

HIGHGATE



A Planning Application by
HIGHGATE SCHOOL

In respect of
**Far Field, Highgate School,
LONDON BOROUGH OF HARINGEY**

Outline Construction Logistics Plan

January 2023



Document Management

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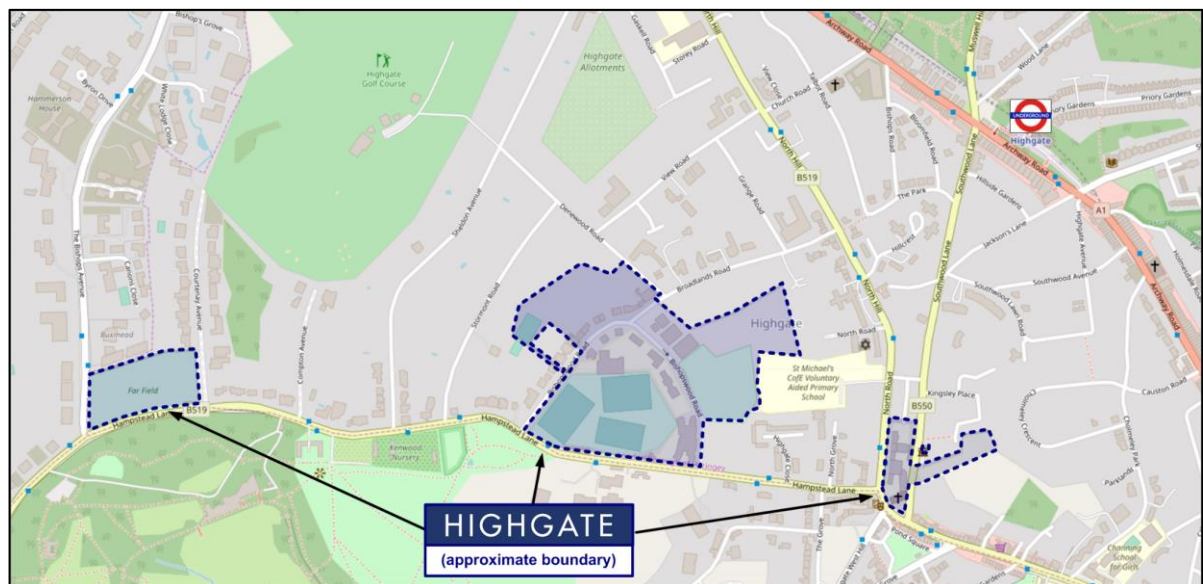
1 Introduction

- 1.1 Transport Planning Associates has been commissioned by Highgate School to prepare this Outline Construction Logistics Plan (CLP) on behalf of Highgate School ("the School"), specifically for its development at Far Field ("the Site").

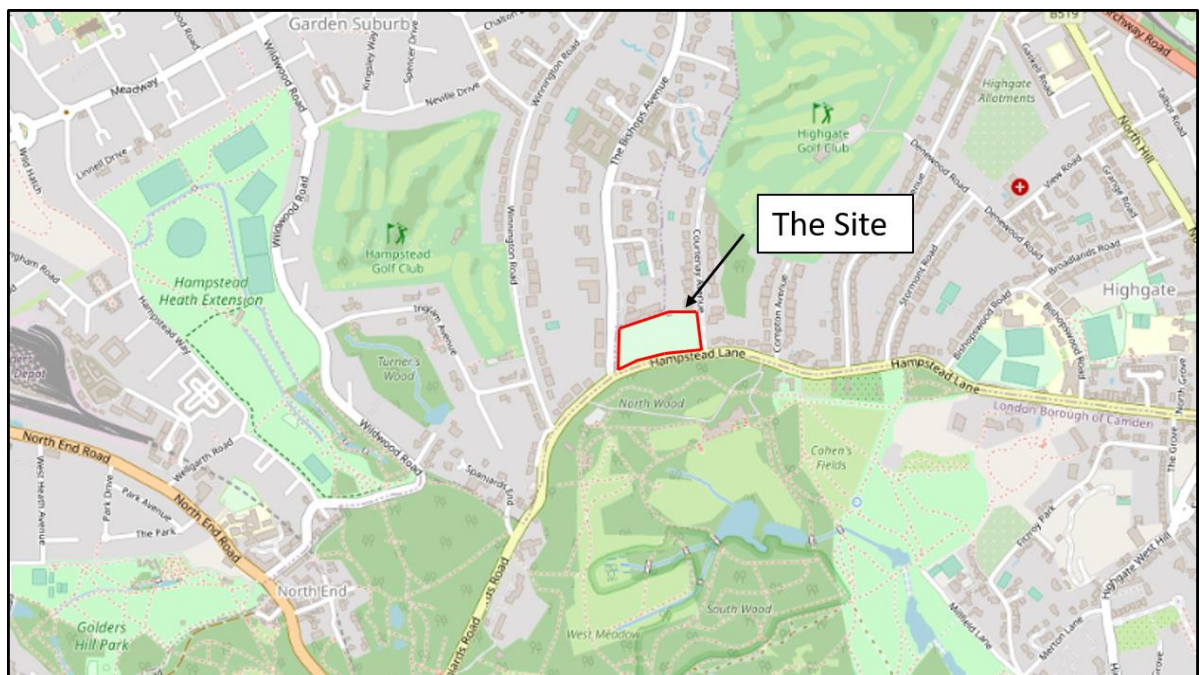
Site Context

- 1.2 The School is located in Highgate, in the London Borough of Haringey (LBH), and comprises a number of buildings and facilities, along Bishopswood Road, to the north of Hampstead Lane, and on the south section of the B159, North Road, and the B550, Southwood Lane. Further to the west, "Far Field" is located to the north of Hampstead Lane, between the junctions with The Bishops Avenue and Courtenay Avenue.
- 1.3 A plan illustrating the extent of the School is provided at **Figure 1.1**. The Site is located to the northern side of Hampstead Lane, with Courtenay Avenue to the east, and The Bishops Avenue to the west and some residential properties to the north. The Site location is shown in **Figure 1.2**.

Figure 1.1 Highgate School



Note – indicative boundaries (for illustrative purposes only)

Figure 1.2 Site Location

Source: © OpenStreetMap contributors

Development Proposals

1.4 This Outline CLP has been produced in regard to the pitch renovation and earthworks, access and boundary improvements at the Site. The proposed scheme comprises:

- Re-levelling of the playing surface utilising cut and fill, following topsoil removal. Excess topsoil is to be removed from the Site;
- Formation of a pedestrian access ramp off Hampstead Lane;
- Installation of a sand-carpet synthetic pitch, for hockey and netball use;
- Aesthetic improvements to the existing changing block;
- No changes to the building footprint;
- Reinforced natural grass emergency vehicle path connecting the changing block to the Courtenay Avenue and The Bishops Avenue access points; and
- Drainage improvements to enable more efficient and all year all weather use; and
- Landscaping to enhance biodiversity.

1.5 A plan showing the proposed development at the Site is included in **Appendix A**.

Guidance

1.6 Transport for London (TfL) defines a CLP as *"an important management tool for planners, developers and construction contractors and focuses on construction supply chains and how their impact on the road network can be reduced"*.

- 1.7 TfL states that whilst the impact of a development varies depending on the size, timescale and location of the development a CLP provides a consistent framework for understanding and managing construction vehicle activity into and out of a development site independently of these factors.
- 1.8 CLPs are required by TfL to include the following:
- A full assessment of the construction phase;
 - Details of the levels of construction traffic generated;
 - Routes the traffic will use; and,
 - Significant traffic management for the construction phase.
- 1.9 The CLP should therefore provide a plan with measures and specific techniques agreed through the planning process to reduce the impact of the Site's construction on the road network, as well as measures which ensure that sensitive routes to the Site can be avoided, and sustainable modes of transport are utilised as much as possible (including rail and water).
- 1.10 TfL state that there are two types of CLP, one being an Outline CLP and the other a Detailed CLP. Details of which are summarised as follows:
- **Outline CLP** accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme.
 - **Detailed CLP** is submitted to a planning authority at the post-granted discharge of conditions stage and provides the planning authority with the detail of the logistics activity expected during the construction programme.
- 1.11 This document is to be submitted as part of a suite of documents to support the planning application at the Site. Therefore, this is an **Outline CLP**, and will comply with the level of detail required for such a document at this stage of the planning application.
- 1.12 TfL states that Outline CLPs are required during the planning approval stage for medium and high impact developments. Outline CLPs are considered to contain fewer details than a Detailed CLP as it is considered that a higher level of available information is likely not to be available at this stage as the Site is unlikely to have allocated a construction contractor for example.
- 1.13 Developments which will have a 'medium impact' will only need to provide the details required by an Outline CLP, whereas high impact developments will require to provide additional details (with input from a construction logistics specialist).

Objectives of the CLP

- 1.14 The overall objectives of this Outline CLP are to:

- Lower emissions;
- Enhance safety - Improved vehicle and road user safety; and,
- Reduce congestion - Reduced trips overall, especially in peak periods.

1.15 The following several sub-objectives will then support the realisation of the objectives above:

- Encouraging construction workers to travel to the Site by non-car modes;
- Promoting 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 on-going development and delivery of the CLP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and,
- Encouraging the most efficient use of construction freight vehicles.

CLP Structure

1.16 The scope and structure of an outline CLP is defined within TfL guidance. This document will be set out in line with these requirements and therefore the following chapters of this Outline CLP will be structured as follows:

- **Section 2** - Context, considerations and challenges;
- **Section 3** - Construction programme and methodology;
- **Section 4** - Vehicle routing and site access;
- **Section 5** - Strategies to reduce impacts;
- **Section 6** - Estimated vehicle movements; and,
- **Section 7** - Implementing, Monitoring and Updating.

2 Context, Considerations & Challenges

Policy Context

2.1 This section of the CLP lists the principal national and local transport related planning policies and guidelines at the basis of this CLP. Policy documents reviewed include:

- The National Planning Policy Framework (2021);
- Traffic Management Act (2004);
- The London Plan (2021); and,
- Construction Logistic Plan Guidance (TfL) Version 3, July 2017.

