

Framework Construction Logistics Plan

Omega Works B, 167 Hermitage Road, N4 1LZ

12 August 2022

Prepared for
CPGF Ltd.



Prepared for:
CPGF Ltd.

Prepared by:
Markides Associates
2nd Floor, The Bridge
73 – 81 Southwark Bridge Road
London SE1 0NQ
United Kingdom

T: +44 (0)20 7442 2225
E: info@markidesassociates.co.uk
W: markidesassociates.co.uk

Project Number: 20071
Doc Number: CLP02

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
A	First Issue	SEC	DJT	SEC	DJT	27/06/2021
B	Submission Issue	SEC	DJT	SEC	DJT	12/08/2021

Copyright 2022 Markides Associates Ltd. The concepts and information contained in this document are the property of Markides Associates. Use or copying of this document in whole or in part without the written permission of Markides Associates constitutes an infringement of copyright.

Limitation: This report has been prepared on behalf of, and for the exclusive use of the client of Markides Associates, and is subject to, and issued in accordance with, the provisions of the contract between the client and Markides Associates. Markides Associates accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this report by any third party.

Contents

1. INTRODUCTION	3
2. GENERAL SITE REQUIREMENTS.....	5
3. THE SITE AND PROPOSALS	6
4. SITE ACCESS AND PARKING	14
5. ASSUMPTIONS OF DEMOLITION METHOD AND VEHICLE TYPE.....	18
6. IMPACT	20
7. MITIGATION AND MONITORING	22
8. SUMMARY AND NEXT STEPS	27

Tables

Table 3.1	Rail Services.....	11
Table 3.2	Local Bus Services.....	11
Table 3.3	Schedule of Accommodation	13
Table 5.1	Anticipated Plant and Vehicles.....	18
Table 7.1	Summary of Measures	23
Table 7.2	Potential Impacts and Headline Mitigation Measures.....	26

Figures

Figure 3.1	Regional Context Plan
Figure 3.2	Local Context Plan
Figure 3.3	Site Boundary Plan
Figure 3.4	Pedestrian and Cycle Infrastructure Plan
Figure 3.5	Public Transport Plan
Figure 4.1	Indicative Construction Traffic Routeing

Appendices

Appendix A – Planning Policy Review
Appendix B – Site Layout

1. Introduction

1.1 Overview

- 1.1.1 Markides Associates are instructed by CPGF Ltd. ('the Applicant') to prepare a Framework Construction Logistics Plan (CLP) in support of a planning application for the redevelopment of the Omega Works B, 167 Hermitage Road, London N4 1NA (hereafter referred to as "the site").
- 1.1.2 This report deals with land known as 'Omega Works B' and the proposals are for the reprovion of existing commercial uses to provide 610sqm of commercial floorspace and 36 new residential flats.

1.2 Purpose of the CLP

- 1.2.1 The purpose of this CLP is to provide the first iteration of Construction Traffic Management Plan, providing the high-level understanding of the construction principles that will be employed at the site and describes mitigation measures to manage the impact of construction on residents, the surrounding community, and the local highway network. Works should be carried out such that the day-to-day activities of all adjacent residents, businesses and members of the public are maintained and unaffected by the works.
- 1.2.2 This includes:
- Maintaining access for the emergency services
 - Maintaining access for deliveries and servicing of local business and residential premises
 - Progressive removal of all waste materials
 - Consideration to the generation of any nuisance caused by the works
 - Protection of local significant flora and fauna
 - Consideration to the nature, size and timing of deliveries and waste removal
 - Full participation with the Considerate Constructor Scheme

1.3 Status of the Report

- 1.3.1 This document is a Framework, which provides the overarching principles of the demolition and construction phases of development. At this stage, a Main Contractor has not been appointed. This document is a 'Live' document and will therefore be subject to maintenance and update as the scheme progresses, with significant update expected following the appointment of a main contractor.
- 1.3.2 This CLP is expected to be secured by condition to any planning approval. The responsibility for this CLP, its maintenance and implementation, is that of the applicant. Following appointment of a Main Contractor, it is expected that the responsibility of this CLP will be transferred to that party. The requirement for this CLP and the responsibilities associated with it where transferred will be made clear at the point of tender.

1.4 Other Documents

1.4.1 This application has been submitted with a raft of transport documents prepared by Markides Associates to be read in tandem with this CLP as follows:

- **A Transport Assessment** (Document ref: 20017-MA-DR-TA02)
- **A Framework Site Travel Plan** (Document ref: 20017-MA-DR-TP02)
- **A Framework Delivery and Servicing Management Plan (DSMP)** (Document ref: 20017-MA-DR-DSMP02) for the management of waste in the operational phase of development.

1.5 Planning Policy

1.5.1 This planning application has been prepared in consideration of national, regional, and local transport planning policies that are relevant to the development site including:

- The New London Plan (2021);
- LBH Local Plan
- The New LBH Local Plan
- LBH Development Management Plan (DMP) (2017)

1.5.2 A summary of the relevant planning policies and standards for the proposed development site is provided in **Appendix A**.

1.6 Structure of the Report

1.6.1 The remainder of this report is structured as follows:

- **Section 2 - General Site Requirements** sets out the anticipated phasing of works, and the hours of operation.
- **Section 3 – Site and Surroundings** sets out the context of the site and how it may be accessed by sustainable modes.
- **Section 4 – Site Access and Parking** further details the parameters and constraints on access, indicative routeing of construction traffic in the last mile, and indicative proposals for parking and loading.
- **Section 5 – Assumptions of Build Method and Vehicle Requirement** provides a high-level scope of the possible build method, subject to update following the appointment of the Main Contractor. It sets out an indication of the largest vehicle type required for work of this scale and an estimate of vehicle movements.
- **Section 6 – Impact** identifies the sensitive receptors nearby and potential scale of impact.
- **Section 7 – Mitigation and Monitoring** makes suggestions for the likely mitigation and monitoring processes required, makes proposals for public consultation/notification, and indicative procedures in the event of emergency or accident.
- **Section 8 – Summary and Next Steps** summarises the Note and sets out the expected course of update to this framework.

2. General Site Requirements

2.1 Preamble

- 2.1.1 This section of the report sets out the general site requirements including the anticipated phasing of works, and the hours of operation.

2.2 Timescale of Works and Phasing

- 2.2.1 Following any planning approval, a main contractor can be appointed, and detailed design concluded, along with structure; as such, a programme of works is not yet available, and the phasing cannot be fully identified. This notwithstanding, it is expected that works will go through the following phases:

- Site clearance and set up.
- Demolition of structures
- Ground works
- Superstructures
- External works
- Internal fit-out and testing
- Landscaping
- Site takedown and handover.

- 2.2.2 The above works could take some 15-19 months in total to complete at an estimate.

Program

The applicant is committed to submitting a detailed program of works to LHE at the first opportunity following the planning submission.

2.3 Hours of Work

- 2.3.1 Normal Working Hours will be as follows:

- 08:00 – 18:00 hours (Monday–Friday)
- 08:00 – 13:00 hours (Saturday)

- 2.3.2 Generally, working on Sundays or Bank Holidays will be avoided, and any occurrence will be limited to specific major events such as abnormal loads that can only be transported outside of normal working hours. Where abnormal loads are identified, the times and dates for those movements will be agreed in advance with LBH, the police and other relevant parties, as necessary. The hours of work outlined above are in accordance with Section 60 of the Control of Pollution Act 1974.

Hours of Work

The applicant hereby states their commitment to the above hours of working.

3. The Site and Proposals

3.1 Preamble

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

3.2 The Site and Baseline Conditions

- 3.2.1 The following maps show the area around the development site. **Figure 3.1** shows a regional plan with the location of the site in the context of greater London and the road network. **Figure 3.2** shows the location of the site in relation to the surrounding local area. **Figure 3.3** shows the site boundary plan showing the extent of footways, other buildings, cycle lanes and road markings.

