

**Proposed Residential Development at
Boyton Road, Land adjacent to Wat Tyler House
– Boyton Road, Hornsey, London, N8 7AU**

Construction Logistics Plan

For

London Borough of Haringey

Project Number:

13358

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Contents

1.0	Introduction	1
2.0	Policy Context and Accessibility of the Site.....	5
	The New London Plan	5
3.0	Site Considerations and Challenges	7
4.0	Vehicle Routing and Access.....	10
5.0	Strategies to Reduce Construction Traffic Impact.....	13
	Chosen Contractor	13
6.0	Implementation, Monitoring and Updating	16

Appendices

Appendix 1: Local and Strategic Route Plan
Appendix 2: Regional Plan

Figures

Figure 1.1	Site location	2
Figure 1.2	Site plan	3
Figure 1.3	Proposed Site plan.....	4
Figure 3.1	Indicative Construction Site Boundary.....	7
Figure 3.2	Regional map	8
Figure 4.1	Strategic Road Context.....	10
Figure 4.2	Local routing to / from the Site via the A504.....	11
Figure 4.3	London Lorry Control Scheme map focus on Site location.....	12

Tables

Table 5.1	Mitigation Strategies	13
Table 6.1	– Indicative Construction Programme	16

1.0 INTRODUCTION

- 1.1. CampbellReith has been appointed by London Borough of Haringey to provide construction logistics advice for the residential development of 'Boyton Road – land adjacent Wat Tyler House' in the borough of Haringey. London Borough of Haringey will maintain overall responsibility for the monitoring the Construction Logistics Plan (CLP) throughout planning, design and construction. CampbellReith has prepared this Outline CLP for planning permission and will form the basis for subsequent detailed CLP documents to be developed and evolved through any post planning detail design and upon appointment of a contractor.

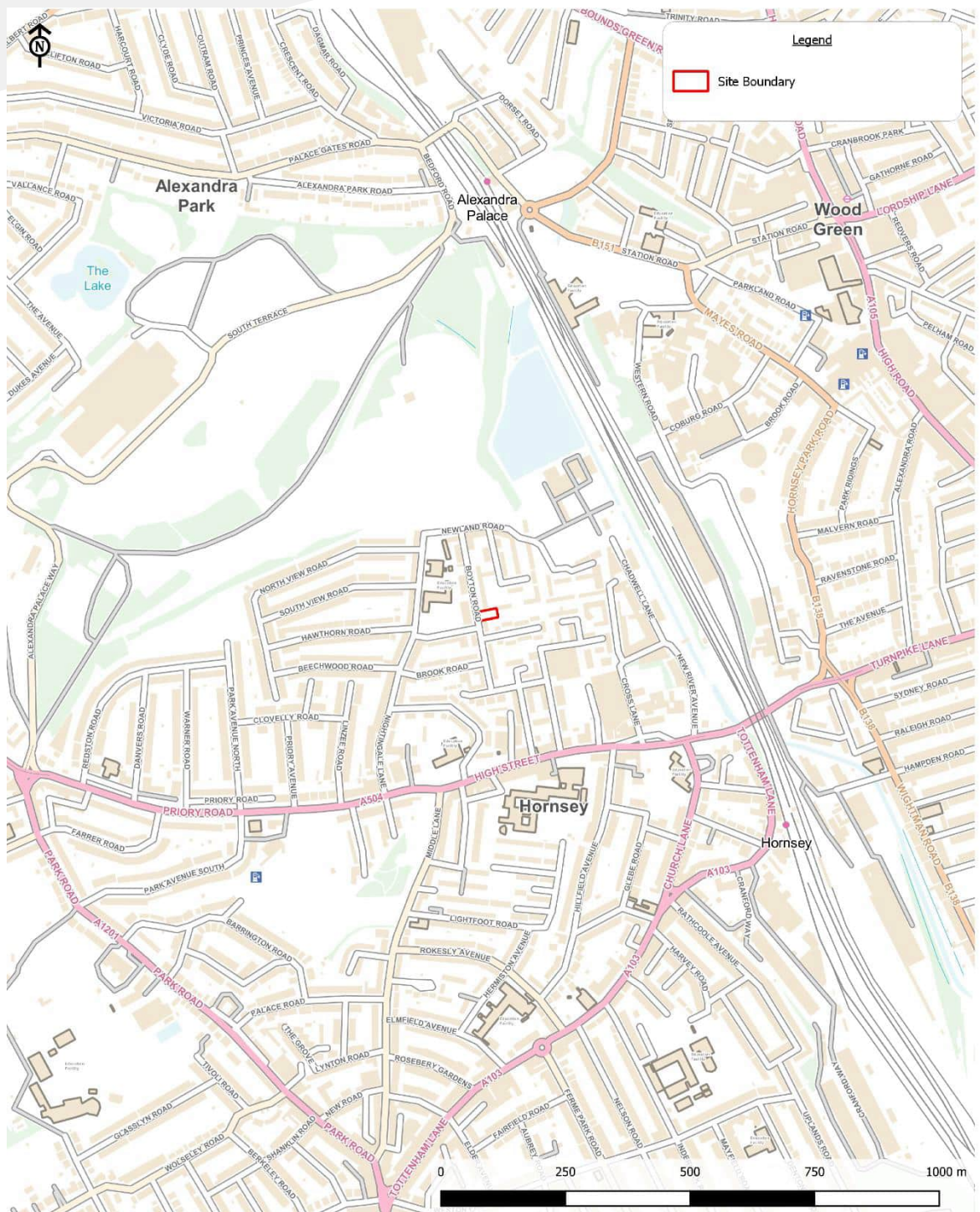
Construction Logistics Plan Objectives

- 1.2. The overall objectives of this Outline CLP are to:
- Lower emissions;
 - Enhance safety - Improved vehicle and road user safety; and
 - Reduce congestion - Reduced trips overall, especially in peak periods.
- 1.3. To support the realisation of this objective, several sub-objectives will need to be planned and implemented. These include:
- Ensuring the safety and amenity of existing residents throughout the construction phase;
 - Encouraging construction workers to travel to the site by non-car modes;
 - Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
 - Encouraging the use of greener vehicles;
 - Managing the on-going development and delivery of the CLP with construction contractors;
 - Communication of site delivery and servicing facilities to workers and suppliers; and
 - Encouraging the most efficient use of construction freight vehicles.