2.2 The following paragraphs provide a brief overview of the key principles included in the policies reviewed.

National Planning Policy Framework (NPPF)

2.3 The National Planning Policy Framework (NPPF), recently updated (July 2021), sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

2.4 When considering development proposals, NPPF notes that 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" (para 110).

2.5 Furthermore, with regards to considering development proposals, it states 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" (para 111).

Traffic Management Act (2004)

- 2.6 Part 2 of the Traffic Management Act states that the local authorities are responsible for the management of traffic networks within their area. The management of these networks should ensure that the network is used efficiently and that the local authority takes the appropriate measures to avoid contributing to traffic congestion.
- 2.7 Part 5 states that it is the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network.

The London Plan (2021)

- 2.8 The London Plan (March 2021) is the third London Plan and concerns all 32 London Boroughs and the Corporation of London. This document sets out policies to accommodate the expected growth of the city in a sustainable way covering a period over the next 20-25 years and has been adopted by the Greater London Authority (GLA).
- 2.9 There are several references to construction in The London Plan, including a dedicated policy, *Policy T7 - Deliveries, servicing and construction*.
- 2.10 Letter G of the Policy sets out that:
- "Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments".*
- 2.11 Letter J adds that:
- "During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times".*
- 2.12 This Outline CLP has indeed been prepared in line with TfL guidance (Policy T7, letter G) and will set out, inter alia, how inclusive and safe access for people walking or cycling should be prioritised and maintained at all times (Policy T7, letter J).

Context

- 2.13 As noted in the Introduction, the Site is located to the northern side of Hampstead Lane, with Courtenay Avenue to the east, The Bishops Avenue to the west and some residential properties to the

north. It lies approximately 650m along Hampstead Lane, gate-to-gate, from the School's main site Senior Field sports pitch area, via a gate by Caen Wood Hall building.

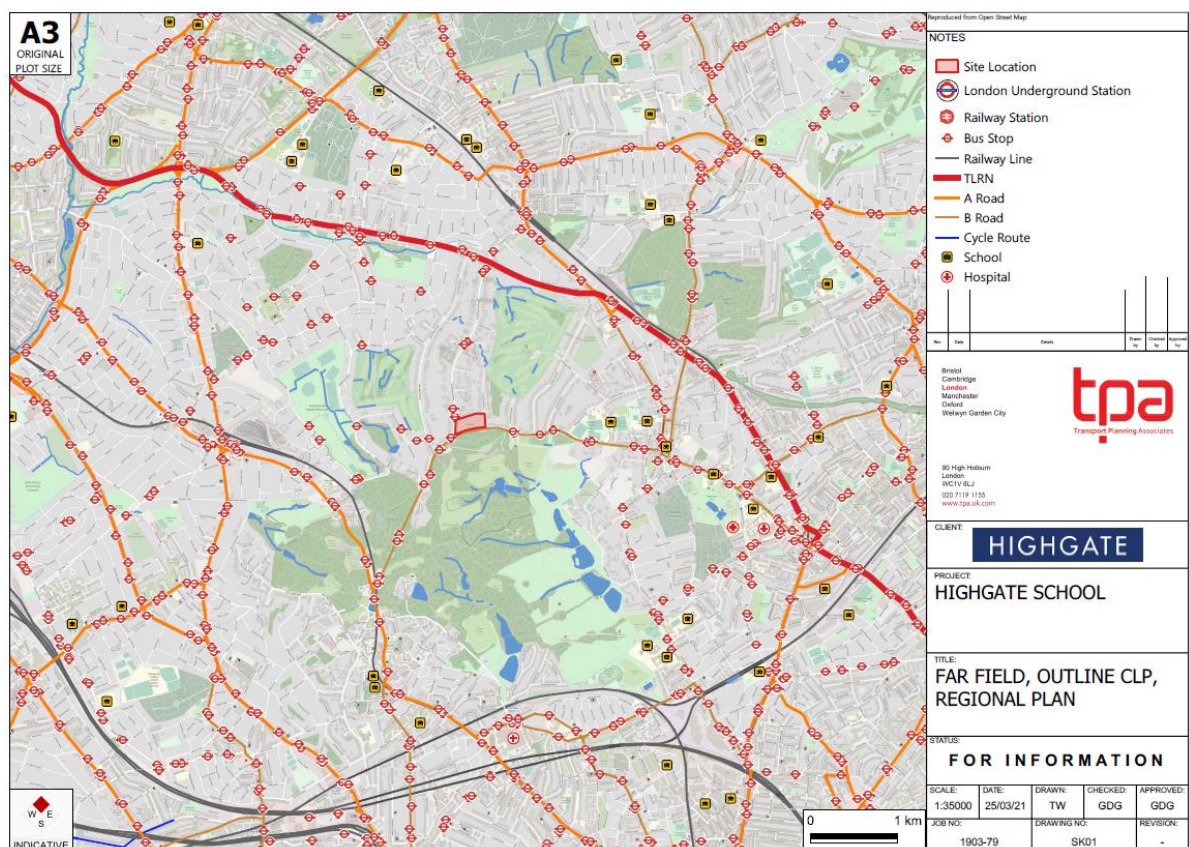
- 2.14 This facility comprises a large sports field marked mainly with three football pitches and a changing room facility located to the north of the Site.
- 2.15 This section of the CLP provides the three plans envisaged in the TfL guidance (full size versions included in **Appendix B**). They provide information on the Site at Regional, Local and Site Boundary levels, respectively, and are described as follows.

Regional Plan

- 2.16 This plan (**Figure 2.1** and **Appendix B**) includes:

- The location of the work site(s) in the context of main roads, routes, water ways, railways and other key infrastructure
- Freight delivery infrastructure (e.g. consolidation centres)
- Community Considerations.

Figure 2.1 Regional Plan



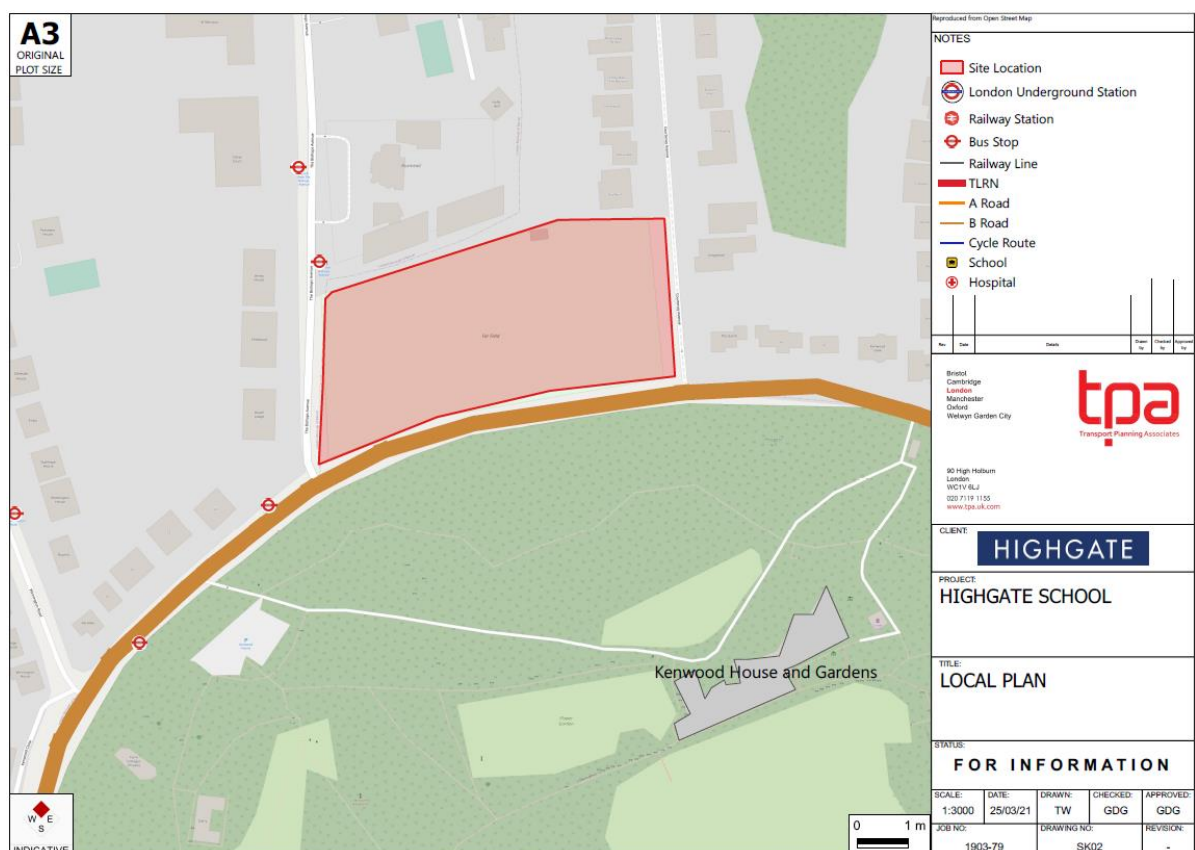
- 2.17 As can be seen, the Site is located on a B road (Hampstead Lane) and the nearest road in the Transport for London Road Network (TLRN) is the A1. There are no railway lines or other key infrastructure in the immediate vicinity of the Site.

Local Context Plan

- 2.18 This plan (**Figure 2.2** and **Appendix B**) includes:

- The location of the Site in the context of surrounding roads, footways, cycle routes and other infrastructure;
- Detail nearest wharf and railhead to site;
- Potential marshalling areas;
- Freight delivery infrastructure (e.g. consolidation centres); and
- Community considerations.

