

Paul Simon Magic Homes

Jessica Buttons Site, Clarendon Road

Outline Construction Logistics Plan

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1 INTRODUCTION

- 1.1 This Outline Construction Logistics Plan (CLP) has been prepared by Caneparo Associates on behalf Paul Simon Magic Homes ('the Applicant') in support of an application for the redevelopment of the Jessica Buttons Site at Clarendon Road ('the Site') within the London Borough of Haringey ('LBH').
- 1.2 The Site forms of a building on Clarendon Road, the former Jessica Buttons wholesale supplier unit at No. 30-36 Clarendon Road. The Site currently includes a car park to the rear, which can accommodate 5 cars without any double parking.
- 1.3 Planning permission is sought for the following:
- 1.4 Demolition of the existing building and construction of a part two, six, eight and eleven storey building, with basement, to provide 51 residential units and 560 sqm of commercial floorspace, with access, landscaping and car and cycle parking.
- 1.5 The Regional, Local Context, and Site Boundary Plan are included within **Figures 1-3**.

Purpose of CLP

- 1.6 This CLP details the expected management of traffic during the demolition and construction period. It provides a robust strategy that minimises the potential for disruption to 'Community Considerations' such as local residents, businesses, members of the public and visitors to the Site as well as other users of the adjacent highway network.
- 1.7 The CLP also seeks to minimise the environmental impact of the demolition and construction process on the locality and will provide best endeavours to be part of a coordinated and collaborative approach with surrounding developments, including consultation when necessary and appropriate. This CLP has been prepared in line with TfL's Construction Logistics Plan guidance (July 2017).

CLP Structure

- 1.8 The remainder of the CLP will be structured as follows:
- **Section 2** details the existing situation from the context of construction vehicles;

- **Section 3** includes the construction programme and proposed methodology;
- **Section 4** presents the vehicular routes to and from the Site access;
- **Section 5** details the strategies and measures to be adopted for construction logistics;
- **Section 6** includes details of the monitoring and review process for the CLP; and
- **Section 7** provides a summary.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy Context

National Planning Policy Framework (July 2021)

- 2.1 The NPPF sets out long-term strategies for sustainable development which includes the management of traffic, including those associated with construction activity. Paragraph 112 of the NPPF states that within this context, applications for development should: *'Allow for the efficient delivery of goods, and access by service and emergency vehicles'*.

London Plan (March 2021)

- 2.2 The London Plan, Point G of the 'Policy T7 Deliveries, Servicing and Construction' states the following regarding Construction Logistics Plans;

"Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. 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."

Mayor's Transport Strategy (2018)

- 2.3 The Mayor's Transport Strategy states at Proposal 15 that *'The Mayor, through TfL and the boroughs, will work with business and the freight industry to improve the efficiency and safety of freight and servicing in London by:*

A. *Developing tailored and targeted approaches to address the unique challenges faced by the individual sectors such as food and construction deliveries.*

D. *Ensuring that all London is within a 30-minute drive of a construction consolidation centre and encouraging their use through Construction Logistics Plans and the planning process.'*

Site Context

- 2.4 The Site is located within Wood Green, within a cul-de-sac of Clarendon Road, neighbouring a number of business and industrial developments. The Site is located approximately 550m north of Hornsey Railway Station and 650m west of Turnpike Lane Underground Station.

- 2.5 **Figure 1** appended to this report shows a regional plan of the Site in the context of Greater London and the highway network. **Figure 2** appended to this report shows the location of the Site in relation to the surrounding local area and identifies local community considerations. **Figure 3** includes the Site Boundary Plan including the Community Considerations (discussed later within this section as well as highway detail).

Local Highway Network

Clarendon Road

- 2.6 The Site is situated within the cul-de-sac section of Clarendon Road which provides two-way traffic operating in a north to south orientation between Mary Neuner Road to the north, and the B138 Hornsey Road Park, and the cul-de-sac, to the south. The highway is subject to a 20mph speed limit.
- 2.7 The Site's western and northern frontages to Clarendon Road are controlled by double yellow lines with double yellow blips, which are understood to have been introduced relatively recently in order to assist with parking issues arising from events at the adjacent Alevi Centre. The eastern frontage of the site is controlled by a length of double yellow line as well as resident permit holder bays.
- 2.8 The remainder of Clarendon Road is controlled by double yellow lines, resident permit holder bays, business permit bays, or shared-use bays with short-stay parking, on either side of the carriageway.

