Mount Pleasant Site

Framework Construction Logistics Plan

Project Number VN50127 | April 2013

SKM COLIN BUCHANAN

Mount Pleasant

Document Title:	**Framework Construction Logistics Plan**
Version:	Final
Date:	23 April 2013
Prepared by:	Ian Gardner / Upinder Ubhi
Approved by:	Jenny Baker

Sinclair Knight Merz

New City Court
20 St Thomas Street
London
SE1 9RS

Tel: +44 (0)207 939 6300
Fax: +44 (0)207 939 6301
Web: www.skmcolinbuchanan.com

Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
FINAL	18.04.2013	Jenny Baker	Jenny Baker	18.04.2013	Amended following comments from M3
FINAL rev2	22.04.2013	Ian Gardner	Upinder Ubhi	22.04.2013	Amended following lawyer comments

Distribution of copies

Revision	Copy no	Quantity	Issued to
Draft	ELECTRONIC		Project Team for Review
FINAL	ELECTRONIC		Project Team
FINAL rev2	ELECTRONIC		Project Team / LB Islington / LB Camden / TfL

Printed:	23 April 2013
Last saved:	23 April 2013 11:25 AM
File name:	VN50127 - Mount Pleasant Construction Logistics Plan FINAL
Author:	Upinder Ubhi
Project manager:	Project Manager
Name of organisation:	RMG Ltd
Name of project:	Mount Pleasant
Name of document:	Construction Strategy
Document version:	Final
Project number:	VN50127

MOUNT PLEASANT – ERRATA NOTE

This note has been prepared by DP9 on behalf of the Royal Mail Group Ltd. The note should be read in conjunction with all documents and plans submitted in support of the following planning applications:

- The Calthorpe Street planning and associated conservation area consent applications to the London Borough of Islington; and
- The Phoenix Place planning application to the London Borough of Camden.

The above applications were submitted simultaneously to the relevant Local Planning Authority on 1 May 2013. Following the submission of the applications the London Borough of Camden requested that the redline application boundary for the Phoenix Place application was re-drawn to mirror the administrative boundary down the centre of Phoenix Place.

As a consequence, the redline boundary for both applications has been withdrawn and amended plans submitted to the relevant Local Planning Authority, alongside this Errata Note. The redline boundary change affects the site areas as follows:

- Calthorpe Street Site – From 2.22 ha to 2.36 ha
- Phoenix Place Site – From 1.31 ha to 1.17 ha

For the avoidance of doubt, the application proposals for the Mount Pleasant Site as a whole are unaffected and the documents submitted in support of each application remain valid and robust.

The table below lists the application documents submitted for each planning application and whether, other than plans showing the respective redline boundary and resultant site areas, this change affects the documents or conclusions.

APPLICATION DOCUMENT	**EFFECT OF THE REDLINE BOUNDARY CHANGE**
Documents submitted in support of the Calthorpe Street Site application only	
Planning Application Form, Land Ownership Certificate A and Agricultural Holdings Certificates;	Unaffected
The Covering Letter	Unaffected

Design and Access Statement: Volume 2: Calthorpe Street Development	Density calculations on page 45 amended to 1,036 habitable rooms within a site area of 2.36ha to provide a density calculation of 438 habitable rooms/hectare.
Calthorpe Street Waste Management Plan	Unaffected
Calthorpe Street Framework Travel Plan	Unaffected
Calthorpe Street Operational Waste Plan	Unaffected
Calthorpe Street Sustainability Statement including Code for Sustainable Homes Pre-Assessment and BREEAM Pre-Assessment	Unaffected
Calthorpe Street Energy Strategy including Overheating Report	Unaffected
Documents submitted in support of the Phoenix Place Site application only	
Planning Application Form, Land Ownership Certificate B and Agricultural Holdings Certificates	Unaffected
The Covering Letter	Unaffected
Design and Access Statement: Volume 3: Phoenix Place Development	Density calculations on page 31 amended to 1,077 habitable rooms within a site area of 1.17 to provide a density calculation of 921 habitable rooms/hectare.
Phoenix Place Waste Management Plan	Unaffected
Phoenix Place Framework Travel Plan	Unaffected
Phoenix Place Operational Waste Plan	Unaffected
Phoenix Place Sustainability Statement including Code for Sustainable Homes Pre-Assessment and BREEAM Pre-Assessment	Unaffected