Site Context

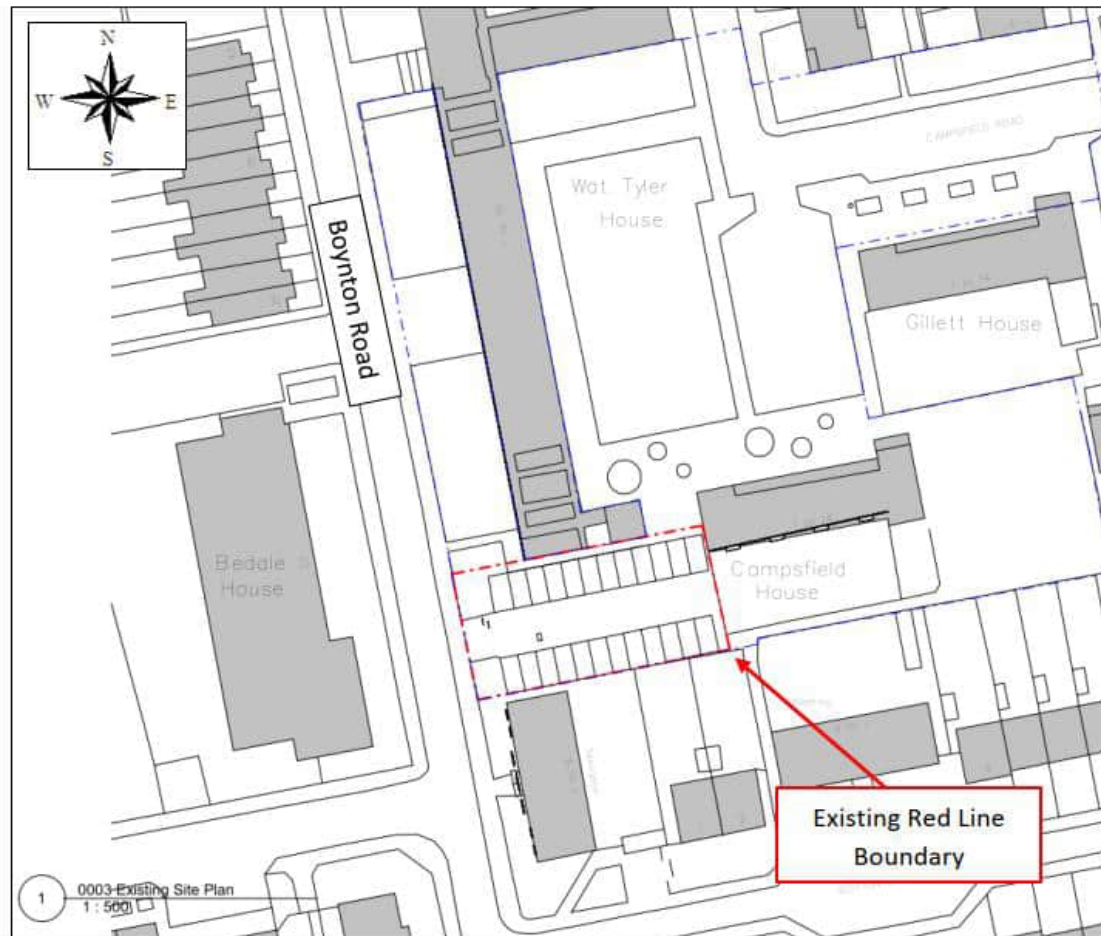
- 1.4. The proposed development is located within the London Borough of Haringey, north of Eastfield Road, opposite Bedale House on Boyton Road situated within the Hornsey ward. This located within the Haringey 020F - E01033086 Lower Super Output Area (LSOA). The area is predominantly residential in nature and the site is currently used as a car park attached to Wat Tyler House, with no through access for vehicles. The Site location is shown below in Figure 1.1.

Figure 1.1 Site location



- 1.5. The existing estate consists primarily of three storey apartments blocks built in the 1980s dominated by the six storey Wat Tyler building. Directly east of the development site is an open garden area associated with Campsfield House. To the north is the Wat Tyler House building and to the south the site is bound by the Tennyson House complex and residential housing with its rear gardens.
- 1.6. The site plan is presented below in Figure 1.2.

Figure 1.2 Existing Site plan

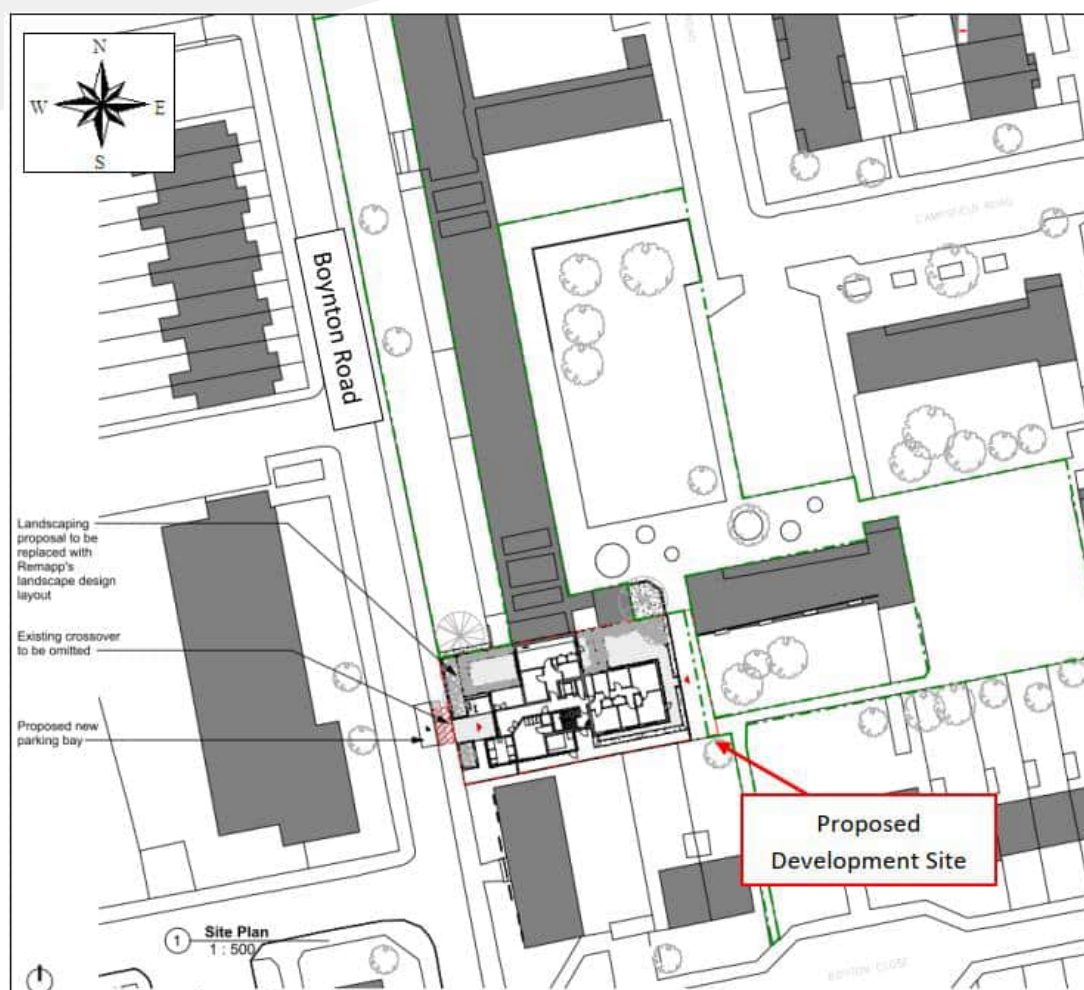


- 1.7. In terms of approaching the site by vehicle Boynton Road is a low speed - 20mph - area. It is anticipated that vehicles will approach the site via the A504 travelling north through the surrounding residential areas to Boynton Road either via Eastfield Road and Nightingale Lane or Campsbourne Road and Pembroke Road. When leaving the site vehicles will turn left onto Boynton Road following the reverse of the approach journey out onto the A504. Journey through the surrounding residential area to the site encounters residential access roads with vehicles parked on both sides of the public highway for the entirety of either journey.