Figure 3.1 Regional Context Plan

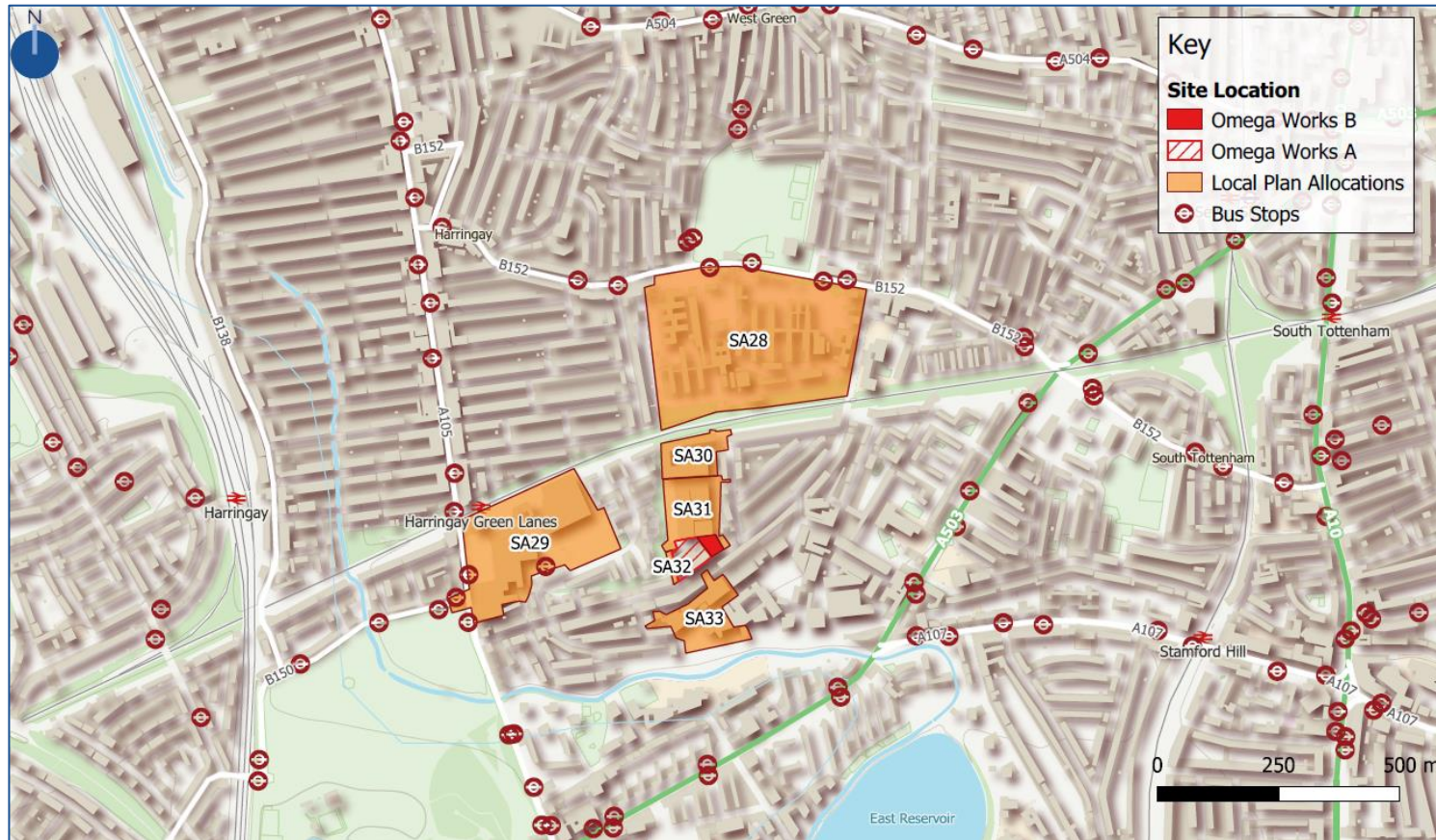


Figure 3.2 Local Context Plan

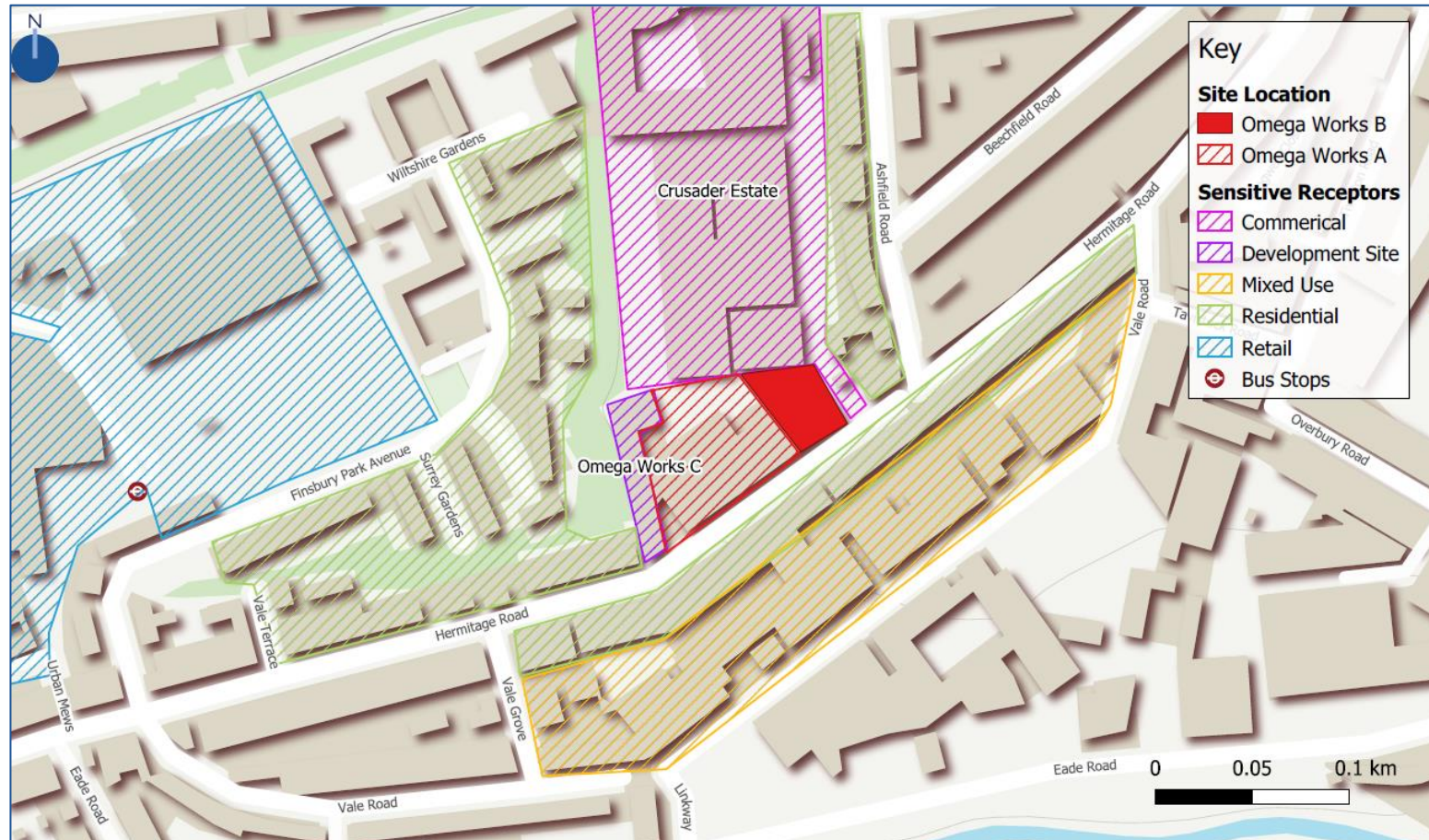


Figure 3.3 Site Boundary Plan



3.3 Walking and Cycle Access

3.3.1 **Figure 3.4** shows a plan of the pedestrian and cycle infrastructure around the site.

Figure 3.4 Pedestrian and Cycle Infrastructure Plan



3.3.2 As shown on the plan above, the site benefits from being within reach of the Strategic Cycle Network, which runs east-west to the south of the site from Finsbury Park to the A107 east of the site. Locally, there are on-street cycle lanes on Green Lanes and through Finsbury Park, providing access to sports facilities within the park and the station of the same name.

3.3.3 All local roads benefit from footways on each side of the carriageway, albeit quality is varying in terms of maintenance and width. Hermitage Road has on-street parking which straddles the footway, reducing effective widths along most of the length of the street.