Phoenix Place Energy Strategy including Overheating Report	Unaffected
The application documents which assess the Development across the Site are set out below	
Planning Statement which includes the Economic and Regeneration Statement and draft Section 106 Heads of Terms	Density calculations for Calthorpe Street (page 37) amended to 1,036 habitable rooms within a site area of 2.36ha to provide a density calculation of 438 habitable rooms/hectare. Density calculations for Phoenix Place (page 38) amended to 1,077 habitable rooms within a site area of 1.17 to provide a density calculation of 921 habitable rooms/hectare.
Design and Access Statement: Volume 1: Mount Pleasant	Unaffected
Environmental Statement: Volume 1: Main Text	Unaffected
Environmental Statement: Volume 2: Figures	Unaffected
mental Statement: Volume 3: Townscape, Visual and Built Heritage Assessment	Unaffected
Environmental Statement Volumes 4A to 4F (Appendices)	Unaffected
Environmental Statement Non-Technical Summary	Unaffected
Public Realm and Playspace Strategy	Unaffected
Housing Statement	Unaffected
Internal Daylight and Sunlight Assessment	Unaffected
Residential Travel Plan	Unaffected
Delivery and Servicing Plan	Unaffected

Framework Construction Logistics Plan	Unaffected
Parking Management Plan	Unaffected
Health Impact Assessment	Unaffected
Community Involvement Report	Unaffected

DP9

4 June 2013

Contents

1 Framework Construction Logistics Plan

1.1 Policy

1.1.1 The London Freight Plan (TfL, 2007) aims at reducing the impact of construction traffic during peak hours through '*reducing the contract duration and considering consolidation to minimise lane closures and illegal waiting/loading'*.

1.2 Introduction

1.2.1 The scheme proposals involve the demolition and excavation of:

- The existing Phoenix Place car park (site P1)
- The land on the northern end of the Phoenix place (earmarked as P2)
- Calthorpe Street site (Plots C1 and C2), located on the northern boundary of the site.

1.2.2 This Framework Construction Logistics Plan provides a basis for the production of full Construction Logistics Plans (CLPs) detailing the construction process for each development scenario. The CLPs will be prepared 6 months before construction commences by the principal contractor, in consultation with LB Camden, LB Islington and TfL. This report identifies the key issues that need to be addressed in this plan, namely the phasing of the development, how access to the service areas will be managed, the hours of operation and to agree measures are in place to mitigate against the impact of construction.

1.2.3 Prior to site works, a detailed street audit will be conducted which will identify the existing utilities, obstacles, highway and footway conditions around the site.

1.3 Phasing

1.3.1 Clearly the construction of the site will be phased and for Development Scenario 1 it is anticipated that construction will commence with the southern half of the Phoenix Place site (P1), and then onto the northern half (P2). Under the same scenario the construction of the northern half of the Phoenix Place Site is to commence at the same time as the Enabling Works for the Calthorpe Street site. However, under Development Scenario 2, there would be no construction on the Phoenix Place site therefore construction will commence with the Enabling Works before the construction of the remainder of the Calthorpe Street site. During Development Scenario 3, only the Phoenix Place site will be constructed, and again this is likely to commence with the southern half of the site initially, followed by the northern half.

