

CONSTRUCTION MANAGEMENT PLAN

Development Name	21 – 23 High Road
Landowner	Sherrygold No.1 Ltd (Ruislip)
Site address	21 – 23 High Road, Wood Green, Haringey
Site postcode	N22 6BH

Construction Logistics Manager	TBC
Phone number	
Email	
Logistics provider contact name	Colin Buchanan
Address	Create Consulting Engineers Ltd, 109-112 Temple Chambers, 3-7 Temple Avenue, London EC4Y 0HP
Phone number	0207 822 2300
Email	colin.buchanan@createconsultingengineers.co.uk

CMP Produced by:	
Name	Thomas Bennett
Position	Senior Consultant
CMP Reviewed by:	
Name	Colin Buchanan (CLP Practitioner ID 00445)
Position	Technical Director

1. INTRODUCTION

Create Consulting Engineers Ltd (CCEL) was instructed by Sherrygold No.1 Ltd to provide a Construction Management Plan (CMP) for the proposed development works at 21 – 23 High Road, Wood Green, Haringey, N22 6BH. CCEL has prepared this CMP to discharge the planning condition for this development and this document will form the basis of the detailed CMP on the appointment of a contractor.

1.1. Site Context

The site comprised a 3-storey high terraced building, previously used as a shop (ground floor), with associated office space and storage on the two upper floors, located towards the southern extent of High Road (A105) in the south of the London Borough of Haringey, approximately 120m to the north/north west of Turnpike Lane Underground Station.

The site is bound to the north and south by a commercial/residential terrace, by High Road to the east and by residential housing to the west. The site is located within a mixed commercial and residential area.

The Site lies between the Piccadilly Line (east) of the London underground railway network and the overland rail line (Hornsey, to the west) and is within the London Borough of Haringey (LBH).

1.2. Development Proposal & Planning Context

A planning application for the Site has been approved (Haringey Planning Reference HGY/2020/2825), with the redevelopment of the Site comprising the conversion of the upper floors and part of ground floor from retail and ancillary retail space (Class E) to residential (C3) to create 7No. apartments in conjunction with the erection of a roof extension; provision of a rear roof terrace; cycle and refuse storage; and alterations to shopfront.

1.3. The Planning Application for the Site was granted on 30 April 2021, with the following Condition applied relating to Construction Management:

Condition 5

Prior to the commencement of development, a Construction Management Plan shall be submitted to and approved in writing by the local planning authority. The statement shall include the following matters and the development shall be undertaken in accordance with the details as approved:

- a) routing of construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;*
- b) the estimated number and type of vehicles per day/week;*
- c) estimates for the number and type of parking suspensions that will be required;*
- d) details of measures to protect pedestrians and other highway users from construction activities on the highway.*

Reason: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policy T4 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.

- 1.4. This Site is considered to be categorised as a *Low Impact Site*, with the Site comprising <10 units and has a build cost of <£2 million. Due to the community considerations of the Site, this outline CMP has been completed to allow for planning and community input in order to provide a clear management plan for development.
- 1.5. The approved contents of this CMP must be complied with unless otherwise agreed with the Council. The project manager shall work with the LBH to review this CMP if problems arise in relation to the development works.
- 1.6. Any future revised plan must also be approved by LBH and complied with thereafter. It should be noted that any agreed CMP does not prejudice or override the need to obtain any separate consents or approvals such as for road closures or hoarding licences.
- 1.7. CMP Objectives

The overall objectives of this Outline CMP are to:

- Support the planning application;
- Minimise potential impacts from demolition, construction and fit-out activities;
- Lower emissions;
- Enhance safety - Improved vehicle and road user safety; and
- Reduce congestion - Reduced trips overall, especially in peak periods.

To support the realisation of this objective, several sub-objectives have been agreed and include:

- Encouraging construction workers to travel to the site by non-car modes;
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the ongoing development and delivery of the CMLP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles

1.8. CMP Structure

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2. CONTEXT, CONSIDERATIONS AND CHALLENGES

This section describes the local context and issues identified that need to be considered and addressed during construction. The policy documents listed below are taken from the Construction Logistics and Community Safety (CLOCS) documentation for Construction Logistics Plans.

2.1. Policy Context

National Policy:

Traffic Management Act (2004)

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

Designing for Deliveries, Freight Transport Association (2006)

Published in 2006, Designing for Deliveries, provides specifications for the size of delivery vehicles, turning radii and clearance requirements and should be used to ensure that delivery vehicles can safely and efficiently access the construction site.

Regional Policy:

Delivering a Road Freight Legacy (2013)

This document details how stakeholders can work together to deliver a freight management legacy for London and outlines a longer-term freight plan for the capital. Seven key elements are covered including: Better planning, improving safety, re-timing deliveries and collections, kerbside access, increasing efficiency, effective communications and journey planning.

The London Plan (2021)

This is the overall spatial development strategy for the entirety of London and is legally part of the development plan that has to be taken into account when planning decisions are taken in any part of London.

The Mayor's Transport Strategy (2018)

The policy document considers all methods of freight delivery, with a particular emphasis on reducing peak-time delivery and the use of low-emission vehicles as part of the Healthy Streets and Healthy People Plan.

This also incorporates the forming of an Ultra Low Emission Zone (ULEZ) in central and inner London between 2017 to 2030. Key points from the document include:

- Proposal 15: *“The Mayor, through TfL, will work with the boroughs, businesses and the freight and servicing industry to reduce the adverse impacts of freight and service vehicles on the street network. The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak by 10 per cent by 2026”*; and
- *“Through the London Plan, the Mayor will require all new development proposals to demonstrate in their Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes”*.

Fleet Operator Recognition Scheme (FORS)

FORS is a unique, industry-led, membership (bronze, silver, gold) voluntary scheme to help van and lorry operators become safer, more efficient and more environmentally friendly.

Local Policy:

Haringey – Planning Obligations, Supplementary Planning Document (March 2018)

This document supports policies SP17 and DM48 of Haringey’s Local Plan and to clarify the relationship between the use of planning obligations and the Community Infrastructure Levy (“CIL”) adopted in July 2014. The document does not specifically set out the requirement of Construction Logistics Plans (CLP) that are required for developments although these are incorporated within the Construction Management Plan (CMP) requirements, as set out below:

“8.20 Whilst each developer and project will be required to produce and enforce an individual Construction Management Plan for their location, additional collaborative initiatives are also required to mitigate the cumulative impact of the construction, improve safety and ease congestion on the highway network, and promote efficiency and best practice.”

“11.33 Sustainable development includes the impacts that the construction process of the development proposals may have on neighbouring activities, the general public, and the environment. For most forms of development, the Council will usually include a condition requiring the applicant to submit a construction management plan (CMP) prior to any work commencing. The CMP typically details the hours of construction activity, confirms the access arrangement, the times when HGV movements should take place, safety procedures, and environmental mitigation, such as wheel washing facilities and watering to prevent dust.”

