

**BRUNEL WALK REDEVELOPMENT AND
TURNER AVENUE ESTATE
IMPROVEMENTS**

Proposed Residential Redevelopment

Outline Construction Logistics Plan

**Prepared on behalf of London Borough of
Haringey**

2021/5638/CLP03

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2021/5638/007
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EXECUTIVE SUMMARY

The site is located at Brunel Walk within South Tottenham which is a residential cul-de-sac comprising 35 residential flats and 1 house used by Homes for Haringey. There are significant opportunities for journeys to be undertaken via active or sustainable modes of transport, owing to the site's good access to local facilities on foot and by cycle.

A Healthy Streets Assessment has been carried out which demonstrates that the key pedestrian routes exhibit the features required as part of the Healthy Streets toolkit. The site exhibits a range of 3 different PTALs relating to the linear nature of the site area from a 4-6a. in accordance with The London Plan 2021 the starting point for any car parking assessment must be the highest current or future PTAL for a development site, which is a 6a.

The development proposals comprise the redevelopment of the site in order to provide 45 residential units comprising a mix of 1-3 bedroom flats and mews houses. The proposals would operate as a car-free development, owing to the site's high PTAL rating. 1 disabled parking bay would be provided from Braemar Road to the east of the site, plus the re-provision of 3 disabled spaces at the Turner Avenue Estate, in accordance with the London Plan (2021) standards. Cycle parking would also be provided for each residential block, in line with the London Plan (2021) standards and the LCDS.

The proposals also offer improvements to the public realm and pedestrian/cycle connectivity throughout the local area, including improved parking and access arrangements associated with the Turner Avenue Estate. An on-street parking survey indicated that the existing parking provision within the Turner Avenue Estate is heavily utilised at present and so the proposals re-provide all existing parking associated with the estate in order to meet existing parking demands plus additional disabled parking bays. The public realm works would also deliver an improved delivery and servicing strategy for the site, due to the constrained access at the site. Each residential block would be provided with sufficient bin storage provision, in line with local design standards and guidance.

In order to facilitate the improved access arrangements and connectivity, parts of the public highway in the Turner Avenue car parks would need to be 'stopped up' and the application/process is likely to be run in parallel with this planning application.

This Outline CLP provides high level information on the proposed construction logistics and provides a considered approach to how the potential impact of construction related traffic would be minimised and mitigated against during both demolition and construction works.

1 INTRODUCTION

1.1 Background

1.1.1 RGP is instructed by London Borough of Haringey to provide highway and transport planning advice in relation to a proposed residential redevelopment Brunel Walk, Haringey, London, N155HQ and Turner Avenue Estate, Haringey, N155DG.

1.1.2 The site is located at Brunel Walk within South Tottenham which is a residential cul-de-sac comprising 35 residential flats and 1 house. Brunel Walk is a private route which connects users between Elmar Road to the west and Lomond Close / Kirkton Road / Braemar Road to the east of the site. Brunel Walk does not permit parking or vehicle traffic at any time, as stipulated by signage along the route. As such, the site predominantly operates as a car-free development however there is a car park accessed via Braemar Avenue which provides capacity for up to 6 cars. These spaces are Council operated and are strictly allocated to the existing dwellings at the site.

1.1.3 The development proposals comprise the following:

'Redevelopment of Brunel Walk to provide 45 new Council rent homes in four buildings ranging from 3 to 4-storeys high including 39 apartments and 6 maisonettes. Provision of associated amenity and play space, cycle and refuse/recycling stores and 4 wheelchair parking spaces. Reconfiguration and enhancement of existing parking areas and outdoor communal areas and play spaces on the Turner Avenue Estate.'

1.1.4 The proposals comprise a mix of 1-3 bedrooms units, as follows:

- (i) 8x1 beds;
- (ii) 16x2 beds; and
- (iii) 21x3 beds.

1.1.5 The proposals include improvements to the public realm and existing parking provision associated with the Turner Avenue Estate, which also forms part of this planning application. The improvements would seek to improve pedestrian/cycle connectivity in the area and rationalise the existing parking provision for these dwellings.

1.1.6 Sufficient cycle parking would be provided on the site, in accordance with the London Plan standards. A copy of the proposed site layout plan is attached hereto at **Appendix A**.

- 1.1.7 This outline Construction Logistics Plan (CLP) has been prepared following pre-application discussions with London Borough of Haringey, which identifies the need to prepare a suitable outline Construction Logistics Plan to accompany the planning application.
- 1.1.8 This outline CLP has therefore been prepared to provide high level information on the proposed construction logistics. It is anticipated that once a contractor has been appointed, any outstanding details would be provided within a Detailed CLP which is likely to be conditioned as part of any planning consent. The approved CLP would be implemented during demolition and construction works and would be strictly adhered to.
- 1.1.9 A CLP provides a considered approach to how the potential impact of construction related traffic would be minimised and mitigated against. In preparing this report particular consideration has been given to TfL's '*Construction Logistics Plan Guidance*' document published in June 2017.
- 1.1.10 This document accompanies a Transport Assessment (TA) and Travel Plan (TP), both of which have been prepared by RGP, and these reports should therefore be read in conjunction with one another.

1.2 Objectives of the CLP

1.2.1 The main objectives of this CLP are to:

- (i) Lower vehicle emissions associated with construction vehicles arriving and departing the site;
- (ii) Enhance safety – improved vehicle and road user safety around the site, given that the adjacent residential dwellings would remain operational, including the Turner Avenue Estate;
- (iii) Reduce congestion – reduced construction vehicle trips overall, especially in peak periods.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 Policy Context

- 2.1.1 This document has been produced in consideration of a number of supporting planning policy documents.

NPPF

- 2.1.2 The NPPF promotes the use of sustainable transport through the UK, safe road design and the efficient and sustainable delivery of goods and supplies, therefore the production of a CLP would align with this.

London Plan (2021)

- 2.1.3 The London Plan (2021) states the following at Policy T7 (F):

“Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.”

- 2.1.4 Furthermore, paragraph 10.7.6 of the London Plan states:

“Transport for London’s guidance on Construction Logistics and Delivery and Servicing Plans should be adhered to when preparing planning applications. Plans should be developed in line with this guidance and adopt the latest standards around safety and environmental performance of vehicles. The plans should be monitored and managed throughout the construction and operational phases of the development. TfL’s freight tools including CLOCS (Construction Logistics and Community Safety) should be utilised to plan for and monitor site conditions to enable the use of vehicles with improved levels of direct vision. This should be demonstrated through a Site Assessment within a Construction Logistics Plan. Development proposals should demonstrate ‘good’ on-site ground conditions ratings or the mechanisms to reach this level.”

- 2.1.5 This CLP has been prepared in accordance with TfL’s Construction Logistics Plans guidance document and in accordance with these London Plan policies.

The Mayor's Transport Strategy (2018)

- 2.1.6 Freight and servicing are frequently mentioned throughout this document which contains a strategy considering all methods of freight delivery including road, rail, pipeline, water, bicycles and air. The document especially highlights the importance of DSPs efficiency and provide a framework for incentivisation and regulation.
- 2.1.7 In particular policies 3, 6, 9 and 16 have impacts on construction activity and should be reviewed when undertaking a CLP.

Healthy Streets

- 2.1.8 Healthy Streets is the framework of the Mayor's Transport Strategy, putting human health and experience at the heart of planning the city. The proposed development and measures outlined within this CLP have been considered with respect to the Healthy Streets approach and indicators.

Vision Zero for London

- 2.1.9 Major cities around the world are taking a stand to end the toll of deaths and injury seen on their roads and transport networks by committing to Vision Zero. The Mayor's Transport Strategy sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network.
- 2.1.10 This CLP has been prepared to ensure that all construction traffic adhere to the Vision Zero Action Plan strategy, in order to enhance highway safety.

TfL Freight and Servicing Action Plan (2019)

- 2.1.11 The vision for construction is set out in Actions one, two and nine of this document, which puts safety at the heart of this policy. These policies have been considered when preparing this CLP.

Fleet Operator Recognition Scheme (FORS)

- 2.1.12 FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally-friendly. It's relevance to the CLP is via its mention in the Mayor's Transport Strategy and requirements will be relayed to all operators engaged during the development.
- 2.1.13 It is a requirement that Fleet Operators comply and adhere to the FORS Silver standard.

