



Notting Hill Home Ownership Ltd

CANNON FACTORY, ASHLEY HOUSE, AND ASHLEY PARK

Detailed Construction Logistics Plan





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1 INTRODUCTION

1.1.1 This Detailed Construction Logistics Plan (CLP) has been prepared by WSP on behalf of Notting Hill Home Ownership Ltd (the Applicant), in respect of Cannon Factory and Ashley House, as well as the Ashley Park site, all located within the London Borough of Haringey (LBH). This CLP has been prepared to set out how construction vehicle activity into and out of a development site will be managed in order to help reduce construction impacts on the surrounding transport network.

1.1.2 **Table 1-1** presents the details of the key people involved in producing and using the CLP.

Table 1-1 – CLP Details

Requirement	Responsibility
Developer Name	Notting Hill Home Ownership Limited
Landowner:	Notting Hill Home Ownership Limited
Site address:	Ashley Road, Tottenham, London N17
Site postcode:	N17
Existing site use:	The Site forms part of an existing industrial area in Tottenham Hale.
Summary of works:	Demolition of existing buildings and construction of four new buildings.
Construction Logistics Manager:	TBC by Hill Group
Phone number:	TBC
Email:	TBC
Logistics provider contact name:	TBC by Hill Group
Phone number:	TBC
Email:	TBC
CDM Principal Designer	TBC
CLP Prepared by	WSP UK Ltd
Principal Contractor	Hill Group
CLP Produced by	Tom Giles, WSP UK Ltd (Interim)*
CLP Accreditation date: 10/04/2018	

Requirement	Responsibility
CLP Reviewed by	Doug McDougall
Site contact details in hours	TBC
Site contact details out of hours	TBC
Hours of operation	8:00 to 18:00 on weekdays 8:00 to 14:00 on Saturdays Deliveries will be timed to avoid the peak traffic hours of 07.00-09.00 and 16.00-18.00. Restricted HGV delivery times - Delivery times to avoid 07:00-09:30 and 15:30-18:00.

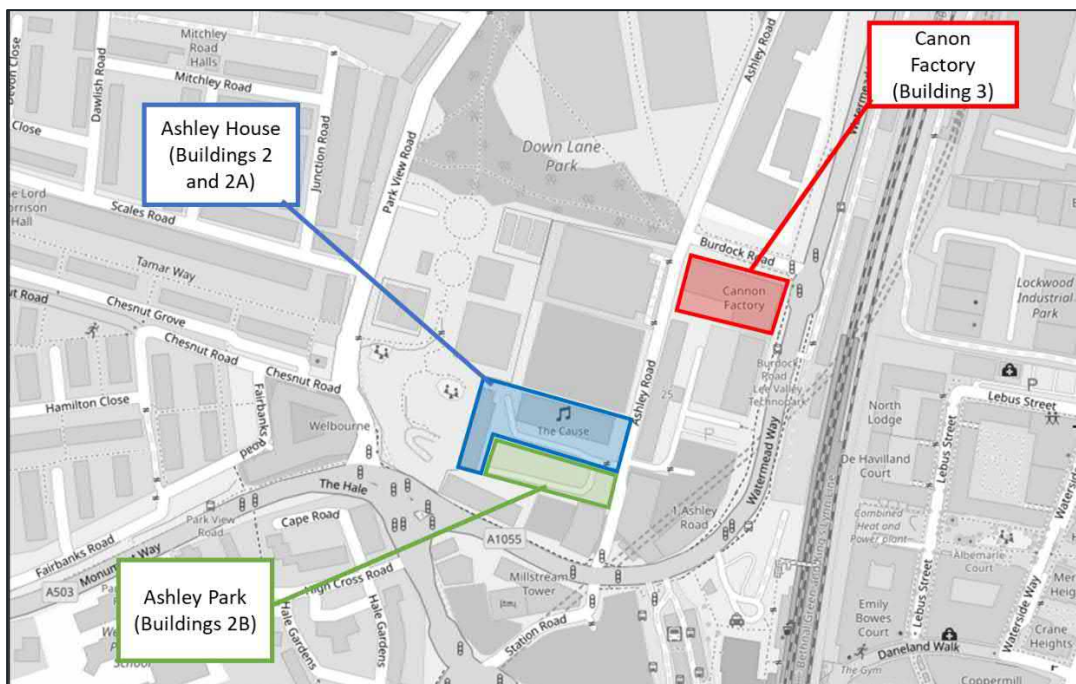
*This will be updated to the site manager/construction logistics manager in due course and prior to commencement of construction on-site.

1.1 CLP OBJECTIVES

PURPOSE AND PLANNING CONDITION

- 1.1.1 This CLP has been prepared with the purpose of discharging of Planning Condition 28 of the Pre-Commencement Condition for Cannon Factory and Ashley House (HGY/2016/4165), and a planning obligation as part of the Section 106 agreement for Ashley Park (HGY/2019/0108).
- 1.1.2 **Figure 1-2** illustrates the different sites covered in this document, namely Cannon Factory, Ashley House and Ashley Park.

Figure 1-1 – Site Proximity Plan



CANNON FACTORY AND ASHLEY HOUSE

- 1.1.3 Planning Condition 28 of the Pre-Commencement Conditions for Cannon Factory and Ashley House (HGY/2016/4165) states:

“No development shall take place until such times as an updated Construction Logistics Plan (CLP) for the relevant phase has been submitted to and approved in writing by the Local Planning Authority. The CLP shall include the following details:

- 1. Update to the Construction Logistics Plan prepared by WSP Parsons Brinkerhoff dated December 2016 to include phased development;*
- 2. Monitoring and joint working arrangements across Ashley Road South Masterplan area;
[see Chapter 5, Section 5.6 and 5.7, and Chapter 7, Section 7.5]*
- 3. Site access and car parking arrangements;
[see Chapter 4, Section 4.3 and 4.11]*
- 4. Delivery booking systems;
[See Chapter 4, Section 4.7 and 4.10]*
- 5. Construction phasing and agreed routes to/from the development replace lorry routeing;
[See Chapter 3, Section 3.2, and Chapter 4, Section 4.2]*
- 6. Timing of deliveries to and removals from the site (to avoid peak times as agreed with HA) L07.00 to 9.00 and 16.00 to 18.00 where possible);
[See Chapter 4, Section 4.7]*
- 7. Construction works shall only proceed in accordance with the approved relevant CLP;*
- 8. Travel plans for staff/ personnel involved in construction.”
[See Appendix B]*

- 1.1.4 With the reasoning for the condition being as follows:

“To update the existing CLP to account for phased development in the area, reduce congestion and mitigate any obstruction to the flow of traffic on the transportation and highways network. The Local Planning Authority is satisfied that the pre-commencement requirements of the condition are so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.”

ASHLEY PARK

- 1.1.5 The planning obligation of the Section 106 agreement for Ashley Park (HGY/2019/0108) states:

“No less than 6 (six) months prior to the Implementation Date to submit a Construction Logistics Plan to the Council for approval and in the event of any refusal by the Council to approve the Construction Logistics Plan to pay regard to the Council’s reasonable reasons for such refusal and to resubmit the Construction Logistics Plan as amended having regard to the Council’s reasonable reasons for refusal and not to Implement or cause or permit Implementation until the Council approves the Construction Plan (“the Approved Construction Logistics Plan”).

To work in collaboration with the Council to conduct annual reviews of the Approved Construction Logistics Plan and following such reviews to make such amendments to the Approved Construction Logistics Plan as may be required by the Council.

Not to Implement or cause or permit Implementation or carry out the Development otherwise than in accordance with the Approved Logistics Plan (as may be amended from time to time in accordance with clause 4.13.2).

To carry out and comply with the Approved Construction Logistics Plan (as may be amended from time to time in accordance with clause 4.13.2).

To comply and carry out the Development in accordance with the Approved Construction Logistics Plan.

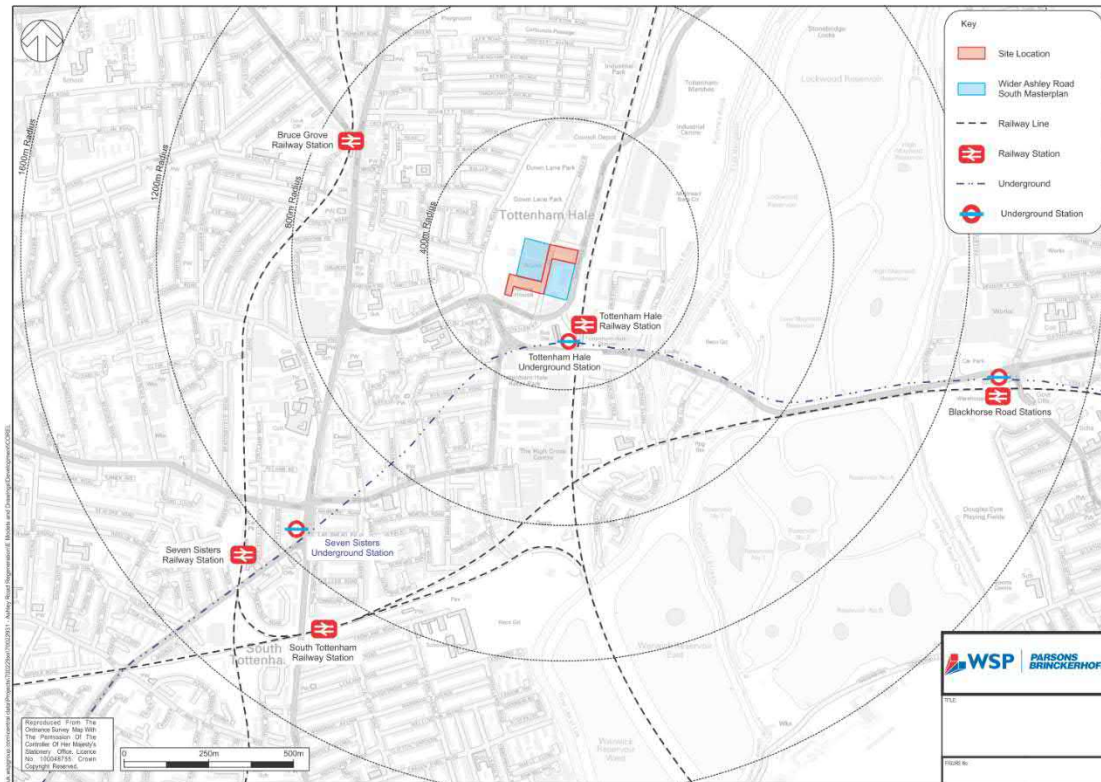
To comply with all reasonable directions and instructions from the Construction Coordinator.”

- 1.1.6 Due to the close proximity of the two plots, as well as the fact they are being constructed as part of the same development, it is considered pertinent to assess both sites together. As such, this CLP will consider both plots within a single document.
- 1.1.7 CLPs are developed following planning approval and seek to support sustainable development. They are drafted within the context of the guidance provided. This report has been prepared in accordance with Transport for London's (TfL) 2017 best practice guidance for the production of CLPs. It provides a framework to better manage all types of freight movement to and from the construction Site.
- 1.1.8 This CLP seeks to minimise the impacts of construction on the surrounding highway network, including the pedestrian and cycling environment. This CLP relates to the highways and transport elements of construction, with other construction matters to be covered in the Principal Contractor's Construction Method Statement.
- 1.1.9 This CLP has been prepared prior to the involvement of the Hill Group who are acting as the Principal Contractor, in coordination with the Applicant's managing agent; Notting Hill Home Ownership Ltd. This will be a live document and will be reviewed where necessary by the Principal Contractor. The CLP will be kept under review during the construction process and updated accordingly if any significant changes occur. The purpose of this is to inform the LBH of any changes so they can be discussed and agreed in advance.

1.2 SITE CONTEXT

- 1.2.1 The site location is shown below in **Figures 1-1 and 1-2** and is split between three plots on opposite sides of Ashley Road, within the wider Ashley Road industrial area.
- 1.2.2 The Canon Factory is located on the north-eastern corner of the masterplan, whilst Ashley House and Ashley Park are located on the south-western corner of the masterplan.

Figure 1-2 - Site Location



1.3 DEVELOPMENT PROPOSALS

ASHLEY ROAD MASTERPLAN

- 1.3.1 The wider Ashley Road South masterplan also includes applications for Buildings 1, 1A, 2, 2A and 3 located adjacent to the Proposed Development. It is envisaged that the overall Ashley Road South masterplan will comprise up to 816 residential dwellings and up to 8,561sqm (GIA) of commercial space as well as landscaped public realm and amenity space, all of which subject to separate planning approvals.
- 1.3.2 The Ashley Road South Masterplan site is bound by housing and a petrol filling station to the south, Watermead Way to the east, Burdock Road to the northeast and Down Lane Park to the west and northwest. Ashley Road runs through the centre of the Masterplan Site in a north / south alignment.
- 1.3.3 This document addresses the Pre-Commencement Planning Condition, and the Section 106 obligation of two Proposed Development plots which form part of the wider Masterplan respectively, the first being Cannon Factory and Ashley House, the second being Ashley Park.

CANNON FACTORY AND ASHLEY HOUSE

- 1.3.4 The Proposed Development consists of two sites at Cannon Factory and Ashley House (known as Building 2, 2A and 3) included within one outline planning application. The proposals are for the demolition of these existing buildings at Ashley House and Cannon Factory and erection of three buildings to provide up to 3,600sqm (GEA) of commercial offering (Class A1/A3 / B1 / D1), up to 255 residential units (Class C3), new public realm, landscaped amenities space, car and cycle parking and all associated works.

ASHLEY PARK

- 1.3.5 The Proposed Development at Ashley Park consists of the demolition of existing buildings and erection of a part 6, part 8 storey building to provide 97 residential units (Class C3), 170 sqm of commercial floorspace (Class A1/A3/B1), new public realm, car and cycle parking and associated works.

1.4 CLP STRUCTURE

- 1.4.1 This CLP has been prepared in keeping with TfL best practice, with the remaining document structured as follows:
- Chapter 2: Context, Considerations and Challenges;
 - Chapter 3: Construction Programme and Methodology;
 - Chapter 4: Vehicle Routing and Access;
 - Chapter 5: Strategies to Reduce Impacts;
 - Chapter 6: Estimated Vehicle Movements;
 - Chapter 7: Implementing, Monitoring and Updating; and
 - Chapter 8: Conclusion.
- 1.4.2 The CLP will be a live document and will be updated during construction if any significant changes to the scope or programme of construction occur. Any alterations to the document will be agreed with LBH highways prior to revision.

2 CONTEXT, CONSIDERATION AND CHALLENGES

2.1 POLICY CONTEXT

- 2.1.1 This Chapter of the CLP describes the current situation on and around the Site, as well as the applicable policies for managing construction freight activity.
- 2.1.2 The proposed management strategy for construction logistics has been shaped by the following national, regional, and local policies.

TFL CONSTRUCTION LOGISTICS PLAN GUIDANCE

- 2.1.1 Transport for London (TfL) issued the 'Construction Logistics Plan Guidance' in July 2017, the purpose of which is to ensure that CLPs of high quality are produced to minimise the impact of construction logistics on the road network.
- 2.1.2 The Guidance focuses on reducing the impact of construction in terms of:
- *Environmental impact: Lower vehicle emissions and noise levels;*
 - *Road risk: Improving the safety of road users;*
 - *Congestion: Reduced vehicle trips, particularly in peak periods; and*
 - *Cost: Efficient working practices and reduced deliveries.*
- 2.1.3 CLPs provide a framework for understanding and managing construction vehicle activity into and out of a proposed development and should detail:
- *The amount of construction traffic generated;*
 - *The routes the construction vehicles will use and consideration of local impacts;*
 - *The impact on relevant Community Considerations; and*
 - *Any traffic management that will be in place.*

- 2.1.4 There are two types of CLPs that may be required. An outline CLP accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme. A detailed CLP is submitted to a planning authority pursuant to, and in discharge of, a condition that has been imposed on the planning permission. It provides the planning authority with the detail of the logistics activity expected during the construction programme.

- 2.1.5 The Guidance suggests a range of measures and strategies that should be considered to reduce the impact of construction on the local environment.

NATIONAL PLANNING POLICY FRAMEWORK (2021)

- 2.1.6 The National Planning Policy Framework, (NPPF) was last updated in July 2021 and includes minor clarification to the revised version published in July 2018.
- 2.1.7 The NPPF promotes the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable delivery of goods and supplies.

THE MAYORS TRANSPORT STRATEGY (2018)

- 2.1.8 Freight and servicing is frequently mentioned throughout The Mayors Transport Strategy which contains a strategy considering all methods of freight delivery including road, rail, pipeline, water, bicycles, and air. The document especially highlights the importance of the London Freight Plan, Delivery and Servicing Plan's (DSP), Construction Logistics Plan's (CLP) and the Fleet Operator Recognition Scheme (FORS) to encourage improved efficiency and provide a framework for incentivisation and regulation.
- 2.1.9 In particular, Proposal 16 states that:

"The Mayor, through TfL, and working with the boroughs and members of the Freight Forum, will improve the efficiency of freight and servicing trips on London's strategic transport network by:

- a) Identifying opportunities for moving freight on to the rail network where this will not impact on passenger services and where the benefits will be seen within London;*
- b) Increasing the proportion of freight moved on London's waterways; and*
- c) Reviewing the potential benefits of a regional freight consolidation and distribution network and completing the network of construction consolidation centres in London."*

THE LONDON PLAN (MARCH 2021)

- 2.1.10 The London Plan makes reference to Deliveries, servicing, and construction within Policy T7. The document notes Construction Logistics Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean, and efficient.
- 2.1.11 Additionally, the document highlights the importance of reducing road dangers associated with the construction of new developments, one notable point is the Mayor's introduction of the Direct Vision Standard, which rates Heavy Goods Vehicles on a star rating from 0 (lowest) to 5 (highest), based on how much the driver can see directly through the cab windows. The proposed development will seek to use vehicles with a higher rating of vision wherever possible.

HEALTHY STREETS APPROACH

- 2.1.12 The Healthy Streets approach forms the core theme of the London Plan and Mayor's Transport Strategy. Healthy Streets for London demonstrates the health benefits of more inclusive and healthier street environments which are aimed to encourage active lifestyle. Through the Healthy Streets approach and the London Plan, a transport behaviour shift is advocated to reduce Londoners' dependency on the car by creating a better and healthier approach to street design, ensuring that the street is encouraging a healthy lifestyle. According to Healthy Streets for London guidance, the street environment should be a pleasant and sustainable environment in which people can walk, cycle, and use public transport safely.
- 2.1.13 'Policy T2 Healthy Streets' outlines that development proposals should:
- Demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with TfL guidance;
 - Reduce the dominance of vehicles on London's streets whether stationary or moving; and

- Be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.

2.1.14 **Figure 2-1** details the ten Healthy Streets indicators outlined in the London Plan. The development proposals take account of the Healthy Streets indicators and will achieve the headline policy objectives as outlined below.

- Patterns of land use that support active travel and public transport;
- Active modes are prioritised ahead of vehicular transport; and
- Active frontages, appropriate ground floor uses and natural surveillance of public spaces

Figure 2-1 - Healthy Streets Indicators



VISION ZERO

2.1.15 Vision Zero is a key and ambitious element of the Mayor's Transport Strategy. With Vision Zero the Mayor aims to eliminate all deaths and serious injuries on London's street network by 2041. This is an initiative being taken in major cities across the world, and within London the following elements are the cornerstones of the Vision Zero Action Plan:

- **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; and
- **Post-collision response** – developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.

2.1.16 The proposed measures during the Demolition and Construction phases will assist with achieving the Vision Zero target by reducing the number of private vehicles that access the Construction Site. This will reduce the likelihood of active modes of transport coming into contact with private vehicles.

THE LONDON LOW EMISSIONS ZONE

- 2.1.17 The Low Emissions Zone (LEZ) is a scheme that aims to improve air quality in the city by setting and enforcing new emissions standards for HGV's, Large Vans, and minibuses, and deterring the use of the most polluting vehicles by freight operators. The London LEZ is a "first" for the UK and is one of the largest schemes of its type in the world.
- 2.1.18 The LEZ came into force on 4 February 2008 for lorries over 12 tonnes with different vehicles affected over time and more stringent emission standards introduced in 2012. Cars and motorcycles are not affected.
- 2.1.19 The LEZ operates 24 hours a day, 7 days a week, every day of the year including weekends and public holidays, with a daily charge of £200 being applicable for lorries, buses, and coaches, and £100 for heavy vans and minibuses which do not meet the required standards.
- 2.1.20 The LEZ is enforced through fixed and mobile cameras which read vehicle registration number plates within the LEZ and check them against a database of vehicles which meet the LEZ emissions standards or are either exempt or registered for a 100% discount or have paid the LEZ daily charge.

THE LONDON ULTRA LOW EMISSIONS ZONE

- 2.1.21 To help improve air quality, an Ultra-Low Emission Zone (ULEZ) will be in place in central London from 8 April 2019 in the same area as the Congestion Charge. Most vehicles including cars and vans will need to meet new, tighter exhaust emission standards (ULEZ standards) or be liable for a daily charge to drive within the ULEZ area.
- 2.1.22 Similar to the LEZ, a daily charge runs from midnight to midnight. If you drive within the ULEZ area across two days, for example before midnight and after midnight, you will be liable to pay two daily charges if your vehicle doesn't meet the ULEZ standards. This will be in addition to the weekday Congestion Charge and the Low Emission Zone (LEZ) charge and will replace the T-Charge.
- 2.1.23 Since 25 October 2021 the ULEZ area has been expanded to the inner London area bounded by the North and South Circular roads.