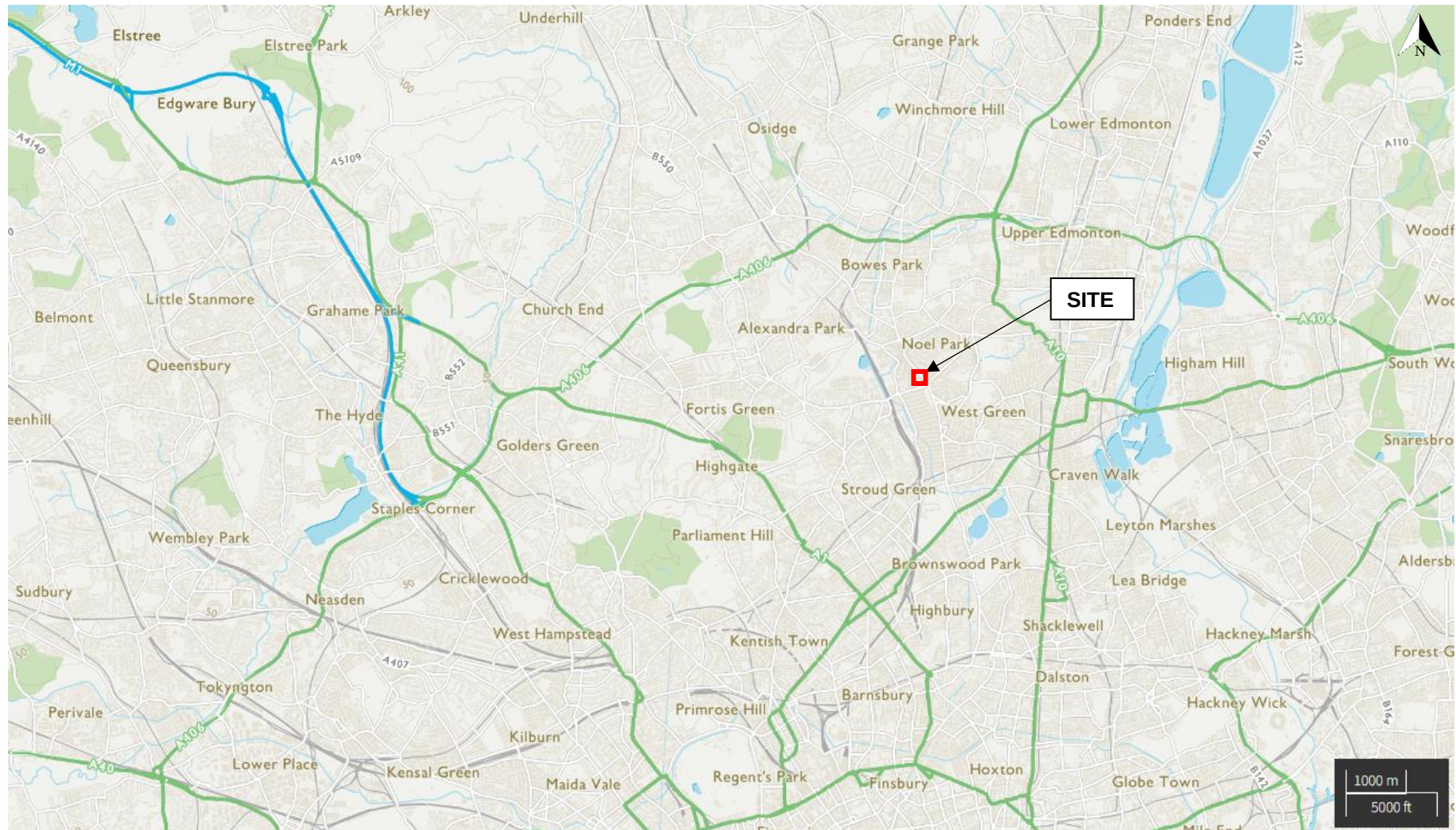
2.2. Regional, Local and Site Plans

The following maps show the Regional plan, Local context and Site boundary plans (Figures 2.2.1 to 2.2.3), providing context to the Site location with regards to main road, cycle routes, waterways, railways and

other key infrastructure. The Regional plan (Figure 2.2.1) shows the location of the Site within the context of the greater London area and road network. The Local context plan (Figure 2.2.2) shows the Site in relation to the local area and the Site boundary plan (Figure 2.2.3) shows the Site plan with the extents of footways, cycleways and roadways.

