



BEROL QUARTER

Outline Construction Logistics Plan

NRG Consulting/Formation Design & Build Ltd
BEROL QUARTER LIMITED

December 2022



1. INTRODUCTION

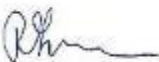
Development Name:	Berol Quarter
Landowner:	Berkeley Square Developments
Main Contractor:	Formation Design & Build Ltd
Site Address:	25 Ashley Rd, London N17 9LJ, UK
Site Postcode:	N17 9LJ
Previous Site Use	Car Park
Description of Development (Partial) & Summary of Works	<i>Description of Development to be confirmed</i>

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CLP Produced by:

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Disclaimer

The information contained within this Report is based on Drawings and Specifications provided by the Design Team along with information assumed by NRG Consulting for the purposes of compliance.

NRG Consulting disclaims any responsibility to the Client and others in respect of any matters outside the intended scope of this report.

1.1 Introduction and Objectives

NRG Consulting have been appointed by Formation Design & Build Ltd on behalf of Berkeley Square Developments to undertake an Outline Construction Logistics Plan (OCLP and/or CLP) for the proposed development at the car park adjacent to Watermead Way, known as Berol Quarter.

Formation will maintain overall responsibility for this document as the Main Contractor and will oversee the implementation of the measures for the scheme.

This CLP has been written in line with TFL and CLOC's approved CLP template as accessed here:
https://www.clocs.org.uk/page/construction_logistics

The objectives of this document are:

- Ensuring the site has minimal impact on the surrounding and adjacent residential properties at Watermead Way.
- Ensuring the site has minimal impact on the nearby park (Down Lane), adjacent recreational facilities, and railway station (Tottenham Hale).
- Enhance the safety of the scheme for onsite workers, suppliers, and local residents.
- Reduce congestion and disruption by providing a framework to reduce the number of deliveries and by scheduling the deliveries outside of peak periods.
- Reduce deliveries/trips and on-site work times

1.2 Site Context

The site is currently a car park and mixed-use storage area associated with the former use of the surrounding properties, that are commercial. The car park also currently, and formerly, serves to the workers of these surrounding commercial areas.

The site's general area can be described as largely commercial, which juxtaposes the large-scale residential blocks to the east, along with the immediately adjacent Tottenham Hale station. The area to the west of the development site has been largely reformed into multiple sports areas including a basketball, football and tennis areas. Pavilion Pre-school also lies here just west of the site past further commercial warehouses and storage areas.

The scheme has a PTAL of 6a, which indicates a very high connectivity index to sustainable transport services. The scheme itself is 100m away from Tottenham Hale station. Overall, this implies excellent connectivity, the site benefits from proximity to plethora of public transport and main road making the scheme easily accessible for workers and suppliers. This extends to both deliveries and staff transport.

1.3 Development Proposal

The proposal will consist of clearing the existing hardstanding area that currently serves as the car park. The scheme is currently proposed to begin Q1 2024 with a 165 week-long programme. Overall, the scheme will contribute to 200 new units for the local area across 29 floors. This will be split across 5 blocks known as A through to E.

1.4 Report Structure

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2. CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 Policy Context

National Planning Policy Framework (NPPF) – July 2021

The NPPF promotes sustainable transport across the UK, especially at the early stages of planning. Promoting safe road design, and the efficient and sustainable delivery of goods and supplies. Specifically, it makes reference to:

- “a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.”

Traffic Management Act (2004)

Managing traffic networks within a council's borough is the prerogative of that council. The Traffic Management Act Part 2 sets this responsibility as the councils to ensure that measures are taken to assess impacts and capabilities of road networks within areas of the UK. This is done to avoid issues relating to congestion and managing the overall road network.

The London Plan (March 2021)

The London Plan sets out the spatial development strategy for London and provides the London wide context within which individual Boroughs set their local planning policies. A key objective of the London Plan is to improve London's accessibility, which amongst other issues, includes tackling traffic congestion.

Policy T1 states:

- A) Development Plans should support, and development proposals should facilitate:
 - 1) the delivery of the Mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle or public transport by 2041
 - 2) the proposed transport schemes set out in Table 10.1.
- B) All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

Policy T4 states:

A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity and connectivity.

B When required in accordance with national or local guidance,¹⁷⁹ transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport assessments should focus on embedding the Healthy Streets Approach within, and in the vicinity of, new development. Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance.¹⁸⁰

C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F Development proposals should not increase road danger

The Mayor's Transport Strategy (MTS) (2018)

The MTS looks to optimise and change the ways in which the people of London use transport, to ensure three key themes are met. These include promoting healthy streets and people, by encouraging greener travel options, such as walking, cycling, and public transport. As well as ensuring these modes of transport are easy to use and effective as travel options over distances for the people of London. And thirdly ensuring more people want to live and work in London.

TfL Vision Zero Action Plan

The main aim of the Vision Zero Action Plan is to eliminate all deaths and serious injuries on London's transport system. This action plan works with the MTS to reduce road danger on the London road network.

The goals of the Vision Zero Action Plan include:

- **Safe speeds:** Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits.
- **Safe streets:** Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes.
- **Safe vehicles:** Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles.
- **Safe behaviours:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle and moped riders.
- **Post-collision response:** Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.

2.2 Site Context - Three Plans at Different Scales

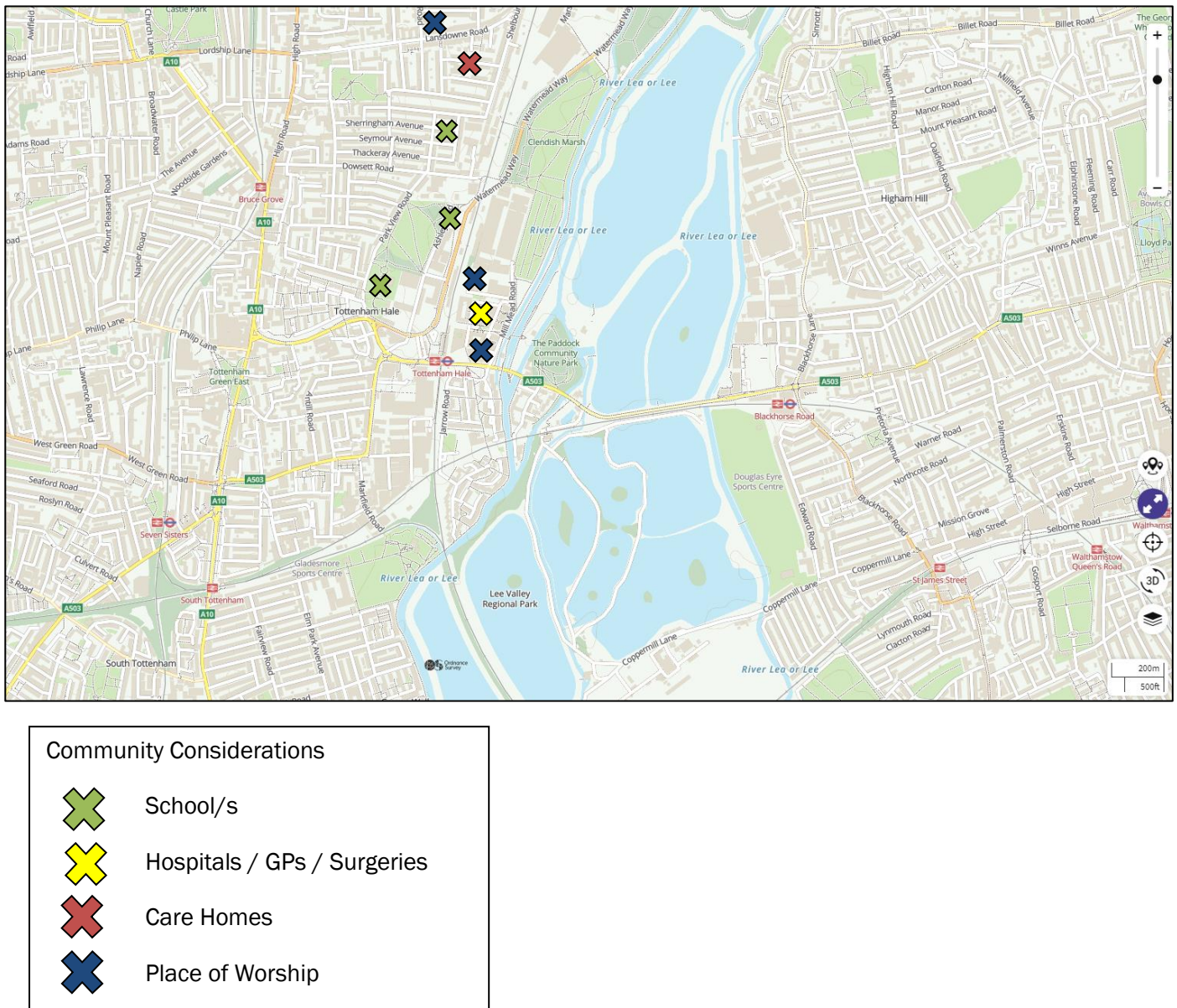


Figure 2.1: OSMaps (Scale 1:10,000)

