



807 High Road, London, N17 8ER, Haringey

Construction Logistics Plan

November 2022

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This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS OHSAS 18001:2007)

Issue	Date	Prepared by	Checked by	Approved by
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Comments

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We disclaim any responsibility to the client and others in respect of any matters outside the scope of the above.

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1. INTRODUCTION

General

- 1.1. Waterman Infrastructure & Environment Limited ('Waterman') has been commissioned by F3 Architects, on behalf of High Road West Tottenham Ltd, ('the Client') to provide supporting highways and transportation advice in relation to a proposed development located at 807 High Road, Tottenham ('the Site'). The Site is located in the London Borough of Haringey ('LBH'), who act as the Local Planning Authority and Local Highway Authority.

Contact Details

- 1.2. Principal Contractor Details for the Site will be updated following appointment:

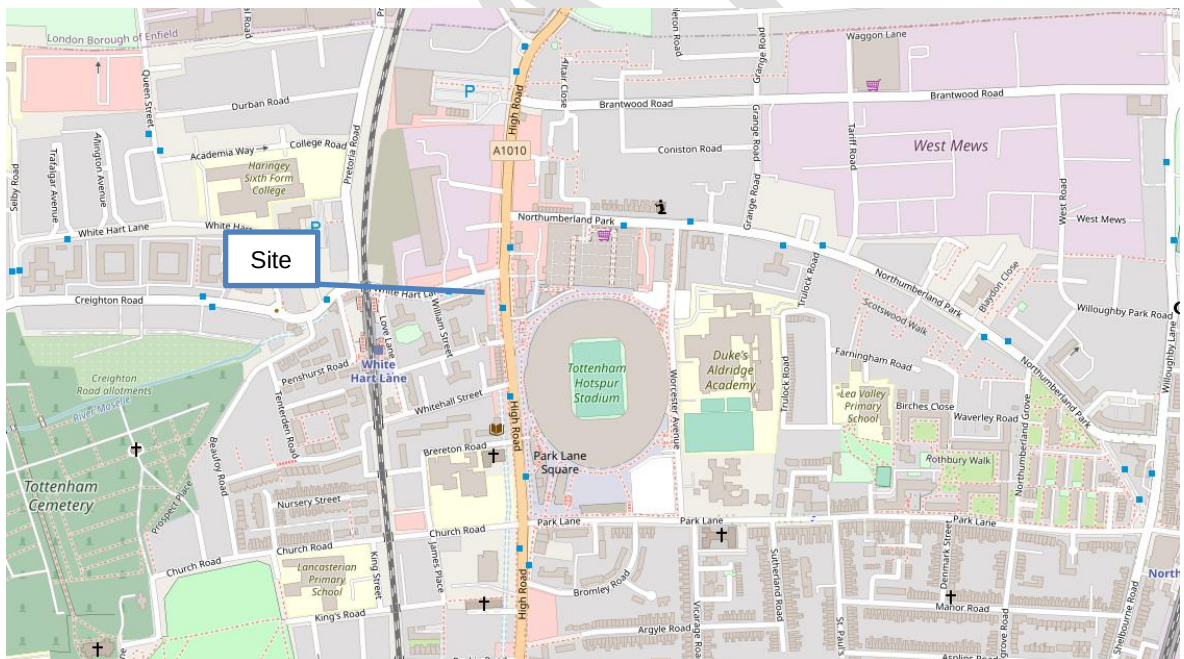
Name: TBC. Contact Number: TBC

Site Context

Site Description

- 1.3. The Site address is 807 High Road, Haringey, London, N17 8ER, shown in [Figure 1](#) below.

Figure 1: Site Location



- 1.4. The Site is approximately 0.06 ha in size, and currently comprises a three-storey building. The ground floor is currently used as training facilities for stewards and miscellaneous storage. The upper floors to the front are currently vacant. The upper floors to Percival Court are also vacant, formerly used for residential purpose. In addition, there are one and two storey outbuildings which front on to Percival Court. The Site is bound to the north by a retail unit, to the east by A1010 High Road, to the south by a public house and to the west by a large storage/warehouse unit.

- 1.5. The site is located along A1010 High Road, with the area characterised by both commercial and residential uses. There are an established network of facilities and amenities available for the future residents of the development.

Recent Changes to the Highway Network

- 1.6. There have not been any significant changes to the wider highway network that directly affect the proposals.

Development Proposals

- 1.7. The development proposals ([Appendix A](#)) are for the demolition of existing structures across the entire Site to provide a new mixed-use development consisting of commercial uses predominantly at the ground floor and residential flats on the levels above. The proposals also include a courtyard garden at the podium level providing amenity space.
- 1.8. This CLP has been prepared in relation to the approved planning permission Ref: HGY/2021/0441 for *“the demolition of the existing buildings and the erection of a replacement building up to four storeys to include residential (C3), retail (Class E, a) and flexible medical / health (Class E, e) and office (Class E, g, i) uses; hard and soft landscaping works including a residential podium; and associated works”*.
- 1.9. This CLP has been developed in response to, and to discharge, the following pre-commencement condition associated with planning permission HGY/2021/0441:

Construction Logistics Plan PRE-COMMENCEMENT

30. (a) *No development shall commence until a Construction Logistics Plan (CLP) has been submitted to and approved in writing by the Local Planning Authority. The CLP shall include the following details:*

- i) Site access and car parking arrangements;*
- ii) Delivery booking systems;*
- iii) Construction phasing and agreed routes to/from the development replace lorry routeing, including a response to existing or known projected major building works at other sites in the vicinity and local works on highways;*
- iv) Timing of deliveries to and removals from the site (to avoid peak times of 07.00 to 9.00 and 16.00 to 18.00 where possible);*
- v) Details of measures to protect pedestrians and other highway users from construction activities on Percival Court*
- vi) Travel plans for staff/ personnel involved in construction.*
- vii) Crane Lifting Management Plan (CLMP)*
- viii) Crane Erection and Dismantling*

(b) Construction works shall only be carried out in accordance with an approved CLP.

REASON: To protect the amenity of the locality.

Objectives of the CLP

1.10. The CLP is intended to provide a framework to:

- Safely manage the volume and frequency of demolition and construction related trips;
- Minimise the impact on the surrounding transport network in terms of vehicle movements, public transport and vulnerable road users; and
- Contribute to minimising the potential impacts of noise generating activities, and to minimise air quality related issues.

CLP Structure

1.11. Following this Introduction, the document is structured as follows:

- Section 2 – Context, Considerations & Challenges;
- Section 3 – Construction Programme & Methodology;
- Section 4 – Vehicle Routing & Site Access;
- Section 5 – Strategies to Reduce Impacts;
- Section 6 – Estimated Vehicle Movements; and
- Section 7 – Implementing, Monitoring & Updating.

2. CONTEXT, CONSIDERATIONS & CHALLENGES

Policy Context

2.1. Alongside development plan policies contained in the London Plan and local plan, the following guidance has been considered in the preparation of this CLP:

- Construction Logistics Plan Guidance (TfL, 2017);
- Construction Logistics & Cyclist Safety (CLOCS) (TRL, 2013);
- CLOCS Standard Version 4 (August 2022)
- Mayor's Transport Strategy (2018);
- London Plan (2021);
- Fleet Operator Recognition Scheme (FORS) (TfL, 2012).