Figure 2.2 Local Context Plan



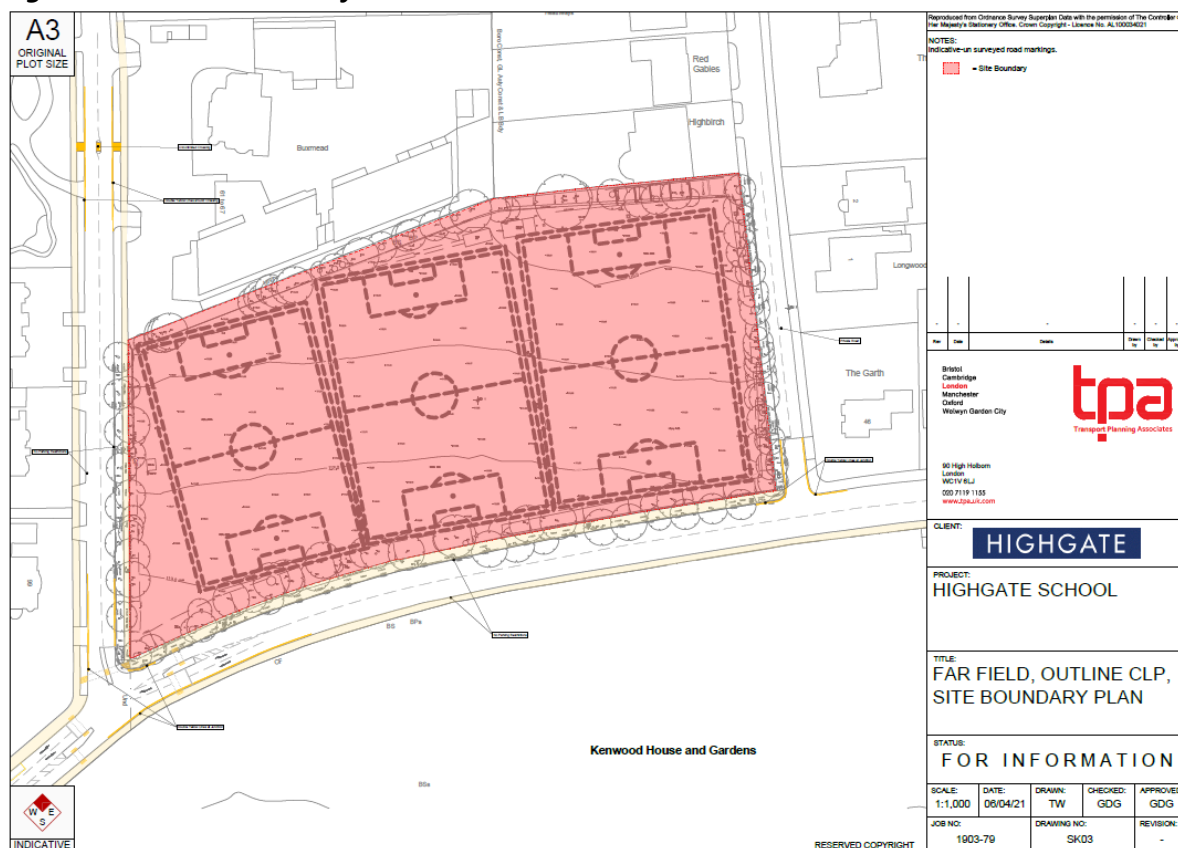
- 2.19 As can be seen, and as noted earlier, the Site is not in the vicinity of railways (or wharfs). It is not envisaged to have consolidation centres or marshalling areas. A list of receptors in the immediate vicinity of the Site is provided later in this Chapter.

Site Boundary Plan

2.20 This plan (**Figure 2.3** and **Appendix B**) includes:

- The local context of the area with a fine level of detail (OS data) as currently provisioned highlighting the extent of footways, other buildings, cycle lanes and road markings
- Community considerations.

Figure 2.3 Site Boundary Plan



Note – plan shows current football pitches

Access

2.21 The current main access to the Site is gained from Courtenay Avenue, which is suitable for maintenance vehicles also. On route to this entrance is a security gate with a security guard at the junction of Courtenay Avenue and Hampstead Lane.

Figure 2.4 Access on Courtenay Avenue

Site Visit (TPA, February 2021)

- 2.22 A secondary pedestrian access point is also available via Hampstead Lane which is currently blocked and it leads to a steep bank, making it currently unsuitable for users.

Figure 2.5 Footway on Hampstead Lane and pedestrian gate

TPA, February 2021 - note railings and gate have been recently replaced with new ones

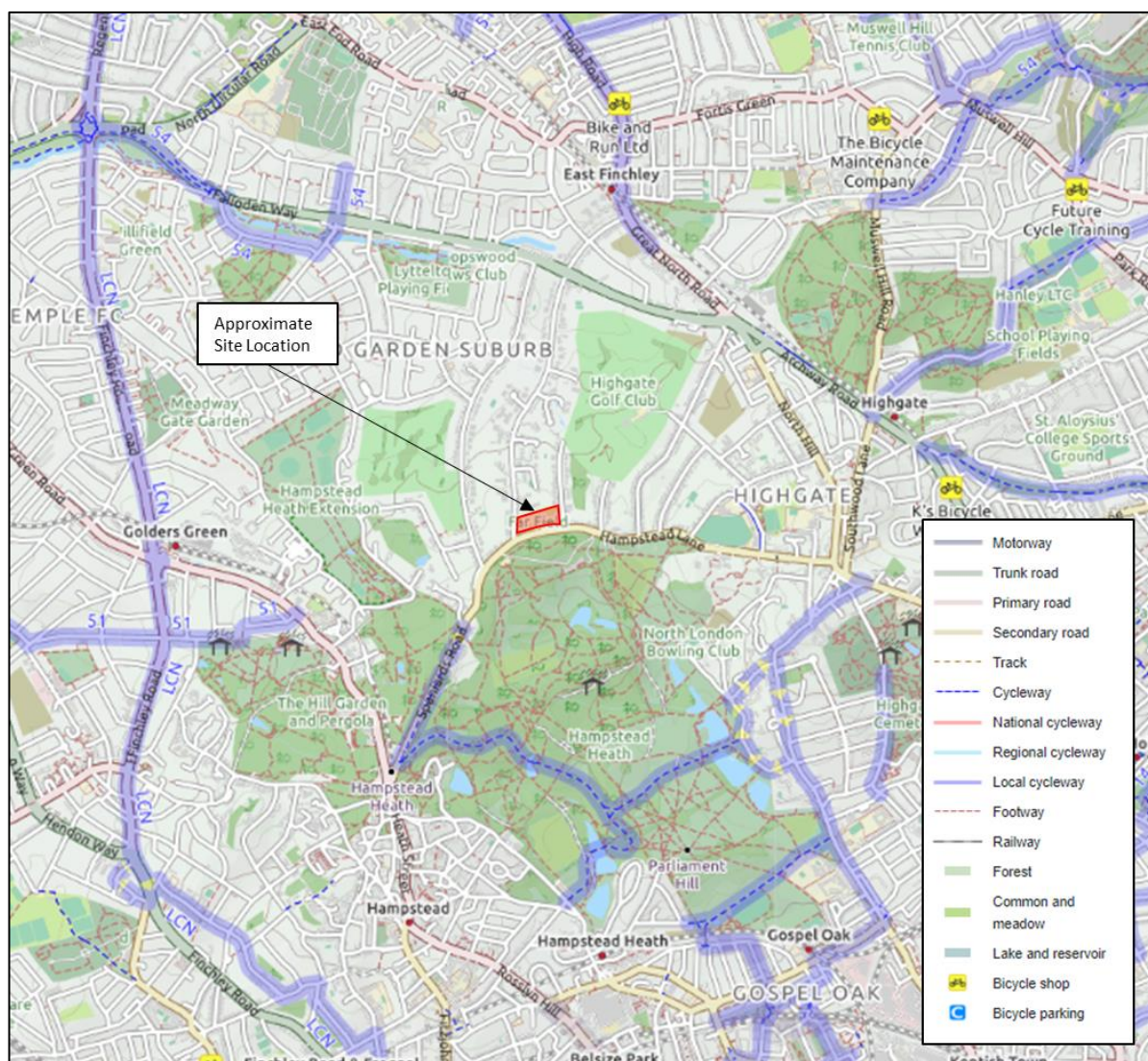
- 2.23 There is a vehicle/maintenance access off Courtenay Avenue (which is private and not public highway, and gated).

Pedestrian and Cycle Accessibility

- 2.24 The Site benefits from good pedestrian accessibility, with bus stops, services and facilities and controlled crossings located within the vicinity of the Site. Footways of circa 2m wide are provided along both sides of The Bishop Avenue, Courtenay Avenue and Hampstead Lane as well as all roads within the local area.
- 2.25 The Bishop Avenue is equipped with designated crossing points, tactile paving and dropped kerbs enabling safe pedestrian movement around the Site vicinity.

- 2.26 The presence of footways and adequate street lighting on Hampstead Lane allows for convenient access through the local area on both cycle and foot. Including between school sites.
- 2.27 There are no designated cycle lanes within the immediate vicinity of the Site. Notwithstanding this, the local roads are generally in good condition and are conducive to cycling, meaning there are a number of informal local cycle routes and some dedicated lanes closer to Hampstead and Highgate areas.
- 2.28 **Figure 2.6** illustrates that within the wider area there are a number of cycle routes.

Figure 2.6 Regional Cycle Network



Source: © OpenStreetMap contributors

Public Transport Accessibility

- 2.29 Within London, the accessibility of a site by public transport is determined by reference to a Public Transport Accessibility Level (PTAL). The PTAL score of the Site is 1b, which equates to a moderate

rating of public transport access. However, a number of bus routes provide frequent bus services to local destinations, including London Underground stations.

2.30 Bus stops are located within close proximity to the site providing direct connections to East Finchley, Hampstead and Finsbury Park, amongst other destinations. They are located along The Bishops Avenue and Hampstead Lane. The local bus route H3 runs along The Bishops Avenue and Hampstead Lane west of the Site, while route 210 along Hampstead Lane, in an east-west direction. A school service (603) also runs in the immediate vicinity of the Site and serves the School.

2.31 A summary of these bus routes are available in Table 2.1 below.

Table 2.1 Local Bus Timetable Summary

Route Number	Route	Service Frequency		
		Weekdays	Saturday	Sunday
H3	Golders Green – Hampstead Heath – East Finchley	Every 60 minutes *	Every 60 minutes *	N/A
210	Brent Cross – Golders Green – Archway – Finsbury Park	Every 10-12 minutes	Every 10-12 minutes	Every 10-12 minutes
603	Swiss Cottage – Hampstead – Highgate School – East Finchley – Muswell Hill	4	N/A	N/A

Source: Transport for London; * AM and early PM only

London Underground / Rail Services

2.32 The Site is located approximately 1,900m walking distance of Highgate Underground Station, on the High Barnet branch of the Northern Line; the station has regular services to a number of local destinations and residential areas as well as south and Central London. The service runs approximately every two to three minutes in both directions, during the peaks, when all the possible destinations are considered.