3.4 Public Transport Accessibility Level (PTAL)

3.4.1 Public Transport Accessibility Level (PTAL) provides a measure of accessibility of a given point to the public transport network, considering walking time to a public transport node, service accessibility, service quality and frequency. The PTAL measure ranges between 0 and 6b, with 0 indicating the areas with the lowest accessibility to public transport and 6b the areas with the highest accessibility to public transport.

3.4.2 The proposed development site has a PTAL of 2.

3.5 Underground (LUL) Network and Rail Network Services

3.5.1 The site is within walking distance of Harringay Green Lanes London Overground Station and also Piccadilly Line London Underground Services at Manor House Station. The services accessible at these stations are summarised in **Table 3.1**.

Table 3.1 Rail Services

Operator	Service	Trains per hour (tph)
Harringay Green Lanes – 699m from site – 9 mins walk		
London Overground	Gospel Oak - Barking	4
	Barking - Gospel Oak	4
Manor House – 866m from site – 12 mins walk		
London Underground Piccadilly line	Manor House – Cockfosters	18
	Manor House – Arnos Grove	6
	Manor House - Heathrow Terminal 4	6
	Manor House - Heathrow Terminal 5	6
	Manor House - Uxbridge	8
	Manor House – Raynors Lane	4
Total		56

- 3.5.2 As shown in **Table 3.1**, the site is accessible to a large number of rail services, providing access by train to a large number of destinations within London.

3.6 Bus Network

- 3.6.1 Bus services within a reasonable walking distance of the site are outlined in **Table 3.2**.

Table 3.2 Local Bus Services

Ro ute	Nearest Stop	Dista nce	Destinations	Weekday Peak Hour Frequency
W5	Venetia Road/Endymion Road	560m	Archway – Harringay Superstores	10-13 mins
29	Endymion Road stops HE and HB	495m	Wood Green – Charing Cross	4-8 mins
141	Endymion Road stops HE and HB	495m	Palmers Green – London Bridge	5-8 mins
341	Endymion Road stops HE and HB	495m	Upper Edmonton - Waterloo	9-13 mins
N29	Endymion Road stops HE and HB	495m	Trafalgar Square/Charing Cross – Enfield Town	9-11 mins

- 3.6.2 As shown in **Table 3.2**, the site is also well served by buses, providing a high frequency of services to a range of destinations, including weekend and night services. A plan showing the location of local bus stops and rail stations is include as **Figure 3.5**.

Figure 3.5 Public Transport Plan



3.7 Existing Local Highway Network

- 3.7.1 Hermitage Road in the vicinity of the site is a no-through route connecting to the A105 Green Lanes to the west of the site only. The site is situated very close to the no-through end of Hermitage Road.
- 3.7.2 Hermitage Road falls within Green Lanes Zone B Controlled Parking Zone (CPZ) in operation Monday-Friday 08:00-18:30 and has traffic calming in the form of speed humps. There is parking on each side of the road within this CPZ with spaces demarked and which partially straddles the footway. Recent improvements to the site frontage at Omega Works A have reduced the opportunity for ad hoc parking on the curtilage to 3 spaces,
- 3.7.3 The A105 Green Lanes connects to the A503 Seven Sisters Road to the south of the site and to the A406 to the north of the site. In the vicinity of Hermitage Road, it is a single-carriageway road. To the south of Hermitage Road, there is a cycle lane on each side of the road.

3.8 Summary of the Proposals

- 3.8.1 The layout associated with the proposed development is provided in **Appendix B**, whilst the schedule of Land uses is summarised in **Table 3.3** below.

Table 3.3 Schedule of Accommodation

Land Use	Quantum	Units
Commercial		
Employment Space – Use class E	610	sqm Gfa
Residential		
<i>Studio</i>	0	Flats
<i>1-bed</i>	13	
<i>2-bed</i>	13	
<i>3-bed</i>	10	
Total	36	

3.8.2 As shown in the table above, the proposals are for a reduction in industrial floorspace; however, this is due to removal of unutilised and redundant space through creating improvements to the overall efficiency and layout. The primary development is therefore the 36 new residential flats.

3.8.3 The proposed development will be car-free except for disabled parking.

4. Site Access and Parking

4.1 Construction Vehicle Access

- 4.1.1 A phased access strategy will be prepared and submitted to LBH within an undated CLP following the appointment of the Main Contractor. In the interim, it has been assumed that for Stage 1, access will be arranged via the existing right of access through to the rear parking area, which passes through the historic façade of Omega Works A and is therefore only suitable for smaller vehicles. Large vehicles will need to access the site from the kerb on Hermitage Road until the structures are demolished. For Stage 2, once demolished structure has been demolished, it is expected that vehicles will be able to use the new yard area to enter, turn, egress. The largest or longest vehicles may need to reverse in.
- 4.1.2 As per the operational phase, there is space within the site to provide a turning head for all but a very abnormally wide or long vehicle throughout the construction phase.

Swept Path

Although swept path analysis has not been undertaken at this time, the applicant is committed to ensuring that swept path analysis of the access above and any other proposed access will be undertaken and submitted to LBH at the first opportunity.

4.2 Management of Access

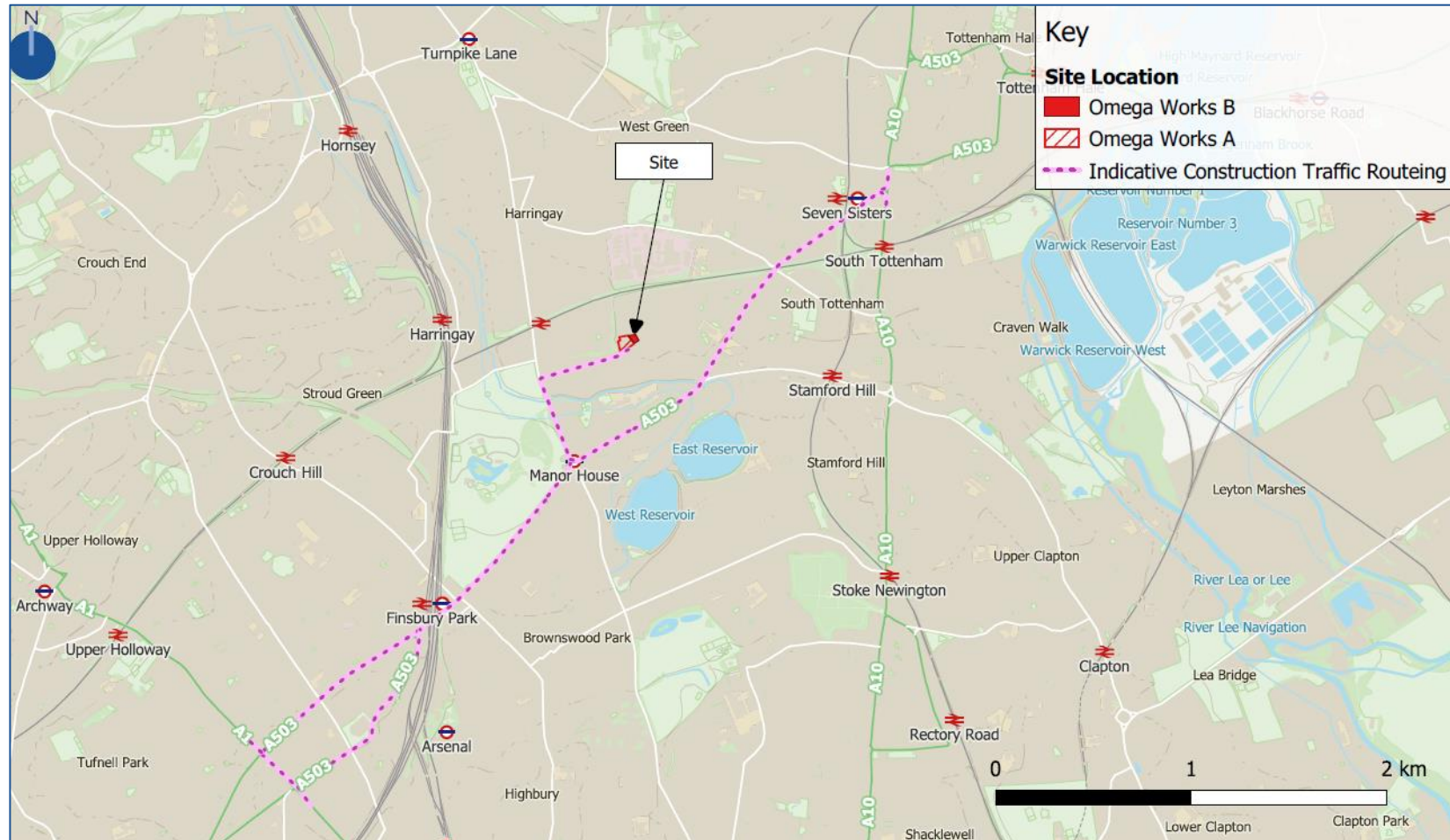
- 4.2.1 A delivery booking system will be produced and operated by the contractor's site traffic manager. The system will aim to mitigate the following:
- Queuing outside the site;
 - Arrival of unscheduled deliveries;
 - Deliveries arriving late due to supplier dispatch misunderstandings;
 - Deliveries failing to arrive;
 - Wrong quantities or materials arriving by mistake, requiring the vehicle to be sent away, or an additional 'part-load' vehicle delivery to make up delivery requirements;
 - Delivery vehicles arriving early in the hope that they will be dealt with out of turn; and
 - No staff or equipment being available on-site to unload the vehicle.
- 4.2.2 Mitigation of the above will avoid unnecessary vehicle movements to and from the site. It will also importantly reduce the possibility of construction vehicles queuing near the site waiting to be processed. Only a single vehicle will be permitted to access the site at any one time.
- 4.2.3 The delivery booking system will decrease and mitigate any potential negative environmental and/or social impacts that construction traffic may have on the surrounding area.
- 4.2.4 The delivery booking system will be operated by the construction site manager. Banksman will ensure the efficient and safe movement of vehicles to and from the site. The banksman will be coordinated by the site manager.