CONSTRUCTION LOGISTIC PLANNING GUIDANCE (2021)

- 2.1.24 TfL published in 2017 the Construction Logistics Planning Guidance to help London Freight Plan objectives, which was consequently adapted by CLOCS in 2021 for UK-wide implementation, although still being referred to by TfL as the relevant guidance to produce CLPs for London's sites.
- 2.1.25 The purpose of the Construction Logistics Planning Guidance is *to ensure that CLPs of high quality are implemented to minimise the impact of construction logistics on the road network.*

2.1.26 The guidance aims to:

- *“Establish a standardised approach to assessing the CLP element of planning applications;*
- *Inform developers of the technical requirements of CLPs;*
- *Describe the Planned Measures that should be considered or included within a CLP;*
- *Provide detail on the implementation and monitoring of CLPs; and*

Introduce the concept of Community Considerations and their relevance to the CLP process.”

2.1.27 Following from the above aim of establishing a standardised approach to CLPs, the guidance sets out a particular structure which all CLPs should follow depending on whether they are Outline or Detailed CLPs.

2.1.28 In accordance with the structure set out within the Construction Logistic Planning Guidance, this Outline CLP has been structured as already detailed in Section 1.4.

2.1.29 Additional to the standardised structure of CLPs, the Construction Logistic Planning Guidance also describes the access plans and particular scales to which the relevant information has to be shown, which has been particularly considered within Chapter 4 of this CLP.

2.1.30 Furthermore, the guidance is clear on proposing strategies within the Outline CLP to reduce and mitigate any potential impacts arising from construction works. In particular,

2.1.31 *“Measures that can be implemented to ensure the CLP is effective in achieving the aims of reducing environmental impact, road risk, congestion and cost ... are categorised as follows:*

- *Committed: indicates a measure that will be implemented as part of the CLP, secured by planning condition or, where applicable, through the Section 106 agreement;*
- *Proposed: indicates a measure that is feasible must be evaluated to determine its practicality; and*
- *Considered: indicates a measure that is not currently relevant but may be in the future.”*

2.1.32 Committed, proposed and considered measures (as defined above) to ensure the Detailed CLP will be effective in achieving the desired aims are contained within Chapter 5 of this CLP.

FREIGHT OPERATOR RECOGNITION SCHEME (FORS)

2.1.33 The Freight Operator Recognition Scheme (FORS) is a voluntary scheme that encourages sustainable best practice for fleet operators. FORS promotes safe working practices, legal compliance, and a corporate social responsibility to improve the performance of fleet operators. The project has been developed with trade union involvement and collaboration with freight operators and the facility of sharing information.

2.1.34 Operators join the scheme as members, with tiers of membership reflecting freight operator achievements. It will offer members incentives to increase the sustainability of their operations and to develop their skills, including best practice development for:

- Training to improve safety and reduce CO2 and emissions;
- Maintenance, to improve safety and reduce fuel consumption, CO2, and emissions;
- Management of road risk to improve safety, particularly for pedestrians and cyclists;
- Fuel efficiency, to save costs and reduce CO2 and emissions; and
- The use of low-carbon engine technologies such as hybrid and electric vehicles, hydrogen fuel

cells and biofuels to reduce CO2 and emissions.

2.2 SURROUNDING CONTEXT – SCALED PLANS

- 2.2.1 The following maps show the area around the development Site, with **Figure 2-3** illustrating the immediate context of the site, and **Figure 2-4** showing the proposed development within the local context of Tottenham and Tottenham Hale, and the wider area of North London.
- 2.2.2 The A1055, which largely bounds the wider Ashley Road site to the south and east, connects Ashley Road to the A10 High Road in the west, which forms part of the Transport for London Road Network (TLRN), which is a key north-south corridor through Tottenham spanning between Junction 25 of the M25 in the north and Monument Underground Station in the south. The A10 also provides connections to A503 Seven Sisters Road approximately 1.1km south-west of the proposed development, providing connections towards Finsbury Park, as well as the A406 North Circular which encompasses the majority of London north of the River Thames, spanning between Brentford and Barking.

Figure 2-2 - Site Plan

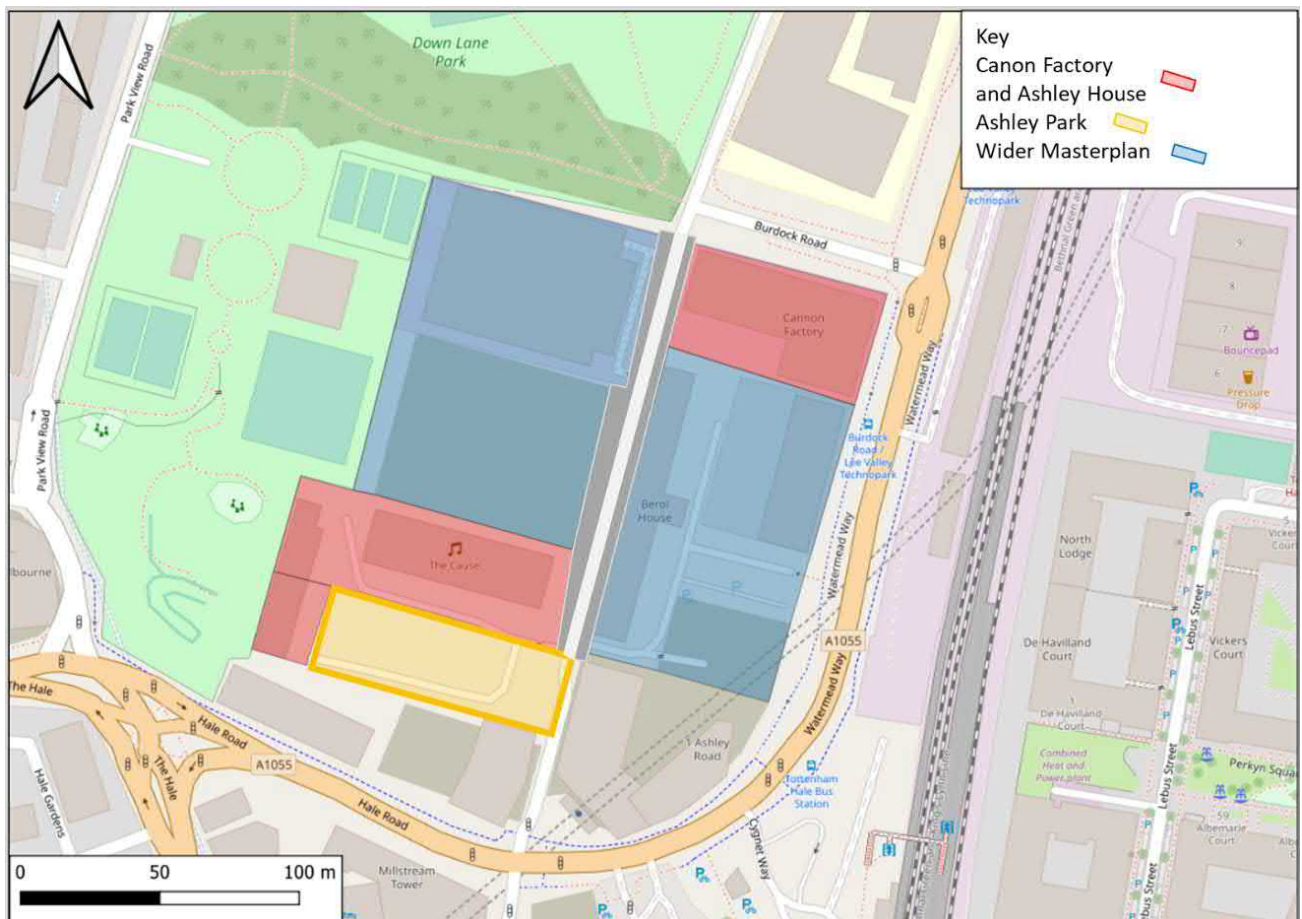
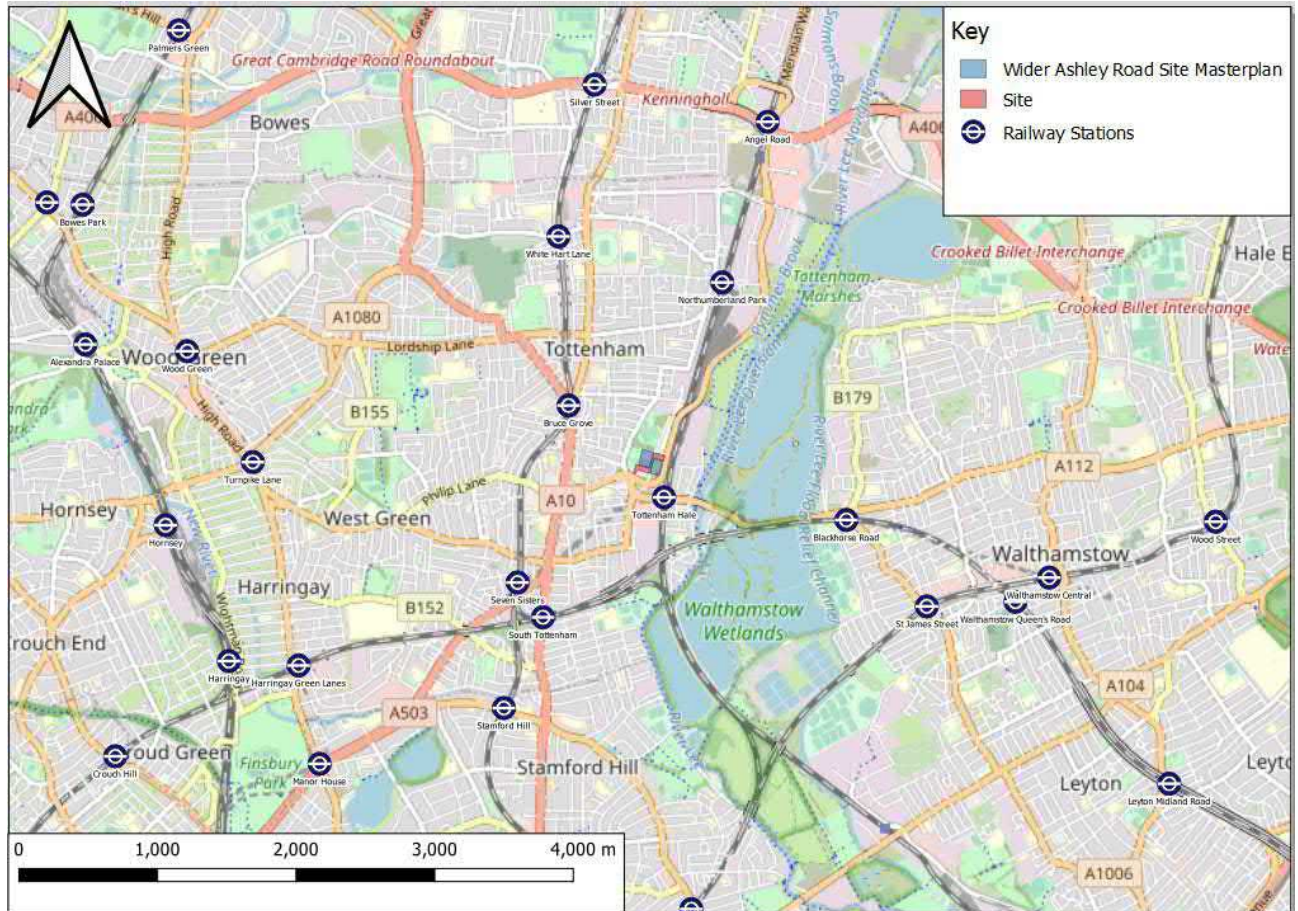
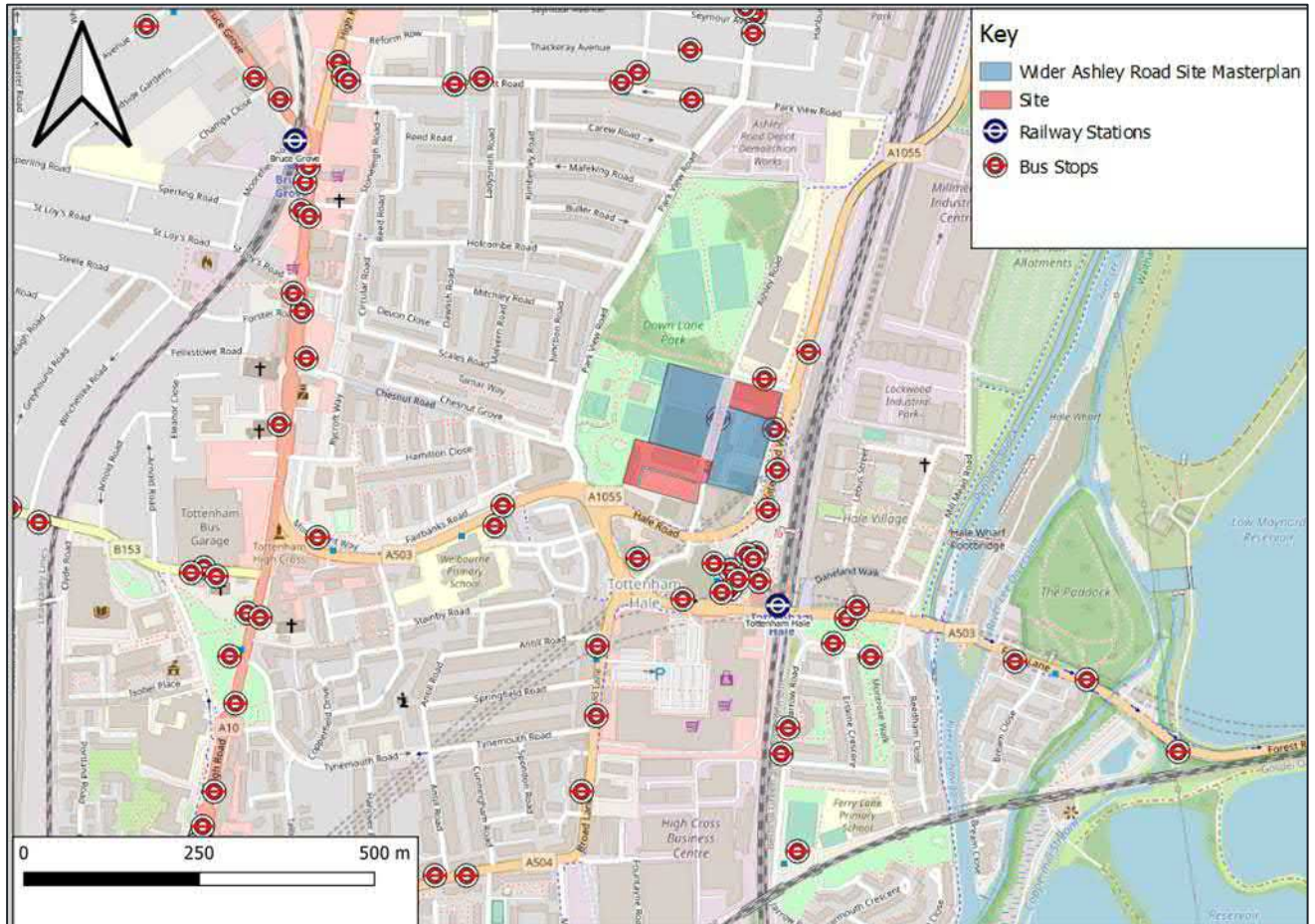


Figure 2-3 - Regional Site Plan



2.2.3 **Figure 2-4** shows the proposed development within a local context and demonstrates it is well connected regarding transport, approximately 0.2km from London Underground and National Rail Services at Tottenham Hale Station. There are also a number of bus services along A1055 Watermead Way and at Tottenham Hale Station.

Figure 2-4 - Local Site Plan (1:10,000)



2.3 LOCAL ACCESS INCLUDING HIGHWAY, PUBLIC TRANSPORT, CYCLING, WALKING AND WATERWAYS

2.3.1 HIGHWAYS, CARRIAGEWAYS AND FOOTWAYS

2.3.2 Ashley Road is subject to the following traffic restrictions:

- Entry only from Hale Road located to the south, and ingress and egress from Burdock Road located to the north of the Masterplan Site; and
- Single yellow line restrictions are present on the west side of the carriageway.
- Double yellow line restrictions on the east side of the carriageway, and
- 20 mph speed limit.

2.3.3 The key local highway network in the surrounding of the site includes Ashley Road, Burdock Road, Watermead Way, Hale Road, Monument Way and High Road which are described in this section.

2.3.4 Ashley Road is a two-way single carriageway with an average width of approximately 7.5m, and runs in a north / south alignment and goes through the middle of the Masterplan Site.

2.3.5 Buildings 1 and 2 & 2a are located to the western side of Ashley Road and Buildings 3 and 4 of the Ashley Road South Masterplan on situated the eastern side. Each Buildings benefits from vehicular access directly on to Ashley Road.

- 2.3.6 Burdock Road joins Ashley Road via a priority junction located to the north-western corner of Building 3. Following this priority junction towards the north, Ashley Road forms a cul-de-sac which provides access to Harris Academy and Veolia industrial compound.
- 2.3.7 Hale Road is located to the south of Ashley Road and provides access to the High Road (A10), which is a part of the TLRN (TfL Road Network or “Red Route”). Watermead Way (A1055) is situated along the eastern boundary of Building 3 and provides access to the Northern Circular (A406) Watermead Way, located to the east of the Masterplan Site, also provides connections to the North Circular. The Northern Circular (A406) in turn provides access to the national motorway network.
- 2.3.8 There are intermittent areas of on-street parking along the eastern side of Ashley Road and single yellow line restrictions present on the western side. The developmental site currently does not form a part of a Controlled Parking Zone (CPZ) but is surrounded by roads that are restricted.

PEDESTRIAN ACCESSIBILITY AND FOOTWAYS

- 2.3.9 Whilst the majority of construction traffic will be undertaken by vehicles, it is recognised that other modes of transport will be promoted as a key option for construction staff to access the Site. As such, other sustainable modes of travel have been reviewed and summarised in this section.
- 2.3.10 Desktop analysis of the Proposed Development shows the surrounding pedestrian facilities are of a good quality and currently the footways adjacent to the site are 2m wide, which is the recommended width by Manual for Streets (2007). Notwithstanding this, the Ashley Road South Masterplan seeks the redevelopment of the public realm, which would further increase the pedestrian comfort, widen footways, declutter the carriageway and install shared surfaces.
- 2.3.11 Dropped kerbs and tactile paving are available at key crossing points within the local highway network.
- 2.3.12 The National Travel Survey 2015 (released in September 2016) notes that walking is the most frequent mode used for short distance trips (within 1 mile: 1.6km) which equates to over three quarters of journeys less than one mile. Infrastructure that supports efficient travel on foot is therefore of great importance in the continuation of the promotion of sustainable travel and walking as a viable alternative to short car trips.
- 2.3.13 The Site's central location means that most essential amenities are available in the local vicinity and can be accessed on foot. Footway connections are available for pedestrians desiring to travel to facilities to the west of the Site on the A10 High Street by travelling south on Ashley Road and then joining the shared footways on Hale Road and Monument Way. Crossing facilities are frequently provided along this route and are present at Hale Road / Monument Way / The Hale junction and the A10 High Street / Monument Way junction. Lighting is provided along this route.
- 2.3.14 Wide footway connections are also available for pedestrians wishing to travel to the facilities to the south of the development such as Tottenham Hale Railway Station, Tottenham Hale Retail Park and Wellbourne Primary School. Pedestrians can travel to facilities to the south of the Site via footways available on Hale Road, The Hale, Station Road, Ferry Lane and Broad Lane. Signalled crossings are provided at the junction of Monument Way / The Hale / Hale Road on desire lines and also at the junction of The Hale / Ferry Lane and Broad Lane. Street lighting is provided on all of these footways and all footways are overlooked by commercial properties, ensuring natural surveillance along these routes.

- Tottenham Hale (3-minute walk, 0.2km)
- Seven Sisters (16-minute walk, 1.1kmm)

- 2.3.19 Tottenham Hale is the key transport link in close proximity to the site, providing access to Victoria Line which services key destinations across London such as King's Cross St Pancras, London Euston and Victoria. The National Rail services Stansted Express and Greater Anglia also facilitate access to key transport hubs within and outside London, with the services operating between Liverpool Street, Stansted Airport and Cambridge.
- 2.3.20 Seven Sisters Station provides London Underground and Overground services approximately 1.1km from the Proposed Development. Services from this station are not as wide ranging as those from Tottenham Hale, with the only Underground service being those on the Victoria Line and Overground services operating between Liverpool Street, Enfield Town and Cheshunt.
- 2.3.21 A summary of the peak hour London Underground and DLR services with their frequencies from these stations is presented below in Cycling is a popular and accessible mode of transport in London and has the potential to substitute short car trips, particularly those less than 5 km.
- 2.3.22 **Table 2-1** illustrates the London Underground, Overground And National Rail Services available from the site.

Table 2-1 - London Underground, Overground and National Rail Services

SERVICE	NEAREST STATION	DIRECTION	TRAINS PER HOUR (AM PEAK)	
			AM PEAK TO SITE	PM PEAK FROM SITE
Victoria	Tottenham Hale	East	36	36
		West	36	36
London Overground	Seven Sisters	North	7	8
		South	8	6
Stansted Express	Tottenham Hale	North	2	2
		South	2	2
Greater Anglia	Tottenham Hale	North	2	2
		South	2	2

2.3.23 BUS ROUTES

- 2.3.24 The Site is served by a number of bus services, which have been identified in the PTAL assessment. The nearest bus stops are located at Tottenham Hale Station. With routes summaries and frequencies highlighted in **Table 2-2**.