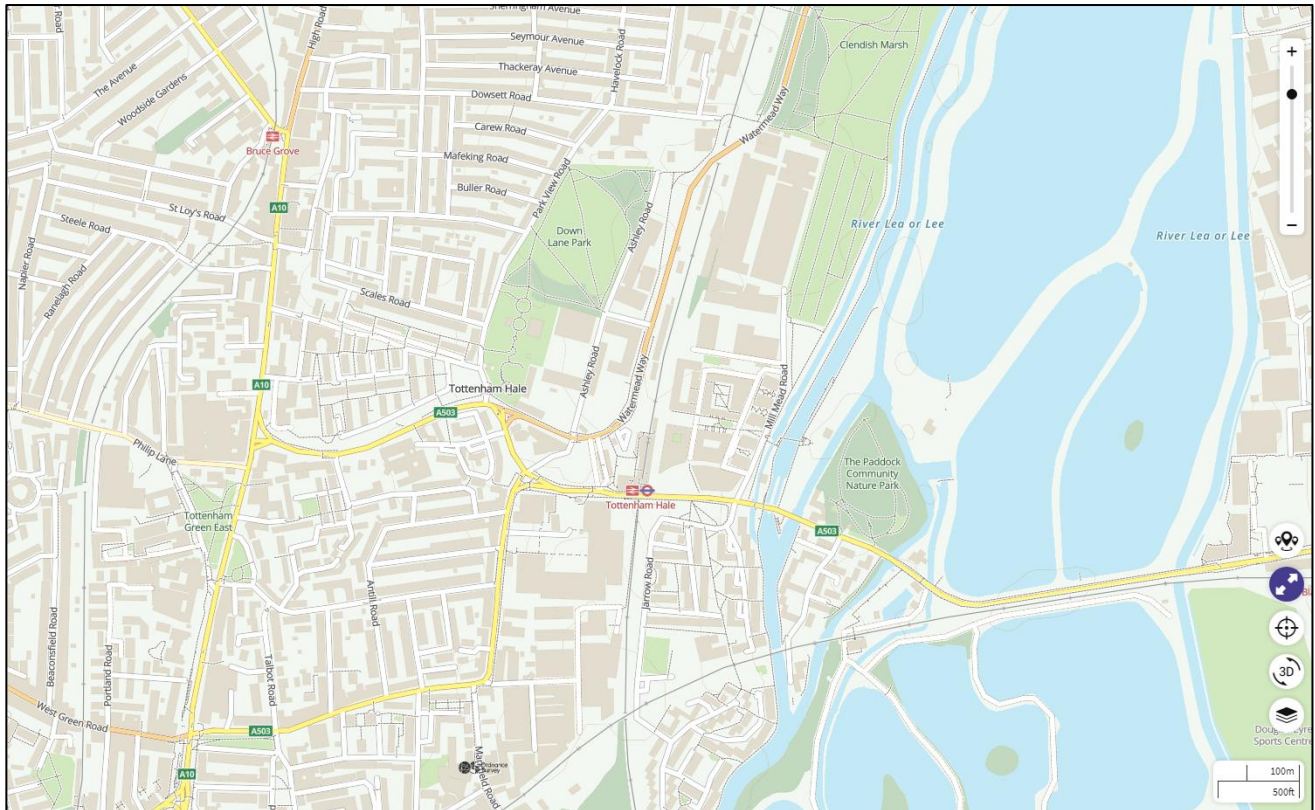


Figure 2.2: OSMaps (Scale 1:2,500)

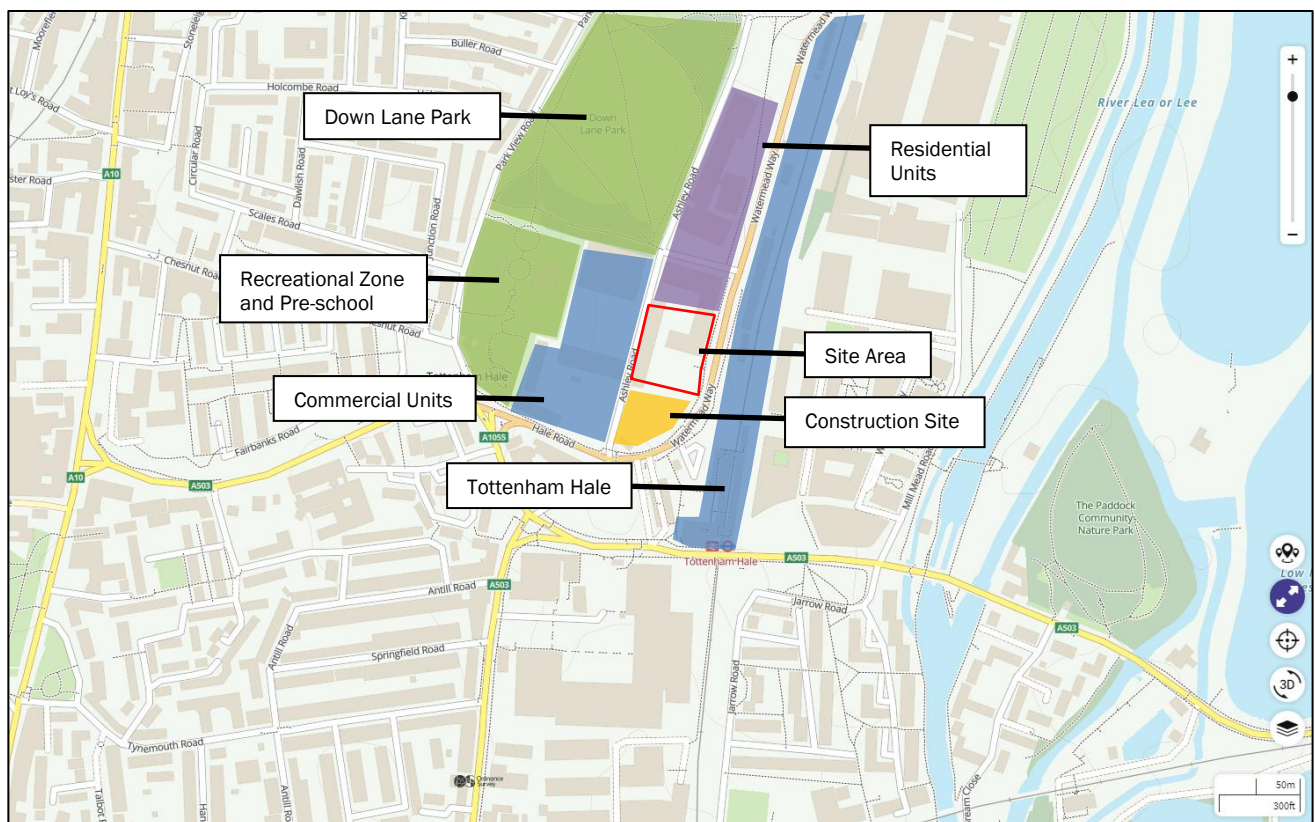


Figure 2.3: OSMaps (Scale 1:1,000) (with receptors marked)

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

2.3.1 Highways, Carriageways and Footways

- The site is situated at Watermead Way and Ashley Road.
- Ashley Road will be used for the beginning phases of development for deliveries.
- Gessner Lane (future road – not yet in situ) will be used for additional deliveries once vehicle entrances/exits are established following site clearance.
- The public footpath will not be impeded by construction. Vehicles will crossover the pathway onto site using a new dropped kerb. At early stages of project vehicles will use existing vehicle entrance.
- The Ashley Road entrance will be covered with trees and taken out of service near end of build.
- A loading bay will be required along Watermead Way, 24/7, throughout the duration of the project. This loading bay is expected to have an impact on the footpath and/or roadside at Watermead Way adjacent to site. This loading bay will be required for construction to be carried out at the development. This is due to the small footprint of the site. Material will need to be loaded/unloaded from this roadside loading bay. Any proposal involving this loading bay will only be made once planned and approved upon by the London Borough of Haringey. This will include for any traffic management plans TTROs, pricing, and duration of this closure.

