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Braemar Avenue Ltd.

Braemar Avenue Church

Outline Construction Logistics Plan

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1 INTRODUCTION

- 1.1 This Outline Construction Logistics Plan (CLP) has been prepared by TTP Consulting in relation to the development proposal for Braemar Avenue Church, in the London Borough of Haringey.
- 1.2 The purpose of this CLP is to plan the construction logistics to reduce environmental impact, road risk, congestion and cost. It has been prepared with reference to Transport for London's (TfL) Construction Logistics Plan guidance. TTP are qualified to advise having completed the CLP Advanced Practitioner Course.
- 1.3 This Outline CLP accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme. TfL's guidance states that Outline CLPs should be prepared during the planning approval stage for medium and higher impact developments and that for lower impact sites details can be included within the Transport Assessment. It is a live document that will be updated. A Detailed CLP will be submitted by the contractor. The planned measures that are committed to in this document will be secured by planning condition or, where applicable, written into the Section 106 agreement, with reference to a Detailed CLP to be produced prior to construction.

CLP Objectives

- 1.4 The overall objectives of this Outline CLP are to:
- Lower emissions.
 - Enhance safety - Improved vehicle and road user safety.
 - Reduce congestion - Reduced trips overall, especially in peak periods.
- 1.5 To support the realisation of this objective, several sub-objectives have been set 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 or smaller vehicles.
 - Managing the on-going development and delivery of the CLP with construction contractors.
 - Communication of site delivery and servicing facilities to workers and suppliers.
 - Minimise the time vehicles spend on the public highway outside the site on Braemar Avenue.
 - Effectively manage pedestrian and cyclist safety on Braemar Avenue.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy and Guidance

Traffic Management Act (2004)

- 2.1 Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes Transport for London's (TfL) role to manage certain areas of the Greater London route network.

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) was most recently updated in July 2021 setting out the Government's planning policies for England and how these are expected to be applied. Paragraph 110 advises that:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

- 2.3 Paragraph 111 advises that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Mayor's Transport Strategy

- 2.4 The Mayor's Transport Strategy was adopted in March 2018. It sets out a determination for London to become a city where walking, cycling and green public transport become the most appealing and practical choices for many journeys. There is a need for active travel to support the health and wellbeing of Londoners to help to reduce congestion and enable the most efficient use of valuable street space.
- 2.5 The document describes Construction Logistics Plans as a travel plan that aims to improve the sustainability of construction freight movements by establishing site management and procurement processes to reduce the impact of construction traffic on the street network, number of deliveries required, while ensuring remaining deliveries are made as safely as possible and in an environmentally friendly way.
- 2.6 The Mayor requires all new development proposals to demonstrate through their Construction Logistics Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes.

London Plan

- 2.7 The London Plan (March 2021) describes that Construction Logistics Plans will be required and should be developed in accordance with TfL guidance and in a way which reflects the scale and complexities of developments. It also states that development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites. Furthermore, during the construction phase of development, inclusive, and safe access for people walking or cycling should be prioritised and maintained at all times.
- 2.8 Construction Logistics Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective they should be monitored and managed throughout the construction and operational phases of the development.
- 2.9 To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions.

- 2.10 The Healthy Streets Approach outlined in the London Plan puts improving health and reducing health inequalities at the heart of planning London's public space. The Healthy Streets Approach seeks to enable the delivery of new homes and jobs whilst creating vibrant neighbourhoods that are appealing places to walk, cycle and spend time. Policy T2 'Healthy Streets' describes the indicators which are needed in order to create pleasant and attractive environments. The dominance of vehicles should be reduced by using design to ensure slower vehicle speeds and safer driver behaviour, in line with the Mayor's Vision Zero ambition.
- 2.11 The Mayor's Vision Zero seeks to reduce road danger so that no deaths or serious injuries occur on London's streets. This will be achieved by designing and managing a street system that accommodates human error and ensures impact levels are not sufficient to cause fatal or serious injury. This will require reducing the dominance of motor vehicles and targeting danger at source. Vision Zero is described as a programme where the following needs to be achieved: safer road user behaviours through education, engagement and enforcement, and improved vehicle safety including banning most dangerous HGVs/HGV Direct Vision.

Healthy Streets

- 2.12 The Healthy Streets document makes specific reference to CLPs, *"Construction phase of any development will have an impact on the surrounding community, including safety, environmental and congestion impacts on the road network. Impact varies depending on the size, timescale and location of the development."*

Vision Zero

- 2.13 An approach to road danger reduction that works towards the elimination of road traffic, deaths and serious injuries by reducing the dominance of motor vehicles on London's streets.

Haringey Development Management Plan

- 2.14 The Development Management Policies DPD was adopted in June 2017 and sets out criteria-based policies against which planning applications will be assessed. Policy SP11 'Design' describes that new development should enhance and enrich Haringey's built environment by ensuring impacts on health, climate change, natural resources and biodiversity are minimised by adopting and improving sustainable design and construction techniques.

Sustainable Design & Construction Supplementary Planning Document

- 2.15 The Sustainable Design & Construction SPD was adopted in March 2013. Section 9 focuses on construction methods.

Transport for London Construction Logistics Planning Guidance

- 2.16 The TfL guidance document seeks to establish a standardised approach to preparing and assessing CLP type documents. It includes details of technical requirements, planned measures that should be considered, implementation and monitoring, and how the impact on the community should be addressed.
- 2.17 The purpose of the Construction Logistics Plan guidance is to ensure that CLPs of high quality are implemented to minimise the impact of construction logistics on the road network. Well-planned construction logistics will reduce:
- Environmental impact: Lower vehicle emissions and noise levels;
 - Road risk: Improving the safety of road users;
 - Congestion: Reduced vehicle trips, particularly in peak periods; and
 - Cost: Efficient working practices and reduced deliveries.

Construction Logistics and Community Safety (CLOCS)

- 2.18 The CLOCS primary mission is to ensure that all construction vehicle trips are undertaken safely. The key aims are as follows:
- Ensuring the safest construction vehicle journeys;
 - Zero collisions between construction vehicles and the community;
 - Improved air quality and reduced emissions;
 - Fewer vehicle journeys; and
 - Reduced reputational risk.
- 2.19 The CLOCS Standard is a national industry standard that sets out the requirements for key stakeholders associated with a construction project and establishes responsibilities for the client and principal contractor controlling the construction site as well as other operators of any road-going vehicles servicing that project.

Fleet Operator Recognition Scheme (FORS)

- 2.20 FORS is a voluntary accreditation scheme for fleet operators which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.

Local Access

Highways, Carriageways and Footways

- 2.1 Figure 2.1 shows the Regional Context Plan (Appendix A) and Figure 2.2 shows the Local Context Plan (Appendix B). The site is located on the south-eastern corner of the Braemar Avenue and Bounds Green Road junction.
- 2.2 Braemar Avenue is a no through road which operates north to south connecting to Bounds Green Road at a priority junction. It has a 20mph speed restriction. The road is subject to residential parking controls operating from 8:00am – 6:30pm. Intermittent single yellow lines are located alongside the eastern side of the road and bike hangar cycle parking facility is located on the carriageway in front of the site. There are a mixture of parallel and echelon marked parking spaces on Braemar Avenue.
- 2.3 Bounds Green Road (A109) provides a two-way carriageway operating southeast to northwest. It has a 20mph speed restriction. In the vicinity of the site there are double yellow lines with double blips on Bounds Green Road and there are cycle lane markings with advisory white lines on the eastbound lane and solid white lines on the westbound lane. There is a pedestrian crossing facility on Bounds Green Road to the east.
- 2.4 To the southeast, Bounds Green Road connects to High Road (A105) whilst to the northwest it becomes known as Station Road beyond the junction with the North Circular Road (A406), which is part of the Transport for London Road Network. Access onto the North Circular Road can be taken from the A105 Green Lanes on the northeast. To the south, the A105 connects to Seven Sisters Road (A503), also part of the TLRN, at Manor Road Station.
- 2.5 There are footways provided on both Bounds Green Road and Braemar Avenue. Both dropped kerbs and tactile paving can be found directly adjacent to the site at the Braemar Avenue / Bounds Green Road junction.
- 2.6 On Bounds Green Road there is a pedestrian crossing which has push-button facilities, dropped kerbs and tactile paving. There are pedestrian routes from Braemar Avenue to the south of the site, which link to roads such as Dorset Road and Buckingham Road, which connect to Alexandra Palace station.

