



Royal Mail obtained planning permission to redevelop part of Mount Pleasant in 2015.

The planning permission included work taking place on the mail centre itself, in addition to a mixed-use residential led development including new homes, shops, offices, restaurants and public space in two parcels: Phoenix Place and Calthorpe Street.

What work is Taylor Wimpey Central London undertaking?

Taylor Wimpey Central London has developed the first parcel at Phoenix Place with the second one to follow at the end of this year and is currently undergoing construction works for Calthorpe Street.

What's consented

The planning permission grants consent for 716 new homes, of which 178 were designated as affordable rented or intermediate homes, as well as commercial spaces and public realm.

Following its acquisition of the site, Taylor Wimpey Central London reviewed the planning permission that the Royal Mail received and applied to the London Borough of Camden to make some minor changes, known as 'Non-Material Amendments' (NMAs).

The NMAs focused on a redesign of some of the internal elements of the buildings, and have allowed Taylor Wimpey Central London to provide an additional three affordable homes.

Phoenix Place

- Demolition of existing structures
- Construction of four new buildings ranging from 4 to 15 storeys
- 346 new homes (85 of which will be either affordable rented or intermediate homes)
- Over 800sqm of retail and community space
- Car and cycle parking
- Public open space

Calthorpe Street

- Demolition of existing structures
- Construction of six new buildings ranging from 3 to 13 storeys
- 370 new homes (93 of which will be either affordable rented or intermediate homes)
- Over 4,000sqm of office space (constructed by Royal Mail)
- Over 1,400sqm of retail and community space
- Car and cycle parking
- Public open space

About Taylor Wimpey Central London

Taylor Wimpey Central London is an award winning property developer that takes a bespoke approach to creating distinctive properties in central London locations that truly stand out from the crowd.

Recent awards include a RIBA award for the architecture at Grand Union Centre, Ladbroke Grove, and highly commended for Best Residential Development at the International Property Awards 2016-2017 for The Music Box, Southwark.

Taylor Wimpey Central London also invests in the surrounding area to ensure the best quality of life for everyone in and around our developments, now and for the future.





Phoenix Place

Phase one:

- Commence construction: July 2018
- Completed: December 2021
- Includes: 215 new homes and 5 retail units

Phase two:

- Commence construction: August 2020
- Complete: December 2022
- Includes: 131 new homes and 1 retail space

Calthorpe Street

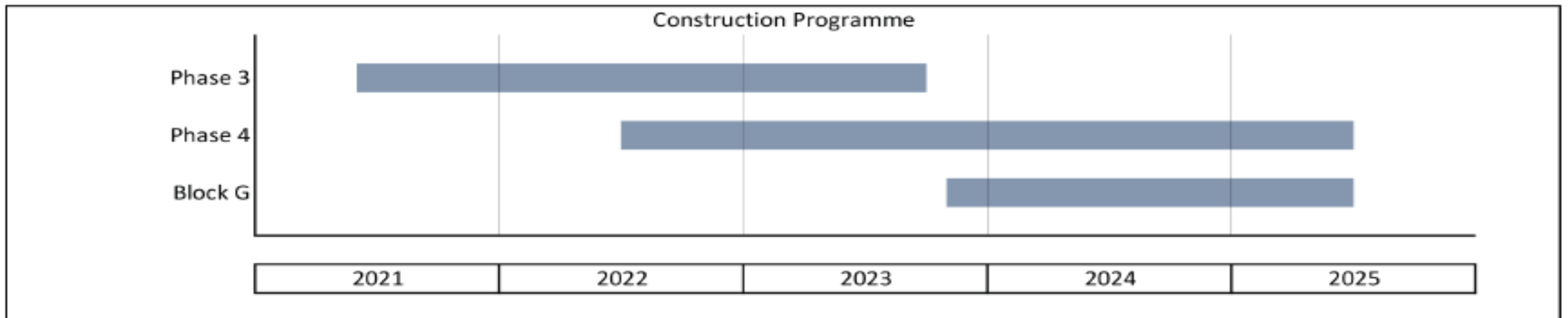
Phase three:

- Commence construction: July 2021
- Complete: Q2 2023 - 2024
- Includes: 193 new homes and new retail space

Phase four:

- Commence construction: July 2021
- Complete: 2024 - Q1 2025
- Includes: 177 new homes and new retail space

The above dates are indicative and will be subject to change.