2.33 Although a bit further afield in terms of walking distance, both Archway and Hampstead stations (on the two branches of the Northern Line) can be reached by bus in a slightly shorter time (around 15-20 minutes).

Considerations and Challenges

2.34 The Haringey Local Plan also contains details on environmental standards, environmental protection, waste management and guidance which will be considered as part of contracting companies to assist

with the development and ensuring the relevant legislation is applied and considered during construction. This will include the policies set out within Chapters 2 and 4 of the current Haringey Local Plan.

- 2.35 In the case that specific legislation or guidance set out in this table will be challenging to comply with, advice will be sought from contractors to ensure that the development complies with the required standards.

Local Sensitive Receptors

- 2.36 This section sets out the relevant local Community Considerations and land uses that may have an impact on construction. This includes listing details of notable building uses that may require special attention and propose mitigation strategies. A list of these are provided below:

- Kenwood House and Gardens;
- Local residents along Hampstead Lane, Courtenay Avenue and The Bishops Avenue (as well as other sites located within approximately 300 metres from the centre of the Sites boundary);
- Local businesses located along Hampstead Lane, Courtenay Avenue and The Bishops Avenue within approximately 300 metres from the centre of the Sites boundary;
- Hampstead Village;
- Highgate Golf Club;
- Highgate High Street;
- Other schools including:
 - St Michael's CoE Primary School;
 - Channing School for Girls; and
 - St Joseph's Catholic Primary School.

Other infrastructure operators

- 2.37 TfL's guidelines indicate that the relevant infrastructure owners and operators (i.e. Network Rail, TfL, and National Grid etc.) will also be consulted if the construction is expected to have an impact on their assets.
- 2.38 The Site is not in the proximity to any of the above operators so it is considered that there will be no impact associated with the construction process.

3 Construction Programme and Methodology

Construction Programme

- 3.1 At this stage of the planning process, and prior to the appointment of a contractor for the Site, the full details and phasing of the construction process has yet to be finalised and as such there are limited details available. This section sets out the expected processes to be undertaken on-site during construction.
- 3.2 The details of the construction programme will be finalised and presented to the authority once a contractor has been appointed within the detailed CLP.
- 3.3 The TfL Construction Guidance document sets out an example of various phases, which could be included within a construction programme. Table 3.1 sets out these examples, these will be updated and details of the Sites actual construction programme confirmed within the Detailed CLP.

Table 3.1 Construction Programme

Construction Stage		Details of Construction Stage	Start of Phase	End of Phase
1	Access and Drainage	Services location and marking. Resident notification, set-up of temporary access storage area, etc. Renovation of the outfall pipe from Far Field to Courtenay Avenue. Stabilisation of the embankment around the outfall chamber by re-grading. Preparation for the possible trenching work into Courtenay Avenue as part of the outfall pipe replacement, if required. Installation of a new main drain along the northern side of the Site to aid basic drainage during the works. Install temporary sump if required. Removal of fencing and preparation of a temporary access off of The Bishop's Avenue. Installation of a Trackway temporary surface to the access points for construction traffic	TBC	TBC

Construction Stage		Details of Construction Stage	Start of Phase	End of Phase
2	Earthworks	Install wheel-wash tank plus pressure washer, new access point. Water supply needed. Sump to hold silt in the north-west corner. Road sweeper x 2 - depending on ground conditions/rain, regular operation to keep the roadways clean. D8 Dozer for topsoil strip and mounding, followed by in-situ cut-fill work. 20 tonne 360-degree tracked excavator to load topsoil into trucks. Estimated 2,400 tonnes of topsoil to export from site, or 4,320 tonnes. Topsoil removal - estimated 216 truck-loads. Subsoil re-levelling to overlap with topsoil excess removal Formation of the sub-grade of the pitch area, access ramp from Hampstead Lane pedestrian gate, and spectator platform. Estimated 1 to 2 months work on topsoil handling and cut-fill - up to 8 trucks removing soil in rotation, depends on weather, distance to travel with soil, etc. Potential requirement for lime soil stabilisation operation. Central no-cut/no-fill point to be used to drop-off stone, back-loading trucks with soil for most efficiency. Arboricultural assessment of tree root extent and protection through progress of the works	TBC	TBC
3	Drainage and STP Installation	Installation of lateral and cut-off land drainage pipes and permeable fill. Back-loading of trucks delivering clean crushed stone for drainage with topsoil if feasible. Estimated up to 300 truck-loads of drainage material, approximately. Installation of the macadam layer and levelling. Estimated 100 - 130 truck-loads. Installation of the shock pad and synthetic carpet, infilling. Re-seeding of margin areas with grass/flora mix, including fibre-reinforced root zone for trafficked natural grass zones. Removal of temporary works items; fencing, tracks, etc. & renovation.	TBC	TBC
4	Supplementary works	• Renovation of the Pavilion building • Planting to the embankment areas • Implementing biodiversity strategy along the embankment i.e. bat and bird boxes, deadwood and log piles as habitats for wildlife and bugs • Upgrading of fencing and access gates • Removal of residual temporary works items; fencing, tracks, etc.	TBC	TBC

Source: Far Field DAS

- 3.4 Full details of the construction programme will be provided within the Detailed CLP as soon as this information is available, this will include a detailed phasing plan. This will include the start dates of the demolition and enabling works, the phasing of the construction programme and the peak construction activity period. This will be set out within a set table, and/or within a Gantt chart illustrating to the construction phases process.

4 Vehicle Routing and Site Access

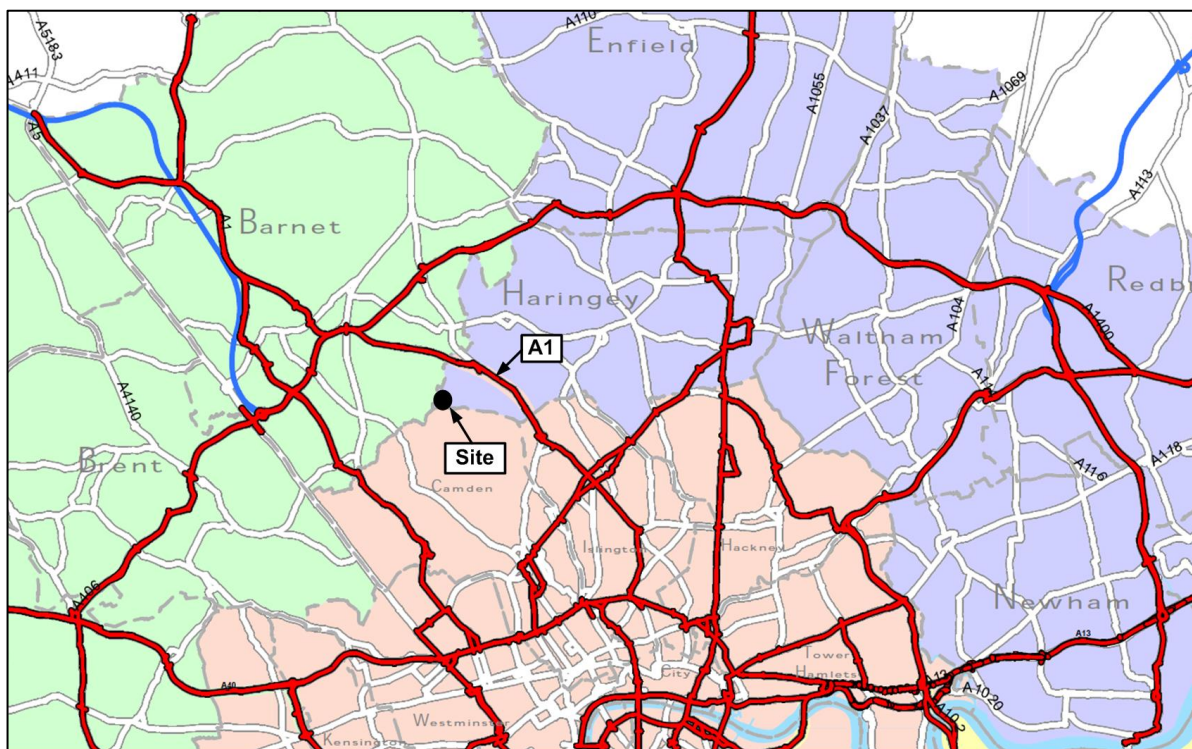
- 4.1 The section sets out an outline for appropriate routes for HGV vehicles to take to and from the Site.

London's Strategic Road Network

Transport for London Road Network (TLRN)

- 4.2 TfL's Transport for London Road Network (TLRN) or 'Red Routes' form a network of major roads. These roads make up 5% of the roads and carry up to 30% of the city's traffic. The location of these routes are shown as follows.