2.2 Local Access including Highway, Public Transport, Cycling and Walking

Context

- 2.2.1 The site is located at Brunel Walk within South Tottenham which is a residential cul-de-sac comprising 35 residential flats and 1 house. Brunel Walk is a private pedestrian only route which connects users between Elmar Road to the west and Lomond Close / Kirkton Road / Braemar Road to the east of the site.
- 2.2.2 As such, the site predominantly operates as a car-free development however there is a car park accessed via Braemar Avenue to the east of the site which provides capacity for up to 6 cars. These spaces are Council operated and are strictly allocated to the existing dwellings at the site. Some informal car parking is also observed along Brunel Walk which is contrary to the access restrictions, suggesting that some residents make use of these areas in an opportunistic way.
- 2.2.3 The Turner Avenue Estate also forms part of this application. These dwellings benefit from approximately 27 formal car parking spaces which are accessed via Turner Avenue at the northern part of the site. The proposed development would seek to rationalise the existing parking provision for the development to the north, whilst also improving the existing servicing arrangements for the site, as discussed further in Section 4 below.
- 2.2.4 These parking spaces (and the 6 spaces accessed via Braemar Road) are private car parking bays which are operated by the Council and allocated to the existing dwellings via a valid parking permit system. These private permit holder restrictions apply between 8am-6pm Monday to Saturday, as well as for any blue badge holders. Therefore these spaces can be utilised by anyone during the evenings, overnight and on Sundays, for example.
- 2.2.5 The streets surrounding the site are located within a Controlled Parking Zone (CPZ) known as 'St Anns' which restricts parking to permit holders only Monday to Saturday between 8am and 6.30pm. Brunel Walk and the Council operated car parks are an exception to the above restrictions, as outlined above.
- 2.2.6 The site benefits from convenient access to the wider, strategic highway network in the form of the A10 which is accessible via Kirkton Road and the A504 West Green Road to the north of the site.
- 2.2.7 The location of the site in the context of the local area is shown in **Figure 2.1** below.



Figure 2.1: Site Location Plan

2.3 Accessibility Credentials

- 2.3.1 The site benefits from a good standard of pedestrian infrastructure in the local area. As discussed, Brunel Walk is a pedestrian only route which connects with the existing pedestrian infrastructure on Elmar Road to the west and Lomond Close / Kirkton Road to the east of the site.
- 2.3.2 These footways appear well lit and circa 1.5m in width, which continue throughout the local area.
- 2.3.3 The site is situated within a densely populated area of London which benefits from convenient access to a wide range of local amenities and facilities, as illustrated in **Figure 2.2** below, which are directly accessible to/from the site on-foot.

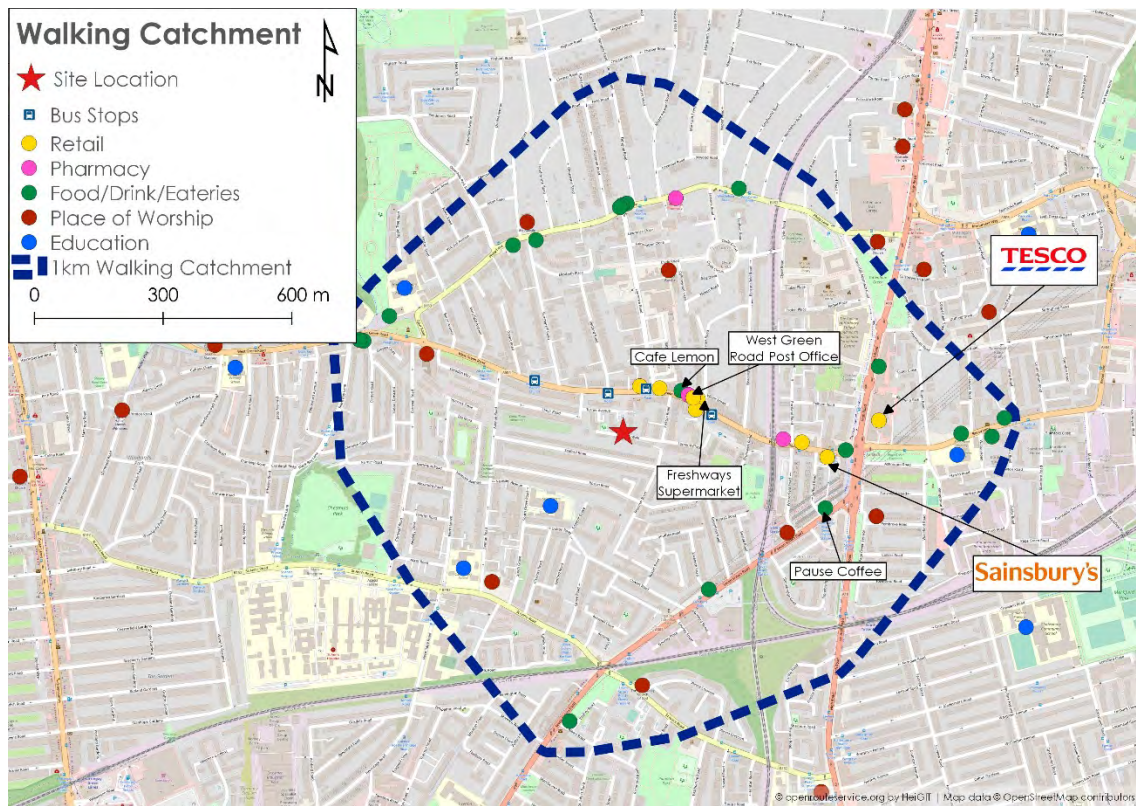


Figure 2.2: Walking Catchment Area

- 2.3.4 In terms of cycle infrastructure, there are no dedicated cycle routes in the immediate vicinity of the site, however there are cycle lanes located on the A10 which continue at regular intervals along its length. The local highway network is also considered conducive to on-road cycling for skilled and experienced cyclists and would provide realistic opportunities for residents to travel by active modes to / from the site.
- 2.3.5 **Figure 2.3** below demonstrates that there are a range of destinations across the LB Haringey and North-East London within a 20 minute cycle catchment of the site.

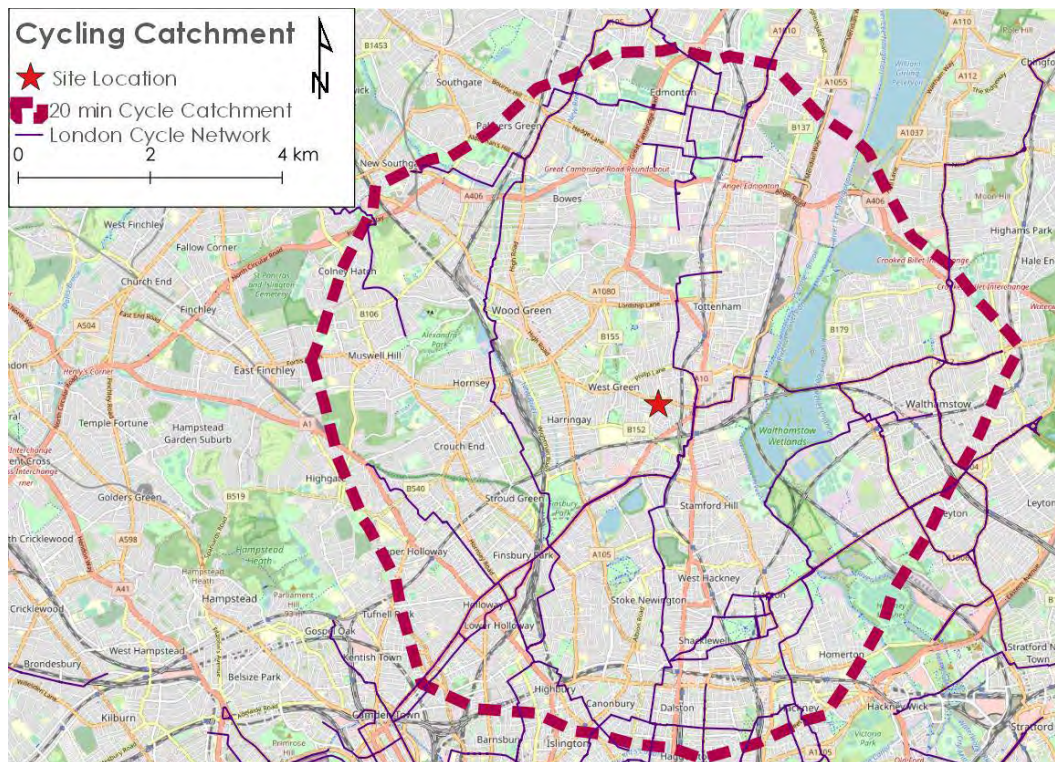


Figure 2.3: Cycle Catchment Plan

- 2.3.6 The nearest bus stops to the site are located on West Green Road, within a 2-minute walk of the site. These bus stops, known as Bedford Road (Stop M/K), serve bus routes 41 and N41 which provide frequent bus services (approximately 10 services per hour in each direction) between Tottenham Hale and Archway.
- 2.3.7 More extensive bus services are available from the bus stops at Seven Sisters station, which provide more frequent bus services to a wide range of destinations across London. The location of these bus stops and other public transport services are illustrated in **Figure 2.4** below.