Table 2-2 - Bus Routes and Frequencies

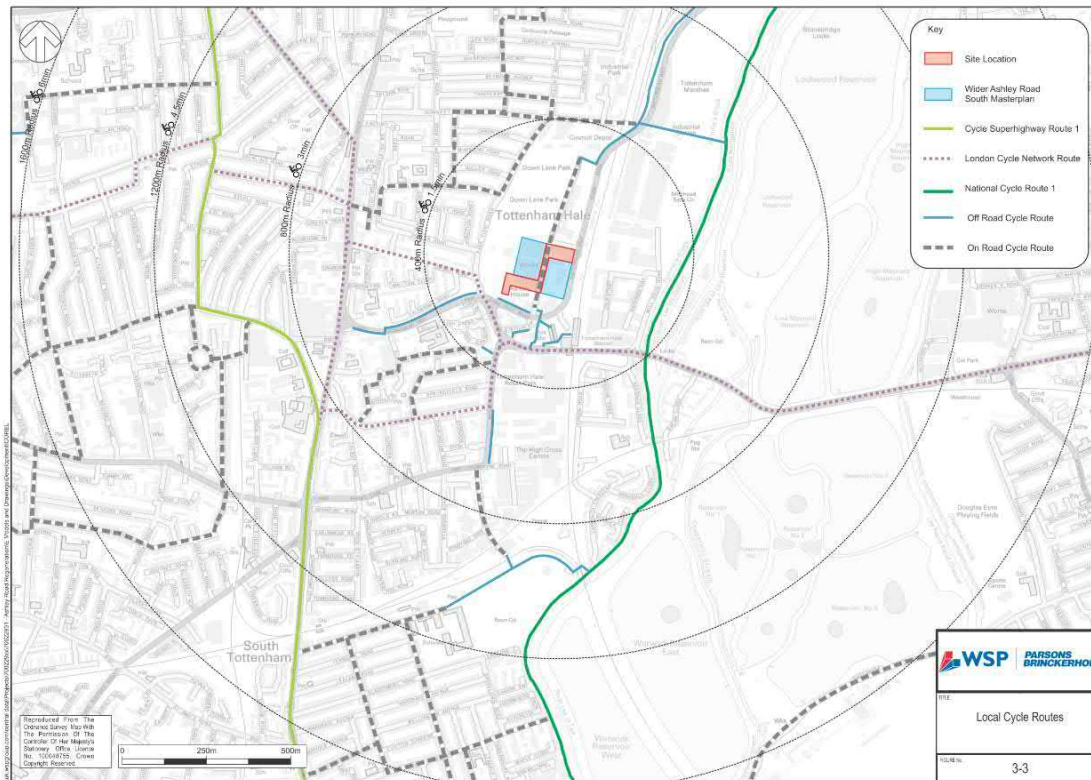
BUS STOP	ROUTE	ROUTE SUMMARY	FREQUENCY (BUSES/H R)
Tottenham Hale	76	Tottenham Hale - Waterloo	6
	123	Ilford – Wood Green	7
	230	Upper Walthamstow – Wood Green	5
	W4	Oxford Circus – Walthamstow Central	7
	41	Archway – Tottenham Hale	10
	192	Tottenham Hale - Enfield	6
Burdock Road Lea Valley	192	Tottenham Hale - Enfield	6
Mill Mead Road	123	Ilford – Wood Green	7
	230	Upper Walthamstow – Wood Green	5
	W4	Oxford Circus – Walthamstow Central	7

2.3.25 CYCLE ACCESS

- 2.3.26 Cycling is a popular and accessible mode of transport in London and has the potential to substitute short car trips, particularly those less than 5 km.
- 2.3.27 The proposed development benefits from a number of cycle routes within close proximity to the Site providing links to various destinations and further cycle facilities. **Error! Reference source not found.** below illustrates a number of cycle links supporting the Site including: both on and off road cycle routes, National Cycle Route links, Cycle Superhighway 1 and several London Cycle Network Routes.
- 2.3.28 **Ashley Road** currently provides an on-road cycle route along its entirety from its junction with Watermead Way to its northern end. The route connects to off road cycle routes to the north and south of Ashley Road. The off road cycle way to the north allows further connection to National Cycle Route 1 and off-road cycle ways along Hale Road connect towards facilities in the A10.
- 2.3.29 **The Hale Road / Monument Way** route is situated to the south of the Site and provides an off road cycle route from Ashley Road to the A10 to the west of the Site. Hale Road provides a two-way off-road cycle route along its northern footway which changes to a shared cycle/pedestrian path along Monument Way. High traffic flows are present on Hale Road and Monument Way, however this route segregates cyclists from running carriageway.

- 2.3.30 **The A10** is located approximately 850m to the west of the Site and forms part of the London Cycle Network as well as Cycle Superhighway Route 1. The A10 provides a strategic north south route through Tottenham Hale while providing various links to cycle routes with connections to the proposed development including Monument Way, Chesnut Road and Tynemouth Road.
- 2.3.31 **The Hale / Ferry Lane** route is part of the London Cycle Network and can be reached approximately 350m to the south of the proposed development providing connection towards the east of the Site to wards Walthamstow. The Hale/ Ferry Lane provides an off road shared use cycle route towards its western end, which creates a safe environment for cyclists as the route allows cyclists to avoid the high traffic flows reducing risk of collision. The route joins the carriageway in a mandatory on-road cycleway to the east of the Tottenham Hale public transport interchange.
- 2.3.32 **National Cycle Route 1 (NCR1)** is situated to the east of the proposed development and can be accessed via the off road cycle route to the north of Ashley Road as well as via Ferry Lane. NCR1 provides a traffic free link offering connection to a number of cycle routes in the area. The route provides connection from Greenwich to Lee Valley Regional Park including links north to Waltham Abbey and south to Stratford. The route is an off road shared pedestrian/cycle path reducing the risk of collision with traffic.
- 2.3.33 **Cycle Superhighways Route 1** can be accessed via the A10 approximately 1,000m to the west of the proposed development. Cycle Superhighway 1 provides a route from Stoke Newington to White Hart Lane benefitting from segregated cycle tracks and signage that indicates connections to various other destinations along route. The route provides an on road shared bus/cycle lane.
- 2.3.34 Existing cycle parking facilities are available in the form of Sheffield stands located to the south of the Site adjacent to Tottenham Hale Bus Station and Rail/Underground Station.
- 2.3.35 **Figure 2-6** illustrates the local cycle routes in the vicinity of the Site.

Figure 2-6 - Local Cycling Routes within the Vicinity of the Site



2.4 COMMUNITY CONSIDERATIONS

2.4.1 LOCAL POLICY

HARINGEY'S LOCAL PLAN (MARCH 2013)

2.4.2 Haringey's Local Plan: Strategic Policies was adopted by the council in 2013, to replace the Unitary Development Plan (UDP) - with subsequent alterations adopted on the 24 July 2017. The purpose of the document is to set out the long-term vision of how Haringey should develop by 2026 and sets out the council's strategy for achieving that vision including high-level strategic policies used in determining planning applications.

2.4.3 Chapter 4 outlines LBH's aims and objectives for an environmentally sustainable future, with Policy SP6 Waste and Recycling stating:

"Haringey will require Site Waste Management Plans for all major applications to identify volume and types of demolition and construction waste and to demonstrate how waste will be minimised and managed during construction and occupation."

2.4.4 Policy SP7 focuses on transport, with the subsection Delivering Action on Climate Change and Quality and Healthy Places. The policy states:

"In line with the London Plan, the Council will work with its partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:

- *Seeking to mitigate the impact of road based freight and promote alternatives."*

- 2.4.5 In order to comply with both policies, the document specifies that Construction Logistics Plans will be required for all major development and for any development that will cause significant transport impacts during its construction phase.
- 2.4.6 This policy will be met by the sustainable transport of waste off Site, which should be demonstrated through a Construction Logistics Plan.

HARINGEY'S DEVELOPMENT MANAGEMENT DEVELOPMENT PLAN DOCUMENT (JULY 2017)

- 2.4.7 Haringey's Development Management Development Plan Document (DPD) was adopted in July 2017, forming part of the current local plan and gives effect to Haringey's spatial strategy and the key objectives of the Strategic Policies Local Plan by supporting proposals that contribute to the delivery of sustainable development in accordance with the strategy, and providing a clear framework for resisting development that would be at odds with the Local Plan.
- 2.4.8 Chapter 5 outlines Transport and Parking policy within the borough, with Policy DM31 Sustainable Transport stating:

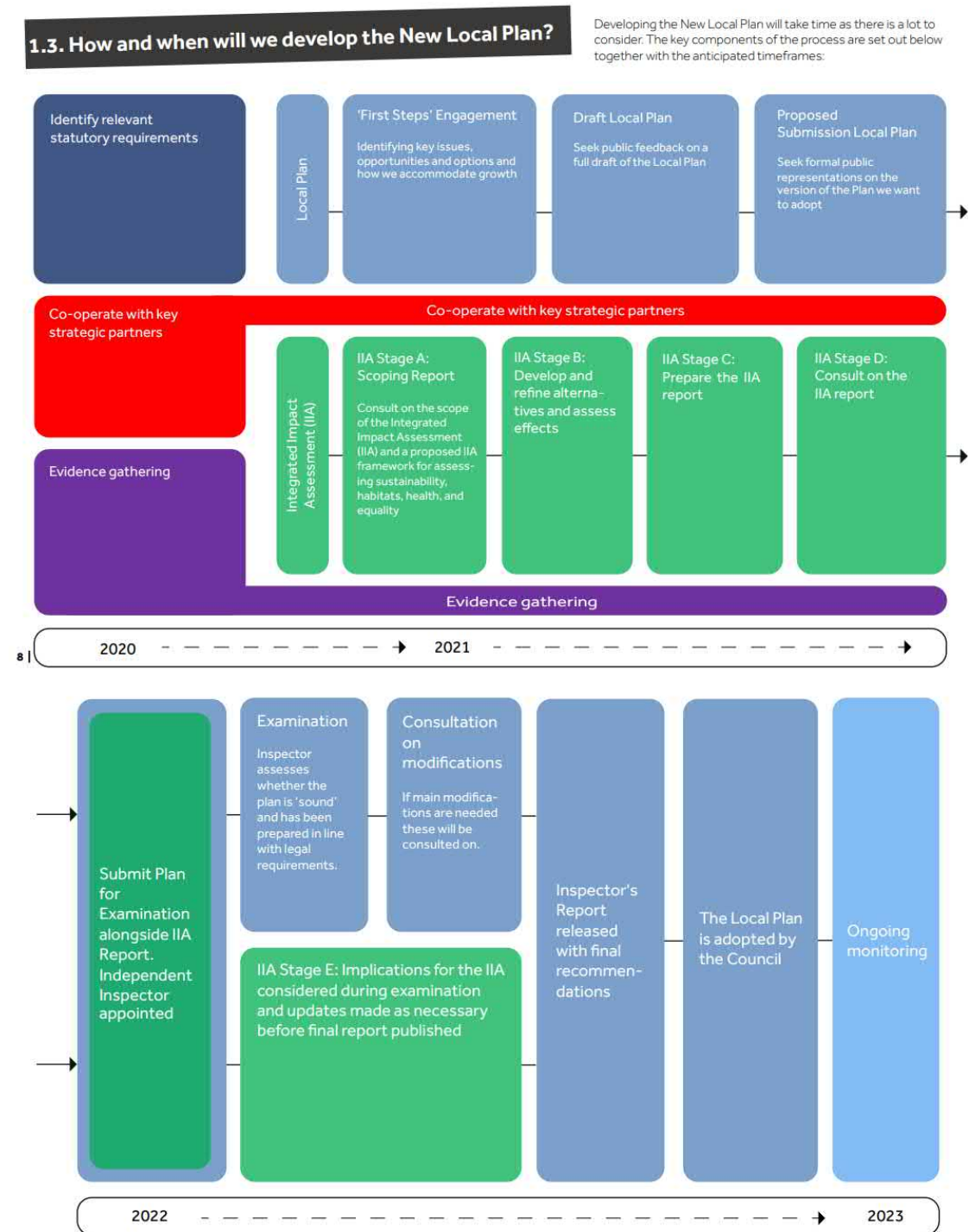
"The Council will require a Travel Plan or Transport Assessment in line with thresholds set out within Transport for London Travel Planning Guidance. In accordance with this guidance, the Council may still require a Transport Assessment and a Full Travel Plan to accompany applications for new developments that do not meet these thresholds, where a transport impact is expected from the development, or a cumulative impact is expected from different uses within a development or from a number of developments in the vicinity."

HARINGEY'S NEW LOCAL PLAN

- 2.4.9 Haringey Council has begun the process of preparing a New Local Plan which will replace the existing Local Plan documents adopted in July 2017, to be submitted alongside an Integrated Impact Assessment (IIA) Scoping Report. The Local Plan is used to decide on planning applications for new development and buildings in the borough. First steps of engagement have already begun, with formal consultation occurring between 16th November 2020 and 1st March 2021.

The new Local Plan First Steps Engagement document set out the key issues to be addressed by the New Local Plan, with the revised document being structured around the Borough Plan priorities of Housing, People, Place and Economy.
- 2.4.10 **Figure 2-7** **Figure 2-2** shows the progression of development of the New Local Plan, with the next step being producing the Draft Local Plan upon completion of the 'First Steps' Engagement step.

Figure 2-7 - New Local Plan Development Timeline



THE HARINGEY SUSTAINABLE DESIGN AND CONSTRUCTION SPD – 2013

- 2.4.11 The Sustainable design and Construction SPD outlines a number of advisory notes in alignment with the London Plan. The following are to be considered in the development of a CLP in the area.

'7.5 Construction sites should be carefully managed and maintained to prevent sediment and chemicals washing into waterways or drains which empty into waterways, and also to control dust and noise emissions and vibrations causing nuisance to surrounding properties. The type of machinery used, hours that construction occurs and the times that deliveries are made should be carefully managed so as to reduce impact.

8.2 Transportation of waste - The impact of removal of site and building waste should also be reduced in the method used for transport; waste should be removed by water or rail wherever possible, or failing that by the use of vehicles or fuels that will limit environmental impacts'.

- 2.4.12 This CLP aims to reduce the impacts of demolition and construction activities and facilitate sustainable freight travel to / from the Site in consideration of the above policies.

2.4.13 COMMUNITY CONSIDERATIONS

- 2.4.14 Community considerations are notable buildings and uses in the surrounding area including the following land uses:

EDUCATION

- 2.4.15 There are several educational facilities located within 1km distance of the proposed development. The list below summarises the location of these schools and a further detailed summary of their offering is also summarised below:

- Harris Academy – 160m north – two minutes' walk;
- Welbourne Primary School – 850m west – 10 minutes' walk; and
- Holy Trinity C of E Primary School – 950m west – 11 minutes' walk.

- 2.4.16 Harris Academy Tottenham, located on Ashley Road approximately 160m (two minutes' walk) north of the proposed development, provides primary, secondary and sixth form education to pupils within the local area. As mentioned later during this report, the academy is currently in the process of increasing the size of the education facilities to circa 1,500 pupils.

- 2.4.17 Welbourne Primary School, located on Stainby Road, is approximately 670m (eight minutes' walk) south west of the proposed development. Hyland House School, located on Holcombe Road, is approximately 850m (ten minutes' walk) west of the proposed development. Holy Trinity Church of England Primary School, located on Somerset Road, is approximately 950m (11 minutes' walk) west of the proposed development.

- 2.4.18 Excluding Harris Academy, further education facilities (Six Forms) are listed below:

- The College of Haringey, Enfield and North East London is located on High Road, approximately 1100m (14 minutes' walk) southwest; and
- The Musical Theatre Academy (MTA), located on Town Hall Approach Road, approximately 1000m (12 minutes' walk) southwest.

- 2.4.19 Based on the information set out above, it is reasonable to state that the proposed development is situated within relatively close proximity to the existing educational facility offerings. Therefore it would be reasonable to assume that future residents will be able to access these facilities.

RETAIL AMENITIES

- 2.4.20 Tottenham Hale Retail Park is located nearby, approximately 200m (three minutes' walk) south of the proposed development, along Station Road/Ferry Lane and contains a wide range of shops as well as food retailers; such as Lidl, and restaurants; Pizza Hut and KFC. The range of shopping opportunities provided allows new and existing users to have multiple services within a five minute walk of the proposed development.
- 2.4.21 Within a 1,000m (10 minutes) west of the site is High Road which contains an array of local non-food retail and food retailers with several anchor stores.
- 2.4.22 In addition to these existing services, the development proposals also include further retail offerings. Therefore, it is reasonable to assume the future residents and employees at the Proposed Development will benefit from being within comfortable walking distance of several existing and proposed retail units.

LEISURE AND RECREATION FACILITIES

- 2.4.23 In addition to the leisure facilities currently available in Tottenham Hale Retail Park, the local area has a selection of recreational land uses within a short distance from the proposed development.
- 2.4.24 Down Lane Park is situated less than a five minute walk or 400m from the site whilst Tottenham Marshes, River Lee navigation and the local reservoirs are also within walking distance (660m or 8minutes walk).
- 2.4.25 The Bernie Grant Art Centre is located on Town Hall Approach Road and is approximately 1000m (12 minutes' walk) southwest of the proposed development, showcasing films, theatrical performances and creative classes.
- 2.4.26 The Gym (Tottenham Hale), located on Lebus Street, is approximately 470m (six minutes' walk) south east from the proposed development. Tottenham Green Pools and Fitness, located on Phillip Lane, is approximately 880m (11 minutes' walk) west of the proposed development and provides Council run leisure facilities and a local swimming pool.
- 2.4.27 Future residents and employees of the proposed development will therefore have immediate access to the existing leisure facilities within the vicinity of the site.

EMPLOYMENT

- 2.4.28 The proposed development has excellent public transport connections to key employment centres including Bank and Waterloo, Kings Cross St. Pancras, Euston and Oxford Circus, as well as local employment hubs in Tottenham itself. The proposed development links to public transport and is discussed further within this Chapter of this report.

HEALTH CARE

- 2.4.29 In terms of healthcare and local services, Tynemouth Medical Practice presents the closest clinic for treatment and is situated 800m (ten minutes' walk) to the south of the development, off of Tynemouth Road. Bruce Grove Primary Health Care, located on High Road, is situated 860m (11 minutes' walk) west. Dowsett Road Surgery is located on Dowsett Road and is situated 880m (11 minutes' walk) away north of the proposed development.

- 2.4.30 The closest hospital is North Middlesex University Hospital, which offers a range of services including Accident and Emergency and is located approximately 4.4 km north from the proposed development. St Ann's Hospital is situated 2.8 km southwest from the Proposed Development and offers outpatient services such as physiotherapy and post-natal care.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 INTRODUCTION

3.1.1 The anticipated construction phases for the Proposed Development have been prepared with input from the Project Manager.

3.2 CONSTRUCTION PROGRAMME

- 3.2.1 The current construction programme considers construction of the four buildings will start in Q2 2023 and be completed in Q4 2025. This is the equivalent to a construction period of approximately 32 months, depending on the specific starting and end dates within the month.
- 3.2.2 **Figure 3-1** below illustrates the proposed construction programme for each of the four plots which form the proposed development.

Figure 3-1 – Construction Programme By Building

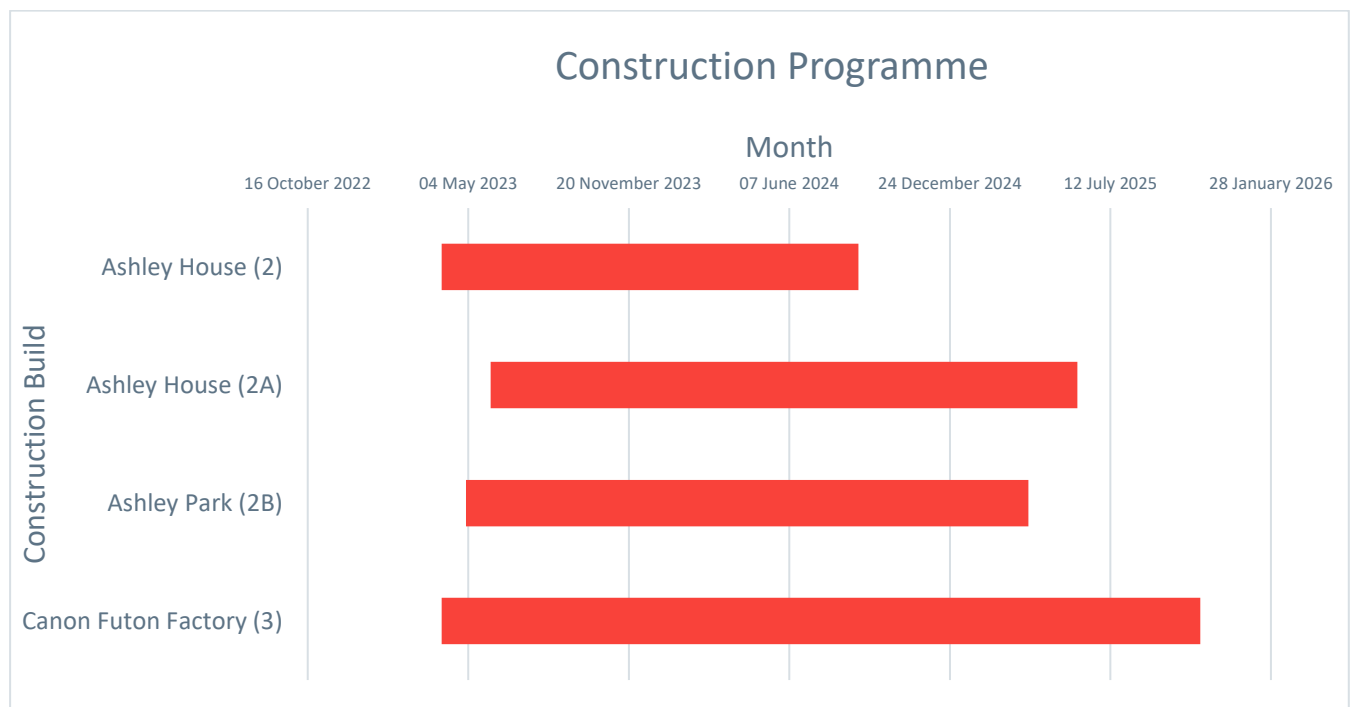


Table 3-1 shows the construction of each building is as follows:

Table 3-1 - Construction Dates for each building

Site Building	Start date	End Date	Duration (days)
Ashley House (2)	01 April 2023	01 September 2024	519
Ashley House (2A)	01 June 2023	01 June 2025	731
Ashley Park (2B)	01 May 2023	01 April 2025	701
Canon Futon Factory (3)	01 April 2023	01 November 2025	945

3.3 CONSTRUCTION METHODOLOGY

The construction methodology will be provided in the next updated revision of the CLP, and will be provided by the contractor, Hill Group.