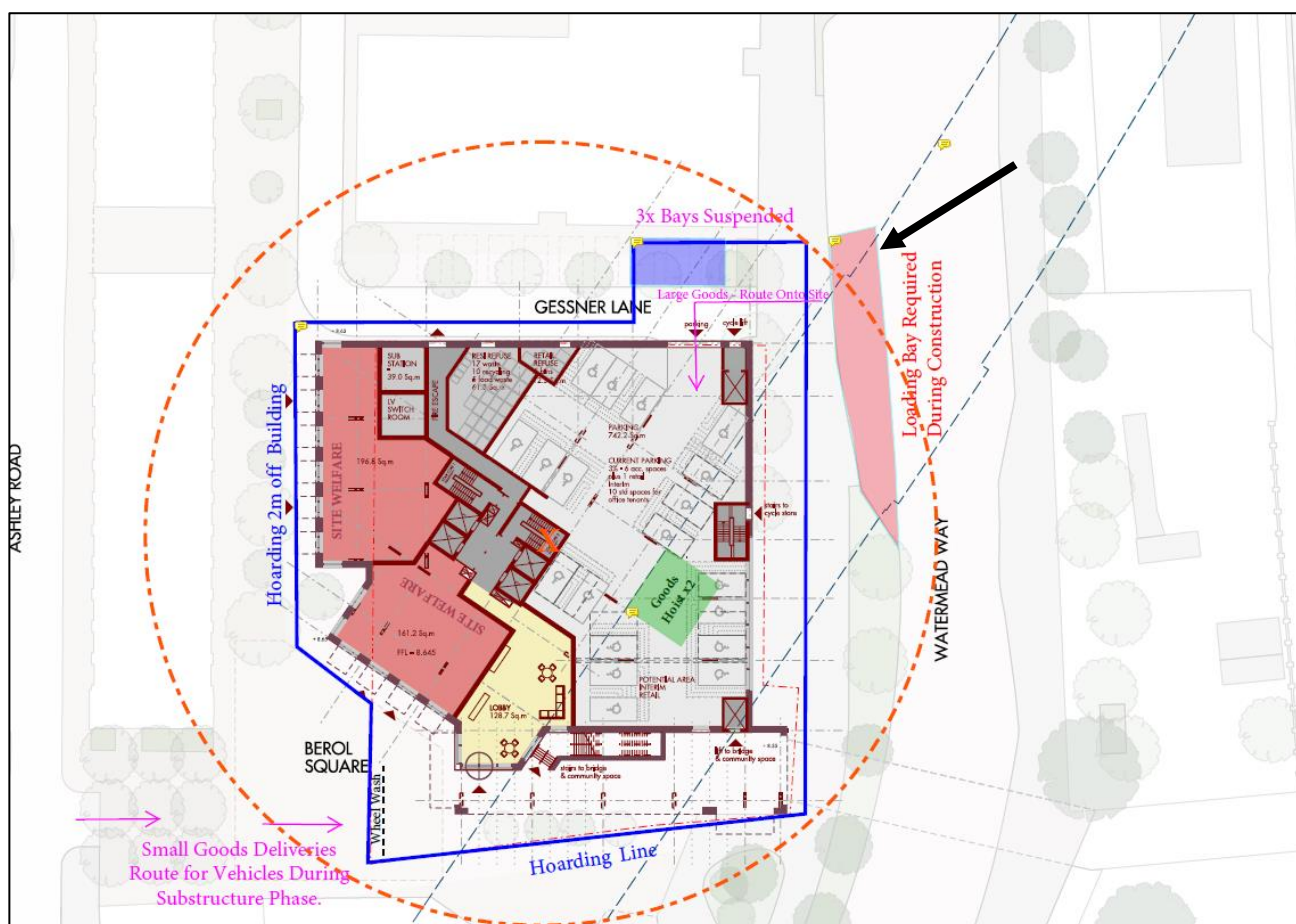


Figure 2.4: Loading Bay Proposal – Marked

2.3.2 Railway and Overground

Table 2.1: Closest Railway and Overground Station

Station	Public Transport Route	Distance from Site (metres)
Tottenham Hale	Stanstead Express, Greater Anglia, Victoria	100

2.3.3 Bus Routes

The closest bus stop is on Watermead Way and is Tottenham Hale. This bus stop will not be impacted by the development's works as there is no crossover onto this bus stop area.

2.3.4 Cycling

The nearest formal cycle route is national route 1, around 100m east. The part of the route closest to the site is shown below and more information can be found via <https://www.opencyclemap.org/>. The development will not impact any cycle routes.

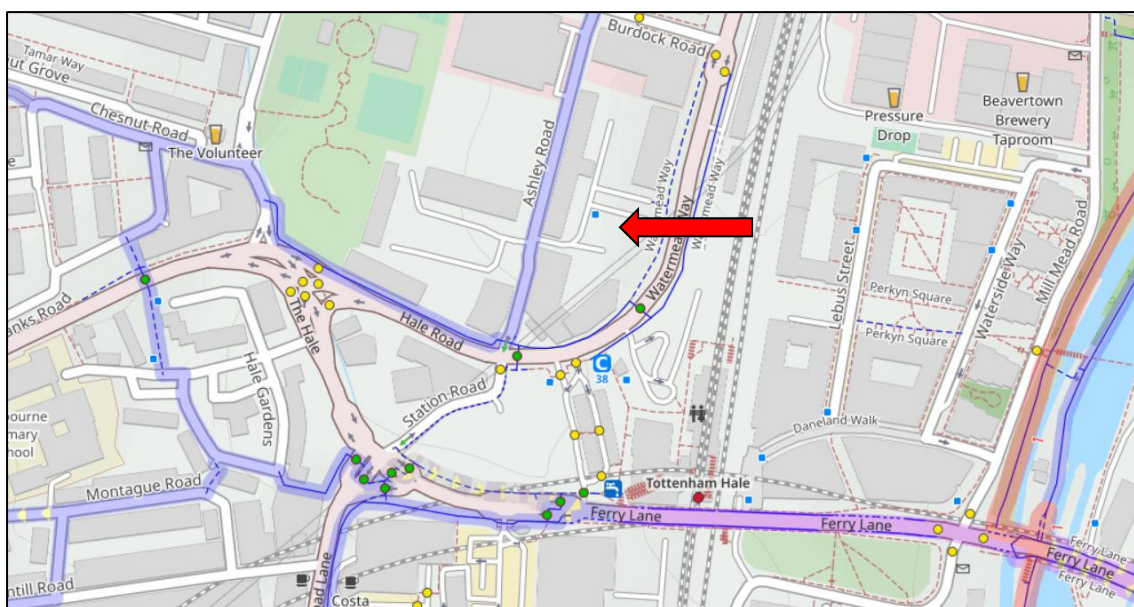


Figure 2.5: Cycle pathways near site. Site marked by red arrow.

2.4 Community Considerations

2.4.1 Local Policy

There is no specific *Code of Construction Practice* document published by Haringey.

2.4.2 Nearby Notable Locations

There are several nearby receptors, and these are shown in Figure 2.3. These include:

- Tottenham Hale Station
- Residential developments along both sides of Watermead Way
- Pavilion Pre-school and associated recreational areas
- Down Lane Park

The Construction Logistics Manager will share information about the construction programme and any disruptive activities with the local community and will collate and report any issues or concerns.

Hours of Site Operation

Hours of work across the Site, including hours of delivery, are advised by the LBH:

- Monday-Friday 8:00-18:00
- Saturdays 8:00-13:00
- Sunday and bank holidays- not permitted

These have been proposed to be further restricted to:

- Monday-Friday 10:00-15:00
- Saturdays 9:00-13:00

To avoid conflict with nearby schools and potential AM commuting from residents.