- 4.2.5 Segregated access for pedestrians and cyclists will be provided.

4.3 Last-mile Routeing

- 4.3.1 Routeing to the site will be determined by the origin-destination of materials, to be confirmed by the main contractor. Confirmed construction routeing will consider restrictions and will state explicitly that no construction traffic uses local residential roads.
- 4.3.2 The surrounding roads fall within the London Lorry Control Zone, excepting the A503 Seven Sisters Road to the south. There is a height restriction of 4.8m to the north of the site on the A105 Green Lanes due to a railway bridge. On that basis, it has been assumed in the first instance that all construction traffic will route south to and from the A503 to reach the A10 to the northeast and the A1 to the southwest.
- 4.3.3 Drivers of larger vehicles will be made aware of the height restrictions. **Figure 4.1** below shows indicative routeing.

Figure 4.1 Indicative Construction Traffic Routeing



4.4 Parking

- 4.4.1 Minimal general parking will be provided, and staff will be required to travel by modes other than the car or utilise public car parking elsewhere and complete their journey on foot. A minimum number of vehicles will be parked or stored on site and no construction vehicle will be parked or stored on-street frontage or on the public highway.

4.5 Storage

- 4.5.1 At this stage, it is assumed that some materials will be stored on-site but delivered on a just-in-time basis. No materials will be stored on the footway, on the public highway, or at the site frontage on-street. There is space within the site to accommodate this.

4.6 Signage

- 4.6.1 The site entrance will have specific Health and Safety signage. Additional signage will be there for pedestrians / visitors and vehicles to ensure they are segregated and use the correct gates. The required Considerate Constructors boards will also be displayed with the emergency contact details. We will also liaise with the local authority about providing direction signage on the surrounding roads to avoid vehicles using inappropriate routes to reach site. It is noted that signage is likely to be installed for the neighbouring Southall Sidings development and additional signage may not be necessary. Any signage strategy will seek to coordinate with those already in place for committed development.

4.7 Scope of Licenses, TROs Etc. Required

- 4.7.1 The following matters are expected:
- Scaffolding may be required along Hermitage Road along the frontage.
 - A TTRO may be needed to temporarily suspend existing parking along Hermitage Road at the site frontage in Stage 1 to enable access for demolition and the removal of associated waste until such time as the proposed new yard/turning head area is cleared and accessible.
 - Closure or diversion of the footway is not required.
 - No change to cycle provision is expected.
- 4.7.2 The extent of licenses may be revised following appointment of the main contractor.

5. Assumptions of Demolition Method and Vehicle Type

5.1 Preamble

- 5.1.1 This section of the report sets out **the high-level assumptions** regarding the requirements of the site in terms of demolition/strip out and build, for the purposes of assessing the likely type of vehicle required.

5.2 Piling Method Statement

- 5.2.1 At the time of writing, the full Piling Method Statement is not yet available; once available, the piling method statement will be appended to this CLP for resubmission.

5.3 Anticipated Vehicle Requirements

- 5.3.1 The anticipated vehicle requirements, where feasible to identify, are shown in **Table 5.1** overleaf. These are marked by 'X' indicating no requirement, and '✓' indicating a potential requirement. All requirements will be subject to update following the appointment of a Main Contractor.

Table 5.1 Anticipated Plant and Vehicles

Plant and Equipment	Phase					
	Site set-up	Demolition	Groundwork	Superstructure	Fit out	External Works
Piling Rig	X	X	✓	X	X	X
Excavator	X	✓	✓	X	X	X
Lorry/Van	✓	✓	✓	✓	✓	✓
Scaffold and MHA platform	✓	✓	✓	✓	✓	X
Small rigid truck	X	✓	✓	✓	✓	X
Flatbed artic	X	X	✓	✓	✓	X

- 5.3.2 A suitable holding area may be located in order to reduce the impact to local neighbours and businesses and to better facilitate the 'just in time' delivery system.
- 5.3.3 Vehicles will be called up from the holding area to the site via radio. Banksman/Marshalls will be appointed to oversee this. If utilised, details of the holding location will follow in due course.

5.4 NRMMs

- 5.4.1 Non-road mobile machinery (NRMM) on site with net power between 37kW and 560kW it will be required to meet the standards set out below. The standards are applicable to both variable and constant speed engines and apply for both PM and NOx emissions.
- 5.4.2 Standard from 1st September 2020:
- (iii) Any development site - NRMM used on any site within Greater London will be required to meet Stage IIIB of EU Directive 97/68/EC
 - (iv) Any development site within the Central Activity Zone - NRMM used on any site within the Central Activity Zone will be required to meet Stage IV of EU Directive 97/68/EC
- 5.4.3 The development is not located within the CAZ. NRMM with net power between 37kW and 560kW will meet the standards outlined above, will be registered, and this information will be appended to this report once available. An inventory of all NRMM will be kept on site and all machinery will be regularly serviced and service logs kept on site for inspection. Records will be kept on site which details proof of emission limits, including legible photographs of individual engine plates for all equipment, and this documentation will be made available to local authority officers as required.

5.5 Non-Road Freight Options

- 5.5.1 Water and rail transport for conveyance of materials to and from the site have been considered. Given the site's location, waterborne freight is not an option. The site is adjacent to a busy passenger rail and whilst there may be potential for rail freight given the quantity of development nearby, the site alone is not of sufficient size to permit this and the ability to deliver to the area by rail would be at the discretion of Network Rail/TfL.

5.6 Estimated Vehicle Movements

- 5.6.1 A detailed trip generation assessment cannot be undertaken at this time. Details will follow in due course with the submission of a Gantt Chart in an update of this Framework.

6. Impact

6.1 Preamble

6.1.1 This section of the report considers the potential impact of development.

6.2 Considerate Contractors

6.2.1 The contractor appointed will adhere to the Code of Considerate Practice. Appropriate signage will be erected on the hoarding accordingly.

6.2.2 The Contractor will follow a 'good housekeeping' policy at all times. This will include, but not necessarily be limited to, the following. The Contractor will:

- Ensure considerate site behaviour of the Contractor's staff;
- Prohibit open fires;
- Remove rubbish at frequent intervals, leaving the site clean and tidy;
- Frequently inspect, repair and re-paint as necessary all site hoardings to comply with the conditions of the Council's License – all flyposting and graffiti is to be removed as soon as reasonably practicable and within 24 hours of notice from the Council;
- Maintain toilet facilities and other welfare facilities for its staff;
- Remove food waste;
- Undertake street cleaning if required;
- Prevent vermin and other infestations; and
- Undertake all loading and unloading of vehicles from the designated area, as identified within the final CTMP.