Development Proposals

- 1.8. The proposal seeks the redevelopment of the car park adjacent Wat Tyler House to provide 15 new Council rent homes in a part-4, 5 and 7-storey building. Provision of associated amenity space, cycle and refuse/recycling stores, a wheelchair parking space on Boynton Road and enhancement of existing communal areas and play space to the rear on the Campsbourne Estate.
- 1.9. As part of the wider development proposal modifications are proposed to the Boynton Road access to introduce an additional blue badge parking bay directly opposite the main entrance on the east side of the highway.
- 1.10. A snapshot of the proposed development layout is included below in Figure 1.3.

Figure 1.3 Proposed Site plan



2.0 POLICY CONTEXT AND ACCESSIBILITY OF THE SITE

Policy Context

- 2.1. This section describes the local context and issues identified that need to be considered and addressed during construction.

National Policy

- 2.2. The National Planning Policy Framework, most recently updated in July 2021, has set out the Government's planning policy and is now a material consideration in planning decisions. Section 9 sets out the objectives with respect to promoting sustainable transport. The Policy Framework requires all developments that generate a significant volume of transport movement to be supported by a Transport Assessment and where appropriate Construction Logistic Plans. It also notes that plans and decisions should take account of:
- The opportunities for sustainable modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure
 - Safe and suitable access to the site can be achieved for all people
 - Improvements can be undertaken within the transport network that can effectively limit the significant impacts of the development
 - Development should only be prevented or refused on transport ground where the residual cumulative impacts of development are severe.'

Traffic Management Act

- 2.3. The act makes 'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street'. It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

Local Policy and Guidance

- 2.4. The national policies noted above are reflected at the local level in the Haringey Transport Strategy 2018, which sets the strategy for guiding future investment in our highways and transport infrastructure. It also sets a framework for considering transport infrastructure requirements associated with future development across the county.

The New London Plan

- 2.5. This document pays particular attention to encouraging sustainable modes of travel and the statutory Spatial Development Strategy for Greater London prepared by the Mayor of London ("the Mayor") in accordance with the Greater London Authority Act 1999 (as amended) ("the GLA Act") and associated regulations. Policy 6.15 states that CLPs should be secured in line with the London Freight Plan and should be co-ordinated with Travel Plans.
- 2.6. The London Plan promotes what it terms "Good Growth", a sustainable approach to building strong inclusive communities, making best use of available land, creating a healthy city, delivering the homes that Londoners need and increasing efficiency and resilience. These 5 aims provide a focused set of objectives that are supported by a broad spatial planning policy framework that

reflect areas of national policy onto a regional palette. The supporting policy is further divided into 9 key interrelated areas including Transport.

- 2.7. Most notably, Section 10 sets out the strategic approach to Transport within London with a clear aim to deliver at least 80% of all trips to be made by foot, cycle or public transport. As per Policy T6 (Car Parking), *"Car-free development should be the starting point for all development proposals in places that are (or are planned to be) well-connected by public transport"*.

Local Accessibility

- 2.8. The northern section of Nightingale Lane operates as a one-way street restricting traffic from travelling along its length to access Boyton Road from the north and approach the Site from the north. To achieve this, it would be necessary to circumvent the one-way section via Beechwood Road or Hawthorn Road to access Newland Road via North View Road. These are all residential access roads.
- 2.9. To construct the proposed development some footpath and parking bay suspensions may need to be introduced throughout the duration of the construction period. These will be pre-arranged with the highway's authority, local council, TfL and the local Police once the chosen Contractor is on board to discuss specific logistics.
- 2.10. Currently it is envisaged that the following Temporary Traffic Regulation Orders (TTRO) may be required during the construction phase:
- Partial reduction of footpath width along Boyton Road
 - Partial parking suspension along Boyton Road
- 2.11. It is essential that as part of any construction works that access to all adjacent neighbouring properties can and will be maintained.

Railway/Underground

- 2.12. Construction works on site will not impact the local railway services. Boyton Road is located roughly midway between Hornsey Station and Alexander Palace Station located 1km and 900m away respectively. Both stations are managed by Great Northern and are served by the Great Northern Line providing central connections across London via Moorgate and Welwyn Garden City and Stevenage to the north. Alexander Palace Station is also served by Thameslink.
- 2.13. Turnpike Lane is the nearest underground rail service located 1.9km from the site and is served by the Piccadilly Line.

Bus Routes

- 2.14. Nearby bus routes include 144 and W3 connecting the site with the local area and Central London. If bus routes are to be disturbed during the construction period, TfL will be consulted.

Cycle

- 2.15. The London Cycle Network route 54 travels east-west along Newland Road approximately 200m north of the Site, and a 20mph speed limit within the neighbourhood is implemented to encourage cyclists and motorists to share road space.

3.0 SITE CONSIDERATIONS AND CHALLENGES

Existing Residents

- 3.1. The proposed development is located at the existing Boyton Road, Wat Tyler Car Park and is shown below in Figure 3.1.

Figure 3.1 Indicative Construction Site Boundary



- 3.2. It is suggested that regular updates and a simple plan is produced prior to commencement of works outlining wayfinding for pedestrians and cyclists who may previously have used the Site (car park) to cross between the public right of way to the east of site and Boyton Road.