As part of the planning permission granted for the site, Taylor Wimpey Central London was required to submit a Construction and Environmental Management Plan (CEMP) to the London Borough of Camden prior to commencing work on Phoenix Place.

The CEMP is designed to include measures to help minimise the impact of development for local residents and businesses, both for construction on site and the transport arrangements for servicing the site.

Among other things, the CEMP provides information on:

- how and when construction will be carried out;
- how noise, dust and vibration levels will be monitored and mitigated;
- how all vehicles will access the site; and
- contact details for the Community Liaison Manager.

The CEMP has now been approved by the London Borough of Camden, London Borough of Islington, and Taylor Wimpey Central London will be required to comply with the terms set out within it. Failure to do so could result in enforcement action being taken by the council.

Site constraints

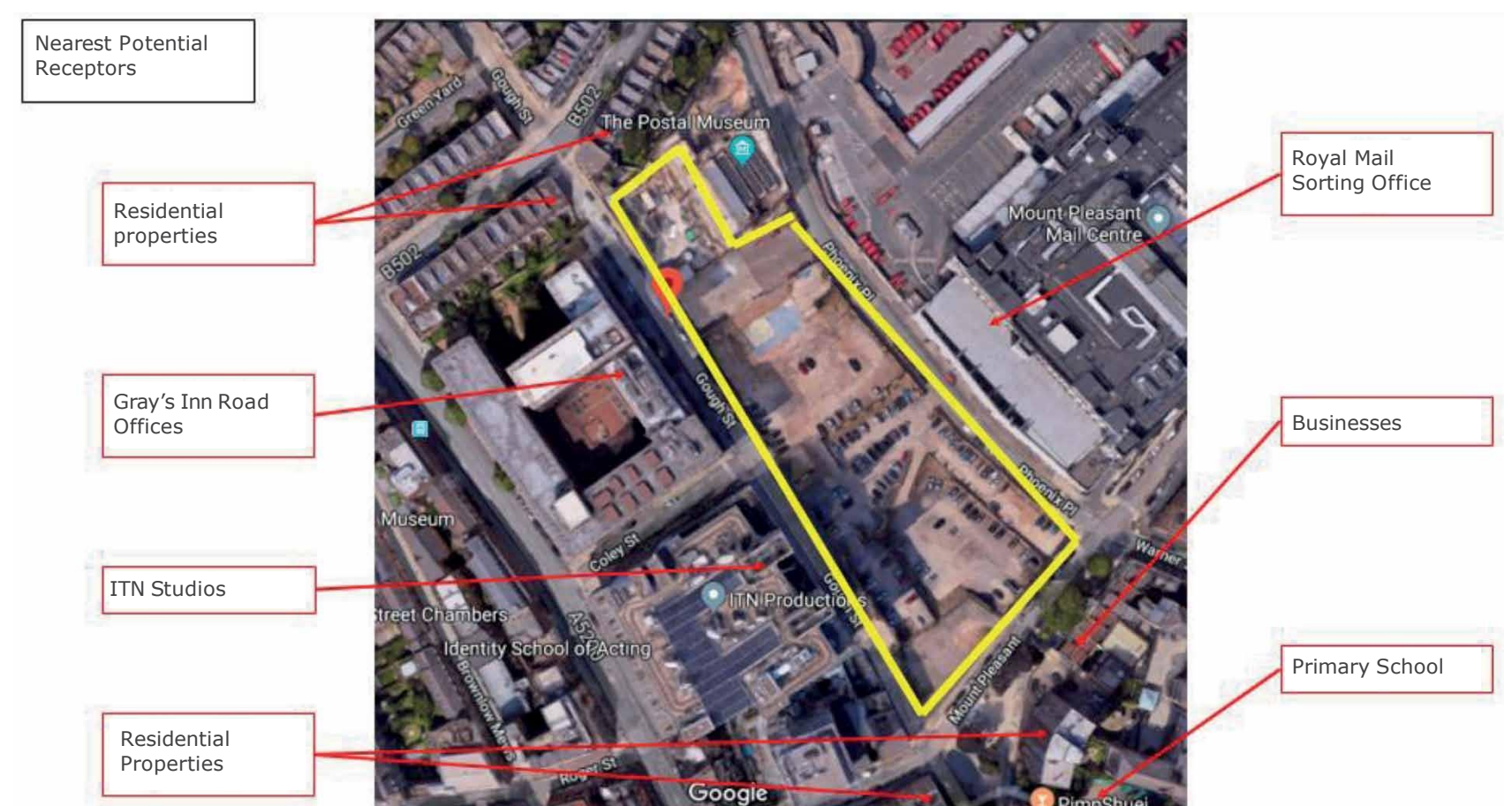
The Phoenix Place site is situated adjacent to the Royal Mail Sorting Office and is an island site, bounded on all sides by roads (Phoenix Place, Mount Pleasant, and Gough Street).