6.3 Neighbours and Sensitive Receptors

6.3.1 Particular attention will be given to the neighbouring residents, local businesses, and bus users during the entire construction process. Sensitive receptors have already been identified in **Figure 3.2**. The applicant proposes to manage this key interface and ensure that the contractors keep neighbours informed as to works on site on a regular basis as the works progress.

6.3.2 The Main Contractor will be the initial point of contact on site. They will display site contact numbers and/or an email address on the site hoardings to provide neighbours with a method of dialogue.

6.3.3 All staff on site should understand the chain-of-command when a complaint is made, and any complaint received will be investigated by the appropriate worksite personnel.

6.3.4 Records of any complaints received by and relating to the site should be recorded and retained. If significant, details of the complaint will be forwarded to the Local Authority, including:

- Name of complainant
- Address of affected property
- Contact phone number
- Date and time of complaint
- Method of notification (i.e., complaint line, email, letter)
- Type of complaint (i.e., noise or vibration)
- Details of complaint
- Any previous or related complaints

6.3.5 All complaints should be investigated and where appropriate noise and/or vibration measurements taken. Mitigation methods should be implemented, or work practices modified to reduce the level of impact where it is reasonably practicable to do so. The results of the investigation, including details of any mitigation methods implemented, work practices that have been modified and how complainants have been kept informed should be recorded.

6.4 Environmental Impact

6.4.1 The contractor will be responsible for ensuring the impact of noise and vibration, dust, drainage, ecology, and other environmental concerns remains acceptable according to the CEMP and mitigated where necessary.

7. Mitigation and Monitoring

7.1 Headline Measures

- 7.1.1 The initial headline mitigation measures have been identified in outline. It should be noted that some measures will be subject to further research and information and as such will only be fully defined as the CMP is updated as per its role as a live document.
- 7.1.2 The measures outlined in this report are categorised as following:
- **Committed** - indicates a measure that will be implemented as part of the CMP and have been secured through the Section 106 agreement. It is understood that if the developer's contractors do not comply with these requirements, it will be classified as a material breach of their contract and could lead to them being refused access to the site. It is also understood that it will be the developer's responsibility to ensure their requirements are part of the main contractor and subcontractor contracts. The main contractor is responsible for ensuring that all subcontractors conform to these contractual requirements.
 - **Proposed** – indicates a measure that is considered feasible and will be studied further to determine its practicality. Proposed measures should be discussed with potential contractors during the procurement stage with a view to including them in the contract and agreeing to them in the Detailed CMP, which will be an updated version of this report to be issued in due course.
 - **Considered** – indicates a measure that is not currently relevant but may be in the future.
- 7.1.3 A summary of the measures discussed in this section and their relevant categories is included in **Table 7.1** overleaf.

Table 7.1 Summary of Measures

Planned Measures Checklist	Committed	Proposed	Considered	Not Feasible
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	
Measures to encourage sustainable freight				
Freight by Water or Rail				X
Fleet Operator Recognition Scheme (FORS)	X			
Material Procurement Measures				
DfMA and off-site manufacture			X	
Re-use of material on site			X	
Smart procurement				X
Measures to reduce ecological impact				
Site waste management plan and recycling programme		X		
Wheel washing to be undertaken		X		
Any fuel tanks to be banded			X	
CASHH assessments undertaken where necessary			X	
Site environmental plan		X		
Measures to reduce noise and nuisance				
Acoustic screening and baffling			X	
Phased deliveries		X		
No idling		X		
Open backed vehicles to be covered		X		
Demolition activities to be 'watered down' where required		X		
Measures to reduce impact on other modes				
Pedestrian and cycle access arrangement strategy; barriers, signage, and safety measures		X		
Other Measures				
Collaboration with other sites in the area		X		
Staff Travel Plan			X	

7.2 Consultation and Communications

- 7.2.1 There will be regular and proactive liaison with LBH and other third parties as appropriate on environmental issues throughout the project implementation.
- 7.2.2 The contact number(s) for the site manager and/or relevant person will be provided on signage at the hoarding line, as well as distributed to neighbouring residents and businesses in a newsletter or other notification not later than 21 days prior to commencement.
- 7.2.3 There will be a designated liaison officer from the Principal Contractor whose duty would be to deal with queries from the public and any complaints. This nominated individual will be named at the site entrance, with a contact number, and will be identified to LBH and

community groups, no later than 21 days prior to the start of site activities. Details will be updated promptly whenever a change of responsibility occurs.

- 7.2.4 Any complaints received will be logged and reported to LBH as soon as practicable.
- 7.2.5 Contractors will be selected with preference for those who are proactive regarding Considerate Contractors scheme, and it is proposed that the site is likewise registered at the first opportunity to that scheme.
- 7.2.6 The Main Contractor will also be expected to liaise with and coordinate where feasible with other nearby construction sites, including any overlapping construction at Omega Works A.

Contact Details

The applicant hereby states their commitment to the provision of the relevant contact details for the Contractor and/or Site Manager at the first opportunity.

7.3 Public Safety, Emergencies and Accidents

- 7.3.1 The site is situated close to major through routes at the A105, which is a bus corridor. The contractor carrying out the works will be required to liaise with LBH, the Police and other relevant parties, when necessary, with regard to maintaining and contributing to a safe environment around the site.
- 7.3.2 A clear and secure demarcation between operational activities and other areas will be maintained to ensure public safety. Particular attention will be paid to any crossing points on surrounding roads, demolition and construction routes, access gates arrangements. A 'clean site' policy will be maintained. Hoardings will be used around the site to prevent public trespass and to provide information regarding the project and its progress. No oversailing is expected and no temporary footways are considered likely; however, in all cases where there is a perceived risk to the public from falling materials, measures would be put in place in the form of gantries, fans, or pedestrian diversions to maintain safe routes. If required, temporary footways where provided will comply with the LBH requirements in respect of their flatness, surface treatments, gradients, and sight lines.
- 7.3.3 The contractor will be required to maintain high safety standards on-site, and to be fully compliant with current health and safety legislation. An Emergency Incident Plan would be in place to deal with potential spillages and/or pollution incidents. Any pollution incidents would be reported immediately to the regulatory bodies.
- 7.3.4 The nearest A & E hospital is located at:

Whittington Hospital A&E
18 Magdala Ave, London N19 5NF

7.4 FORS and CLOCS

- 7.4.1 Operational vehicle and driver compliance with the CLOCS Standard will be checked as per the method set out in the CLOCS Standard V3 (January 2019) under Sections 5 and 6 of that document.
- 7.4.2 This includes the implementation of this CMP in its live form and the completion of a site assessment and rating using the CLOCS Handbook as per Section 7.1 of that document. Drivers and vehicles will be checked through general observation and frequent spot checks that they meet the requirements of the CLOCS Standard and that the specified route has been followed. Non-compliance shall be immediately risk-assessed, appropriately mitigated, and addressed through contract management.
- 7.4.3 All drivers of vehicles over 3.5t will have undertaken Safe Urban Driver training, and all vehicles over 3.5t in the construction fleet will be fitted with blind spot minimisation equipment (Fresnel lens/CCTV) and audible left turn alerts.
- 7.4.4 Subcontractors responsible for the operation of vehicles as part of the development will be contacted and certificates for 2021/2022 will be submitted. It should be noted that FORS grade silver or gold is already considered CLOCS compliant.

7.5 Summary of Impacts and Associated Mitigation

- 7.5.1 A review has been undertaken of the potential source of adverse impacts, which can be associated with carrying out construction works. The results of this are represented in the **Table 7.2** overleaf.