CONSTRUCTION MANAGEMENT & LOGISTICS PLAN

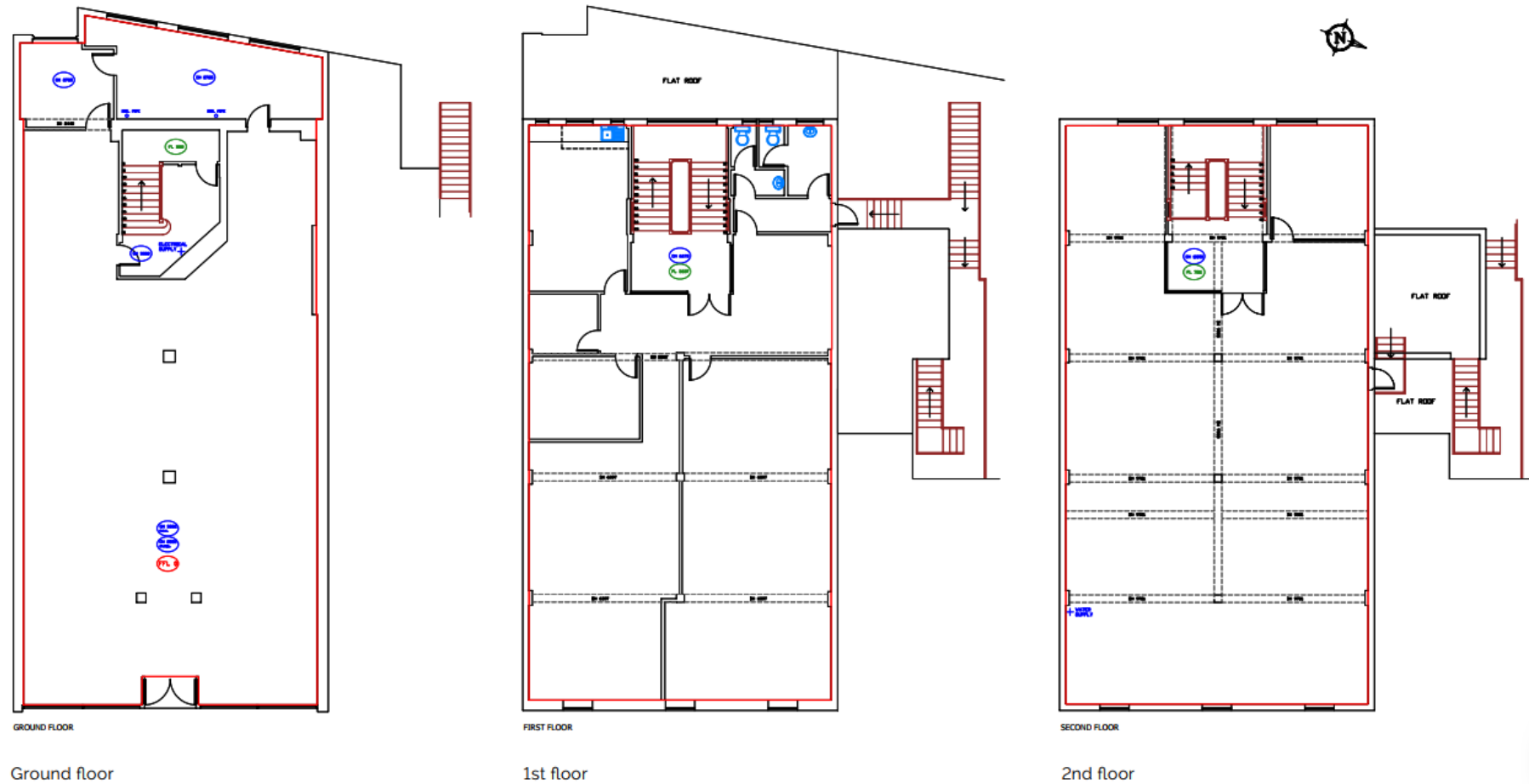
2.2.1. Regional Plan



2.2.2. Local Context Plan Highlighting Community Considerations



2.2.3. Existing Site Plans



2.2.4. Proposed Ground Floor & First Floor Plans

Proposed Ground Floor

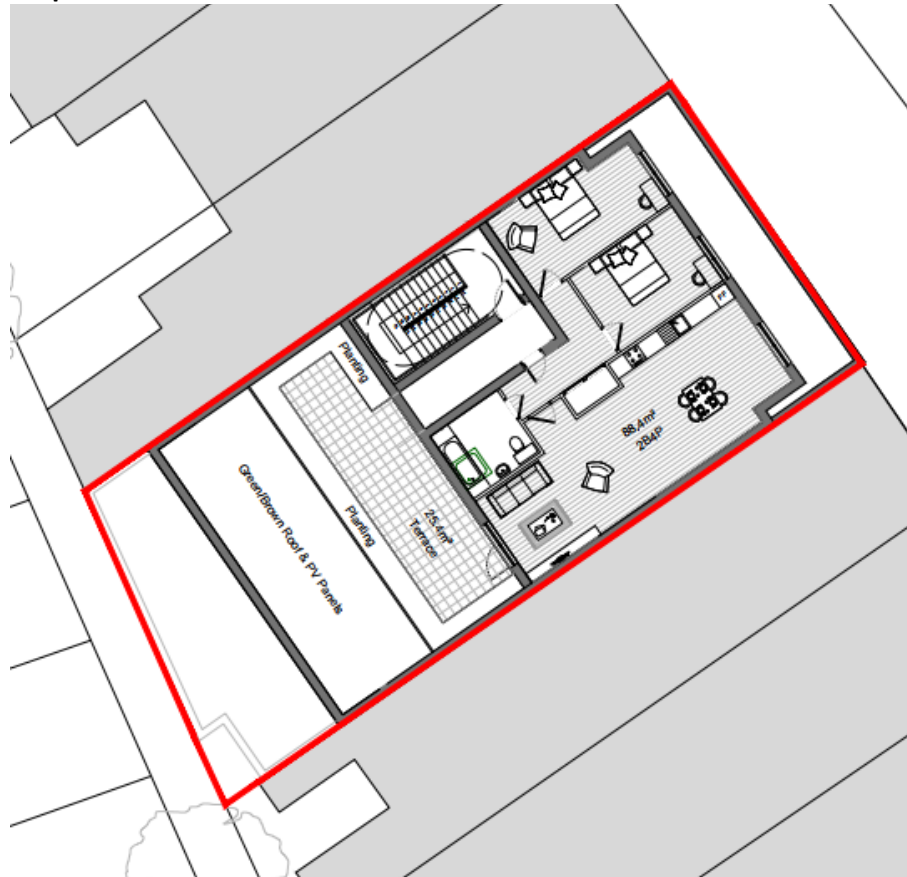


Proposed First Floor

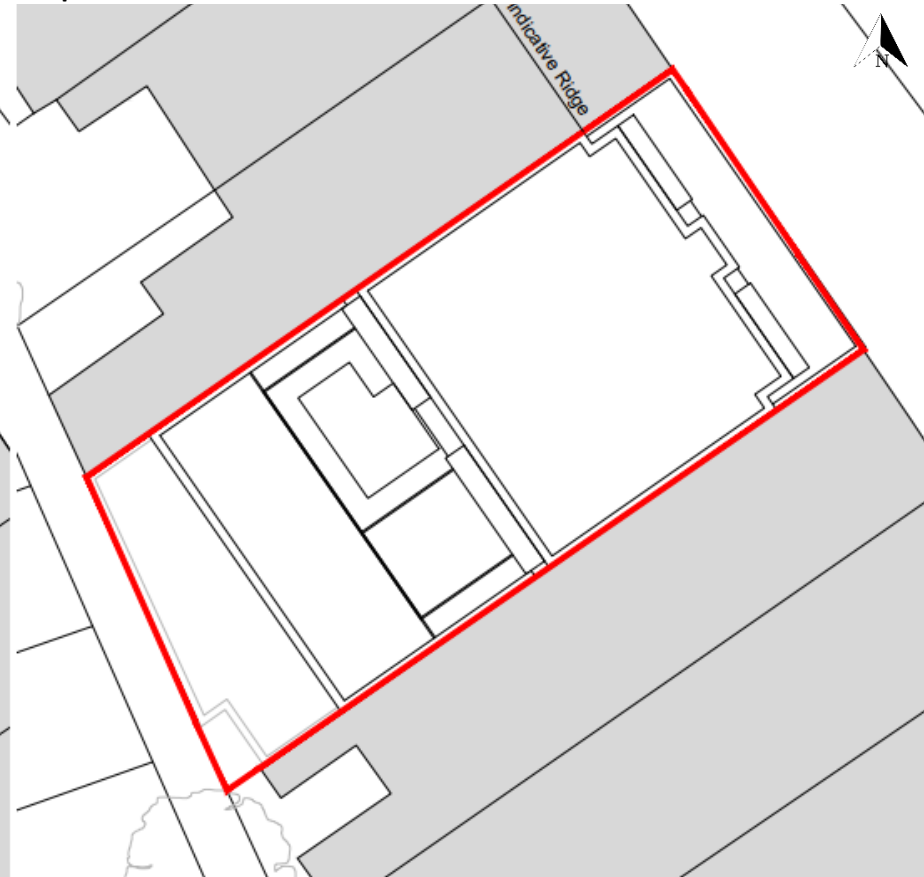


2.2.5. Proposed Third Floor and Roof Plans

Proposed Third Floor



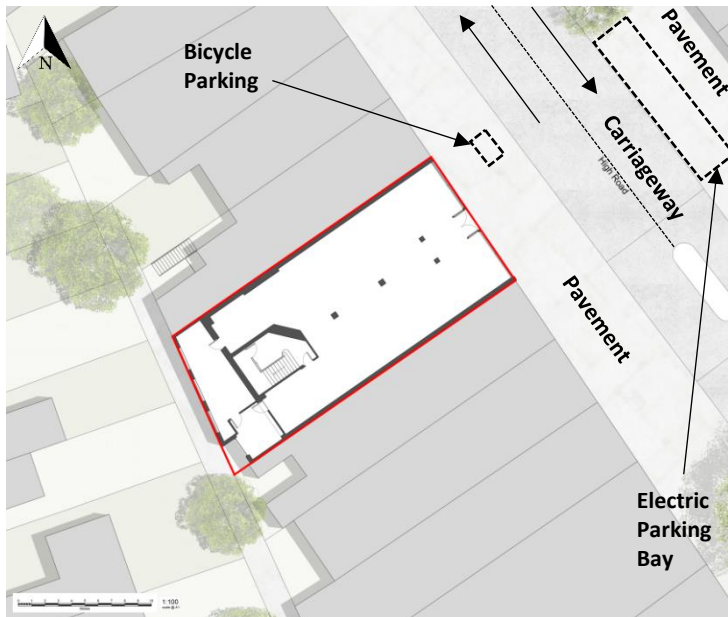
Proposed Roof Plan



2.2.6. Community Considerations

Community Considerations

-  Bus Stop / Shelter
-  Loading / Disabled / Electric Vehicle Parking Bays
-  Grocery Store / Supermarket
-  Local Shops / Apartments
-  Bus Terminal / Station
-  Underground Station



2.3. Local Access Including Highway, Public Transport, Cycling and Walking

Highways, Carriageways and Footways

- 2.4. The Site is located on the southern side of High Road (A105), Wood Green in the borough of Haringey. The Site is not located on a 'red route', with the closest being the A10 to the east of the Site, with additional red routes the A503 (Seven Sisters Road) to the south and the A406 (North Circular) to the north. However, High Road is designated as an A-Road (A105), with the closest linkage to the red route via the A1080 (Westbury Avenue & The Roundway) from the A10 (east). Outside the front of the Site (east) is a wide pavement although there is no parking available immediately outside the Site. To the south is a disabled parking bay and large loading bay and on the opposing pavement are electric charging bays. Adjacent to the loading bay to the south of the Site is a narrow alley that leads to the rear of the Site.
- 2.5. To construct the development, it is proposed that the pavement outside the Site will be partially closed off to allow for a temporary loading bay. This partial closure will be in place for the duration of the works to allow for vehicle access for loading and unloading, waste removal, etc. This closure will be pre-arranged with LBH, the highways authority, and the local police. This partial pavement closure will allow for pedestrian traffic to continue outside the Site and will not impact on local transport services. The partial pavement closure will be hoarded to prevent pedestrian access and there will be a conveyor belt (enclosed) above the retained pedestrian walkway for site waste removal.
- 2.6. There is no requirement for the full suspension of the footpath along High Road. Hoarding and scaffolding (in the form of a gantry over the pedestrian footpath) will be required external to the site boundary along the eastern boundary (High Road). Relevant gantry, hoarding and scaffolding licenses will be required to enable the partial blocking of the pedestrian footway on High Road and these will be obtained from the Council prior to implementation.
- 2.7. There will be a gantry over a section of the footpath of High Road adjacent to the Site (see Figure 4.1.1) with a conveyor at a minimum 2.3 metres height. The conveyor will be fully enclosed in timber and used to move waste materials from the Site to the wait and load vehicle parked in the temporary loading bay. There will be a gantry on the pavement by the kerb to support the end of the high level hoarded conveyor.
- 2.8. It is proposed to use wait and load vehicles to remove waste from the Site. These will park in the suspended loading bay and beneath the waste chute.
- 2.9. At all times access to neighbouring properties will be maintained.