1.3.2 During the Enabling Works initial phase, the changes to the basement of the Sorting Office will be implemented. Following this, a new temporary access will be created off Farringdon Road to allow construction of the new ramp down to the basement, and the new North Road, as well as the new permanent Royal Mail entrance on Farringdon Road, after which the roof will be erected. Following this, the new permanent access will be used by Royal Mail vehicles, which would allow construction vehicles associated with the Calthorpe Street site to make use of the existing Royal

Mail access on Farringdon Road to enter the site, with vehicles exiting via the existing exit on Phoenix Place.

1.4 Construction Access Strategy

1.4.1 The level of construction traffic generated over the construction period will vary. This strategy sets out the fundamental requirements for the CLPs which will later determine the likely levels of vehicles generated.

Vehicle Routes

1.4.2 The main approach routes for construction traffic will be from the strategic road network.

1.4.3 Delivery vehicles and particularly those vehicles involved in the demolition works associated with the development should follow a predetermined delivery route which will, wherever possible, avoid sensitive areas and highway constraints. These routes need to be discussed with the LB Islington, LB Camden and TfL as required.

1.4.4 The CLPs will have to identify that trucks removing demolition waste will be able to turn on site. If this is not feasible, then construction vehicles which are unable to turn on site will have to be able to reverse both in and out of the site. However, due to the large size of both the Phoenix Place and Calthorpe sites, it is expected that all construction vehicles will be able to turn on site.

1.4.5 The contractor will have to demonstrate how these vehicle movements can be safely accommodated.

Vehicle Types Required

1.4.6 A variety of different activities requiring a range of different plant and equipment will be ongoing throughout the construction. These activities are likely to require the following four main types of delivery vehicle:

- Low-loaders
- Tipper trucks
- Flat bed lorries with HI-AB loaders
- Ready mixed concrete lorries.

1.4.7 All the above vehicles will be required to enter and depart both Phoenix Place and Calthorpe Street sites in forward gear.

1.5 Mitigation Measures for Construction Traffic

1.5.1 The construction process can generate a number of effects on the general environment and local amenities / residents. These include:

- Increase in traffic movements, noise and a reduction in local air quality associated with construction traffic;

- Reduction in local air quality due to dust generation and increased traffic movements during construction of the development;
- Increase in current noise levels associated with construction activities.

1.5.2 The movement of construction traffic should be managed through careful consideration through the CLPs prior to construction. The objectives of the CLPs should be:

- Minimise disruption by working to specified hours only;
- Plan the on-site co-ordination of construction movements;
- Manage the conflicts between construction and local vehicular traffic on local roads;
- Manage the conflicts between pedestrian/cycle traffic and construction traffic;
- Ensure lorries are fully loaded to minimise traffic movements where possible;
- Provide consultation with local authorities.

1.5.3 The condition of the highway will also be monitored throughout the construction phase and if necessary any repair / maintenance work will be carried out as soon as a need for it is identified.

1.5.4 To reduce the potential for dust generation the following mitigation measures should be employed as best practice:

- 'Damping down' the site with a fine water spray to prevent the dust particles becoming airborne;
- Vehicles removing debris from the site will be sheeted with dust sheets or tarpaulin to prevent debris spillage and dust emission;
- Stockpiled material will be constructed with gentle slopes and covered where possible;
- Haulage vehicles will use designated haul routes (both on and off site) which will be damped down regularly;
- Weather conditions will be considered prior to commencement of activity.

1.5.5 These proposed mitigation measures will ensure that dust generation is minimised and therefore the associated hazard and nuisance caused to pedestrians and vehicles will be reduced.

1.5.6 The following mitigation measures should be employed to respond to noise sensitivity and to reduce the impact from noise generated during demolition and construction:

- Noise control measures will be implemented. To reduce the likely impact to local residents and amenities, specified working hours and an acceptable range of measures will be considered during the detailed design stage of the development. Where possible, working hours will be outside of the network peak hours to mitigate against noise and traffic impacts. The exact working times are to be confirmed with LB Camden, LB Islington and TfL. It should be noted that certain phases of the Enabling Works may need to be undertaken outside of specified working hours/ during weekend periods due to RMG operational activities however this will be agreed with authorities beforehand

- Plant will be effectively sound attenuated by means of silencers, mufflers, acoustic linings, shields, acoustic sheds or screens;
- Plant will be regularly serviced and maintained;
- Operation of plant will be carried out in such a way that noise is minimised e.g. plant will be throttled down, or switched off when not in use;
- Noise levels will be monitored during activities to ensure compliance with target levels and standards.