4 VEHICLE ROUTING & SITE ACCESS

4.1 OVERVIEW

- 4.1.1 The Chapter sets out the proposed vehicle routes to and from the site during the construction period.
- 4.1.2 The first plan illustrates the regional routing plan, with the second showing local vehicle routes in the vicinity of the site. The third plan illustrates the construction access at the site itself, including indicative vehicle stopping areas, along with loading and unloading zones. These routes follow the Transport for London Road Network (TLRN) until the final approach to the site where local roads are used.

4.2 CONSTRUCTION VEHICLE ROUTING

- 4.2.1 All vehicles will be routed from a London Lorry Control permitted route via Ashley Road, which runs through the Proposed Development. Construction vehicles will therefore be able to remain on designated London Lorry Control Permitted Routes between the site and the wider strategic highways network outside London wherever possible.
- 4.2.2 The London Lorry Control Scheme prohibits lorries over 18 tonnes from the majority of roads in Greater London from 21:00 to 07:00 hours Monday to Saturday and from 13:00 hours on Saturdays to 07:00 hours on Mondays.
- 4.2.3 The site is accessed from the wider strategic highways network from Junction 25 of the M25, where traffic heads southbound along the A10 Great Cambridge Road through Enfield and towards Tottenham. Construction vehicles may alternatively head southbound on A1055 Bullsmoor Lane at the A10 Great Cambridge Road / Bullsmoor Lane junction, with this route operating through Brimsdown towards Tottenham. Both routes run parallel with each other and are listed as London Lorry Control Permitted Route.
- 4.2.4 Traffic using A10 Great Cambridge Road must head eastbound on A406 at Great Cambridge Junction towards Montague Road / Conduit Lane, via the Kendal Parade slip road. Both the permitted routes identified within **Figure 4-1** connect at the Conduit Lane / A1055 Meridian Way / A1055 Angel Edmonton Road Junction. Construction vehicles can subsequently access the site heading approximately 3km southbound along A1055.
- 4.2.5 The routing plans are appended to this document in **Appendix E**.

Figure 4-1 - Regional Routing Plan for Construction Vehicles

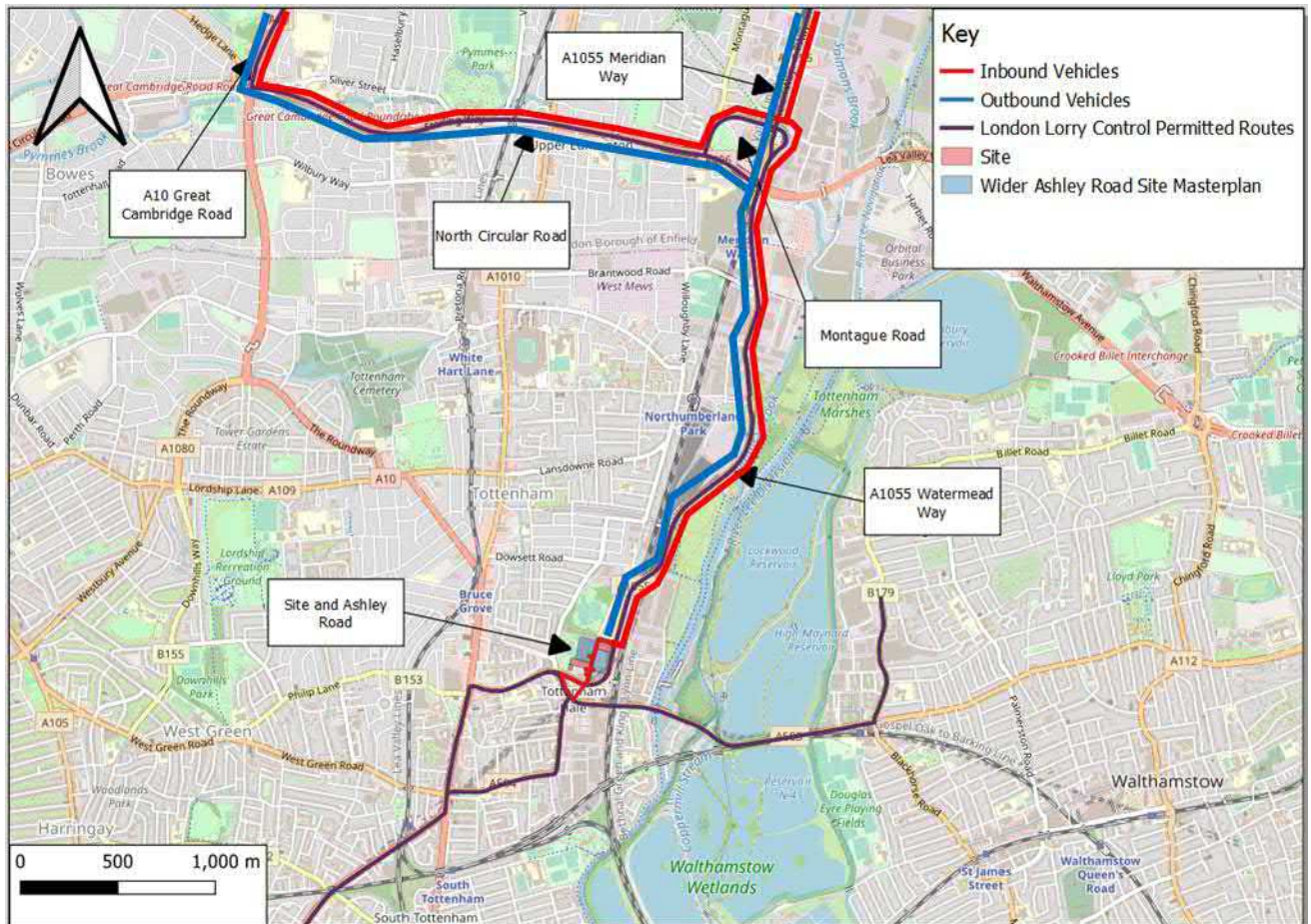
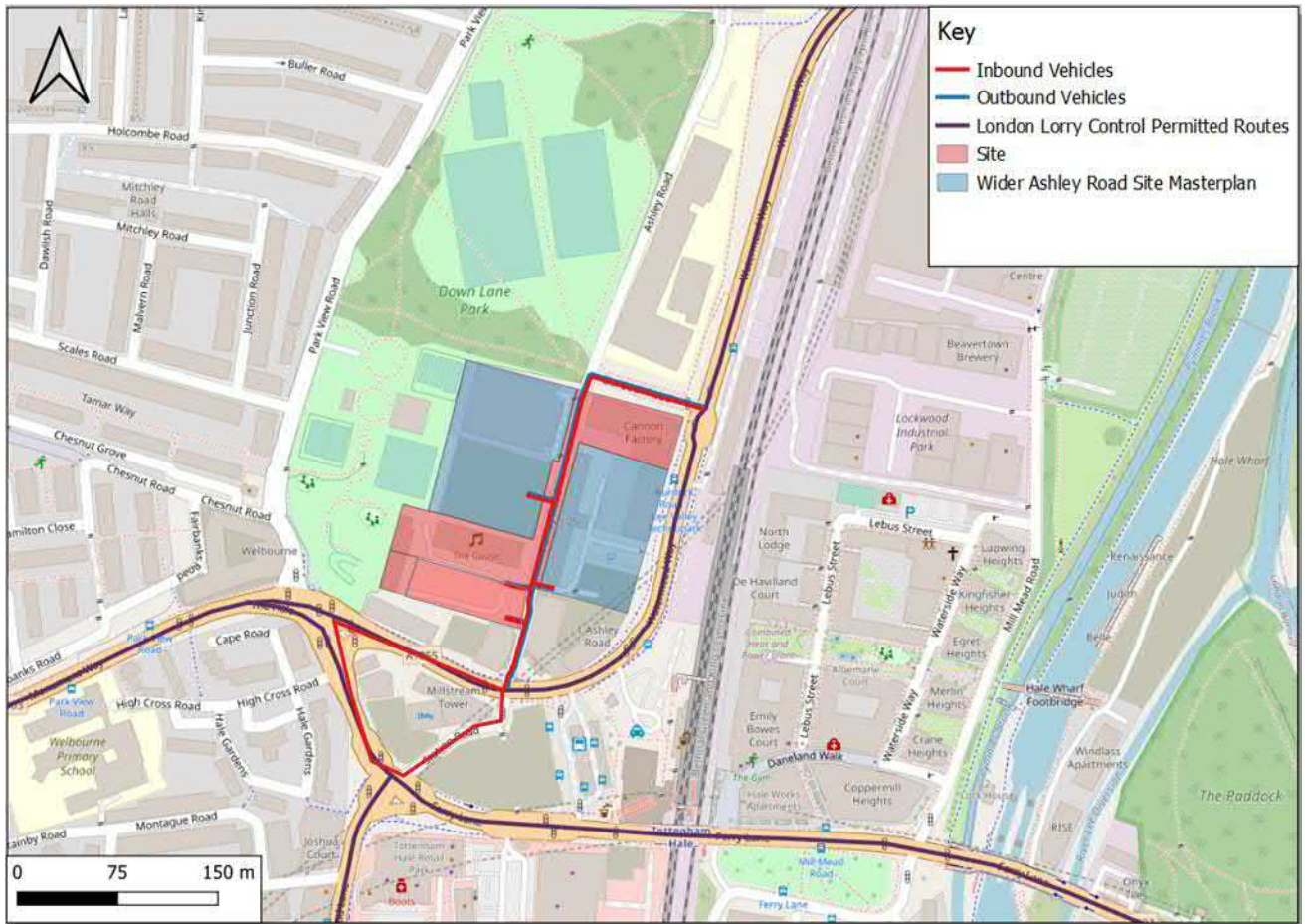
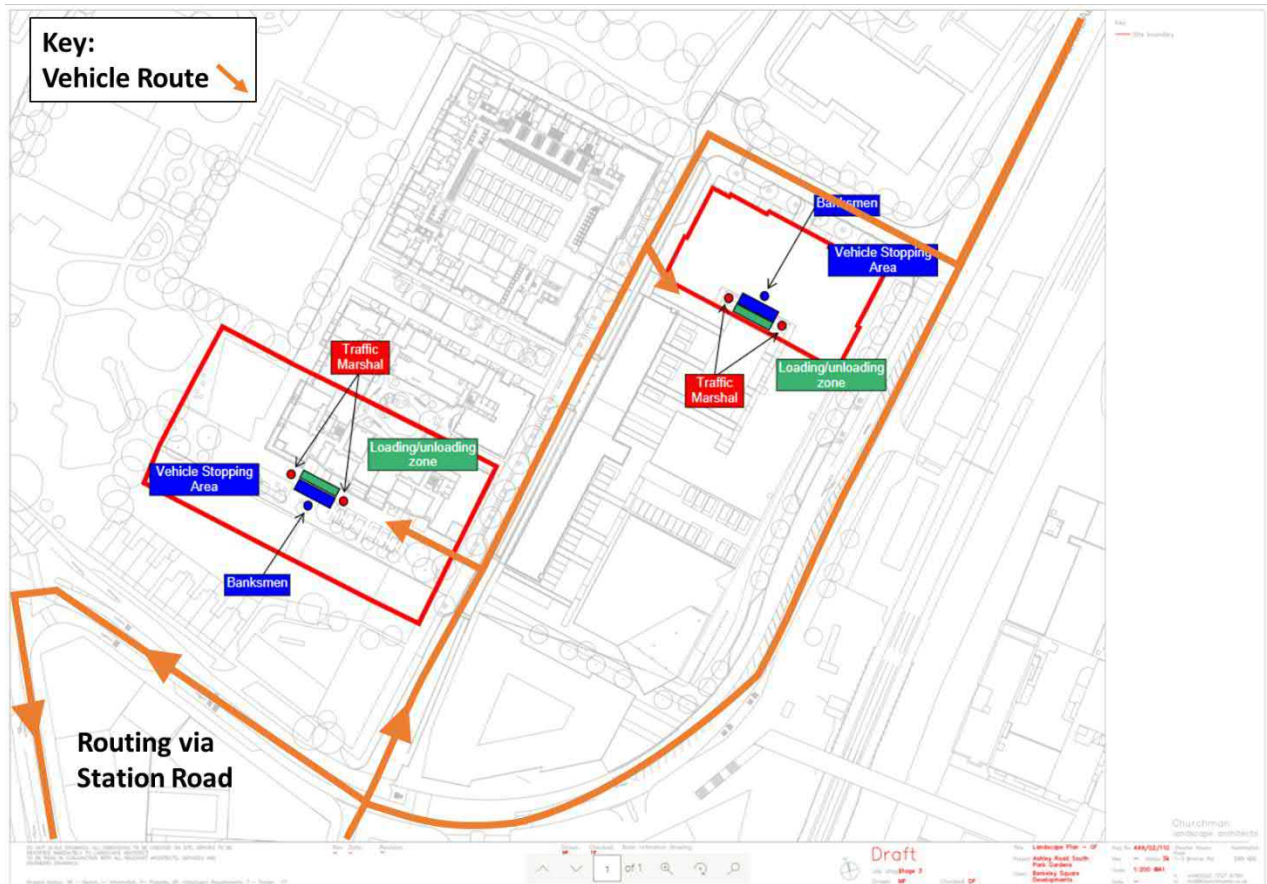


Figure 4-2 - Local Routing Plan for Construction Vehicles



- 4.2.6 **Figure 4-3** illustrates the proposed construction access, the primary and secondary vehicle stopping areas, and associated loading and unloading zones.
- 4.2.7 Vehicles will travel via The Hale and Station Road when accessing the site from Watermead Way to the south.

Figure 4-3 - Construction Access



4.3 SITE ACCESS

4.3.1 At a site level, it is proposed that:

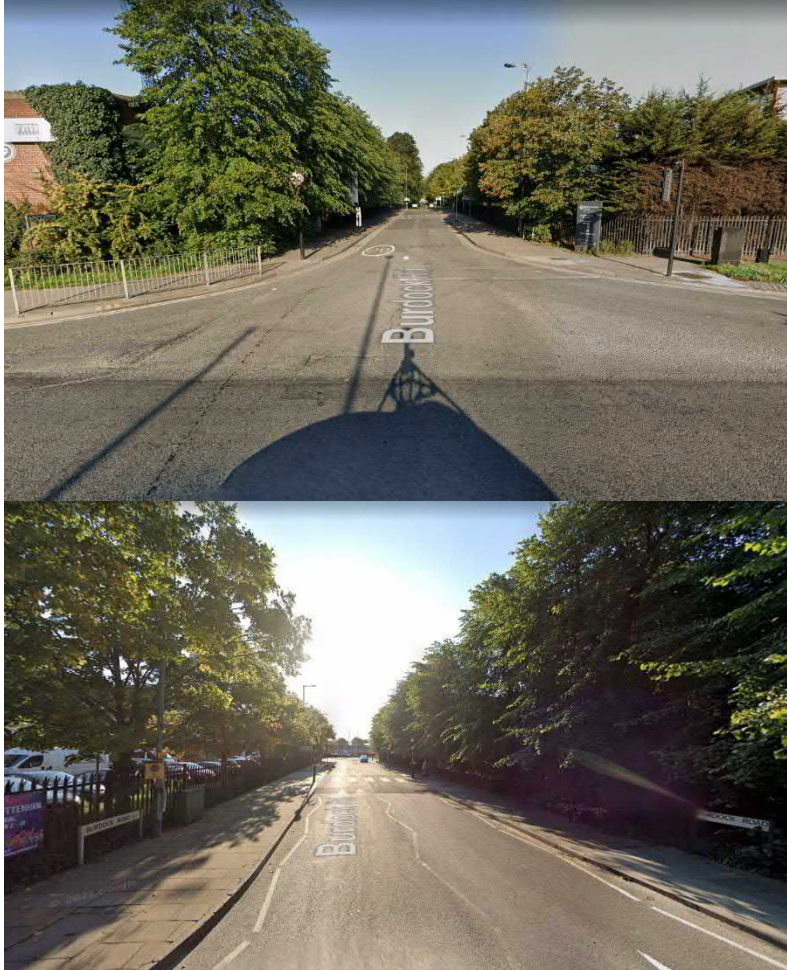
- Construction access for vehicles will be from Ashley Road, either to the north of Canon Factory, or to the south of Ashley Park, both using an existing dedicated vehicle entrance – as further described in the Construction Environmental Management Plan. A traffic marshal shall be located on Ashley Road to coordinate the vehicle movements arriving and departing from the Site. The traffic marshal will be supported by a team of banksman who will assist the manoeuvring of vehicles within the constraints of the Site.
- Deliveries will be coordinated so as to minimise both the number of movements and avoid vehicles arriving at the same time to the Site.
- It is intended that vehicles will be able to drive in to the Site and exit in forward gear, except for larger deliveries, in which case, any movements that are undertaken in reverse will be escorted by bankman at all times.
- Once vehicles are on the Site, they will be unloaded / loaded, then turned and exit the Site through the same entry point. This proposed approach will avoid any non-construction traffic and construction from meeting within the Berol Yard site.
- All vehicles will be subject to tyre cleaning before being allowed to depart from the site.

BURDOCK ROAD

4.3.2 Vehicles are anticipated to access the development via Burdock Road.

- 4.3.3 This movement will be scheduled, and when it subsequently occurs, will be guided by banksmen and traffic marshals at all times.

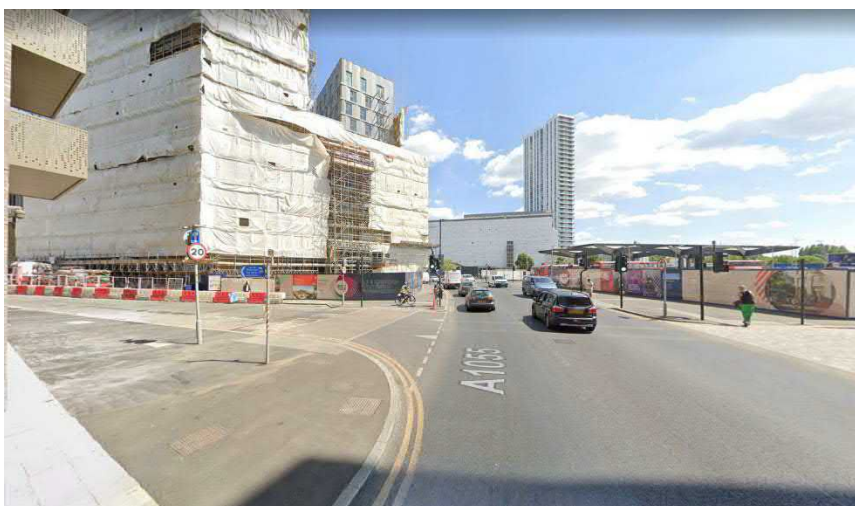
Figure 4-4 - Burdock Road



ASHLEY ROAD

- 4.3.4 It is proposed vehicles will enter the site via Ashley Road. This site entrance will be open to construction traffic, providing turning facilities for loading vehicles.
- 4.3.5 Ashley Road will also accommodate construction access to 'Building 1', residential access and access to temporary loading facilities for 'Building 1a' during Phase 3.
- 4.3.6 This movement will be scheduled, and when it subsequently occurs, will be guided by banksmen and traffic marshals at all times.
- 4.3.7 The carriageway in its existing condition is illustrated in **Figure 4-5**.

Figure 4-5 - Ashley Road Site



ACCESS FOR SITE PERSONNEL

- 4.3.8 All construction personnel will be advised of the parking restrictions in force in the vicinity of the Site, and encouraged to use public transport, walk or cycle to work. A dedicated pedestrian access will be located in the south-east corner of the Site adjoining Watermead Way and a security office to monitor all pedestrian access into the Site and prevent any unauthorised access will be situated adjacent to this entrance.
- 4.3.9 As described within Chapter 3, the Site is easily accessible via public transport. Public transport includes frequent bus, rail and underground services. Staff will be encouraged to use public transport to access the site whenever possible.
- 4.3.10 Site personnel will be made aware of a pro-forma that sets out the secure entry/exit routes to the Site, future access routes, travel planning details, emergency evacuation procedure and the proposed delivery management strategy during the construction phases.