3. CONSTRUCTION PROGRAMME AND METHODOLOGY

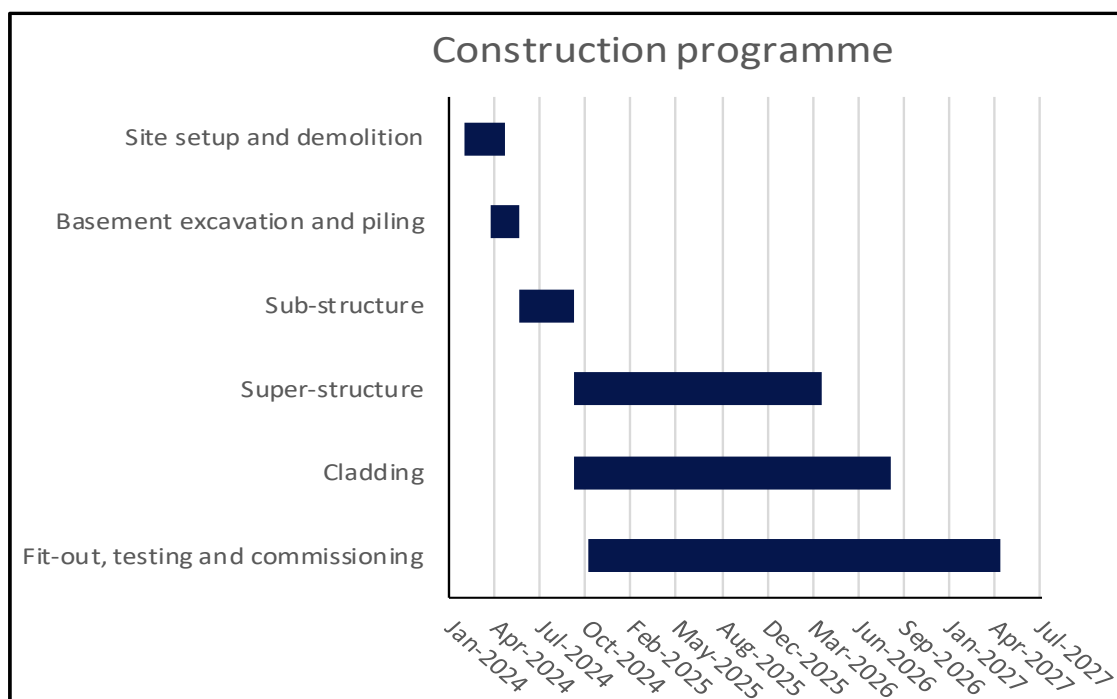


Figure 3.1: Construction Programme

Table 3.1: Construction Programme

Construction phase	Start	End
Site setup and enabling works	Feb-2024	May-2024
Piling	Apr-2024	Jun-2024
Sub-structure	Jun-2024	Oct-2024
Super-structure	Oct-2024	Apr-2026
Cladding	Oct-2024	Sep-2026
Fit-out, testing and commissioning	Nov-2024	May-2027

3.1.1 Site Setup and Enabling Works

Demolition will not be required as the site is cleared, as such, the site will now require setup and enabling works for the initial stages of construction development. This is not expected to take any longer than 4-8 weeks and may be completed before this above timescale.

These structures/facilities on site will include:

- Staff Welfare Room
- Site Store
- Site Office
- Portaloo
- Additional material storage accommodation (as and when required by site manager)

Hoarding will be erected along the site perimeter. The existing entry point at Ashley Road will be used as the site entrance during construction but will eventually be supported with an entrance at Gessner Lane (although this road is not currently in situ). It may be the case for ease of logistics that both of these entrances remain open to allow easy of access for more vehicle types.

It is also proposed at this stage that once the basement, excavated area, and ground floor (including ceilings) are established (and once it is safe to do so) that these welfare areas may move inside the direct envelope of the structure.

3.1.2 Basement Excavation and Piling

There is no existing basement. For the construction of the basement a Piling Contractor will work with Formation to oversee the piling operations. The proposed basement will then be excavated to formation level and main bearing piles installed to provide structural support for the new building.

These works will require the delivery of major plant, including the piling rigs, as well as ongoing deliveries of steel reinforcement bars / cages and ready-mix concrete. Excavated material will be removed from the site using tipper trucks. Lorries will be off loaded from a loading area.

This will last approximately 20 weeks. The exact piling methodology is not currently proposed but may be Continuous Flight Augur Piles (CFA).

3.1.3 Sub-Structure

During this phase, deliveries will increase, and vehicles will be required to unload inside the site. This will be for the materials related to the sub-structure of development. This loading scheme will continue throughout construction.

The basement slab and core will be formed of concrete and ready-mix lorries will be the primary vehicle accessing the site during this stage of construction. It is foreseen that a crane will be required at this stage and will remain for the duration of construction.

Due to the site's small footprint, and high floor-total, it is foreseen that there will only be one crane on site in the form of a tower crane.

3.1.4 Super-Structure

During this phase, the number of deliveries will increase. The crane will begin to be used to construct the core of the structure. This static crane's layout, size, and orientation will be made available at a more detailed stage of development. Slab will be poured continuously at the successive floors from the ground floor layer.

3.1.5 Cladding

Windows will then be installed along each façade, beginning at the ground levels of development, proceeding up the property.

3.1.6 Fit-out, Testing and Commissioning

Fit out will begin on the project during cladding / façade construction. Windows and cladding will then continue while fit out is continuing at the property. Fitout at this stage will have reached the top level of the property.

Fit-out activities will generally be carried out in-situ. Wherever possible, materials and components will be delivered in large loads on a just in time basis, which will reduce the number of small vehicle and ad-hoc deliveries required.

4. VEHICLE ROUTING AND ACCESS

The expected volume and type of construction traffic required for the considered works is not expected to lead to the requirement for diversion or restrictions of traffic on the public highway.

4.1 Regional Routes

The following general measures will be in place:

- All parties to sign In & Out (name / time) at main entrance;
- A daily record of visitors will be kept on site;
- Formation will:
 - liaise with sub-contractors to inform them of the agreed vehicle routes to and from the site;
 - notify all suppliers that no waiting or queuing is permitted;
 - maintain safe control of traffic on the public highway;
- Banksman will be provided to manage all loading activity. A traffic marshal will be tasked with ensuring that pedestrian/ cyclist access can be safely provided during the short period where an operative's vehicle is entering and leaving site directly.

As seen on Figures 4.1 and 4.2, vehicles accessing the site will take generic routes that would typically be utilised entering any London site. This mainly includes utilising connections on the M25 circular road. Vehicles originating from northern directions would use connections onto the M25 or directly through to the A10 and A406.

Vehicles from Northern / Eastern and potentially Western origins will largely:

- Use the M25 to connect to the A10.
- Vehicles will then turn left onto the A406.
- Vehicles will use the Montague Road slip road and then join onto Watermead Way.
- Vehicles will then turn right and then left onto Ashley Road.
- Vehicles will then turn left into site.

Vehicles from Southern and Eastern origins will follow the route below, and seen on Figure 5.2, for the same reasons as laid out above:

- Vehicles will utilise the M25 around London.
- Vehicles will connect to the M11 and then turn onto the A406.
- Vehicles will use the Montague Road slip road and then join onto Watermead Way.
- Vehicles will then turn right and then left onto Ashley Road.
- Vehicles will then turn left into site.

Vehicles will egress via the A10 route heading west along Watermead Way that leads onto Monument Way (A503). This joins onto the A10, vehicles will head north for all routes out of London. Including A10 and A406 that serve as connecting routes.