1.5.7 The proposed mitigation measures will be designed to ensure that the daytime noise levels are compliant with the required standards which will in turn reduce the nuisance caused to local residents and amenities.

1.5.8 Where possible, it is recommended that the majority of construction vehicles operate on-site. However, where this is not possible, and there is sufficient space on-street for construction this will be agreed with all three highway authorities.

1.5.9 It is unlikely that Site construction will require any temporary loss of on-street parking bays. However, if this is required, the contractor will have to demonstrate whether temporary on-street parking suspension measures need to be imposed.

1.5.10 The CLPs must have regard to pedestrian and road user safety throughout the construction phase. In an event where footpaths will be closed for construction, alternative measures must be put into place to aid pedestrian movement.

2 Construction Traffic Generation

2.1 Introduction

2.1.1 During the period of construction of the development there will be increased HGV movements to the site, it is considered that these will not be severe and they will have no residual effects.

2.1.2 This chapter provides information about:

- Construction staff travel patterns and travel plan strategy;
- Construction staff car parking and car trip generation; and
- The maximum and average construction delivery vehicle trip generation in each phase of construction.

2.2 Construction staff

2.2.1 For the proposed development programme, it is anticipated that a combined total of approximately 2000 staff will be employed to work on site. However, the exact number of staff working on site per day is currently unknown. Further information will be available once a contractor is appointed.

2.3 Construction staff car parking and car trip generation

2.3.1 Given the site's public transport accessibility no car parking is to be provided for construction staff and the use of public transport will be encouraged. Under no circumstances will trade operatives or construction staff use public roads or resident parking spaces to park their private vehicles in the vicinity of the construction site.

2.4 Construction Staff Travel Plans

2.4.1 It is the responsibility of the main contractor of each phase to manage and monitor staff travel patterns, to ensure the traffic impact is minimised and no overspill car parking occurs.

2.4.2 The objectives of providing the Construction Staff Travel Plans are:

- To prevent the possibility of overspill parking being generated on public roads;
- To limit the traffic impact of the construction phases on the surrounding highway network;
- To maximise usage of the available bus services; and
- To provide sustainable travel information to all construction staff.

2.4.3 The travel plans will be implemented as a package of measures, designed to work collectively to overcome the various barriers and encourage a switch to sustainable travel. The aim is for nudges and prompts to come from many sources, the combined effect of which will generate the required level of sustainable travel behaviour across the population, then sustain and improve on this performance over the construction period. Many of the measures will be implemented prior to and on initial induction of construction staff, to ensure new staff and visitors to the site establish sustainable travel habits from the outset.

2.4.4 The measures in the travel plans are guided by current best practice in travel behaviour change and social marketing methods. For example the four levers used in social marketing are all incorporated in the design of the development or the travel plans:

- **Support:** giving people means and solutions to adopt the desired behaviour e.g. convenient, secure cycle parking; subsidised/free bus tickets – monthly and annual passes etc.
- **Design**: changing the environment, physical context and products to support the new behaviour e.g. limit the scale of the staff car park; pedestrian and cyclist priority and permeability.
- **Inform and educate**: providing information to advise, build awareness, persuade and inspire e.g. travel information pack and personal travel plan session offered to staff at induction on site.
- **Control**: take steps to legislate, require, enforce and set standards e.g. parking management; requirement for travel plan commitment in contracts etc.