Railway/Underground

- 2.10. There are no rail lines/underground lines that will be affected by the proposed works. The Piccadilly Line runs north to south to the east of the Site, with the Turnpike Lane Underground Station approximately 120m to the south of the Site.

Bus Routes

2.11. There are a number of bus routes that pass along High Road, with the closest bus stop to the Site approximately 40m away on the opposing side of the road, near the junction of High Road/Coleraine Road (Bus routes: 67, 121, 123, 184, 221, 230, 232, 329, N91 and W4). The closest bus stop on the northbound side of High Road is approximately 80m to the north and serves the 29, 144 and N29 routes. However, with the installation of a temporary loading bay on the pavement adjacent to the Site it is not anticipated that there will be any disruption to these services from Site works.

Cycling

2.12. There is no designated cycle lane on High Road. Cycle safety will be maintained using banksmen for the manoeuvring of large vehicles into and out of the suspended loading bay outside the Site.

2.13. There are 3No. cycle rails outside the Site that are proposed to be removed for the temporary installation of a loading bay. Contact will be made with the relevant officer at the Highway Authority with regard to temporarily relocating these cycle rails for the duration of the works, if required.

Position of nearby trees/obstructions

2.14. Other than the cycle rails proposed to be removed, there are no trees or other obstructions on the High Road that could be damaged during the proposed works.

Considerations and Challenges

2.15. The development of 21 – 23 High Road is located on a commercial/residential thoroughfare and, as such, presents a number of issues and challenges. These have been fully considered below. Planned measures to mitigate any potential conflicts or challenges are discussed in Section 5.

Local Policy:

2.16. The policy and procedures set out in the London Borough of Haringey (LBH) Planning Obligations: Supplementary Planning Document (March 2018) will be followed at all times during construction and in line with best practice.

Local Parking/Loading

2.17. The wide pavement outside the property on High Road will need to be partially closed for the duration of the works to allow for vehicle access for loading and unloading, waste removal, etc.

2.18. There are no parking bays along the adjacent carriageway for local residents/visitors, however there are 2No. electric vehicle charging points on the pavement opposite the Site. These will not be affected by the proposed

works. The disabled parking bay and loading bays to the south of the Site will also not be affected by the proposed works.

- 2.19. The partially suspended pavement is required to accommodate access for vehicles during deliveries/collections and waste removal vehicles, without causing an obstruction to the highway. The full width (5.25m) of the road will be retained at all times for passing traffic by the strict monitoring of parking within the temporary loading bay whilst vehicles are temporarily parked.

Site Operations

- Monday to Friday – 8:00am to 6:00pm
- Saturdays – 8:30am to 1:00pm
- No works will take place on Sundays or Bank Holidays

Material and plant storage

- 2.20. Materials will be delivered on an ‘as required’ basis and stored on the site (limited storage will be available within the existing on-site buildings).
- 2.21. There will be no materials or plant stored on the public highway.

Welfare Facilities

- 2.22. All welfare will take place within the site boundaries using existing on-site facilities (shown on the Site Plan – Figure 2.2.3). There is no need for construction of temporary accesses and there will be no use of the highway for welfare facilities.

Local Businesses

- 2.23. High Road is a predominantly commercial thoroughfare, with some residential units above commercial stores. As the proposed pavement suspension does not include any existing loading bays. It is considered that businesses around the Site are unlikely to be affected by the proposed works.

Schools/Hospitals

- 2.24. There are no schools or hospitals in the local area that would be affected by the proposed works.

Other Construction Sites

- 2.25. Due to the scale of the proposed works, it is unlikely that works at the Site can be co-ordinated with larger construction sites in the local area.

Communications Strategy:

2.26. Liaison with occupiers of neighbouring properties and businesses will be undertaken prior to and during the construction works. A letter will be sent to all local residents and businesses to inform of the proposed works (see Appendix A). If there is any damage, liability insurance will be in place for any such eventualities.

2.27. The following communication measures and liaison strategy will be implemented:

- Person appointed to deal with complaints (see below);
- All staff and subcontractors briefed on noise mitigation and permitted hours for noisy works/high impact activities;
- Communication of project works with key stages, potential noise and vibration issues and mitigation steps being undertaken to minimise impact;
- Liaise with nearby construction sites to minimise overall impact/disruption; and
- Undertaken meetings with residents/resident association (where exist).

Contact Information:

Contact address and full details for the person submitting the CMLP:

Contact Name:	Colin Buchanan
Name of Company:	Create Consulting Engineers Ltd
Address:	109-112 Temple Chambers, 3-7 Temple Avenue, London, EC4Y 0HP
Telephone:	020 7822 2300
Email:	colin.buchanan@createconsultingengineers.co.uk

Contact address and full details for the main contractor responsible for undertaking the works on site:

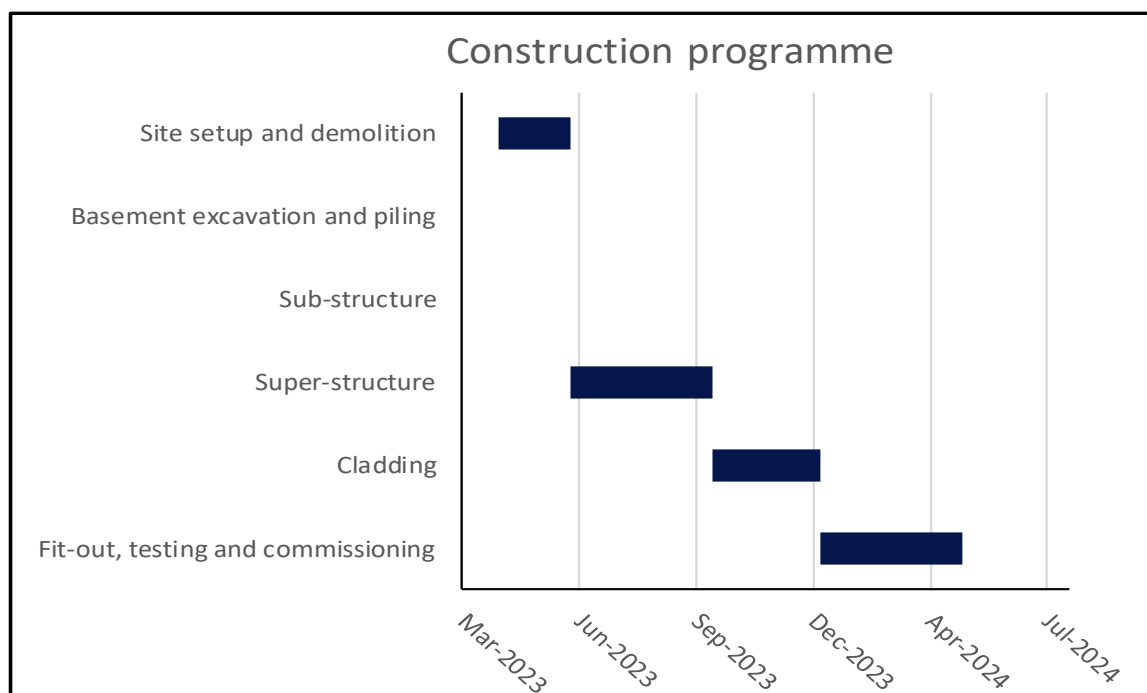
Contact:	TBC
Name of Contractor:	
Address:	
Telephone:	
Email:	

Contact address and full details for the project manager responsible for undertaking the works on site:

Name of Project Manager:	TBC
Name of Company:	
Address:	
Telephone:	
Email:	

3. CONSTRUCTION PROGRAMME AND METHODOLOGY

- 3.1. The development has been granted planning permission and is currently expected to commence in April 2023, anticipated to be completed within 14 months, as detailed below:



Construction phase	Start	End
Site setup and demolition	Apr-2023	Jun-2023
Basement Excavation / Sub-structure (not applicable)	-	-
Construction (super-structure)	Jun-2023	Oct-2023
Cladding	Oct-2023	Jan-2024
Fit-out, testing and commissioning	Jan-2024	May-2024

Site Setup and Demolition:

- 3.2. Site establishment is expected to take 1 week, with demolition and clearance expected to take 8 weeks.

