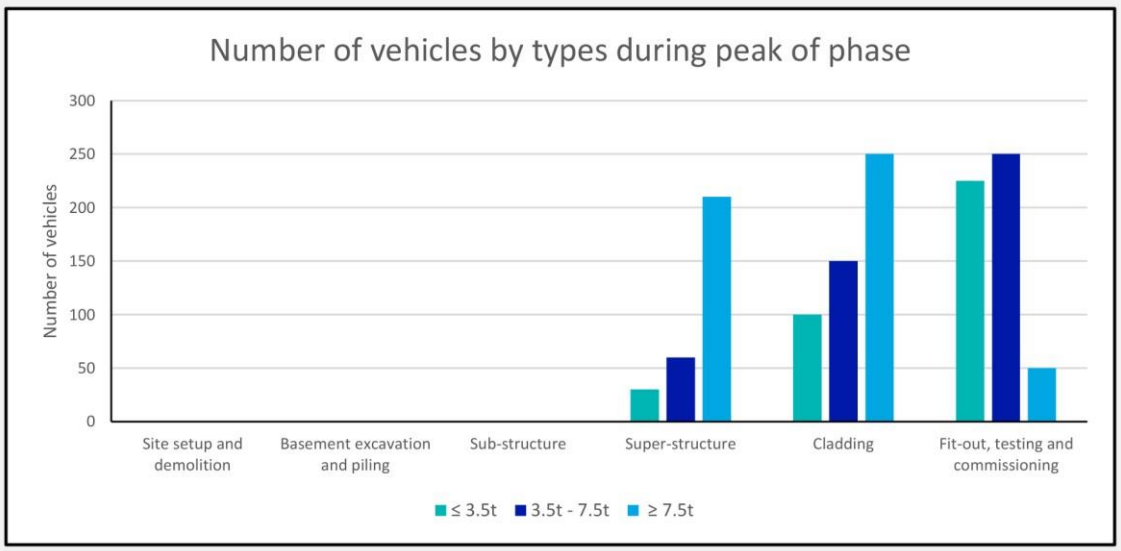
TITLE: **Access and Egress**

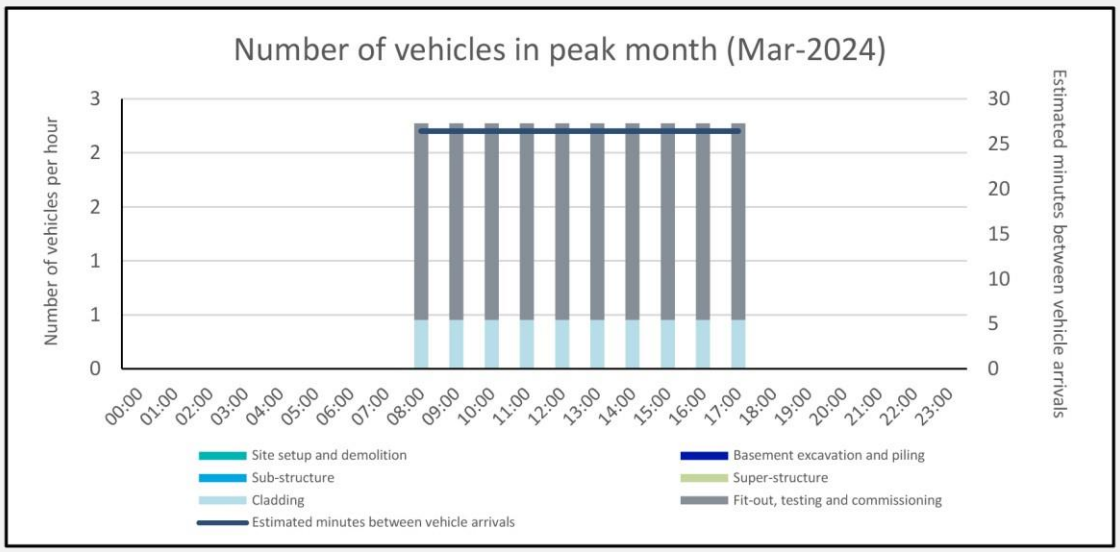
DRAWING NO; BSB-MP-007

REVISION NO & DATE; Rev 0 – 17/08/2020

CONSTRUCTION LOGISTICS PLANNING TOOL (OUTPUTS)