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Location Plans

Figure 2: Local Context Plan

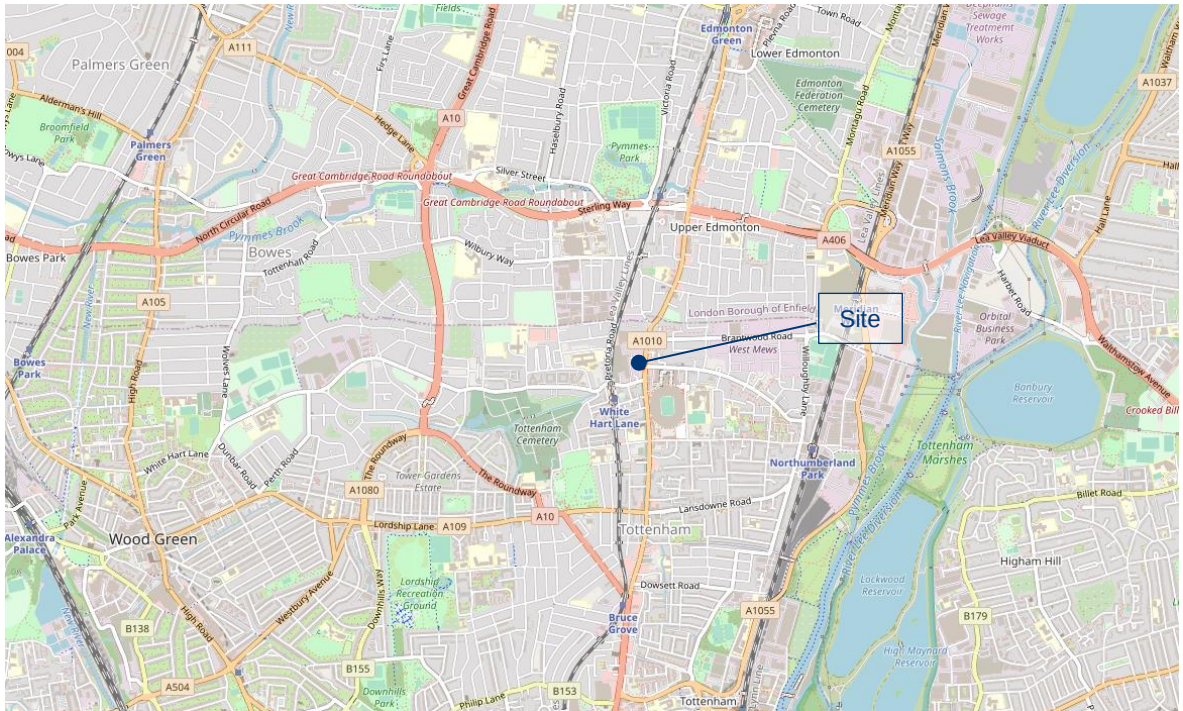
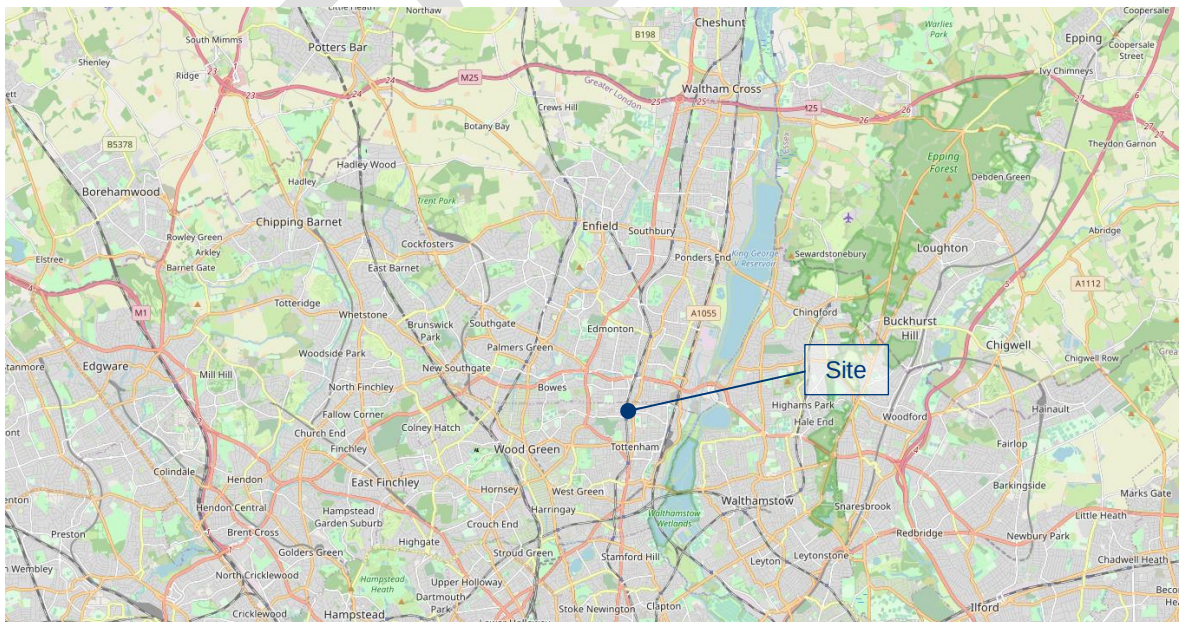


Figure 3: Regional Plan



Local Access including Highway, Public Transport, Cycling & Walking

Local Highway Network, Carriageways

- 2.2. A1010 High Road is a two-way single carriageway road, with four lanes of traffic. The road is subject to a 20 miles per hour (mph) speed restriction. A1010 High Road runs in a north-south orientation along the front of the Site, providing strategic access on to A406 to the North and A10 to the South. It is also noted that A10 is part of the Transport for London Road Network (TLRN), Red Routes within the TfL North & East area region.
- 2.3. High Road forms signalised junctions with White Hart Lane, Church Road, Park Lane, Lordship Lane, Lansdowne Road and Bruce Grove to the South. To the north, High Road forms signalised junctions with Northumberland Park, Brantwood Road, College Gardens and Leeds Street.
- 2.4. The Site is located within the Tottenham North Controlled Parking Zone (CPZ). The CPZ applies 'Monday to Saturday: 8am - 6.30pm, and on event days: Monday to Saturday 8am - 8.30pm, and Sunday and Public Holidays 12 noon to 8pm.' The Site is also located within Tottenham Event Day CPZ.
- 2.5. The Site is currently accessed from High Road via Percival Court. The access is circa 2.78m wide, permitting vehicle movements in one direction at a time. South of the current access there is a service lay-by which operates under the following restriction: 'Loading Only 7am – 8.30pm, 40mins, No return within 1 hour'.
- 2.6. LBH have implemented a borough wide 20mph zone, on all roads aside from those identified as being part of the strategic distribution network within LBH. As a result, A1010 High Road and neighbouring streets are subject to a 20mph speed limit.

Pedestrian & Cycle Access

- 2.7. The surrounding pedestrian network is considered to be in generally good condition, with 2.0m -3.8m wide footways typically on both sides of the carriageway. Along the south of White Hart Lane, pedestrian access has been improved as part of the Tottenham Hotspurs Stadium development, which includes wider pedestrian footways and improved pedestrian crossings. There are with appropriate dropped kerb provision and junction protection restrictions to maintain pedestrian/vehicle visibility.
- 2.8. The Site is well served by the London Cycle Network (LCN). Cycle Superhighway 1 (CS1) which runs between Tottenham and the City runs in close proximity to the Site accessible from Church Road circa 450m to the South of the Site. To the north, LCN 55 can also be accessed via Raynham Road.
- 2.9. Haringey Council are keen to promote cycling which will assist in tackling traffic congestion, improving air quality, promote physical activity and improve accessibility.
- 2.10. Throughout the borough are situated over 1,500 on street cycle parking spaces in the form of Sheffield cycle stands. These are located in town centres, outside shops, doctor surgeries, London Underground and Railway stations.

Public Transport Accessibility Level

- 2.11. The Site is located within an area of Public Transport Accessibility Level (PTAL) 5, representing the very good category of accessibility on the PTAL scale. The Site is therefore readily accessible by public transport modes via existing bus stops on the High Road and local rail and Underground Stations as described below.

Railway / Underground

- 2.12. The closest Overground Station to the Site is White Hart Lane, located 245m walking distance to the south-west of the Site. The typical off-peak service pattern from White Hart Lane offers 4 trains per hour (tph) to Liverpool Street, 2 tph to Cheshunt, and 2 tph to Enfield Town.
- 2.13. In addition, Northumberland Park National Rail station is located 1km walking distance away. The station is also easily accessible with direct bus links via route W3 from the Site (circa 7mins). Northumberland Park Station is managed by Greater Anglia. The station offers a typical off-peak service of 3 tph to Stratford, 1 tph to Bishop's Stortford and 2 tph to Meridian Water.

Bus Routes

- 2.14. The nearest bus stops to the site are located on the A1010 High Road southbound and northbound. Both falling within the walking catchment area of 8 minutes as recommended by TfL. The stops provide access to a total of 7 services, as presented in Table 1.

Table 1: Local Bus Service Summary

Stop	Service	Route	Peak Hour Frequency*
High Road	149	Lower Edmonton to London Bridge	12
	279	Manor House to Waltham Cross	10
	259	Kings Cross to Lower Edmonton	8
	149	Lower Edmonton to London Bridge	12
	349	Ponders End to Stamford Hill	8
	N279	Charing Cross to Waltham Cross	3 (Night)
White Hart Lane	W3	Northumberland Park to Finsbury Park	6

Considerations & Challenges

Local Policies

- 2.15. The relevant policy documents and guidance have been referenced above.

Challenges

2.16. The following constraints have been identified at the Site for which will require control or mitigation measures:

- A1010 High Road is a busy road with constant flow of traffic;
- The Site access is located close to a signalised;
- Parking along A1010 is limited;
- Residential properties (flats) are located close to the site. Disturbance to residents will have to be kept to a minimum and pedestrians and other road users will have to be protected from construction works. It is important to be sensitive to the neighbours' concerns and seek to minimise disruption; and
- Pedestrians and cyclists in the immediate vicinity.

3. PROGRAMME & METHODOLOGY

Programme

- 3.1. The overall duration of works, construction programme and phasing of Blocks A and B, and the podium level (as applicable), is anticipated to be as follows:
- Start: TBC
 - End: TBC
- 3.2. The phasing will be planned around the need to keep existing businesses operational and the sensitivities of the residential area adjacent to the Site.
- 3.3. For the purposes of this CLP the activities assumed to be undertaken within each of the six phases of construction identified by the TfL CLP guidance are:
- Site setup and demolition - comprising the enabling works;
 - Piling – comprising of removal of dirt; and foundation works;
 - Sub-structure - comprising the sub-structure works;
 - Super-structure - comprising of typical formwork works;
 - Cladding – not applicable;
 - Fit-out, testing and commissioning – comprising the testing, commissioning and landscaping works.
- 3.4. The above arrangements are considered to be an optimal construction programme in order to minimise potential disruption to neighbouring residential, community and commercial premises.
- 3.5. The site will be open and working the following hours:
- Monday to Friday 8.00am - 6.00pm
 - Saturday 8.00am - 1.00pm
 - No Sunday, bank holiday or public holiday working.
- 3.6. Work may be permitted outside of these hours in exceptional circumstances and only by prior agreement with the Council. The contractor will liaise with LBH in order to obtain a Section 61 (S61) license if necessary.