Construction:

- 3.3. Construction of the Site, including the expansion of the existing building and external works, is expected to take 34 weeks.

Fit Out Works:

- 3.4. Fit out works are expected to take 20 weeks.

4. VEHICLE ROUTING AND ACCESS

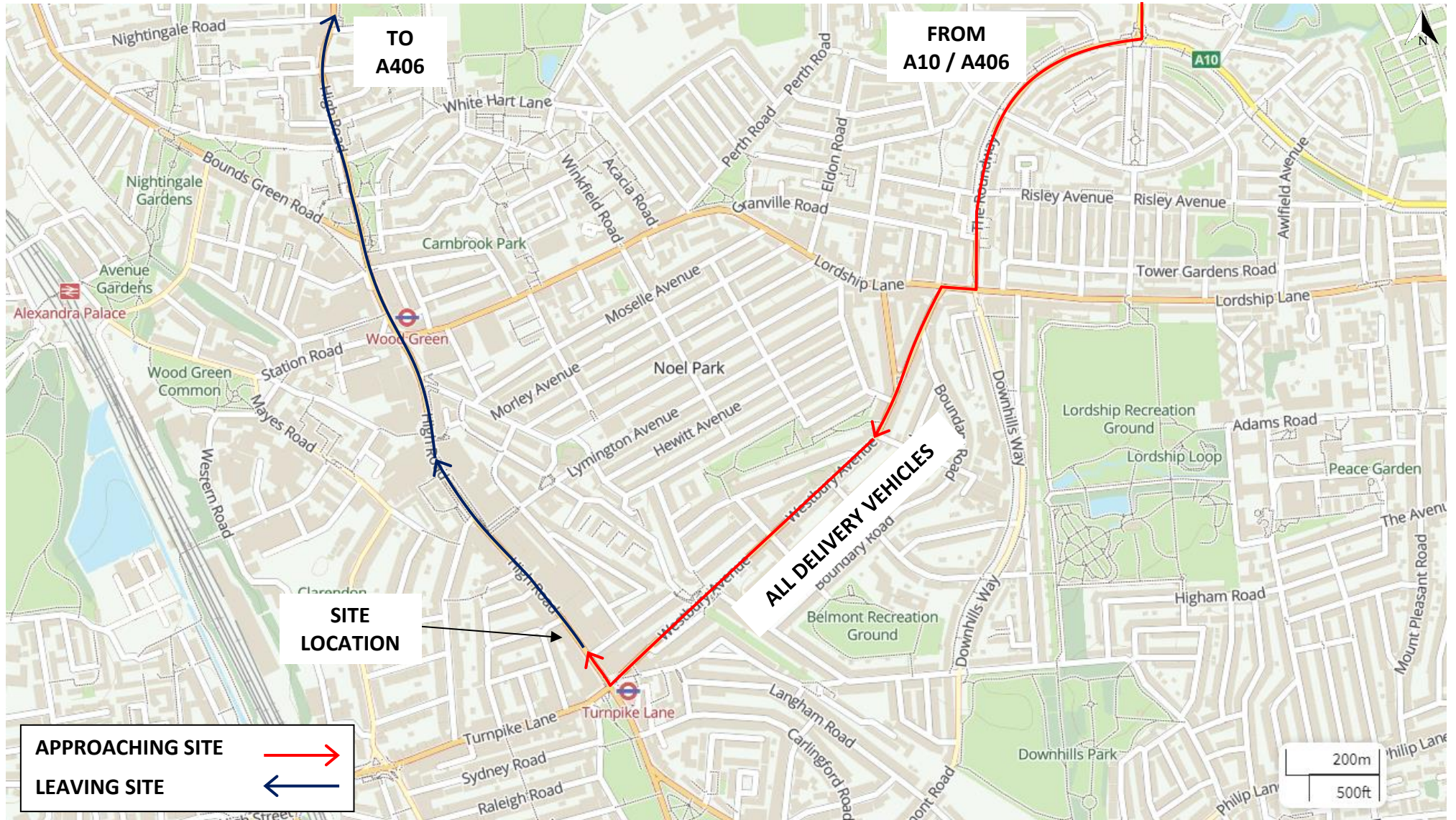
- 4.1. Consideration has been given to weight restrictions, low bridges and cumulative impacts of construction (including nearby construction sites) on the public highway network when planning routes and timings for deliveries and removals from site. Consideration has also been given to any major trip generators (e.g., schools, offices, public buildings, museums, etc.) on the routes. There will be no public access to the Site during the demolition or construction works.
- 4.2. High Road is on a commercial and residential thoroughfare. Demolition and construction traffic for the Site will approach High Road from the south, turning right from Westbury Avenue/The Roundway (A1080) from the nearest red route (A10). The vehicles will enter High Road from Westbury Avenue in forward gear, pulling into the temporary loading bay (under banksman control) in forward gear and unloading/loading as required. The vehicles will then leave the site in forward gear from the temporary loading bay and continue north along High Road towards the A406 (North Circular) carriageway. Vehicles will not be permitted to reverse into the loading bay due to anticipated high levels of road traffic. Whilst loading/unloading, the vehicles will temporarily park in the hoarded loading bay in front of the Site. No vehicles will approach the Site from the north (A105).
- 4.3. Due to the high density of traffic anticipated along High Road, no vehicles greater than 7.5t will be utilised for deliveries/collections as it will be required that all vehicles arriving to Site will be able to pull into the temporary loading bay in forward gear.
- 4.4. A full roadway width of 5.25 metres will be maintained past the suspended loading bays at all times.
- 4.5. The following maps show the area around the development site. Figure 4.1.1 shows a local plan with the vehicle routes through London highlighted. These routes follow the Transport for London Road Network until the final approach to the site where local roads are used for access.
- 4.6. Figures 4.1.1 to 4.1.4 show the Site layout during construction and various vehicle tracking into and out of the Site, taking into account local area constraints.
- 4.7. All vehicles will approach the Site from the south, leaving north along High Road which directly links to the A406 red route, providing the most practicable connections to the London road network (see Figure 4.1.1).
- 4.8. Details of the parking and loading arrangements for construction vehicles associated with the site will be clearly communicated to all parties prior to arrival at the Site.
- 4.9. Relevant gantry, hoarding and scaffolding licenses will be obtained for the Site from the Council.