4.4 VISITOR ACCESS

- 4.4.1 All visitors will be directed to the Site compound offices for registration and, as necessary, site induction. They will be required to sign in and out of the Site on a daily basis. At no time will any visitors be allowed access to areas where construction works are in progress.
- 4.4.2 A non-PPE (Personal Protective Equipment) route will always allow pedestrian access to the office and welfare facilities prior to going on-site. The site personnel will ensure that visitors use the appropriate PPE when being permitted to access an area of construction activity.
- 4.4.3 The general public will be excluded from the works area using appropriate signage and hoarding. However, again, a safe route will be provided to enable the public to liaise with the Site Manager when required.

4.5 EMERGENCY VEHICLE ACCESS

- 4.5.1 Suitable access for emergency vehicles will be maintained throughout the course of the works, with access from Ashley Road and Burdock Road using the dedicated vehicular access route. A second emergency access will also be available using the Watermead Way, thereby maintaining emergency access at all times to the Site.

4.6 SWEPT PATH ANALYSIS

- 4.6.1 Swept path analysis has been undertaken for the vehicles planned to be used during the construction process. **Figure 4-6** illustrates a 16.154m Low Loader Vehicle accessing and egressing the Site. All the swept path analysis that has been undertaken is included in **Appendix A**.

Figure 4-6 – Low Loader accessing the site



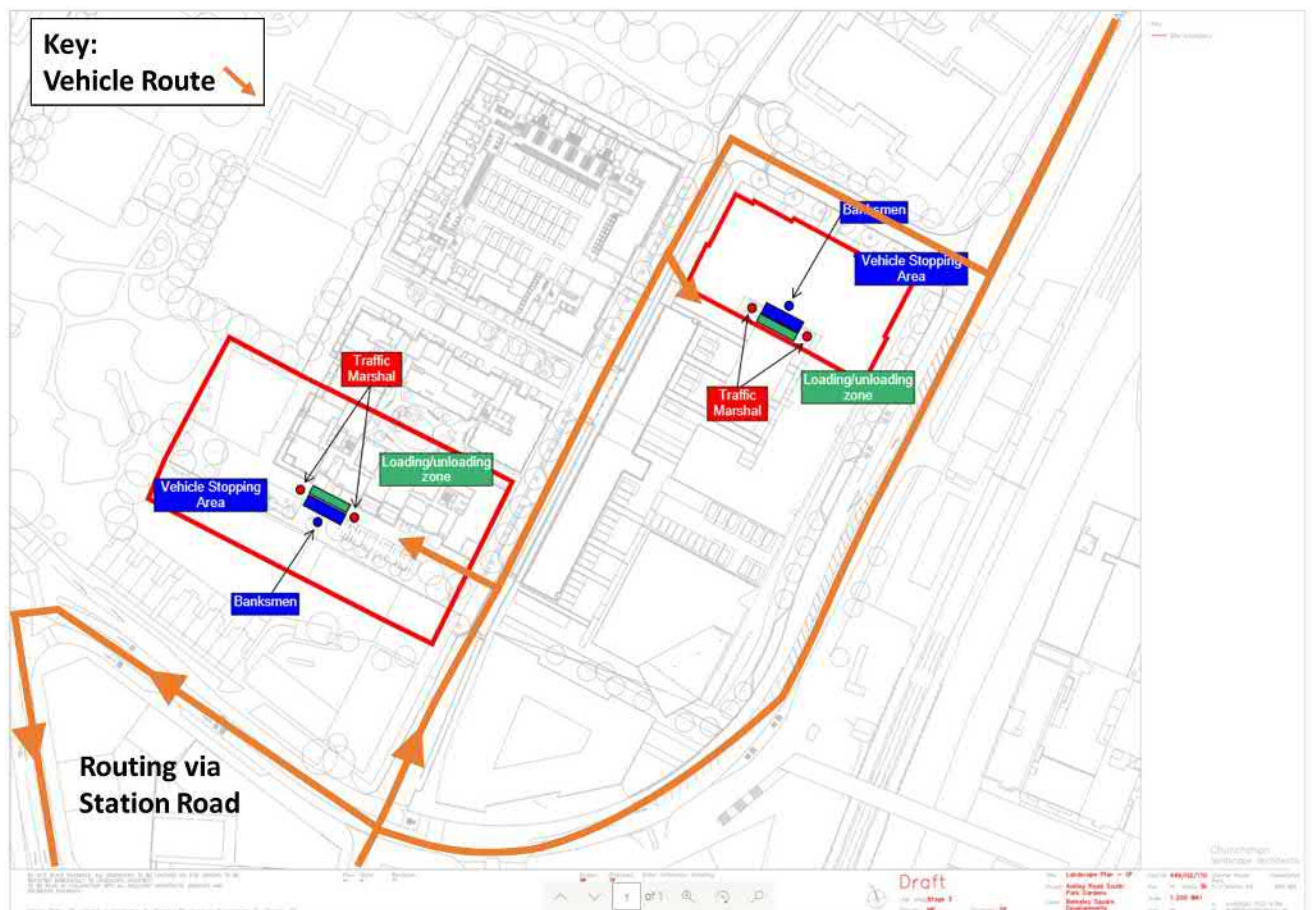
4.7 HOURS OF OPERATION

- 4.7.1 The actual hours of construction operation will be agreed with LBH officers. However, where possible working hours for the construction period are likely to be:
- 08:00 to 18:00 hours Monday to Friday;
 - 08:00 to 14:00 hours Saturday; and
 - at no other times, including Sundays and Public/Bank Holidays.
- 4.7.2 If it becomes apparent that works outside of these hours are necessary, due to noise and vibration issues, then approval of works outside of the normal hours (excluding emergencies) will be sought from; and / or reasonable notice provided to LBH.
- 4.7.3 Deliveries and removals will be timed to avoid the peak traffic hours of 07.00-09.00 and 16.00-18.00. Consideration will also be given to school peak hours during term times. Restricted HGV delivery times of between 07:00-09:30 and 15:30-18:00 will be adhered to where possible.
- 4.7.4 The scheduling of vehicles will be controlled via a booking system allowing each delivery sufficient time to carry out their loading / unloading. The booking system may be web-based, subject to the preference of Hill Group, and following a final discussion with LBH. Vehicles arriving on-site will be given prior instruction as to the location of the Set Down Area and the traffic route to be followed to access the Site.

4.8 TRAFFIC MARSHALS, BANKSMEN, AND SIGNAGE

- 4.8.1 During Site access/egress traffic marshals shall ensure that local traffic will take priority, where and when it is safe to do so. All delivery/removal vehicles will be directed by traffic marshals on Site.
- 4.8.2 Pedestrian and cyclist safety will be managed and maintained through the use of qualified traffic marshals and banksmen who will act as an interface control point between the public highway, and construction Site.
- 4.8.3 The qualified traffic marshals will manage the public including general traffic, pedestrians, and cyclists, whilst the banksmen will be responsible for directing the construction vehicle itself. When a vehicle is accessing or egressing the Site, traffic marshals will stop pedestrian and cycle traffic briefly whilst the vehicle crosses the carriageway and footway, being guided by the banksmen.
- 4.8.4 **Figure 4-7** illustrates the indicative traffic marshal and banksmen locations on Ashley Road.

Figure 4-7 - Ashley Road traffic marshal and banksmen location plan

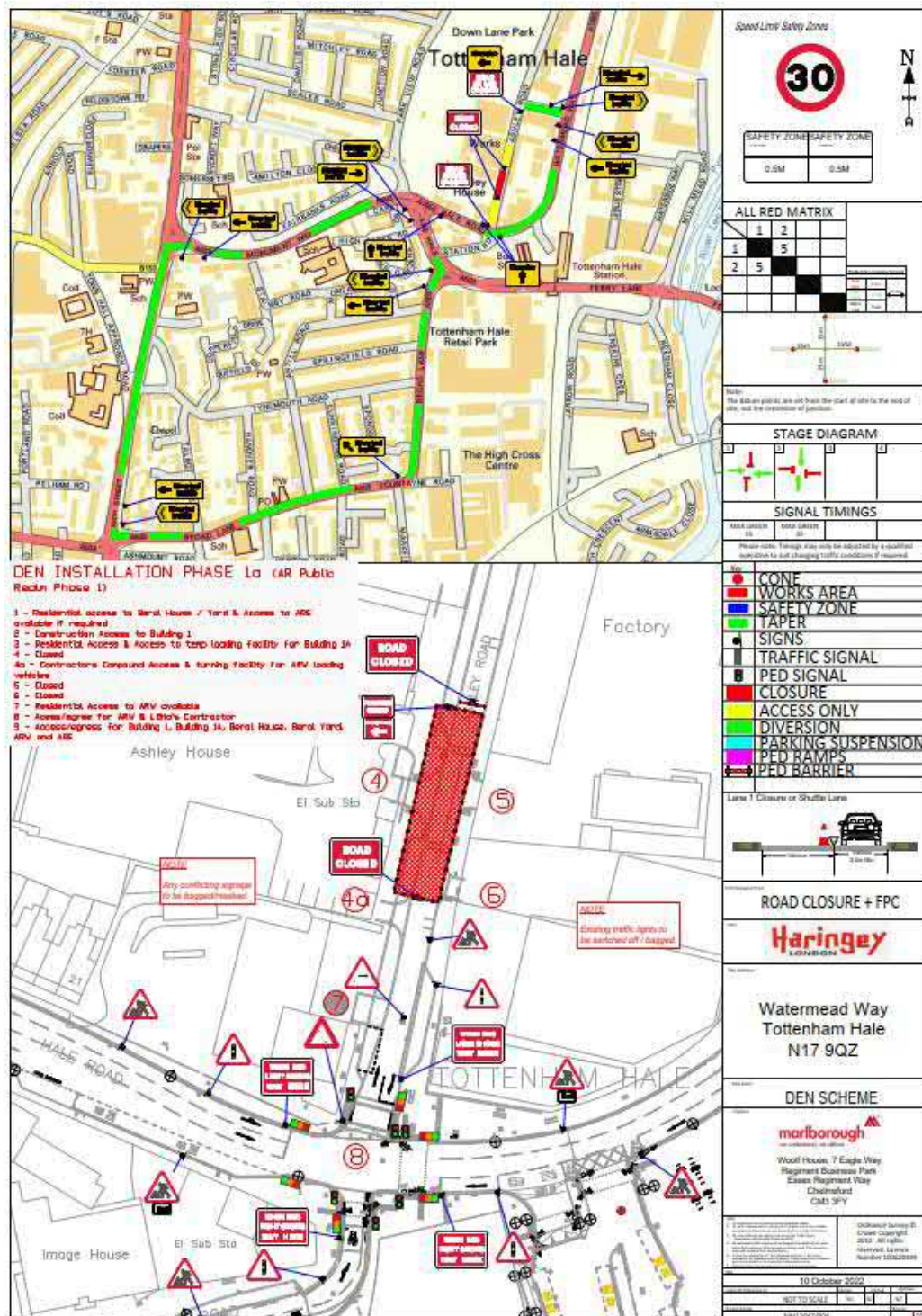


- 4.8.5 The requirement and location of traffic marshals and banksmen will be reviewed by the Principal Contractor.
- 4.8.6 With regards to designated logistics holding areas the Hill Group are in the process of liaising with LB Haringey to agree off site loading/unloading areas. The attached Construction Management Plan produced by Hill Group is attached as **Appendix F** which contains the current proposed areas.

SIGNAGE

- 4.8.7 **Figure 4-8** illustrates the proposed traffic signage that will be implemented at the construction site. This plan is also included in **Appendix C**.
- 4.8.8 The schemes will adhere to the Tottenham Hale Gate sign strategy (Canon Factory is designated Gate 9, Ashley House Gate 11a and Ashley Park 11b).

Figure 4-8 - Ashley Road traffic signage



- 4.8.9 No idling and no parking signs will be included at the site.
- 4.8.10 Site entrance signage will be mounted on the hoarding. In addition, it is a requirement that a 'stop works sign' (TSRGD 7031) be used when vehicles are required to stop to enable plant and construction vehicles entering/exiting the Site. The sign is shown in **Figure 4-9**. This sign is used for a maximum of 2 minutes and only for the provision of facilitating delivery and construction vehicles. The sign is double sided, reflective to the standards and to the size stated within the Traffic Signs Regulations and General Directions. These signs will be placed in conjunction with the temporary barriers to be utilised in effect with the strategy above, to implemented as soon as the temporary access is opened for use.

Figure 4-9 - Stop Works Sign (TSRGD 7031)



Source: DfT Traffic Signs Manual - Chapter 8 Part 3
Road Works and Temporary Situations (2020)

4.9 CONSTRUCTION VEHICLE AND PLANT

- 4.9.1 The types of vehicles and plant that are likely to be used during the construction works may include the following:
- Cutter, drills, small tools;
 - Floodlights;
 - Generators;
 - Bulldozers;
 - Cranes and hoists
 - Compaction Plant
 - HGV articulated delivery vehicle;
 - Waste skip removal vehicle;
 - Scaffolding and mobile hydraulic access platforms;
 - Concrete Agitator Delivery Vehicles;
 - HIAB; and
 - Temporary supports.

4.10 MANAGEMENT OF DELIVERIES

- 4.10.1 General site deliveries will be made via the Ashley Road site access. The intention is to unload all small and major deliveries within the site boundary to minimise disruption to any neighbouring occupiers.
- 4.10.2 The construction site(s) gates will be designed to open inwards so as to not impede users of the public highway. Access will be controlled, with all delivery vehicles being pre-booked with a delivery marshal/material co-ordinator 24 hours in advance to reduce the potential for conflicts to occur between construction vehicles and other road users. The delivery marshal will coordinate and be in overall control of the vehicles movements until it departs the Site and ensure that the vehicle is guided by trained banksmen.
- 4.10.3 Construction vehicles (other than contractors' cars or light vans) will be encouraged to travel to/from the Site between the hours of 09:00 – 16:00 Monday to Friday only (i.e. outside of the traditional network peak periods). Restricted HGV delivery times of between 07:00-09:30 and 15:30-18:00 will be adhered to where possible. Discussions will be conducted with Hill Group, the contractors for the adjacent site to ensure an agreed deliveries schedule to outline the maximum number of deliveries to operate during the peak morning and afternoon restricted periods.
- 4.10.4 FORS Silver will need to be held by all sub-contracted transport/haulage providers that Notting Hill Home Ownership Ltd intends to use. Further information on FORS is included in Chapter 5 Section 1.
- 4.10.5 Where practically possible, the Site's traffic will be coordinated to avoid peak traffic hours and loads consolidated to reduce where possible the number of trips made to and from Site by project vehicles and personnel. A programme of deliveries will be completed to ensure that adequate time is allowed for each delivery to permit vehicles to be off-loaded before the arrival of the next delivery vehicle and minimise congestion outside the Site.
- 4.10.6 Delivery vehicles will have designated unloading areas within the Site and will be managed by the Hill Group's traffic manager. If for any reason it is necessary to load and unload outside of the Site, the details and procedure for this will be agreed in advance with LBH (there will be a designated logistics holding area). The identification of loading and unloading areas on and off site will be provided by the Hill Group in line with updates to this CLP.
- 4.10.7 The Hill Group will use 'M site' to track and book in specific deliveries and these can be set up to time restrictions as required. Further details about the vehicle booking software is included in the CMP document attached as **Appendix F**. The following website also provides additional information on M Site: <https://humanrecognitionssystemz.zendesk.com/hc/en-us/search?utf8=%E2%9C%93&query=delivery>.

KEY PERFORMANCE INDICATORS

- 4.10.8 A number of KPI's have been established to review the delivery vehicles operational practices. These will be monitored and reported back to the LBH. The KPI's are as follows:
- FORS Silver will need to be held by all sub-contracted transport/haulage providers;
 - Deliveries will adhere to the delivery hours;
 - Deliveries will be pre-booked; and
 - Delivery vehicles will have designated unloading areas within the Site, these will be monitored.

4.11 PARKING AND WAITING

- 4.11.1 No parking spaces are provided on-site. No vehicles other than those authorised to do so shall be permitted to access beyond the site boundary. Parking shall not be permitted on public roads where access or egress to buildings or houses will be affected. All construction personnel will be advised of the parking restrictions in force in the vicinity of the Site, and encouraged to use public transport, walk or cycle to work.
- 4.11.2 If vehicles arrive at the Site early they should not wait in potentially dangerous or unsuitable locations, particularly if they cause an obstruction to other road users. If required, an appropriate waiting location would be identified. Vehicles should not circulate around the local area if they arrive early to avoid unnecessary emissions.
- 4.11.3 The Hill Group should establish which locations (if any) are suitable for vehicles to wait/park and to provide fleet operators undertaking information about which locations are suitable for parking/waiting.

5 STRATEGY TO REDUCE IMPACT

5.1.1 The following planned measures have been identified to assist Notting Hill Home Ownership Ltd achieve the objectives of the CLP and to better manage the challenges identified in **Table 5-4**. **Table 5-1** details the planned measures.

Table 5-1 - Overview of Planned Measures

Planned Measures	Committed	Proposed	Considered
Measures Influencing Construction Vehicles & Deliveries			
Safety & Environmental Standards & Programmes	✓		
Adherence to Designated Routes	✓		
Delivery Scheduling	✓		
Re-timing for Out-of-Peak Deliveries	✓		
Re-timing for Out-of-Hours Deliveries		✓	
Use of Holding Areas & Vehicle Call-off Areas		✓	
Use of Logistics / Consolidation Centres		✓	
Split Delivery Vehicle Sizes		✓	
Measures to Encourage Sustainable Freight			
Freight by Rail			✓
Use of Electric Vehicles			✓
Freight by Water			✓
Material Procurement Measures			
DfMA & Off-site Manufacturing		✓	
Re-use of Material on Site		✓	
Smart Procurement		✓	
Other Measures			
Collaboration Amongst Other Sites in the Area	✓		
Implementation of a Staff Travel Plan	✓		

5.1 MEASURES INFLUENCING CONSTRUCTION VEHICLES & DELIVERIES

Safety & Environmental Standards & Programmes

- 5.1.1 Vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk.
- 5.1.2 It will be a requirement that a 'stop works sign' (TSRGD 7031) be used when vehicles are required to stop to enable plant and construction vehicles entering/exiting the site. The use of this site is detailed in Chapter 4.
- 5.1.3 These signs will be placed in conjunction with the temporary barriers to be utilised in effect with the strategy above, to implemented as soon as the temporary access is opened for use.
- 5.1.4 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 will need to be held by all sub-contracted transport/haulage providers that Notting Hill Home Ownership Ltd intends to use. An up-to-date list of trained companies and drivers is available at www.fors-online.org.uk.
- 5.1.5 A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used; www.fors-online.org.uk.
- 5.1.6 The site will be registered with the 'Considerate Constructors Scheme'. This is a national initiative through which construction sites and companies registered with the scheme are monitored against a code of considerate practice, designed to encourage best practice beyond statutory requirements.
- 5.1.7 The Hill Group will use 'M site' to track and book in specific deliveries and these can be set up to time restrictions as required. Further details about the vehicle booking software is included in the CMP document attached as **Appendix F**.

Vehicle requirements

- 5.1.8 Delivery vehicles should follow best practice regarding road safety. TfL currently demands that vehicles of more than 3.5 tonnes at construction sites should have the following fitted as standard:
 - Side guards;
 - Close-proximity sensors and warning alarms; and
 - Rear cyclist warning signs and CCTV where a Fresnel lens is not effective.
- 5.1.9 Drivers should have their driving licences checked by the DVLA and should complete a driver safety training course. The delivery vehicle should also meet LEZ standards.
- 5.1.10 The Hill Group will be responsible for ensuring that fleet operators delivering to the Site as using vehicles that meet TfL's requirements.

Adherence to Designated Routes

- 5.1.11 Details of routes to be used for journeys to and from site for road operations are provided in **Chapter 4**. The routes to/from the Transport for London Road Network and Strategic Road Network are specified. These access routes have been reviewed with respect to potential impacts, conflicts, and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.

5.1.12 Trained and accredited Traffic marshals shall ensure that local traffic will take priority, where and when it is safe to do so. Part of this role will include monitoring how traffic routes to and from the site on the wider road network, ensuring they adhere to the agreed routes. Additional information about traffic marshals is included in **Chapter 4, section 8**.

5.1.13 A copy of the route plan will be given to all drivers, who will be fully briefed on the required route to take. Notting Hill Home Ownership Ltd are aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Delivery Scheduling

5.1.14 In accordance with the planning condition stipulation a web-based delivery management system will be used to control the volume of deliveries to Site. This system will work by defining the number of 'resources' a site has and thus can service in 30-minute intervals. It then limits the number of delivery bookings per half-hour to this defined capacity.

5.1.15 Schedules will commit to ensuring supply chains adhere to designated routes and delivery slots where possible.

5.1.16 Where required regular reports will be available to LBH from the delivery management system.

Re-timing for Out-of-Peak Deliveries

5.1.17 Hill Group and any specialist appointed contractors, will deliver goods to the site in compliance with the permitted site hours which are between 9:00 to 16:00 for vehicle movements.

5.1.18 In accordance with the planning condition, the timing of deliveries to and removals from the site will avoid peak times as agreed with LBH Highways, namely between 07.00 to 9.00 and 16.00 to 18.00 where possible. Restricted HGV delivery times of between 07:00-09:30 and 15:30-18:00 will be adhered to where possible.