BLUE SKY BUILDING
founded on excellence

PROJECT:	**Mount Pleasant Block G**
CLIENT:	**Royal Mail Group**
TITLE:	**Vehicle Quantities – Block G**

DRAWING NO; BSB-MP-008

REVISION NO & DATE; Rev 0 – 01/09/2020

7.0 SITE WASTE MANAGEMENT

The Contractor must use working methods that minimise waste and will maintain a Waste Management Plan that will log all conveyance notes and locations of all materials tipping areas and re-cycling centres when being taken off site. Any waste arising from the site must be properly categorised and dealt with in accordance with appropriate legislation. Opportunities for re-using or recycling construction or construction waste should be explored and implemented.

The Contractor will carry out the works in such a way that as far as is reasonably practicable the amount of spoil and waste (including groundwater, production water and run-off) to be disposed of is minimised, and that any waste arising from the site is properly categorised and dealt with in accordance with the appropriate legislation and guidance.

The disposal of all waste or other materials removed from the Site will be in accordance with the requirements of the Environment Agency, Control of Pollution Act (COPA), 1974, Environment Act 1995, Special Waste Regulations 1996, Duty of Care Regulations 1991 and the Waste Management Regulations 2006.

In general, and in accordance with the principles of the UK Government's 'Waste Strategy 2010', a principal aim during construction and construction will be to reduce the amount of waste generated and exported from the Development site.

This approach complies with the waste hierarchy whereby the intention is first to minimise, then to treat at source or compact and, finally, to dispose of off-site as necessary. The contractor will be required to investigate opportunities to minimise and reduce waste generation, such as:

- Agreements with material suppliers to reduce the amount of packaging or to participate in a packaging take-back scheme.
- Implementation of a 'just-in-time' material delivery system to avoid materials being stockpiled, which increases the risk of their damage and disposal as waste.
- Attention to material quantity requirements to avoid over-ordering and generation of waste materials.

- Re-use off site of materials wherever feasible (e.g.re-use of face bricks from the construction, re-use of crushed concrete from construction process for fill; re-use of excavated soil for landscaping; re-use of timber from the existing building).
- The Government has set broad targets of the use of reclaimed aggregate, and in keeping with best practice, Contractors will be required to maximise the proportion of materials recycled.
- Segregation of waste at source where practical.
- Re-use and recycling of materials off-site where re-use on-site is not practical (e.g. using an off-site waste segregation facility and re-sale for direct re-use or re-processing). Our expectations in this regard are shown in the following table.

Material	Target	Probable Location
Architectural salvage	100% re-used	Several architectural salvage companies in London.
Metals	100% recycled	Every effort will be made to recycle these materials on site with any surplus being taken to waste transfer station.
Reusable face bricks	100% recycled	Taken off site to be cleaned and reused in face brickwork
Hardcore (brick/block/ concrete etc.)	100% recycled	Taken off-site to be crushed and reused.
Excavated material/ clay etc.	100% recycled	Clay – 100% processed for re-use (subject to analysis).
Timber	Up to 80% re-used The amount re-used will depend on the material	We will attempt to salvage any re-useable timber for hoardings, battening, shuttering etc. for possible for use on site with the balance being retained by the Contractor.
Glass (non-tempered, non-laminated and non-bomb proofing film etc.)	100% recycled	Processing facility in Greenwich.
Mixed waste	The amount recycled will depend on the material	An absolute minimum will remain for transport to landfill.
Asbestos	100% landfill	Taken to a licensed site.

Overall, the waste management for the site is likely to comprise of the following:

- **Construction.** General rubbish will be cleared by hand and deposited into skips for segregating and processing off site.