All Delivery/Waste Removal/Site Vehicles

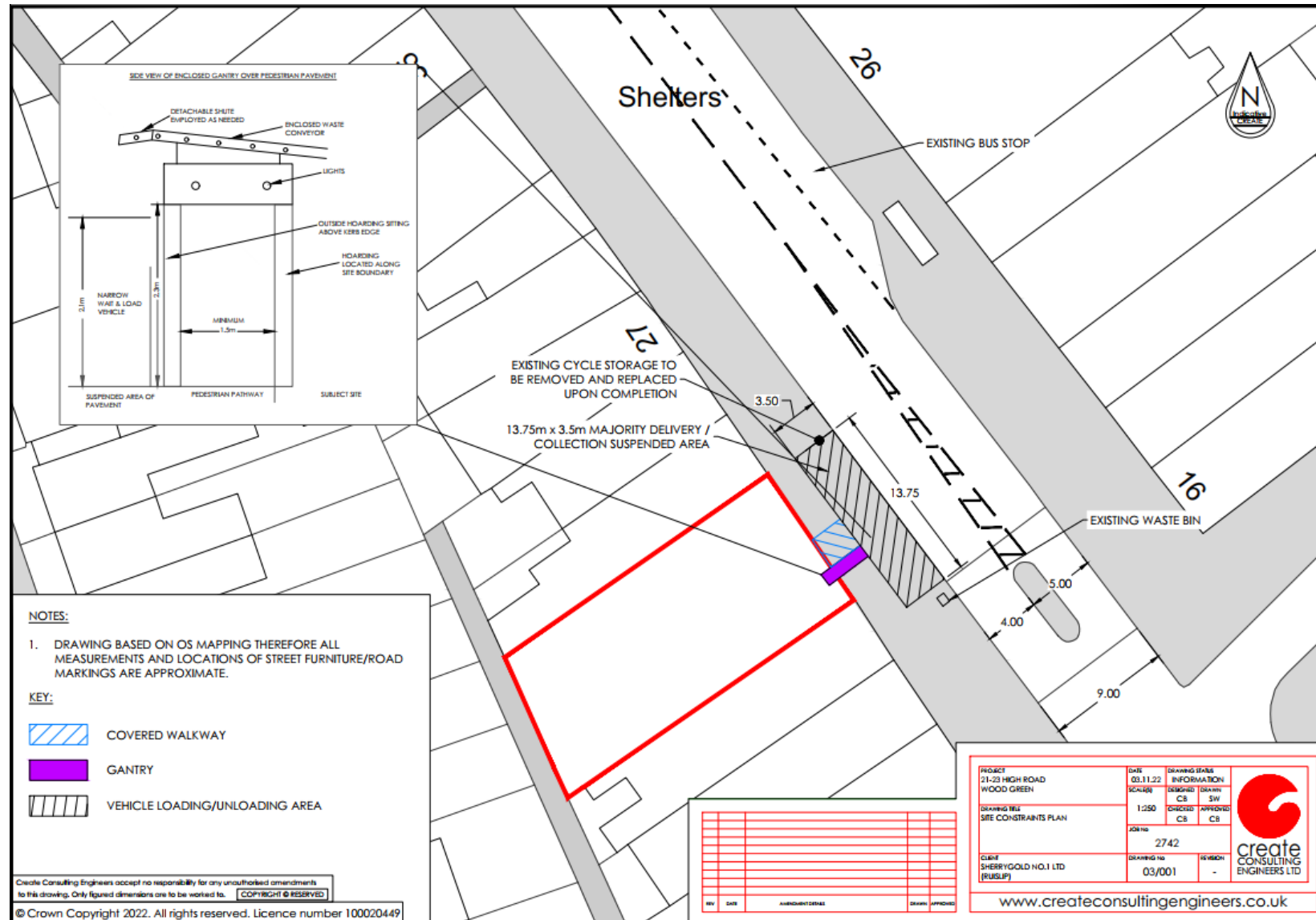
- 4.10. All vehicles are to temporarily park within the temporary loading bay and then exit in forward gear and proceed unhindered along High Road. See Figures 4.1.2 to 4.1.4.

- 4.11. During the demolition works, wait and load vehicles will be used to remove waste materials (see Figure 4.1.2). During construction works and fit out, small tipper vehicles will be used for waste removal (see figure 4.1.3).
- 4.12. Banksman will be present at all times during the demolition and construction process to manage the safe access and egress of construction vehicles and ensure the safety of pedestrians, cyclists and other road users. This, along with strictly scheduled arrival management system, will minimise disruption or delays of other road users on High Road.
- 4.13. It is anticipated that Banksman will be available to provide assistance to other road users (on High Road) in the vicinity of the site should they be required to enable them to pass by safely, especially with vehicle access/egress.
- 4.14. It is proposed that all demolition and construction traffic will avoid other residential streets wherever possible.

4.14.1. Local Vehicle Routing



4.14.2. CCEL Drawing 2742_03_001 Site Constraints Plan



Side View of Enclosed Gantry over Pedestrian Pavement

- DETACHABLE CHUTE EMPLOYED AS NEEDED
- ENCLOSED WASTE CONVEYOR
- LIGHTS
- OUTSIDE HOARDING SITING ABOVE KERB EDGE
- HOARDING LOCATED ALONG SITE BOUNDARY
- 2.1m NARROW WASTE & LOAD VEHICLE
- 2.3m
- MINIMUM 1.5m
- SUSPENDED AREA OF PAVEMENT
- PEDESTRIAN PATHWAY
- SUBJECT SITE

NOTES:

- DRAWING BASED ON OS MAPPING THEREFORE ALL MEASUREMENTS AND LOCATIONS OF STREET FURNITURE/ROAD MARKINGS ARE APPROXIMATE.
- DETACHABLE CHUTE OVER VEHICLE ONLY WHEN VEHICLE IS IN PLACE FOR WASTE REMOVAL. CHUTE TO BE REMOVED UPON VEHICLE DEPARTURE.

KEY:

- WHEEL ROUTE
- VEHICLE OVERHANG
- COVERED WALKWAY
- GANTRY
- VEHICLE LOADING/UNLOADING AREA

THE VEHICLE TRACKS SHOWN WERE PRODUCED USING VEHICLE TRACKING 2023 AND ARE INDICATIVE OF THE MOVEMENTS ACHIEVABLE FROM THE VEHICLE TYPE SHOWN. NO GUARANTEE IS GIVEN THAT THE TRACK RUNS SHOWN ARE ACTUALLY ACHIEVABLE BY ALL INDIVIDUAL MAKES AND MODELS OF SIMILAR TYPES VEHICLES USING THE ILLUSTRATED ROUTES.

Small Tipper 3.5T	5.260m
Overall Length	1.900m
Overall Width	2.377m
Min Body Ground Clearance	0.300m
Track Width	1.798m
Lock to lock time	4.0s
Kerb to Kerb Turning Radius	5.800m

Site Plan Details:

- 13.75m x 3.5m MAJORITY DELIVERY / COLLECTION SUSPENDED AREA
- EXISTING BUS STOP
- EXISTING WASTE BIN
- 5.00m
- 4.00m
- 9.00m

PROJECT INFORMATION:

DATE	03.11.22	DRAWING STATUS	INFORMATION
DESIGNED	CB	SW	
CHECKED	CB	APPROVED	CB

CLIENT: SHERRYGOLD NO.1 LTD (RUSLP)