Table 2.1: Matrix of construction staff travel plan measures

Measures	Physical measure on Construction site	Inform prior to initial staff arrival on site	During staff induction on site
Secure, convenient cycle parking	✓	✓	✓
Storage facilities for construction staff to store equipment	✓	✓	✓
Travel Hub on site with sustainable travel information and leaflets	✓		✓
Travel information packs sent out on appointment of staff promoting local shops/services/options		✓	
Car sharing, including taxi-sharing		✓	✓
Subsidised/free bus tickets – monthly and annual passes		✓	✓
Personalised travel planning at induction			✓

2.5 Demolition Phase – Vehicle Trips

2.5.1 The additional traffic generated by vehicles will be small when compared to the existing traffic volumes and flows already occurring on the local highway network. The exact number of vehicles will be dependent on the quantities of waste / materials to be removed from site, however the following table provides an estimate of waste quantities, and hence number of vehicles per day. It should be noted that the number of vehicle trips per day has been derived assuming that demolition period only takes place during weekdays (thereby providing a worst case), and that each wagon generates two trips (incoming and outgoing).

Table 2.2: Matrix of construction staff travel plan measures

Phase	No of wagons	Demolition period (months)	Number of vehicles per month	Number of vehicle trips per day
Phoenix Place Site -P1	59 wagons	3 months	20	2
Phoenix Place Site - P2	25 wagons	3 months	8	2
Enabling Works	195 wagons	18 months	10	2
Calthorpe Street site (C1 and C2)	67 wagons	3 months	22	2

2.5.2 In terms of the wider strategic highway network, the impact is considered to be negligible.

2.6 Construction Phase – Vehicle Trips

2.6.1 The type and number of construction vehicles generated during the construction period will be dependent on the different stages of construction, the mix of construction methods adopted, and the type and intensity of work being undertaken at the different stages. The following provides an estimate of the maximum number of vehicles per hour which will access the site during construction for the three development scenarios:

- Development Scenario 1: max 23 two-way vehicles per hour
- Development Scenario 2: max 19 two-way vehicles per hour
- Development Scenario 3: max 12 two-way vehicles per hour

2.6.2 The additional traffic generated by construction vehicles will be small when compared to the existing traffic volumes and flows already occurring on the local highway network. In terms of the wider strategic highway network, the impact is considered to be negligible.

2.7 Construction Delivery and Service Plans

2.7.1 It is the responsibility of the main contractor of each phase to provide a detailed construction delivery and service plan to manage the construction traffic to avoid the morning and afternoon peak traffic conditions on the A201 Farringdon Road.

3 Environmental Controls

3.1.1 In order to limit the noise impact of the construction site, noisy plant and equipment will be sited as far away as is practicable from any noise sensitive buildings. The use of barriers such as: soil mounds; site huts; acoustic sheds; or partitions, etc, to deflect noise away from noise sensitive areas will be employed wherever practicable. Care shall be taken when loading or unloading vehicles or moving materials, etc, to reduce the noise impact.

3.1.2 In order to limit the dust and air quality impact of the construction site, a wheel washing facility will be set up. Techniques such as damping down will be used and individual plant and machinery will adopt collective techniques. Delivery vehicles carrying waste from the site will be covered. A Site Waste Management Plan (SWMP) will be developed by the main contractor of each phase.

3.1.3 Access routes will be clearly signed, in agreement with LB Camden, LB Islington and TfL. A detailed sequenced delivery strategy will be provided by the main contractor of each phase, to minimise the traffic impact, preventing congestion in the locality.

3.1.4 In order to limit the impact of emissions, a partnered supply chain will be used, which will provide information concerning emissions. The developer favours the use of freight operators that are members of the Fleet Operators Recognition Scheme (FORS). No vehicle idling will be allowed.

4 Conclusions

4.1.1 This report is a framework to cover the construction of all phases of the development .It identifies the broad requirements for the submission of detailed plans for each phase of the development by the main contractor. It is anticipated that the plans will be secured through conditions on the planning permission.