Controlled Parking Zone

- 2.9 The surrounding road network is located within Controlled Parking Zone (CPZ) 'Wood Green Inner Zone' which is in operation between 08:00-22:00 Monday to Sunday.

Traffic Management Orders

- 2.10 It is expected that all construction vehicle activity will be undertaken utilising on-site loading areas. Any requirement for TMO changes as part of the construction process will be applied for prior to any use of on-street space.

Local Accessibility

- 2.11 The Healthy Streets Approach is set out as part of the Mayor's Transport Strategy (2018) and puts human health and experience at the centre of planning. The aims of the strategy are to encourage all Londoners to do at least 20 minutes of active travel each day by 2041. To this end, TfL has defined 20 minute walking and cycling distances as an Active Travel Zone (ATZ).

Walking

- 2.12 The Site is accessible for pedestrian users with footways located on either side of the carriageway with sufficient dropped kerbs for crossing purposes. The footways located along Clarendon Road provide sufficient access to Hornsey Park Road which provides pedestrian access to the surrounding residential dwellings and the retail services located along Turnpike Lane.
- 2.13 At the junction where Clarendon Road meets Hornsey Park Road there are two formal signalised pedestrian crossings, which are provided with colour contrasted tactile paving, dropped kerbs and rotating cones. Additionally, there is a pedestrian only access from the end of the cul-de-sac of Clarendon Road which provides access to the bus stop services located along Turnpike Lane
- 2.14 **Table 2.1** below summarises some of the local amenities available for future users of the Proposed Development. This table provides the location of each amenity and provides approximate walking distances (measured from the approximate centre of the Site), as well as approximate walking times, assuming an average walk speed of 80 metres per minute.
- 2.15 The table highlights several local amenities and services within the ATZ area which are likely to be used by employees, residents and visitors. In addition, several public transport nodes are available within convenient walking distance of the Site; including bus, underground and rail services.

Table 2.1: Approximate Distances to local amenities			
Amenity	Location	Distance (metres)	Approximate Walking Time (minutes)
Public Transport Opportunities			
'Wightman Road' Bus Stop E		40	1
'Wightman Road' Bus Stop H		130	2
Hornsey Rail Station		500	6
Turnpike Lane Underground Station		600	8

Turnpike Lane Bus Station		700	9
Wood Green Underground Station		1200	15
Facilities and Amenities			
Supermarket	High Street	450	6
Post Office	High Street	700	9
Ducketts Common	Turnpike Lane	850	10
Shopping Centre	High Road	850	10
Gym	Coburg Road	900	11
Wood Green Library	High Road	1000	12

Cycling

- 2.16 Guidance on cycling can be found in 'Cycle Friendly Infrastructure' guidelines published by the CIHT. This guidance highlights previous research by the DfT that three quarters of all journeys are less than 5 miles (8km), of which 60% are undertaken by private cars. The guidelines highlight 'substantial potential' for substituting cycling for driving for distances up to 5 miles.
- 2.17 The surrounding road networks provide a variety of cycle routes which enable access to the wider area. Coburg Road and Western Road are recognised as routes that are 'recommended by cyclists', where this route provides access towards Clarendon Road. Additionally, there is an 'off road route' which runs along New River Path, this cycle route enables access between the site and the wider community.

2.18 **Figure 2.1** indicates the Active Travel Zone for the Site based on a 20-minute cycle distance. In addition, cycling has the potential to replace driving for distances up to 5 miles (8 kilometres) which includes areas such as Fortune Green, Finchley, East Barnet, Cockfosters and Enfield. Within this 20-minute cycle buffer there are a wide range of facilities such as public transport nodes, shops and services.