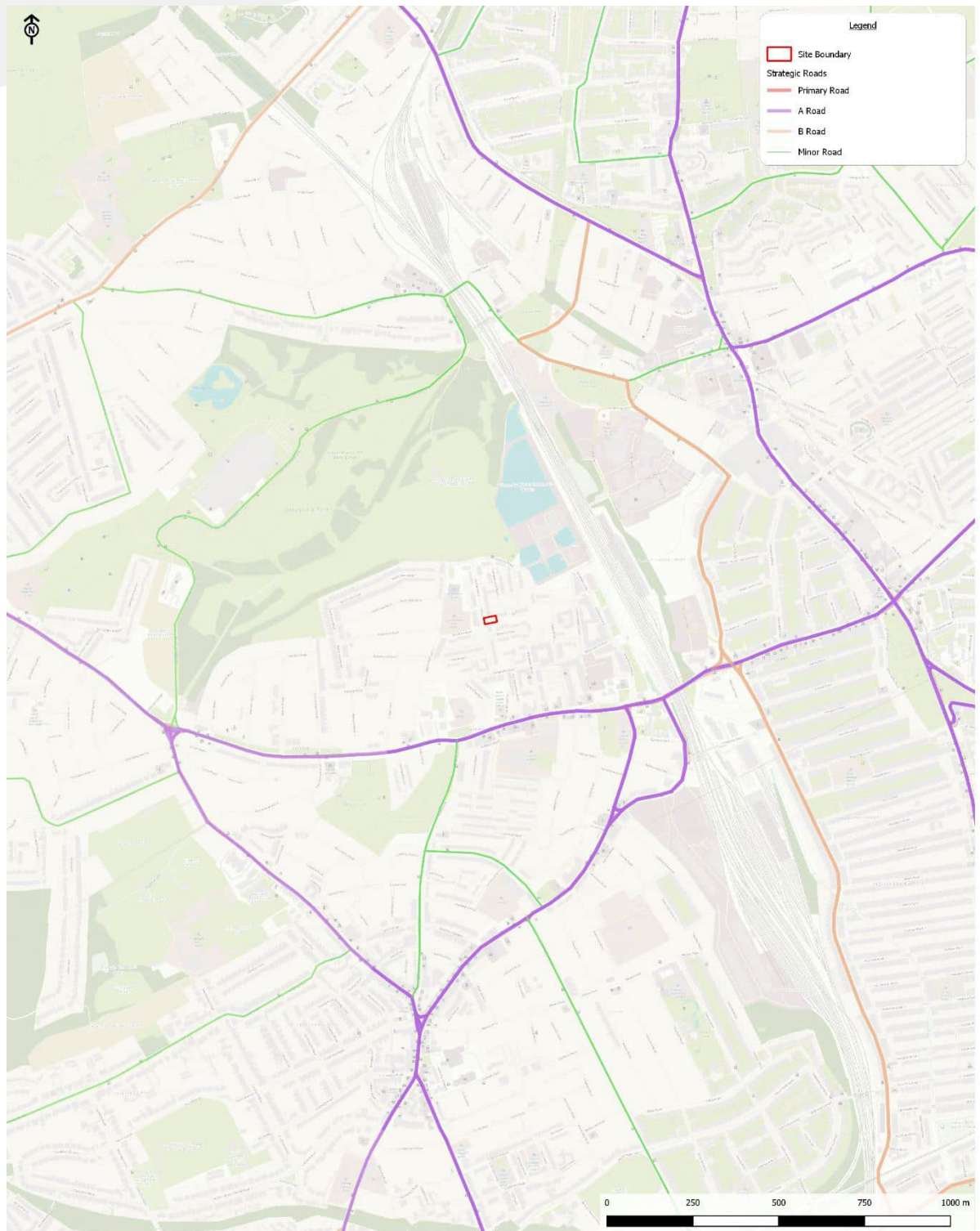
Haringey Building Control

- 3.3. Building Control protects the safety of people, communities and businesses by helping developers, architects and builders to meet Building Regulation standards for safe and environmentally friendly buildings.

Local Schools

- 3.4. There are several schools located within a close proximity of the site. Campsbourne School is located northwest of the Site along Nightingale Lane and St. Marys C of E is located southwest of the Site. Both Campsbourne School and St. Marys C of E include both a Primary and Junior entry. Campsbourne Play Centre is located northeast of the Site along Newland Road.
- 3.5. It is likely that pupils from these schools will be using adjacent footpaths to walk to these sites and to local transport links and therefore appropriate measures to ensure pedestrian safety should be in place. The community engagement officer will regularly contact the schools to share information in order to maximise safety. The location of local schools in relation to the Site is shown below in Figure 3.2.

Figure 3.2 Regional map



3.6. **Religious Centres**

- 3.7. The nearest religious centres are located approximately 480m from the site along A504 High Street. It is important to ensure that road and footpath closures are not increasing safety risks to these facilities. The location of local religious centres in relation to the Site is shown above in Figure 3.2.

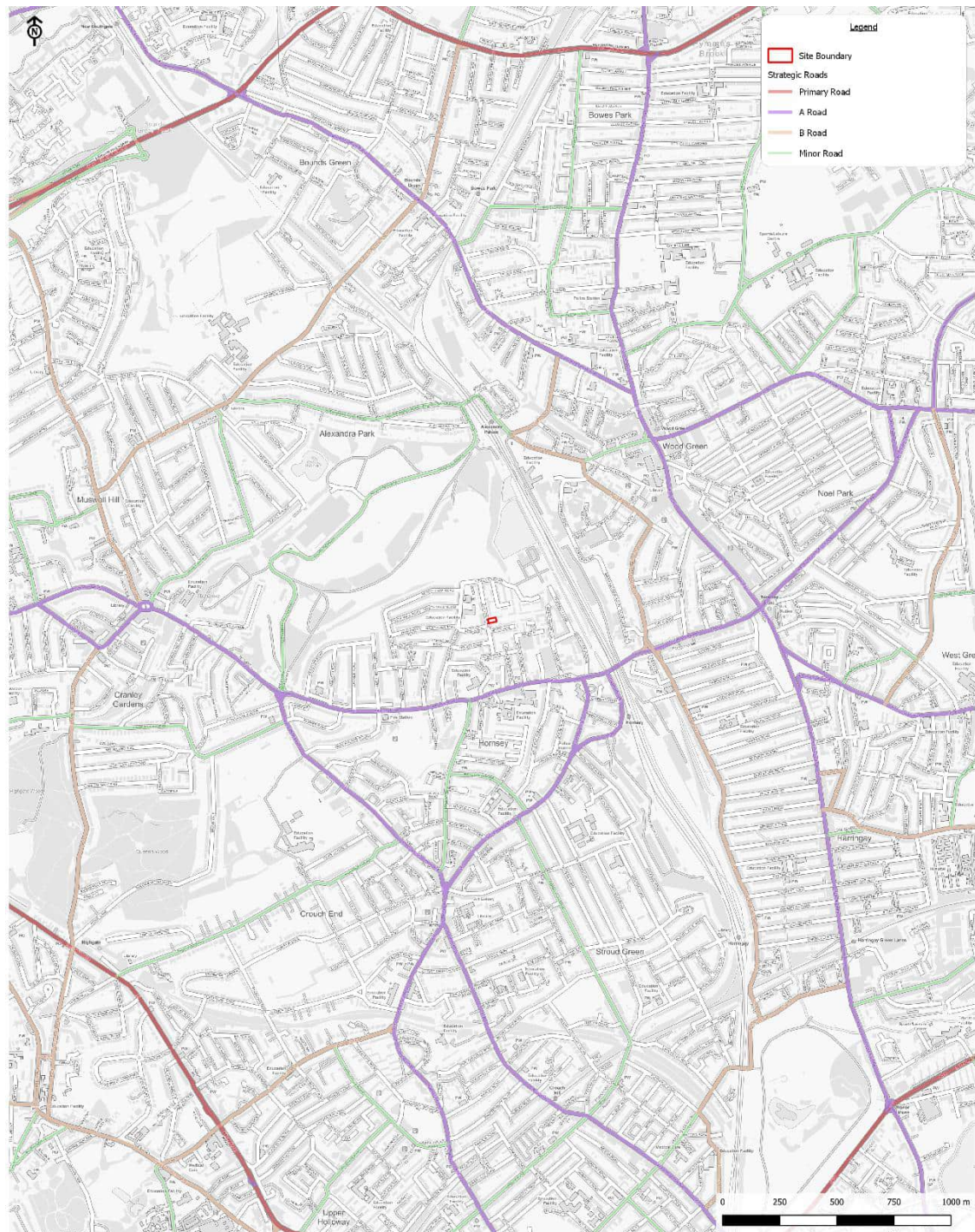
Public Relations

- 3.8. A community Liaison Officer will be appointed to minimise any potential issues within the local community. The CLP has prepared a strategy for preventing potential issues, however any issues that do occur will be recorded in a logbook. A regular newsletter will deal with issues such as late-night works, site boundaries and general community disruption with on-going liaison with the Local Authority and affected Residents as appropriate.