5.1.19 It must be noted that LBH accepts certain activities would require longer hours and would have dispensation. The Principal Contractor will be proactive in assuring that Highways are pre-notified of those unusual delivery times.

5.1.20 When abnormal deliveries are set to take place a pre-permission form will be submitted to officers at LBH to agree timings. Any vehicle over 40 tonnes must seek permission from LBH's structures engineers before entering LBH traffic network.

5.1.21 The site team will communicate on a weekly basis with local schools to advise on further site related activities that may impact on the operation of the local schools. Deliveries will arrive between 9:00 to 16:00 on weekdays.

Re-timing for Out-of-Hours Deliveries

5.1.22 Re-timing deliveries to occur out of hours will be considered further by Notting Hill Home Ownership Ltd, who will commit to deliveries at these times where possible.

Use of Holding Areas & Vehicle Call-off Areas

5.1.23 No vehicles must wait in the surrounding area. Vehicles must arrive 'just in time'. It is not envisaged that the use of a logistics or consolidation centre will be required for the construction period.

5.2 MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT

Freight by Water

- 5.2.1 The option of transporting materials by water is unlikely to be a viable due to the distance from the River Thames to the site.

Freight by Rail

- 5.2.2 The Site, although nearby to rail services, does not have any direct access to rail infrastructure to facilitate deliveries. Additionally, it is cost prohibited and has not been actioned by any other developer. This option is therefore considered not possible for the Proposed Development.

Use of Electric Vehicles

- 5.2.3 The use of electric freight vehicles will be encouraged for deliveries to the Site. Notting Hill Home Ownership Ltd will work with Hill Group sub-contractors, suppliers, and haulage/transport suppliers to encourage the use of electric vehicles for freight delivery where possible.

5.3 MATERIAL PROCUREMENT MEASURES

Application of environmental legislation

- 5.3.1 Applicable legislation will be identified in a register to ensure that systems are in place to comply with any legal requirements in question.

Smart Procurement

- 5.3.2 To reduce the impact of construction traffic during peak hours measures such as consolidation of deliveries will be implemented e.g. by selecting materials/goods from the same source, thus combining materials into one single delivery, as opposed to a number of vehicles delivering goods from different sources. The contractor will actively seek and investigate ways of consolidating deliveries to reduce the total number of vehicle deliveries to the Site during construction.
- 5.3.3 The contractor will explore opportunities to consolidate compounds and arrange consolidated concrete batching during procurement, and will continue to seek opportunities for freight consolidation throughout the construction phase.
- 5.3.4 In September 2016, TfL produced The Directory of London Construction Consolidation Centres¹. The directory will provide the basis for the Hill Group to investigate the use of consolidation centre's close to the site to minimise construction traffic.
- 5.3.5 Delivery scheduling via the delivery booking system will not be limited to receiving material deliveries into Site, but will be fully coordinated with all materials, waste and plant & equipment leaving Site. Hard copies of daily delivery schedules will be displayed at prominent locations e.g. provided at the gate/off-loading points, at hoists and also issued to drivers, forklift drivers and any

¹ <https://constructionlogistics.org.uk/wp-content/uploads/2017/07/The-Directory-of-London-Construction-Consolidation-Centres-1.pdf>

other materials handling equipment operators, all of whom need to be in constant radio communication with one another.

Recycling/Re-use of Material On-site

- 5.3.6 Hill Group will implement a site waste management plan that minimises the disposal of site waste to landfill during the duration of site works.
- 5.3.7 To summarise the key elements of this during the construction works the following will be implemented:
- Masonry waste will be crushed and reused onsite as hard-core within construction build ups.
 - Timber structure of existing building will be segregated for recycling.
 - Metals from pipe and cable runs will be stripped out and separated prior to leaving site and sent to recycling.
 - Plasterboard will be sent back to be recycled by a board manufacturer.
 - Turn and soils will be removed from site to recycling centre.

5.4 OTHER MEASURES

5.4.1 PEDESTRIAN AND CYCLE SAFETY

- 5.4.2 The developer will meet the Construction Logistics and Cyclist Safety (CLOCS) the standard for construction logistics. By being recognised as a member of FORS a number of requirements to meet the CLOCS standard will already be demonstrated.
- 5.4.3 Pedestrian and cyclist safety will be monitored, managed, and maintained through the use of qualified traffic marshals who will act as interface control point between the public, highway, and construction site, therefore overseeing the safety of pedestrians and cyclists.
- 5.4.4 When a vehicle is accessing or egressing the site, banksmen and traffic marshals will supervise vehicles at the front and rear during entrance and exit to/from site, whilst stopping pedestrian and cycle traffic briefly when the vehicle crosses the carriageway and footway.
- 5.4.5 Additionally, the frontage will also be controlled by signage and fencing, with temporary barriers extended during vehicular operation.

Footway Management and Hoarding Arrangements

- 5.4.6 The perimeter access scaffolding will be located within the site boundary and will not be placed on Highways Land. Should the necessity arise for scaffolding to be erected on Highways Land, agreement will be sought from the LBH Highways Department and be boxed in and decorated as required, whilst maintaining suitable pedestrian widths and access to any statutory services access points within the footway.
- 5.4.7 Hoarding licenses will be applied for by the Site Manager and agreed in advance of any physical works.
- 5.4.8 LBH and TfL will be notified of any additional hoarding arrangements that may be necessary and the necessary licences will be acquired.
- 5.4.9 Pedestrian access widths will be maintained at a minimum of 1.80m and 2m wide, depending on the proximity to the street furniture, in line with the guidelines from LBH.

- 5.4.10 Any hoarding around the site will be adequately lit in order to maintain suitable passage of pedestrians and will be arranged to minimise obstruction to visibility splays and also discourage antisocial behaviour or petty crime. If necessary, suitable scaffold security systems will be installed.
- 5.4.11 All hoarding around the Site will be regularly inspected and maintained throughout the duration of the construction phase to ensure it remains as a deterrent. All repairs and graffiti found are to be dealt with immediately.
- 5.4.12 Any conflict points between cyclists, pedestrians and construction vehicles will be carefully designed and managed. Consideration will be given to both physical and signing measures to protect cyclists from conflicts with construction vehicles.
- 5.4.13 COLLABORATION WITH THE WIDER MASTERPLAN**
- 5.4.14 Notting Hill Home Ownership Ltd and Hill Group will consult with the other developers and contractors working on the other plots which form the wider masterplan.
- 5.4.15 **Figure 5-1** illustrates the phasing considerations taking into account Buildings 1, Building 1A, Berol House, and Berol Yard. This plan is also included in **Appendix D**.
- 5.4.16 The DEN and Public Realm development phasing on Ashley Road will follow the below dates:
- Phase 1A : From 01/11/2022 to 31/12/2022.
 - Phase 1B : From 03/01/2023 to 23/04/2023.
 - Phase 2: from 26/04/2023 to 20/08/2023.
 - Phase 3: From 21/08/2023 to Christmas 2023

Figure 5-1 – DEN Installation Phasing



5.4.17 COLLABORATION WITH THE PUBLIC

- 5.4.18 A designated community liaison contact will be available to engage with members of the public.
- 5.4.19 Their contact details will be provided by the Hill Group and will be located on site notice boards.

5.4.20 COLLABORATION AMONGST OTHER SITES IN THE AREA

- 5.4.21 Notting Hill Home Ownership Ltd and Hill Group will consult with the LBH, TfL, and other contractor/developers in the area to minimise disruption, where possible. Following an initial review, it appears that there are no nearby sites with which collaboration would be plausible.
- 5.4.22 A dedicated point of contact will be responsible for communication with statutory authorities, including LBH, TfL non-statutory authorities and local interest groups.
- 5.4.23 All queries and complaints received will be directed to the Main Contractor as the dedicated point of contact. The contact details and location of Site offices and the dedicated points of contact would be communicated to local residents and businesses nearer the time through the use of letters or leaflets. A register of complaints will be maintained. At this stage, a commitment to sign up to the CCS will be maintained as part of planning condition associated with the proposed development.
- 5.4.24 A working group will also be established to liaise, discuss, advise and where appropriate make recommendations to adjoining owners on any issue relating to good working practice, in order to minimise disruption and environmental effects of activities arising out of the construction works.
- 5.4.25 The working group will ensure the effective measures for the delivery of materials, safety and general tidiness of the site are addressed at all times; and will be responsible for ensuring that suitable liaison is maintained with LBH in respect to local site issues and procedures.
- 5.4.26 If it becomes apparent that local residents believe that standard restrictions are not being adhered to, monitoring can be undertaken and be shared with LBH; and if necessary, additional measures will be put in place to ensure the restrictions are met.
- 5.4.27 The contractor will introduce a regular induction course to ensure that all site personnel are aware of the particular requirements for health, safety and pollution purposes and to minimise the effect of the works on all adjoining owners and residents. The contractor will also maintain a log of any exceptional incidents that will be open to the local residents and referred to at the working group meetings.
- 5.4.28 As noted earlier in the document, the following construction sites in the borough have been considered when developing the routing strategy:

- Construction sites within LBH are described in **Table 5-2**.

5.4.29 COLLABORATION WITH HARINGEY BOROUGH COUNCIL

- 5.4.30 The contractor, in the planning, construction and completion of the development will seek to coordinate and inform changes and impacts on existing infrastructure and utilities services (including: water, gas, electricity, telecommunications etc.) with LBH and relevant statutory undertakers. Additionally they will co-operate with LBH utility coordination initiatives to minimise possible disruption on the traffic network. This will involve providing a list of required utility connections at the earliest convenience.

Table 5-2 - Existing Construction Sites

Site Location	Development Type	Proposed Development
79 Tamar Way, London N17 9HQ	Mixed residential (B1, C3 and D1)	This scheme will bring forward 131 new council homes with a mix of one, two and three-bedroom flats arranged over three blocks, a raised landscaped courtyard and roof terrace for all residents, space for a new health centre to serve up to 30,000 local people, retail space on the ground floor, a largely car-free scheme, with cycle bays for residents and health centre users to encourage cycling and promote the use of public transport
5 Station Rd, London N17 9LR	Residential (C3)	A 22-storey residential development in the centre of Tottenham Hale. On the site of a former garage, Station Square has created 117 Shared Ownership and 11 private sale homes. This development is now called Millstream Tower.
16 Ashley Road, London N17 9SU	Mixed residential (A1 and C3)	A development, adjacent to Down Lane Park, providing 374 homes including 103 council homes at council rents, with a range of tenure options and sizes. Ashley Gardens is designed to offer a range of larger family homes adjacent to Down Lane Park, whilst also providing investment in new public realm and open spaces that deliver places for people to socialise and interact with local retailers and makers. 2 new retail units will be included within the development which we hope will be of interest to existing local traders.
12 Ashley Rd, London N17 9LZ	Mixed residential (A1 and C3)	Located on the corner of Ashley Road and Hale Road is the Ashley Road West plot designed by award-winning architect Pollard Thomas Edwards. The building will be a key visual marker when arriving from the station. Both buildings will comprise of 281 new homes. New space for shops and leisure will be provided within both buildings.
3 Watermead Way, London N17 9RF	Mixed residential (A1, B1 and C3)	The first phase of the development, Gessner Apartments, has created 166 new homes for rent and was completed in the summer of 2021. The Gessner was awarded the Haringey Design award for best housing development. The second stage of the scheme, Berol Quarter is currently out for consultation, and will create new private rented homes as well as new retail and office space in the heart of the neighbourhood.

Ferry Island Retail Park, Station Rd, London N17 9FR	Mixed residential (A1 and C3)	The 'Island' sites are bounded by Watermead Way to the north, Ferry Lane to the south, The Hale to the west and Tottenham Hale station to the east. This piece of land is the key gateway from the bus and train stations to the centre of Tottenham Hale, but pedestrians currently have to contend with the imposing roads and there is no easy pedestrian link. The development is expected to provide up to 600 new homes. Space on the ground floors has been designated for new restaurants, cafes and shops etc.
Hale Wharf, Ferry Ln, London N17 9NF	Residential (C3)	Just over 500 new homes are being created at Hale Wharf, in high-quality and robust brick-built buildings, the designs of which have been influenced by canal-side wharf buildings in other parts of London.
62 Monument Wy., London N17 9NX	Residential (C3)	Monument Way is a forthcoming development of 54 new, high-specification affordable homes being provided along Fairbanks Road by Newlon Housing Trust. All the homes will be offered on an affordable rented basis and will include a mix of one- and two-bedroom apartments, as well as three-bedroom maisonettes
Hale Village, Daneland Walk, London N17 9GW	Mixed residential (A1 and C3)	Designed by Hawkins Brown Architects, Hale Works is a 32 storey mixed-use tower which has 279 homes including 44 shared ownership properties and mixed commercial use spaces.

- Future construction sites within LBH are seen in **Table 5-3**.

Table 5-3 - Future Construction Sites in planning

Planning Reference Number	PS Type	Site Location	Proposed Development
HGY/2022/2452	Largescale Major - Dwellings	76, Mayes Road, London, N22 6SY	Section 73 Application to vary planning condition 2 (approved drawings/documents) associated with Consent (Planning Ref: HGY/2020/0795) and the updated condition following approval of a NMA (Planning Ref: HGY/2022/2344) to reflect a revised layout that includes 8 additional units, revised unit mix and tenure and reconfiguration of the commercial floorspace

HGY/2022/2222	Smallscale Major - All other smallscale major developments	128, 128a, 130, 130a, 136, 136a, 140, 140a, 144, 144a, Gladstone Avenue, London, N22 6LH	To replace the rear bathroom pods with new modular pods, replace windows to the front and rear elevations, replace external staircases, replace roof coverings and carry out external repairs works to the original property
HGY/2022/2354	Largescale Major - Dwellings	Woodridings Court , Crescent Road, London, N22 7RX	Redevelopment of the derelict undercroft car park behind Woodridings Court and provision of 33 new Council rent homes in four and five storey buildings. Provision of associated amenity space, cycle and refuse/recycling stores and wheelchair parking spaces, and enhancement of existing amenity space at the front of Woodridings Court, including new landscaping, refuse/recycling stores and play space.
HGY/2022/2250	Largescale Major - Dwellings	2-14, Kerswell Close, London, N15 5RP	Redevelopment of the car park, commercial unit and open space at the junction of Kerswell Close and St. Ann's Road and provision of 25 new Council rent homes and an Adult Care Hub in two, four and five-storey buildings. Provision of associated amenity space, including new landscaping, refuse/recycling stores and play space, cycle and refuse/recycling stores and wheelchair parking spaces, and enhancement of existing amenity space within the Kerswell Close Estate.
HGY/2022/2293	Smallscale Major - General Industry - storage - warehousing	45-47, Garman Road, London, N17 0UN	Redevelopment of the site to provide a self-storage facility (Use Class B8) with associated car and cycle parking, refuse storage, landscaping and other associated works ancillary to the development.
HGY/2022/2116	Largescale Major - Dwellings	98, Tottenham Lane, London, N8 7EJ	Retention of existing Police Station building (Block A) with internal refurbishment, rear extensions and loft conversions to create 6 terrace houses and 4 flats. Erection of two buildings comprising of Block C along Glebe Road and Harold Road to create 8 flats and erection of Block B along Tottenham Lane and towards the rear of Tottenham Lane to create 7 flats and 4 mews houses including landscaping and other associated works

HGY/2022/0723	Largescale Major - Dwellings	83, Mayes Road, London, N22 6TN	Erection of a rear, side and roof extension to existing public house to create 21no. guest rooms (use class: C1) across first, second and third floors. Erection of a 5 storey building to the rear to provide 9no. residential flats (use class: C3), together with a glazed link. Construction of a basement extension to serve retained public house.
HGY/2022/1833	Largescale Major - Dwellings	St Anns General Hospital , St Anns Road, London, N15 3TH	Hybrid Planning Application for: (1) Detailed planning permission for Phase 1A, for: (a) the change of use, conversion and alteration of seven existing hospital buildings for a flexible range of non-residential uses within Use Class E, F1/F2; (b) the demolition of other existing buildings (in accordance with the demolition plan); (c) the erection of new buildings for residential uses (Use Class C3); (d) alterations to the existing access roads and site boundaries to enable the provision of new vehicular, pedestrian and cycle accesses; (e) landscaping including enlargement of the Peace Garden; and, (f) associated car and cycle parking spaces and servicing spaces; (2) The demolition of existing buildings and structures in Phases 1B, 2 and 3 (in accordance with the demolition plan); (3) Outline planning permission (with all matters reserved except for access) for Phases 1B, 2 and 3, for: (a) the erection of new buildings for residential development (Use Class C3) and a flexible range of non-residential uses within Use Class E, F1/F2; (b) provision of associated pedestrian and cycle accesses; (c) landscaping including enhancements to the St Ann's Hospital Wood and Tottenham Railsides Site of Importance for Nature Conservation (SINC); and, (d) car and cycle parking spaces and servicing spaces. (EIA development - hard copy of ES and other supporting documents available to view at St Ann's Library, Cissbury Road from 21st July 2022 - electronic copies on Council website)
HGY/2022/1642	Largescale Major - All other largescale major developments	798-808, High Road, London, N17 0DH	Section 73 application for a minor material amendment to the planning permission (ref: HGY/2020/1584) for the erection of a four storey building with flexible A1/A2/A3/B1/D1/D2 uses; external alterations to 798-808 High Road; change of use of 798-808 High Road to a flexible A1/A2/A3/B1/D1/D2 uses; demolition of rear extensions to Nos. 798, 800-802, 804-806, 808 and 814 High Road; erection of new rear extensions to Nos. 798, 800-802, 804-806 and 808 High Road; hard and soft landscaping works; and associated works. The proposal seeks to vary Condition 2

			(Approved Plans) and Condition 31 (Cycle Parking). Amendments include relocation of proposed cycle store to the adjacent Sainsbury's car park site (no 28-48 Northumberland Park), with part of the approved cycle storage and refuse area to revert to flexible commercial space (use Class E) and installation of new substation; installation of level 03 link between the site and level 02 of Paxton Building; internal reconfiguration of stair core, approved commercial space and refuse storage; installation of additional substation; and associated works.
HGY/2022/1389	Largescale Major - Dwellings	590-598, Green Lanes, London, N8 ORA	Section 73 application for a minor material amendment to the planning permission (ref: HGY/2016/1807) granted on 9 December 2016 and as varied by non-material amendment (ref: HGY/2021/3583) granted on 26 May 2022. The proposal seeks to vary Condition 2 (Approved Plans), Condition 3 (External Material Details), Condition 4 (Landscaping Details) and Condition 25 (Sustainable Drainage Scheme) of the planning permission and the amendments include: omission of the works planned to the area of the site owned by TfL, including the proposed 4 no. car parking spaces fronting Green Lanes, alterations to the Block A Ground Floor Unit including: additional detail on the proposed plant room; elevation alterations including additional doors on the eastern and western elevation; reconfiguration and removal of 1 no accessible car parking spaces resulting in a total of 13 no. accessible car parking spaces being provided due east of Block A; relocation of visitor cycle parking spaces to the communal area to the north of Block A; and amended access arrangements between Block E and F.
HGY/2022/0967	Largescale Major - Dwellings	8-12 , Church Lane, London, N17 7AB	Demolition of existing buildings and erection of a three to five storey building with new Class E floorspace at ground floor and residential C3 units with landscaping and associated works.
HGY/2022/0823	Largescale Major - Dwellings	, Broadwater Farm Estate, London, N17	Demolition of the existing buildings and structures and erection of new mixed-use buildings including residential (Use Class C3), commercial, business and service (Class E) and local community and learning (Class F) floorspace; energy centre (sui generis); together with landscaped public realm and amenity spaces; public realm and highways works; car-parking; cycle parking; refuse and recycling facilities; and other associated works. Site comprising: Tangmere and Northolt Blocks (including

			Stapleford North Wing); Energy Centre; Medical Centre: Enterprise Centre: and former Moselle school site, at Broadwater Farm Estate
HGY/2022/0859	Largescale Major - Dwellings	, Barbara Hucklesby Close, London, N22 6PQ	Demolition of existing eight bungalows and the construction of a part one, two and three-storey building to provide supported living accommodation (Use Class C2) comprising 14 one-bedroom homes, a support office and communal garden. Provision of two wheelchair accessible parking bays, refuse/recycling and cycle stores and landscaping.
HGY/2022/0664	Largescale Major - Offices - R&D - light industry	175 , Willoughby Lane, London, N17 ORX	Demolition of existing buildings on the site and redevelopment of the land to the west of Willoughby Lane / Dysons Road for the erection of modern employment premises to provide flexible employment space across use classes E (light industrial), B2 and B8 (with ancillary offices), car parking, service yard areas, landscaping and associated works.
HGY/2022/0563	Largescale Major - Dwellings	867-879, High Road (and land to the rear), London, N17 8EY	Full planning application for (i) the demolition of existing buildings and structures, site clearance and the redevelopment of the site for a residential-led, mixed-use development comprising residential units (C3); flexible commercial, business, community, retail and service uses (Class E); hard and soft landscaping; associated parking; and associated works. (ii) Change of use of No. 52 White Hart Lane from residential (C3) to a flexible retail (Class E) (iii) Change of use of No. 867-869 High Road to residential (C3) use. This proposal is accompanied by an Environmental Statement.
HGY/2022/0081	Largescale Major - Offices - R&D - light industry	15-19, Garman Road, London, N17 OUR	Demolition of the existing industrial buildings and redevelopment to provide a new building for manufacturing, warehouse or distribution with ancillary offices on ground, first and second floor frontage together with 10No. self-contained design studio offices on the third floor. (Full Planning Application)
HGY/2022/0011	Largescale Major - Dwellings	573-575, Lordship Lane, London, N22 5LE	Demolition of existing buildings and redevelopment of site to provide 17 affordable residential units (Use Class C3) with landscaping and other associated works.