Figure 2.1 – Regional Context Plan

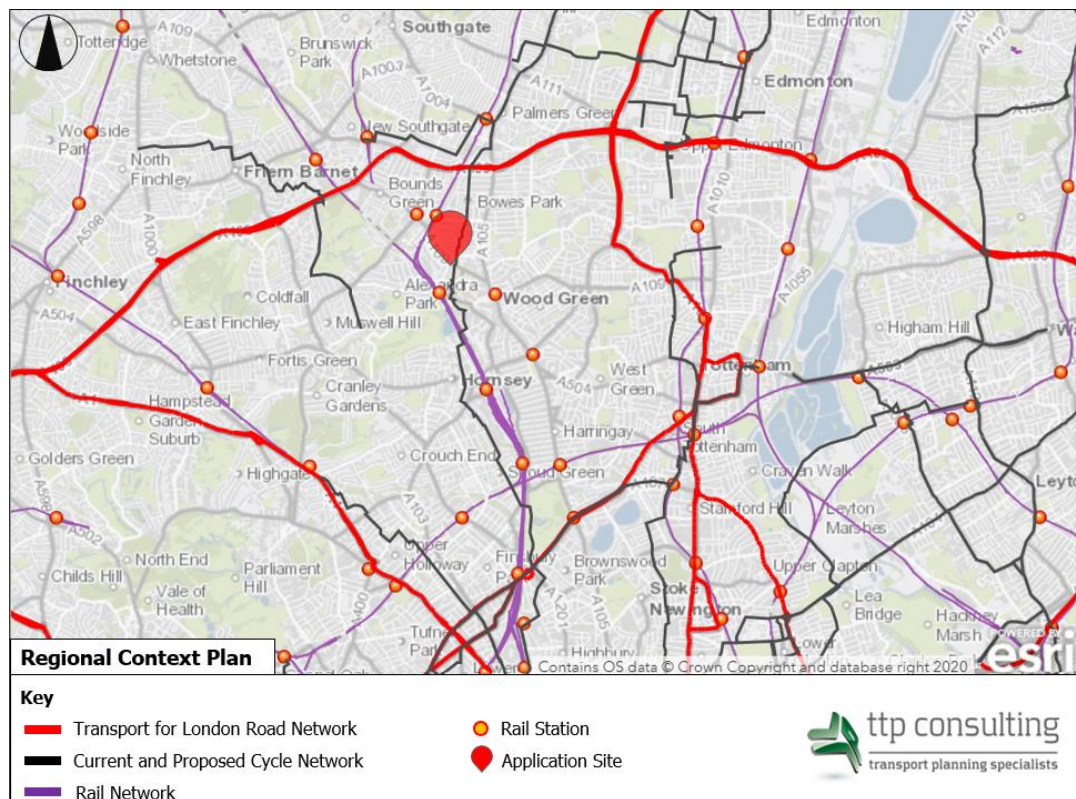
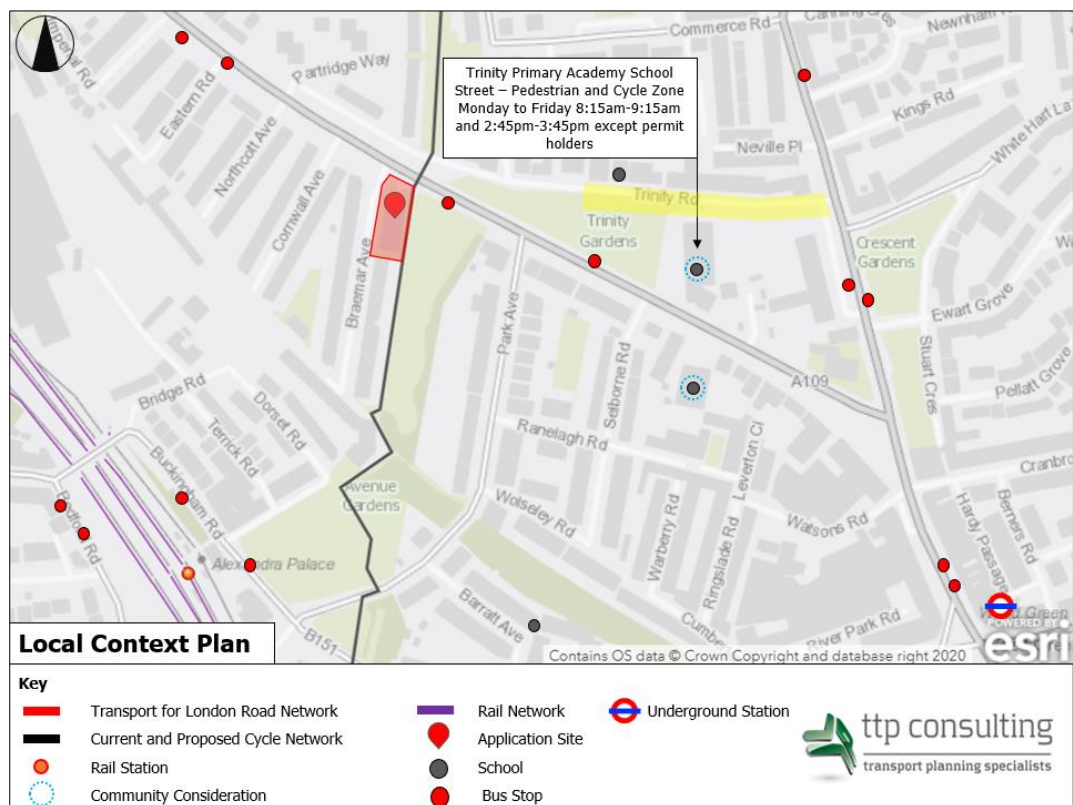


Figure 2.2 – Local Context Plan



Bus Services

- 2.11 The closest bus stops located on Bounds Green Road circa 50 - 200m east of the site provide access to two bus routes. Additional routes can be caught from bus stops located on High Road to the east and close to Alexandra Palace Station to the south.

Rail Services

- 2.12 Alexandra Palace Station is the closest station to the site located approximately 480m (5-minute walk) south of the site. The station offers regular Great Northern and Thameslink services to Stevenage, Welwyn Garden City, Moorgate, and Hertford North.

Underground Services

- 2.13 Wood Green Station is the closest Underground station to the site located approximately 640m (9-minute walk) southeast of the site offering access to the Piccadilly Tube Line. The Piccadilly Line offers 14 -19 daytime services per hour between 07:00 – 19:00.

Cycle Access

- 2.14 In terms of cycling infrastructure, there are cycle lane markings on Bounds Green Road in the vicinity of the site include dashed advisory lines on the eastbound lane and solid white line markings on the westbound carriageway. On Braemar Avenue there is a cycle bike hangar located within the parking bay on the eastern side of the carriageway.
- 2.15 In the wider area, the closest Transport for London cycle infrastructure 'Cycleway 1' can be accessed from Lordship Lane circa 3km to the east. Cycleway 1 connects Tottenham to the north to Old Street to the south.

Community Considerations

- 2.16 The key challenge associated with the construction of this site is in relation to its frontage onto Braemar Avenue, as well as ensuring the footway connections and access to adjacent properties is maintained. The construction activity be strictly managed and it is therefore secure hoardings will be provided. Deliveries and collections are scheduled to take place between 10:00 – 15:00. Traffic management measures and qualified banksmen are utilised and implemented to assist with any potential conflict between construction vehicles and other users including motorists, cyclists and pedestrians. All licences will be applied for by the contractor.

- 2.17 Community considerations include surrounding schools, nurseries, community centres, places of worship, with the local facilities being:
- Braemar Avenue Church.
 - Trinity Primary Academy School Street School Street – Pedestrian and Cycle Zone Monday to Friday 8:15am-9:15am and 2:45pm-3:45pm except permit holders.
 - Co-op Childcare Bounds Green.
 - St Mary's Church, Trinity Road
 - Haringey Learning Partnership, Commerce Road.
 - St Michael's Primary School and St Michael's Church, Bounds Green Road.
 - Wood Green Community Church.

- 2.18 A timetable of any potential upcoming events associated with the local community uses will be incorporated into the programme and overseen by the contractor team to ensure there is minimal disruption and optimal safety in the area at these times.

- 2.19 Planned measures to mitigate any potential conflicts or challenges are discussed in Section 5.

Neighbouring Construction Sites

- 2.20 When the works schedule for any potential adjacent development sites becomes available, trip generation analysis will be cross-referenced to ensure precautions are taken to lower any compounding peak vehicle movements. In addition to vehicle analysis, an appointed contractor will be encouraged to collaborate on shared services such as marshalling areas, vehicle holding areas and stakeholder engagement.

Public Relations

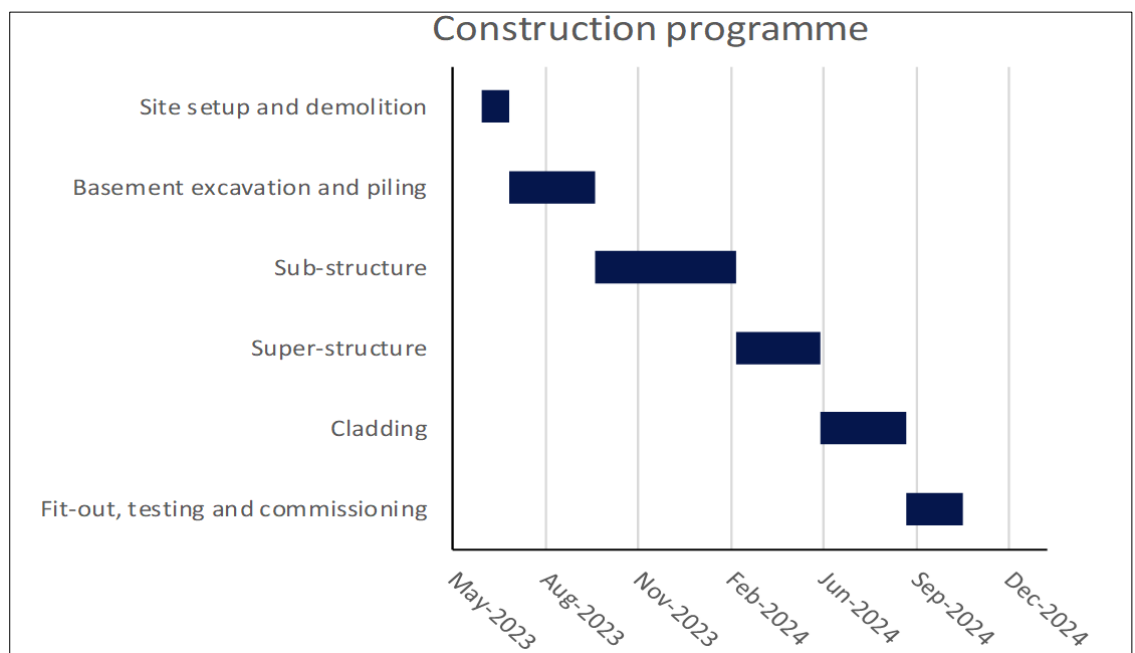
- 2.21 A Community Liaison Officer will be appointed to mitigate and resolve any issues and difficulties in the local community. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours. This CLP has prepared a strategy for preventing potential issues, however any difficulties encountered during construction will be reported/ recorded in a full log and resolved through the use of a 24 hour-staffed telephone line.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 The proposed construction works are anticipated to last 17 months in total. This will be reviewed and revised further upon appointment of a contractor. Table 3.1 sets out the indicative construction programme which is set out graphically in Figure 3.1.

Table 3.1 – Indicative Construction Programme		
Construction stage	Start	End
Site setup and demolition	Jun 23	July 23
Basement excavation and piling	July 23	Oct 23
Sub-structure	Oct23	Mar 24
Super-structure	Mar 24	Jun 24
Cladding	Jun 24	Sept 24
Fit-out, testing and commissioning	Sept 24	Nov 24

Figure 3.1 – Construction Programme



3.2 A description of the phasing stages is provided:

Site setup and demolition:

- The proposal includes the demolition of the existing tin tabernacle and alterations to the side of the main Church building.
- Hoarding/security protection will be provided to front and side elevation.
- Demolition/alteration of the existing party walls and build new ones to be assessed at design development stage.
- Erection of scaffolding to be by certified installer. Debris to be removed using small dumper machine and heavy duty rubbish bags and taken away on grab lorries at planned times.
- Welfare accommodation will be provided, and the site will be cleared of debris.