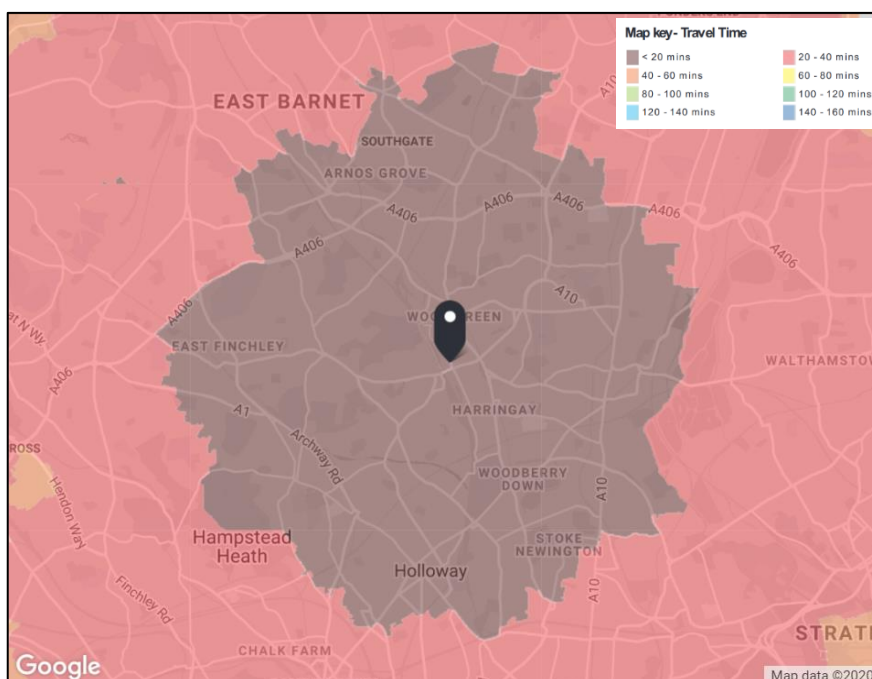


Figure 2.1: Active Travel Zone (Cycling) (Source: TfL)

Public Transport

2.19 The Site receives a PTAL rating of 5, suggesting that it has very good access to public transport facilities.

Bus Services

2.20 A summary of the bus services available from the Site are listed below in **Table 2.2**. The nearest bus stops to the Site are located approximately 40m and 130m south on Turnpike Lane (Bus stop E and H Wightman Road, respectively).

Table 2.2: Bus Services and Frequencies				
Bus No.	Route	Frequency (minutes)		
		Weekday	Saturday	Sunday
41	Tottenham Hale / Archway Station	5 - 9	5 - 9	–9 - 12
144	Edmonton Green / Muswell Hill	7 - 11	–8 - 12	9 - 12

- 2.21 Several bus routes are also available from Turnpike Lane Bus Station, located just beyond the recognised PTAL distance for accessing bus services, approximately 800m (10 minute walk) from the Site. The services provided from this station are included in **Table 2.3** below:

Table 2.3: Bus Services and Frequencies				
Bus No.	Route	Frequency (minutes)		
		Weekday	Saturday	Sunday
121	Enfield Island Village – Turnpike Lane Station	8 – 11	9 – 12	14 – 15
123	Lordship Lane – Hainault Street	7 – 11	9 – 12	13 – 14
144	Edmonton Green / Muswell Hill	7 – 11	8 – 12	9 – 12
184	Turnpike Lane Bus Station – Chesterfield Road	7 – 11	8 – 12	10 – 14
217	Waltham Cross Bus Stn – Turnpike Lane Bus Stn	10 – 12	14 – 15	29 – 30
221	Edgware Bus Station – Turnpike Lane Station	6 – 10	7 – 9	11 – 14
231	Enfield Chase Station – Turnpike Lane Bus Stn	14 – 15	14 – 15	19 – 20
232	Mitchel Way – Turnpike Lane Station	9 – 13	10 – 14	19 – 20
329	Little Park Gardens – Turnpike Lane Station	6 – 10	6 – 10	7 – 10
444	Turnpike Lane Bus Station – Chingford Station	10 – 12	10 – 12	14 – 15

Rail Services

- 2.22 The nearest railway station to the Site is Hornsey, located approximately 500m south of the Site on Tottenham Lane. Hornsey Railway Station provides access to the Great Northern Line to the following destinations:

- Weekday Services:
 - 4tph to Moorgate
 - 2tph to Welwyn Garden City
 - 2tph to Stevenage
- Weekend Services:
 - 4tph to Moorgate
 - 2tph to Welwyn Garden City
 - 2tph to Stevenage

Underground Services

- 2.23 The nearest Underground station to the Site is Turnpike Lane Station, which is located approximately 800m east of the Site along Turnpike Lane, providing access to Piccadilly Line services between Uxbridge / Heathrow / Cockfosters.