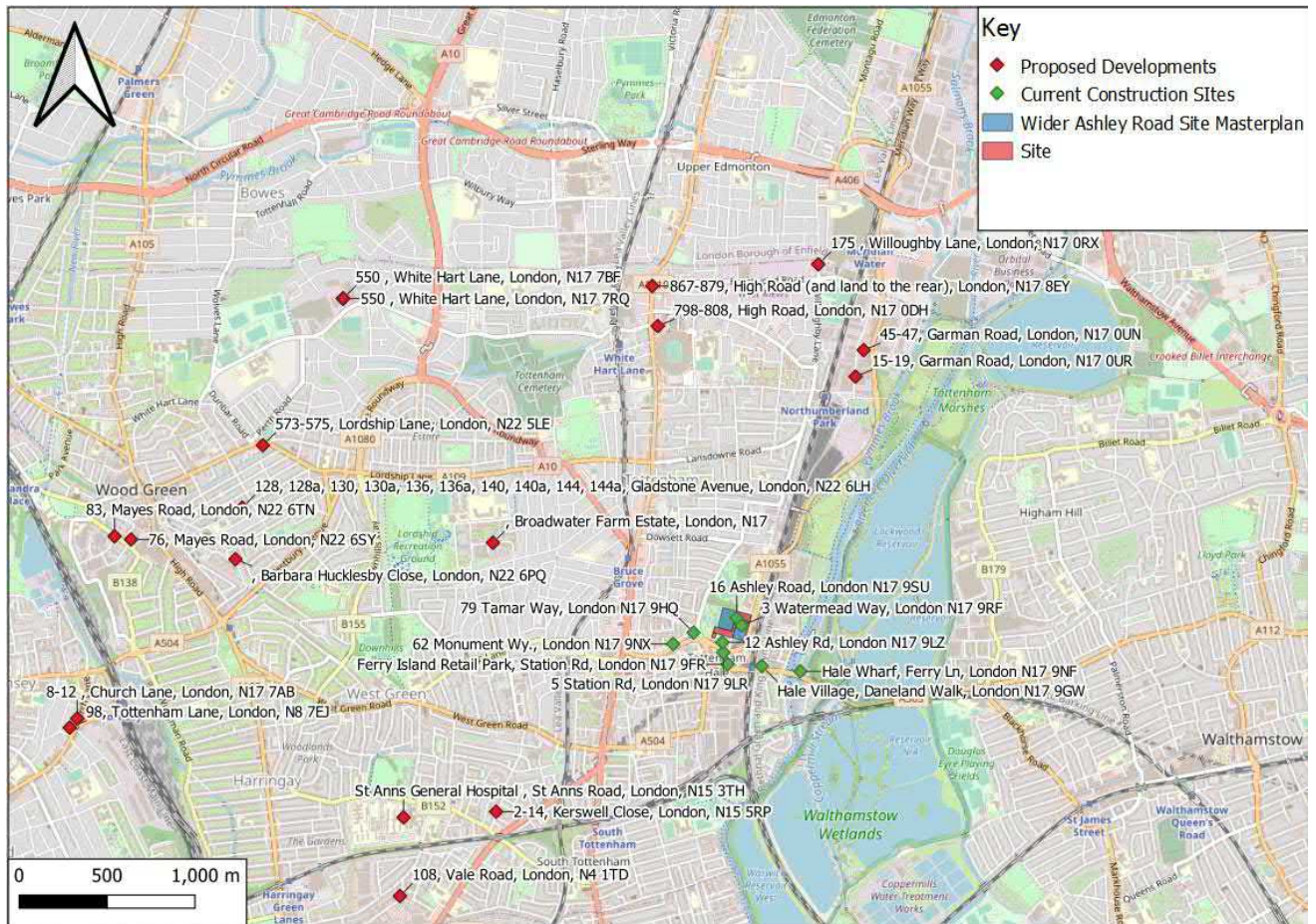


HGY/2022/0708	Largescale Major - General Industry - storage - warehousing	550 , White Hart Lane, London, N17 7BF	Application for Variation / removal of condition 1 (in accordance with the plans) condition 4 (Restriction of Use Class) and condition 6 (Deliveries) attached to planning permission reference HGY/2020/0100
HGY/2022/0709	Largescale Major - General Industry - storage - warehousing	550 , White Hart Lane, London, N17 7RQ	Application for Variation / removal of condition 8 (Deliveries in respect of unit deliveries in respect of units 3, 4 and 5a as well as 1, 5b and 6) condition 22 (No loading/unloading outside units 3,4,& 5) and condition 23 (No loading/unloading of deliveries) attached to planning permission reference HGY/2014/0055
HGY/2022/0044	Largescale Major - Offices - R&D - light industry	108, Vale Road, London, N4 1TD	Application for full planning permission for a comprehensive redevelopment of the site to provide four buildings comprising flexible light industrial floorspace (Class E) and storage and distribution units (Class B8), together with car and cycle parking, plant and all highways, landscaping and other associated works
HGY/2021/3481	Smallscale Major - All other smallscale major developments	103-107, North Hill, London, N6 4DP	Demolition of existing buildings and redevelopment to provide a new care home (Class C2 - Residential Institution), together with a well-being and physiotherapy centre. The proposed care home includes up to 70 bedrooms, with ancillary hydrotherapy pool, steam room, sauna, gym, treatment/medical rooms, hairdressing and beauty salon, restaurant, cafe, lounge, bar, well-being shop, general shop, car and cycle parking, refuse/recycling storage, mechanical and electrical plant, landscaping and associated works.
HGY/2021/2703	Smallscale Major - All other smallscale major developments	44-46, Hampstead Lane, London, N6 4LL	Erection of dementia care home (Use Class C2) with subterranean car park, following demolition of existing dwellings
HGY/2022/2452	Largescale Major - Dwellings	76, Mayes Road, London, N22 6SY	Section 73 Application to vary planning condition 2 (approved drawings/documents) associated with Consent (Planning Ref: HGY/2020/0795) and the updated condition following approval of a NMA (Planning Ref: HGY/2022/2344) to reflect a revised



			layout that includes 8 additional units, revised unit mix and tenure and reconfiguration of the commercial floorspace
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Figure 5-2 - Current and Future Construction Locations



- 5.4.31 There will be no on-site parking provided for construction worker's vehicles. Restrictions are also in place to prevent on-street parking on roads surrounding the site. As there are excellent transport links nearby, travel by public transport will be strongly encouraged.
- 5.4.32 Trade teams will usually share contractor vans with multiple occupancy where possible.
- 5.4.33 Trade contractors will be local to the site where possible and will make use of public transport where possible.

Site considerations

- 5.4.34 The other considerations that shall be implemented within the red line boundary during the works are:
- Entrances and exits – Hill Group shall provide separate entry and exit gateways for site personal (Cycles) and vehicles.
 - Walkways - Hill Group shall provide firm, level, well-drained pedestrian walkways that take a direct route where possible.
 - Visibility - make sure drivers driving out onto public roads can see both ways along the footway before they move on to it.
- 5.4.35 Within and outside the red line boundary it will be ensure that no obstructions block walkways so that pedestrians have to step onto the vehicle route.

5.4.36 ENVIRONMENTAL MEASURES

- 5.4.37 The following measures could be introduced in order to mitigate against the potential impacts identified above.

NOISE AND VIBRATION

- 5.4.38 At all times, the Principal Contractor will comply with all relevant Environmental Health Legislation and will take a pro-active approach to pollution by way of noise to minimise risk and disturbance to the Site operatives and the general public.
- 5.4.39 The Control of Pollution Act 1974 (CoPA) gives the Local Authority powers to control noise and vibration from construction sites and other works. A Section 61 consent will be sought by the Principal Contractor, which will include predictions of noise generated during the demolition and construction and will identify a number of mitigation measures to minimise the potential disturbance to local residents. The construction works will comply with BS 5228: Noise and Vibration control on construction and open Sites.
- 5.4.40 All ground borne vibration levels produced by the demolition operation will comply with levels as established in BS6472 and in compliance with the client's requirements.
- 5.4.41 The following measures will be introduced in order to manage and control noise:

Plant and Equipment

- Noise and vibration will be minimised by using modern plant and equipment fitted with suitable silencers, by muffling of all breakers and through the use of crushers in-lieu of impact breakers where ever possible;
- Equipment and vehicles to be shut down when not in use;
- Semi-static equipment is to be Sited and oriented as far as is reasonably practicable away from noise sensitive receptors and will have localised screening if deemed necessary; and
- Where possible, mains electricity to be used instead of generators.

Methods of Working

- No construction will occur on Site during anti-social hours unless agreed by LBH;
 - Loading and unloading of vehicles, dismantling of equipment such as scaffolding or moving equipment or materials around the Site will be conducted in such a manner as to minimise noise generation;
 - Burning equipment will be used in preference to cold cutting where possible and safe to do so;
 - Where required, regular noise monitoring will be carried out throughout the works' duration and records of these readings will be kept on Site; and
 - Site hours will be limited to 08:00-18:00 Monday to Friday and 08:00-14:00 Saturday. No works would be permitted to be undertaken on Sundays and Bank Holidays.
- 5.4.42 Deviation from approved method statements will be permitted only with prior approval from the Principal Contractor and other relevant parties. This will be facilitated by formal review before any deviation is undertaken.
- 5.4.43 A contact number which the public may use shall be displayed prominently on the Site board and any noise complaints will be reported to the Principal Contractor and immediately investigated.

DUST AND AIR POLLUTION

- 5.4.44 During construction any activity that may create dust will be controlled through the use of water atomisers to suppress particles where appropriate.
- 5.4.45 Industry best practice will be implemented to minimise the nuisance and impact arising from dust produced during construction. In particular, initiatives from the control of dust and emissions during construction and demolition supplementary planning guidance, July 2014 will be implemented to ensure that the Site is adopting best practice, which may include the following:

Site Management

- Display the name and contact details of person(s) accountable for air quality pollutant emissions and dust issues on the Site boundary;
- Carry out regular Site inspections to monitor compliance with air quality and dust control procedures, record inspection results, and make an inspection log available to the local authority when asked;
- Increase the frequency of Site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions and dust are being carried out, and during prolonged dry or windy conditions;
- Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the Site, and the action taken to resolve the situation is recorded in the log book;
- Regular inspection and, if necessary, cleaning of local highways and along the Site boundaries to check for dust deposits (and removal if necessary); and
- Construction vehicle access arrangements shall be designed to avoid inappropriate or heavily congested roads.

Preparing and maintaining the Site

- Plan Site layout: machinery and dust causing activities should be located away from receptors;
- Where appropriate, windbreak netting / screening will be positioned around material stockpiles and vehicle loading / unloading areas, as well as exposed excavation and material handling operations, to provide a physical barrier between the Site and the surroundings;
- Minimise surface areas of stockpiles (subject to health and safety and visual constraints regarding slope gradients and visual intrusion) to reduce area of surfaces exposed to wind pick-up;
- During dry or windy weather, material stockpiles and exposed surfaces will be dampened down using a water spray to minimise the potential for wind pick-up (though not to the point where significant run-off is caused);
- Full enclosure of the Site or specific operations where there is a high potential for dust production and the Site is active for an extensive period;
- Avoid Site runoff of water or mud;
- Keep Site fencing, barriers and scaffolding clean using wet methods; and
- Remove materials from Site as soon as possible.

Operating vehicle/machinery and sustainable travel

- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone;
- Ensure all non-road mobile machinery (NRMM) comply with the standards set within this guidance;

- Ensuring that all construction plant and equipment is maintained in good working order and not left running when not in use;
- Implementation of design controls for construction equipment and vehicles and use of appropriately designed vehicles for materials handling;
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible; and
- Implement a Travel Plan that supports and encourages sustainable travel (public transport, cycling, and walking).

Operations

- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- Ensure an adequate water supply on the Site for effective dust/particulate matter mitigation (using recycled water where possible);
- Use enclosed chutes, conveyors and covered skips;
- Use of dust-suppressed tools for all operations; and
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.

Waste management

- Reuse and recycle to reduce dust from waste materials; and
- Burning of any material is prohibited anywhere on-site.

Trackout

- Use a water-assisted dust sweeper on the access and local roads, when required, to remove any material tracked out of the Site;
- Implement a wheel washing system during the substructure phase (with rumble grids to dislodge accumulated dust and mud prior to leaving the Site where reasonably practicable);
- Avoid dry sweeping of large areas;
- Vehicles carrying loose aggregate and workings to be sheeted at all times; and
- Material deliveries and vehicle access to the Site should be timed to avoid the need to queue outside the Site prior to opening or whilst other deliveries are completed.

EXTERNAL SAFETY AND INFORMATION SIGNS

- 5.4.46 For any exceptional loads which require road closures, advance warning signs will be installed with a minimum 28 day notice.

SECURITY AND PROTECTION

- 5.4.47 To prevent unauthorised people accessing the Site, the following security and protection measures will be implemented from the offset in order to ensure that the Site is secure at all times:
- Installation of a robust 2.4m high perimeter;
 - Specialist locks fitted to all hoarding pedestrian gates;
 - Chains and specialist locks fitted to the vehicle access points;
 - Turnstile installed for access control at main entrance/exit point;
 - Security intercom installed for visitors which will link to the main Site office and Site Manager;

- Pan/tilt and zoom CCTV installed on the Site hoarding and selected internal areas;
- Manned main security office;
- Security guards to be present at the main entrance;
- All gates and doors to be closed at all times;
- Security presence during non-working hours; and
- Site induction and brief on security.

5.4.48 The contact details of the Site security team will be posted on the Site hoarding or main construction access to ensure staff can be contacted at all times.

WASTE RECYCLING AND DISPOSAL

5.4.49 If required, the Principal Contractor will prepare a Site Waste Management Plan.

5.4.50 The recyclable materials and waste skips will be transported from the Site by roll-on roll-off skip lorries to the appropriate licenced processing facilities. All loads leaving Site on skips or tipper lorries will be covered during transportation as per the legal requirements.

5.4.51 The arisings from the works will be processed and separated into the appropriate waste streams at the work face. The concrete and masonry arisings will be processed to remove any metals then loaded into 8-wheeled lorries for removal from Site. All metals (ferrous and non-ferrous) will be separated and placed into metal bins for removal from Site to a recycling facility. Any timber, plastics, furnishings and the like will be placed into a skip for removal from Site to a licenced disposal facility. A record of all waste taken from the Site will be recorded on the Site waste management plan to comply with current legislation.

5.4.52 CONSIDERATIONS & CHALLENGES

5.4.53 The development is situated in the LBH and has a number of issues and challenges, similar to the majority of inner London development sites.

5.4.54 **Table 5-4** details the anticipated construction phases key issues and proposed responses to counter these.

Table 5-4 - Construction Phases Key Issues

Challenges	Response
Managing the traffic peaks on construction	A 'Just-In-Time' (JIT) procedure will be in operation to discourage vehicles arriving at the same time. This procedure will require that vehicles arriving at the site are confirmed with the site management before they will be accepted for loading or unloading. There will be no waiting and stacking of commercial vehicles on borough roads unless otherwise agreed with by LBH, and the developer will ensure that knowledge of this restriction is communicated to any other firm supplying or removing material from the site by road. All traffic movement will be pre-booked to arrive out of school start and finish times and will be marshalled/controlled on to site.
Public Relations	Through co-ordination and consultation, the contractors, and developer, will work with LBH to ensure active consultation with the Public to ensure any

Challenges	Response
	concerns, fears, queries, and questions can be answered to ensure good communication with the Public. Examples of communication methods that may be used are: ▪ Pre-construction Consultation Meeting; ▪ Public Noticeboards – updated regularly with Project Information and Data; ▪ Construction Working Group ▪ Public Project Progress Meetings; ▪ Resident liaison point of contact – the Site Manager or similar; and ▪ Project Progress Newsletters / Magazines / Leaflets. Additionally, NHG will commit to providing regular news bulletins to LBH communication for uploading to the Commonplace site. This CLP has prepared a strategy for preventing potential issues related to construction traffic and the movement of goods and supplies to/from the site. However, any difficulties encountered during construction will be reported/recorded in a full log and resolved as soon as possible. Further information on Public Relations measures are included in the CMP attached in Appendix F.

Challenges	Response
Minimising impacts of construction on residents	The construction traffic supply route is described in Chapter 4 and the routes have been designated in order that construction traffic, as far as possible, avoids sensitive residential areas and streets with significant or sensitive trip generators such as schools. Noise and dust management procedures are detailed later in this document.
Identification and use of viable construction consolidation sites	This document will be used to manage routing and arrival profile of construction vehicles to minimise disruption to the surrounding area. Hill Group will seek to identify viable opportunity for construction consolidation sites where appropriate.
Safe movement of vehicles	Swept path assessments have been undertaken to confirm the largest construction vehicle anticipated can safely access the site. Where appropriate, qualified banksmen will be utilised to ensure the safe passage of pedestrians, cyclists, and any other vulnerable road users when deliveries are expected. Once on the site, all personnel, delivery drivers and visitors must comply with the designated vehicle and pedestrian routes as marked on site. Drivers should observe normal Highway Code requirements and the Project's mandatory speed limit of 10 mph.
Maintaining safe operation of surrounding streets for pedestrians and cyclists	There will be a number of people travelling to / from the site associated with the construction activity, the construction contractor will ensure that vulnerable users are fully considered. These include wheelchair users, the elderly, those with walking difficulties, those with prams, the blind and partially sighted. Where necessary, considerations will be given to the provision of covered walkway adjacent to the site for above ground floor works. As detailed above, where appropriate qualified banksmen will be utilised to ensure the safe passage for road users. When a vehicle is accessing or egressing the site, banksmen and traffic marshals will stop pedestrian and cycle traffic briefly whilst the vehicle crosses the carriageway and footway.
Identification of holding areas to manage number and profile of vehicles coming to site	The site has restricted storage area within its boundary and the developer will seek to minimise the need for any holding areas. It should be noted that the JIT procedures set out above will help reduce the need for any holding areas.

5.5 CONSIDERATION FOR THE TOTTENHAM HOTSPUR STADIUM

5.5.1 Consideration will be given to the events occurring at the nearby Tottenham Hotspur Stadium (THS), where Tottenham Hotspur Football Club (THFC) play their home matches. NHG and Hill will ensure that on all future THFC match day events site and supply chains/sub-contractors are fully aware of the following requirements.

- When THFC are at home, no deliveries are to take place within 2 hours of kick-off, no construction vehicles are to be parked in loading bays or around the scheme's works and no deliveries shall take place or vehicles parked in loading bays / around the scheme's works after a midweek match until 3 hours after the game has finished to allow supporters to leave the ground safely to travel to public transports hubs to leave the area safely.
- If works are to continue after a midweek match, then approval for works must be agreed with LBH and the LBH ASB Team.
- It must be noted that LBH have authorised that working within the site on match-days may occur, if it is ensured that the site is secure and that no entry can be gained by any unauthorised personnel.
- It is the responsibility of NHG and Hill to check the schedule and timings of all events at the THFC stadium that may affect deliveries.
- No works shall take place on NFL match-days which are all-day events involving road closures starting from 06:00hrs in parts of the N17 area.
- On special events (e.g. concerts) where more than 10k people will be attending THFC, any requirements for the closure of roads in and around THFC/N17 area shall be first considered and agreed by THFC and the Gold Commander for the Metropolitan Police.
- The parameters and measures contained in the LAMP agreement between LB Haringey, THFC and the Metropolitan Police shall continue to be adhered to in respect to the THFC match day events, plus other special events held there.
- There is to be no Sunday working unless these works have been agreed with LBH and LBH ASB Team.

6 ESTIMATED VEHICLE MOVEMENTS

6.1.1 All deliveries related to the construction phase will be controlled by Construction Site Management and must be pre-booked. Any unauthorised deliveries will be turned away.

6.1.2 **Table 6.1** summarises the estimated construction programme and associated vehicles. These figures have been calculated based on industry experience and were provided by Notting Hill Home Ownership Lt, and agreed as representative.

Table 6-1 - Anticipated Construction Phases and Trips

Building	Start date	End Date	Duration (days)	Average trips per Month	Construction Trips per day
Ashley House (2)	01 April 2023	01 September 2024	519	92	4
Ashley House (2A)	01 June 2023	01 June 2025	731	116	5
Ashley Park (2B)	01 May 2023	01 April 2025	701	202	8
Canon Futon Factory (3)	01 April 2023	01 November 2025	945	252	10
Average	-	-		545	23

6.1.3 **Table 6-1** and **6-2** illustrates the total number of vehicles travelling to the Site over the construction phases is approximately 17,451 vehicles. **Figure 6-1** illustrates the total number of vehicles travelling to the Site over the construction period, broken down for a monthly and daily basis. The maximum number of vehicles travelling to the Site over a month inclusive of programme overlaps would be 857 vehicles, which would equate to approximately 36 vehicles per day (i.e. 72 two-way trips per day).