Excavation / foundations:

- Any material excavated will be removed from the site.
- Material storage will take place within the existing site.
- Debris to be removed using dumper machine and heavy duty rubbish bags and taken away on grab lorries at planned times.
- The detail regarding excavation will be established once a contractor has been appointed.
- Materials will be moved into the site while maintaining pedestrian and cyclist safety. The footway will not be closed during deliveries, therefore all deliveries will be halted to allow pedestrians to pass the site under the supervision of a traffic marshal.

Sub-structure:

- Below ground works typically includes foundations and basement walls. Plant installation can also occur. When appropriate a 'banksman' will be assigned for the safe movement of plant and vehicles, where the traffic marshal is the interface control point between the public highway and construction site who will also oversee the safety of pedestrians and cyclists. The exact role and required staff will be established by the contractor.

Super-structure:

- This includes above ground works including the structural elements of the building.

Cladding:

- The detail regarding this phase will be established once a contractor has been appointed.

Fit-out, testing and commissioning:

- This stage includes all mechanical, electrical, and plumbing installation and testing of newly installed systems. Components with a precise fit and finish will be manufactured off site to ensure the quality and programme sequencing objectives are achieved. This will reduce the number of small vehicle and ad-hoc deliveries required.

4 VEHICLE ROUTES AND ACCESS

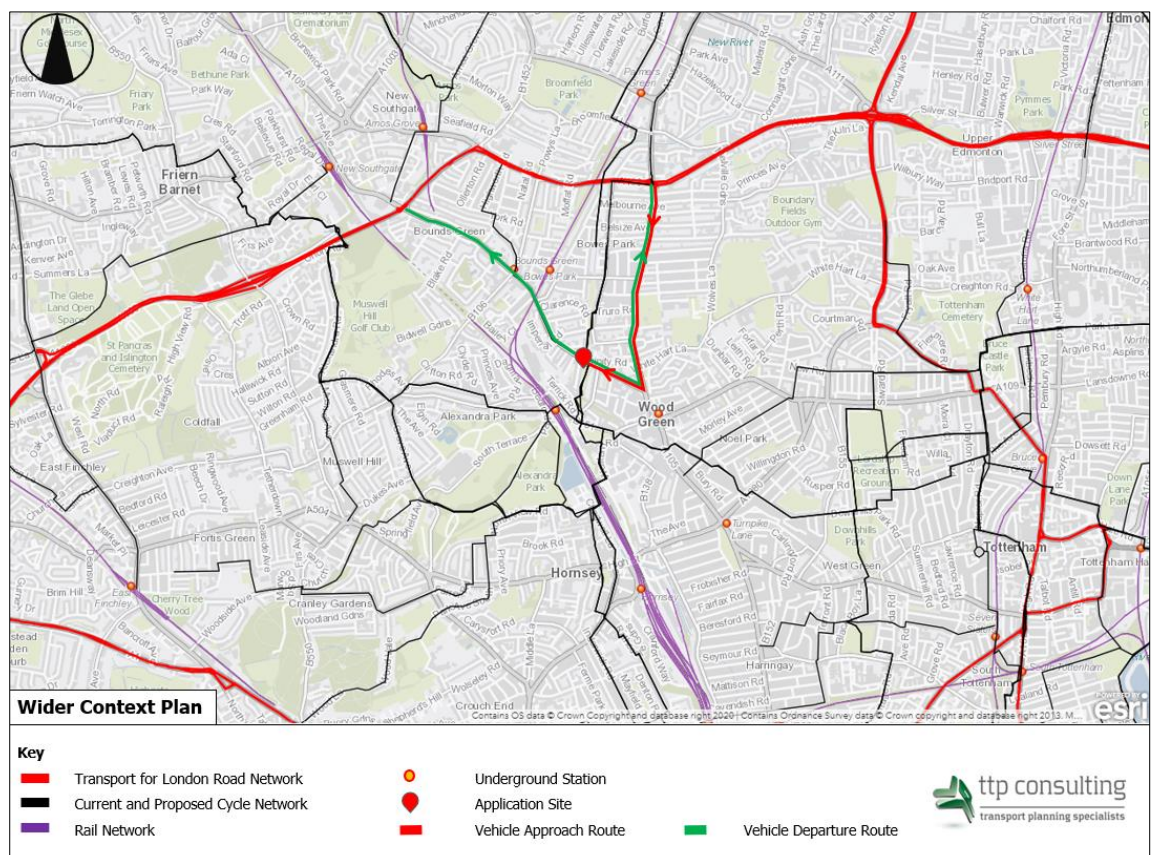
Vehicle Routing

- 4.1 This section consists of maps and associated text describing the vehicle routing and site access plans. The vehicle routing is shown on the regional and local context plans.
- 4.2 Vehicles will enter and exit the loading area directly to / from Braemar Avenue via Bounds Green Road (A109). Vehicles will arrive from the strategic road network by travelling southbound from the A406 North Circular Road on the A105 High Road before then turning right onto the A109. Departing vehicles will either left turn from Braemar Avenue onto the A109 to travel to the northwest to join the A406, or they will right turn from Braemar Avenue onto the A109 and follow the arrival route in reverse.

Vehicle Routing Regional Plan

- 4.3 Figure 4.1 shows the vehicle route on a regional context plan (Appendix D).
- 4.4 The plan shows the strategic roads that are likely to be used to access and egress the site.

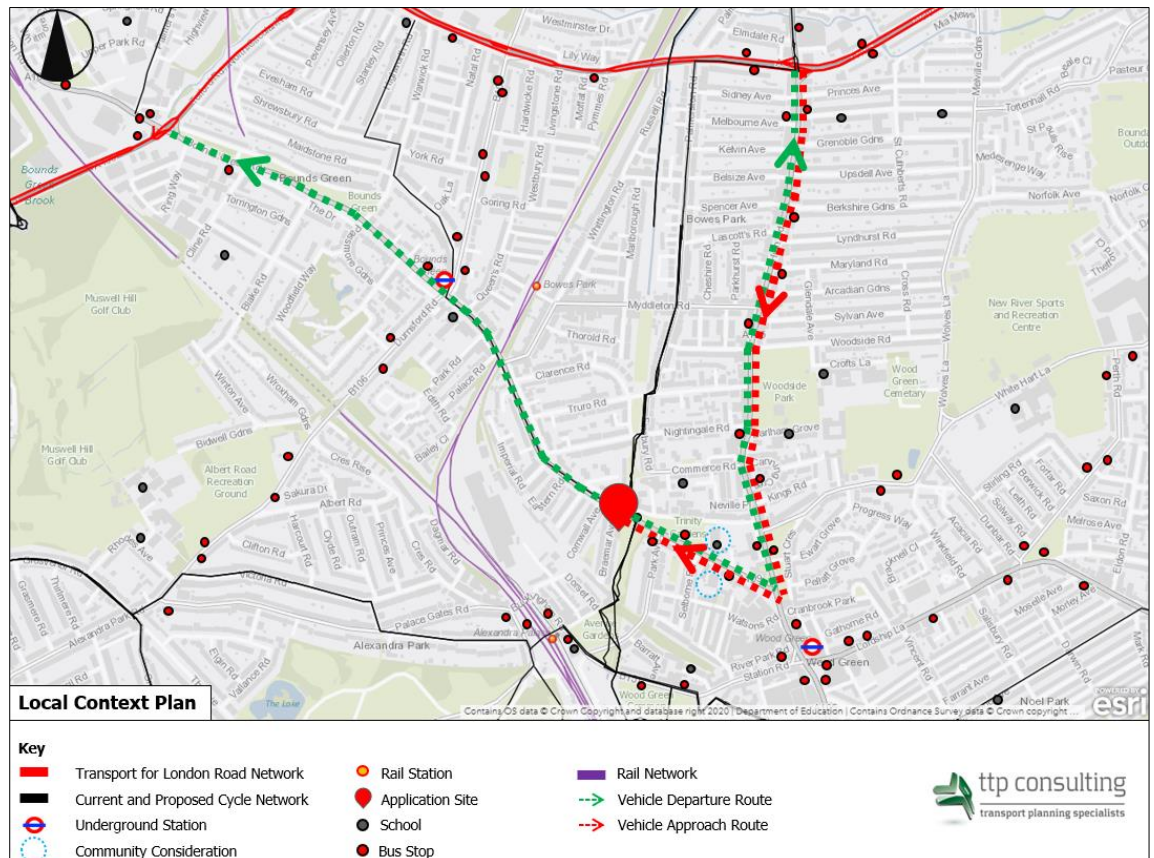
Figure 4.1 – Vehicle Route Regional Context Plan



Vehicle Routing Local Context Plan

- 4.5 Figure 4.2 shows the vehicle route plan on a local context plan (Appendix E). The plan shows the local access roads that will be used to access the site. This plan shows where local schools are in proximity to the site.

Figure 4.2 – Vehicle Route Local Context Plan



Access Principles

- 4.6 Detail regarding access to the site is provided.
- 4.7 The footway will not be closed during deliveries, therefore all deliveries will be halted to allow pedestrians to pass the site under the supervision of a traffic marshal.
- 4.8 Parking suspension will be needed for a 4.3m length; a traffic management order will be needed to change the existing loading and parking restrictions. This will be applied for via the enabling works application form.
- 4.9 All vehicle arrivals and departures will be managed.
- 4.10 Both traffic marshals and banksmen shall be employed with their roles set out as follows:

- Traffic Marshals are the interface control point between the public highway and construction site who will also oversee the safety of pedestrians and cyclists.
- Banksman will be responsible for the safe movement of plant and vehicles.

Site Plan

4.11 All construction vehicle activity will be undertaken from Braemar Avenue. Figure 4.3 (Appendix F) shows a proposed loading bay measuring 2.5m x 11m. A buffer adjacent to the echelon parking spaces is provided and the cycle hangar is proposed to be relocated. The proposal will protect the trees. There will be a parking suspension of 4.3m. The retained parking bay length will measure 21.8m, which, based on 5.5m per parking space would allow for 3-4 cars to park. The relocated cycle hangar would be situated within the existing length of parking as shown by the purple rectangle on the drawing, this is an exact replacement of the existing cycle hangar and there will be no net loss of parking in this regard.

4.12 Figure 4.4 (Appendix G) shows the swept path analysis using a 10.2m tipper, which is the largest vehicle expected to serve the site.