Figure 4.1 Transport for London Road Network (TLRN)



TfL

- 4.3 These roads are subject to specific rules, which aim to ensure the continual flow of traffic within the Capital. There are penalty's should drivers not follow the rules or the signs and road markings, these penalties are defined as a Penalty Charge Notice (PCN). The parking and loading, yellow box junctions and banned turns as well as bus lanes on these routes are monitored by TfL.
- 4.4 TFL's London Streets Traffic Control Centre (LSTCC) monitor the TLRN road network 24 hours a day, seven days a week through approximately 5,000 CCTV cameras to respond quickly to incidents and

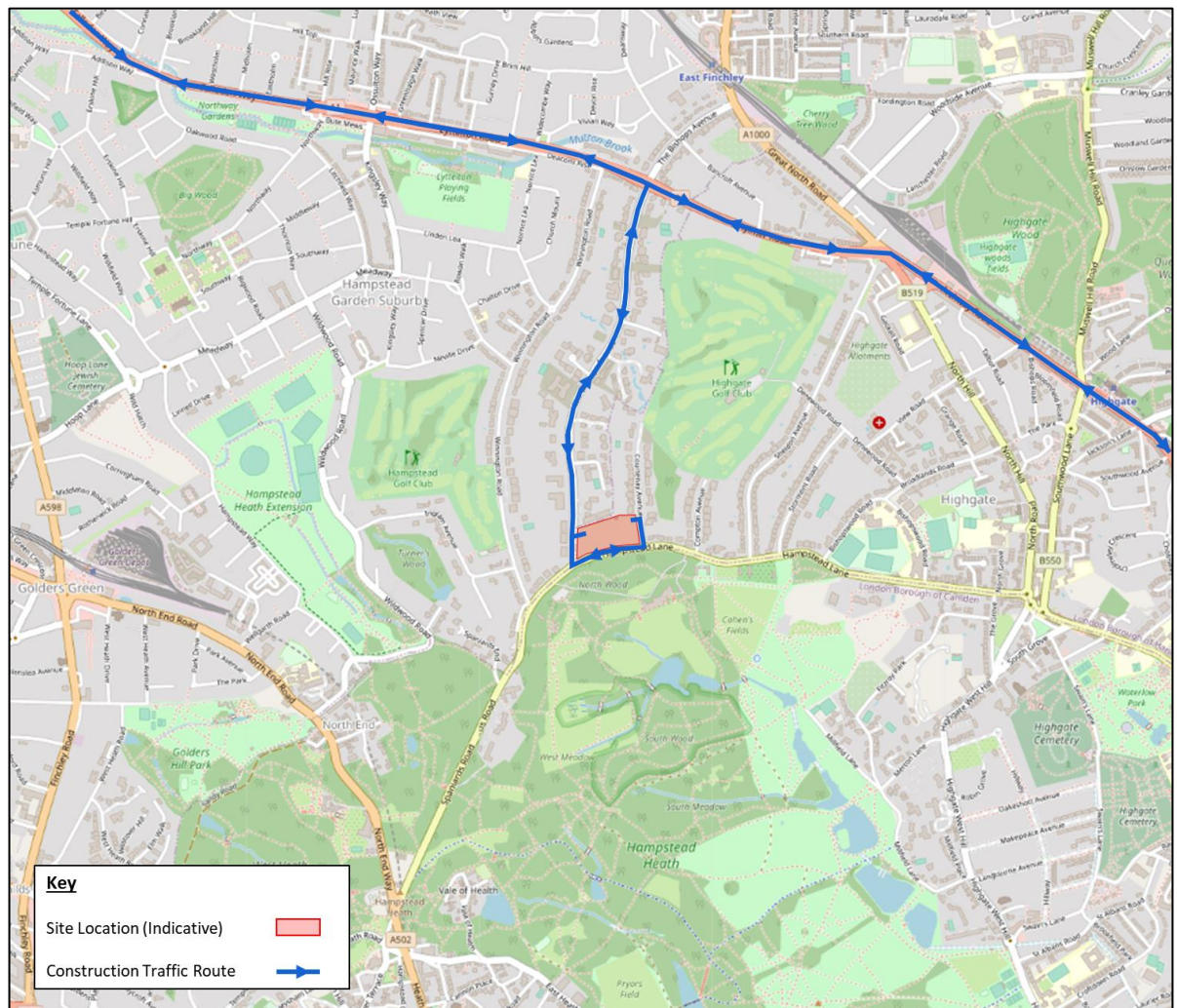
accidents. So that the flow of traffic is managed appropriately. The LSTCC coordinates TfL's responses to major incidents, and through a network of partners (including TfL's highways emergency response teams) action is taken to resolve these issues.

Accessible roads for HGVs during Nights and Weekends

- 4.5 During nights and weekends, HGV drivers can only use certain roads when making deliveries in London. This is known as the London Lorry Control Scheme (LLCS). Therefore, should any work or deliveries take place at night or the weekend these routes will be used.
- 4.6 Generally, the following restrictions to these roads apply:
- Monday to Friday (including Bank Holidays): 21:00 – 07:00
 - Weekends: Saturday 13:00 through to Monday 07:00
- 4.7 Further information can be found here: <https://tfl.gov.uk/info-for/deliveries-in-london/delivering-legally/accessible-roads-for-hgvs>, and maps can be obtained through requested for free from <http://www.londonlorrycontrol.com/London-roadmaps/free-ern-map-download/>. It will be the responsibility of the appointed contractor to ensure that their drivers comply with these routes and restrictions.

Vehicle Routing to the Site

- 4.8 Heavy Goods Vehicles will be required to undertake routes to the Site using the TfL TLRN where possible. The location of these are shown in **Figure 4.1**, which also highlights that the A1 is the nearest TfL road to the Site.
- 4.9 All HGV drivers accessing the Site will be made aware of the appropriate route to the Site. This will be the responsibility of the Developer through instructions to various appointed Contractors. These drivers will be informed of any restrictions on these routes, including stopping or turning restrictions. Drivers will also be reminded to look out for road signs showing these Red Routes and their restrictions.
- 4.10 A plan showing the routes to the Site from the TLRN (the A1) is illustrated as follows.

Figure 4.2 HGV routes

4.11 At this early stage there are a number of details yet to be confirmed with regards to the scheme's construction. Therefore, the finalised routes for construction vehicles to travel to and from the Site, as well as the location of Construction Consolidation Sites (CCS) have yet to be identified and finalised. Once contractors have been appointed and these details assessed then finalised, these details will be presented in the detailed CLP.

4.12 However, it is considered that during the construction of the development the following HGV routings will be undertaken:

- 12 metre rigid and 16.5m articulated vehicles will mainly access the Site from The Bishops Avenue, or possibly Courtenay Avenue depending on the work they are undertaking at the Site and the location of which the materials and supply are required;
- Vehicles from both accesses will travel to access the strategic highway network (TLRN) vehicles will be required to arrive / depart to from the north via The Bishops Avenue. From the north Lyttelton Road (A1) / Aylmer Road (A1) / The Bishops Avenue signal, junction vehicles will be

able to travel east or west along the A1. It is noted that HGVs are allowed to access this route for access only, and as such the proposals are in line with this exception; and

- If for any reason The Bishops Avenue is closed then vehicles can travel to / from the Site from the east or west via the B519 Hampstead Lane.

4.13 The route outlined above has been chosen as the Construction Traffic route over other potential routes in the area for a number of reasons, these include:

- To the southwest of the Site along the B519, Spaniards Road, there is a shuttle working section of road (adjacent to the Spaniards Inn Public House);
- The need for vehicles travelling southwest along the B519 to travel through Hampstead Village centre;
- To the east of the Site via the B519 in Highgate there are a number community considerations including multiple schools, leisure facilities and High Street.
- The route via The Bishops Avenue is the shortest direct route to the TRLN.

4.14 Should any further details be required by LBH, these will be provided within a detailed CLP.

Site Layout and Access during Construction

4.15 The Site's layout during the construction period is held in **Appendix C**.

4.16 It is considered that the Site will be accessed via The Bishops Avenue, and turn around within the Site and exit the Site via the access to the accesses provided along either The Bishops Avenue or Courtenay Avenue.

4.17 Areas of the Site will be set aside during construction process to be used as a turning area for vehicles, along with providing an area for cleaning and washing vehicles to reduce the spreading of mud, dust and other materials.

4.18 A plan illustrating the proposed site access arrangements, including amendments required to local on-street car parking arrangements within the vicinity of the Site, during the construction phase are held in **Appendix D**. This plan illustrates the temporary loss of parking required during parts of the construction phase.

4.19 Swept path analysis drawings of the largest vehicle anticipated to be used during construction (a Max Legal Articulated Vehicle) are held in **Appendix E**. The drawings illustrate that all manoeuvres at these three key junctions and/or access points are feasible.

Site Management

- 4.20 The number of staff working at the Site during construction will be confirmed nearer the time, once such details are known. Traditional construction working hours will take place between traditional working hours, as well as Saturday morning periods. The working hours and times for commencing and finishing will be in accordance with the Local Authority's restrictions (currently, Mon-Fri 8am-6pm; Sat 8am-1pm; no works on Sunday and public holidays).
- 4.21 It is considered that any additional working hours or shift will only be carried out for special items and agreed with the London Borough of Haringey as appropriate.

Pedestrian Movement and Route Diversions

- 4.22 Lit footways approximately 1.8 – 2.0 metres wide are provided on the eastern side of The Bishops Avenue carriageway within the vicinity of the Site. There is the potential for conflict between HGVs accessing the Site on The Bishops Avenue and pedestrians utilising the eastern footway. To mitigate the impacts of this and ensure the safety of pedestrians, it is proposed to temporarily close a section of the footway along the eastern side of The Bishops Avenue, and signage informing pedestrians of this closure will be implemented. A diversion will be implemented with pedestrians utilising footway along the western side of The Bishops Avenue.
- 4.23 The diversion route will require pedestrians to / from the north to cross The Bishops Avenue at the existing uncontrolled pedestrian refuge crossing located approximately 90m north of the Site, with those from the south utilising the crossing at the junction of The Bishops Avenue and Hampstead Lane.
- 4.24 A plan illustrating the proposed pedestrian route diversion arrangements, within the vicinity of the Site, during the construction phase are held in **Appendix D**.
- 4.25 Appropriate signage and hoarding will also be used to advise pedestrians of the ongoing construction works, as well as the maintenance of safe pedestrian routes.

Access to Public Transport Facilities

- 4.26 No public transport infrastructure or routes will be affected by the construction works. Bus stops located within the vicinity of the Site, including those on Hampstead Lane (B519) and The Bishops Avenue will remain accessible throughout the construction of the scheme.

Cycle Movement and Route Diversions

- 4.27 The construction works will not affect any of the London Cycle Network (LCN) cycle routes within the vicinity of the Site. The cycle path located to the southwest of the Site along Spaniards Road will remain open and unaffected by the construction works.
- 4.28 Heavy Goods Vehicle drivers will be formally trained and take extra care to consider cyclist cycling on local roads to reduce the likelihood of collisions.

5 Outline CLP - Strategies to Reduce Impacts

- 5.1 This section sets out the committed strategies, as well as those that could be employed on-site to reduce the environmental impact as well as those relating to the transport network during construction.
- 5.2 These will aim to ensure that the environmental impact, road risk, congestion and cost of construction are appropriately reduced.
- 5.3 These measures are specific techniques that will be agreed to through the planning process. The planned measures employed will be **SMART** (Specific, Measurable, Agreed, Realistic, Timely), easily interpreted, implemented and monitored.
- 5.4 It is understood that those measures detailed in this Outline CLP will be agreed in principle as an outline during the planning permission process and the detail of the exact strategies will be defined prior to starting construction activities through a "Detailed CLP".