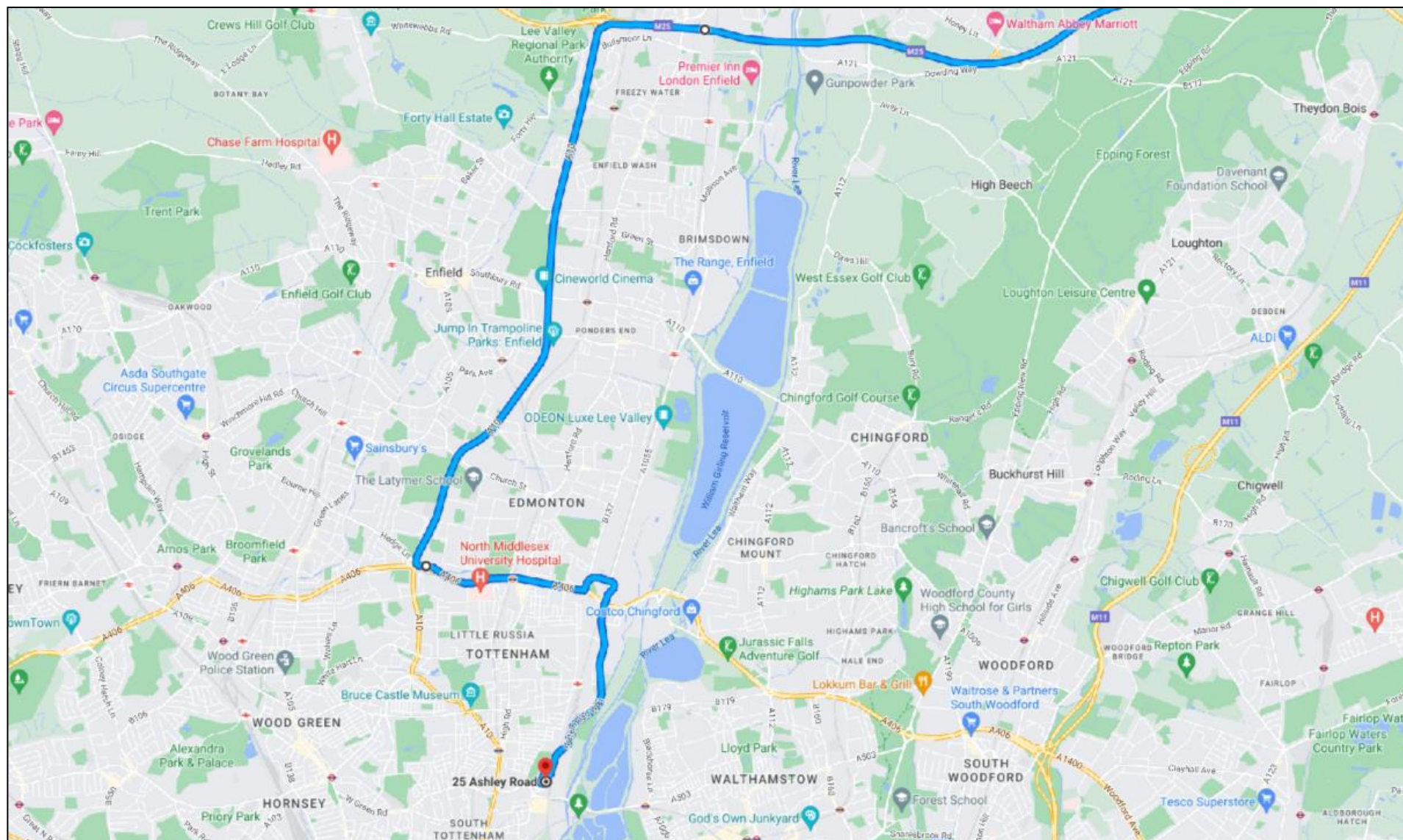


Figure 4.1: Regional Route (North)

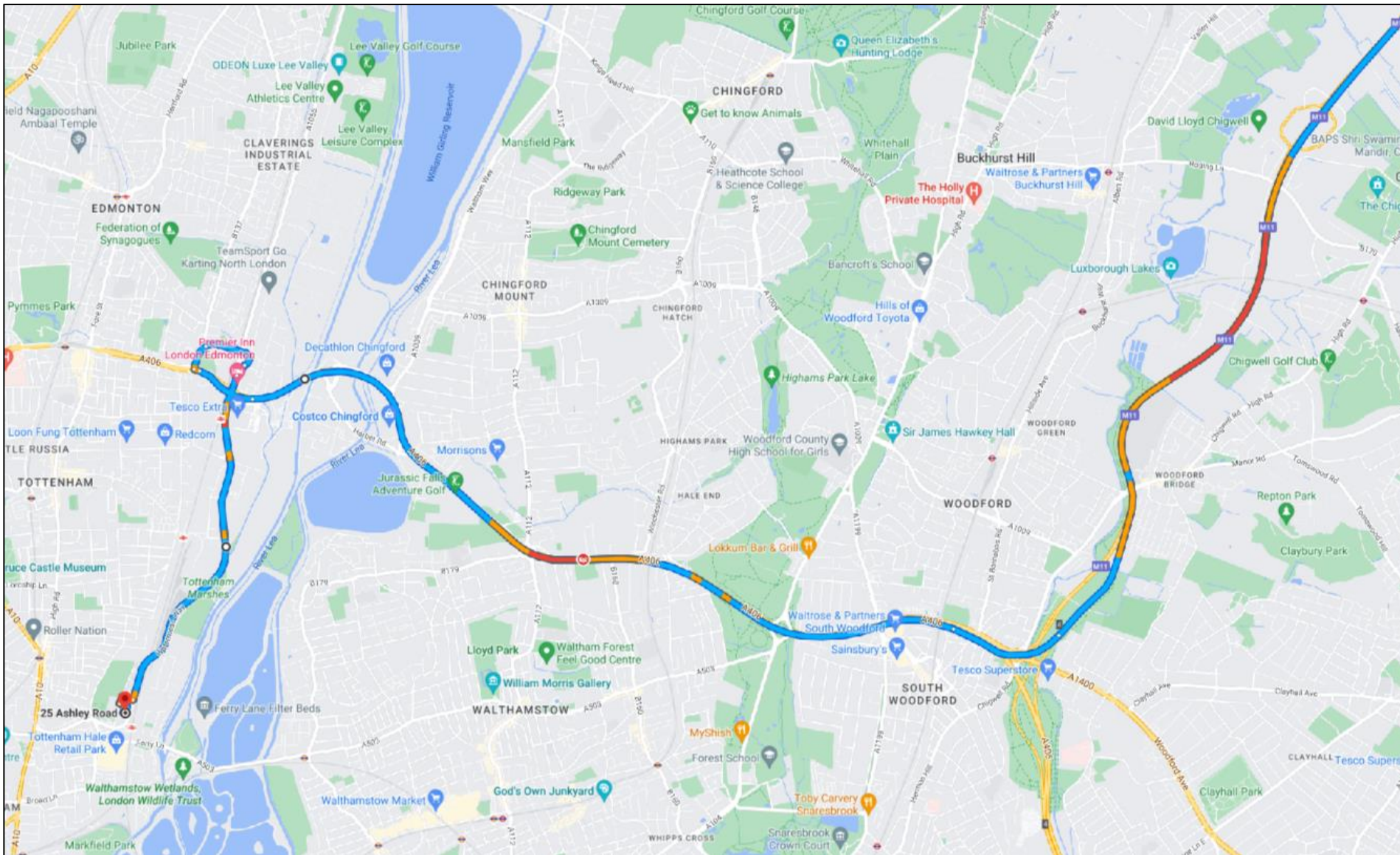


Figure 4.2: Regional Route (South)