Figure 4.3 – Site Setup Plan

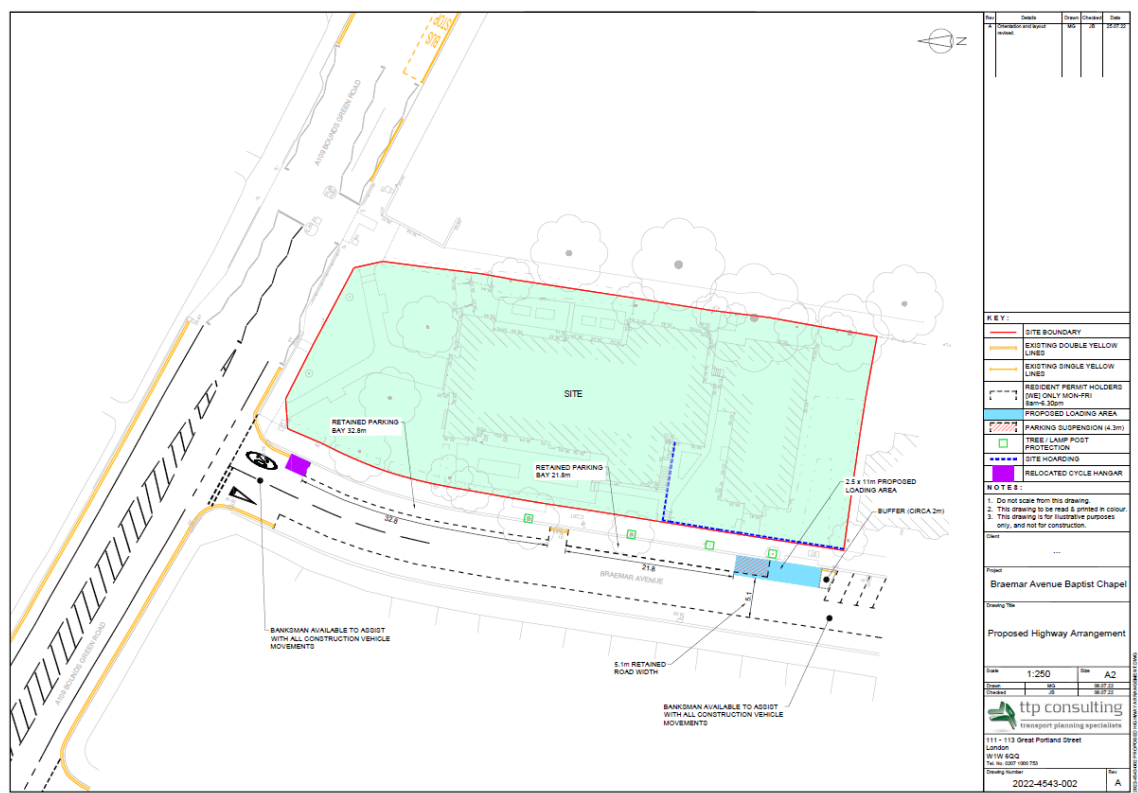
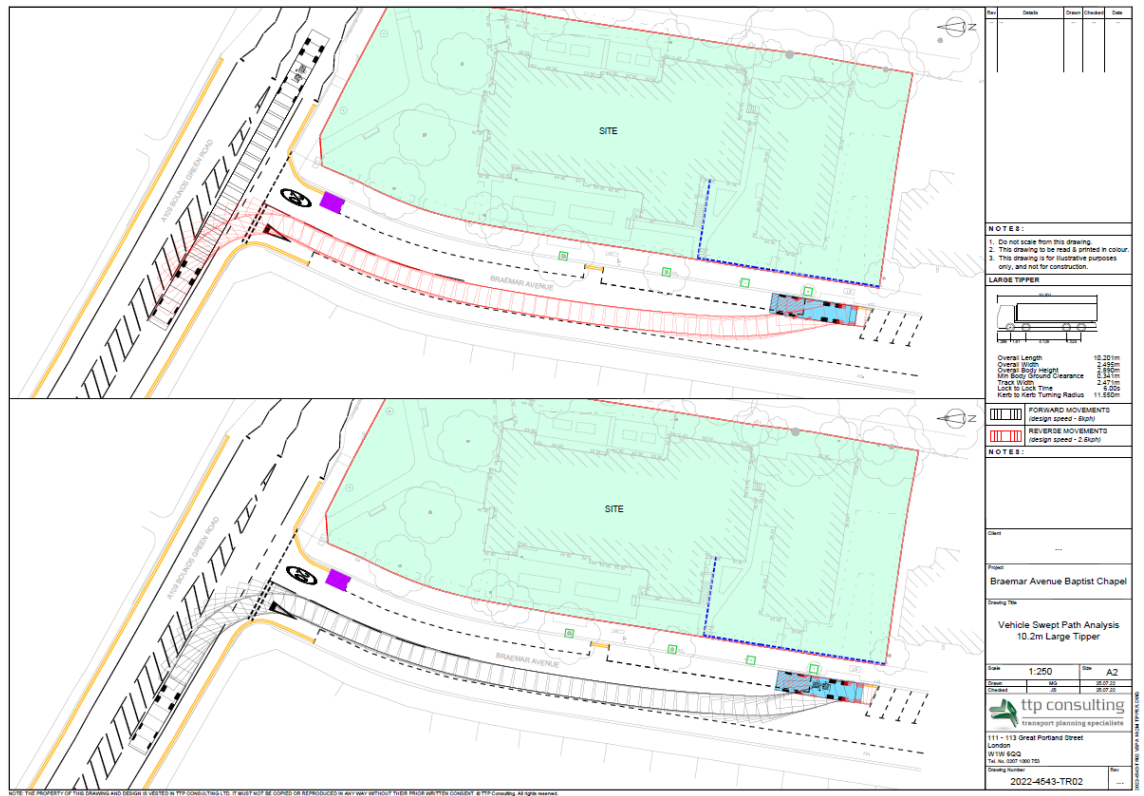


Figure 4.4 – Swept Path Analysis



5 STRATEGIES TO REDUCE IMPACTS

5.1 Measures have been considered to reduce the potential impact of construction works.

High Impact Site Planned Measures Checklist for the Development			
	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	
Measures to encourage sustainable freight			
Freight by water*			X
Freight by rail*			X
Material procurement measures			
Design for Manufacture and Assembly and off-site manufacture		X	
Re-use of material on-site		X	
Smart procurement		X	
Other Measures			
Collaboration amongst other sites in the area	X		
Implement a staff travel plan	X		

5.2 The measures are categorised as follows:

- Committed - indicates a measure that will be implemented as part of the CLP, secured by planning condition or, where applicable, through the Section 106 agreement. These measures shall be included in any tendering documents for the contract to build the development. The main contractor is responsible for ensuring that all sub- contractors conform to these contractual requirements.
- Proposed – indicates a measure which is feasible and must be evaluated to determine its practicality. Proposed measures shall be discussed with potential contractors during the procurement stage with a view to including them in the contract and agreeing to them in the Detailed CLP.
- Considered – indicates a measure that is not currently relevant but may be in the future.

Measures Influencing Construction Vehicles And Deliveries

Safety and environmental standards and programmes

5.3 The site owner is committed to ensuring all contractor and sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk. All vehicles and driver management practices will comply with the FORS and Construction Logistics and Community Safety (CLOCS). FORS Silver accreditation will be ensured. This will be confirmed by all sub-contracted transport/haulage providers that the Contractor intends to use. A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used; www.fors-online.org.uk

Adherence to designated routes

5.4 Details of routes to be used for journeys to and from site for road operations are provided in Section 4. The routes to/from the Transport for London Road Network and Strategic Road Network are specified. Designated routes from any potential holding area and potential Construction Consolidation Centre (CCC) will be supplied in the detailed CLP. These access routes will be reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.

5.5 A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Delivery scheduling

- 5.6 There are a maximum of 4 – 5 deliveries proposed a day as per the programme of works in the following section.
- 5.7 A web-based delivery management system will be used to control the volume of deliveries to site. This system will work by defining the number of 'resources' a site has and thus can determine at what interval the site can be serviced.
- 5.8 The system then limits the number of delivery bookings to this defined capacity. Sub-contractors and hauliers must be booked in a minimum of 48-hours in advance in order to allow the request to be reviewed and subsequently approved/declined. The system can be accessed by completing a new user application form and submitting it, countersigned by the supplier relationship manager or package manager to the delivery manager.
- 5.9 Key Performance Indicators will be proposed to indicate: zero unplanned vehicles, zero non-compliant vehicles and zero instances of project-related vehicles involved in a collision, arrive at site.

Re-timing for out of hours deliveries

- 5.10 An approach to re-time out of hour deliveries would be considered by the contractor and if required would be discussed and agreed with the Council.

Use of logistics and consolidation centres

- 5.11 An efficient and effective logistical operation is of high importance to the Applicant and therefore the use of a consolidation service would be considered. The final decision will be made when a contractor is appointed.

Measures to Encourage Sustainable Freight

- 5.12 If the site, consolidation centre or holding areas are within 100m of foreshore of navigable water-way or rail freight siding, where possible, opportunities to introduce measures to encourage sustainable freight transport will be made.

Material Procurement Measures

Design for Manufacture and Assembly and off-site manufacture

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

Re-use of material on site

- 5.14 A number of measures will be explored to re-use material on site. These will be decided upon in agreement with the contractor. The welfare facilities will be recycled from a completed site where possible. These are proposed in order to recycle material to decrease environmental impacts and also to reduce the number of vehicles required to deliver to site.

Smart procurement

- 5.15 The Applicant will explore suppliers in the procurement stage that use water or rail freight (but road for last mile), as well as sourcing local suppliers to contribute to the local economy. They will also explore opportunities to source materials from the same supplier(s) as other developers with sites underway in close proximity to this site.

Other Measures

Collaboration amongst other sites in the area

- 5.16 The Applicant and appointed contractor will consult with the Local Planning Authority, TfL, and other contractor/developers in the area to minimise disruption and undertake joint trip generation analysis.

Implement a staff travel plan

- 5.17 There will be no on-site parking provided for construction worker's vehicles. As there are good transport links nearby, travel by public transport will be strongly encouraged.