Table 7.2 Potential Impacts and Headline Mitigation Measures

Issue	Potential Impacts	Mitigation
Noise	Increased road noise levels from vehicles. Increased noise levels from plant during excavation, piling and general construction works (e.g., from the use of air compressors and diamond cutters).	A CEMP has been prepared separately to assess the likely level of impact in terms of noise and the mitigation strategy.
Vibration	Increased vibration levels from vehicles. Increased vibration levels from plant during demolition, piling and general construction works. Defined working hours. Selection of appropriate plant and work procedures.	A CEMP has been prepared separately to assess the likely level of impact in terms of vibration and the mitigation strategy.
Dust / air quality	Windblown dust from ground surfaces, stockpiles, vehicles, work faces and cutting and grinding of materials. Exhaust emissions from lorries and plant delivering and removing materials including dust and particulates.	A CEMP has been prepared separately to assess the likely level of impact in terms of dust and emissions and the mitigation strategy.
Waste	Waste generation and its disposal.	A SWMP has been prepared separately. Instigate Site Waste Management Plan and re-cycling programme.
Water	Increased sediment loadings to storm water system. Potentially contaminated storm-water runoff.	A CEMP has been prepared separately to assess the likely level of impact in terms of drainage and the mitigation strategy.
Traffic	Traffic congestion caused by site traffic. Increased vehicle movements mainly consisting of Heavy Goods Vehicles (HGV's). Nominal levels of transfer of mud and material onto the public highway. Disruption from abnormal or hazardous loads. Exhaust emissions.	Phased deliveries to minimise numbers, switch off vehicle engines when parked, minimise abnormal loads. Wheel washing. Vehicle routeing.
Storage	Accidental spills, discharges to drains/storm-water systems. Contamination to ground.	All fuel tanks etc. to be bunded, no discharge allowed into the sewerage collection system.
Pedestrian access	Restriction on pedestrian access to walkways, footpaths, and roads.	Erect barriers and signage.
Hazardous and contaminated materials	Exposure of the workforce to deleterious/hazardous materials and contaminated land, mobilisation of any source contaminants and creation of pathway from source to ground water receptor.	A SWMP has been prepared separately, which will include the due procedure for handling hazardous waste.
Ecology	Water / mud run off into the drains.	A CEMP has been prepared separately to assess the likely level of impact in terms of ecology and the mitigation strategy.
Energy usage	Indirect impacts associated with energy consumption such as CO2 emissions, depletion of natural resources, air pollution etc.	Site environmental plan to implement.

8. Summary and Next Steps

8.1 Summary

- 1.1.3 Markides Associates are instructed by CPGF Ltd. ('the Applicant') to prepare a Framework Construction Logistics Plan (CLP) in support of a planning application for the redevelopment of the Omega Works, Crusader Estate, Hermitage Road, London N4 1LZ (hereafter referred to as "the site").
- 1.1.4 This report deals with land known as 'Omega Works B' and the proposals are for the reversion of existing commercial uses to provide 610sqm of commercial floorspace and 36 new residential flats.
- 8.1.1 At this time, a Main Contractor has not yet been appointed and the full details are not yet available for the build method. This Note therefore provides a framework for the future Detailed Plan and describes the headline principles of the works to be undertaken. This Note is the foundation of the Detailed Plan and is therefore a 'live' document, which will be subject to update following the appointment of a Main Contractor and their input.
- 8.1.2 This CLP has considered and set out the principles of safe access, routeing, parking controls, access by sustainable modes, control of deliveries and waste management, consultation and impact on neighbours, and the assumed level of environmental impact and mitigation.

8.2 Next Steps

- 8.2.1 This Framework will be updated, added to, or otherwise superseded at the first opportunity to provide a detailed Plan for submission to LBH.
- 8.2.2 The updated CMP will include:
- Site plans by phase detailing:
 - Hoarding lines with site access gates (vehicle, pedestrian, and cyclist);
 - Pedestrian and cycle access and routes both into and on site;
 - Changes to highway (including any footway and road closures);
 - Swept Path Analysis of the access arrangements;
 - Vehicle pit lanes, marshalling and loading areas;
 - Vehicle routing on to and within the site (including swept paths); and
 - Crane location(s)
 - A detailed program/ Gantt Chart of tasks by phase and stage.
 - A detailed summary of expected vehicle types by phase.
 - A vehicle trip generation assessment using the TfL CLP Tool.
 - Contact details of the Main Contractor/Site Manager to be posted on hoarding as the main point of contact for stakeholders and neighbours.
 - Evidence of FORS/CLOCS certificates where possible.
 - Details of control measures for lighting in accordance with policy.
 - A signage strategy plan.

FIGURES

Figure 3.1	Regional Context Plan
Figure 3.2	Local Context Plan
Figure 3.3	Site Boundary Plan
Figure 3.4	Pedestrian and Cycle Infrastructure Plan
Figure 3.5	Public Transport Plan
Figure 4.1	Indicative Construction Traffic Routeing

APPENDIX A – PLANNING POLICY REVIEW

A1 The New London Plan (2021)

Policy T7 of the New London Plan states the following clauses relating to Construction Management:

T7 - G

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.

T7 - K

During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.

A2 Traffic Management Act (2004)

Part 2 sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion.

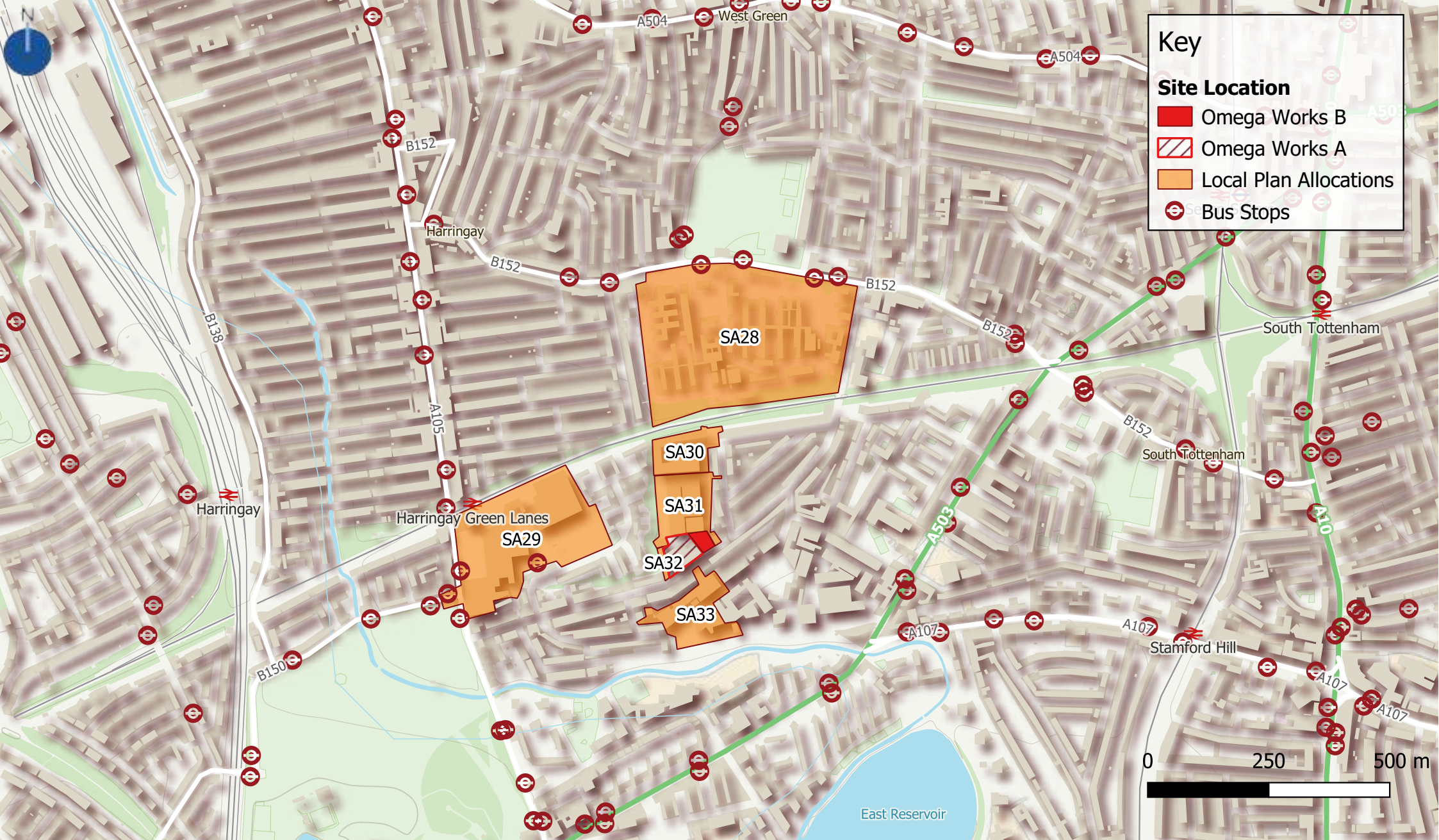
Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network. Again, the requirement for efficient use of the network and the requirement to avoid congestion are made clear.