Car Clubs

- 2.24 There are several existing car club vehicles in the vicinity of the Site, operated by Zip Car and Enterprise. The closest car club bay locations within the vicinity of the Site are set out in **Table 2.4** below:

Table 3.2: Car Club Operators		
Operator	Location	Distance
Zipcar	Hampden Road N8 0DR	300m (4 minutes walk)
Enterprise	Chadwell Lane N8 7RF	650m (8 minutes walk)
Zipcar	Brook Road N22 6TR	700m (9 minutes walk)

Community Considerations

- 2.25 The Community Considerations are included within **Figure 3**. The Site is positioned at the edge of a business / industrial area, which currently accommodates a mix of uses, including community uses. The area surrounding the Site to the east is also predominantly residential in use and Turnpike Lane to south is also a busy route, accommodating the majority of footfall in the vicinity.
- 2.26 Therefore, consideration will need to be taken with regard to the impact on pedestrians, cyclists and other vulnerable road users utilising the surrounding network. Furthermore, the management of larger construction vehicles requires consideration, in particular when accessing / egressing Clarendon Road.

Schools

- 2.27 Schools / nurseries are located in proximity to the Site, including the African Caribbean Day Nursery which is situated approximately 160m to the north of the Site on Hornsey Park Road. Consideration will therefore need to be made on the timing of collections / deliveries to avoid pick-up / drop-off hours.

Pedestrian & Cyclist Movements

- 2.28 Specific consideration will be taken to ensure the Site operatives separate and mitigate construction related activity from pedestrian and cyclist movements in the immediate footways including on Clarendon Road, Hornsey Park Road and Turnpike Lane.

Surrounding Developments

- 2.29 The Project Manager will ensure that the proposed construction methodology, logistics and programme are aligned wherever possible with surrounding developments. The developments to be monitored will be included within the Detailed CLP i.e. at a time when the construction programme is finalised.

Community Engagement

- 2.30 A member of the project management team will be elected as a Community Liaison Officer whose contact details will be made available on the construction Site hoarding including a 24-hour emergency number. Their role and responsibilities will include being the primary point of contact for the local community and answering queries and questions where necessary.

3 CONSTRUCTION PROGRAMME & METHODOLOGY

- 3.1 The programme of construction has been informed by general knowledge of construction methodology as well as detailed information provided by the project team.

Construction Programme

- 3.2 An indicative construction programme is detailed in **Table 3.1** based on information provided from the project team, for the purposes of this Outline CLP. An indicative start date has been included as the beginning of January 2022. This will be updated following the appointment of the agreed contractor and included as part of the Detailed CLP.

Table 3.1: Indicative Construction Programme		
Construction Phase	Start Date	Completion Date
Site setup and demolition	April 2023	June 2023
Basement excavation and piling	July 2023	September 2023
Sub-structure	September 2023	October 2023
Super-structure	November 2023	February 2024
Cladding	March 2024	July 2024
Fit-out, testing and commissioning	February 2024	November 2024

Proposed Site Arrangement

- 3.3 The construction arrangements detailed within the following paragraphs will be used to assist in making the Site safe and secure for pedestrians, cyclists and road users as well as site operatives in association with the proposed demolition and construction phases. An Existing Highway Layout drawing is included at **Appendix A**, showing the existing car parks and vehicle crossovers into the Site.
- 3.4 It will be necessary for the Contractor to apply to the Council to obtain the appropriate permissions for all necessary temporary highway licenses and traffic management measures to allow this arrangement to occur.

Demolition Arrangement

- 3.5 During the demolition phase, construction vehicles will make use of all three existing vehicle crossovers to enter the Site's various car parks, all of which will be used for the storage of vehicles for the transfer of spoil from the Site. Gates will be erected across each of the vehicle access points

into the Site, with a skip also able to be located within each loading area. The Proposed Demolition Arrangement drawing is included at **Appendix B**.

- 3.6 Vehicles including up to the size of an 8.8m Flatbed and 10.2m Large Tipper are able to access the Site during demolition. Swept Path Analysis demonstrating access and egress for each vehicle is included at **Appendix C**, demonstrating that each vehicle will be able to access and egress the Site in forward gear.