[Note: Construction programme to be updated following appointment of Principal Contractor]

Table 2: Programme of Works

Phase	Start	End	Approximate Duration
Site setup and demolition	TBC	-	-
Excavation and Piling	-	-	-
Sub-structure	-	-	-
Super-structure	-	-	-
Cladding	-	-	-
Fit-out, testing and commissioning	-	TBC	-

Staff Schedule

- 3.7. Details of required staff that will be on site during various phases of construction will be provided once a contractor has been appointed.
- 3.8. All staff will be expected to access the Site by sustainable modes of transport either using public transport, by bicycle or on foot. There will be no provision for staff vehicular parking on-site. A staff Travel Plan will be implemented by the Principal Contractor.

Construction Vehicle Schedule

- 3.9. It is envisaged that a range of vehicles, will be used as part of the construction and development phases. It is estimated that majority of deliveries to the site will be made by 10m Rigid Truck and 7.5t Box Vans. It is anticipated that this will be updated following the appointment of a Principal Contractor.
- 3.10. The types of vehicles expected to access the site are set out in [Table 4](#) below.

Table 3: Construction Vehicle Schedule

Type of Vehicle
7.5t Box Van
Rigid Truck

[Note: Construction vehicle schedule to be updated following appointment of Principal Contractor]

Cumulative Schemes

- 3.11. As works will influence, and be influenced by, surrounding developments this CLP will be further developed regarding other developments scheduled to be active during the construction period.
- 3.12. At present, it is not considered there are any nearby schemes of note that require consideration within a cumulative assessment.

Site Setup & Demolition

- 3.13. Details of the likely duration of demolition working will be presented at [Table 2](#) above. The demolition sequence, including temporary propping and/or phased demolition as required, will be determined by the Principal Contractor. Plant and vehicles required and works description will be included as details are made available.
- 3.14. During this phase it is necessary to establish the site compound (Welfare). This will include the delivery of welfare, plant and machinery, as well as skips. Trips as part of site setup will be included within the overall trip's calculations.

Security & Hoarding Strategy

- 3.15. Hoarding will be set up to the Site perimeter. Pedestrian access gates will be provided to facilitate access to the Site. All entrances will be manned during the day by traffic marshals/gate men. This will be checked regularly to ensure continued security and prevention of access to unauthorised persons.

3.16. A notice will be prominently displayed at the entrance to the site which clearly states the following information:

- The permit holder's name;
- The contractors name and contact details;
- An emergency contact name and the Project Manager's telephone number;
- A statement that the site is permitted by the local authorities;
- The permit number; and
- The government's environmental incident hotline (0800 807060) or any other number subsequently notified in writing.

Site Establishment - Accommodation Facilities

- 3.17. From the outset, the primary objective will be the establishment of office and welfare facilities on site. The site accommodation will comprise office(s), meeting room, drying room, kitchen and eatery, male and female toilets, first aid and reflection space.
- 3.18. The facilities will have cleaning staff to ensure they are maintained to the highest standard. During the Construction stage, a site compound complete with welfare facilities will be present on site. The site will be accessed from A1010 High Road via Percival Court.
- 3.19. A wheel wash station will also be provided to further prevent any dust and mud entering the public highway. A security officer is present on site and helps to coordinate deliveries and minimise conflict between site users.
- 3.20. The facilities will comply, in all respects, with current HSE/CDM guidelines/regulations including the provision of mains water and electrical services and will have a dedicated PPE free safe access to them at all times.
- 3.21. The office will have fully functional telecommunications and internet that can be used by all of the delivery team inclusive of the clients and the client's professional management team.
- 3.22. A full copy of all project documents including planning permission, planning conditions, design drawings and methodology and risk assessments will be kept on site in the site office available for review by all staff and any authorized visitors on request.

Fire Safety

- 3.23. The Principal Contractor will produce a fire plan which will be displayed on site notice boards within the site accommodation and included in the site induction. Any Fire Safety duties performed by personnel will be undertaken in accordance with the Fire Plan. Fire marshalling duties will be undertaken by appropriately trained and certified operatives.
- 3.24. Additionally, the Principal Contractor will carry out regular reviews / updates of the Fire Plan to ensure it remains current. The Principal Contractor will provide fire points, which will be strategically located throughout the work areas as necessary.
- 3.25. Fire points will include, as a minimum, fire point stand, fire extinguishers (1no. CO₂ and 2no. foam), sand bucket, rotary hand bell and back panel for fixing appropriate signage (evacuation route, emergency procedures, etc.).
- 3.26. Servicing and maintenance of fire points and extinguishers will be provided based on statutory requirements and additional maintenance necessitated by proper use of the equipment.

- 3.27. Appropriate signage will be positioned strategically around the accommodation area to effectively communicate the plan to the operatives. Emergency escape routes and exits will also be prominently signed.
- 3.28. In addition, the existing fire escape routes will be kept clear and maintained at all times. These will be indicated on the fire plan and briefed to all operatives during the induction.
- 3.29. All visitors will be requested by notices to report to site management prior to entry to their demise.

Drainage

- 3.30. The Principal Contractor will implement a temporary drainage strategy to control surface water runoff.

Isolation of Services

- 3.31. Any requirement for any isolations or disconnection to any electric, gas or water supplies/services will require isolation back to the main incoming and distribution of temporary site supplies of electric and water to facilities works will be required.
- 3.32. Any isolation works for any service provision will be undertaken by experienced and trained personnel.

Statutory Services – Building Services

- 3.33. The early stages of the project will require necessary enquiries with the statutory authorities regarding existing services on the site, the Principal Contractor will liaise with the department services engineer for the retrospective statutory services companies to ensure adequate and correct protection during the works.

Plant

- 3.34. It is envisaged that the following NRMM (Non-Road Mobile Machinery) plant/machinery will be required to execute the works.
- 3.35. Typical plant/machinery may include 360 Excavator, Hiab, Roto360 and Tipper Lorries.

[Note: Plant/machinery listing to be updated following appointment of Principal Contractor]

Table 4: List of Plant/Machinery

Type of Machinery
360 Excavator
Tipper Lorry
Hiab
Roto360

- 3.36. The NRMM Low Emission Zone uses the Mayor and London Borough's planning powers to control emissions from NRMM used on construction sites.
- 3.37. The Site will be registered by the Principal Contractor at <http://nrmm.london>.

Site Clearance

- 3.38. All plant, welfare facilities, and maintenance materials and rubbish will be removed from the site leaving the site in a tidy condition.

Excavation & Piling

- 3.39. There will be excavation/piling required for the scheme. The scope and number of vehicles accessing the site will be updated following the appointment of a principal contractor. An outline Piling Method Statement will be submitted to discharge Condition 32 of planning reference HGY/2021/0441.

Sub-Structure

- 3.40. This stage will typically entail the delivery of mechanical equipment, excavation for foundations and drainage, removal of surplus spoil, delivery of materials and concrete wagon deliveries. The scope and number of vehicles accessing the site will be updated following the appointment of a principal contractor.

Super-Structure

- 3.41. It is envisaged that this stage will involve delivery of shuttering/formwork materials. This will typically deliver in flat bed lorries and off-loaded by Hiab / Roto360. Traffic marshals will be in place to accommodate the safe entry and exit of lorries into and out of the site.

Cladding

- 3.42. Deliveries will be well organized to ensure lorries are fully loaded to reduce the number of deliveries required. All deliveries will be booked into our system and the logistics team will facilitate the entry and exit of the lorries.

Fit-out, Testing & Commissioning

- 3.43. This will involve deliveries of material on typical rigid lorries or 7.5t box vans. At this stage in the construction, it is envisaged that superstructure will be at an advanced stage. Typical deliveries at this stage would involve deliveries for materials such as metal framing/plasterboard/plastering materials/ceiling materials/mechanical, ventilation materials/electrical materials/ flooring materials/painting and decoration/case-goods etc.
- 3.44. Deliveries will be well organized to ensure lorries are fully loaded to reduce the number of deliveries required.

[Note: Phases of construction information to be updated following appointment of Principal Contractor]

4. VEHICLE ROUTING & SITE ACCESS

Site Logistics

- 4.1. The Site is currently accessed from High Road via Percival Court. The access is circa 2.78m wide permitting vehicle movements in one direction at a time. South of the current access there is a service lay-by which operates under the following restriction; 'Loading Only 7am – 8.30pm, 40mins, No return within 1 hour'.
- 4.2. It is envisaged that all deliveries to the Site will be conducted via A406 - A10 - White Hart Lane - A1010. [Figure 4](#) below illustrates the preferred route to and from the Site. A406 North Circular offers strategic access to and from the Site, offering connection to M11 via Junction 4 to the east and access to M1 via Junction 1 to the west.
- 4.3. It is envisaged that all loads approaching from the east and the west will exit at the Great Cambridge Junction (A406), to the south along A10 Great Cambridge Road. Vehicles will then proceed south until they reach White Hart Lane, where they will turn left. Vehicle will continue east going straight-on along both of White Hart Lane - Creighton Road mini-roundabouts until it meets A1010 High Road. Vehicles will turn left, onto A1010 High Road which will allow direct access to the Site frontage.
- 4.4. All construction vehicles leaving the site will follow the A1010 High Road north, turning either left or right onto the A406 North Circular depending on their final destination.
- 4.5. The nominated routes are summarised below in [Figure 4](#) and [Figure 5](#) which shows the construction routes through the wider area.