4.0 VEHICLE ROUTING AND ACCESS

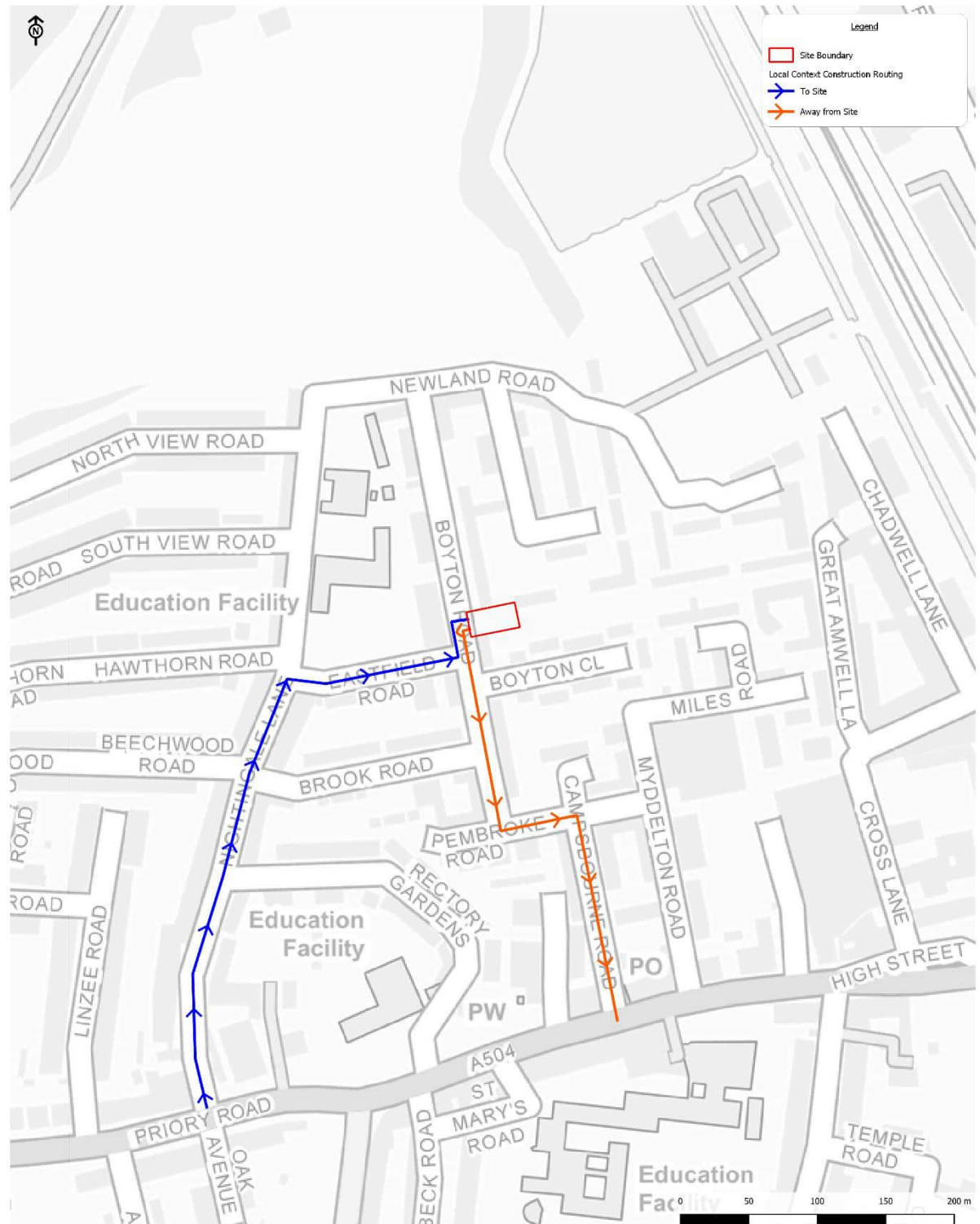
- 4.1. The following maps show the area around the development site and vehicle routes through London. Appendix 1 shows vehicle routes which follow the major road network until the final approach to the site here local roads are used for access.
- 4.2. A regional route plan and local plan have been included taking into account local area constraints:

Figure 4.1 Strategic Road Context



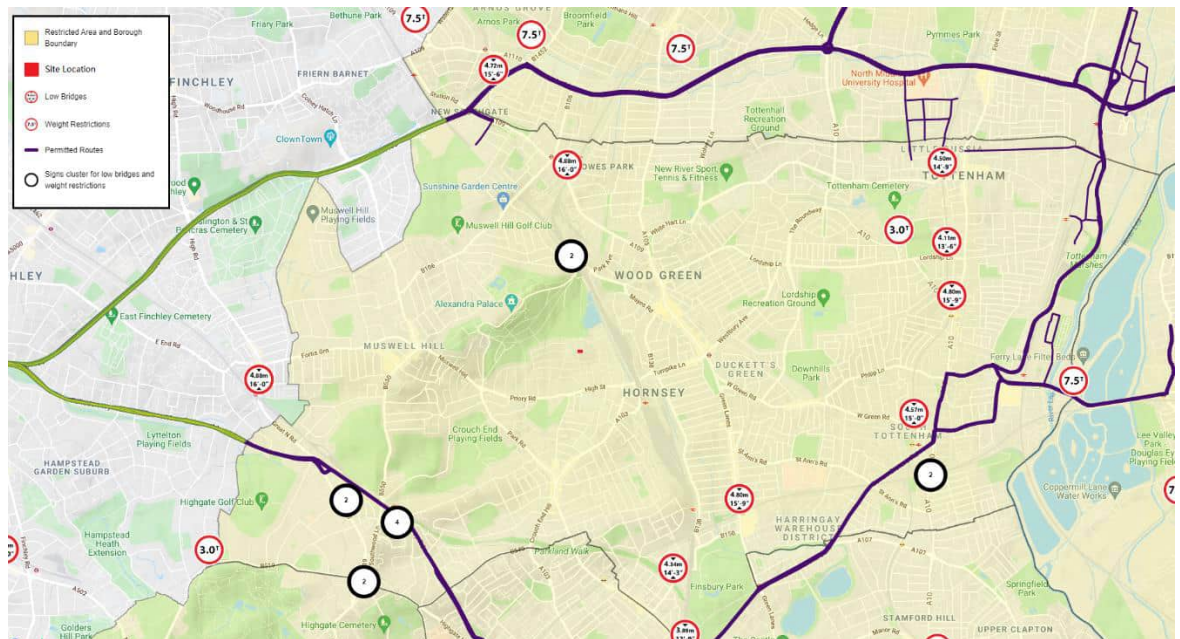
- 4.3. The A504 can provide access to the A1, A10 and A406. It is therefore suggested that the vast majority of deliveries should utilise the Strategic Road network as far as possible. While best endeavours will be made to source materials locally, all suppliers will be made aware of the local routing restrictions, including the northern section of Nightingale Lane and weight restrictions in the vicinity of Alexandra Palace Rail Station.
- 4.4. Figure 4.2 below illustrates suggested routing to and from the Site that reduces the impact on local access roads.