Construction Arrangement

- 3.7 During the construction phase, where possible a single on-site loading area will remain, which will be provided with a gate. A secondary on-street loading area will also be provided on Clarendon Road adjacent to the northern section of the Site for the later stages of the build and for use throughout where needed for larger vehicles. The Proposed Construction Arrangement is shown at **Appendix D**.
- 3.8 Swept Path Analysis of all expected construction vehicles entering and egressing the loading area and the loading bay is included at **Appendix E**. Vehicles up to 8.8m long could access the site, any larger vehicles would need to use the on-street loading area.
- 3.9 Throughout the construction period, qualified banksmen will be located on Clarendon Road at the designated entrance to protect pedestrians and cyclists.
- 3.10 The Site will be fully secured with a hoarding to all exposed boundaries. The hoarding will be provided in line with all LBH regulations with a noticeboard placed in prominent visible positions on Clarendon Road. The noticeboards will be standardised across the entire Site. The hoarding will include decorative displays organised by the Main Contractor.
- 3.11 Fully equipped offices and welfare facilities for staff and operatives will be provided on site. All plant, material and equipment will be stored on-site behind the hoarding line.

Construction Traffic Hours

- 3.12 It is proposed that the core operational hours for construction traffic will be as follows:
- Weekdays: 08:00 – 18:00
 - Saturday: 08:00 – 13:00

- 3.13 In other circumstances it is anticipated that there will be a requirement for vehicles to arrive and depart outside of usual construction hours to allow specialist construction activities to be undertaken; or to deliver bulky machinery / materials (plant, cranes, piling rig etc.) before busy traffic periods in London. The Council will be provided with prior notification in regards to any special dispensation for out-of-hours vehicle activity. Such deliveries will not be on a regular occurrence.
- 3.14 There will be no working on Sundays and bank holidays unless there is a requirement for emergency works or abnormal deliveries. The Council will be provided with prior notification in these instances.
- 3.15 The Site will be provided with 24-hour security to prevent any unauthorised access outside of the construction traffic hours.

Vehicle Types

- 3.16 Numerous types of vehicles will be used to bring materials to and from the Site. The main vehicle types will include:
- 10.2m length, 2.5m width rigid Tippers;
 - 12.5m length, 2.6m width Concrete Lorries;
 - 10m length, 2.5m width Flatbed Lorries;
 - 7.2m length, 2.5m width skip Lorries;
 - 12m length, 2.5m width Large tippers; and
 - 3.5T Luton Vans / 5.5m length LGVs.
- 3.17 It is noted that the exact type of vehicle to be used will be subject to the specific requirements of the Contractor, however, the above vehicles provide a detailed breakdown of likely vehicles used during demolition.

Construction Phasing

- 3.18 A detailed breakdown of each of the construction phases will be included within the final CLP, once the main contractor is appointed.

Estimated Vehicular Movements

- 3.19 Details of the estimated number of vehicle movements during each phase of construction will be provided once a Contractor is appointed. This will include graphs and plans showing number and size of vehicles per phase of construction and the peak vehicle movements within this.

4 VEHICULAR ROUTEING AND SITE ACCESS

Site Access

- 4.1 During the demolition phase of works, all construction vehicles will enter via Clarendon Road. A set of gates will be placed at the loading area which will be controlled by banksmen during operational hours to provide access. Vehicles will then turn within the loading areas to egress the Site onto Clarendon Road.
- 4.2 During the construction phase, vehicles will continue to access to the Site via Clarendon Road into the larger car park. Any vehicles utilising the on-street loading bay instead of the loading area, will reverse into the loading bay under strict banksmen control via the section of Clarendon Road located to the north of the Site. This ensures all vehicles are able to egress in forward gear.

Pedestrian and Cyclist Access

- 4.3 Pedestrians and cyclists will be provided with a separate access point from Clarendon Road, where an access will be provided at the hoarding. This will lead to the Site accommodation and on-site cycle parking and will not be shared with any construction vehicle access.
- 4.4 A hoarding perimeter around the Site will be provided to protect the general public from construction activity. Furthermore, the loading area in association with traffic marshals will segregate construction traffic from pedestrians within the estate.