The site was previously a derelict car park, surrounded by brick walls and mesh fences. There was previously access into the car park from Gough Street, Mount Pleasant and Phoenix Place. The site is also adjacent to the Thames Water Fleet sewer which is located underneath Phoenix Place.

In developing the site, there are a number of constraints which have been borne in mind in the development of the CEMP:

- the proximity of the site to neighbouring residents directly to the north and south of the site;
- the proximity of the site to neighbouring businesses situated on all four boundaries;
- the proximity of the site to Christopher Hatton Primary School south of the site;
- the proximity of the site to the Royal Mail sorting office and yard, and to the Postal Museum; and
- the proximity of the site to the Thames Water Fleet sewer.

The map below highlights where these are in relation to the site. The CEMP has been designed to ensure the impact on all of these is minimised as far as is possible during the construction of the site.



Site constraints map



The standard working hours as set out in the planning permission are:

- 08.00 to 18.00 Monday to Friday
- 08.00 to 13.00 Saturday

No work will take place on Sundays or on bank holidays.

There may occasionally be a requirement for some activity to take place outside of these hours, such as erecting or dismantling a crane, delivery of machinery and equipment, or service shut down. Taylor Wimpey Central London will endeavour as far as is possible to ensure that residents and businesses receive advance notification if this is required.

If construction work is required outside of the normal working hours, Taylor Wimpey Central London will notify the London Borough of Camden for approval seven days in advance.

If emergency works are required, Taylor Wimpey Central London will advise local residents and businesses as soon as reasonably practicable.

Community liaison

Taylor Wimpey Central London has been producing a monthly newsletter since January 2021 in order to keep residents and businesses up-to-date, which is issued electronically and posted on the project website. You can sign up to receive these newsletters at today's event.

A member of the project team has been appointed as the Community Liaison Officer, who is the primary point of contact for residents and businesses during the construction.



Community Liaison Officer

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As part of the preparatory works, discussions have been held with the London Borough of Camden and a Construction Traffic Management Plan has been agreed. This includes:

- details of phased deliveries. Taylor Wimpey Central London would notify residents and businesses in the event of activity that fell outside of this, in advance of that activity, wherever possible.
- the route that all vehicles making deliveries to the site or removing spoil would travel, that would be agreed with the London Borough of Camden and Transport for London.

The Construction Traffic Management Plan ensures that construction traffic does not cause undue disruption on the highways network.

At peak times, it is estimated that there is approximately 20 vehicle movements per hour. Movements will predominantly occur:

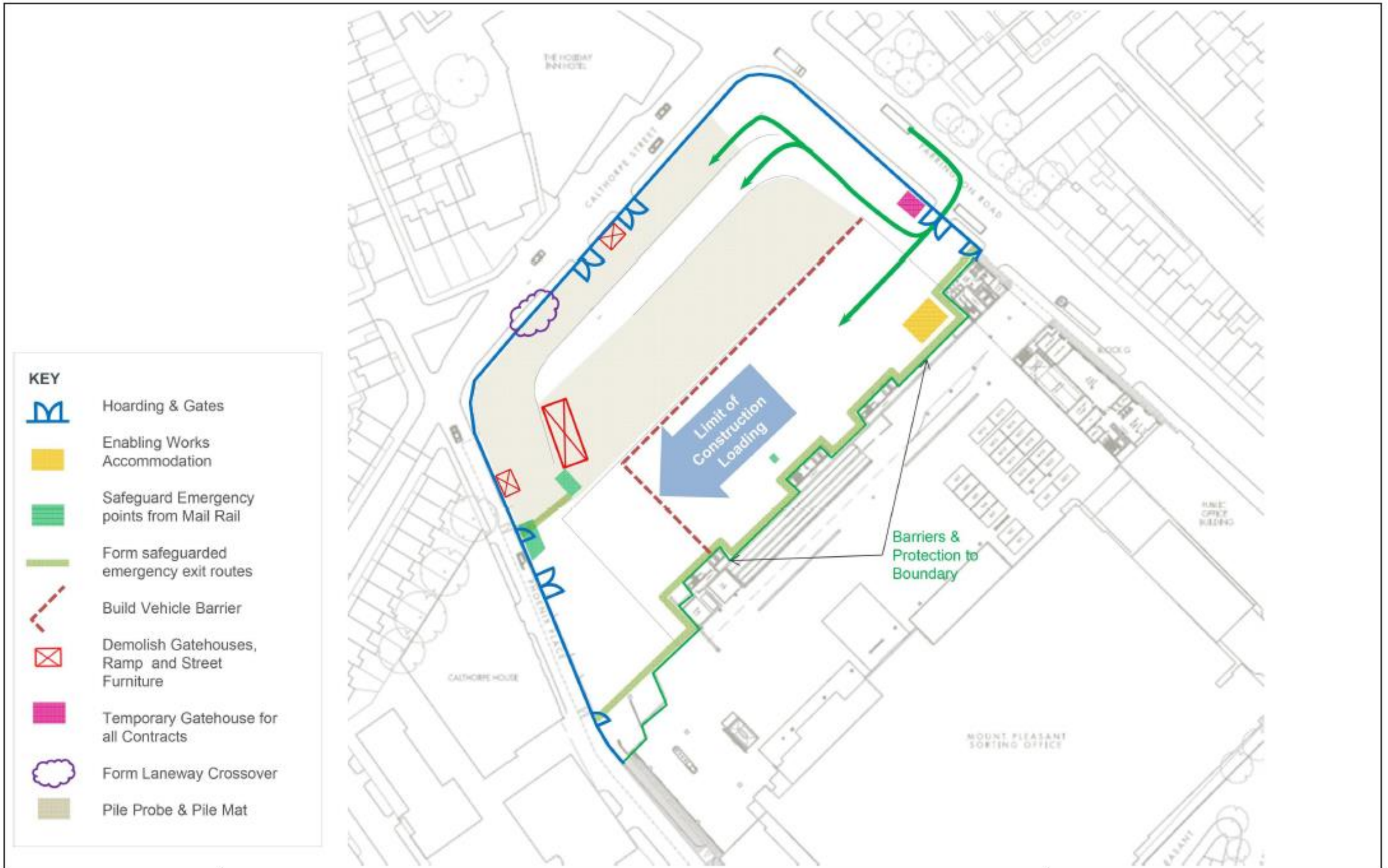
- between 8am and 2pm during the groundworks stage;
- between 10am and 6pm during the concrete frame stage; and
- between 8am and 3pm during façades and fit-out stage.

To avoid unannounced deliveries causing traffic congestion and creating safety issues, an online booking system is used. All drivers will be expected to book in 48 hours in advance of arriving at site with their delivery. Failure to do so will result in vehicles being turned away, except in exceptional circumstances provided there is space on site to accommodate them.

The following measures would be strictly adhered to in order to ensure pedestrian safety:

- all site accesses will be well lit, clean, well signed and controlled by experienced personnel;
- vehicle movement on entry and exit from the site will be controlled by traffic marshals at footpath crossings to manage the interface with pedestrians;
- barrier systems across the footpaths will be used while vehicles are entering or leaving the site;
- appropriate signage will be fixed to the gates and all areas where it is possible for vehicles to encounter pedestrians and to denote vehicle and pedestrian crossover areas; and
- all site staff will undergo an induction process to ensure they are properly briefed on the measures designed to segregate the public from construction traffic.

Deliveries are predominantly loaded and unloaded within the site itself, and the local roads will not be used unless necessary (e.g. specific operations such as erecting and dismantling cranes may be required to be undertaken from the adjoining roads). These would require partial or full road closures and would be agreed with the London Borough of Camden in advance. Residents and businesses would be notified in advance if this was necessary.