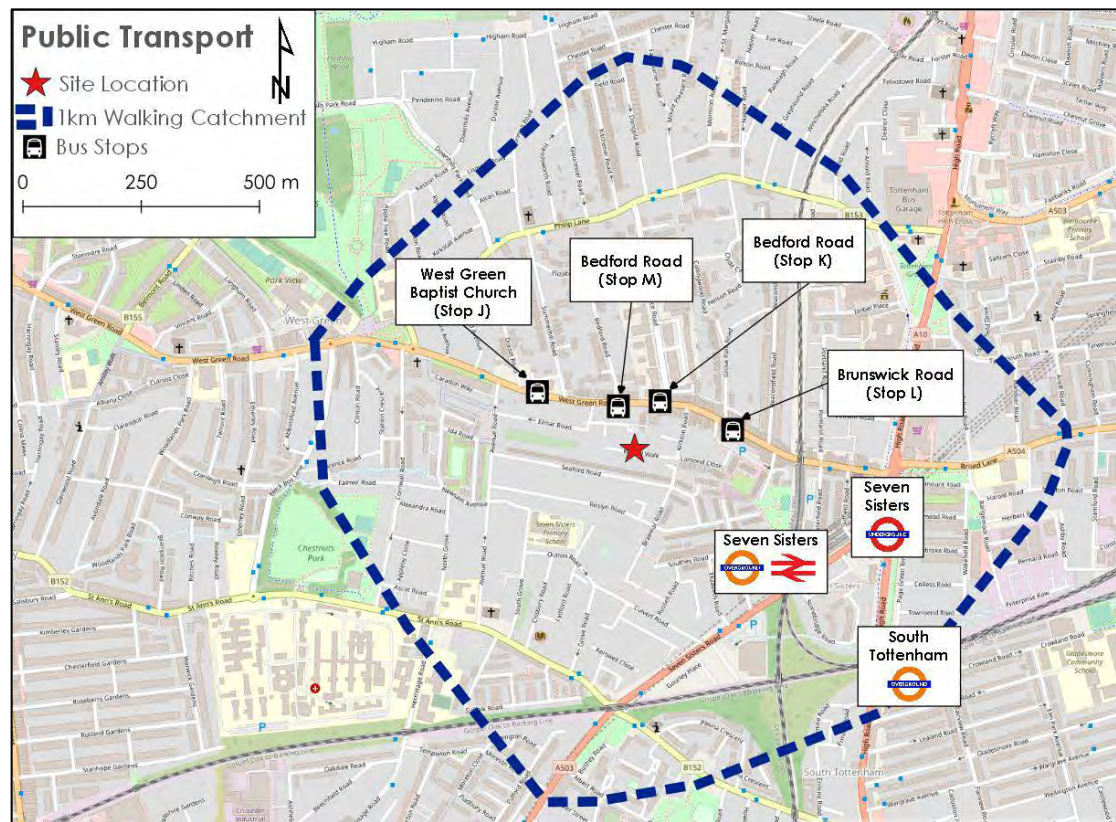


Figure 2.4: Public Transport Provision

- 2.3.8 The site lies within 650 metres of Seven Sisters station which provides regular National Rail (Greater Anglia) and London Overground operated services. **Figure 3.6** below summarises the services available from Seven Sisters rail station, full details of which can be found online at: www.nationalrail.co.uk.
- 2.3.9 Seven Sisters Station also provides London Underground operated services on the Victoria Line between Walthamstow Central and Brixton, serving a number of destinations such as Vauxhall, Victoria, Oxford Circus, Euston and Kings Cross St Pancras. Typically, there are services every 2-3 minutes in each direction at peak times.
- 2.3.10 Both rail and London underground services are directly accessible to/from the site on-foot. A pedestrian connection is provided via the underground linking the two stations with one another.
- 2.3.11 It is therefore evident that frequent London Underground services can be boarded within close proximity of the site, including numerous connections to other London Underground lines (Northern, Circle, District, Piccadilly, Metropolitan, Jubilee and Hammersmith & City Lines) and major rail interchanges such as Kings Cross St Pancras. It is anticipated that the London Underground would offer a primary method of travel to/from the site by residents for trips during the day and for commuting purposes.

PTAL Assessment

- 2.3.12 To assess the current Public Transport Accessibility Level (PTAL) available at the development site, RGP has carried out a site specific PTAL assessment and also reviewed the Web-CAT tool which is a web-based Connectivity Assessment Toolkit. This assessment takes account of the distance of public transport facilities from the site and the relative frequencies of these services.
- 2.3.13 The results of the assessment show that the site has an existing PTAL rating of 4 (good). However, it is noteworthy that part of the site at its eastern extent (as well as all areas to the east) lie within a PTAL 6a area, representing a site with 'excellent' public transport accessibility. This is assessed in further detail within the accompanying Transport Assessment.

Summary

- 2.3.14 In summary, RGP consider that the accessibility credentials of the proposed development are of an excellent standard, as highlighted by the site's highly accessible location by public transport. It is therefore anticipated that the extensive range of public transport services will act as the primary mode of transport for travel to/from the site by residents and the level of parking proposed has been considered accordingly in Section 5 below.

2.4 Challenges

- 2.4.1 There are some notable constraints associated with the construction works at the site. The following challenges are noted for this site:
- (i) The proximity of adjacent residential dwellings which would remain operational throughout the construction process, including Turner Avenue Estate;
 - (ii) The constrained vehicle access to/from the site, given the geographical location of the site.
- 2.4.2 The applicant is committed to carrying out these works in the most practicably sustainable manner. Given the site's location and that the adjacent properties would remain operational throughout the proposed construction process, the need to minimise the impact associated with the construction works is fully recognised and the proposed construction works have been considered on this basis within this CLP.
- 2.4.3 The Main Contractor will be responsible for the monitoring of all construction works and traffic movements and ensuring the safety of the neighbouring uses, as well as passing vehicles, pedestrians and cyclists at all times.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 Overview

[This section is to be updated further once a Main Contractor has been appointed].

3.1.1 The construction works are proposed to commence in *[date to be confirmed]*, lasting for approximately *[duration to be confirmed]*.

3.1.2 The schedule of construction activity is expected to be as follows:

- (i) Site set-up, clearance and demolition;
- (ii) Excavation and Piling;
- (iii) Substructure;
- (iv) Superstructure;
- (v) Cladding;
- (vi) Building services, fit-out, commissioning and public realm/landscaping improvement works;

3.1.3 The contact details of the chosen Main Contractor and Construction Manager (appointed under the Main Contractor), when appointed, shall be made available to all relevant authorities and shall be clearly detailed at the front of the site for the duration of the development.

3.2 Construction Programme

[A full detailed programme of works shall be provided by the chosen Main Contractor prior to commencement of construction and monitored regularly throughout the process.]

3.2.1 **Figure 3.1** below summarises an indicative programme of works based on the TfL Construction Logistics Planning Tool (attached at **Appendix B**), highlighting the approximate duration of key phases of the project.

Construction Programme	Start	End
Site setup and demolition	Mar-2023	Jun-2023
Basement excavation and piling	Jun-2023	Sept-2023
Sub-structure	Sept-2023	Dec-2023
Super-structure	Oct-2023	Oct-2024
Cladding	Feb-2024	May-2025
Fit-out, testing, commissioning and landscaping works	Feb-2025	Jul-2025

Figure 3.1: Construction Programme

3.2.2 This table is indicative and would be updated with more accurate timings, once the Main Contractor has been appointed.

3.3 Proposed Working Hours

3.3.1 Construction works on the site will typically commence and finish at the following times:

- (i) Monday to Friday 8.00am - 6.00pm
- (ii) Saturday 8.00am - 1.00pm
- (iii) No Sunday, bank holiday or public holiday working

3.3.2 Under no circumstances will works outside of these hours be undertaken, unless otherwise agreed in advance with LBH.

3.3.3 The term 'working' shall, for the purpose of clarification include the use of any plant or machinery (mechanical or other), construction delivery vehicles loading/unloading at the site and the carrying out of any maintenance/cleaning work on any plant or machinery.

4 VEHICLE ROUTING AND ACCESS

[This section shall be updated and maintained once a Main Contractor is appointed and a construction plan has been prepared.]