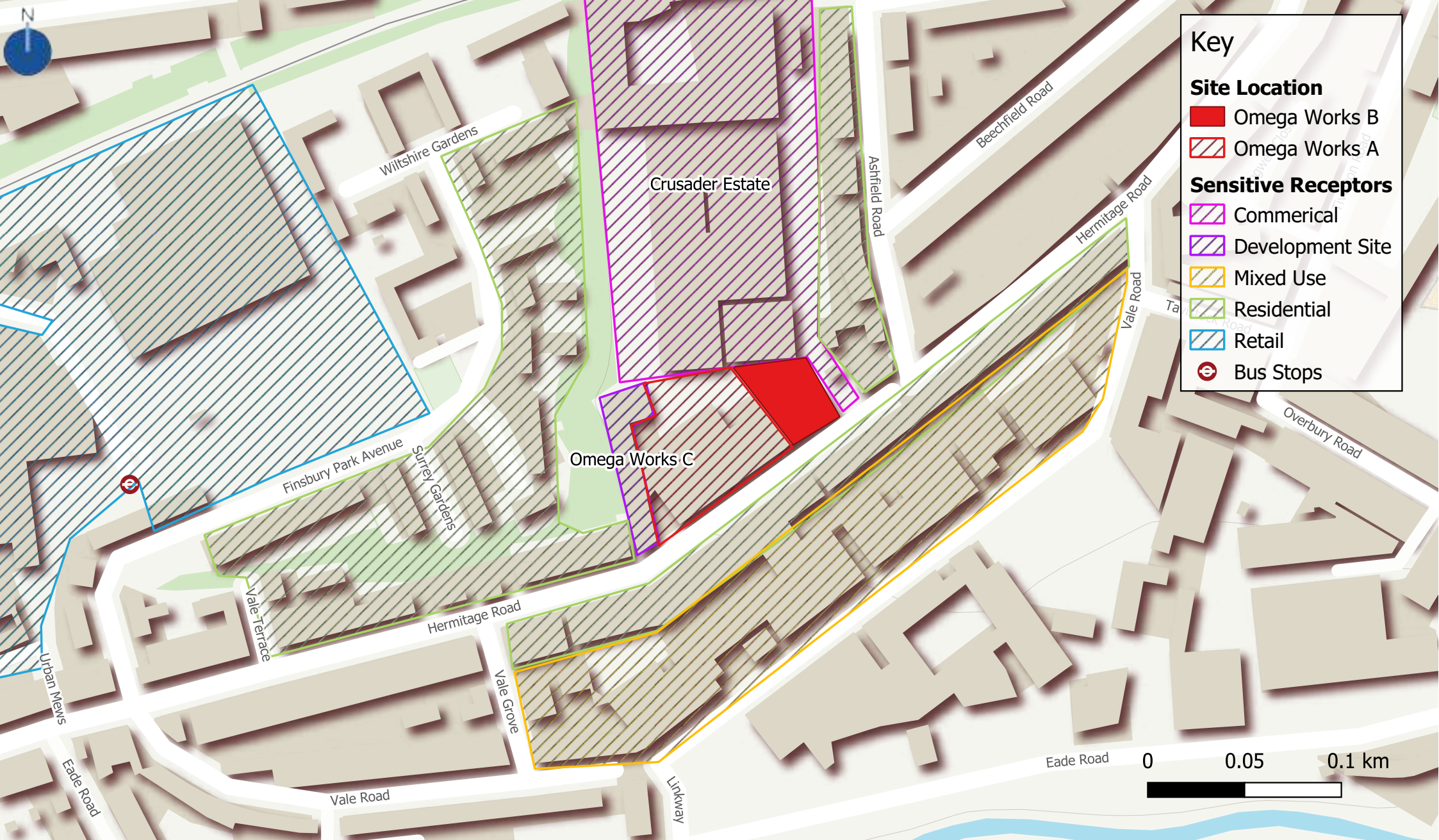
A3 London Freight Plan (2008)

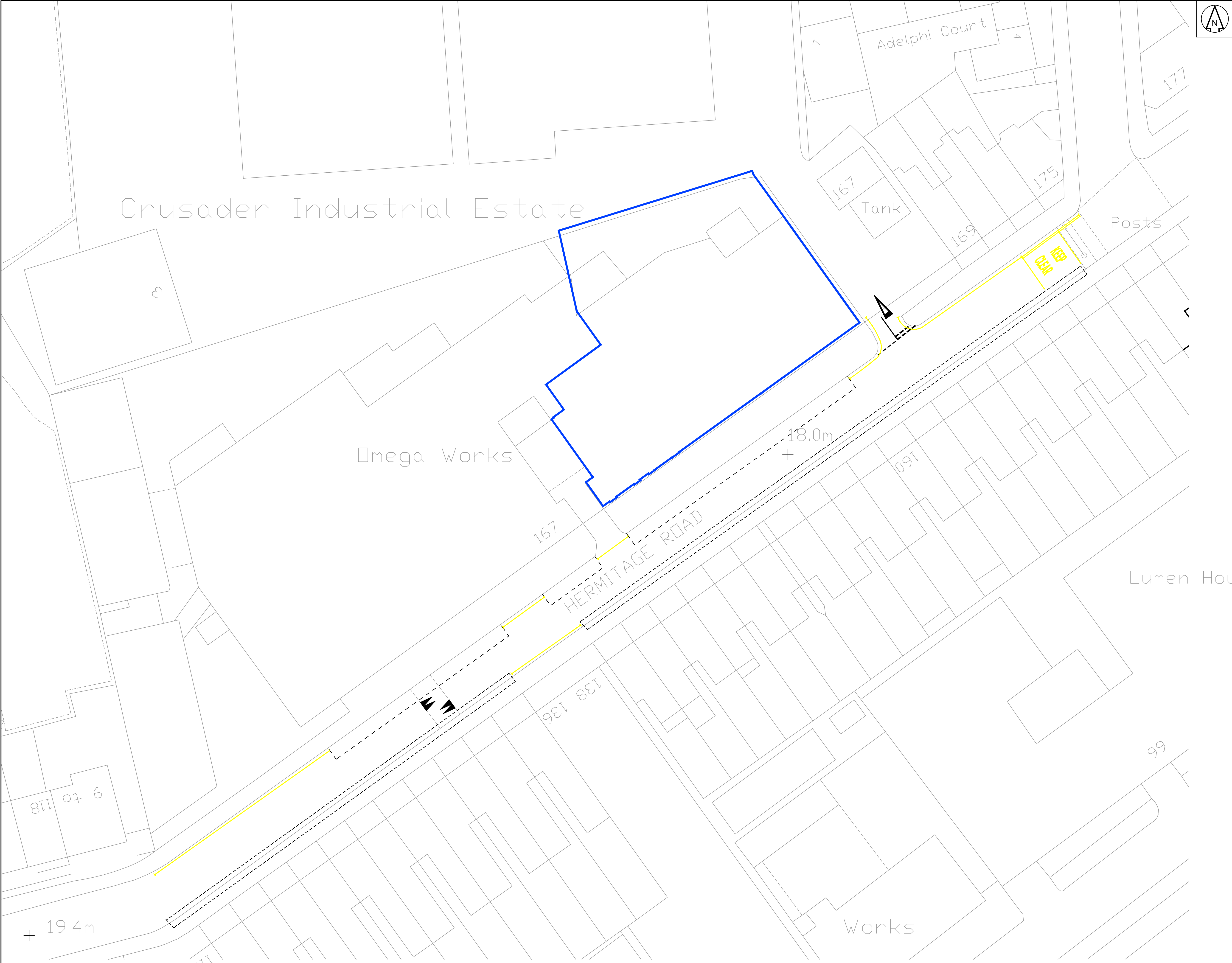
The London Freight Plan acknowledges the important role of the movement of goods in supporting future growth of London's economy. The Plan also recognises that such transport can have negative impacts on the local environment.