PROJECT: 21-23 HIGH ROAD WOOD GREEN

DRAWING REF: CONSTRUCTION ACCESS SWEEP PATH ANALYSIS - SMALL TIPPER

SCALE: 1:250

JOB No: 2742

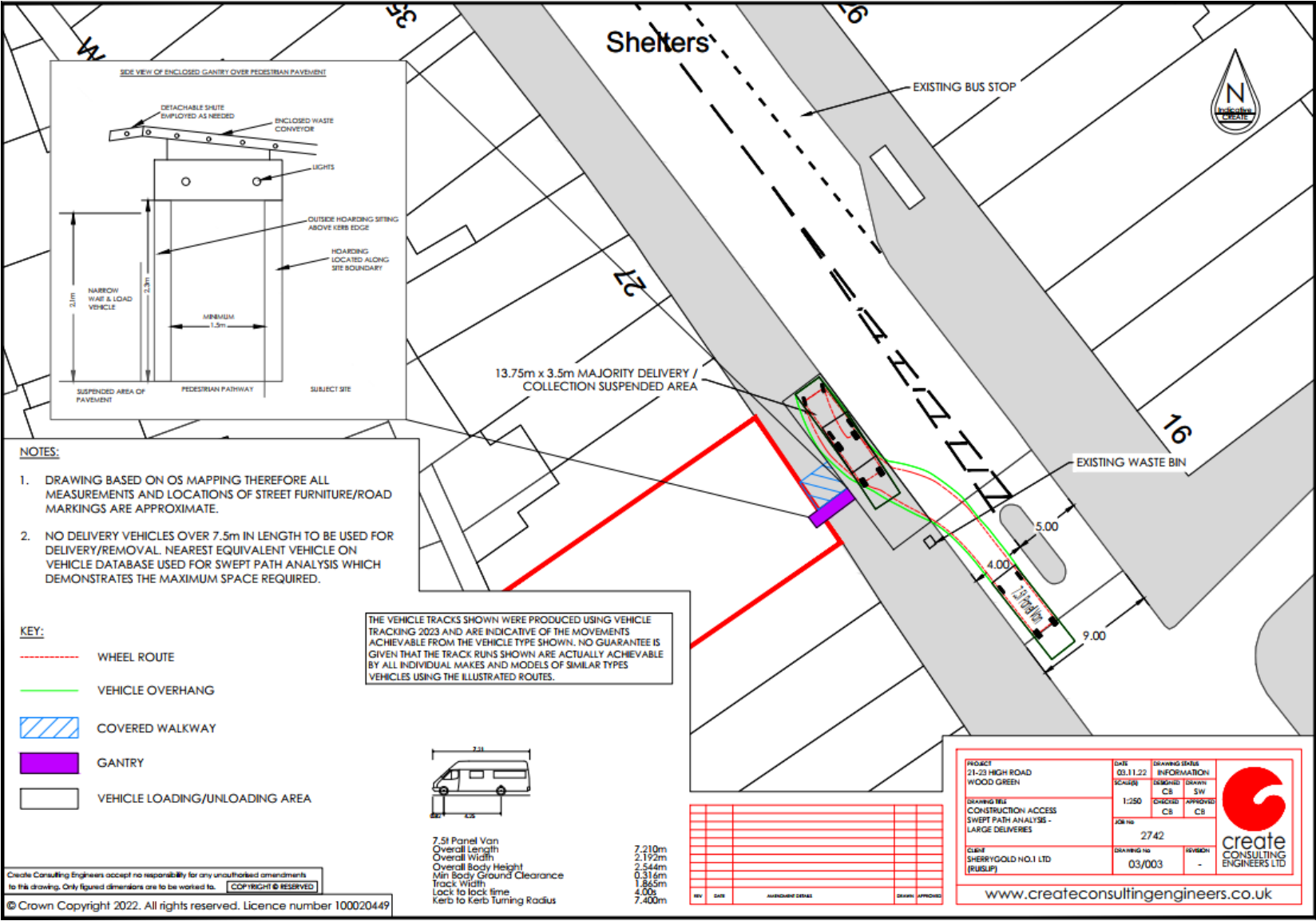
DRAWING No: 03/002

REVISION: -

create CONSULTING ENGINEERS LTD

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4.14.4. CCEL Drawing 2742_03_003 Large Delivery Swept Path Analysis



5. STRATEGIES TO REDUCE IMPACTS

- 5.1. This section outlines the measures that are proposed to be implemented in order to reduce the environmental impact, road risk, congestion and cost of the development. As a *Low impact* Site, the below table outlines the measures considered.

Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery Scheduling		X	
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries		X	
Use of holding areas and vehicle call off areas		X	
Use of logistics and consolidation centres		X	
Vehicle choice			X
Measures to encourage sustainable freight			
Freight by water			X
Freight by rail			X
Material procurement measures			
DFMA and off-site manufacture			X
Re-use of material on Site		X	
Smart procurement		X	
Other Measures			
Collaboration with other Sites in the area			X

- 5.2. Measures influencing construction vehicles and deliveries

Safety and environmental standards and programmes

- 5.3. All drivers will be required to be accredited with the Fleet Operator Recognition Scheme (FORS), Silver Level. Drivers will have undertaken cycle awareness training and vehicles associated with the development will need to have sideguards fitted (unless demonstrably unable to do so); have close proximity warning systems fitted, external warning devices, rear facing CCTV camera (or Fresnel Lens); have a Class VI mirror; and have prominent signage warning cyclists of the dangers of 'undertaking' on the inside of such vehicles.
- 5.4. The amount of traffic and the level of disturbance to the public will be kept to a minimum – this will be continually reviewed through the monitoring process. Vehicles are only allowed to stop at the site when loading/unloading goods or materials or when actively engaged on construction activities and then only in the area designated.
- 5.5. A reporting system will be implemented by the Site Manager to ensure that all collisions and accidents involving vehicles associated with the development are documented and reported to the Project Manager and relevant third parties.

- 5.6. The adjoining public carriageway (High Road) will be assessed on a daily basis throughout the works to ensure that it is kept clean and free from obstructions and cleaned as required.
- 5.7. Photographs will be taken of the condition of public highway along High Road that may be affected by construction vehicle movements before commencement of the works.

Adherence to designated routes

- 5.8. All contractors, delivery companies and visitors will be provided with a copy of this CMP and made aware of the route and site restrictions prior to undertaking a journey.
- 5.9. Site briefings will be held for all site staff outlining the requirements and restrictions.
- 5.10. Construction staff will be encouraged to travel to the site by sustainable mode of transport and will not be permitted to park on the roads adjacent to the Site.
- 5.11. This CMP will be issued to all organisations accessing the site; failure to comply will result in the contractor, or sub-contractor, being banned from the site.

Delivery Scheduling

- 5.12. There will be a booking system for all deliveries controlled by the Site Manager. The use of Just-In-Time (JIT) vehicle movements will be actively managed, with hauliers arriving before their allocated time being moved on.
- 5.13. Banksman will be available to direct construction traffic in and out of the temporary loading area, where required.
- 5.14. It is anticipated that Banksmen will be available to provide assistance to other road users in the vicinity of the site to enable them to pass by safely, especially with vehicle access/egress

Re-timing for out of peak/out of hours deliveries

- 5.15. Bearing in mind the nearby residential properties and overall restrictions in the area of the site, the working hours during which deliveries will be permitted on site are as follows:
 - Monday to Friday – 10:00am to 15:00pm
 - No deliveries will take place on Saturdays, Sundays or Bank Holiday

Re-timing for out of hours deliveries

- 5.16. Should out of hours deliveries be required, the developer will seek planning permission in line with the appropriate guidance.

Use of holding and vehicle call off areas

- 5.17. There are no areas for waiting vehicles on route to the Site, all demolition and construction vehicles will need to be co-ordinated and restricted to one vehicle on Site at any one time.
- 5.18. The use of JIT vehicle movements will be actively managed. Vehicles **must not** wait in the area before or after making deliveries/collections. Deliveries are required to be JIT with hauliers arriving before their time being moved on.
- 5.19. If the access to the Site is blocked by illegally parked vehicles, the vehicles will be moved on prior to the scheduled arrival, or the scheduled arrival will be delayed until the vehicle has moved.

Use of logistics and consolidation centres

- 5.20. The final decision on the use of a consolidation service will be made when a contractor is appointed.

Vehicle choice

- 5.21. There is no on-site parking and no immediate on-street parking in the area. All site staff will be encouraged to travel to the site by sustainable mode of transport and will not be permitted to park on-site.
- 5.22. Visits by the professional supervision, and other parties involved in the project (i.e. consultants in charge of the Project Management, H&S, Building Control etc.) will be required to travel via public transport where possible, or to park in public car parks if car use is essential.
- 5.23. Measures to encourage sustainable freight:

Freight by water

- 5.24. There are no suitable rivers or canals in close proximity to the Site suitable to consider freight by water.

Freight by rail

- 5.25. It is considered that use of nearby rail lines is not feasible due to the disruption to the commuter lines that would have to occur in order to use the rail lines for freight to the Site.
- 5.26. Material procurement measures

DFMA and off-site manufacture

- 5.27. The option of off-site construction will be discussed upon appointment of a contractor and used where possible.

Re-use of material on Site

- 5.28. A number of measures will be explored to re-use material on Site. These will be decided upon in agreement with the contractor. Measures will be considered to recycle material in order to decrease environmental impacts and also to reduce the number of vehicles required to remove and deliver material from/to site. However, there is limited on-site storage capability and, as such, opportunity for on-site re-use would be limited.

Smart procurement

- 5.29. The contractor will investigate local sources for materials as well as considering who other developers in the area are using in order to potentially consolidate deliveries, though the scope of the development makes this form of collaboration unlikely.

- 5.30. Other measures

Collaboration with other Sites in the area

- 5.31. The contractor will pro-actively manage any potential cumulative traffic impacts with other developments in the local area during the construction period as they will monitor new schemes and ensure they work together.
- 5.32. Regular communications will be maintained with affected neighbours regarding site activity, deliveries and traffic. Should there be any complaints, local residents will be able to call personally to the site offices. A record will be kept of all comments/complaints.