4.1 Site Set-Up

- 4.1.1 Prior to any works commencing it is proposed that hoarding is installed along the curtilage of the site works to prevent unauthorised access to the site and to warn of the potential dangers of construction zones. The hoarding would ensure that safe access is maintained into the site for legitimate staff and deliveries only and ensures that safe passage is maintained for local residents in the area at all times.
- 4.1.2 The appropriate licenses would be acquired by the Main Contractor in advance and prior to commencement.
- 4.1.3 Temporary lighting will also be provided across the site, as necessary.
- 4.1.4 The site will be designed appropriately to ensure that there is no requirement for skips to be located on the public highway with all goods stored on the site at all times.
- 4.1.5 Drawings **2021/5638/007** and **2021/5638/008**, attached hereto, illustrate the proposed construction site setup for the site during both the demolition phase and main construction phase of the construction process. These elements are discussed in detail throughout this document.
- 4.1.6 Monitoring of the above elements will be undertaken by the Construction Manager, appointed by the Main Contractor, throughout the programme of works to ensure the safety of all staff associated with the works and users of the public highway, at all times. The above elements will be amended, with additional mitigation processes put in place, as required, as the construction programme evolves.

4.2 Types of Vehicles

- 4.2.1 It is anticipated that medium/large delivery vehicles would generally be used by the various trades employed and throughout the various phases of construction in order to reduce the frequency of deliveries, which would be managed appropriately to avoid excessive impact on the local highway network.
- 4.2.2 Due to the constrained access onto the site, medium sized delivery vehicles (up to 8.0m long, for example) would be the preferred means of access onto the site throughout construction, in order to minimise the impact of construction traffic locally, however suitable provision has been made to accommodate larger deliveries as set out below.

- 4.2.3 The following list provides an indication of the types of vehicles anticipated during the construction process.

Construction Vehicle	Operation	Dimensions
Skip Lorries	Waste Removal	Length: 6.3m Width: 2.9m Height: 2.9m
Large Tipper Lorries	Transporting loose material to/from the site.	Length: 10.2m Width: 2.5m Height: 2.9m
Small Tipper Lorries	Transporting loose material to/from the site.	Length: 6.5m Width: 2.5m Height: 2.9m
Concrete Lorries	Mixing components and materials	Length: 8.4m Width: 2.4m Height: 4.0m
Flat-bed Trucks	Transport Materials / Steels etc	Length: 8.0m Width: 2.1m
Transit Vans	It is anticipated that these will be used for the majority of finishing materials and sanitary ware	Length: 5.3m Width: 2.0m Height: 2.5m

Figure 4.1: Types of Construction Vehicles

4.3 Construction Vehicle Access

Demolition Phase

- 4.3.1 Due to the location of the site, the constrained access onto the site for construction sized vehicles and that the adjacent residential dwellings would remain occupied, careful consideration has been given to the construction vehicle access arrangements.
- 4.3.2 It is proposed that during the demolition of the existing buildings, all construction deliveries would be undertaken on the site via Brunel Walk, thereby minimising impact on the local highway network.
- 4.3.3 It would therefore be necessary to temporarily suspend the pedestrian only route along Brunel Walk in order to ensure that construction vehicles can gain safe and suitable access to all parts of the development throughout the demolition phase, whilst also having regard to existing residents in the local area.
- 4.3.4 Drawing **2021/5638/007** attached hereto provides a swept path assessment of a typical construction vehicle during the demolition phase, confirming that a construction vehicle can gain safe and suitable access to the different parts of the site requiring demolition and clearance.

- 4.3.5 The proposed arrangement provides the safest and most convenient strategy during demolition of the site, given the constraints.

Construction Phase

- 4.3.6 It is anticipated that the improvements proposed to the parking layout and public realm associated with the Turner Avenue Estate, as outlined in detail within the Transport Assessment, would be implemented prior to construction of the main building phase of work at the site. This would ensure that all construction vehicles can gain safe access to all parts of the site during the main building phase.
- 4.3.7 It is also proposed that the main building phase of work would be constructed in two parts (i.e. a western phase and an eastern phase). This would help to retain sufficient parking capacity associated with the Turner Avenue Estate to the north and to minimise the level of displaced parking during construction, given that these dwellings are likely to remain occupied during construction.
- 4.3.8 The proposed phasing of work would also help to retain appropriate storage provision for goods, materials and waste on the site for construction, away from local residents and the local highway network.
- 4.3.9 As shown on drawing **2021/5638/008** attached hereto, during phase 1 of the main building phase, it is anticipated that all construction vehicles would access the site via the improved (western) parking layout from Turner Avenue to the north of the site, in a similar manner to the proposed servicing strategy for the development once operational. This arrangement would ensure that construction deliveries can gain safe and convenient access to the western part of the development site, without impacting on existing residents as far as reasonably possible.
- 4.3.10 As shown on drawing **2021/5638/008**, attached hereto, during phase 2 of the main building phase, it is anticipated that construction vehicles would access the site via the improved (eastern) parking layout from Turner Avenue to the north of the site. Again, this arrangement would provide the safest strategy during construction.
- 4.3.11 All construction deliveries would be booked in advance with the Construction Manager and undertaken in a timely fashion to ensure only one delivery vehicle arrives at the site at any given time. Through the use of a delivery schedule, appropriate phasing of work and dedicated loading areas, the number of construction deliveries each day would be restricted in order to minimise impact on the adjacent highway network and to local residents.
- 4.3.12 All vehicle manoeuvres and loading/unloading would be assisted by Banksmen at all times. Qualified Traffic Marshals would also be situated at the front of the site at all times when construction vehicles are expected to undertake deliveries to direct vehicles, pedestrians and cyclists in the locality.

4.4 Routing Strategy

4.4.1 The site benefits from convenient access to the wider, strategic highway network in the form of the A10 and A503 to the east of the site. As set out above, construction vehicles would approach the site via 2 main routes as follows:

- (i) Via Kirkton Road/Brunel Walk (during demolition and phase 2 of main build);
- (ii) Via Turner Avenue (during phase 1 and 2 of main build);

4.4.2 **Figure 4.2** below illustrates the proposed construction vehicle routing strategy for the site.