Figure 4: Proposed Construction Routes – Local Network

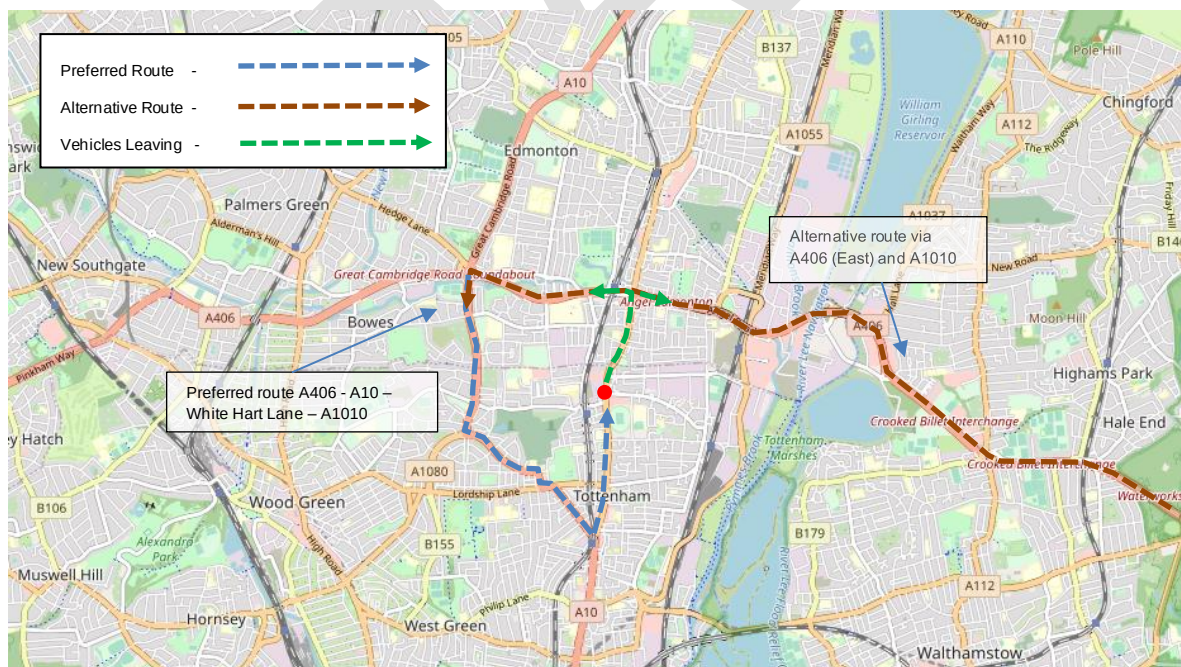
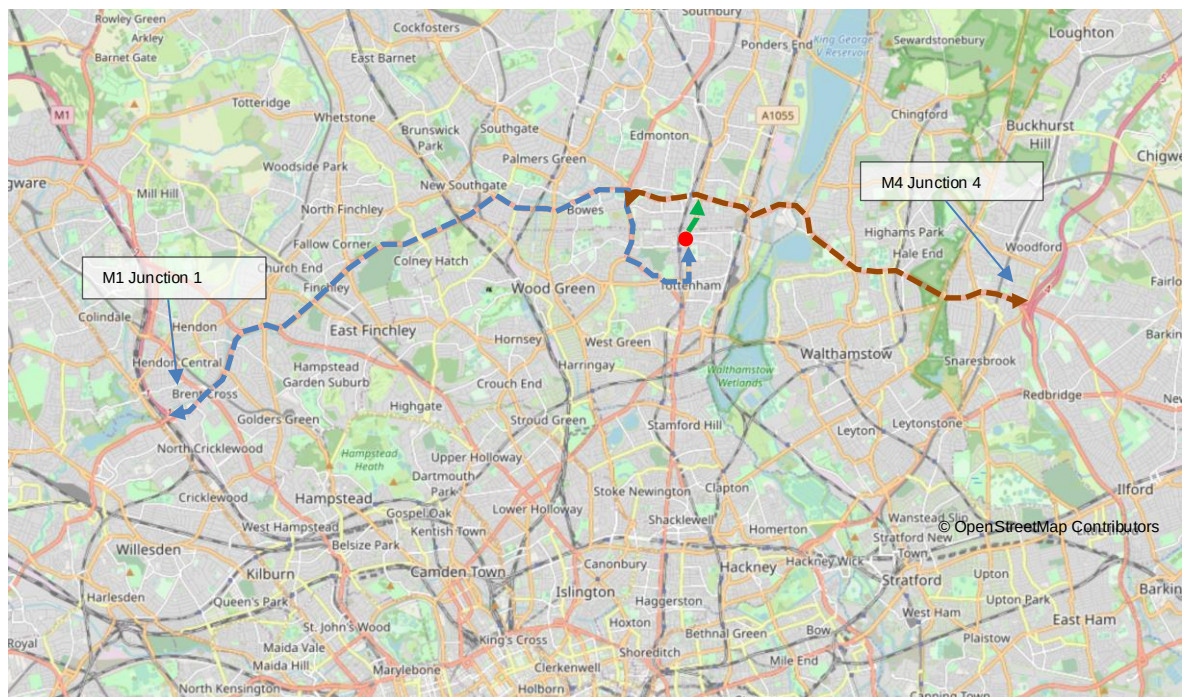


Figure 5: Proposed Construction Routes – Strategic Network



Road / Footway Closures under Traffic Marshal Control

- 4.6. Due to the existing constraints of Percival Court, it is acknowledged that major deliveries will need to be made from High Road. The Percival Court access is circa 2.78m wide and is too narrow for large vehicles to access and egress. Where possible, deliveries will be made by smaller goods vehicles which can access the rear of the Site via Percival Court and/or utilise the existing loading bay on High Road immediately south of the Site, within the constraints of the current restrictions.
- 4.7. For larger deliveries, it is acknowledged that due to the constraints of the Site it may be necessary to suspend the nearside vehicular lane along A1010 High Road. It is possible that deliveries of key elements may require use of a Hiab / Roto360 to be situated along High Road during operation.
- 4.8. Is acknowledged that footways along A1010 may also need to be closed. The Principal Contractor will apply for a licence to occupy the area identified, thereby enabling LBH to process the road closure and footway closure required.
- 4.9. For the duration of works, there will also be a holding area located to the rear of the Site, which will act as a temporary onsite holding area for all delivery materials.
- 4.10. The Principal Contractor will provide banksmen and/or traffic marshals on Site to manage general traffic movements on A1010 High Road. Banksmen will hold current Construction Plant Competence Scheme (CPCS) certification as a Vehicle/Plant Marshaller and/or an equivalent qualification (e.g. RoSPA, Lantra, ESS).
- 4.11. The Principal Contractor will provide and maintain highways safety signage on all pedestrian routes impacted by the Scheme. Any temporary obstructions will be minimised, managed by banksmen and will not encroach on the clear space required to be maintained to provide safe passage for pedestrians and cyclists; or obstruct pedestrian / cycle flow.

Control of Site Traffic

- 4.12. In the interests of public safety, and avoiding disruption to the local area, the method and route of deliveries to the site will be controlled in agreement with the relevant authorities. This plan outlines timings of deliveries and routes to be taken by hauliers to ensure minimal disruption to local residents and businesses.
- 4.13. This will include potential risk for noise disturbance as well as minimising additional traffic during peak periods. All this information is also be contained within the CLP. The CLP will be reviewed, and the formal monitoring regime established to ensure all appropriate measures are put in place. Risks will be identified, scheduled, assessed and managed.
- 4.14. The complaints procedure will be formalised and circulated to local parties (as per the consultation) and the Council, reinforced (if required) through a local working group. Consideration will be given to other developments with regard to potential coordination of deliveries (subject to timely feedback from the Council). This will be regularly reviewed as part of the Site Manager's responsibility.

Staff Access to the Site

- 4.15. Access to the site will be locked with a combination lock, via a gated access to prevent unauthorized access and the hoardings will be checked regularly to ensure that they remain secure.

Parking Suspension

- 4.16. It is envisaged that no parking suspension are required at this moment of time. There are double yellow markings located adjacent to the Site which restricts parking at all times. The Principal Contractor will update if there are any proposed changes.