6 ESTIMATED CONSTRUCTION VEHICLES

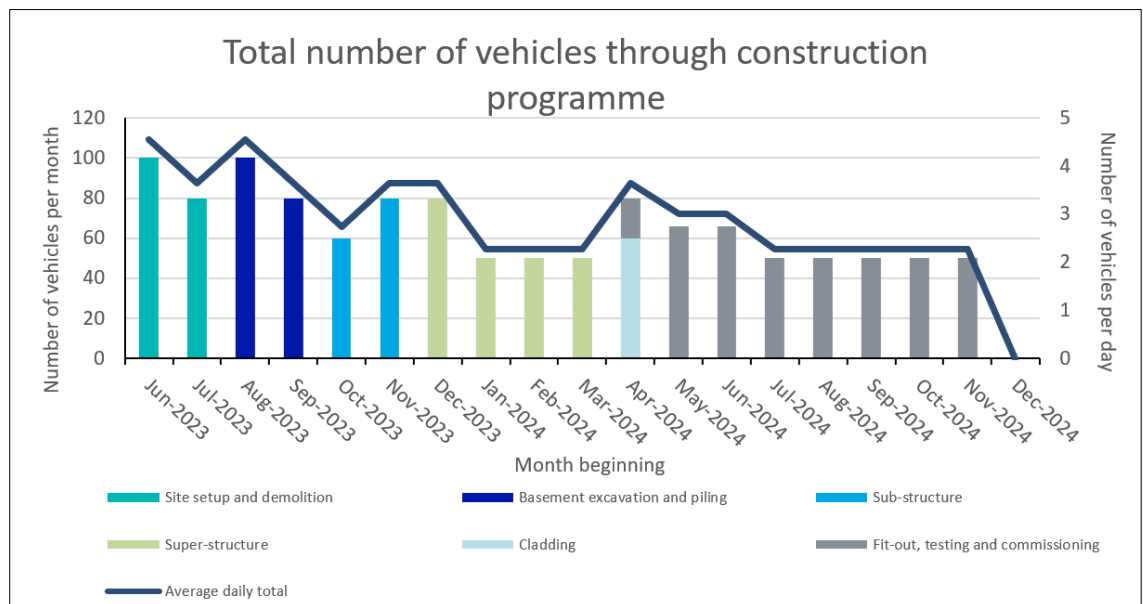
6.1 The number of vehicles accessing the site has been estimated for each of the stages of construction. A detailed programme would be provided by the contractor, once appointed. There will be one loading bay located on street which will be able to receive deliveries between 9.45am – 2.15pm which avoids the Trinity Primary Academy School Street School Street – Pedestrian and Cycle Zone timings which are Monday to Friday 8:15am-9:15am and 2:45pm-3:45pm.

6.2 With one vehicle arrival per hour based on an average duration of stay of 40-minutes with 20-minutes between deliveries allowing for the vagaries of London traffic would allow for 4 – 5 deliveries per day. The programme of works is set out in Table 6.1.

Table 6.1 – Programme of Works			
Construction Phase	Period of stage	Number of trips (monthly)	Peak number of trips (daily)
Site setup and demolition	Q2 2023 - Q3 2023	100	5
Excavation / foundations	Q3 2023 - Q4 2023	100	5
Sub-structure	Q4 2023 - Q1 2024	80	4
Super-structure	Q1 2024 - Q2 2024	80	4
Cladding	Q2 2024 - Q3 2024	60	3
Fit-out, testing and commissioning	Q3 2024 - Q4 2024	66	3
Note: The phases and works set out above could possibly overlap throughout construction thereby reducing overall timescales (TBC as part of detailed CLP).			

6.3 The following charts (Figures 6.1 – 6.3) have been prepared using the TfL CLP tool. An estimation of daily and monthly construction vehicles is shown graphically below, indicating a maximum of no more than 4 – 5 deliveries per day, with fewer expected on many days if a longer duration of stay is required. This will be updated once the contractor is appointed and should be considered as suitable for planning but subject to change.

Figure 6.1 - Construction Vehicles



Proposed Hours of Operation

6.4 The proposed hours of operation will be between:

- Weekdays: 08:00 – 18:00;
- Saturday: 08:00 – 13:00 (no noisy works); and,
- Sunday: No activity unless agreed with the Council.

Proposed Vehicle Timings

6.5 Deliveries and collections will be arranged and scheduled to take place between 9.45am – 2.15pm, given the presences of schools and the school street nearby to the route.

Vehicle Types

6.6 A range of vehicles will attend the site including but not limited to the following:

- 10.2m flatbed;
- Concrete mixer;
- 7.5t Box Vans and light goods vehicles (LGV)

6.7 The following graphs show the number and vehicle type by phase of construction and the hourly arrival profile of vehicles during the peak month. This will be updated once the contractor is appointed and should be considered as suitable for planning but subject to change.

Figure 6.2 – Vehicles by Type

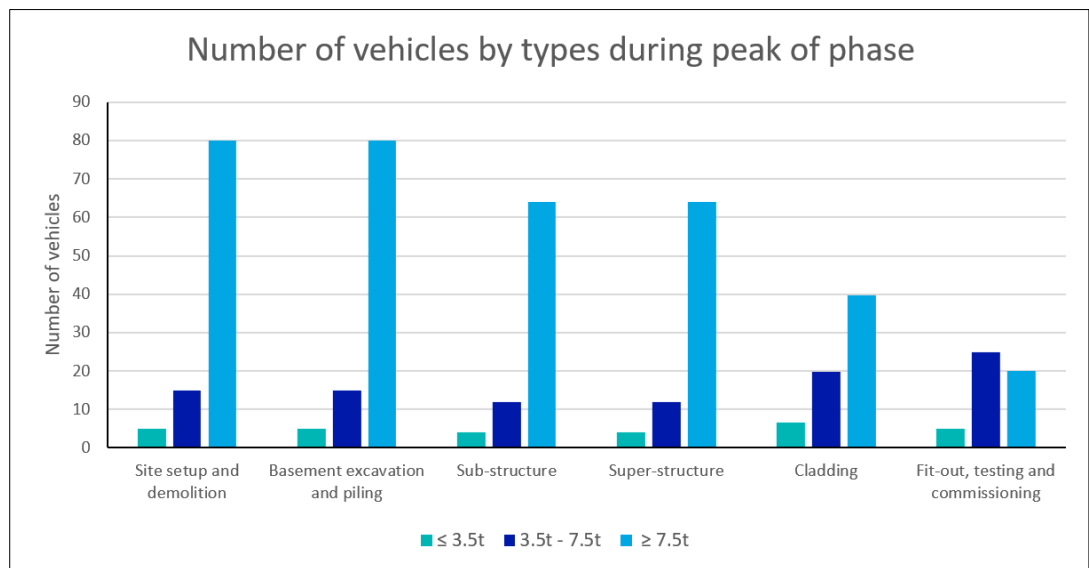
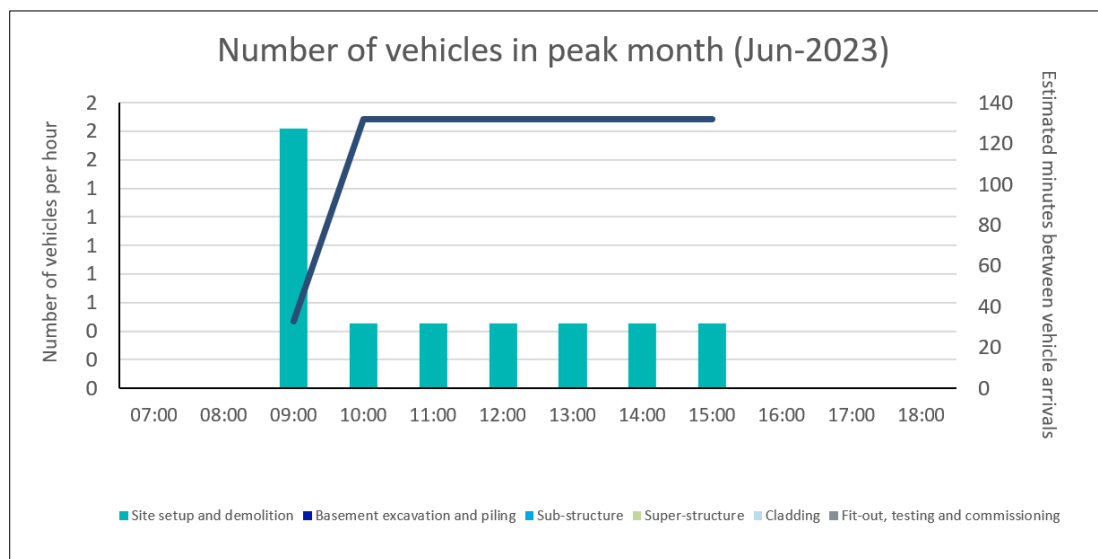


Figure 6.3 – Peak Month



7 IMPLEMENTING, MONITORING AND UPDATING

- 7.1 The proposed system for implementing the Outline CLP on site and how this will be monitored and updated is set out below. A Detailed CLP will be required, to be secured as a planning condition.

Operational / Management Measures

Project Manager

- 7.2 The Applicant will be responsible for the Outline CLP until a contractor has been appointed. Once appointed, a Project Manager will assume all responsibility for implementing the measures within the Detailed CLP. They will also seek to comply with all relevant legislation.
- 7.3 The appointed contractor will be contactable during office hours. Information boards will be displayed on the site hoarding highlighting the key personnel on site including their contact details. A 24-hour emergency contact number will also be provided. The Project Manager will be responsible for undertaking a pre-commencement highway condition survey of Braemar Avenue in front of the site.

Review and Monitoring

- 7.4 The CLP will be a 'live' document and regularly reviewed and updated as necessary by the Project Manager. The Project Manager's details will be available at all times in the event someone wishes to make a complaint or suggestion.

Considerate Constructors Scheme

- 7.5 The construction project will be registered with the Considerate Constructors Scheme in order to minimise any negative impact that construction activity may have on the local area.
- 7.6 Participation in the scheme will ensure and commit the construction project and its workers to providing competent management, efficiency and awareness of environmental issues. In addition, appropriate monitoring will be undertaken to review practices and assess performance. Membership of the scheme requires compliance with a code of practice and seeks to:
- Minimise any disturbance or negative impact (in terms of noise, dirt, and inconvenience) caused by construction sites to the immediate neighbours.
 - Eradicate offensive behaviour and language.
 - Result in an improved understanding and respect from residents and others in the community and fewer complaints.

Contact Details

- 7.7 The Job title and Construction Logistics Practitioner ID number of the people responsible for approving and implementing the CLP are provided:

Approving Person

Name:

Contact details:.....

ID number:.....

Person Implementing CLP

Name:

Contact details:.....

ID number:.....