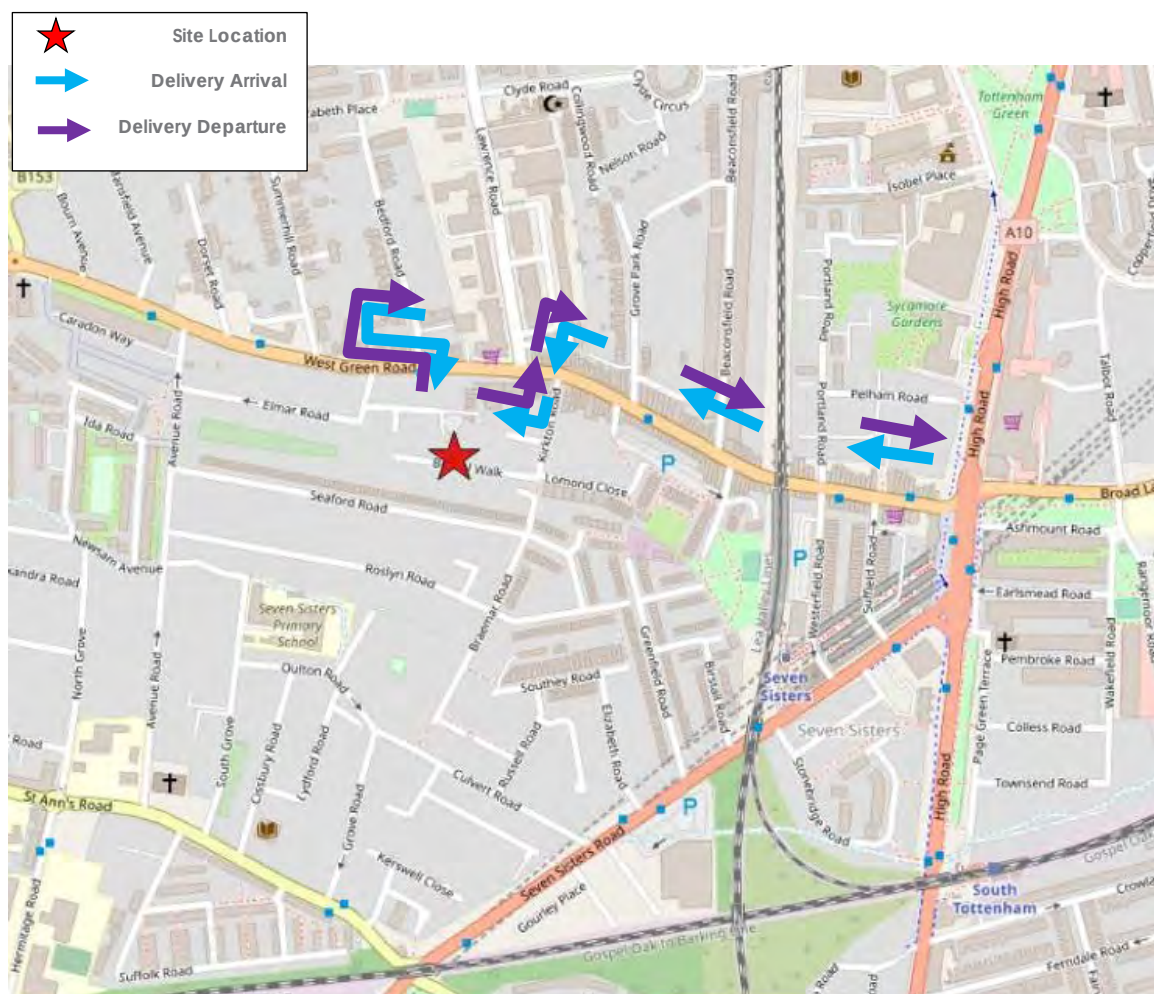


Figure 4.2: Proposed Construction Vehicle Routing Strategy

- 4.4.3 As shown, all construction vehicles arriving and departing the site via Kirkton Road and Turner Avenue would access/depart the site via West Green Road which benefits from convenient access to the A10 to the east (within 650 metres of the site).
- 4.4.4 Delivery drivers will be notified of the proposed access arrangements and routing strategy prior to their scheduled delivery time, in order to ensure vehicles adhere to the agreed routes and access arrangements. Banksman shall be on hand at all times to assist vehicle manoeuvring as required.

4.5 Loading/Unloading & Storage of Materials

- 4.5.1 Deliveries will be on a 'just in time' basis with all deliveries needing to be booked in 48 hours prior to the day of delivery. This will assist in the minimum amount of materials being stored within the site at any one time and will help to improve delivery efficiency.
- 4.5.2 The delivery of the materials will be received within the loading areas outlined above in Section 4.3 and immediately transferred to the appropriate location on the site.
- 4.5.3 As discussed previously, the proposed building works would be undertaken in two phases in order to retain appropriate space on the site for goods, materials and equipment to be stored. For example, storage space would be provided on Phase 2 during the construction of Phase 1, whilst suitable storage space would be provided within the proposed landscaped areas during construction of Phase 2, given that these areas of landscaping are likely to be constructed during the latter stages of the construction programme, when such goods and materials would no longer require storage on-site.
- 4.5.4 Any storage of materials on-site will need to be constantly reviewed as work progresses and the site conditions change to ensure that all materials are accommodated on the site and not on the public highway. Loading or unloading at any other time on weekdays or at other locations not stated within this document will in no instances be acceptable, unless otherwise agreed with the Council in advance.

4.6 Pedestrian and Cycle Routes

- 4.6.1 Whilst the number of deliveries to the site will be low, it is vital that safe pedestrian routes are retained on the public highway. This will be done with the use of Traffic Marshals at the front of the site at all times when a delivery vehicle is expected to direct both pedestrians, cyclists and deliveries as necessary.
- 4.6.2 It is anticipated that during normal site operations, no footway suspensions or diversions would be necessary, however it would be the responsibility of the Main Contractor to manage this and revise the strategy as works develop on the site.

5 STRATEGIES TO REDUCE IMPACT

5.1 Planned Measures Checklist

5.1.1 The appointed Construction Manager will ensure that all vehicles accessing and egressing the site adhere to the agreed strategies highlighted within this CLP. In order to minimise congestion on local roads and inconvenience to third parties the following principles are proposed:

- (i) Designated loading areas will be created at the site to enable the safe delivery of materials;
- (ii) Deliveries will only be permitted within the specified working hours set out in this document and within the designated areas mentioned in this document.
- (iii) Any vehicle attempting to deliver outside these hours will be moved on and will only be permitted to return to site within the delivery hours noted above.
- (iv) All deliveries will be booked in advance and managed by the Construction Manager, in liaison with the relevant supplier/construction company, in order to ensure that only one delivery vehicle arrives and/or departs the site at any given time.
- (v) A delivery schedule will be prepared and kept up to date by the Construction Manager, when appointed. The delivery schedule will detail the anticipated time of the delivery, contact details for the supplier, the type of delivery (i.e. plant, materials, scaffolding) and the size of vehicle anticipated.
- (vi) All deliveries must be booked at least 48 hours in advance with the Construction Manager and made in accordance with the specified working hours outlined in this document.
- (vii) Any deliveries not booked in may be turned away at the Contractor's expense.
- (viii) All deliveries will be supported by Banksmen, as appropriate, whilst Traffic Marshals would also be situated at the front of the site to ensure the safe passage of materials to and from the site, without impacting on highway safety and other road users.
- (ix) Vehicles being off-loaded with goods at the site shall switch off their engines to avoid nuisance to the adjacent uses and to prevent dust generation.

- (x) The contractor will sweep the roads and footpaths on the local highway network as required on a daily basis to remove any spoil or debris deposited on the highway resulting from the construction period.
- (xi) Co-ordination will take place with other construction sites / businesses if found to be necessary when larger vehicles are required to deliver to site.
- (xii) The Main Contractor will request all delivery drivers to telephone ahead of arrival to site so that the necessary steps can be made to enable a smooth and efficient operation.
- (xiii) Banksmen will be informed and will be ready for arrival of the delivery, anticipating the type of delivery and the unloading method to be utilised.
- (xiv) All construction vehicles would adhere to the vehicle routing strategy detailed in **Figure 4.2**.
- (xv) A wheel washing facility would be implemented on-site to prevent the spread of dirt and mud onto the local highway network, as illustrated on the drawings appended to this document. The appointed Construction Manager would ensure all construction vehicles depart the site in a clean and tidy manor.
- (xvi) The operation of the construction site will comply with the Construction Logistics and Community Safety (CLOCS) initiative, details of which are included at **Appendix C** of this report.
- (xvii) Deliveries are not to be made outside the site perimeter onto public footpaths or at other locations on the highway, unless safe provision for pedestrians has been made and agreed in advance with the relevant Highways department.
- (xviii) Delivery companies will be encouraged to sign up to TfL's Freight Operators Recognition Scheme (FORS). This is a voluntary industry-led membership scheme which aims to raise the standard of the fleet and freight industry by improving operators' performance with regards to safety, fuel efficiency, economical operation and vehicle emissions. It seeks to provide a quality and performance benchmark for the freight industry.
- (xix) There would be limited parking available on site for operatives or visitors. The site is easily accessible via public transport, as discussed in Section 2 of this report, and use of these services will be encouraged amongst all operatives. In order to encourage the use of sustainable travel and reduce reliance upon private car use by staff, a number of travel planning measures will be considered by the Main Contractor. The following principles will be followed:

- a) The Main Contractor will explore the potential to provide designated lockers / storage areas on the site for tools and equipment in order to make sustainable travel on a daily basis more convenient for staff and operatives.
 - b) Use of local suppliers, as far as reasonably possible, to reduce distance travelled by staff;
 - c) Use of local labour / operatives who are more likely to reside within the local area and therefore travel by sustainable modes, as far as reasonably possible;
 - d) Providing operatives with timetable bus/rail information, if requested;
 - e) An induction programme for all staff, making them aware of the limited parking available and convenient access via sustainable modes. Car sharing will also be encouraged as a suitable alternative.
- (xx) Parking by staff and operatives within the Turner Avenue Estate and the car park from Braemar Road would not be acceptable since these areas would need to be kept clear at all times for existing residents and for construction vehicle loading/unloading. Any staff found to be in breach of these requirements may be asked to leave.
- (xxi) Parking for intermittent and short-term visitors must be accommodated on the local highway network and comply with all appropriate parking restrictions and conditions.
- 5.1.2 A weekly review of forthcoming deliveries will be undertaken at a Logistics Progress meeting and the deliveries for the coming week will be agreed with the Construction Manager in advance.
- 5.1.3 For clarity **Figure 5.1** summarises the points made above, splitting them into committed, proposed and considered measures, in line with TfL's requirements for a 'medium' impact scheme.