8.0 NOISE AND VIBRATION

The Contractor will monitor and control levels of noise and vibration from the site. Measurement device locations will be agreed with the environmental inspector prior to works commencing together with agreed limits and trigger levels. The monitoring system will maintain daily logs and be set to notify the contractors designated staff when a trigger level is reached. Measures for reducing such levels are set out of this section.

Best Practicable Means

Best Practicable Means (BPM) of noise control will be applied during construction works to minimise noise (including vibration) at neighbouring residential properties and other sensitive receptors arising from construction activities.

The general principles of noise management are given below:

Control at source:

- Equipment – noise emissions limits for equipment brought to site.
- Equipment – method of directly controlling noise e.g. by retrofitting controls to plant and machinery.
- Equipment - indirect method of controlling noise e.g. acoustic screens.
- Equipment - indirect method of controlling noise e.g. benefits and practicality of using alternative construction methodology to achieve the objective as opposed to more conventional but noisier techniques; selection of quieter tools/machines; application of quieter processes.

Control across site by:

- Administrative and legislative control,
- Control of working hours,
- Control of delivery areas and times,
- Physically screening site,
- Control of noise via Contract specification of limits,

Many of the activities which generate noise can be mitigated to some degree by careful operation of machinery and use of tools. This may best be addressed by toolbox talks and site inductions.

Noise Control Measures

The Contractor shall comply with the recommendations set out in BS5228:2009 and in particular with the following requirements:

- Vehicles and mechanical plant will be maintained in a good and effective working order and operated in a manner to minimise noise emissions. The contractor will ensure that all plant complies with the relevant statutory requirements;
- HGV and site vehicles will be equipped with broadband, non-tonal reversing alarms;
- Compressor, generator and engine compartment doors will be kept closed and plant turned off when not in use;
- All pneumatic tools will be fitted with silencers/mufflers;
- Care would be taken when unloading vehicles to avoid un-necessary noise;
- The use of particularly noise plant will be limited, i.e. avoiding use of particularly noisy plant early in the morning;
- Restrict the number of plant items in use at any one time;
- Plant maintenance operations will be undertaken at distance from noise-sensitive receptors;
- Ensure that operations are designed to be undertaken with any directional noise emissions pointing away from noise-sensitive receptors;
- When replacing older plant, ensure that the quietest plant available is considered;
- Drop heights will be minimised when loading vehicles with rubble;
- Vehicles should be prohibited from waiting at the site with their engines running;
- Local hoarding, screens or barriers should be erected to shield particularly noisy activities;
- Temporary noise screens will be used to reduce noise from particularly noisy activities and the height of perimeter hoarding will be extended where this would assist in reducing noise disturbance at sensitive receptors; and
- Hours of operation should be strictly enforced and any deviations other than those previously identified will be with the consent of the local authority;
- Limiting of high impact activities (including piling works) to specific times of the day. For example, this may include 1 hour on – 1 hour off, or the restriction of such activities between 09:00-12:00 and 14:00-17:00;
- Vehicles, plant and equipment will undergo regular servicing and maintenance to prevent irregular noise levels;
- Static plant, when in operation, is to be sound attenuated using methods based on the guidance and advice in the BS 5228, where practical;
- Implementation of Best Practice Means (as defined in Section 72 of the COPA) by trade contractors at all times, and are to carry out all work in such a manner as to reduce disturbances from noise and vibration;
- Preference for electrically powered plant, to mechanically powered alternatives, where practical;

Construction Traffic

The Contractor will incorporate the following measures into the scheme to avoid noise related impacts from construction traffic:

- Vehicles will not wait or queue up with engines running on the site or the public highway;
- Vehicles will be properly maintained to comply with noise emissions standards;
- Deliveries will be restricted to be within working hours of the site; and
- Design and routing of access routes will minimise vehicle noise and the need to perform reversing manoeuvres.

Noise Control Provisions – Screens and Scaffolds

Throughout the project all works will take place behind the close boarded hoarding. The hoarding provides the following benefits during the construction stages of the works:

- It acts as a visual screen hiding the on-going works.
- Dust arising will be contained.
- With the use of the hoarding and solid acoustic barriers, noise is contained.