Figure 4.2 Local routing to / from the Site via the A504



- 4.5. The London Lorry Control Scheme controls the movement of heavy goods vehicles over 18 tonnes maximum gross weight at night and at weekends. The scheme is in place to help minimise noise pollution in residential areas during unsocial hours through restricted use of these roads and it may be the case that a permit is required to enter the scheme area.
- 4.6. An excerpt from the London Lorry Scheme map is shown below in Figure 4.3. Of note are the number of weight and height restrictions that may impact on routing to and from the Site

Figure 4.3 London Lorry Control Scheme map focus on Site location



5.0 STRATEGIES TO REDUCE CONSTRUCTION TRAFFIC IMPACT

Chosen Contractor

- 5.1. Prior to commencement of works, the chosen Contractor will have an obligation to update any previously approved Construction Plan and provide details to the Local Authority with regard to:
- Programme including likely duration and key milestones;
 - No. of workers required;
 - Identification of significant deliveries in terms of abnormal loads; and
 - Confirmation of the Contractor and Site will be registered with the Considerate Contractors Scheme.
- 5.2. The following planned measures have been identified to help the contractor and developer achieve the wider objectives of the CLP and better manage the challenges identified in Section 2.

Table 5.1 Mitigation Strategies

High Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	*		
Adherence to designated routes	*		
Delivery Scheduling	*		
Re-timing for out of peak deliveries		*	
Re-timing for out of hours deliveries		*	
Use of holding areas and vehicle call off areas		*	
Use of logistics and consolidation centres		*	
Measures to encourage sustainable freight			
Locally sourced to minimise travel distance	*		
Material procurement measures			
DfMA and off-site manufacture		*	
Re-use of material on site		*	
Smart procurement	*		
Other measures			
Collaboration amongst other sites in the area	*		
Implement a staff travel plan	*		
Preventing HGV movements during school drop off and pickup	*		

Measures influencing construction vehicles and deliveries

- 5.3. All contractor and sub-contractor vehicles arriving at site must ensure to comply with sufficient safety measures and requirements relating to work related road risk; including construction logistics and community safety (CLOCS).
- 5.4. The standard for construction Logistics (CLOCS) is a single road risk standard implemented by developer to ensure construction companies follow safe practices in the management of their operations.

Collision reporting

- 5.5. A collision reporting system will be required to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the project manager and any relevant parties. The FORS Manager reporting toll will be used.

Adherence to designated routes

- 5.6. Details of routes to be used for journeys to and from site for road operations are provided in section 4 and Appendix 2. The routes to/from the road network and strategic road network are specified. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Any Junctions and parts of the routes of particular potential concern have been identified.
- 5.7. A copy of the route plan 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.

Delivery scheduling

- 5.8. A delivery management system will be used to control the volume of deliveries to site through service intervals and assessing the number of 'resources' the site has to ensure safe usage of loading and unloading areas. Based on the assessment generated for the site, the management system can limit the number of delivery bookings as per the sites capacity.
- 5.9. Deliveries and collections made outside of peak traffic times are more likely to arrive on time which may in turn reduce on-site delays. They also have the potential to reduce congestion in the vicinity of the development with all of the associated safety, environmental and efficiency improvements this may entail. Consequently, where possible, off-peak movements are encouraged.
- 5.10. Re-timing of deliveries outside peak hour will assist in increasing construction efficiency and the local area. Advance permission must be sought for out-of-hours deliveries.

Use of holding and vehicle call off areas

- 5.11. It is currently unknown as to how much storage capacity is available on site; however, if the site is congested a local holding point must be allocated in order to increase logistical efficiency and minimise disturbance.

Use of logistics and consolidation centres

- 5.12. The use of a consolidation centre can help reduce and control the number of deliveries to site and can also be used for off-site 'assembly' of materials and quality control purposes therefore it is strongly encouraged if there is adequate space available within the site.

Design for manufacture and assembly and off-site manufacture

- 5.13. Reducing delivery numbers and effective delivery management is a core value for this development. Therefore, the option of off-site construction will be discussed upon appointment of a contractor and used where possible.

Re-use of material on site

- 5.14. A number of measures will be explored to reuse the material on site. These will be decided upon in agreement with the contractor.

Smart procurement

- 5.15. The London Borough of Haringey will explore suppliers in the procurement stage and will source local suppliers to contribute to the local economy. In addition to this an attempt will be made to source materials from the same suppliers in close proximity to the site, where practical.

Other Measures

- 5.16. It is considered likely at this stage that there will be limited on-site parking available for construction workers vehicles. During the construction process the workforce will make a number of journeys to and from site. As there are excellent transport links nearby, travel by public transport will strongly be encouraged with all staff informed of travel options.

Preventing HGV movements during school drop off and pickup

- 5.17. All HGV deliveries will be scheduled in advance and will be limited to between 09:30 and 14:30, where possible to increase safety of school children in the local area.

6.0 IMPLEMENTATION, MONITORING AND UPDATING

- 6.1. Without an appointed Contractor on-board it is difficult to anticipate staffing numbers, programme of works and estimate the likely volume of deliveries to and from the site during construction. As such, it is not possible, at this stage for the Outline CLP to include detailed and definite description of how its implementation and monitoring. The volumes of traffic will vary over the course of the construction period and will be dependent on the contractor's methodology. However, the following number of movements is reasonably expected (subject to the appointed contractor's own programme):
- Skip lorries: 60 over 50 weeks - maximum 40 minutes swap over period;
 - Materials: 5 deliveries per week - 40 minutes maximum waiting time;
 - Concrete lorry: up to 10 over 5-week period - Road side delivery via pump, 40 minutes maximum waiting time; and
 - Staff working at the construction site will be expected to travel by non-car modes of travel which is common practice at locations such as this with good access to public transport. Limited parking will be provided on-site to discourage travel by car or van.
- 6.2. At this stage, the following has been assumed in terms of programme duration and likely workers on-site at any one time:
- Overall Duration of works – circa 50 weeks (please see below for the indicative activities);
 - Skeleton staff for the duration – three persons;
 - Maximum number of staff on-site at any one time – approximately 20 (which will occur while the superstructure is being finalised and internal works have begun).
- 6.3. The indicative construction programme is included below, in Table 6.1, along with the likely staff numbers anticipated on-site for the relevant activities. It is considered that the following strategy can be confirmed at this stage and is considered necessary that the chosen contractor liaises regular with London Borough of Haringey on these matters. The start date for construction is anticipated to be towards beginning of 2022, with completion estimated by the middle of 2023.