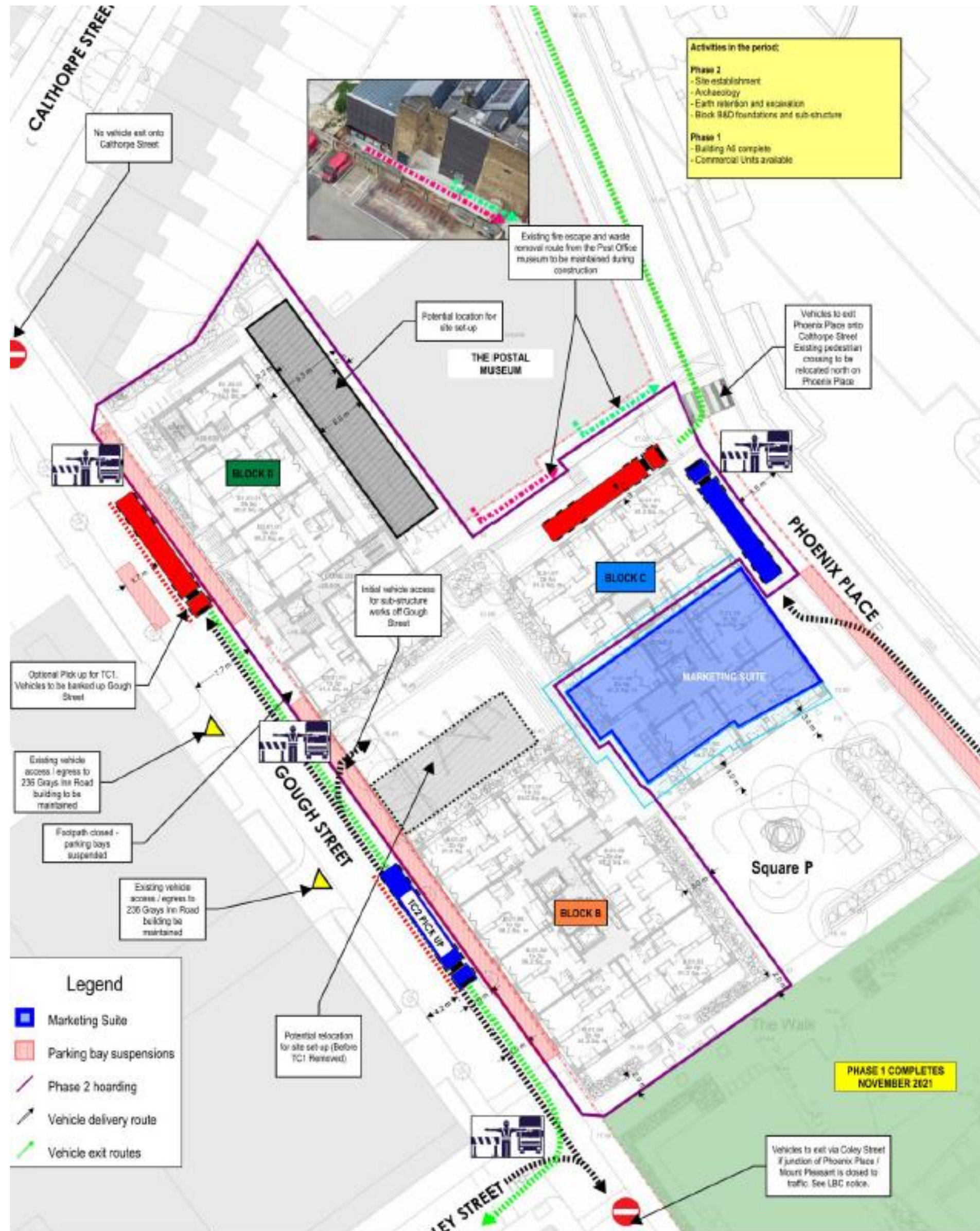
	PROJECT: Mount Pleasant Phases 3 & 4	DRAWING NO: BSB-MP-002 REVISION NO & DATE: Rev 0 – 20/07/2020 Copyright © 2020 Blue Sky Building
	CLIENT: Taylor Wimpey Central London	
	TITLE: Site Logistics – 03/21 to 06/21	

Vehicle routes will be discussed and agreed with suppliers and contractors at the outset, ensuring all delivery drivers and contractors are aware of the agreed routes.

At present, it is proposed that large vehicles will make use of the Transport for London Road Network (TRLN) from the motorway network into central London. The principal route will be the A501 and then A201 into the site, avoiding London north to south journeys. Smaller vehicles, such as vans, will use the Borough Principle Road Network (BPRN).