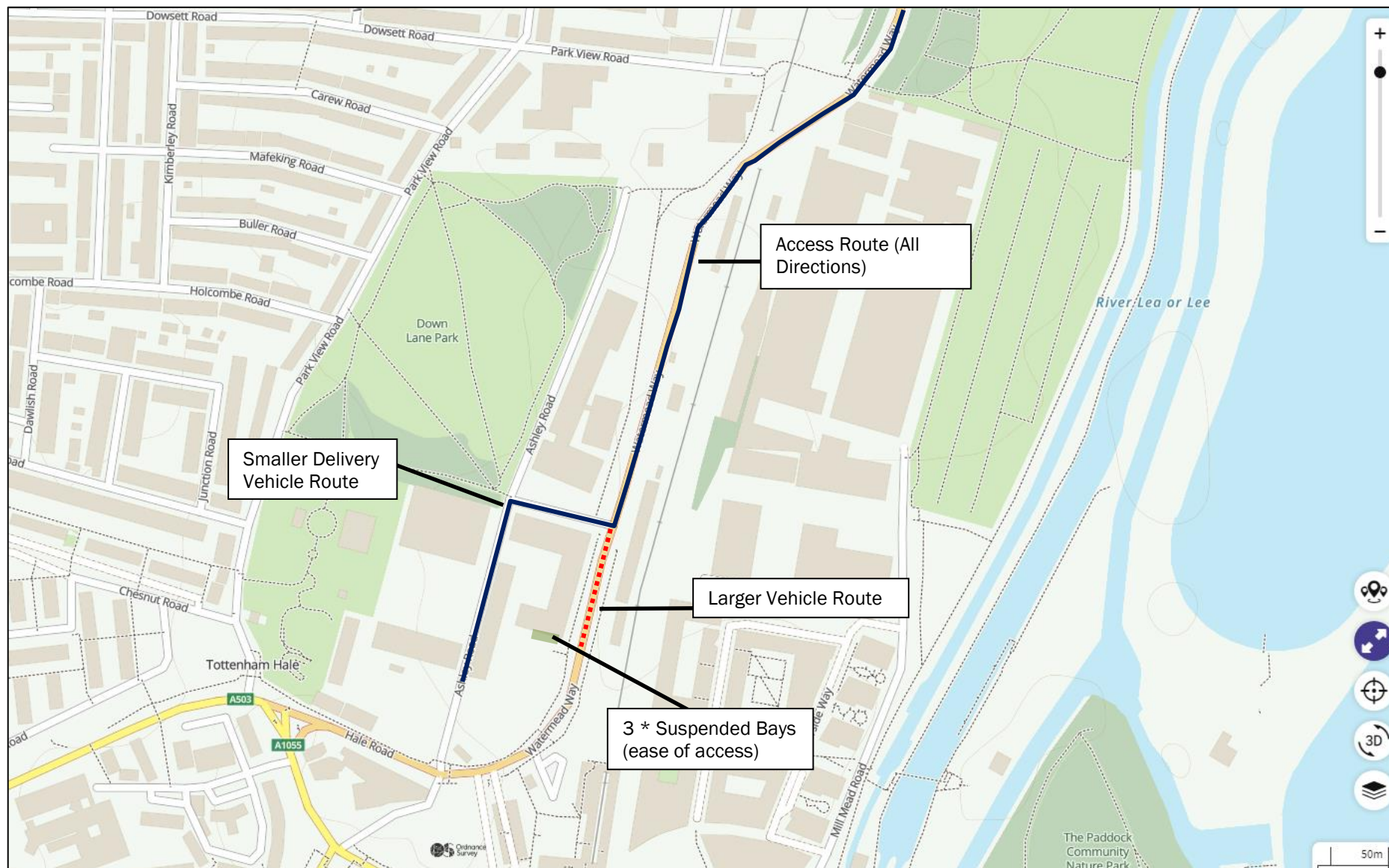


Figure 4.3: Local Route (All Directions)

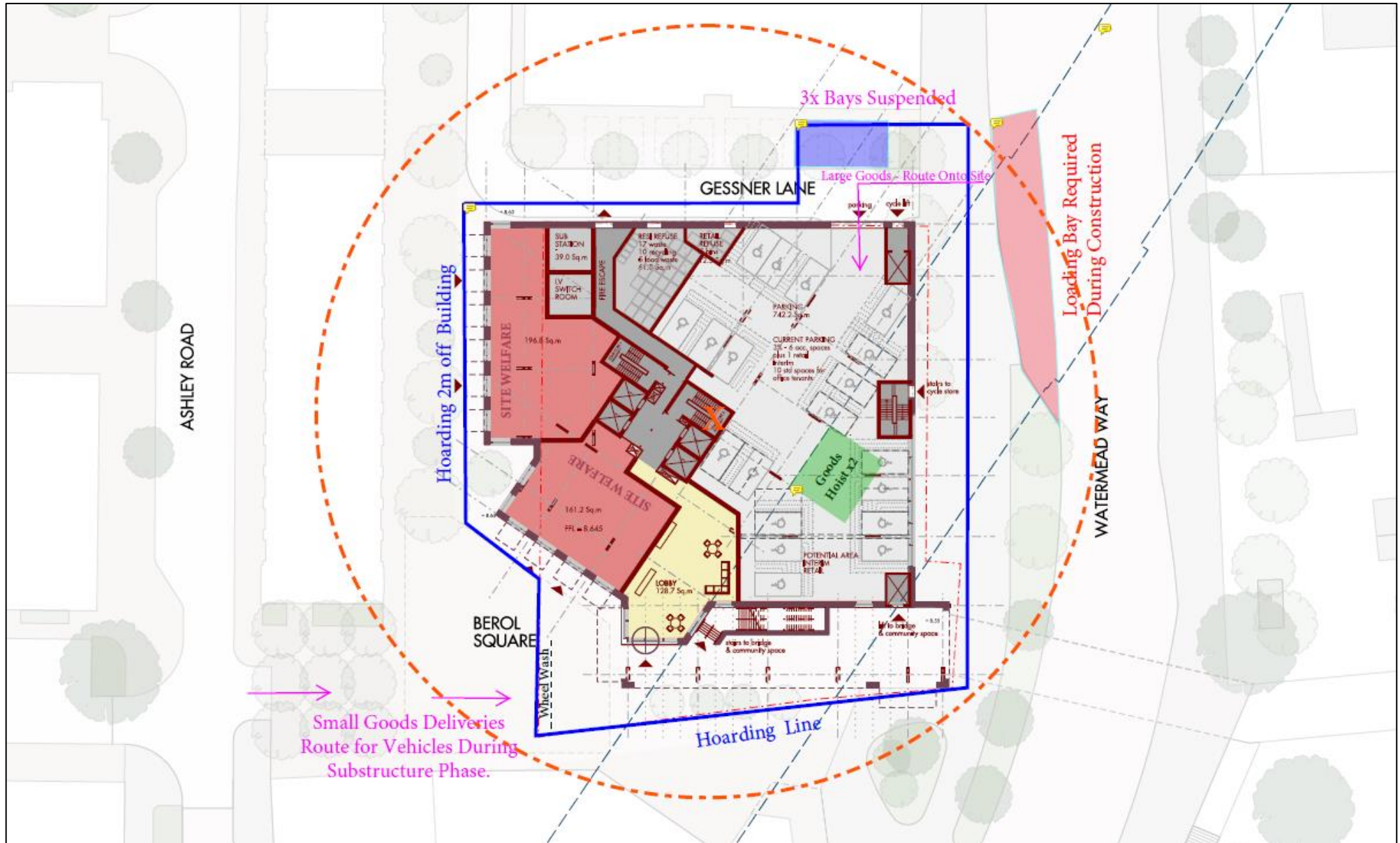


Figure 4.4: Site Plan Layout

Swept Path Analysis (SPA)

The SPA below demonstrates the simple turning and in-site manoeuvre for an LRIGID vehicle (smaller deliveries) using the western (existing) entrance from Ashley Road into the existing Berol Quarter site. It is understood that during site clearance and set up that an eastern entrance will be created, supplemented by the suspension of parking bays from the adjacent site (which is expected to be built once development here commences). Larger vehicles on this eastern (proposed) entrance will not enter site directly but will use the proposed temporary loading bay (throughout development) along Watermead Lane. Vehicles will not enter site this way. The entrance here will be for movement of material only, by either hand, or small plant non-road worthy vehicles.

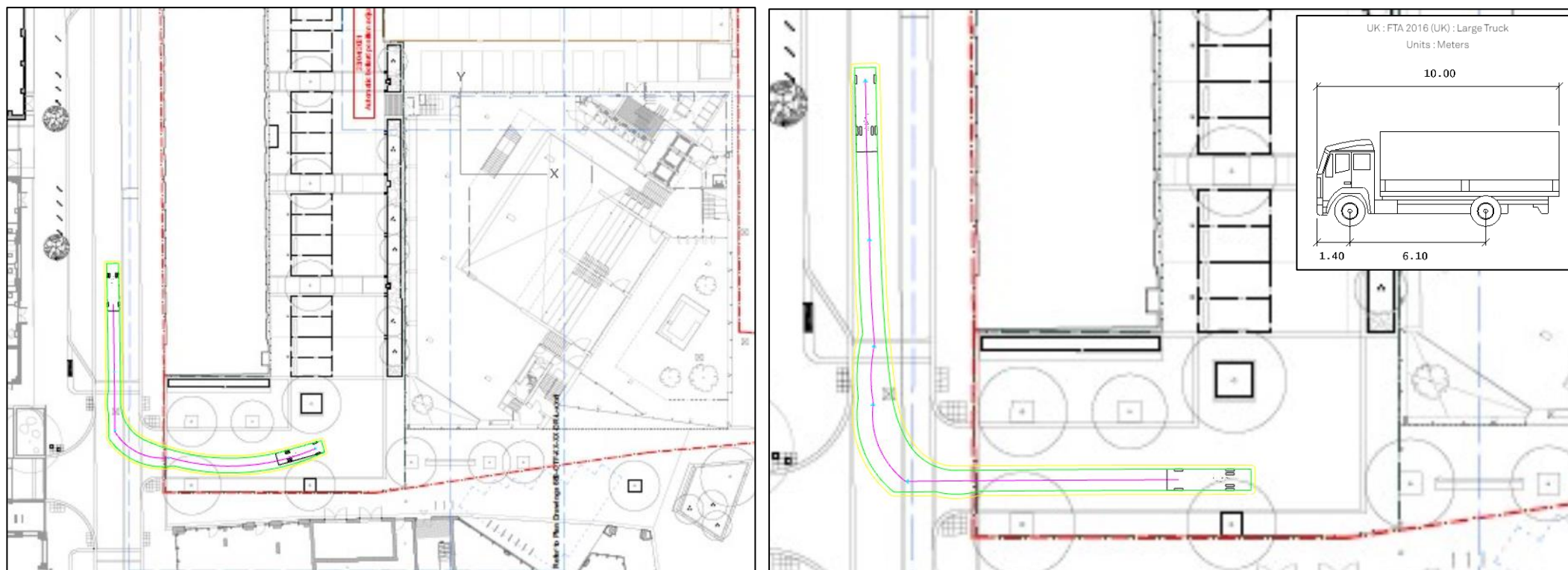


Figure 4.5: Swept Path Analysis (Western Entrance)

5. STRATEGIES TO REDUCE IMPACTS

Table 5.1 outlines the measures that will be employed to reduce the impact of construction.