Indicative Construction Programme – 70 weeks		
Activity:	Weeks	Staff
Enabling Works	6	3
Substructure and Service Works	12	8
Superstructure	24	10
Internal Works	10	16
External Works	6	8
Final Clean and Snagging	2	6

Table 6.1 – Indicative Construction Programme

- 6.4. A Construction Logistics Manager must be appointed to implement the detailed CLP on behalf of the contractor. Their job description will include collecting data on:
- Vehicle Movements to and from the site;
 - Any Breaches and/or Complaints;
 - Health and Safety.

- 6.5. Given the constrained nature of the site it is considered necessary to have banksmen available at the vehicular access point from the public highway to coordinate site deliveries as well as resident and visitor trips.

Vehicular Movements

- 6.6. The following information will be collated through a delivery booking system and a record will be kept to include the following:
- Vehicle type and purpose (including vehicle type, size and age);
 - Time spent on-site (including time of arrival and departure);
 - Schedule comparison.

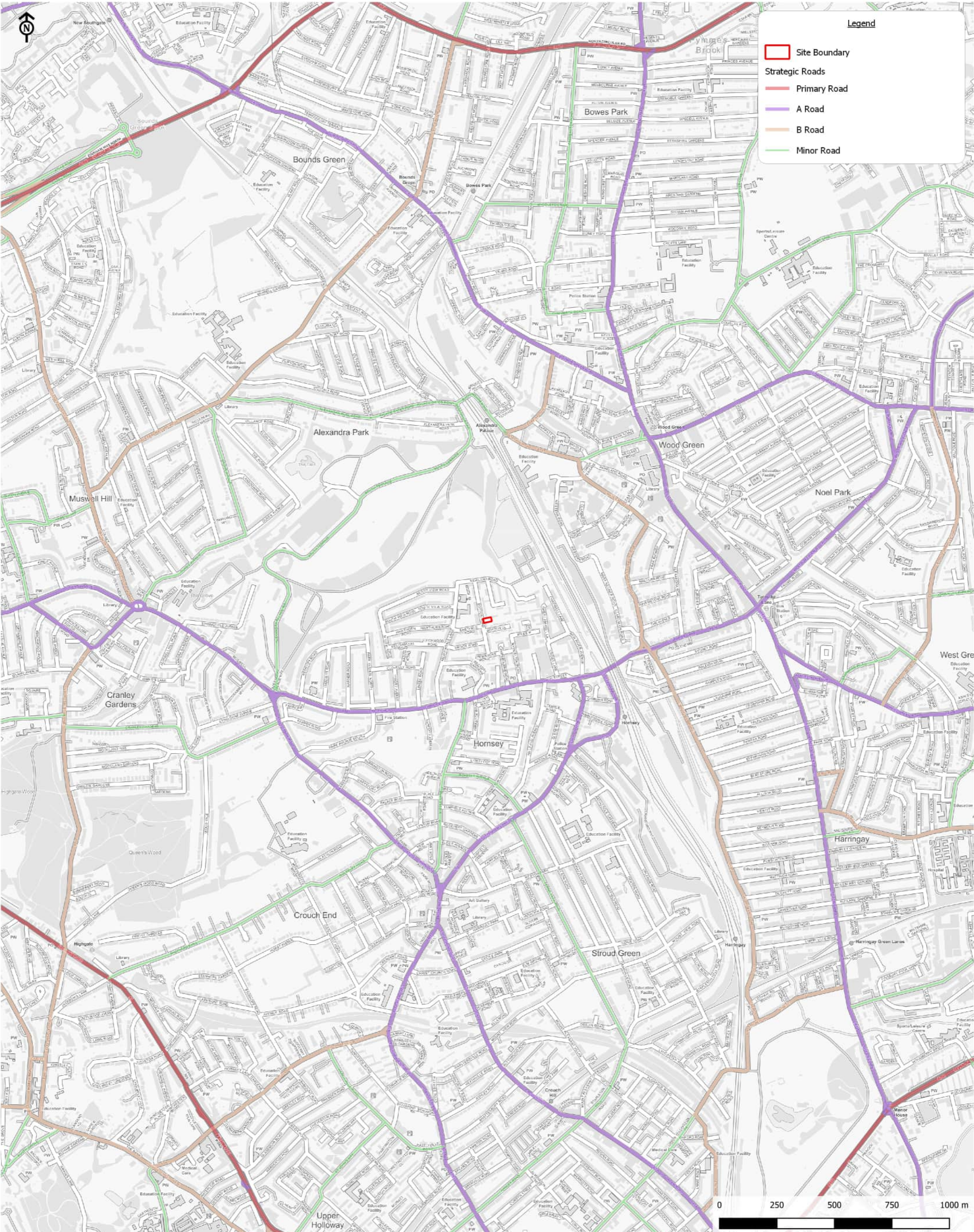
Breaches and Complaints

- 6.7. It is also necessary for the appointed Construction Logistics Manager to keep an up-to-date record of any breaches and complaints raised to them. These may include the following:
- Vehicle routing;
 - Queuing that has occurred directly or indirectly;
 - Parking issues or blocking of spaces;
 - Emissions issues including LEZ compliance;
 - Diversions routes if necessary;
 - Accreditation complaints.

Site Safety

- 6.8. An important element of the CLP is to ensure that safety of road users are carefully considered and assessed in risk terms prior to construction works from taking in place. This should be linked to the wider Health and Safety Plan, that will be the responsibility of the Contractor, but should cross reference the following in relation to Construction Logistics:
- Logistics related accidents;
 - Record of serious incidents, injuries or fatalities;
 - Methods of staff travel to site;
 - Any vehicles or operations that don't meet the necessary safety requirements.