Table 5: Risk Assessment: Construction Vehicle Movements

Potential Hazard	Description of Risk	Embedded Mitigation	Risk Level
Construction vehicles stopping along A1010 High Road	Construction vehicles restricting on-coming traffic and pedestrian movements.	The Principal Contractor will apply for the necessary lane and footway closures. Appropriate traffic management measures will be implemented by the Principal Contractor. Detailed delivery schedule and booking system for construction movements. Vehicles will turn around within Site and exit Site in forward gear. Banksmen on-site to assist construction vehicle access to Site and manage movements	Medium
Construction and Delivery Vehicles stopping in close proximity to signalised junction	A1010 adjacent to the Site features double yellow restriction and is in close proximity to signalised junction	Detailed delivery schedule and booking system for construction movements. Appropriate traffic management measures will be implemented by the Principal Contractor. Banksmen on-site to assist construction vehicle access to Site / move-on unauthorised construction vehicles and manage movements.	Medium
Construction vehicles waiting on A1010 High Road	Construction vehicles unable to access loading area	Detailed delivery schedule and booking system for construction movements. Appropriate traffic management measures will be implemented by the Principal Contractor. Banksmen on-site to assist construction vehicle access to Site / move-on unauthorised construction vehicles and manage movements.	Medium

Potential Hazard	Description of Risk	Embedded Mitigation	Risk Level
Construction vehicle movements during peak network periods	Potential for greater risk of conflict during peak network periods (i.e. AM and PM commuting peaks) on CS1.	Restricted delivery times avoiding 07:00 – 09:00 and 16:00 – 18:00.	Low

Crane Lifting Management Plan

- 4.21. It is envisaged that for specific deliveries hoists and/or a Hiab / Roto360 type vehicle may be used to transfer items from the delivery vehicles onto the Site. Due to the width restriction on Percival Court it is envisaged that the hoists / Hiab / Roto360 will be situated along A1010 High Road. The usages and positioning of lifting equipment will be updated following the appointment of a Principal Contractor.
- 4.22. As the site develops, it is anticipated that the lifting equipment may be repositioned suitably to accommodate any transfer of material and facilitation of other equipment/vehicles.
- 4.23. The Principal Contractor will obtain the necessary licences from LBH.

[Note: Further detail of the type of crane and location will be updated following appointment of Principal Contractor]

5. STRATEGIES TO REDUCE IMPACTS

- 5.1. This Section of the CLP describes the committed, proposed and considered measures and strategies to reduce the environmental impact, road risk, congestion and cost of construction logistics associated with the Proposed Development.
- 5.2. Table 6 sets out a summary of the construction impact reduction measures.

Table 6: Construction Impact Reduction Measures

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			
Freight by Water			✓
Freight by Rail			✓
Material procurement measures			
DfMA and off-site manufacture		✓	
Re-use of material on site		✓	
Smart procurement		✓	
Other measures			
Collaboration with other sites in the area	✓		
Implement a staff travel plan	✓		

- 5.3. The key measures will be updated by the appointed Principal Contractor, however an overview and summary of the measures is outlined below.

Consideration of Adjoining Sites

- 5.4. The Principal Contractor will liaise with the developers of the other development sites in the area (as listed above) in order to manage the construction programme accordingly. This will also include detailed liaison with LBH regarding highway works and TfL regarding potential diversions to bus routes on London Road although none are expected.

General Measures

- 5.5. To reduce the risk of potential conflict, this section has been prepared with regard to adjacent works coming forward during the construction programme. Key aspects will include:

- Condition Survey (carried out before works commence, copied to LBH);
- Restricted Delivery Times (i.e. 07.00 to 9.00 and 16.00 to 18.00);
- Fixed Routing (using only the routes specified and agreed in this document);
- Accesses (layouts to be agreed with LBH);
- Monitoring (e.g. CCTV facilities funded by the developer);
- Traffic Management (using Banksmen, Chapter 8 / Red Book compliant management);
- Holding Areas (e.g. lay-by facilities on strategic road network);
- Neighbours and Public Liaison (contact details of site manager, regular updates to working groups, local interest parties, advance warning signage for any road closures and leaflet drops to local residents in advance of any out of standard working hours which has been previously approved by the LBH ASB team and under a valid Section 61 licence);
- Freight Safety (FORS Silver Level, comply/register with Work Related Road Risk (WRRR) and register vehicles with Non – Road Mobile Machinery (NRMM));
- Cyclists (equip construction vehicles with side-bars, blind spot mirrors and detection equipment, CLOCS);
- Waste Management (set waste reduction targets through a Site Waste Management Plan (SWMP), monitor and manage reduction/reuse/recycling etc.); and
- Utility Coordination (liaison with providers during works programme to check and manage overlaps, liaise with adjoining sites).

Supplementary Measures

- 5.6. Additionally, the following aspects will be incorporated in to the management of construction traffic:
- Delivery Scheduling (use of JIT deliveries with holding areas, deliveries called in with refusal systems in place in case of erroneous/early/late deliveries – routing to follow the routes specified above);
 - Re-timing out of Peak Deliveries (scheduled deliveries will be scheduled at the point of order where possible, booking system and use of holding areas to support delivery profiles);
 - Staff Travel Plan (limit access to site by car where possible, promote use of public car parks and promotion of public transport use);
 - DfMA and off-site manufacture;
 - Re-use of material on site; and
 - Smart procurement.
- 5.7. Items considered not possible include the following:
- Freight by Water (site, holding areas or contractor depot are not within 100m of a foreshore of navigable waterway); and
 - Freight by Rail (site, holding areas or contractor depot are not near any suitable facilities).
- 5.8. The following items will be considered for the works, and implemented where practicable, by the Principal Contractor.

Restricted Delivery Times

- 5.9. As agreed with Highway Authority, no construction traffic will deliver to site or arrive in proximity to the site between the following times: 07:00 – 09:00 and 16:00 – 18:00 daily.

Delivery Specific Legal Agreement

- 5.10. In the case of deliveries that may need to be made outside of these hours, advanced notice will be provided and will be agreed with the Highway Authority.

Holding Areas & Consolidation Centres

- 5.11. No holding area for vehicles is proposed because the number of potential vehicles arriving to the site will be managed by the developer so the storage capacity within the boundaries of the development will always be able to accommodate the deliveries, therefore the use of a separate holding area would not be required. Given the scale of development, use of consolidation centres is also not proposed.

Crossovers and Highways

- 5.12. Acceptable parameters for the construction of all crossovers will be agreed, relevant to the Site, and rated to withstand the weight of construction vehicle traffic and any other related access measures.
- 5.13. It is understood that:
- A member of HfH will be visiting the Site to assess area and raise any issues if necessary;
 - The Principal Contractor will obtain Crane licence if required which will be issued by LBH Traffic Management Team;
 - The Principal Contractor will obtain the necessary highway licences from LBH;
 - The Principal Contractor will arrange for the removal and reinstatement of bollards and street lighting columns as required;
 - The Principal Contractor will appoint a third-party survey during remediation to enable sign-off by HfH of the remedial works.
- 5.14. A dilapidation survey of the local highway and footway adjacent to the site will be undertaken as part of the assessment. The dilapidation survey will provide a photographic record of the existing highway and footway conditions in the vicinity of the Site.
- 5.15. These images will form the basis of assessment of any highway damage at the conclusion of works. Any reinstatement works necessary as a result of damage caused shall be financed and made good by the developer.
- 5.16. The Principal Contractor will make good the highway in line with the appended dilapidation report and the existing condition of the highway. It is expected that these reinstatements will be completed and signed off within six months of the completion of the works.
- 5.17. The Principal Contractor will facilitate a meeting on Site with LBH Highway Officers as required.

Site Access Monitoring

- 5.18. Developers may install CCTV on their site which shall include cameras monitoring all site vehicle access and egress points. The data from these cameras is to be retained for at least two weeks after the time of recording and is to be made available in full to LBH officers upon request and in good

time.

Utility Co-ordination

- 5.19. Developers would commit to co-operation with LBH-led utility coordination initiatives aimed at bringing in utility connections with the minimum possible disruption to the traffic network. This will require a full list of required utility connections and specifications to be made available at the earliest possible opportunity so that co-ordinated installation can be arranged. Particularly, developers should commit to bringing utility connections up to site in a single co-ordinated set of works, with final connection then to be made at will.

Power Banks

- 5.20. Consideration will be given to power bank systems to supplement and at times take over from the use of diesel generators on-site. This would also allow for a reduction in the size/capacity of generators specified for on-site use, leading to savings in cost, noise, pollution and residents' complaints.

TAD I-am

- 5.21. Consideration will be given to adopting this system of electronic security and monitoring for items of plant to improve health and safety as well as reduce pollution and operating costs on-site.

Deliveries

- 5.22. A delivery procedure will be implemented to ensure that vehicles to the construction site are organised in a controlled way and to be made 'Just in time', to prevent overspill onto A1010 High Road.
- 5.23. The Scheme's construction delivery vehicles will adopt a strict policy of no idling and no waiting on the highway or in proximity to the Site, other than any dedicated areas agreed prior to works. Traffic Marshalls will immediately take active steps to move on any instances of idling or waiting that occur.
- 5.24. Suppliers and sub-contractors will be informed of delivery procedures and the routes to and from site to take. Maps indicating the Site's location will be given to the Scheme's supply chain operators so that they are clear how to get to site. They will be made aware that there are always to be followed unless otherwise agreed.
- 5.25. There will be no storage of materials or waste permitted outside of the site.