Planned Measures Checklists	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries	x		
Re-timing for out of hours deliveries		x	
Use of holding areas and vehicle call off areas			x
Use of logistics and consolidation centres			x
Vehicle Choice			x
Measures to encourage sustainable Freight			
Freight by Water			x
Freight by Rail			x
Material Procurement Measures			
DfMA and off-site manufacture			x
Re-use of Materials on site		x	
Smart Procurement		x	
Other Measures			
Collaboration with other sites in the area	x		
Implement a Staff Travel Plan	x		
FORS	x		

Figure 5.1: Planned Measures Checklist Table (TfL CLP Guidance for Medium Impact Schemes)

- 5.1.4 In contrast to the TfL guidance (**Figure 6.1**) it is noted that the production of a '*delivery schedule*' will be a committed measure to ensure that there is no overlap with delivery vehicles, no unscheduled deliveries and the public highway is kept as free flowing as possible. As a result of this the '*use of a holding area or vehicle call off area*' will be considered but not proposed given that there is unlikely to be any unscheduled deliveries.

6 ESTIMATED VEHICLE MOVEMENTS

[This section is to be updated once a Main Contractor has been appointed].

- 6.1.1 The TfL Construction Logistics Planning tool has been used to provide an estimate of construction traffic associated with each phase of construction, based on RGP's experience of similar construction works.
- 6.1.2 A summary is provided in **Figure 6.1** below, whilst the TfL CLP Tool is attached at **Appendix B**.
- 6.1.3 This information is indicative and would be updated with a more accurate programme and vehicle frequencies once a Contractor has been appointed, when this information would become clearer.

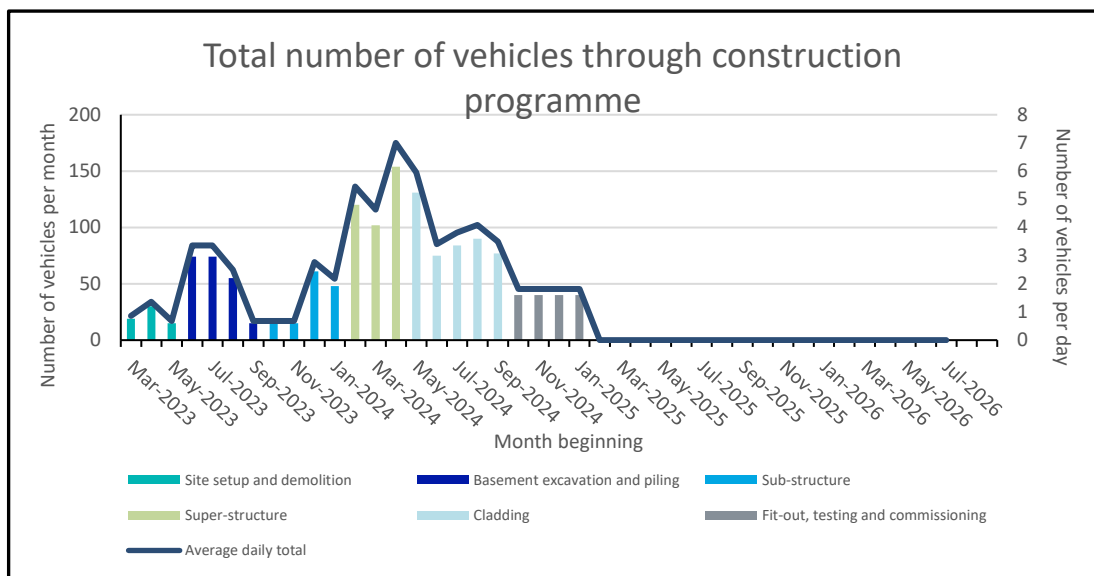


Figure 6.1: Proposed Construction Vehicle Movements (TfL CLP Tool)

- 6.1.4 As shown, the proposed development is anticipated to generate a maximum of 7 deliveries over the course of a typical day, which is not significant and would be comfortably accommodated within the suggested loading areas. All construction deliveries would be managed by the Construction Manager to ensure that simultaneous deliveries do not occur, however suitable provision has been made to accommodate multiple deliveries in the rare and unlikely event that this was to occur.

7 IMPLEMENTING, MONITORING AND UPDATING

7.1 Overview

Main Contractor – *name to be confirmed*.
Construction Manager – *name to be confirmed*.

7.1.1 The Construction Manager will own and manage the implementation of this document. Their job description will include keeping data on:

- (i) Number of vehicle movements on site - collected through the delivery booking system;
- (ii) Types of vehicles on site – compliance with required sizes in this document;
- (iii) Time spent on site;
- (iv) Delivery accuracy compared to schedule;
- (v) Vehicle routing, unacceptable queueing or parking;
- (vi) FORS accreditation;
- (vii) Low Emissions Zone (LEZ) compliance;
- (viii) Non-Road Mobile Machinery compliance (NRMM) of plant on site;
- (ix) Staff travel modes to sites;
- (x) Driver inductions and briefings including accreditation/qualification checks where required.
- (xi) Distributing Contractor and Driver Handbooks, as appropriate, to ensure all staff are aware of their obligations and the procedures which are set out in detail throughout this report. These would be provided to staff by the Main Contractor in advance.

7.1.2 The Construction Manager will review this document regularly and as conditions change. Records of any updated/revisions will be maintained by the Construction Manager.

7.1.3 All records will be held on file, onsite, including all certificates and inspection records for all plant, equipment, and lifting etc. that are required for traffic management and construction purposes.

7.2 Breaches and Complaints

7.2.1 The contact details of the Construction Manager including an emergency out-of-hours contact will be published at the front of the site and will seek to respond to any formal complaint received within 7 business days with respect to community concerns, vehicle routing issues and unacceptable parking by staff, for example.

7.2.2 As outlined in this document, it is a requirement for vehicles and contractors to adhere to the FORS and CLOCS initiatives. Any contractors which are in breach of these schemes and requirements shall be notified and any disciplinary issues dealt with as appropriate.

7.2.3 All construction vehicles would be required to demonstrate compliance with the Low Emissions Zone (LEZ) and Ultra Low Emissions Zone (ULEZ) throughout the process, further information for which is available at: <https://tfl.gov.uk/modes/driving/low-emission-zone> and <https://tfl.gov.uk/modes/driving/ultra-low-emission-zone>.

7.3 Local Community

7.3.1 The Construction Manager will be expected to develop a constructive relationship with those in the immediate vicinity and community of the development given that adjacent dwellings would remain operational throughout the process.

7.3.2 The access arrangements for construction traffic have been carefully considered in this report in order to ensure that existing parking is retained for residents associated with the Turner Avenue Estate, for example.

7.3.3 A forum for consultation with the public will be set up, where feedback will be encouraged and updates on the development will be posted to keep the community up to date with activities on site. All residents within the Turner Avenue Estate for example would be kept informed regarding the construction programme, likely periods of peak activity, as well as any changes to access arrangements at all times.

7.4 Safety

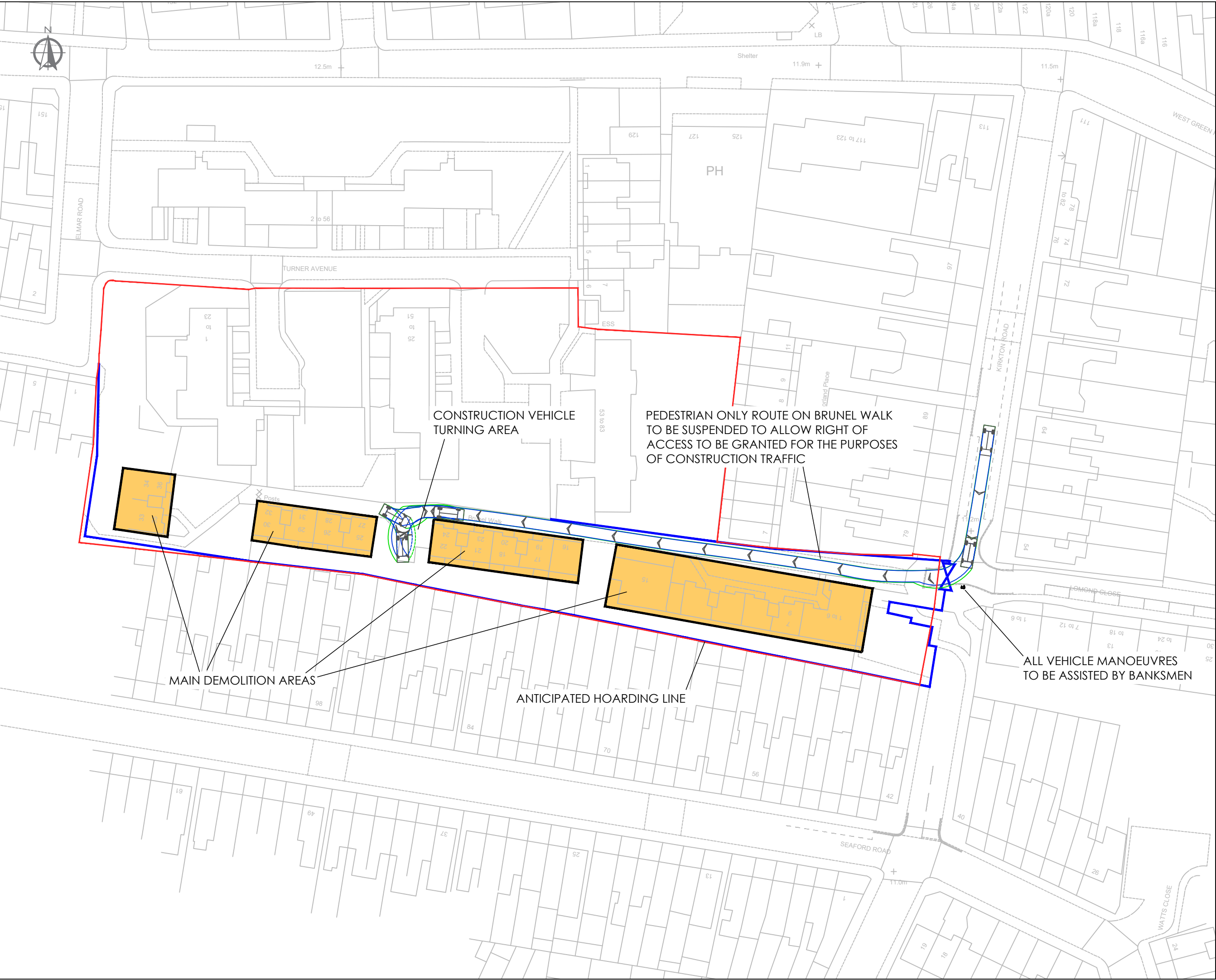
7.4.1 Anyone entering the site will be required to undergo a site induction. The induction will include access routes, parking, deliveries and emergency procedures.