Contractors Handbook

- 7.8 A contractor and driver handbook will be used to distribute information to those responsible for abiding by the CLP. The Detailed CLP will contain details of the contractors' handbook.

Contract compliance

- 7.9 Contractors must report on any requirements that are part of the planning condition and/or the CLP. This will happen at a pre-agreed time, such as daily, weekly or monthly.

Drivers' handbook

- 7.10 Owing to the subcontracted nature of the construction industry, it is important that all drivers are aware of their obligations. The Detailed CLP will contain details of the drivers' handbook.

Monitoring Data Collection

- 7.11 The following data will be collected by the contractor to monitor the process:
- Number of vehicle movements to site:
 - Total vehicle, rail or barge movements
 - By vehicle type/size/age
 - Time spent on site

- Consolidation centre utilisation
- Origin and destination of vehicle, barge or train arriving at or leaving site (or wharf/railhead in use)
- Delivery/collection accuracy compared to schedule

7.12 Breaches and complaints include items such as the following which will be addressed:

- Community concerns about construction activities
- Vehicle routing
- Unacceptable queuing or parking
- Adherence to safety & environmental standards & programmes
- Low Emissions Zone (LEZ) and Ultra Low Emissions Zone (ULEZ) compliance
- Anti-idling

7.13 Safety issues include items such as the following which will be addressed:

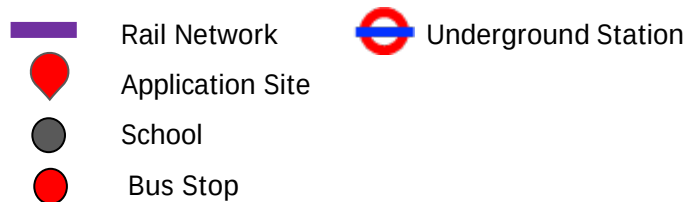
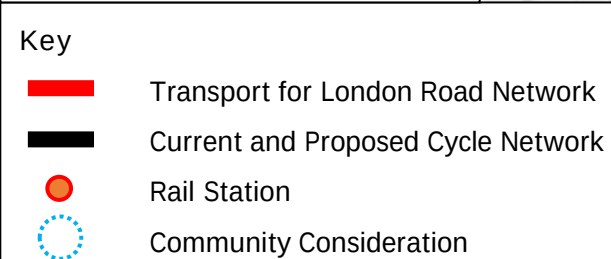
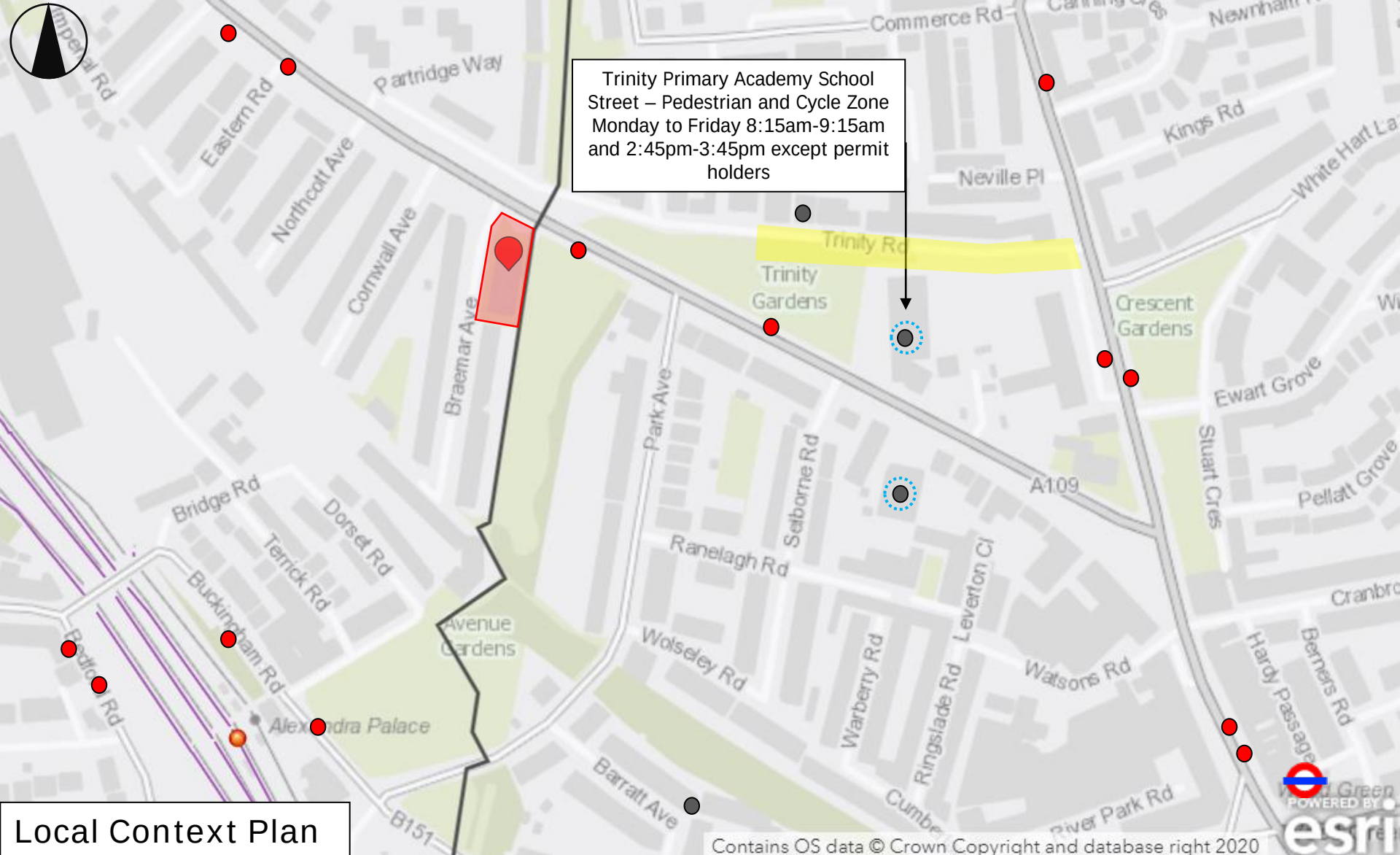
- Logistics-related incidents
- Record of associated fatalities and serious injuries
- Methods staff are travelling to site
- Vehicles and operators not meeting safety requirements
- Personal safety surrounding the site

Appendix A

Regional Context Plan

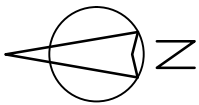
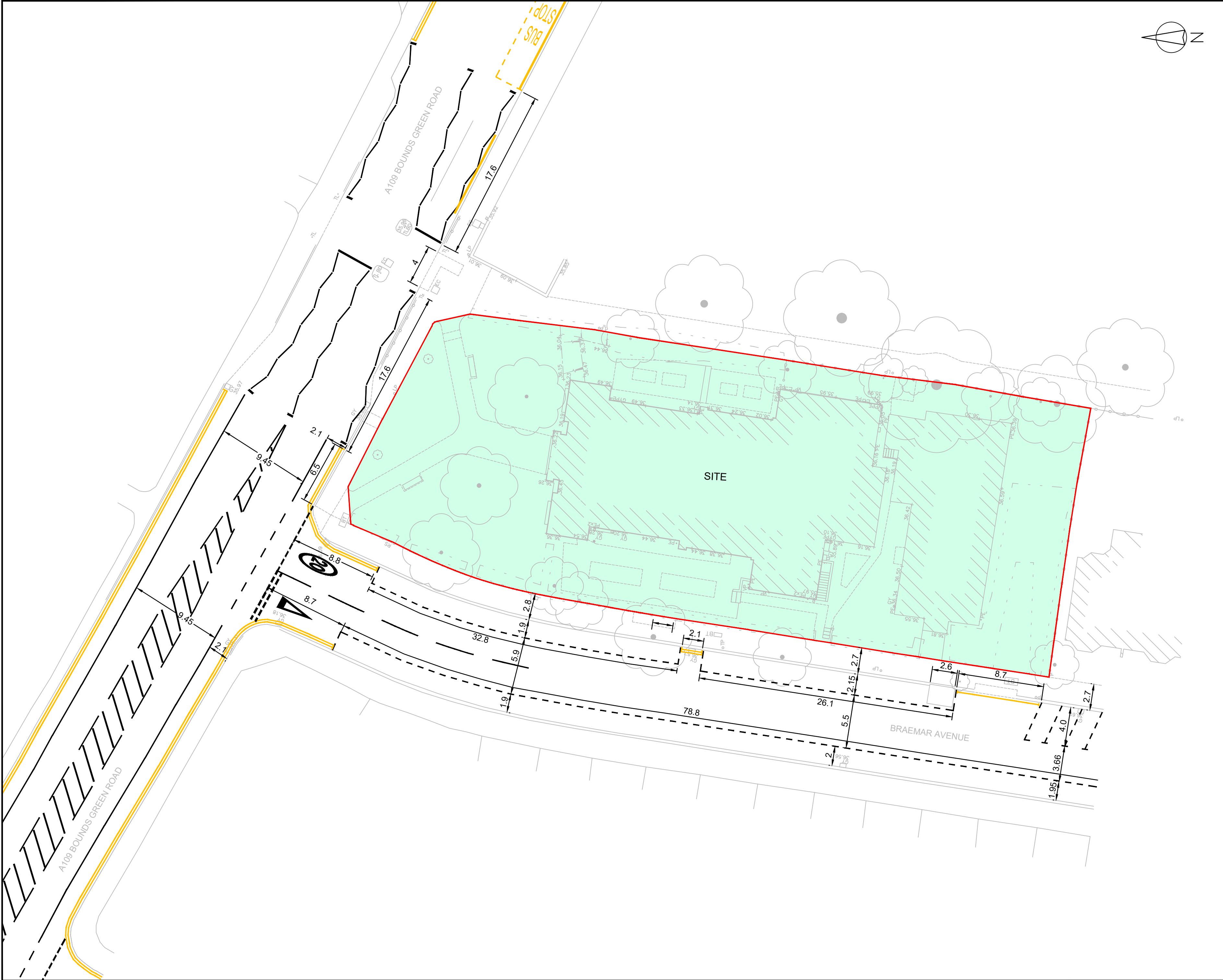
Appendix B

Local Context Plan



Appendix C

Existing Highway Arrangement



Rev	Details	Drawn	Checked	Date
A	Orientation amended and additional dimensions added.	MG	JB	25.07.22

KEY :	
	SITE BOUNDARY
	EXISTING DOUBLE YELLOW LINES
	EXISTING SINGLE YELLOW LINES
	RESIDENT PERMIT HOLDERS [WE] ONLY MON-FRI 8am-6.30pm

NOTES :
1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

Client
...