Table 5.1: Mitigation Measures

Medium Impact Site 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
Refight 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 amongst other sites in the area	X		
Implement a staff travel plan	X		

5.1.1 Measure Influencing Construction Vehicles and Deliveries

The principal contractor will ensure all employees and sub-contractor vehicles arriving at site comply with sufficient safety measures in-line with their company policies as well as current regional and local guidance and legislation.

It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS). FORS Silver accreditation as a minimum will be a contractual requirement, FORS Gold operators will be appointed where possible.

Desktop checks will be made against the FORS database of trained drivers and accredited companies as outlined in the CLOCS Standard Managing Supplier Compliance guide. These will be carried out as per a risk scale based on that outlined in the CLOCS Managing Supplier Compliance guide.

A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site. Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site.

Suppliers will also be encouraged to put their drivers on the following training courses:

- Safe Urban Driving (SUD) approved driver training course, including the on-cycle hazard awareness training.
- Safe and Fuel-Efficient Driving (SAFED) driver training course, or equivalent accredited course with similar content including a practical element.

Delivery Scheduling and Out of Hours Deliveries

- Deliveries to site will be restricted between the hours of 8:00am – 6:00pm Monday to Fridays; 8:00am – 1:00pm Saturdays, and no activities on Sundays or bank holidays

These have been proposed to be further restricted to:

- Monday-Friday 10:00-15:00
- Saturdays 9:00-13:00
- Peak times shall be avoided wherever possible.
- Where appropriate the principal contractor will look to agree a schedule of out-of-hours 'early doors' deliveries
- Any out of hours deliveries will be agreed with the local authority in advance.

Adherence to designated routes

- Routing information will be supplied to all contractors/ suppliers at the site.
- Records of correspondence with suppliers relating to the agreed access routes will be maintained, so that in the event of non-compliance in this matter, suppliers can be held accountable.

Use of Holding and Vehicle Call-off Areas

- Due to the high-density of the area and limited access routes to the site, a vehicle holding area will not be used. The site has significant off-road holding areas and set down space and it is not envisaged that on-site congestion will lead to vehicles waiting to access the site. Vehicles arriving before their prearranged delivery time will be held in a site holding / waiting area, which reduce disturbance in the surrounding area.

Use of Logistics and Consolidation Centres

Consolidation Centres are beneficial for contractors as they will encourage suppliers to make use of their local depots and are currently discussing internally whether to set these up for future schemes.

This will be discussed at construction stage with the principal contractor for feasibility though if a CLT construction is proposed then the amount of deliveries will be too small for the use of a consolidation centre to be considered.

5.1.2 Collaboration with Nearby Sites

Formation will endeavour to look into collaboration and cooperation with nearby sites for storage, materials, and deliveries consolidation, however, it is noted that the adjacent major sites to the development will be complete prior to works beginning on site. This will be done with the objectives of reducing construction traffic. Details of any potential collaboration and cooperation will be made at a more detailed stage of development.

5.1.3 Other Measures (Including Staff Travel Plan)

There will be no on-site parking provided. There are numerous public transport links nearby for workers to us via:

- Bus
- Train
- Cycle
- Waterway

A board of all available public transport options concurrent with this report will be installed in/on the welfare area on-site.

6 ESTIMATED VEHICLE MOVEMENTS

6.1 Construction Vehicles

The charts in this section are created using the construction logistics planning tool contained in the CLP Guidance.

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2024 - Q2 2024	40	2
Piling	Q2 2024 - Q2 2024	50	3
Sub-structure	Q2 2024 - Q4 2024	50	3
Super-structure	Q4 2024 - Q2 2026	70	4
Cladding	Q4 2024 - Q3 2026	70	4
Fit-out, testing and commissioning	Q4 2024 - Q2 2027	90	5
Peak period of construction	Q4 2025 - Q1 2026	190	10