Scaffolding will be erected where required for roof and envelop access. Scaffolds will be clad in Monarflex or similar sheeting to minimise noise and dust escape.

Solid timber barriers will be erected at ground level to further screen the below ground level works and prevent noise break out.

Vibration Control

Vibration is a particular risk during the substructure phase. The measures taken to reduce the acoustics of these operations will assist in mitigating the effects of vibration on neighbours, their property and the existing building to be retained.

9.0 AIR QUALITY

The Contractor will, as far as reasonably practical, seek to control and limit emissions to the atmosphere in terms of gaseous and particulate pollutants from vehicles and plant used on site and dust from construction activities.

The contractor must submit a statement identifying proposed dust control measures for Islington Council approval before work starts. Special precautions must be taken if materials containing asbestos are encountered.

Throughout the critical activities, all works will take place behind an encapsulation scaffold. This encapsulation together with the nature of the existing construction, results in a low risk of emissions to the air; the project will be a site with a low risk of Emissions (Tier 1).

Throughout the project the Contractor will ensure the following:

- Where potential dust producing activities are taking place screens remain in position. This will include the excavation and structural works.
- There is no burning of waste materials takes place on site.
- There is an adequate water supply on the site.
- Disposal of run-off water from dust suppression activities is in accordance with the appropriate legal requirements.
- All dust control equipment is maintained in good condition and record maintenance activities.
- Site hoarding, barriers and scaffolding are kept clean.
- The provision of clean hardstanding for vehicles. Regular cleaning of hardstanding using wet sweeping methods. No dry sweeping of large areas permitted.
- Loading of material into lorries within designated bays/areas.
- If necessary, clean public roads and access routes using wet sweeping methods.
- Vehicles working on site have exhausts positioned such that the risk of re-suspension of ground dust is minimised (exhausts should preferably point upwards), where reasonably practicable.

- All vehicles carrying loose or potentially dusty material to or from the site are fully sheeted.
- Materials with the potential to produce dust are stored away from site boundaries where reasonably practicable.
- Minimise the amount of excavated material held on site.
- Sheet, seal or damp down unavoidable stockpiles of excavated material held on site, where required.
- Avoid double handling of material wherever reasonably practicable.
- Ensure water suppression is used during any hard demolition operations.
- Use enclosed rubble chutes where reasonably practicable or use water to suppress dust emissions from such operations.
- Sheet or otherwise enclose loaded bins and skips.
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
- Use prefabrication of goods and materials to reduce the need for grinding, sawing and cutting on site wherever reasonably practicable.
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction.
- The engines of all vehicles and plant on site are not left running unnecessarily to prevent exhaust.
- Use low emission vehicles and plant fitted with catalysts, diesel particulate filters or similar devices.
- Use ultra-low sulphur fuels in plant and vehicles.
- That plant will be well maintained, with routine servicing of plant and vehicles. On site servicing and maintenance to be carried out where possible.
- That all project vehicles, including off-road vehicles, hold current MOT certificates where required.
- Carry out site inspections regularly to monitor compliance with dust control procedures set out above and record the results of the inspections, including nil returns, in the logbook detailed.

- Increase the frequency of site inspections when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions.

- Record any exceptional incidents causing dust episodes on or off the site and the action taken to resolve the situation in the logbook detailed in above.

The Contractor will ensure that dust monitoring will be carried out during potential dust producing activities. Measurement device locations will be agreed with the environmental inspector prior to works commencing together with agreed limits and trigger levels. The monitoring system will maintain daily logs and be set to notify the contractors designated staff when a trigger level is reached. The assessment will look at the dust raising potential of construction activities proximity to potential receptors and the duration of construction activities at each location.

10.0 MANAGING THE ENVIRONMENTAL IMPACT OF CONSTRUCTION

This section sets out the requirements on the Contractor for managing the environmental impacts of constructing the development.

The Contractor will demonstrate the management, monitoring, auditing and training procedures that are in place to ensure compliance with the CoCP. The Contractor will also set out the specific roles and responsibilities of personnel in managing, monitoring all sub-contractors.