Project
Braemar Avenue Baptist Chapel

Drawing Title
Existing Highway Arrangement

Scale	1:250	Size	A2
Drawn	MG		05.07.22
Checked	JB		05.07.22

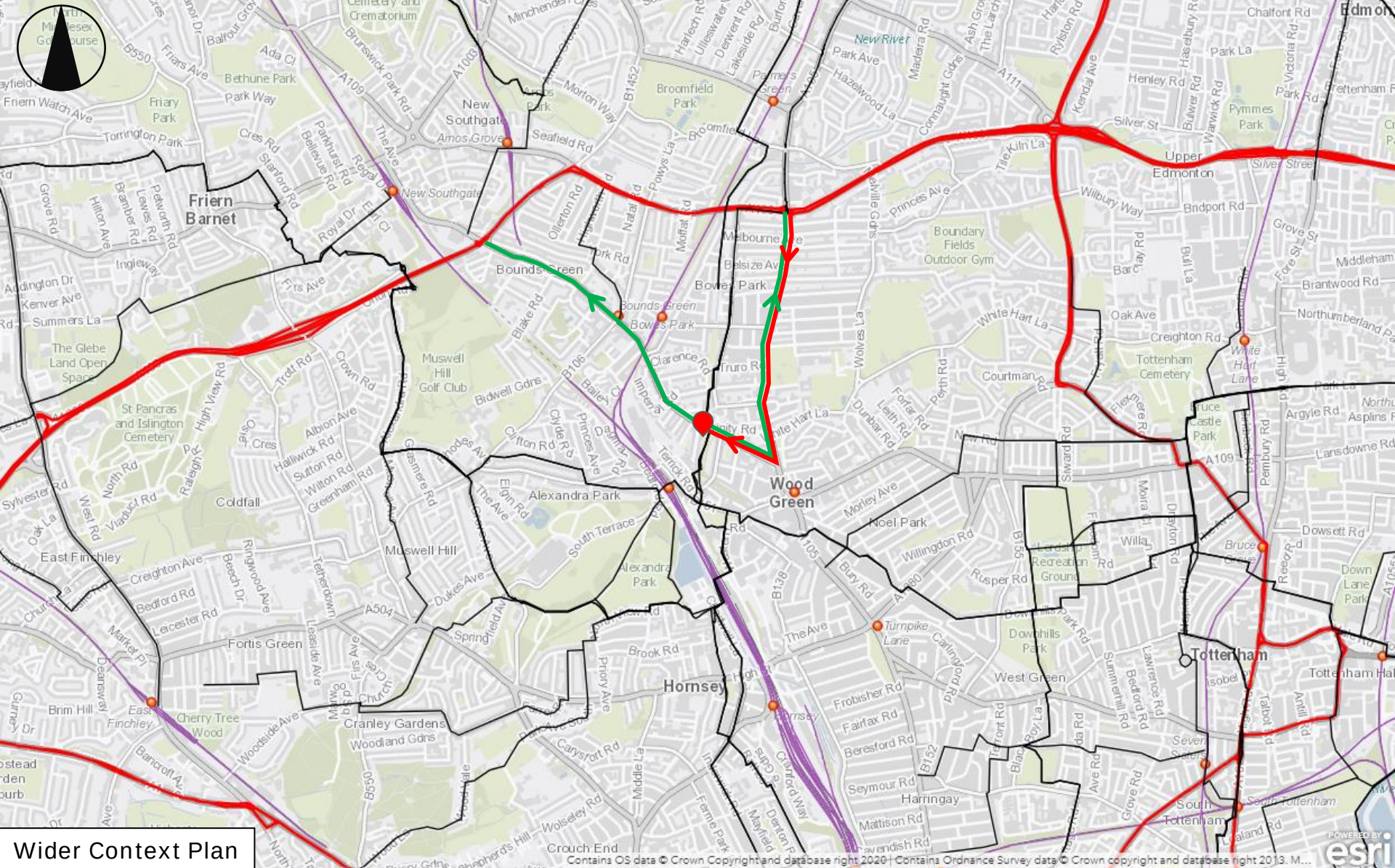


111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	2022-4543-001	Rev	A
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Appendix D

Vehicle Routing Regional Context

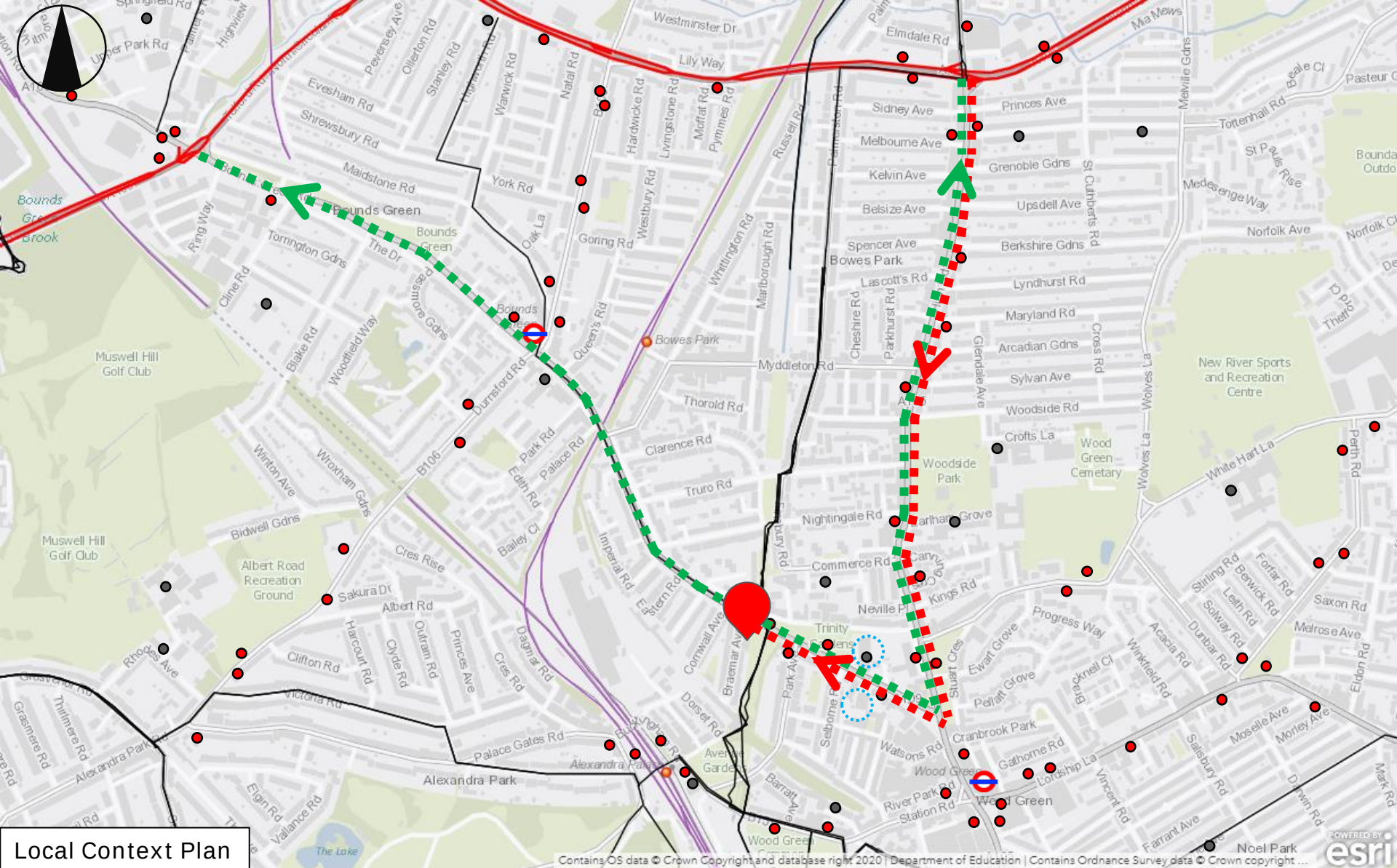


Key

- Transport for London Road Network
- Current and Proposed Cycle Network
- Rail Network
- Underground Station
- Application Site
- Vehicle Approach Route
- Vehicle Departure Route

Appendix E

Vehicle Routing Local Context

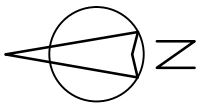
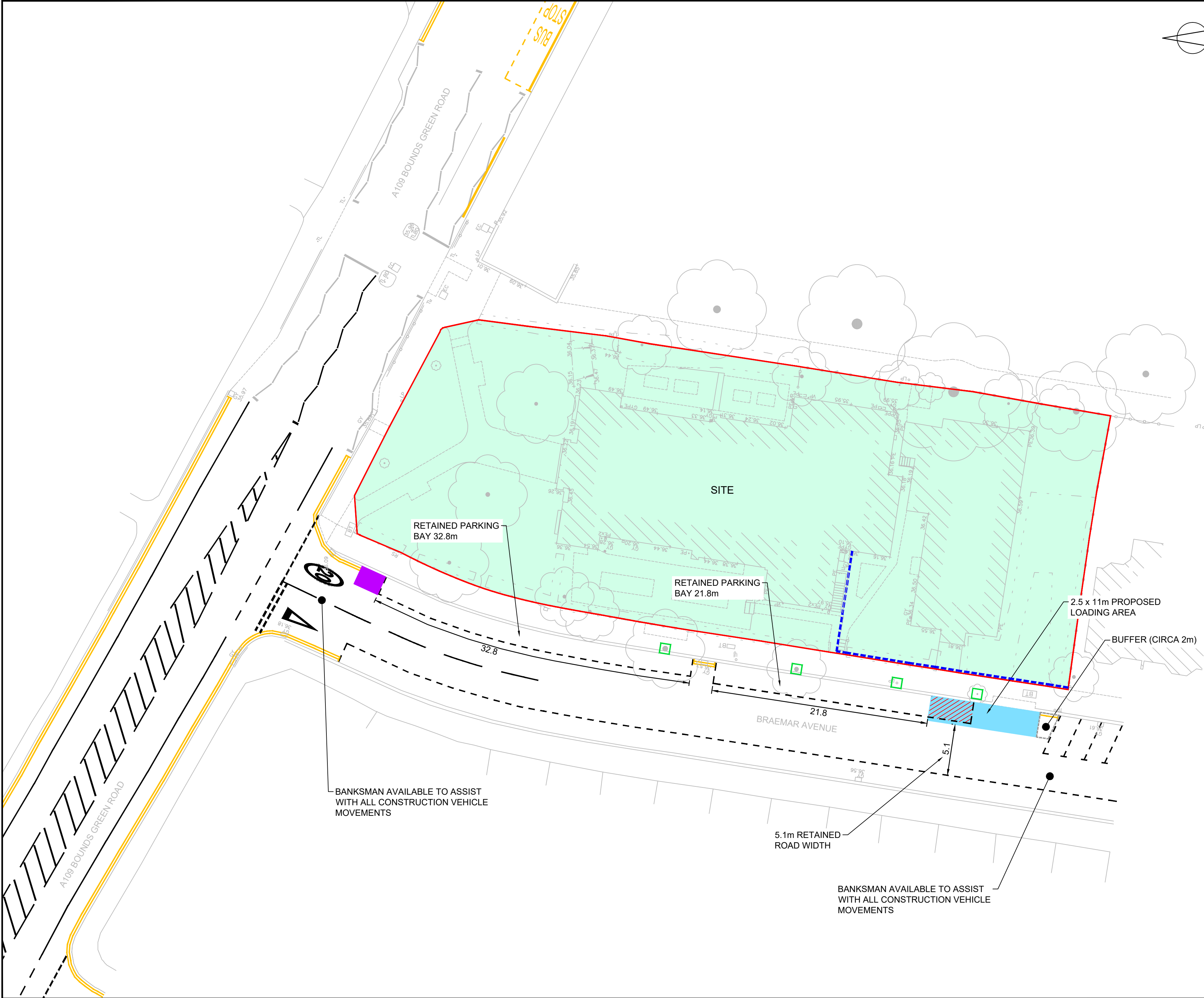