Whilst on the site itself, vehicles will be predominantly restricted to concrete hardstanding and surfaced site roads. Vehicles that are required to move off these areas will be cleaned before exiting the work area to ensure mud and dust is not tracked onto the main roads. This limits the potential for the distribution of dirt onto the highway, therefore no wheel washing facilities are envisaged.

Should any spoil spill onto the highways during loading or unloading it will be manually cleared up, and road sweepers will be used as necessary to deal with any issues that arise.





Dust monitoring will take place during construction to ensure compliance with industry practice, including the BRE guidance 'Controlling Particles, Vapour and Noise from Construction Sites 26', the London Borough of Camden Codes of Construction, and the GLA 'The Control of Dust and Emissions during Construction and Demolition SPG 8'.

Measures will be utilised to prevent and mitigate dust leaving the site, including:

- routine dust monitoring at sensitive residential locations will be regularly reviewed. A safety method statement will outline the control measures necessary to minimise the risks;
- surfaces will be dampened during dry weather;
- hoarding and / or fencing will be used to reduce the dispersion of dust and prevent public access to dusty areas;
- buildings that front public boundaries or are immediately adjacent to adjoining properties would be fully scaffolded and enclosed by sheeting to provide a dust and safety shield during the demolition process;
- should any spoil spill onto the highway during loading or offloading it will be manually picked up immediately, and road sweepers will be deployed as necessary to deal with local issues; and
- all equipment will be fitted with dust control measures such as water sprays where possible.

Noise and vibration levels will be closely monitored during the works to ensure compliance with the restriction agreed with the London Borough of Camden and London Borough of Islington.

A background noise survey was undertaken for the planning application in October 2017 which will be used by the contractor to establish the projected noise levels at adjoining properties based on the emissions made by specific machinery.

The contractors will also recognise the noise limit stated in BS5228: 2009 of 70dBA at 1 meter to the nearest noise sensitive façade.

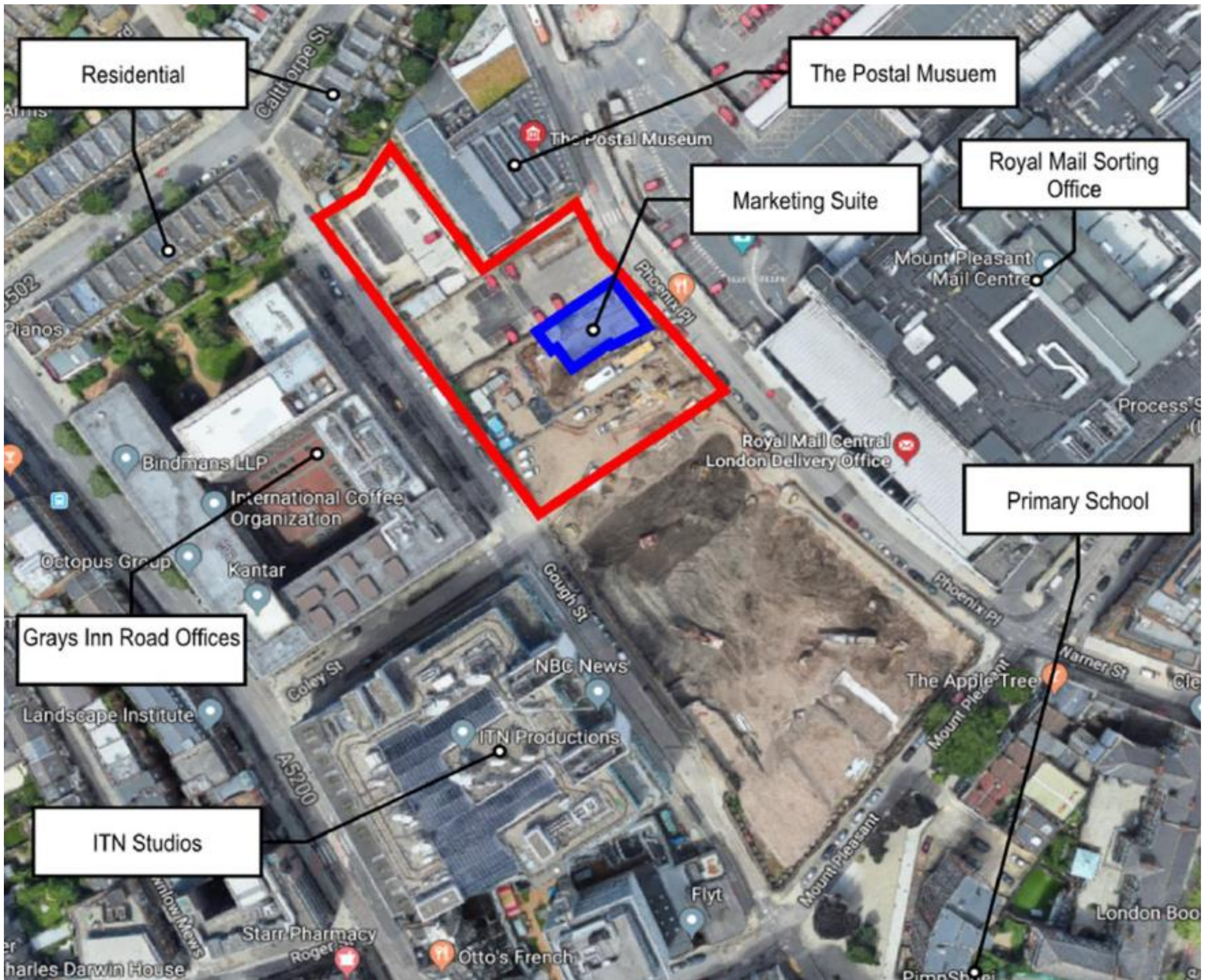
A number of measures will be put in place to mitigate the impact on residents and businesses as indicated in BS 5228.