Proposed Vehicular Route

- 4.5 **Figure 4** appended to this report shows the proposed vehicle access routes for the local and wider area, with a summary provided below:
- Construction Vehicle Access: A10 – A109 Lordship Lane – Station Road – Mayes Road – Hornsey Park Road – Clarendon Road – Site.
 - Construction Vehicle Egress: Site – Hornsey Park Road – A504 Turnpike Lane – A1080 Westbury Avenue – A109 Lordship Lane – A10
- 4.6 The proposed vehicle route is considered to be the most appropriate and suitable for larger vehicles and seeks to minimise disruption to local road users. All vehicle arrivals will be managed



by traffic marshals / banksmen at the Site to ensure appropriate safety and traffic management measures are adhered to.

- 4.7 Traffic marshals / banksmen shall be employed throughout the contract to manage the flow of vehicles to ensure that public and pedestrian safety is maintained at all times. In particular, banksmen will be located at the Clarendon Road entrances.
- 4.8 Banksmen will be positioned to avoid conflict with other road users and to assist larger vehicles turning within Clarendon Road during construction when vehicles will be loading on-street. Coordination will also be carried out with surrounding developments when necessary, to minimise potential disruption.

5 STRATEGIES TO REDUCE CONSTRUCTION IMPACTS

Overview

- 5.1 **Table 5.1** below sets out the committed, proposed and considered checklist replicated from the TfL Construction Logistics Plan guidance.

Table 5.1: High Impact Site Planned Measures Checklist			
	Committed	Proposed	Considered
Measures Influencing Construction Vehicles and Deliveries			
Safety & 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
Measures to Encourage Sustainable Freight			
Freight by Water			n/a
Freight by Rail			n/a
Material Procurement Measures			
DfMA and off-site manufacture			X
Re-use of materials on Site			X
Smart procurement			X
Other Measures			
Collaboration amongst other Sites in the area	X		
Implement a staff travel plan			X

Project Manager

- 5.2 Contact details for the Project Manager will be provided below within the Final CLP:

Name:

Company:

Address:

Email:

- 5.3 The Project Manager will assume all responsibility for implementing the measures within the CLP until such a time when the Main Contractor is appointed, at which point relevant details will be submitted to LBH. The contact details for the Project Manager will be displayed at the Site and published on any temporary licenses granted by the Council (such as for hoarding or scaffolds).

- 5.4 The Project Manager will liaise with local stakeholders and the project managers for other construction activity in the local area when and where it is relevant to do so. The Project Manager will also be responsible for monitoring and reviewing this CLP on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.
- 5.5 The appointed Project Manager will act as a point of contact between local stakeholders / businesses so that in the event of issues / concerns arising during the construction process, action can be taken without delay.
- 5.6 Information boards will be displayed at the Site highlighting the key personnel on Site including their contact details. A 24 hour emergency contact number will also be provided.
- 5.7 Local neighbours will be able to call the Site office to raise any concerns and the Project Manager will personally deal with any comments or complaints to ensure that they are resolved quickly. A record will be kept of any / all comments and complaints received.

Neighbourhood Consultation

- 5.8 As part of the construction process, neighbourhood consultation will be undertaken with local businesses / residents / communities in order to effectively manage construction impacts. This will take the form of monthly newsletters as well as neighbourhood meetings at key construction stages. The hoarding of the site will also be provided with contact details for the Site Manager so that the general community can remain in contact throughout the build.

Measures Influencing Construction Vehicles and Deliveries

Safety and environmental standards and programmes

- 5.9 The construction project will be registered with the Considerate Constructors Scheme in order to minimise any negative impact that construction activity may have on the local area.
- 5.10 It will be a requirement for Contractors to be registered with the FORS scheme and to ensure all subcontractors are also registered. FORS will be a mandatory requirement where applicable which recognises that FORS:
- Creates safer drivers – with significantly reduced occurrence of accidents;
 - Will encourage suppliers to improve fuel economy associated with the project;

- Provides a system to identify 'at risk' drivers, allowing the project team and suppliers to target training and incentives effectively;
- Improves certainty of deliveries and collections; and
- Promotes a reduction in journeys to and from the Site.

- 5.11 A collision reporting system will be mandated to ensure all collisions and accidents involving the project's vehicles and drivers are reported to the Project Manager and any relevant parties. In order to effectively undertake this, the 'FORS Manager' reporting tool will be utilised.
- 5.12 It is a requirement for all contractors to be signatories of the Construction Logistics and Community Safety (CLOCS) initiative. Operating to the CLOCS standard will ensure that transport and logistics are managed to the highest industry standard during all stages of demolition and construction.
- 5.13 Banksman will be located at the site vehicle entrance(s) when in use and on Clarendon Road throughout the construction period to ensure appropriate safety and traffic management measures are adhered to.