The specific measures to be implemented by the Contractor will include:

- When sub-contracts for the building works are placed the sub-contractor will produce task specific method statements in accordance with this overall document.
- The Contractor will liaise with Islington Council's Environmental Inspectorate when appropriate, agreeing arrangements for specific site activities and ensuring compliance with the CoCP.
- The Contractor will be responsible for establishing and maintaining contact with Islington Council and local residents and keeping them informed of construction matters likely to affect them.
- This liaison will include the regular and frequent distribution of Newsletters and attendance at meetings at the request of Islington Council with representatives of local residents' groups. (See under community relations below).
- The Contractor will advise the local authority within 24 hours of any incidents of non-compliance with the CoCP and health and safety issues. The Contractor will respond to any reports referred by Islington Council, Police or other agencies within 24 hours, or as soon as reasonably practicable.
- The Contractor will maintain on site, a system for recording any incidents and any ameliorative action taken for inspection by the Council's representatives. This will be forwarded to the Council on a regular basis. The Contractor will ensure as far as is reasonably practical, that necessary

action has been taken and steps to avoid recurrence have been implemented.

- The Contractor will always provide an information and reporting telephone ‘Hot Line’ staffed during working hours. Information on this facility shall be prominently displayed on site hoardings. The Contractor’s nominated person will attend monthly reviews with Islington Council’s Environmental Inspectorate, or otherwise as requested.
- The Contractor will facilitate Islington Council’s Environmental Inspectors to undertake regular planned inspections of the site to check compliance with the CoCP and associated records.
- Prior to any works commencing a pest control specialist will be appointed to install rodent boxes to the perimeter off the site and be monitored periodically throughout the project

11.0 AUTHORITIES AND PUBLIC LIAISON

This section sets out the processes involved in liaising with local authorities and the public prior to the commencement of development activities.

Contractors should prepare a full programme of activity for the project before it starts. Programmes and methodology will be available for inspection by the Client's representatives and Islington Council's Environmental Inspectors on request.

The specific liaison measures to be implemented by the Contractor will include:

- Plan & inform on the nature and timing of all main site activities relating to the CoCP, in particular the excavation, new structure and external envelope.
- All site construction staff to be made aware of the requirements of the code and will be made responsible for its implementation.
- Sufficiently in advance of works, the Contractor will prepare a full programme of works, which will be maintained in a current format for the duration of the works and will be available for inspection when required. This will include:

  i) an outline method statement for works and activities affecting the highway.

  ii) detailed method statements for specific/special activities affecting Calthorpe Street in line with the principles identified in this report. Temporary works, removal of excavation material, concrete pours, deliveries of plant.

  iii) details of site traffic movements showing the projected number of vehicles, what is being delivered, when peaks in activities occur, traffic marshalling arrangements, holding areas, etc.

  iv) routes to site for deliveries.

  v) a health and safety plan.

Community Relations

The Contractor will nominate community relations personnel, who will be focussed on engaging with the local community. The Contractor will ensure that occupiers of nearby properties and local residents will be informed in advance of the works taking place, the coordination with the Phoenix Place development and the estimated durations.

The Contractor will inform local residents likely to be affected by such activities at least 14 days prior to undertaking the works, as well as applying for the appropriate permits and licences, e.g. road closures for delivery, or use of mobile cranes or abnormal deliveries to the site. The CoCP states that the most suitable method of informing residents is through leaflet drop.

Whilst the Contractor will provide monthly newsletters, we propose that an additional liaison group will be set up with representatives of the adjacent properties.

The Contractor's project director together with the nominated person (if different) will agree with these neighbours a schedule of regular monthly Community Liaison Meetings which will be held throughout each phase of the development. Sufficient time prior to activities will be allowed for the neighbours' reasonable concerns to be addressed. Where required and reasonable, requested ad-hoc meetings with these neighbours will be attended by the Contractor's project director and the nominated person.

In the case of work required in response to an emergency, Islington Council, and all neighbours will be advised as soon as reasonably practicable that emergency work is taking place. Potentially affected occupiers will also be notified of the 'hotline' number, which will operate during working hours.