These include:

- hours of working will be carefully planned to take into consideration the effects of noise and vibration on the surrounding area and on the people working on site;
- construction measures will be carefully selected to minimise noise and vibration impacts at source, as far as reasonably practicable;
- noisy machinery and equipment will be substituted with quieter alternatives where possible. If not possible, enclosures and barriers will be used to minimise the noise;
- appropriate piling techniques to minimise noise and vibration will be utilised; and
- machinery and equipment and vehicle engines will be switched off when not in use.



Areas likely to be affected by the activities on-site (i.e. noise, vibration, dust, fumes, lighting etc.). The risks outlined above will be subject to assessment and mitigation measures to reduce the impacts.





The development will generate a range of community and economic benefits, through both the Section 106 agreement and through wider investment and job creation.

The Section 106 agreement includes the following contributions to the London Borough of Camden and the London Borough of Islington:

Phoenix Place

(London Borough of Camden):

- Local employment and skills procurement strategy
- Training contribution (£55k)
- Crossrail contribution (£74k through Mayoral Community Infrastructure Levy payment)
- Community facilities contribution (£658k)
- Education contribution (£915k)
- Health contribution (£439k)
- Open space contribution (£23k)
- Travel Plan contribution (£5k)
- Pedestrian and cycle contribution (£500k)

Calthorpe Street

(London Borough of Islington):

- Crossrail contribution (£724k through Mayoral Community Infrastructure Levy payment)
- Employment and training end use contribution (£47k)
- TfL contributions towards a new bus stop (£80k) and cycle hire (£110k)
- Legible London information board contribution (£10k)

Other benefits include:

- Employment opportunities throughout the duration of construction of the development
- New commercial, retail, leisure and office spaces, generating new employment opportunities
- New areas of public open space
- Improved existing public realm, outside of the site boundary
- Borough and Mayoral Community Infrastructure Levy payment in excess of £13.5m