Adherence to Dedicated Routes

- 5.14 Details of routes to be used for journeys to and from Site for road operations are provided in Section 4. The routes to/from the Transport for London Road Network and Strategic Road Network are specified. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites
- 5.15 A copy of the routing plan, shown at **Figure 4**, will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.
- 5.16 Vehicle arrivals / departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the Site.

Delivery Scheduling

- 5.17 The scheduling of deliveries / collections will be managed in order to effectively utilise the servicing route on-site. Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the Site is ready to receive a vehicle. In addition, all suppliers, contractors and visitors will be briefed on the access arrangements prior to them undertaking a journey to the Site.
- 5.18 An efficient and effective logistical operation could provide material benefits to the efficiency of deliveries and, as such, a robust delivery system will be implemented. Owing to the available space on-site, the requirement for a holding area is deemed unnecessary.
- 5.19 In the event an unauthorised vehicle arrives at Site the vehicle will be accommodated if space is available within the designated loading areas. In the event space is not available at the Site for unauthorised deliveries, the driver will be instructed to exit the area and reschedule a delivery time with the main contractor.

Key Performance Indicators – Vehicle Deliveries / Collections

- 5.20 In order to effectively manage vehicle movements into and out of the Site during demolition the Project Manager will implement Key Performance Indicators which will be used to monitor the scheme. The KPIs to be implemented are as follows:
- Zero unplanned vehicles.
 - Zero non-compliant vehicles.
 - Zero instances of project-related vehicles involved in a collision.

Re-timing for Out-of-Peak / Out-of-Hours Deliveries

- 5.21 Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. The Applicant commits to attempting to re-time as many deliveries as possible out of the traditional peak hour periods (08:00-09:00 and 17:00-18:00) as well as avoiding deliveries during school pick-up hours (15:00-16:00).
- 5.22 The Applicant will also explore the potential for out-of-hours deliveries in line with TfL's early doors agreement, particularly owing to the industrial setting of the site. The final agreed out-of-hours delivery times will be agreed with LBH as part of the Final CLP.

Use of Holding Areas and Vehicle Call-Off

- 5.23 The available space within the site during the demolition and construction phases means a holding area is not required. The Applicant will discuss the use of off-site holding areas and vehicle call-off areas with LBH to ensure an appropriate management procedure is in place in the event the on-site loading area(s) / on-street loading area is expected to be fully occupied by vehicles / materials.

Use of Logistics and Consolidation Centres

- 5.24 The Applicant will explore the use of logistics and consolidation centres for appropriate deliveries, for example general deliveries during site set-up, cladding, fit-out, testing and commissioning, where smaller levels of material are required and, as such, can be easily consolidated.

Measures to Encourage Sustainable Freight

- 5.25 It is not possible to undertake deliveries by water / rail for this project owing to its location. The Main Contractor will constantly monitor the CLP and in the event deliveries by water / rail are possible / feasible and will provide an update to the Council for approval.

Material Procurement Measures

Spoil / Waste Collection

- 5.26 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process.
- 5.27 All waste materials will be deposited into containers held on Site with each trade responsible for clearing their own waste. All Site waste will be collected by a licensed waste carrier and will be taken to a registered waste transfer station for sorting and recycling / re-use.
- 5.28 Waste Management will be monitored and recorded as part of the Site's 'Smart Waste' obligations.
- 5.29 A Site Waste Management Plan (SWMP) will be implemented if deemed necessary / appropriate to detail the disposal and management procedures relevant to the demolition phase. If implemented, the SWMP will seek to minimise and reduce waste production.

Re-use of Materials on-site

- 5.30 The re-use of materials during demolition will be considered by the Applicant and Main Contractor wherever is deemed possible and feasible.

DfMA and Off-Site Manufacture, and Smart Procurement

- 5.31 Consideration will be given to the opportunities to employ off-site manufacturing processes upon appointment of a contractor.
- 5.32 Consideration will be given to the employment of smart procurement measures such as last mile logistics solutions and sourcing local suppliers. This will also be explored following the appointment of a contractor.