Table 6.1: Estimated Construction Vehicles – Monthly and Daily

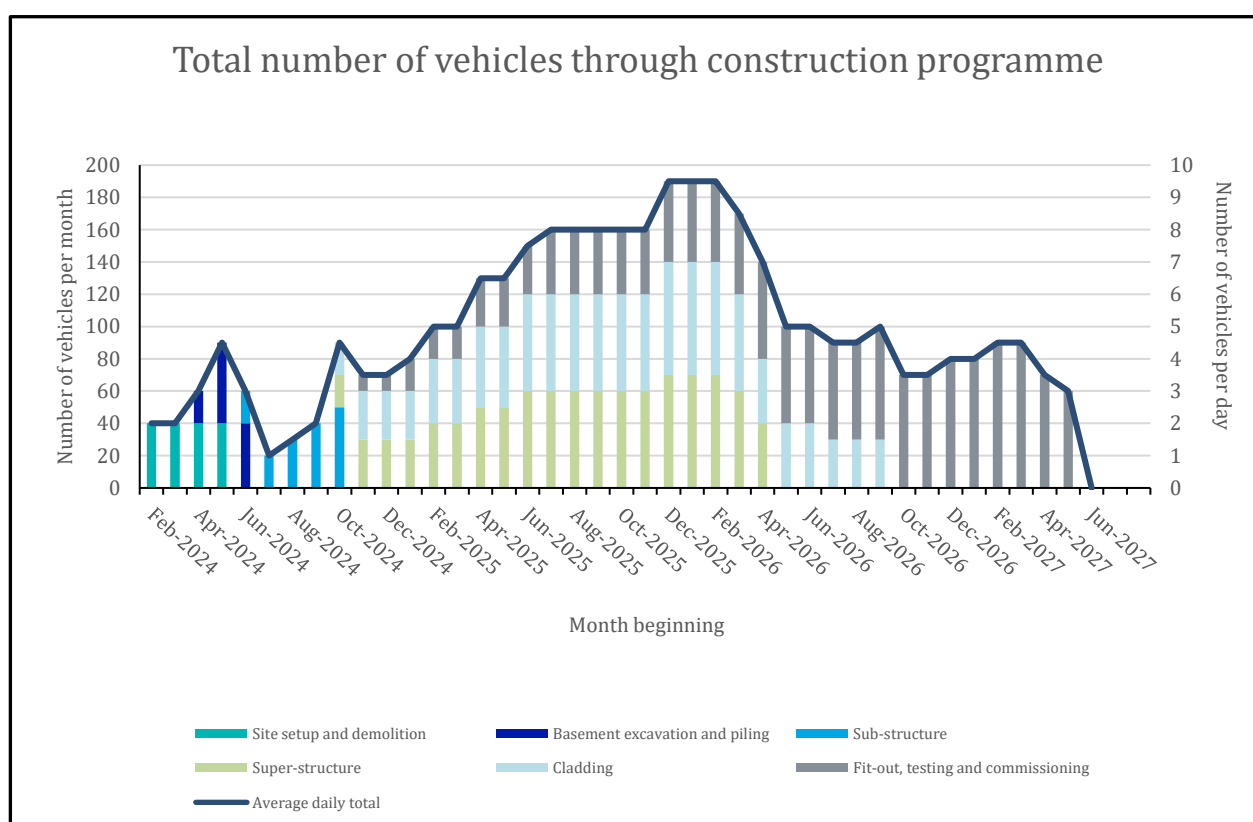


Figure 6.1: Estimated Construction Vehicles – Monthly and Daily

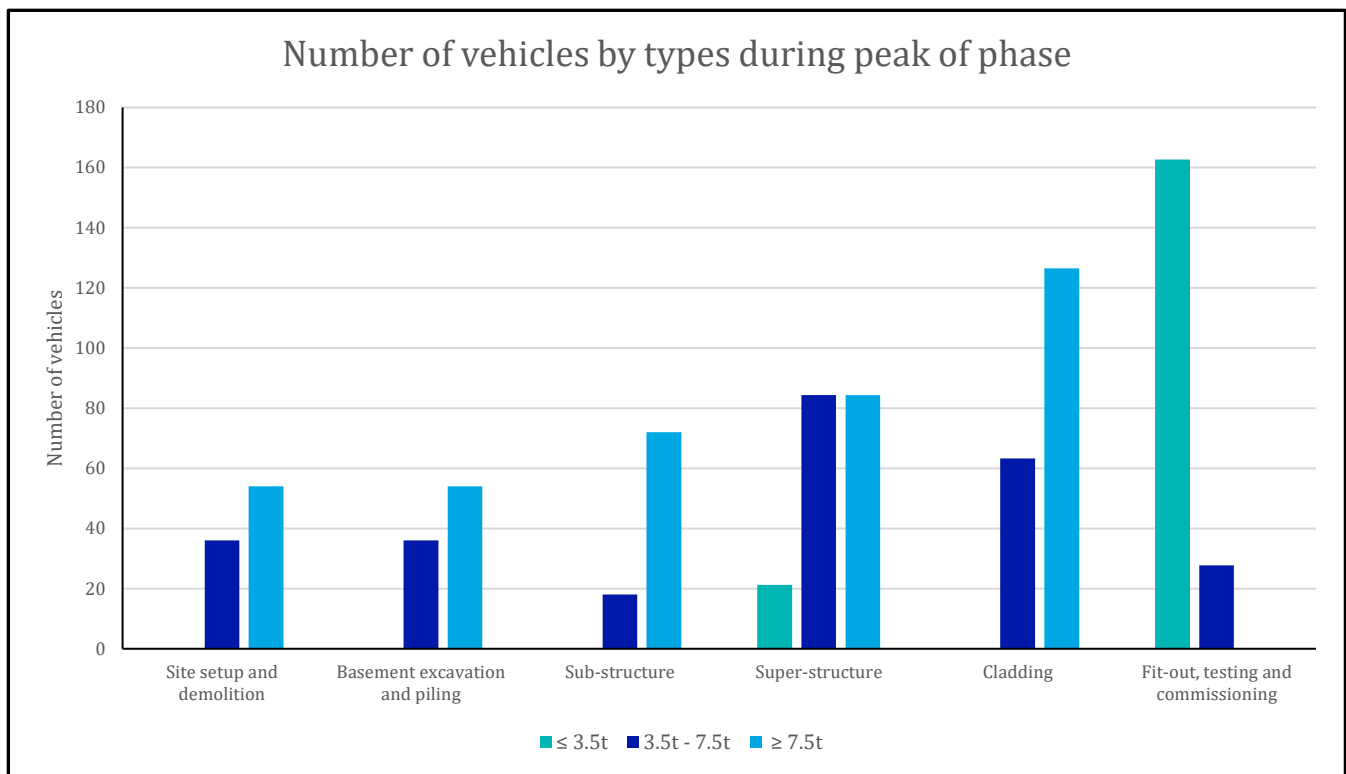


Figure 6.2: Estimated Construction Vehicles – Monthly and Daily

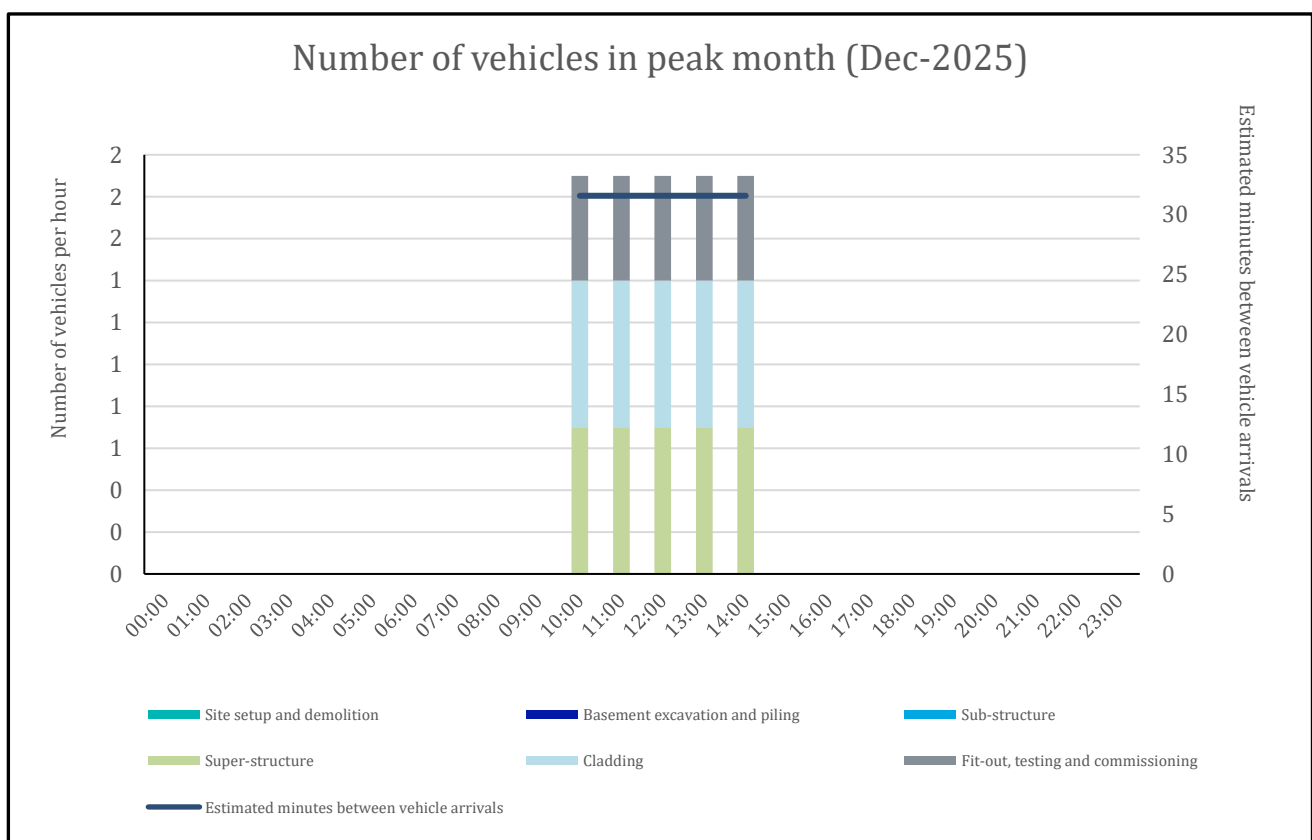


Figure 6.3: Hourly Arrival Profile of Vehicles During Peak

7 IMPLEMENTING, MONITORING AND UPDATING

7.1 Implementing, Monitoring and Updating

This document will be monitored and managed by Formation. A detailed CLP will be produced at a later stage of planning, and this will be communicated to all operatives and visitors to the site during the Site Induction.

Delivery drivers will be issued with a copy of the site-specific driver's handbook at the point of booking. This handbook will include the information contained within the CLP, including site safety procedures, permitted routes to and from the site and mitigation measures to minimise the impact to surrounding roads.

Gate checks will be carried out on all arrivals to ensure that the correct paperwork has been completed and the driver has utilised the routes laid out in the driver's handbook. Unless there is capacity to accommodate within the specified loading area, unplanned deliveries will be turned away and advised to return to the site at a prearranged delivery time. Unplanned deliveries will not be permitted to wait at any location on the local highway network within the vicinity of the site.

Hauliers will be required to contact the site daily and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the site management team to ensure that no two construction HGV deliveries occur simultaneously at the site, thereby ensuring that there is always space at the site to accommodate the necessary plant and deliveries.

When planning deliveries, the following will be considered:

- all deliveries to the site will be restricted to the timings set out within this document
- deliveries will be permitted only in the specified loading area on site
- a policy to stagger deliveries will be employed to avoid vehicles queuing or waiting on the local highway network within the vicinity of the Site
- material storage areas will be prepared on-site in advance of deliveries to minimise loading and unloading times.

Sufficient time will be given between deliveries to allow for any delays because of the delivery vehicle getting stuck in traffic or the loading / unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network. Deliveries are already expected to be minimal based on the CLT frame system.

Any appropriate contact details for the site, such as the site manager, is proposed to be present on all site entrances on a site notice board.