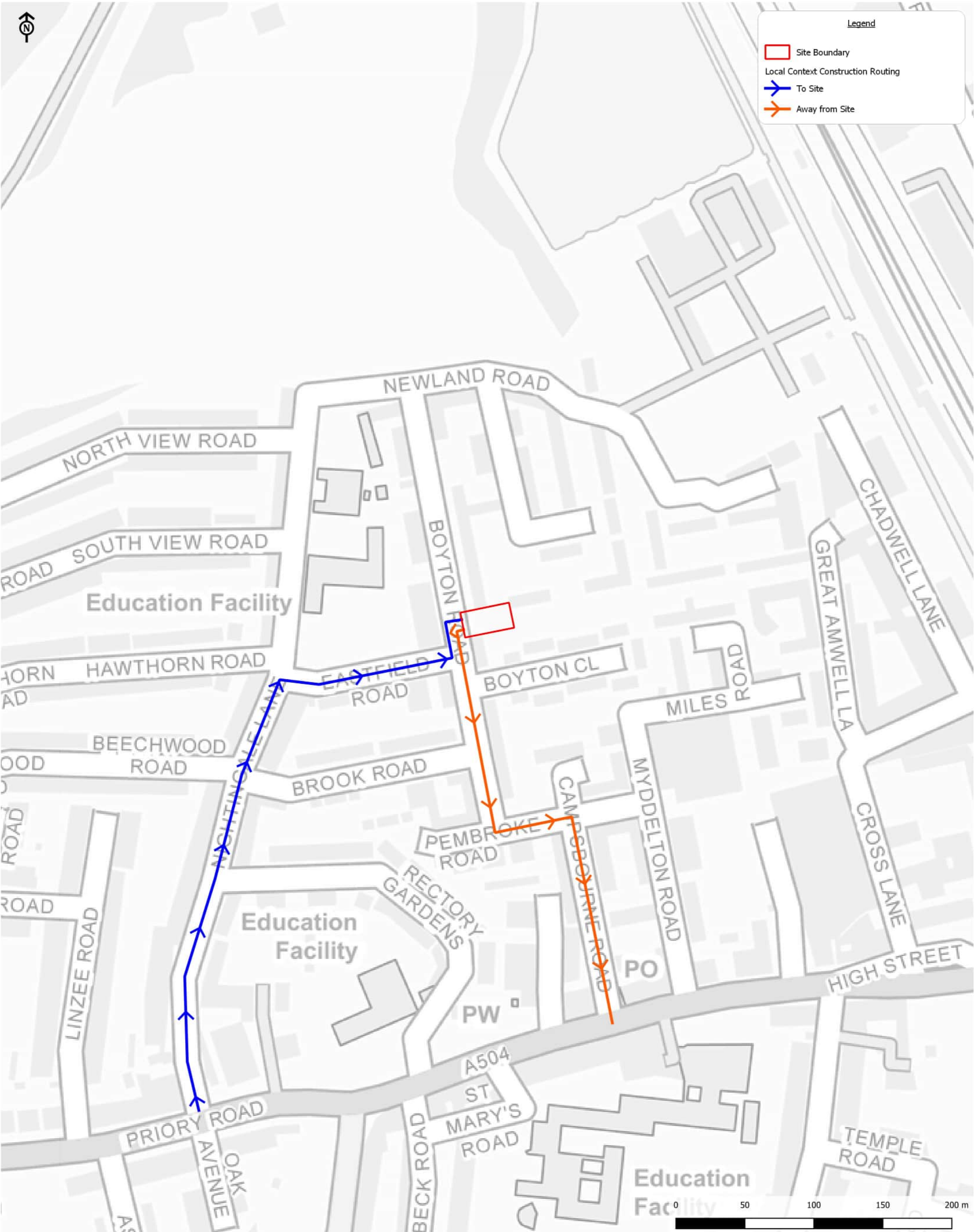
Appendix 1 Local and Strategic Route Plan



Boyton Road

Client: London Borough of Haringey

Strategic Roads

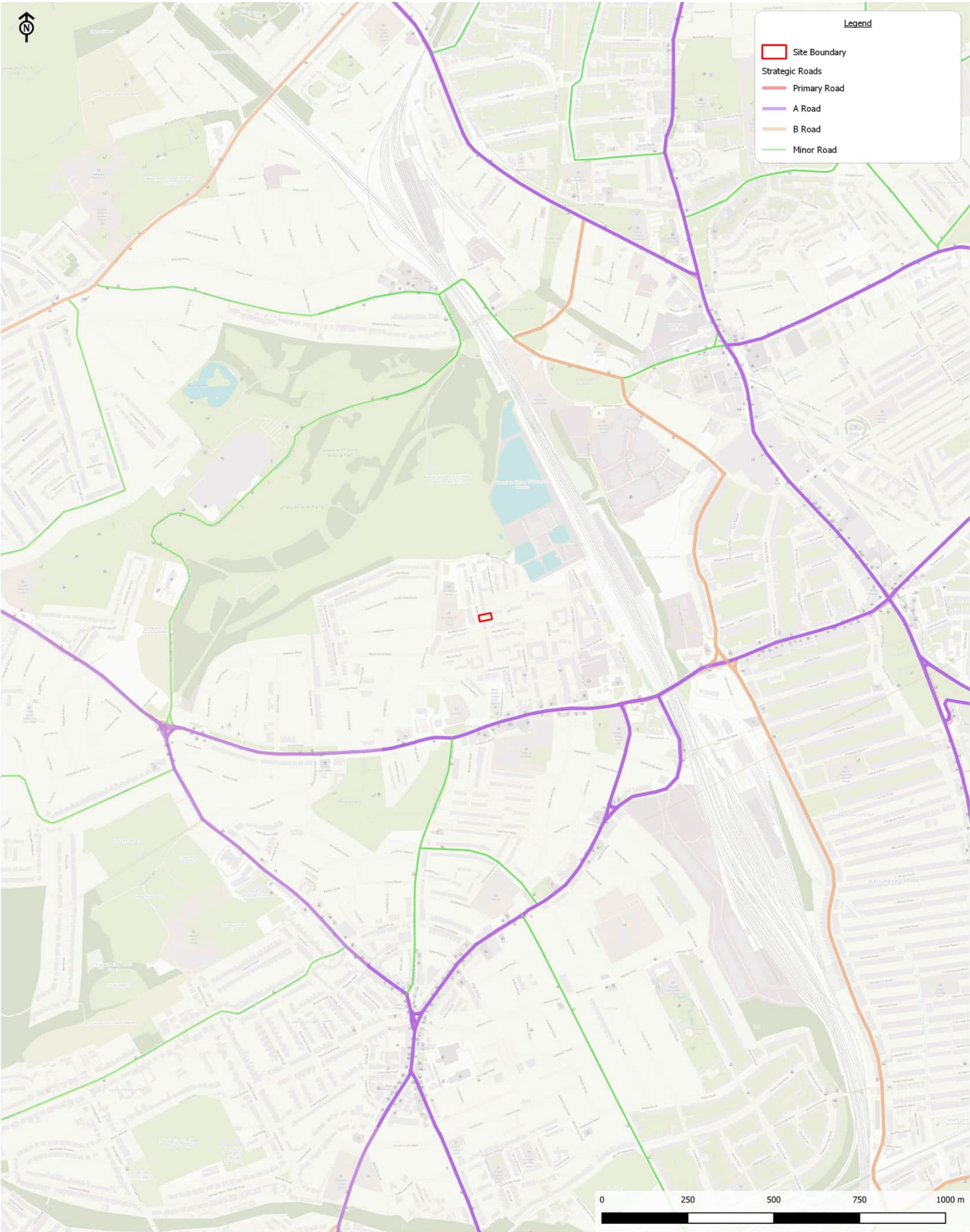


Boyton Road

Client: London Borough of Haringey

Local Context Construction Routing

Appendix 2 Regional Plan



Boyton Road

Client: London Borough of Haringey

Regional Plan

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