Other Measures

Collaboration amongst other Construction Sites in the area

- 5.33 The developer and appointed contractor will consult with LBH and other contractor/developers in the area to minimise disruption and undertake joint trip generation analysis. The construction sites to be considered will be included within the Final CLP i.e. when further clarity is available regarding what construction sites will be active in the area and what stage of construction they are at (i.e. site-set up or fit-out / testing will have varying degrees of effect on the requirement to collaborate).
- 5.34 This list will be updated by the contractor monthly to ensure all relevant developments in the locality are considered. It is noted that consolidation of deliveries between construction sites is likely to be restricted owing to the separate procurement streams and locality of each site.

Implementing Staff Travel Plan

- 5.35 A Staff Travel Plan will be implemented for construction and will include details of local public transport options, in particular Turnpike Lane and Hornsey Stations as well as the local bus services. Furthermore, temporary cycle parking facilities will be provided within the Site during construction to encourage active modes.

- 5.36 All site operatives and visitors will be encouraged to travel to and from the Site by public transport and no car parking will be provided, however, in the event operatives are required to bring vehicles to site, operatives will be expected to unload any materials or equipment using the designated loading area(s) before finding a parking opportunity near the site. This approach will not be promoted and will be prevented wherever possible throughout the construction programme.

Road Closure

- 5.37 It is not anticipated that any road or footways will be closed as a result of the proposed construction arrangement. If it is found that a road closure is in fact required, all appropriate consent and licenses will be obtained. All road closures will be planned in advance, in accordance with the relevant authorities and in compliance with prescribed notice periods.
- 5.38 Notice regarding planned closures and diversions of roads and footpaths forming part of the Site will be given to the Council, the Police, Fire Brigade, other emergency services and bus operators.

Pedestrian and Cyclist Safety

- 5.39 Construction traffic can pose a potential risk to pedestrian and cyclist safety when not managed effectively. Vulnerable road users' safety will be paramount throughout the construction period. The use of traffic marshals will assist pedestrian and cyclist safety, particularly when vehicles are accessing and egressing the Site.
- 5.40 A hoarding will be installed around the perimeter of the Site. The hoarding will screen off any works or activities and protect passers-by as well as reduce dust and noise emissions. In addition, the hoarding will be decorated to suit local authority requirements and contain lighting illumination so it is easily seen at night by traffic and pedestrians using the surrounding roads. Gates will be locked each evening by the contractor's project team.
- 5.41 All pedestrians wishing to enter the site will be required to use Clarendon Road. Traffic marshals will be located along Clarendon Road to guide pedestrians.

6 IMPLEMENTING, MONITORING AND UPDATING

6.1 An appointed Construction Logistics Manager will be in charge of implementing the CLP and may be a part-time role undertaken by the Main Contractor. It is recognised that the CLP is a 'live' document and as such will be subject to constant review and monitoring in order to react to any changes during the CLP. The Construction Logistics Manager will monitor and record information on the following:

Number of Vehicle Movements to the Site

- Total;
- By vehicle type / size;
- Time spent on-site; and,
- Delivery/collection accuracy compared to schedule.

Breaches and Complaints

- Community concerns about construction activities;
- Vehicle routing;
- Unacceptable queuing;
- Unacceptable parking; and
- Compliance with safety and environmental standards and programmes.

Safety

- Record of associated fatalities and serious injuries;
- Ways staff are travelling to site; and
- Vehicles and operators not meeting safety requirements.

6.2 Data will be recorded at the entrance of the Site by a member of staff, as well as through the delivery booking and tracking system to be implemented.

6.3 A Contractor Handbook and Driver Handbook will be produced as part of the CLP, in order to distribute information relating to site operations. The information to be provided is as follows:

Contractors Handbook

- Safety procedures;
- Anti-idling procedures;
- Vehicle routing and delivery scheduling; and
- Driver training.

Drivers Handbook

- Authorised routes to and from the Site;
- Site opening times;
- Booking and scheduling information;
- Site entry and exit points, and other information relating to access;
- Anti-Idling; and
- Vulnerable road user safety.

7 SUMMARY

- 7.1 The Outline CLP provides all details required for the successful management of construction vehicles to and from the Site. This Outline CLP forms the basis of the Final CLP, which will be provided following appointment of the Contractor and will be a live document to be updated if any changes are required throughout the construction period.

Figures

Appendix CLP A

Appendix CLP B

Appendix CLP C

Appendix CLP D

Appendix CLP E