7.4.2 All personnel entering the site shall be required to wear suitable Personal Protective Equipment (PPE), which will be provided by the Contractor, if not available. Any persons not wearing suitable PPE may be asked to leave the site. This would be particularly important at the present time in light of the Covid-19 pandemic.

7.4.3 The operations of the site will be regularly inspected to ensure that all procedures are in compliance with this document. Daily inspections by the Construction Manager will ensure that the setup of the site is concurrent with the construction phases and there are no potential hazards. Any adverse impacts shall be recorded and immediately rectified if they arise.

7.4.4 All records of logistic related and staff related incidents or injuries will be held on file onsite at all times.

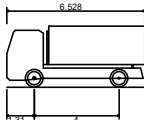
DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

- SITE BOUNDARY
- ANTICIPATED HOARDING LINE
- MAIN DEMOLIOTION AREAS



Small Tipper
Overall Length 6.528m
Overall Width 2.500m
Overall Body Height 2.877m
Min Body Ground Clearance 0.327m
Track Width 2.393m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.850m

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

P3	DLH	RED LINE BOUNDARY ADDED	19/08/22
P2	DLH	HOARDING LINE AMENDED	28/07/22
P1	DLH	FIRST ISSUE	12/11/21
Rev.	Drawn	Comments	Date



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Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client	Madlins LLP		
Project	Brunel Walk, Haringey		
Drawing Title	Demolition Phase Site Setup		
Drawing No.	2020/5638/007	Rev.	P3
Scale	1:750	Drawn By	DLH
		Checked By	WTT
			A3



MAIN CONSTRUCTION VEHICLE LOADING / UNLOADING AREA
FOR SUGGESTED PHASE 1. PROPOSED PARKING LAYOUT
IMPROVEMENTS TO BE IMPLEMENTED PRIOR TO ANY
CONSTRUCTION ACTIVITY TAKING PLACE

MAIN CONSTRUCTION VEHICLE LOADING / UNLOADING AREA
FOR SUGGESTED PHASE 2. PROPOSED PARKING AND LAYOUT
IMPROVEMENTS TO BE IMPLEMENTED PRIOR TO ANY
CONSTRUCTION ACTIVITY TAKING PLACE

MAIN CONSTRUCTION /
BUILD AREAS - PHASE 1

MAIN CONSTRUCTION /
BUILD AREAS - PHASE 2

ALL VEHICLE
MANOEVRES
TO BE ASSISTED
BY BANKSMEN

ALL VEHICLE
MANOEVRES
TO BE ASSISTED
BY BANKSMEN

ANTICIPATED HOARDING LINE

CONSTRUCTION VEHICLE
TURNING AREA

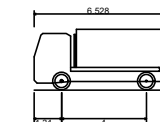
NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

— SITE BOUNDARY
— ANTICIPATED HOARDING LINE

MAIN CONSTRUCTION /
BUILD AREAS - PHASE 1

MAIN CONSTRUCTION /
BUILD AREAS - PHASE 2



Small Tipper
Overall Length 6.528m
Overall Width 2.500m
Overall Body Height 2.877m
Min Body Ground Clearance 0.327m
Track Width 2.383m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 7.850m

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RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P3	DLH	RED LINE BOUNDARY AMENDED	19/08/22
P2	DLH	LAYOUT UPDATED	24/07/22
P1	DLH	FIRST ISSUE	12/11/21
Rev.	Drawn	Comments	Date



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Client	Madlins LLP		
Project	Brunel Walk, Haringey		
Drawing Title	Proposed Construction Phase Site Setup		
Drawing No.	2020/5638/008	Rev.	P3
Scale	1:750	Drawn By	DLH
		Checked By	WTT
			A3

APPENDIX A



1 Proposed Ground Floor Plan - Full Site
1 : 250

Client:
LB Haringey

GENERAL NOTE:
This drawing is to be read in conjunction with all other drawings, structural, mechanical & electrical engineer's drawings. Written dimensions take precedence over scaled. All dimensions to be confirmed on site. All areas and dimensions are approximate and subject to change. All details are indicative of design intent. Specialist design subcontractors are to develop and co-ordinate final details for the contract administrators comments. All installations are to be in accordance with manufacturers recommendations, any discrepancy is to be notified to the contract administrator immediately. Kiran Curtis Ltd. accept no responsibility for the accuracy of the existing building survey upon which these drawings are based. This drawing is protected by copyright and must not be copied or reproduced without the written consent of Kiran Curtis Ltd.

Notes:

DRAFT

J	22.07.15	Issued for Design Freeze	MB	KC
I	22.07.04	Issued for Design Freeze	MB	KC
H	18.05.22	Issued for Information	JS	MB
G	19.04.22	WIP for Planning	JS	CM
F	01.04.22	Pre Application 3	JS	JAS
E	23.03.22	WIP for Planning	JS	JAS
D	21.12.06	Issued for Information	MB	CM
C	21.10.13	Issued for Information	MB	CM
C	21.09.09	Stage 2 Pre-app Design Freeze	MB	WO
B	21.08.27	Issued for Pre-Application	MB	WO
A	21.08.02	Issued for Information	MB	WO
-	21.07.29	Issued for Information	MB	WO
REV	DATE	DESCRIPTION	DWN	CHK