Staff travel

- 5.33. There is no on-site parking and although there is limited on-street parking in the area, all site staff will be encouraged to travel to the site by sustainable mode of transport and will not be permitted to park near the site.
- 5.34. Use of private cars for commuting will be last resort if sustainable modes of transport are not a realistic option, with car sharing encouraged over single-occupancy trips. It is acknowledged that the transportation of tools and heavy equipment may require the use of vans by specific sub-contractors. If needed, site operatives will have to be made aware that they cannot park lawfully in the vicinity unless they use off-street car parks, Pay & Display bays or permission-to-park permits (formerly known as traders' permits). The latter are only valid for one specific street for a given time, for resident or resident shared-use bays within the local Controlled Parking Zones.
- 5.35. To support active travel modes further, the site may have a temporary cycle rack for that being removed so that any operatives wishing to cycle to and from the site can do so.

Wheel washing requirements

5.36. There is no requirement for a wheel wash. The temporary loading bay will be regularly inspected and if required, this area will be cleaned/cleared of any debris.

Local infrastructure and flora

5.37. There are no local trees proximal to the Site that could be affected by vehicle movements.

6. ESTIMATED VEHICLE MOVEMENTS

6.1. Details of the sizes, types and frequencies of vehicles which are expected to access the suspended areas on High Road adjacent to the Site for demolition and construction are summarised below:

Site Staff

Size and types of vehicle: Cars.
Location: No on-site parking will be available. All staff will need to use nearby public parking or use public transport.
Frequency: N/A

Waste/Demolition Material Removal (Demolition & Construction)

Size and types of vehicle: Small Tipper Wait and Load vehicle (5.25m x 1.9m).
Location: Accessing Site through suspended area of pavement on High Road.
Control: Access restricted to one vehicle at any one time. Vehicles will arrive to Site from the south and pull into temporary loading bay adjacent to Site. The vehicle will then leave the site in forward gear from the loading bay and process north along High Road (see Figure 4.1.3 in Section 4).
Frequency: c. 2 per day (Demolition Phase) / c. 3 per week (Construction Phase)
Dwell time: Up to 60 minutes

Deliveries

Size and types of vehicle: Large delivery vehicles (7.2m by 2.2m).
Location: Accessing Site through suspended area of pavement on High Road.
Control: Access restricted to one vehicle at any one time. Vehicles will arrive to Site from the south and pull into temporary loading bay adjacent to Site. The vehicle will then leave the site in forward gear from the loading bay and process north along High Road (see Figure 4.1.4 in Section 4).
Frequency: 1 to 2 per day (Construction and Demolition Phase), 2 per week thereafter
Dwell time: 30-60 minutes

6.2. Consideration has been given to weight restrictions, low bridges and cumulative impacts of construction (including neighbouring construction sites) on the public highway network when planning routes and timings for deliveries and removals from site. Consideration has also been given to any major trip generators (e.g., schools, offices, public buildings, museums, etc.) on the routes. There will be no access to the site during the demolition or construction works.

6.3. High Road is on a commercial and residential thoroughfare. Demolition and construction traffic for the Site will approach High Road from the south, turning right from Westbury Avenue/The Roundway (A1080) from the nearest red route (A10). The vehicles will enter High Road from Westbury Avenue in forward gear, pulling into the temporary loading bay (under banksman control) in forward gear and unloading/loading as required. The vehicles will then leave the site in forward gear from the temporary loading bay and continue north along High Road towards the A406 (North Circular) carriageway. Vehicles will not be permitted to reverse into the

loading bay due to anticipated high levels of road traffic. Whilst loading/unloading, the vehicles will temporarily park in the hoarded loading bay in front of the Site. No vehicles will approach the Site from the north (A105).

- 6.4. Due to the high density of traffic anticipated along High Road, no vehicles greater than 7.5t will be utilised for deliveries/collections as it will be required that all vehicles arriving to Site will be able to pull into the temporary loading bay in forward gear.
- 6.5. With regard to waste removal, open back delivery lorries with a dwell time of 30-45 minutes will be used. This will not affect the public highway. During wait and load operations, all vehicles' engines will be turned off.
- 6.6. All vehicles will be Ultra Low Emission Zone (ULEZ) compliant vehicles (e.g. Euro 6 and Euro VI).

7. IMPLEMENTING, MONITORING AND UPDATING

- 7.1. This Outline CMP cannot include a detailed and defined description of how the CMP will be implemented, monitored and updated. Once a Contractor has been appointed, the outline CMP will be able to be updated and provided with Contractor details and will become a working document that will be monitored and, if required, updated further.
- 7.2. The information provided sets out the anticipated traffic movements, impacts and management are subject to approval by the council.
- 7.3. However, the following strategy can be confirmed at this stage.
- 7.4. The Site Manager will be in charge of implementing the Detailed CMP. Their job description will include collecting data on:
- Number of vehicle movements to site; collected through a delivery booking-in system;
 - Vehicle type/size/age;
 - Time spent on site;
 - Consolidation centre utilization (if applied);
 - Delivery/collection accuracy compared to schedule;
 - Breaches and complaints;
 - Vehicle routing;
 - Unacceptable queuing;
 - Unacceptable parking;
 - Supplier FORS accreditation;
 - Low Emissions Zone (LEZ) compliance;
 - Safety;
 - Logistics-related accidents;
 - Record of associated fatalities and serious injuries;
 - Ways staff are travelling to site;
 - Vehicles and operations not meeting safety requirements;
 - Description of the contractor's handbook; and
 - Description of the driver's handbook
- 7.5. The data collected will be reported back to the Client and with full transparency to local government.
- 7.6. The primary consultees during the course of the construction works will be:
- London Borough of Haringey;
 - Local residents; and
 - Local development sites (during the mobilisation period immediately following Contractor appointment, informing them of what will be happening and providing contact names and telephone numbers).

Contact address and full details for the person responsible for dealing with and complaints from local residents or businesses and community liaison:

Name of Contact: TBC
Name of Company: TBC
Address:
Telephone:
Email:

Or

Contact Name: Colin Buchanan
Name of Company: Create Consulting Engineers Ltd
Address: 109-112 Temple Chambers, 3-7 Temple Avenue,
London, EC4Y 0HP
Telephone: 0207 822 2300
Email: colin.buchanan@createconsultingengineers.co.uk

APPENDICES

APPENDIX A



Our ref: CB/VL/P22-2742

Winter 2022

The Occupier

Dear Sir/Madam

21-23 HIGH ROAD, WOOD GREEN, LONDON – PLANNED REDEVELOPMENT – COMMUNITY NOTIFICATION

Create Consulting Engineers Ltd (Create) has been commissioned to prepare a Construction Management Plan (CMP) for 21-23 High Road, Wood Green, London in the Borough of Haringey.

As part of the planning for the works there is a requirement to produce a CMP which will detail the site, the proposed development, the key individuals and companies involved and the activities proposed on site.

As part of the process, requirements will be reviewed and assessed to ensure that best practice and lowest impacts are strived for at all times including high levels of community liaison and communication.

This letter details the proposed works and timings for the project and provides you with contact details for both site management and consultants should you wish to contact them to raise any concerns or have any questions.

The development proposals are described as follows:

Single -storey roof extension above the existing buildings to provide a total of 7 self-contained flats.

The development is expected to commence in Spring of 2023 and be completed in 14 months.

Contact address and full details for the persons responsible for dealing with and complaints from local residents or businesses and community liaison during Stage 1 works is:

Name of Site Contact: TBC
Name of Company:
Company Address:
Telephone:
Email:

Or

Name of Consultant Contact: Colin Buchanan
Name of Company: Create Consulting Engineers Ltd
Company Address: 109-112 Temple Chambers
3-7 Temple Avenue
London EC4Y 0HP
Telephone: 0207 822 2300
Email: colin.buchanan@createconsultingengineers.co.uk

The developers, contractor and consultants would welcome feedback from local residents both before, during and after these works have been completed, so please feel free to contact the above representatives should you have any questions or concerns or should you require to see a copy of the Construction Logistics Plan.

Yours sincerely



Colin Buchanan
Technical Director
Create Consulting Engineers Ltd