Key

- | | | | | | |
|--|------------------------------------|--|------------------|--|-------------------------|
| | Transport for London Road Network | | Rail Station | | Rail Network |
| | Current and Proposed Cycle Network | | Application Site | | Vehicle Departure Route |
| | Underground Station | | School | | Vehicle Approach Route |
| | Community Consideration | | Bus Stop | | |

Appendix F

Proposed Site Setup



Rev	Details	Drawn	Checked	Date
A	Orientation and layout revised.	MG	JB	25.07.22

KEY :	
	SITE BOUNDARY
	EXISTING DOUBLE YELLOW LINES
	EXISTING SINGLE YELLOW LINES
	RESIDENT PERMIT HOLDERS [WE] ONLY MON-FRI 8am-6.30pm
	PROPOSED LOADING AREA
	PARKING SUSPENSION (4.3m)
	TREE / LAMP POST PROTECTION
	SITE HOARDING
	RELOCATED CYCLE HANGAR

NOTES :	
1. Do not scale from this drawing.	
2. This drawing to be read & printed in colour.	
3. This drawing is for illustrative purposes only, and not for construction.	

Client	...
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Project	Braemar Avenue Baptist Chapel
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Drawing Title	Proposed Highway Arrangement
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Scale	1:250	Size	A2
Drawn	MG	08.07.22	
Checked	JB	08.07.22	

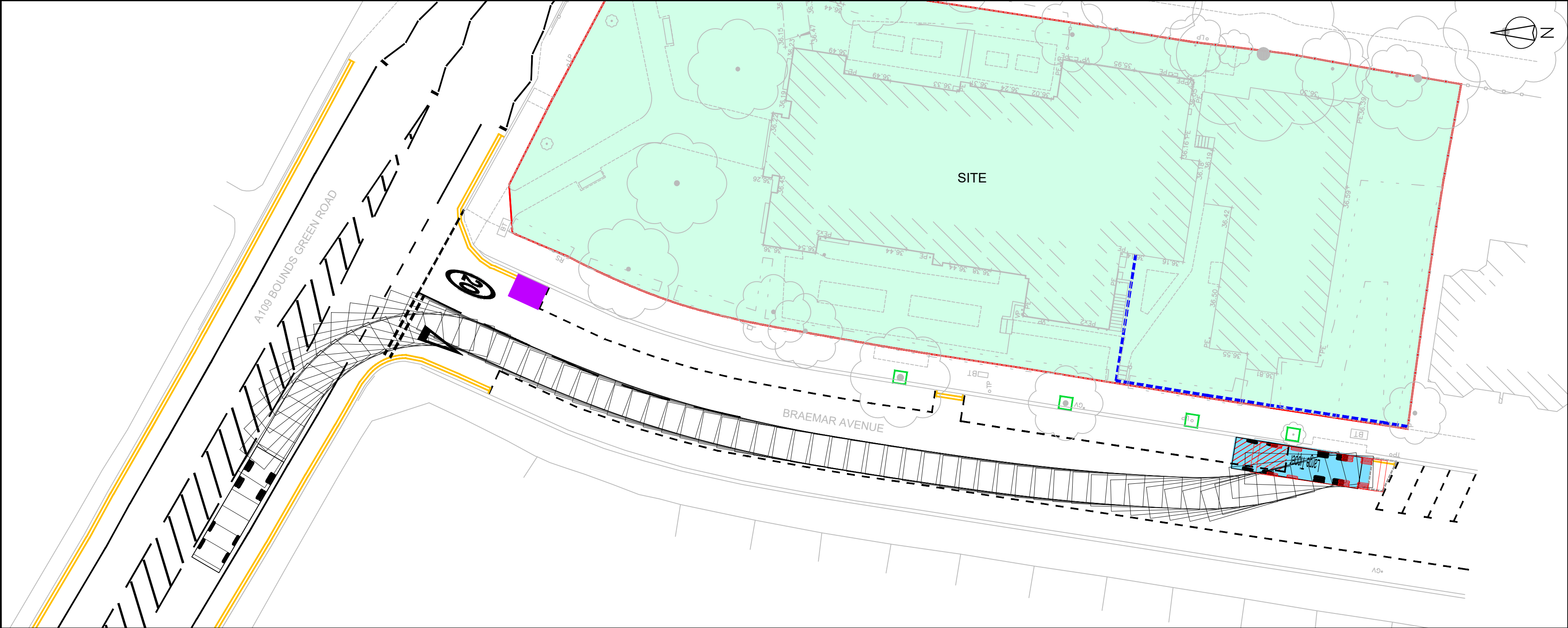
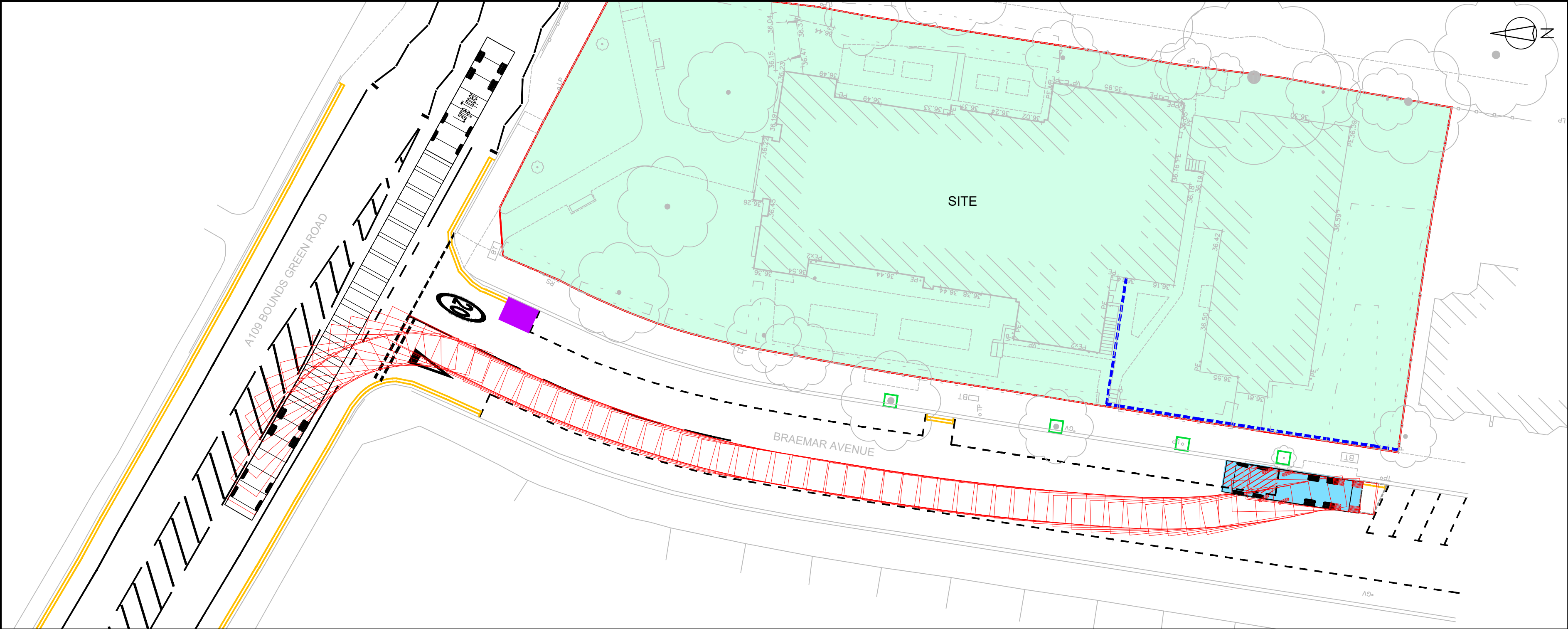


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Drawing Number	2022-4543-002	Rev	A
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Appendix G

Swept Path Analysis



Rev	Details	Drawn	Checked	Date
...	...	...	...	...

NOTES :

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

LARGE TIPPER

Overall Length 10.201m
Overall Width 2.495m
Overall Body Height 2.890m
Min Body Ground Clearance 0.341m
Track Width 2.471m
Lock to Lock Time 6.00s
Kerb to Kerb Turning Radius 11.550m

LEGEND

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

NOTES :

Client

...

Project

Braemar Avenue Baptist Chapel

Drawing Title

Vehicle Swept Path Analysis
10.2m Large Tipper

Scale	1:250	Size	A2
Drawn	MG		25.07.22
Checked	JB		25.07.22

transport planning specialists

111 - 113 Great Portland Street
London
W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number	2022-4543-TR02	Rev	...
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