Committed Strategies

- 5.5 This section sets out committed strategies that indicate measures that will be implemented as part of the CLP.
- 5.6 Any deviation from these committed strategies by site contractors during construction will be classified by the Site operator as a material breach of their contract and could lead to them being refused access to the Site.
- 5.7 It will be the developer's responsibility to ensure the requirements committed to within this section are part of the main contractor and subcontractor contracts. The main contractor will also have responsibility to ensure that all subcontractors conform to these contractual requirements.
- 5.8 The measures within this section have been committed to by the developer.

Safety and environmental standards and programmes

- 5.9 The safety and environmental strategies that will be employed during construction by site contractors and those making deliveries to the Site will include those set out in this section.

HGV Direct Vision Standards

- 5.10 HGV drivers associated with the works at the Site will aim to reduce the number of collisions between vulnerable road users and their vehicles. A number of collisions between these road users are typically caused by the blind spots of HGVs. Therefore, it is considered that improving the direct vision of HGV drivers has the potential to reduce the number of collisions.
- 5.11 It will be ensured that all HGVs accessing the Site will comply with TfL's Direct Vision Standards (DVS) for HGVs, with the aim of ensuring that these vehicles have an appropriate DVS star rating. Vehicles with a three star or "good" DVS rating will be sought, and that vehicles with a "zero star" rating which are considered to be "not suitable for use in an urban environment" not used by the Site or its contractors.

Operational conditions and site standards for construction supply and waste sites

- 5.12 The Sites operators and its contractors will ensure that HGVs are only employed from their fleets in cases where these vehicles are required. TfL's assessment rating tool to identify whether HGVs are required on-site due to ground surfaces including uneven or soft surfaces for example will be considered throughout the construction of the development. Approach angle, rutting and bumps, water and material types will also be considered as part of this assessment.
- 5.13 TfL's directory of rated sites will be considered by vehicle operators to match their vehicle specifications to the operational conditions of specific sites. This directory will consider an exemplar site rated five on the scale will be suitable to operate low entry vehicle, whilst a site rated one will only be suitable for some N3G classification of 'off road' vehicle variants and site plant only.

Adherence to Designated Routes

- 5.14 Staff, visitors and contractors will be required to access the Site via designated routes. HGVs will be required to adhere to specific designated routes. An outline of these routes has been set out in this report, and will be finalised and confirmed through the planning process and the Detailed CLP.
- 5.15 Where possible, the Site will attempt to source materials from local suppliers. However, where there is no prospect to do so, materials are likely to be sourced from sites across London or beyond. These journeys will be restricted where possible.
- 5.16 HGVs accessing the site will be required to use the Strategic Road Network (SRN) as well as the Transport for London Road Network (TLRN) to travel to and from the Site, as these are the roads best suited to HGV movements. This will reduce local congestion and minimise the impact of the Site's construction on local air quality.

- 5.17 These access routes will also be reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern will be identified and reviewed in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.
- 5.18 Appropriate routes and plans which are set out and provided in this document, and which will be finalised and agreed with the local authority, will be communicated to all HGV drivers accessing the Site and provided to all contractors within the final detailed CLP, and potentially handbooks. It will also be ensured that all drivers accessing the Site are fully briefed on the required route to take.
- 5.19 The suppliers to the Site will also be made aware that these routes are required to be followed at all times, unless agreed or alternate diversions are in place.
- 5.20 The impact on the local road network will also be considered and local routes agreed with the local authority for access to and from the Site from appropriate points of the strategic road network where appropriate.
- 5.21 The local sensitive receptors were set out earlier in this report and the initially considered appropriate routes for HGV vehicles are provided in Paragraph 4.8 to Paragraph 4.13. Drivers will be made aware of the potential for there to be school pupils on their route and to take additional care to look out for their safety, and where possible schedule their journeys outside of drop off and collection times.

Local Community Engagement

- 5.22 The routing of all vehicles including HGVs will also consider the routes impact upon the local community. This will include local residents, hospitals and health centres as well as schools and cycle super highways for example. Where these areas cannot be avoided, they will be marked on a plan to inform drivers to take extra care driving in these areas.
- 5.23 When hoarding is erected and secured around the Site, information will be displayed to detail the construction purpose. In addition to displaying information on how and where to contact the Site management on a contact board. This contact board will be displayed in a prominent location to ensure that problems can be rectified quickly, and that local residents and others can channel their questions or complaints to a member of staff who has the authority to take action.
- 5.24 The contact boards will ensure that the following information is clearly displayed:
- Name of the main contractor, address and person to whom correspondence should be addressed;
 - Name of the Site manager;

- Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time; and,
- Details of the construction programme and the date of completion.

- 5.25 The developer will ensure that the Sites contact telephone number or enquiry line is maintained continuously during construction works to enable the Site to deal with enquiries and complaints. The telephone number (and any changes to it) shall also be publicised widely to the local community affected by the works through appropriate measures.
- 5.26 The developer will also notify the London Borough of Haringey Council Pollution Enforcement team of these details.
- 5.27 Contractors shall distribute fly letters of any unavoidable disturbances such as noise, dust, or the disruption of traffic. Clear information shall be given well in advance in writing of these instances as construction of the scheme progresses.
- 5.28 Occupiers in the vicinity who may be affected by noise from these works shall be notified of the nature of the works a week prior to any significant works commencing. The letter provided shall contain a contact name, address and telephone number (including that to be used outside normal working hours) so that the Site management may address enquiries. This process will be managed by the Site contractor.
- 5.29 Should noise, vibration or dust complaints arise from the building construction or building works, these complaints must be recorded in a complaints register held by the developer and be made available to London Borough of Haringey Council, if requested. The complaints register will include the following information:
- Details of those making a complaint;
 - Date and time of complaint made;
 - Causes of complaint;
 - Action taken which resolved the complaint or any reasons for any unresolved complaint; and,
 - Date and time of action taken to resolve the complaint.

Fleet Operator Recognition Scheme (FORS)

- 5.30 FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally-friendly. Its relevance to the CLP is via its mention in the Mayor's Transport Strategy and requirements will be relayed to all operators engaged during the development.

- 5.31 The FORS could be defined as *"The Fleet Operator Recognition Scheme (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"*. The benefits of the scheme include:
- Improvements road safety;
 - Reduction in the incidence of fines and other charges; and,
 - Reduction in fuel emissions and enhancement fuel efficiency.
- 5.32 The developer will also ensure that contractors are accredited by the *Construction Logistics and Community Safety (CLOCS)* scheme (<https://www.clocs.org.uk/>). Compliance with these measures will demonstrate that the developer 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.
- 5.33 A collision reporting system will be mandated by the contractors to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. These will be reported via the 'FORS Manager' reporting tool. Details are available online at www.fors-online.org.uk.

Low Emission Zones

- 5.34 The Low Emission Zone (LEZ) (updated in October 2020) covers most of Greater London and operates 24 hours a day. These scheme aims to encourage the most polluting heavy diesel vehicles driving in the Capital to become cleaner. Therefore, it will be ensured that all contractor vehicles comply with the LEZ requirements. Heavy vehicles including Lorries, buses and coaches will need to meet the new standards or pay a daily charge to drive within the zone. Further details can be found at this website: <https://tfl.gov.uk/modes/driving/low-emission-zone/about-the-lez>.

Vehicle 'Muck' Control

- 5.35 To reduce the environmental impact of the construction activity on-site, a road sweeper and a wheel wash facility will be on hand at the Site to clear up any material deposited on the public highway by vehicles travelling to and from the Site.

Proposed Strategies

- 5.36 This section sets out measures which at this stage could potentially be feasibly employed by the Site during construction, however further details are required before these strategies can be practically committed to.

- 5.37 The measures set out in this section will be appropriately considered when the Detailed CLP is proposed. Evidence and justification for any strategies excluded from the Detailed CLP will also be provided within this document.
- 5.38 The measures within this section will be discussed during the procurement stage to ensure that appropriate strategies are employed by the Site, set out within the Detailed CLP and can be employed by the contracted contractor.

Delivery Management System and Delivery Scheduling

- 5.39 A Delivery Management System (DMS) will be created and employed by the Site to ensure that a booking and delivery process is set up. This will allow deliveries to the Site from various companies to be coordinated appropriately so that the flow of vehicles to and from the Site is managed safely.
- 5.40 This system will also ensure that there is no queuing of vehicles accessing the Site along The Bishops Avenue or Hampstead Road. This system will also ensure that there is efficient use of the Site as well as the loading and unloading areas to ensure that deliveries are appropriately controlled.
- 5.41 The DMS will also ensure that delivery of critical items are managed appropriately as well as ensure that deliveries are accurately reported and organised.

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

- 5.42 The Site will employ work towards ensuring that deliveries are made outside of peak hours. This target will be set out within the DMS, and will help ensure that there are no delays to journeys to the Site thus reducing the environmental impact of these trips as well as congestion in peak periods. This also has the added benefit of having a positive impact on sensitive road users and pedestrians who are less likely to undertake journeys outside of the peak periods.
- 5.43 Based on this, the developer aims to commit to attempting to re-time as many deliveries as possible outside of the morning peak (08:00 - 09:00) and the afternoon peak period (17:00 – 18:00).
- 5.44 If considered appropriate, 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 site 'resources' and how many vehicles can service the Site within a 30 minute period. This system could be employed to limit the number of vehicles accessing the Site, and ensure the Site is managed appropriately and within capacity.
- 5.45 Site sub-contractors and hauliers will be required to book in their request a minimum of 48-hours in advance. This will ensure that the request can be reviewed and appropriately considered. This system will assist in this process and allow new users to apply online and submit requests with ease. This will

require a countersignature from the supplier relationship manager or package manager to the delivery manager for approval.

- 5.46 The Site will aim to ensure that zero un-planned vehicles, zero non-compliant vehicles and zero instances of project-related vehicles involved in a collision, arrive at site.