Reverse Logistics

- 5.26. It is proposed that whenever possible delivery vehicles will take surplus or unused materials back to the source supplier, therefore suppliers who operate using reserve logistics will be priorities as this will reduce waste and vehicle movements.

Delivery Booking System

- 5.27. All deliveries and collections to site will be carefully controlled and managed by the Site Manager, and the procurement team using a delivery management system.
- 5.28. Deliveries will be coordinated to avoid multiple vehicle arrivals at any one time. It is proposed that when a delivery will be made on a larger vehicle there will be no other deliveries allowed during the time it is expected to take place. Therefore, all sub-contractors and suppliers should be required to

give at least 24 hours' notice of deliveries so that requests can be reviewed, approved or an alternative slot arranged.

- 5.29. Properly trained and accredited Traffic Marshalls will ensure that any non-compliant vehicles (e.g. not meeting the minimum FORS Silver standard) are swiftly turned away from the Site. The Traffic Marshalls will also turn away any deliveries which arrive outside of their designated booking slots.

Re-timing for Out of Peak Deliveries

- 5.30. The Contractor will re-time general construction traffic deliveries and collections to avoid network peaks of vehicle and pedestrian traffic for the hours between 07:00 – 09:00 and 16:00 – 18:00. This will entail consideration of:
- Other traffic using A1010 High Road such as deliveries to retailers and residential units;
 - Morning and evening peak hours for traffic on the wider highway network; and
 - Start and finish times of nearby schools.

Re-timing for Out of Hours Deliveries

- 5.31. The contractor may seek permission for out of hours deliveries which could reduce congestion, improve road safety, encourage good relations with neighbours and increase the efficiency of construction delivery among other benefits. A Quiet Delivery Scheme will be implemented to avoid causing disturbance to local residents.
- 5.32. A Section 61 (of the Control of Pollution Act 1974) application will be made in respect of the prescribed 6 days during which modular pod deliveries will occur. No other works requiring a Section 61 application are anticipated.

Freight Operators Recognition Schemes (FORS)

- 5.33. It is required that all transport / haulage providers of vehicles which are making journeys to the site are committed to best practice, demonstrated by membership of TfL's Freight Operator Recognition Scheme (FORS).
- 5.34. Site traffic will be required to meet at least the FORS Silver standard. The contractor will require a confirmation of accreditation from transport providers in order for approval of delivery slots. All construction delivery vehicles should at all times display the FORS Silver badge on the vehicle cab.

Direct Vision Standard

- 5.35. The Direct Vision Standards (DVS) classifies vehicles using a star rating system. The rating is assigned on a scale of zero stars (the lowest rating, not suitable for use in an urban environment) to five stars (the highest rating), vehicles with excellent direct visibility.
- 5.36. As part of this development, it is deemed that no vehicles with less than a three-star rating will be used to support the development, and that all operators will be encouraged to use vehicles with the highest star rating possible.
- 5.37. More detail regarding checking the rating of vehicles and attaining a permit can be found using the following link. <https://tfl.gov.uk/modes/driving/dvs-safety-permit-application/>

6. STAFF TRAVEL PLAN

Aim and Approach

- 6.1. As part of its measures to reduce the impact of staff travel to the Site, it is envisaged that all staff will either use public transport or other sustainable modes of transport to access the Site.
- 6.2. To keep the impact of staff travel as low as possible, no additional parking spaces are to be provided within or around the vicinity of the site.

Objectives

- 6.3. There are a number of objectives that the implementation of the TP is intended to help fulfil, including:
 - To influence travel behaviour.
 - To encourage a modal shift in travel towards more sustainable methods of travel.
 - To reduce the need for unnecessary journeys.
 - To help improve the health of employees.

Amenity Access

Walking

- 6.4. As identified previously in [Section 2.7](#), the surrounding pedestrian network is considered to be of a high standard, with appropriate footways typically on both sides of the carriageway. Appropriately dropped kerbs and junction protection restrictions are also implemented to maintain pedestrian/vehicle visibility. There are a number of restaurants, cafes and convenience stores located within 200m walking distance of the site, which staff can utilise.

Cycling

- 6.5. As previously mentioned in [Section 2.8](#) of this report. The Site is well served by the London Cycle network with Cycle Superhighway 1 (CS1) running in close proximity between Tottenham and the City; accessible from Church Road circa 450m to the South of the Site. LCN 55 is located to the north can also be accessed via Raynham Road.

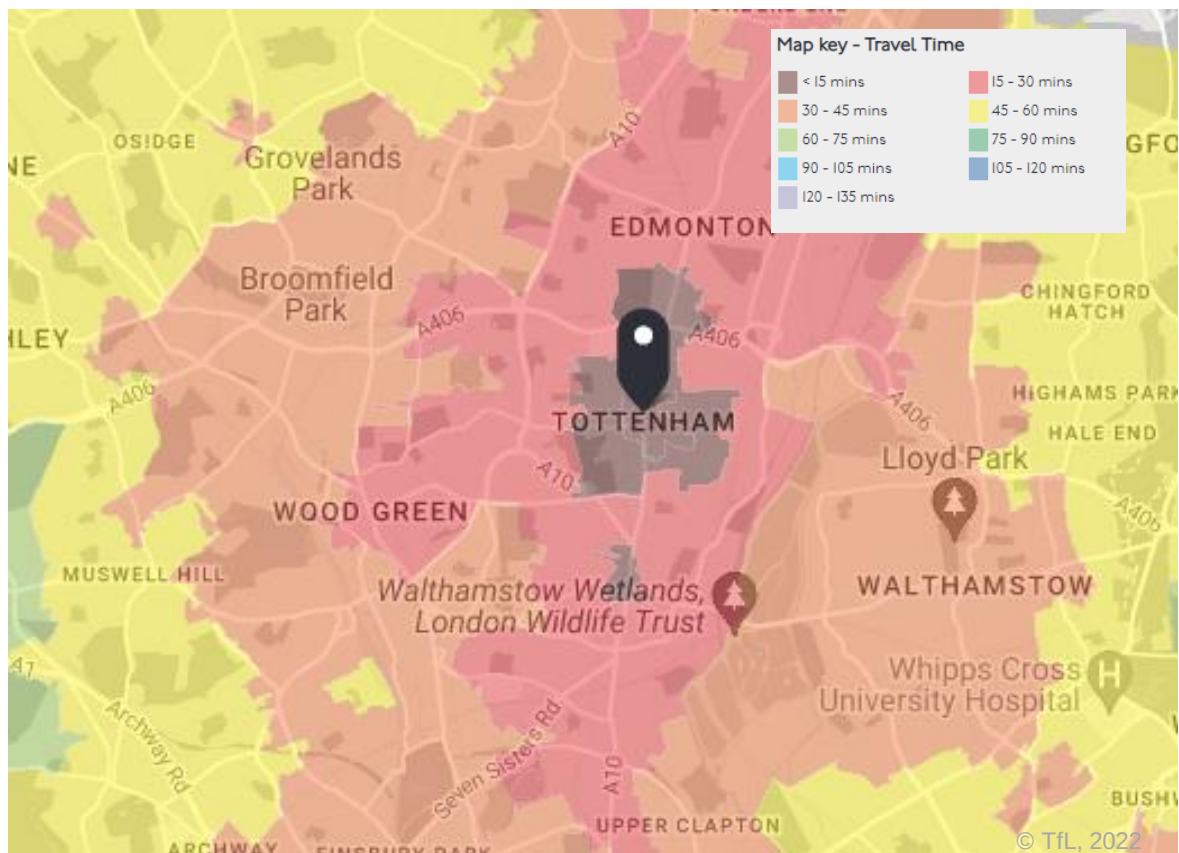
Railway / Underground

- 6.6. The closest Overground Station to the Site is White Hart Lane, located 245m walking distance to the south-west of the Site. The typical off-peak service pattern from White Hart Lane offers 4 trains per hour (tph) to Liverpool Street, 2 tph to Cheshunt, and 2 tph to Enfield Town.
- 6.7. In addition, Northumberland Park National Rail station is located 1km walking distance away. The station is also easily accessible with direct bus links via route W3 from the Site (circa 7mins). Northumberland Park Station is managed by Greater Anglia. The station offers as typical off-peak service of 3 tph to Stratford, 1 tph to Bishop's Stortford and 2 tph to Meridian Water.

Bus Routes

- 6.8. The nearest bus stops to the site are located on the A1010 High Road southbound and northbound. Both falling within the walking catchment area of 8 minutes as recommended by TfL. The stops provide access to a total of 7 services, as previously presented in [Table 1](#).

Figure 6: TIM Mapping



- 6.9. Figure 6 above represents the catchment area within which staff are able to travel by all public transport modes. As illustrated a number of key locations can be reached within a 15-30 minute journey from the site, including Tottenham, Wood Green and Finsbury Park. All of which have excellent transport linking into other regions within London and further.

Travel Plan Co-ordinator

- 6.10. The Principal Contractor will appoint a nominated Travel Plan Co-ordinator (TPC), who will be responsible for both the management, maintenance and implementation of the TP among site staff.
- 6.11. The TPC will promote the objectives of the TP, which will be introduced to the staff as part of the site induction.