Project:
0552 - Brunel Walk

Drawing Title:
Proposed Ground Floor Plan - Full Site

Drawing Number:
PL_1001

Scale: 1 : 250
Paper Size: A1
Revision: J

KC+A

Designing Brighter Futures
Architecture Urban Design Planning

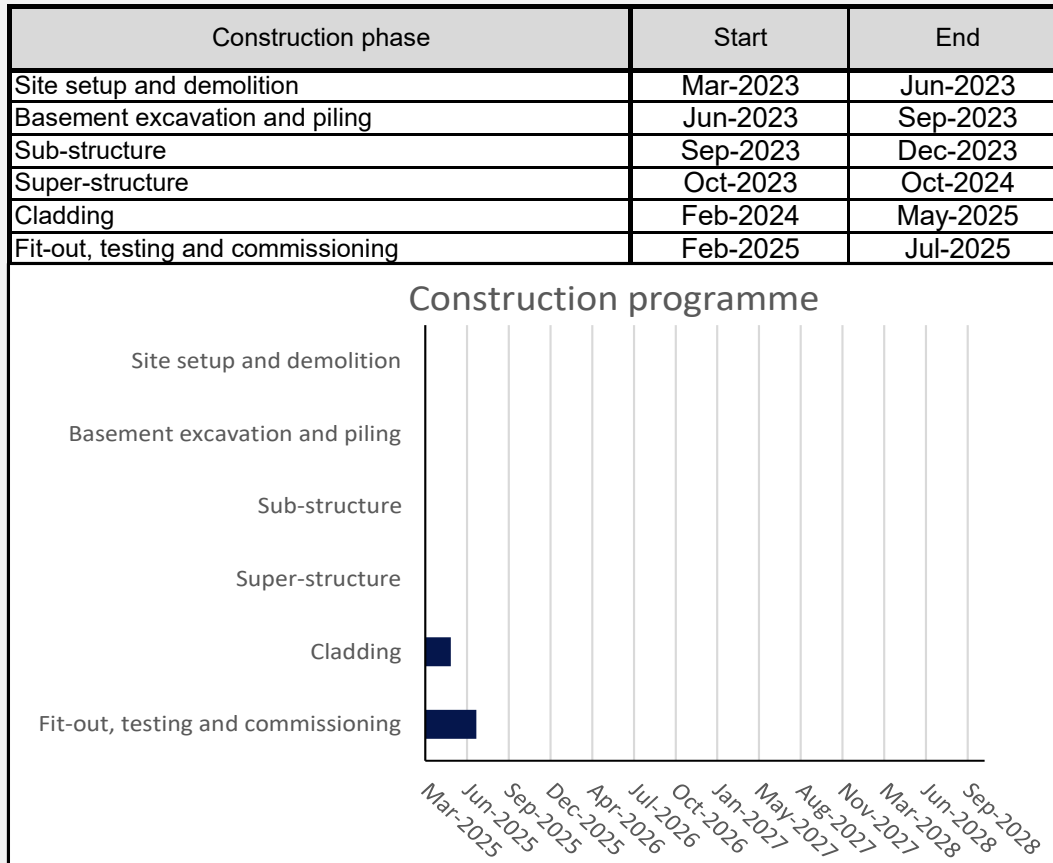
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APPENDIX B



CONSTRUCTION PROGRAMME OVERVIEW



NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

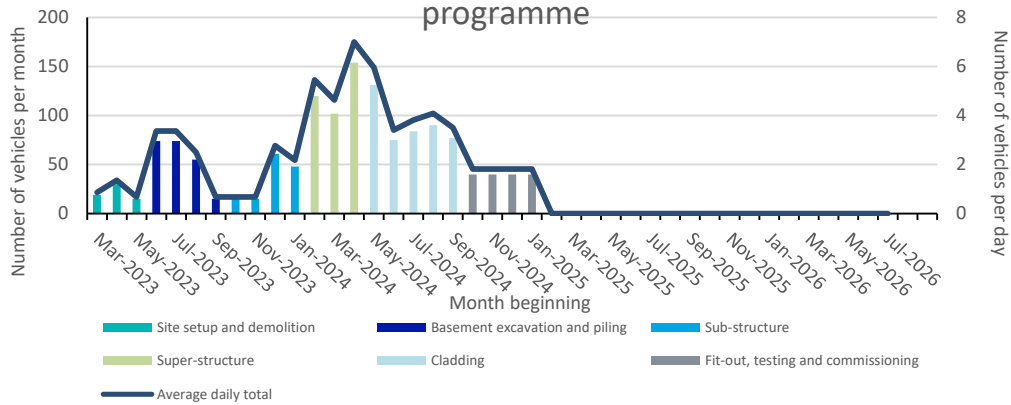
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2023 - Q2 2023	30	1
Basement excavation and piling	Q2 2023 - Q3 2023	74	3
Sub-structure	Q3 2023 - Q4 2023	61	3
Super-structure	Q4 2023 - Q4 2024	154	7
Cladding	Q1 2024 - Q2 2025	131	6
Fit-out, testing and commissioning	Q1 2025 - Q3 2025	40	2
Peak period of construction	Q2 2024 - Q2 2024	154	7

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

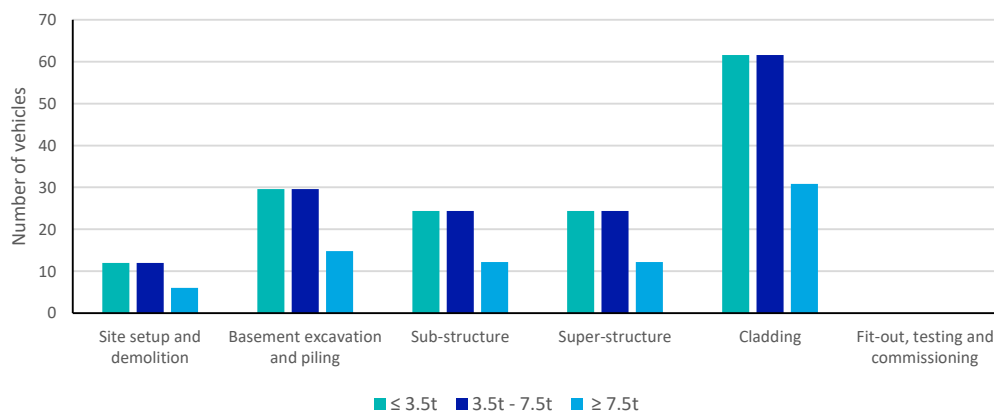
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2023 - Q2 2023	30	1
Basement excavation and piling	Q2 2023 - Q3 2023	74	3
Sub-structure	Q3 2023 - Q4 2023	61	3
Super-structure	Q4 2023 - Q4 2024	61	3
Cladding	Q1 2024 - Q2 2025	154	7
Fit-out, testing and commissioning	Q1 2025 - Q3 2025	0	0



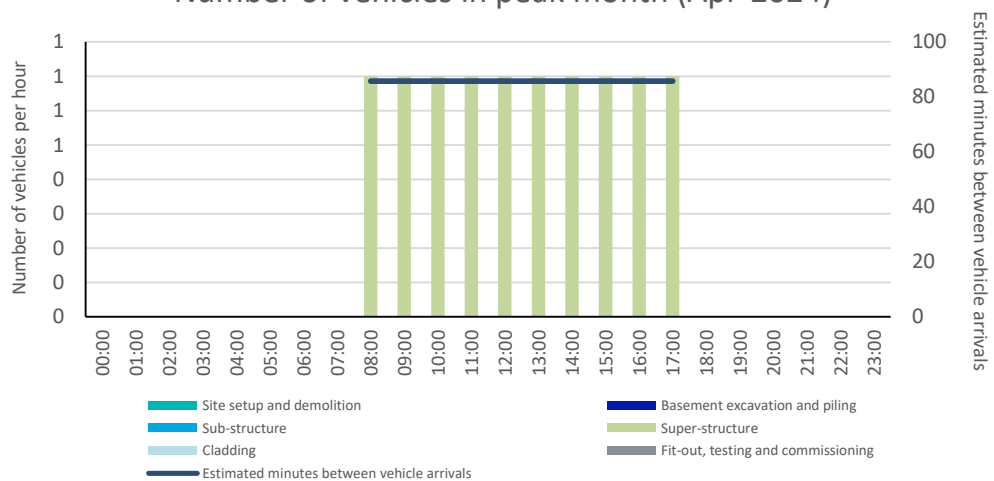
Total number of vehicles through construction programme



Number of vehicles by types during peak of phase



Number of vehicles in peak month (Apr-2024)



APPENDIX C

APPENDIX: CLOCS Standard for construction logistics: Managing work related road risk (WRRR)

CLOCS Requirement	Further Information
Operations	
Quality operation – current certification with the Fleet Operator Recognition Scheme (FORS) Bronze accreditation (or equivalent)	www.fors-online.org.uk
Collision reporting - Conduct collision reporting, investigation and analysis	Included as part of FORS: CLOCS Manager is a free collision reporting tool available to all operators: www.clocs-manager.org.uk Free collision reporting toolkit available: www.clocs.org.uk/clocs-guides/
Traffic routing – adhere to any client specified routes	Follow client instruction
Vehicles	
The following vehicle safety equipment shall be fitted to vehicles over 3.5 tonnes:	CLOCS Guide: Vehicle safety equipment www.clocs.org.uk/clocs-guides/
Prominent signage warning other road users not to get too close to the vehicle	Further information and discounts on stickers and other equipment available through FORS: www.fors-online.org.uk/cms/contractors/fors-offers/ www.fors-online.org.uk/cms/discount-equipment/ Other services: www.fors-online.org.uk/cms/discount-services/
Side-guards on both sides of exempt vehicles	
Class V and VI 'close proximity' mirrors to exempt vehicles	
Close proximity warning system and/or camera system and/or vision-aid fitted to HGVs	
Left turn audible vehicle manoeuvring warnings	
Drivers	
Approved driver training in vulnerable road user safety	SUD courses and other approved courses detailed on FORS website: www.fors-online.org.uk/cms/training-discounts/
Driver licences checked through DVLA	Free through DVLA online check Discounts on DVLA license checking services available through FORS: www.fors-online.org.uk/cms/discount-services/



Looking out
for vulnerable
road users

www.clocs.org.uk