Use of holding and vehicle call off areas

- 5.47 Locations within the vicinity of the Site will be assessed to identify whether there is the potential to provide a holding and call off areas that would allow vehicles to wait and/or queue at a suitable location near the Site. This will allow vehicles to be called to the Site at an appropriate time and safeguard queueing of vehicles adjacent to the Site.
- 5.48 The location of vacant sites, under-used areas of roadway or anywhere near the work site where vehicles can be held with minimal adverse impacts will be assessed and considered as part of the Detailed CLP. Although it is noted that the relevant local and highways authorities may suspend its use should it consider it appropriate.
- 5.49 To ensure that there is suitable space to store all of the required materials and equipment on-site, the construction process will be appropriately managed. This will ensure that suitable space is made available for deliveries on-site. In the case that additional space is required, a holding point local to the Site will be identified and allocated. This will be agreed with the local authority, and will allow vehicles to potentially delay their journey to the Site if required. This will lead to greater logistical efficiency and reduced disturbance in the surrounding area.

Use of logistics and consolidation centres

- 5.50 The Site management will assess whether a logistics or consolidation centre can be attained for any off-site assembly of materials for use during construction. This will assist to reduce and control the number of deliveries to site. Other benefits of this could potentially include:
- Reduced environmental impact through a reduction in road miles run;
 - Improved safety as a result of fewer vehicle movements;
 - Increased security of supply through provision of a 'storage buffer' for long lead items;
 - Reduced likelihood of damage or theft to materials as a result of less on-site storage; and,
 - Reduced construction and delivery costs through reduced fuel costs.
- 5.51 Should a location for a consolidation centre be identified and considered appropriate for use, the location, the anticipated number of deliveries to and from the centre and the nature of the vehicles involved will be set out in the detailed CLP.

- 5.52 The contractors will be responsible for ensuring that an efficient and effective logistical operation is maintained during the construction of the development, and the use of a consolidation service where appropriate.
- 5.53 The contractors will aim to make use of a Construction Consolidation Centre where appropriate to ensure deliveries made to the Site can achieve 65% full loads or greater of a delivery vehicles capacity. This will also have the added benefit that this may reduce on-site storage requirements, reduced vehicle movements (due to mixed loads) and a smoothing of peak demand for off-load bays as well as hoist and lift facilities. This may also allow for "Just-In-Time" (JIT) vehicle deliveries and reduce the risk of damage to equipment and materials during transportation.

Smart procurement

- 5.54 Suppliers of materials, staff and construction tool will be procured in a way that will ensure the number of vehicle movements associated with the construction of the Site is appropriately mitigated. Contractors that consider these factors will be sought as the environmental benefit derived through their sourcing of materials, location of their freight delivery infrastructure, willingness to collaborate with other suppliers or use of alternative delivery modes will assist in reaching the targets set within this Outline CLP.
- 5.55 Procurement of contractors with appropriate safety measures and strategies will also be sought to improve safety through specification of the safest and most suitable vehicles, process and equipment.
- 5.56 It is considered that procurement will also reduce the cost of the development as consolidation of logistics activity can create economies of scale and the management of fewer suppliers be more efficient.

Staff Travel

- 5.57 Operatives and on-site employees will be discouraged to park at or in the vicinity of the Site, both through verbal and written instructions (at appointment stage and throughout the construction period). The Site is accessible by a range of sustainable modes and all employees will be encouraged to travel in this way.
- 5.58 Public transport timetables will be made available to on-site employees to encourage sustainable travel to and from the Site.

Considered Strategies

- 5.59 This section sets out measures that currently are not considered appropriate for the Site during construction, but which may become relevant at a later date to reduce the impact of the Construction process.
- 5.60 These measures will be considered through-out the construction process, and when finalising the detailed CLP.

Freight by Water and or Rail

- 5.61 TfL advises that "movement of freight by rail or water can be a cost-effective and efficient method of transporting a range of goods and commodities. It is a sustainable and safe way of removing lorries from London's roads, reducing emissions and taking advantage of an under-used resource". Therefore, due to these benefits, the Sites contractors will consider delivering materials and equipment to the Site along part of the route where appropriate via Water. The location of local wharfs are available on the TfL website (<https://tfl.gov.uk/info-for/deliveries-in-london/delivering-goods-by-water>).
- 5.62 The Site contractor should also consider the use of the London freight rail network and consider consulting with the necessary authorities or companies to consider the appropriateness of this method of transport for the Site.
- 5.63 No sites are located within the vicinity of the Site or within Highgate so it is considered that the options above are not applicable.

Collaboration with other sites in the area.

- 5.64 The developer will also consider working with neighbouring sites and developers to assist in the reduction and consolidation of vehicle movements. Collaborative attempts will assist in reducing the number of vehicles undertaking waste collection for neighbouring sites or deliveries. This will reduce the negative impacts of construction and the cumulative impact of various construction sites within the vicinity of the Site.
- 5.65 The following collaborative measures will be considered as part of this process:
- Joint use of consolidation centres and holding areas;
 - Shared cleaning and traffic control services;
 - Supplier consolidation;
 - Driver training programmes;
 - Regular Communication and community engagement;
 - Shared facilities (for example messing and welfare facilities); and,

- Reuse of materials.

5.66 The developer and appointed contractor will consult with the London Borough of Haringey Council, TfL, and other contractor/developers in the area to minimise disruption and undertake joint trip generation analysis should it be considered necessary or appropriate.

Re-Use Of Material On-Site

5.67 Where possible, as stated above, the Site will attempt to ensure that materials are reused, or that the materials of other local construction sites are reused.

5.68 The benefits of re-using materials on-site are:

- A reduction in vehicle movements delivering new material to site;
- A reduced costs to construction;
- A reduction in environmental impacts of construction; and,
- A reduction in vehicle movements removing waste material from site.

5.69 Therefore, due to the multiple benefits of these, it will be discussed and agreed with the appointed contractor the level by which materials on-site can be re-used.

6 Estimated Vehicle Movements

- 6.1 As part of the Outline CLP, the number of trips associated with the construction of the development is required to be estimated. This estimate will vary based on the type of construction, the programme and the phasing of construction. This section sets out the first principles under which the types and volumes of vehicles which will be required to access the Site during construction.
- 6.2 The anticipated number of vehicles resulting from each stage of the construction works is outlined in Table 6.1 below.

Table 6.1 Construction Trips

Phase		Vehicles Types	Trips Generation
1	Access and Drainage	12m Rigid and 16.5m Articulated	Circa 2-10 per day
2	Earthworks	2 x Road Sweeper	Regular Unscheduled Use
		1x Dozer - to be kept on site	1 x Arrival 1 x Departure
		1 x 20 tonne 360-degree tracked excavator - to be kept on site	1 x Arrival 1 x Departure
		8 x Top Soil Removal (12m Rigid)	Circa 216 Trips
3	Drainage and STP Installation	12m Rigid and 16.5m Articulated	Up to 300 Trips (approximately)
		12m Rigid and 16.5m Articulated	Circa 100-130 Trips
4	Supplementary works	TBC	TBC
5	Maintenance Aspects	Vans	Occasional

All details and figures are preliminary estimates and will be confirmed once details are known

- 6.3 Holding areas will be located on-site, ensuring that all construction vehicles will be able to access the Site for deliveries, without queueing or impacted the local servicing bays or the highway network and parking arrangements.
- 6.4 The designated location of holding areas will be confirmed within the detailed CLP. As part of this detailed plan, confirmation that the Site will never exceed the specified on-site vehicle capacity.

7 Implementing, Monitoring and Updating

- 7.1 The overarching aim of the CLP is to provide a safe environment for the Site workforce and the surrounding business and residential community throughout the duration of construction.

Implementation of the CLP

- 7.2 The implementation of the Outline CLP will be finalised within the detailed CLP, and the developer will be responsible for its on-going implementation. However, the appointed contractors will also be expected to employ appropriate management systems that meet the aims and the requirements of the final agreed Detailed CLP.
- 7.3 The measures set out within the detailed CLP, and considered within this Outline CLP, will also be agreed to by the appointed contractor.

Monitoring of the CLP

- 7.4 The impact of the Sites construction will be monitored. This will be the responsibility of the developer.
- 7.5 The following details will be agreed through discussions with the local authority and presented in the detailed CLP submitted to the authority for approval:
- The job title of the people responsible for approving and implementing the CLP;
 - Description of the contractor's handbook;
 - Description of the driver's handbook; and,
 - Data that will be collected.
- 7.6 It is also understood that the environmental impact of construction activity will need to be monitored on a regular or continual basis, and that continuous review of the CLP will assist reduce these impacts. This will include monitoring of the number of vehicle movements to the Site, Breaches and Complaints (as set out in Section 5.23 to Section 5.29) and Safety Issues. The type of information that could be monitored is set out in Table 7.1.

Table 7.1 Construction Monitoring Activities

Monitoring Type	Monitoring Activity
Vehicle Movements	Total Number of Vehicle Movements by Type and Size
	Vehicle Dwell Times On-Site
	Origin of vehicles arriving at the Site
	Destinations of Vehicles Departing the Site
	Delivery/collection accuracy compared to schedule
	Total Site Trip Generation
	Use of Alternative Transport Modes
Breaches and Complaints	Community Concerns about Construction Activities
	Vehicle Routing
	Unacceptable Queuing and Parking
	Compliance with safety and environmental standards and programmes
	Low Emissions Zone (LEZ) compliance
	Anti-idling
Safety	Logistics-related incidents
	Record of associated fatalities and serious injuries
	Methods staff are travelling to site
	Vehicles and operators not meeting safety requirements

7.7 The progress of the developments construction will also be monitored. This include recording and assessment of:

- Compliance with contracts between the principal and sub-contractors;
- Adherence to benchmarks and targets set within the detailed CLP;
- Whether there has been any reduction of any identified impacts of trips through mitigation measures; and,
- Adherence to timescales.

Updating the CLP

7.8 It is envisaged that the principles described in this document will be developed in further detail as the construction methodology is progressed by the contractor once they are appointed.

7.9 The CLP will also be updated if necessary to mitigate the impacts of the construction process. The appointed principal contractor's project manager will work with the authority to review this CLP if problems arise in relation to the construction of the development. Any changes will be agreed with the London Borough of Haringey.

APPENDIX A



Site Plan: Existing Site & Context
Scale - 1:500 @ A1

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Do Not Scale. Refer to original sheet size and scale as indicated below.