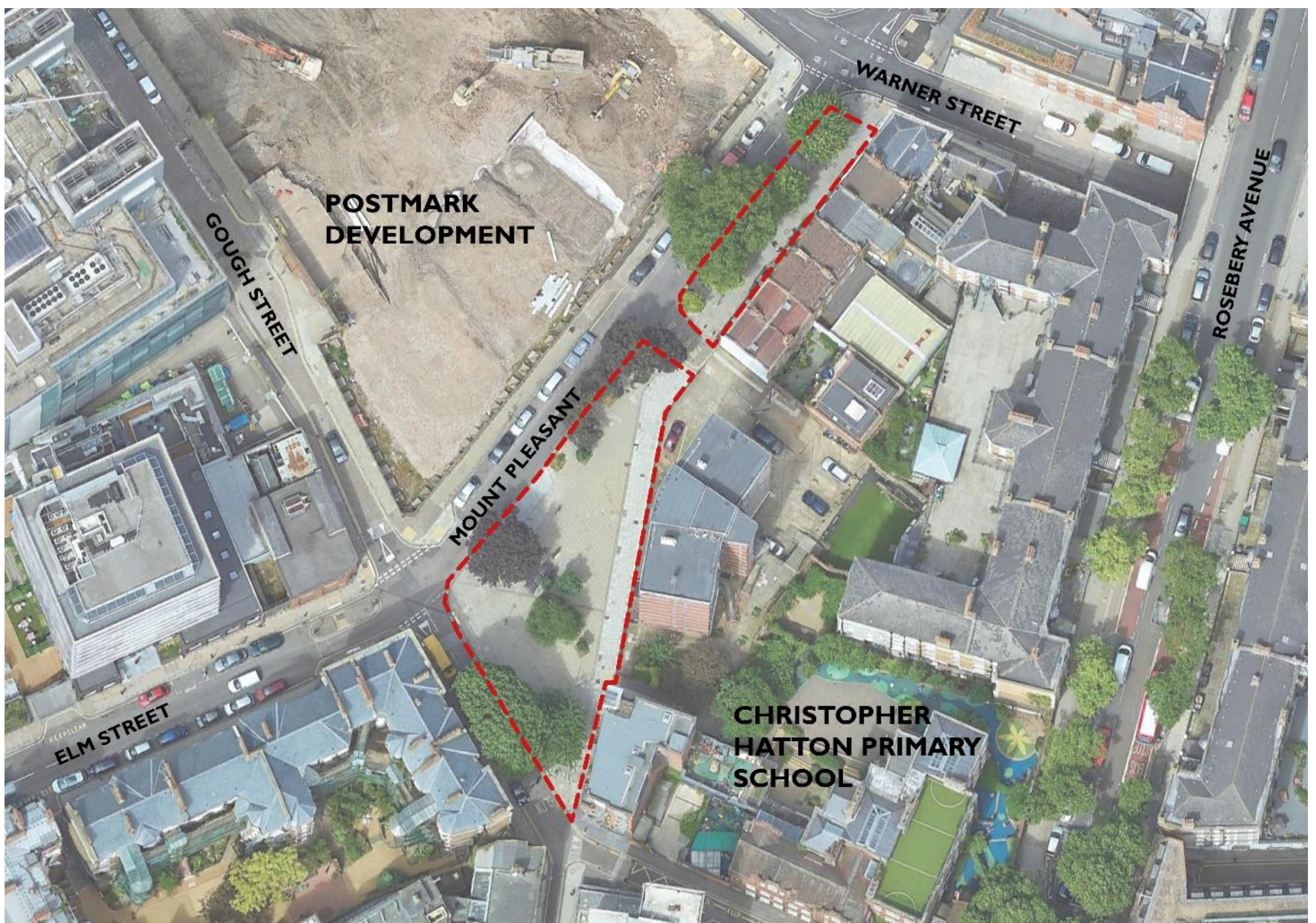
As part of our proposals, we are committed to providing a pocket park on land at the junction of Mount Pleasant and Gough Street as you can see marked in the map below.

The pocket park is now complete and contributes to the extensive public realm improvements and public open space which covers over 50% of the site.

Project team: TWCL, JTP Architects, Bradley Murphy Design & Newgate Communications

Community engagement and stakeholder outreach took place on :

- 16th July 2021 – Year 6 Minecraft workshop at Christopher Hatton Primary School
- 19th July 2021 – Community event on-site
- 22nd July 2021 – Meeting with Mount Pleasant Neighbourhood Forum
- Local ward councillors





Thank you for taking the time to attend our monthly CLG meeting. We hope that you found it useful and informative.

How to stay in touch

Freephone: 0800 298 7040 | **Email:** MountPleasant@newgatecomms.com | **Website:** twmountpleasant.co.uk

As part of Taylor Wimpey Central London's drive to reduce paper wastage and be more environmentally friendly, we now send out our monthly newsletters by email only.

If you would like to receive our newsletters, please sign up to receive updates. You can do that by:

- emailing us at MountPleasant@newgatecomms.com;
- visiting the Contact Us page on our website (www.twmountpleasant.co.uk); or
- calling us on **0800 1696 507**