7. ESTIMATED VEHICLE MOVEMENTS

[Note: This section to be updated following appointment of Principal Contractor]

Vehicles

- 7.1. The number and frequency of vehicles required will be dependent on movements permitted within the planning permission and TfL's best practice guidance.
- 7.2. The details below are still subject to review by the Principal Contractor. These will be refined and updated to the Council as the construction methodology is finalised.
- 7.3. In light of this, assumptions have been made with Principal Contractor input. This information will be provided in the first Contractor-owned CLP submitted following discharge of the relevant condition and will be kept up to date in future issues by the Principal Contractor.

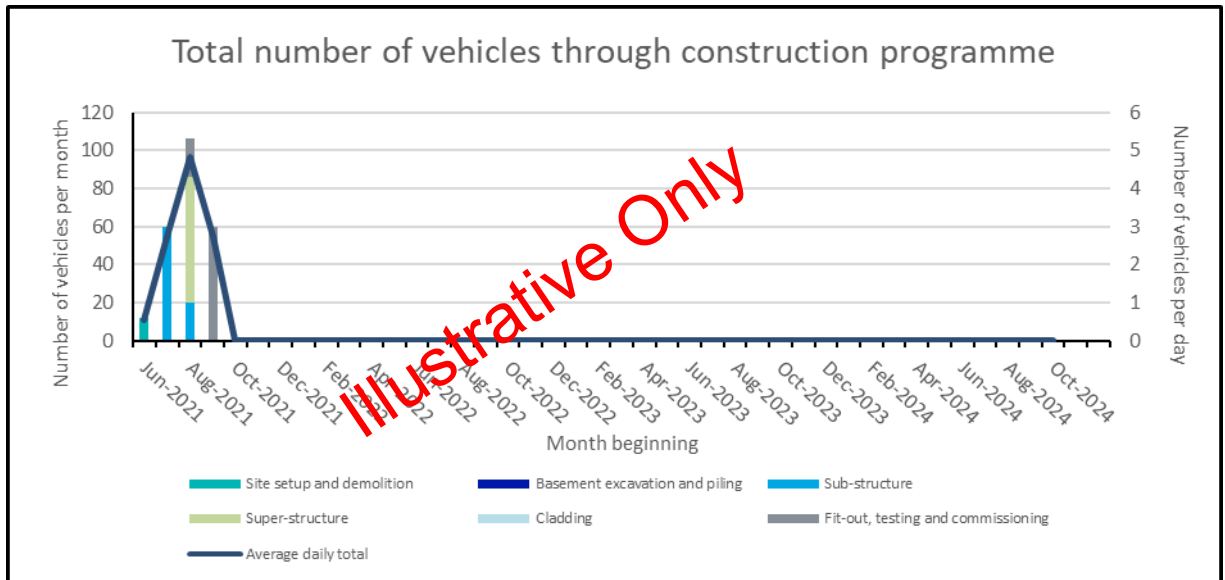
Table 7: Estimated Construction Programme and Methodology

Construction Stage	Duration of Stage	No. of trips (monthly)	No. of trips (daily)
Site setup and demolition	-	-	-
Piling	-	-	-
Sub-structure	-	-	-
Super-structure	-	-	-
Cladding	-	-	-
Fit-out, testing and commissioning	-	-	-

[Note: Figure 7 and Figure 8 to be updated following appointment of Principal Contractor, the Figures below are illustrative only]

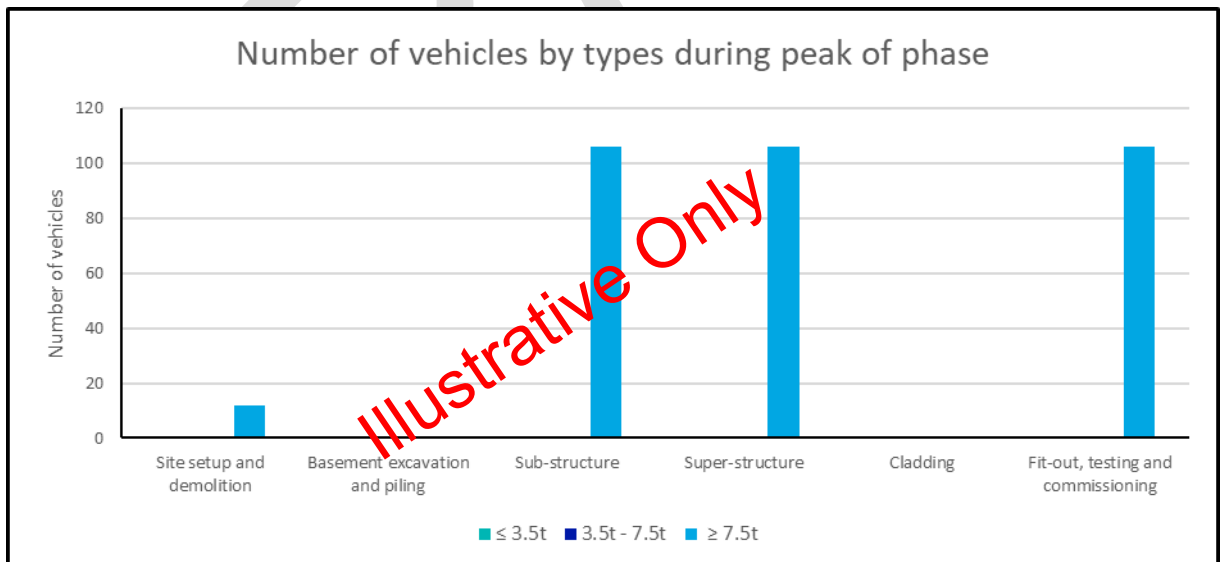
- 7.4. Figure 7 below presents the total number of vehicles throughout the construction programme.

Figure 7: Construction Programme Vehicle Overview



- 7.5. Figure 8 below sets out the peak number of monthly vehicles by type, during each phase of construction.

Figure 8: Monthly Vehicles during peak of construction, by type.



Site Access & Egress

- 7.6. Safe and adequate access will be provided to all parts of the Site, and the Site must be kept tidy. The Site must be adequately protected by barriers to prevent access (either accidental or deliberate). When the work has stopped for the day, the Site must be secured, all ladders and access must be removed, the plant must be immobilised, and all hazardous materials must be safely stored.

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8. IMPLEMENTING, MONITORING & UPDATING

- 8.1. The contracting team are fully aware of the sensitive nature of the environment and necessity to ensure that operations do not adversely affect neighbouring residents, businesses and the environment.
- 8.2. A Construction Logistics Manager will be appointed who will be in charge of implementing the CLP and will be responsible to collect data on:
- Number of vehicle movements to site
 - Total;
 - By vehicle type/size;
 - Time spent on site;
 - Origin and destination of vehicles arriving at or leaving site; and
 - Delivery/collection accuracy compared to schedule.
 - Breaches and complaints
 - Community concerns about construction activities;
 - Vehicle routing;
 - Unacceptable queuing;
 - Unacceptable parking;
 - Compliance with safety and environmental standards and programmes;
 - Low Emissions Zone (LEZ) compliance; and
 - Anti-idling.
 - Safety
 - Logistics-related incidents;
 - Record of associated fatalities and serious injuries;
 - Methods staff are travelling to site; and
 - Vehicles and operators not meeting safety requirements.
- 8.3. The contractor's handbook will be used to distribute information to those responsible for abiding by the CLP and it should include the followings:
- Safety toolbox talk;
 - Anti-idling toolbox talk;
 - Vehicle routing and delivery scheduling system;
 - Driver training; and
 - Safety and environmental standards.
- 8.4. The driver's handbook should include essentials relating to environment and safety that is specific to the construction programme as follows:
- 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.

8.5. Should any aspects of the CLP (or associated Construction Environmental Management Plan, 'CEMP') change, updated information will be provided by the Principal Contractor to LBH and TfL.