PLANNING ISSUE

Rev: -
Date: 15/01/23
By: OH

PLANNING ISSUE

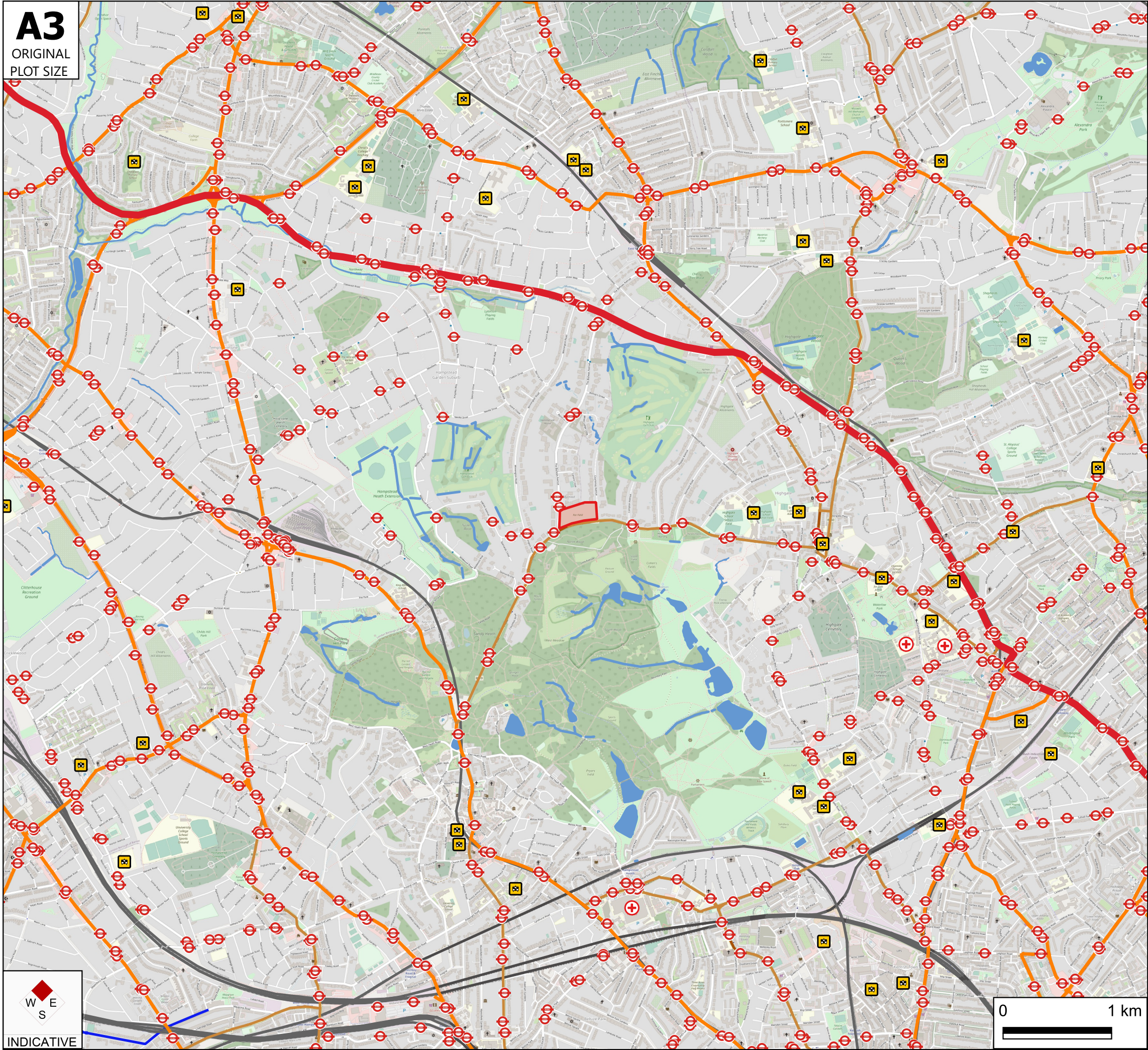
Client:
Highgate School
Highgate, London

Project:
Far Field: Proposed Pitch Renovation Works
Adjacent Courtenay Avenue, Highgate,
London, N6 4LP

Title:
SITE PLAN
EXISTING

Drawn by: ODH	Checked by: DKH
Scale: 1:500	Original size: A1
Date: JAN 2023	Revision: -
Drawing Number: 1704-FF-LL-DR-A-10001	

APPENDIX B



Reproduced from Open Street Map

NOTES

- Site Location
- London Underground Station
- Railway Station
- Bus Stop
- Railway Line
- TLRN
- A Road
- B Road
- Cycle Route
- School
- Hospital

Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City

tpa
Transport Planning Associates

90 High Holburn
London
WC1V 6LJ
020 7119 1155
www.tpa.uk.com

CLIENT:
HIGHGATE

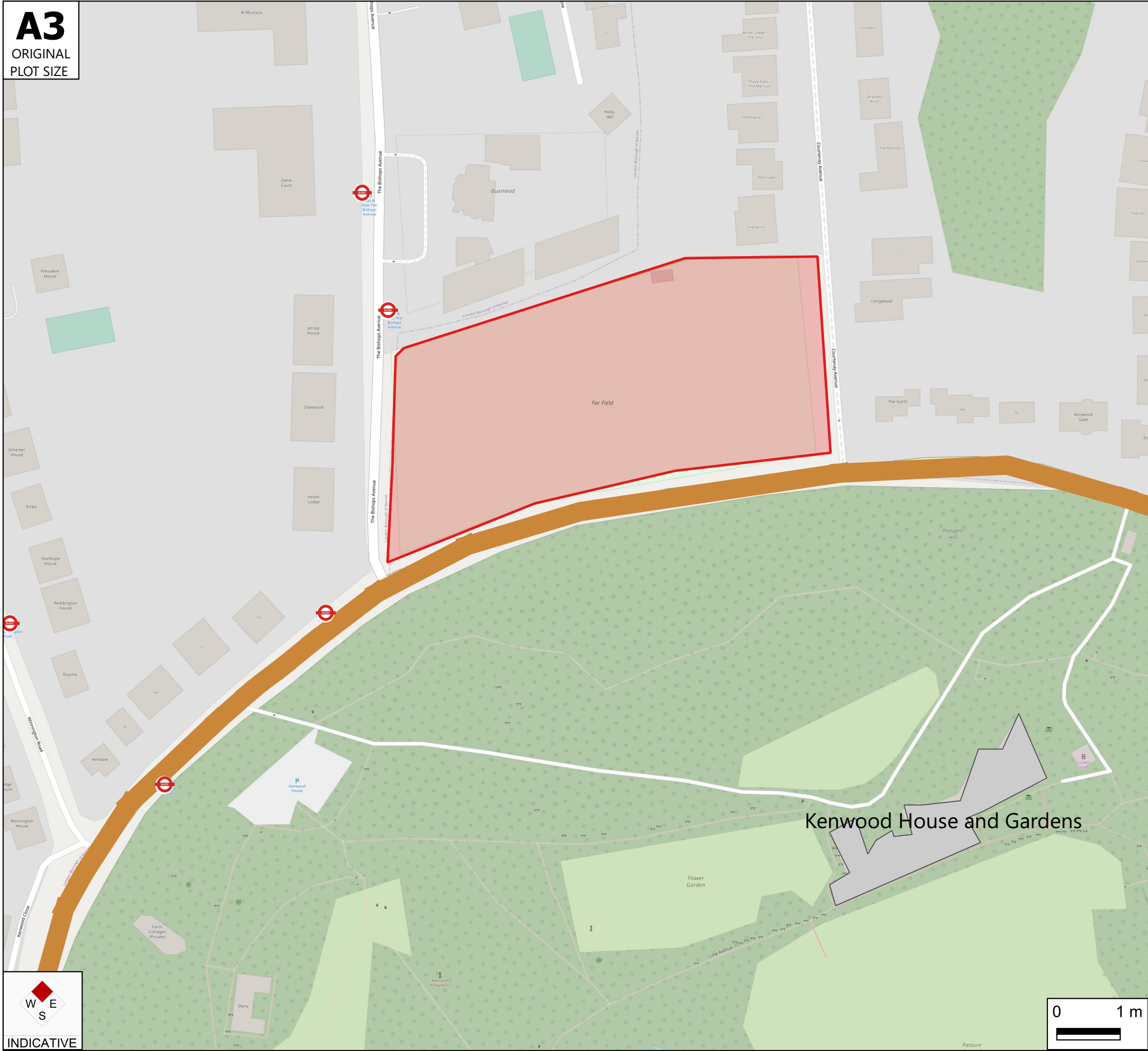
PROJECT:
HIGHGATE SCHOOL

TITLE:
**FAR FIELD, OUTLINE CLP,
REGIONAL PLAN**

STATUS:
FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:35000	25/03/21	TW	GDG	GDG

JOB NO:	DRAWING NO:	REVISION:
1903-79	SK01	-



ORIGINAL
PLOT SIZE

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NOTES:
Indicative-un surveyed road markings.

 = Site Boundary

-	-	-	-	-
Rev	Date	Details	Drawn by	Checked by Approved by

Bristol
Cambridge
London
Manchester
Oxford
Welwyn Garden City



90 High Holborn
London
WC1V 6LJ
020 7119 1155
www.tpa.uk.com

CLIENT:

HIGHGATE

PROJECT:

HIGHGATE SCHOOL

TITLE:

FAR FIELD, OUTLINE CLP, SITE BOUNDARY PLAN

STATUS:

FOR INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:1,000	06/04/21	TW	GDG	GDG

JOB NO:	DRAWING NO:	REVISION:
1903-79	SK03	-

Kenwood House and Gardens

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INDICATIVE

APPENDIX C



Tree Root Projection Margins

Works inside of line denote:
Estimated tree root extent
Broadened root extent

Legend - Surfaces

- Synthetic playing surface
- Grass banks
- Grass
- Grass (reinforced)
- Footpath

Client: Highgate School Highgate, London	
Project: Far Field: Proposed Pitch Renovation Works Adjacent Courtenay Avenue, Highgate, London. (Nearest Postcode N6 4LP)	
Title: SITE PLAN COMPOUND AREA SKETCH	
Drawn by: GCH	Checked by: DKH
Scale: 1:500	Original size: A1
Date: JULY 2021	Revision: P03
Drawing Number: COMPOUND SKETCH 9-7-21	