This report has been prepared in accordance with TfL's Construction Logistics Plan Guidance (July 2017) and additionally has considered the GLA's Best Practice Guidance 'The Control of Dust and Emissions from Construction and Demolition (2006). BS5228- 1:2009 Code of practice for noise & vibration control on construction and open sites – Part 1: Noise'.

This CMP also follows the best practice guidelines as described in Transport for London's (TfL's) Standard for Construction Logistics and Community Safety (CLOCS) scheme.







DO NOT SCALE OFF THIS DRAWING

Revision History						
P01	FOR INFORMATION	CDT	SC	SC	06.07.22	
Rev	Comment	By	Chkd	Appr	Date	
Current Revision						
P01	FOR INFORMATION	CDT	SC	SC	06.07.22	
Rev	Comment	By	Chkd	Appr	Date	

S2 - FOR INFORMATION

TOPFLING

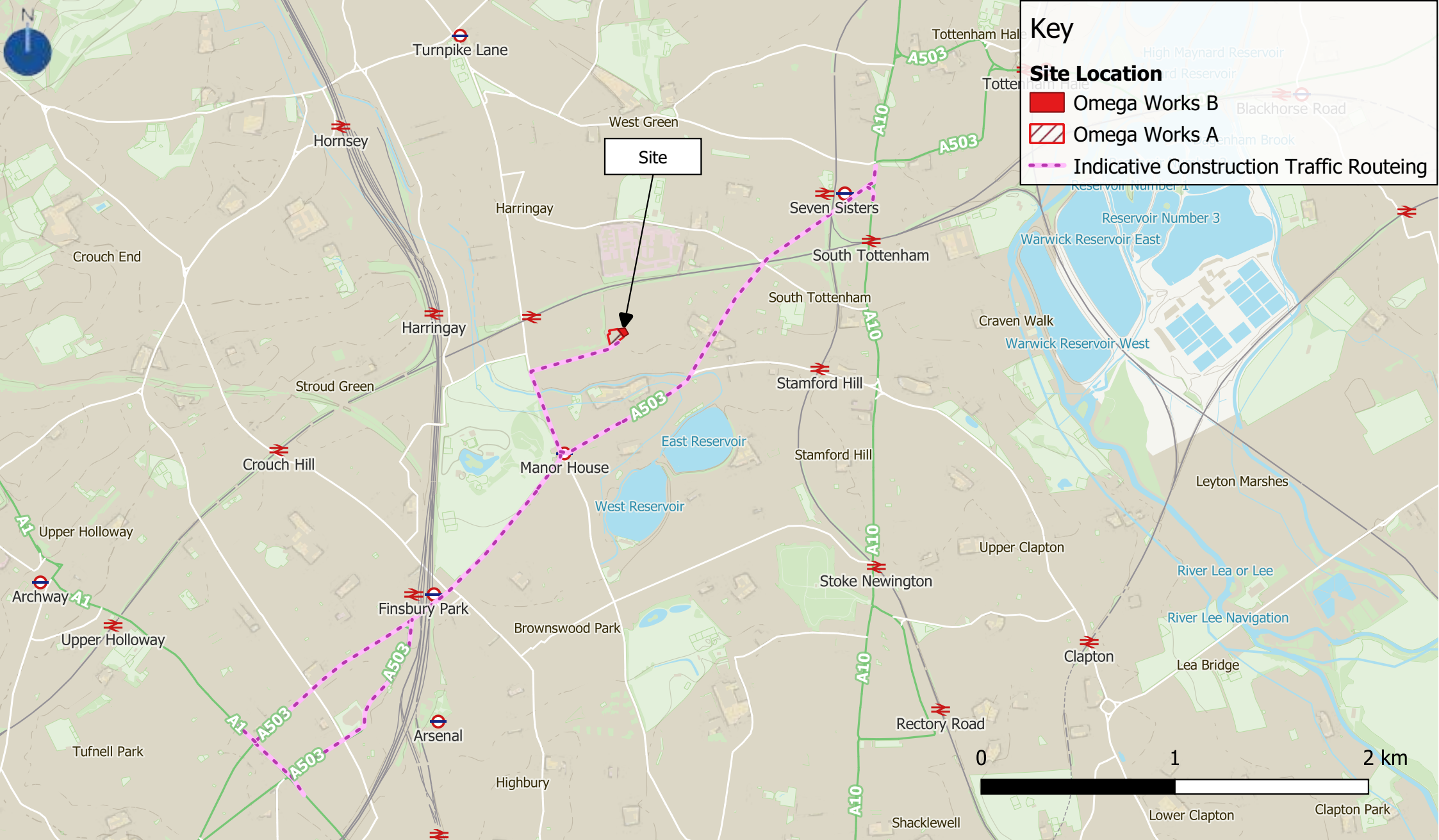


Project
OMEGA WORKS

Drawing Title
EXISTING LAYOUT
OMEGA B

Markides Associates reference: 20354-MA-XX-XX 1:250@A1
20354-MA-XX-XX-DR-C-0100 - P01





APPENDIX A – PLANNING POLICY REVIEW

A1 The New London Plan (2021)

Policy T7 of the New London Plan states the following clauses relating to Construction Management:

T7 - G

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.

T7 - K

During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.

A2 Traffic Management Act (2004)

Part 2 sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion.

Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network. Again, the requirement for efficient use of the network and the requirement to avoid congestion are made clear.

A3 London Freight Plan (2008)

The London Freight Plan acknowledges the important role of the movement of goods in supporting future growth of London's economy. The Plan also recognises that such transport can have negative impacts on the local environment.

This report has been prepared in accordance with TfL's Construction Logistics Plan Guidance (July 2017) and additionally has considered the GLA's Best Practice Guidance 'The Control of Dust and Emissions from Construction and Demolition (2006). BS5228- 1:2009 Code of practice for noise & vibration control on construction and open sites – Part 1: Noise'.

This CMP also follows the best practice guidelines as described in Transport for London's (TfL's) Standard for Construction Logistics and Community Safety (CLOCS) scheme.

APPENDIX B – SITE LAYOUT



DO NOT SCALE FROM THIS DRAWING.
The contractor shall check and verify all dimensions on site and report any discrepancies in writing to the architect before proceeding with work.

FOR ELECTRONIC DATA USE
Electronic data/drawings are issued as "read only" and should not be interrogated for measurement. All dimensions and levels should be read only from those values stated in text on the drawing.

AREA MEASUREMENT
The areas are approximate and can only be verified by a detailed dimensional survey of the completed building. Any decisions to be made on the basis of these predictions whether as to project viability, pre-letting, lease agreements or the like should include due allowance for the increases and decreases inherent in the design development and building processes. Figures relate to the likely areas of the building at the current state of the design and using Gross External Area (GEA), Gross Internal Area (GIA) and Net Internal Area (NIA) method of measurement from the Code of Measuring Practice, 5th edition (RICS code of practice). All areas are subject to Town Planning and Conservation Area Consent, and detailed Rights to Light analysis.

- KEY:
- COMMERCIAL COMMUNAL LOBBY
 - COMMERCIAL UNIT
 - COMMERCIAL CORE
 - PLANT ROOM
 - RESIDENTIAL LOBBY / CORE
 - 1 BED UNIT
 - 2 BED UNIT
 - 3 BED UNIT
 - TERRACE / BALCONY
 - COMMUNAL EXTERNAL AMENITY SPACE

REVISION	DATE	COMMENT
----------	------	---------

PROJECT:
OMEGA WORKS B
HERMITAGE LANE, HARINGEY

CLIENT:
CPG FELDMAN

DRAWING:
PROPOSED
GROUND FLOOR PLAN
SCALE BAR:

DATE: 31.07.22	SCALE: 1:100 @ A1	DRAWN: DW	CHECK: DG
REASON FOR ISSUE: PLANNING			NORTH: N
DRAWING NO: 0092_PL_000			REV: -