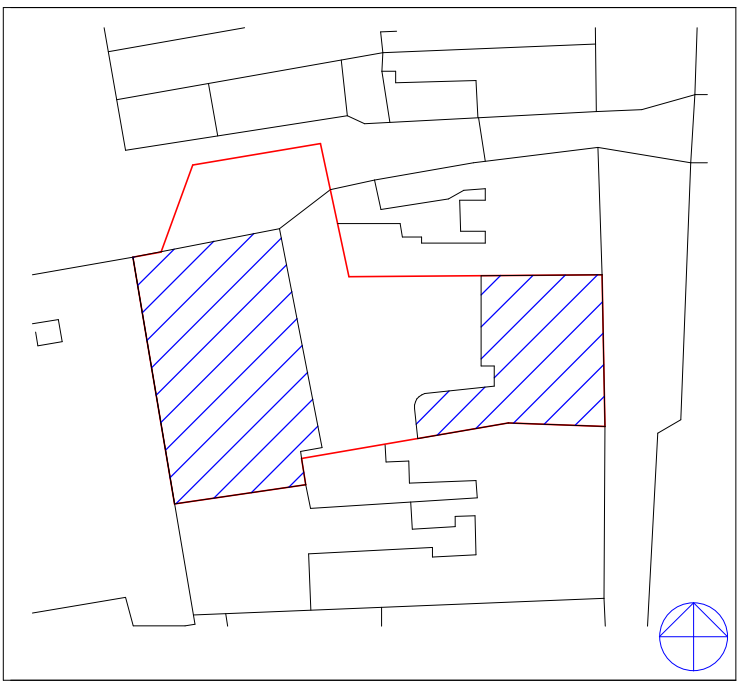
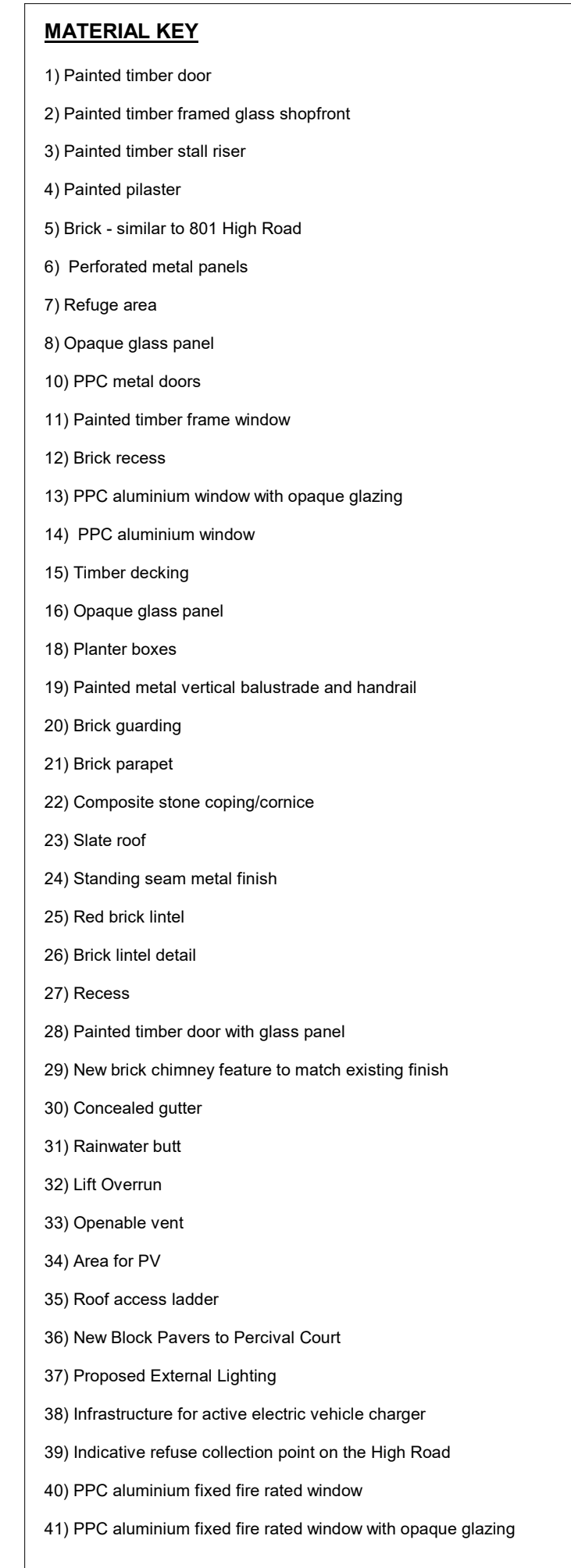
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APPENDICES

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A. Site Layout

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NOTES:

DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS, SPECIFICATIONS, DOCUMENTS AND CONSULTANT INFORMATION.

CAD DRAWINGS BASED ON SURVEY INFORMATION BY OTHERS; ALL DIMENSIONS TO BE SITE CHECKED.

MAKE ITEMS SHOWN INDICATIVELY AND ARE SUBJECT TO FURTHER SITE INVESTIGATIONS AND END USER SPECIFICATION REQUIREMENTS.

INTERNAL FURNITURE LAYOUTS SHOWN FOR INDICATIVE PURPOSES.

LANDSCAPING/PUBLIC REALM SHOWN FOR INDICATIVE PURPOSES ONLY.

[illegible]

ARCHITECTURE + INTERIORS

Except for Planning purposes, figured dimensions only are to be taken from this drawing.
All dimensions are in millimetres unless otherwise stated.
All dimensions shall be checked on site prior to works commencing.
Any discrepancies shall be reported to the Architect.
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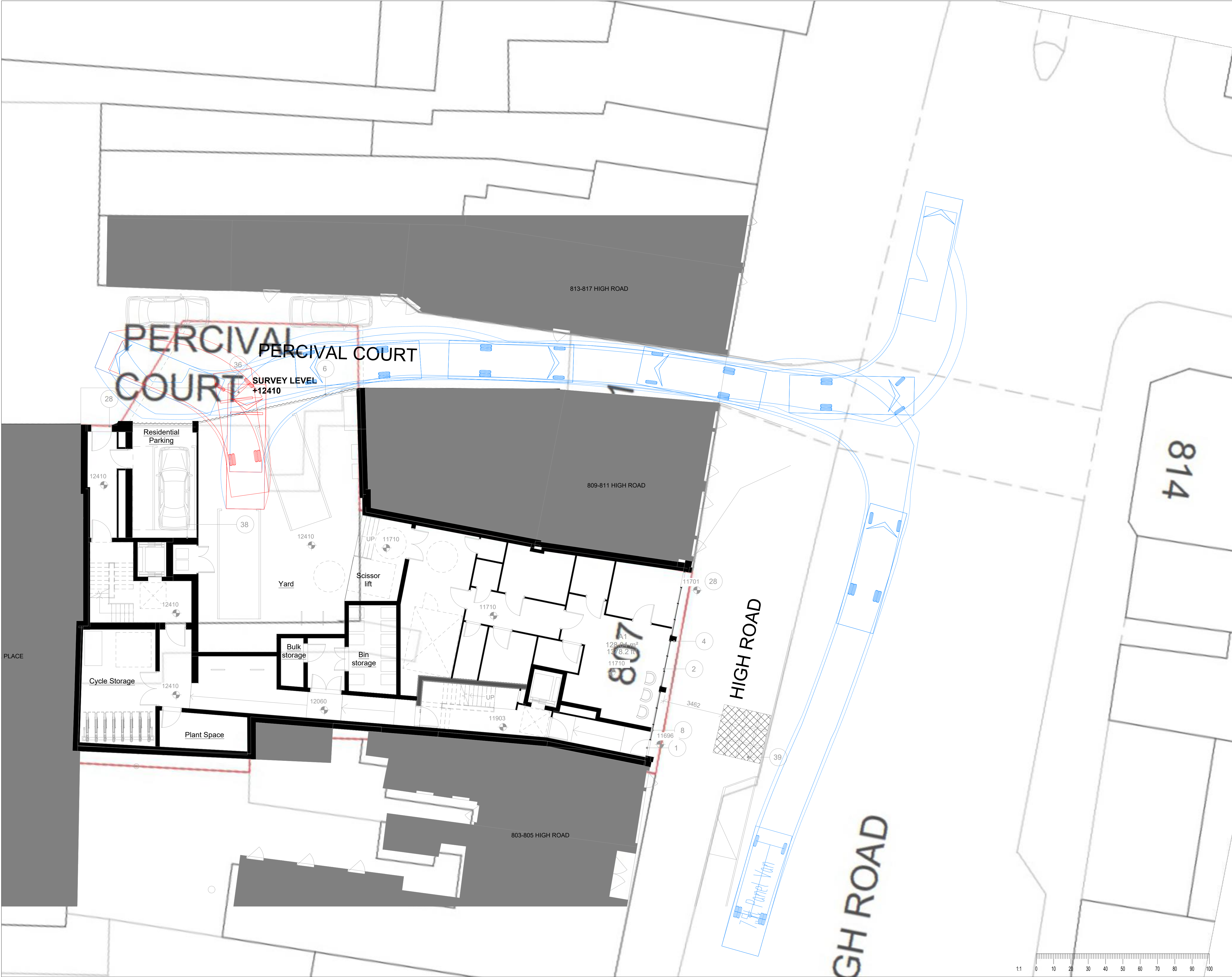
Project Name

Drawing Title
PROPOSED GA PLAN L00

Date		Status						
09/08/2022		INFORMATION						
Drawn By		Checked By	Approved By		Scale	Size	Project Ref	
RB		AB	DB		1 : 100	A1	210611	
Project	Agent	Zone	Level	Type	Role	Drawing No.	Revision	
307HR-1000-ZZ-L00-GA-A-0820								IO
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B. Swept Path Analysis

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7.5t Panel Van	7.210m
Overall Length	2.192m
Overall Width	2.544m
Overall Body Height	0.31m
Min Body Ground Clearance	1.865m
Track Width	4.90s
Lock to lock time	7.400m
Kerb to Kerb Turning Radius	

REV	SO	01.11.22	ISSUED	GJ	AB
Status	Date	Description	By	Chk	

Project	807 High Road
Title	Swept Path Analysis 7.5t Panel Van
Client	High Road West Tottenham Ltd



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Status		PRELIMINARY			
Designed By	GJ	Director	AB	Waterman Ref	I/Projec
Drawn By	GJ	Date	01.11.22	Scales @ A1	1:250
Project - Originator - Volume - Level - Type - Role - Number					Revision
WIE-16362-SA-95-0001-A01					P01

UK and Ireland Office Locations