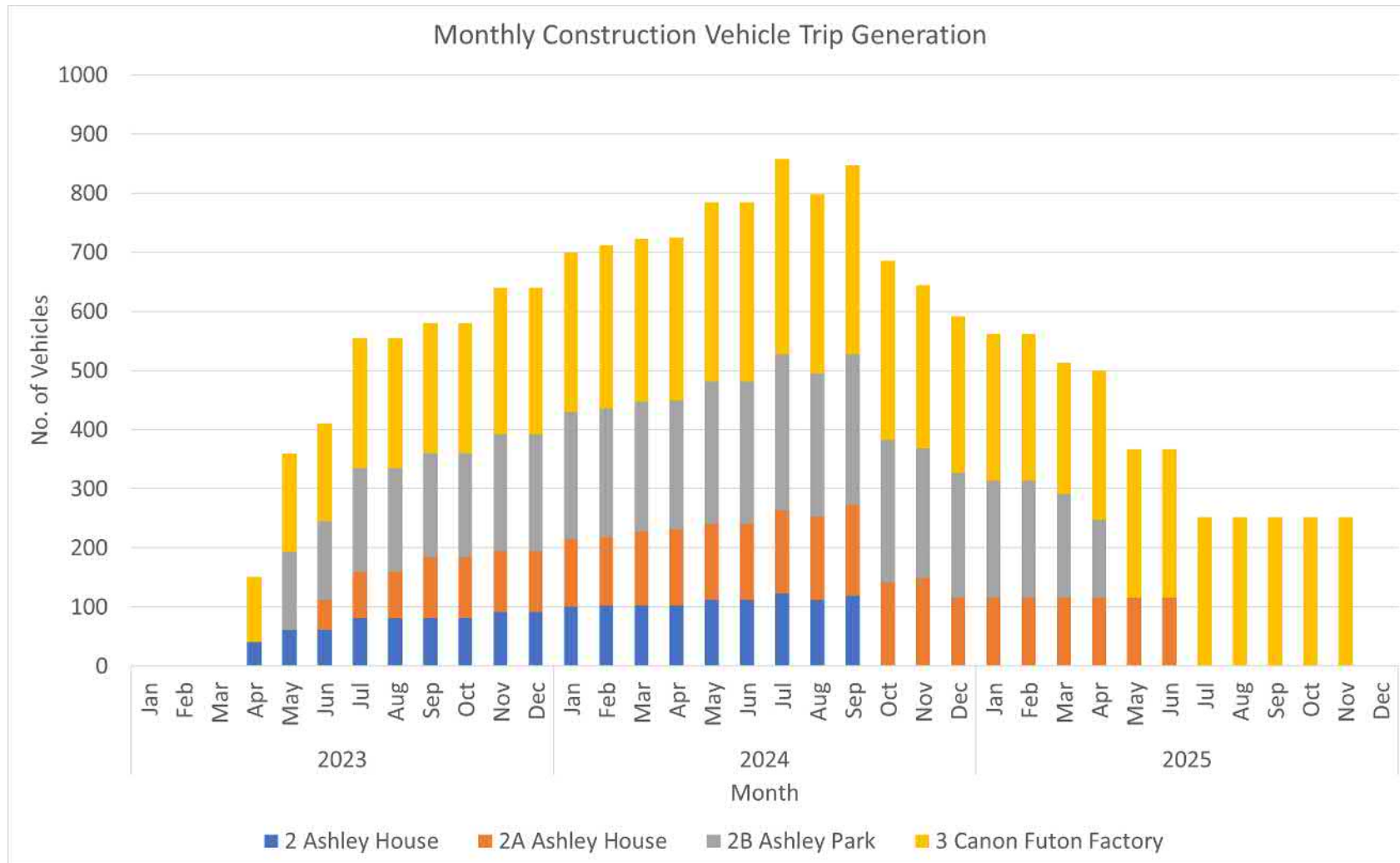
6.1.4 The adjacent site, being constructed by Hill Group is a similar sized scheme with the site averaging 28 visits per day for Ground works and frame which are activities that generate most vehicle movements following trade materials are being delivered concurrently.



Table 6-2 – Monthly Construction Trip Generation

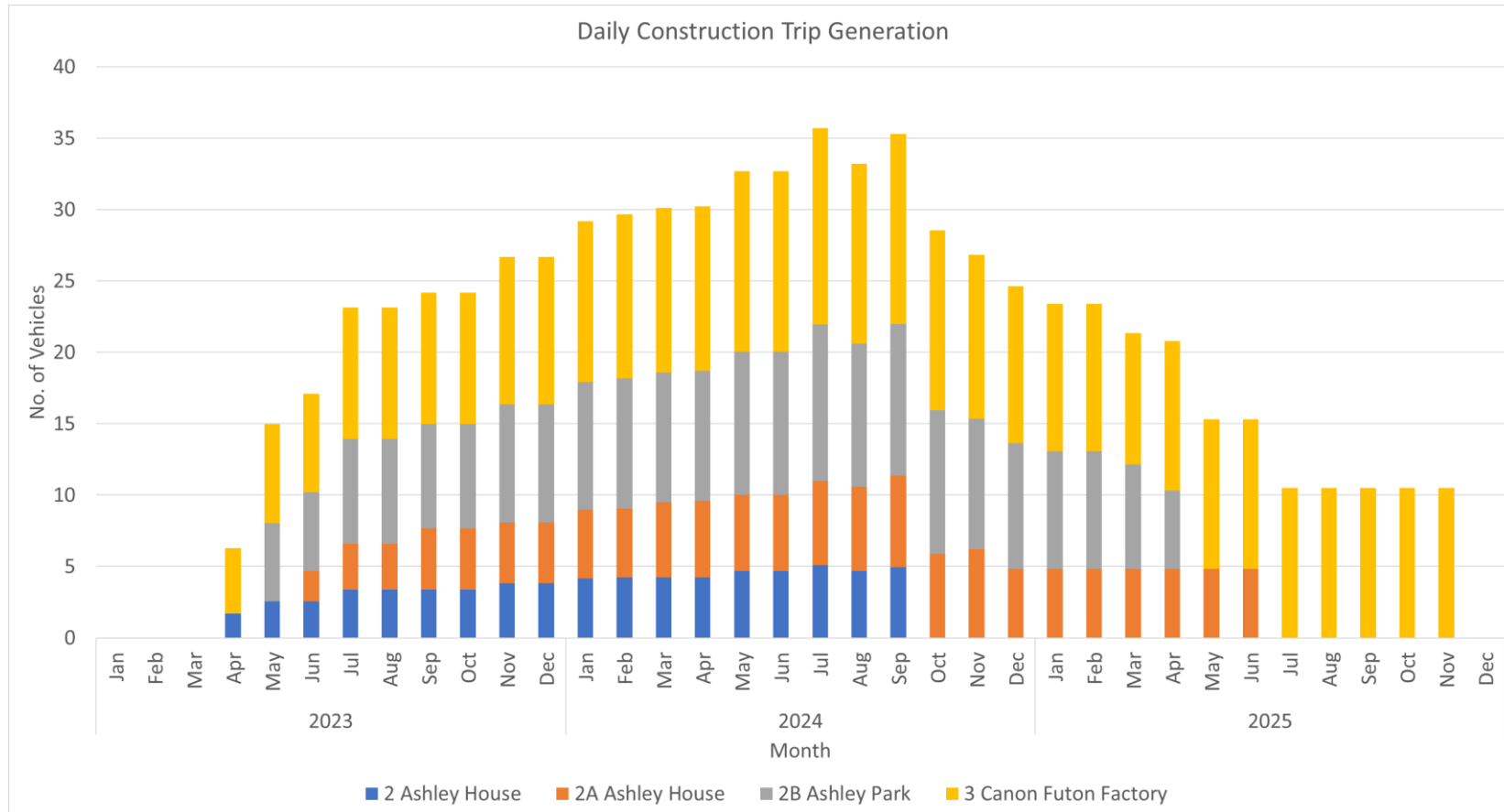
Monthly HGVs		2023												2024												2025												Total		
Development Phase		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec			
2	Ashley House				41	61	61	81	81	81	92	92	100	102	102	102	112	112	122	112	118																		1654	
2A	Ashley House						51	77	77	102	102	102	102	115	115	126	128	128	128	141	141	154	141	149	116	116	116	116	116	116										2894
2B	Ashley Park					132	132	176	176	176	176	198	198	215	219	219	219	241	241	263	241	255	241	219	211	198	198	176	132											4852
3	Canon Futon Factory				110	166	166	221	221	221	221	248	248	270	276	276	276	303	303	331	303	320	303	276	265	248	248	221	252	252	252	252	252	252	252	252	252		8051	

Figure 6-1 - Total number of vehicles through construction programme (monthly)



6.1.5 **Figure 6-2** illustrates the total number of vehicles per day in each month during the construction programme when considering overlapping. The figure shows the maximum number of vehicles traveling to the site in one day would be 36 vehicles in July 2024. This equates to approximately 4-5 vehicle arrival per hour. The estimated average time between vehicle arrivals is forecast to be approximately 15 minutes. **Figure 6-2** presents an estimate based on professional experience and reference to other nearby construction sites.

Figure 6-2 - Total number of vehicles through construction programme (daily)



7 IMPLIMENTING, MONITORING & UPDATING

7.1 OVERVIEW

- 7.1.1 A programme of monitoring and review has been confirmed by Notting Hill Home Ownership Ltd. The monitoring is intended to generate data against which the success of the CLP can be measured against, and new management measures introduced where necessary.
- 7.1.2 Hill Group will be responsible for monitoring and reviewing activity on the site including vehicle arrivals and departures. All monitored movements will be documented and made available to the LBH on request.
- 7.1.3 This CLP was produced by Thomas Giles at WSP, Practitioner ID 00153. The CLP will be approved, implemented, monitored, and updated by the Hill Group, and Notting Hill Home Ownership Ltd.
- 7.1.4 The appointed Construction Logistics Manager from Hill Group will be in charge of implementing the CLP on behalf of Notting Hill Home Ownership Ltd.
- 7.1.5 The CLP will be a live document and will be updated during construction if any significant changes to the scope or programme of construction occur. Any alterations to the document will be agreed with LBH highways prior to revision.
- 7.1.6 The CLP will be issued to all sub-contractors to confirm that they are aware of the agreed procedures and operational practices.
- 7.1.7 Where possible the CLP will be issued to all the staff working, or delivering to the site. The key points of CLP will be relayed to the staff working at the site and drivers delivering to the site.
- 7.1.8 The site manager will be responsible for ensuring the CLP measures are adhered to.

7.2 CLP COORDINATOR

- 7.2.1 The appointed Construction Logistics Managers' job description will include collecting data on:
- The number of vehicle movements to the site, collected by the delivery booking-in system, including:
 - Total number of vehicles, by vehicle type/size/age;
 - Duration the vehicle was on site;
 - The origin of the vehicle; and
 - The accuracy of the vehicles arrival in relation to the booking system.
 - Breaches and complaints, including:
 - Deviation from prescribed vehicle routes;
 - Unacceptable queuing;
 - Unacceptable parking;
 - Status of the suppliers FORS accreditation; and
 - Compliance of the vehicle to ULEZ and LEZ standards.
 - Safety, including:
 - Logistics related collisions/near-misses;

- Any associated injuries or fatalities;
- The methods of travel staff are travelling to site; and
- Whether vehicles or their operation are meeting safety requirements.

7.2.2 The data collected will be reported back to Notting Hill Home Ownership Ltd with full transparency to LBH.

7.3 NUMBER OF VEHICLE MOVEMENTS TO THE SITE

7.3.1 During the construction phase the process will generate a peak number of 36 trips per day, it is envisaged the majority of these will be undertaken by either 8 Wheeled Lorries or HGV Articulated Delivery Lorries.

7.3.2 All deliveries will be controlled by Site Management and must be pre-booked. Any unauthorised deliveries will be turned away.

7.4 SAFETY

7.4.1 The site manager will record logistics related incidents and injuries. To ensure personal safety within and surrounding site.

7.4.2 The staff method of travel to the site will be recorded.

7.4.3 Vehicles and operators will be monitored to ensure they are meeting safety requirement.

7.5 MONITORING

7.5.1 The construction activity will be monitored on a regular basis, and formal review will take place every six months depending on the ongoing changes. The CLP will be a live document and will be updated when necessary, reflecting any changes to the construction process.

7.5.2 Notting Hill Home Ownership Ltd and Hill Group will actively engage with the other developments within wider masterplan to ensure collaboration and to encourage joint working arrangements.

7.5.3 The CLP will be subject to reviews with LBH, and the scheme will commit to attending the monthly Ashley Road Logistics Planning meetings as well as the Tottenham area CLP Forum.

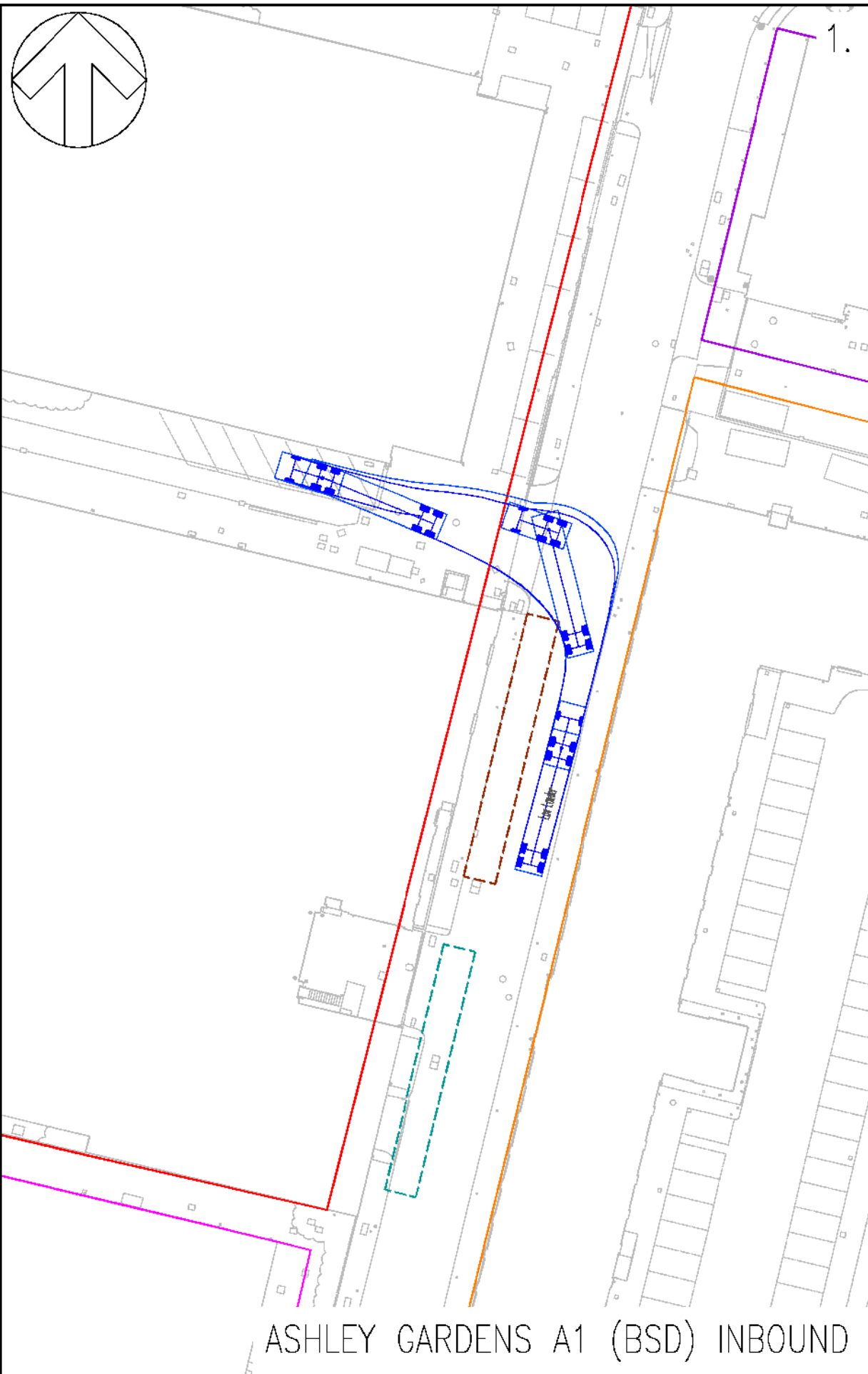
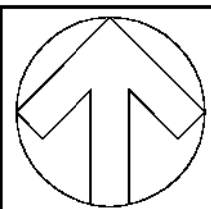
8 CONCLUSION

- 8.1.1 This Construction Logistics Plan has been prepared to provide details on the intended construction of the Buildings 2, 2A, 2B, and 3 at Ashley Road in Tottenham Hale, within the London Borough of Haringey. It has been designed to be updated on a quarterly basis and with the latest construction information as the detailed design and methodology for construction is finalised. The updates to the CLP will also reflect the emerging Tottenham Hale Construction Logistics plan. The quarterly review will include discussion with Haringey Officers on the wider Tottenham Hale CLP and adjacent developer's site specific CLP's. Details of this CLP, and more specifically, the intended routes for traffic movements shall also be made available and shared with the other local developers and contractors to aid coordination and minimise disruption to the traffic network.
- 8.1.2 The Site benefits from good public transport opportunities and walking and cycling facilities. The Site provides opportunities for construction personnel to travel by means other than the private car.
- 8.1.3 This CLP has been produced to set out the procedures that will be put in place to ensure that the impact of traffic associated with the construction of the Proposed Development will be managed correctly and minimised.
- 8.1.4 The CLP has outlined estimates of expected construction vehicles required for the construction of the Site. It has identified potential cumulative impacts, environmental and otherwise, and proposes management and mitigation proposals to mitigate likely impacts.
- 8.1.5 The monitoring and review measures in place and the CLP itself have been considered. A site Logistics Manager is to be appointed prior to the commencement of works responsible for the management, implementation, review and update of this live CLP.
- 8.1.6 The CLP has been produced in accordance with relevant policy and guidance, including TfL's 'Building a better future for freight: Construction Logistics Plans', the London Plan and the NPPF and is therefore considered an acceptable CLP for the scheme.

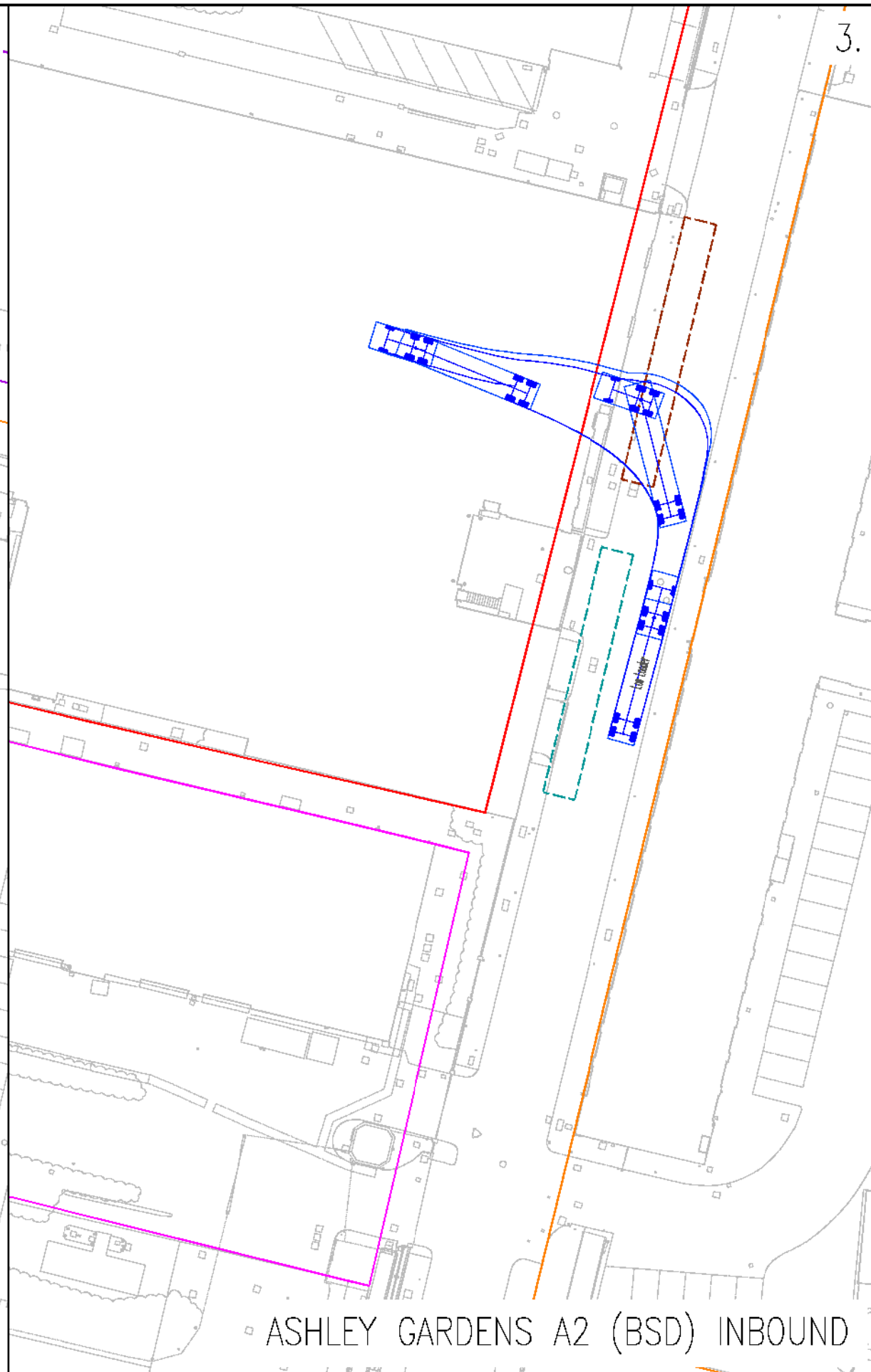
Appendix A

SWEPT PATH ANALYSIS

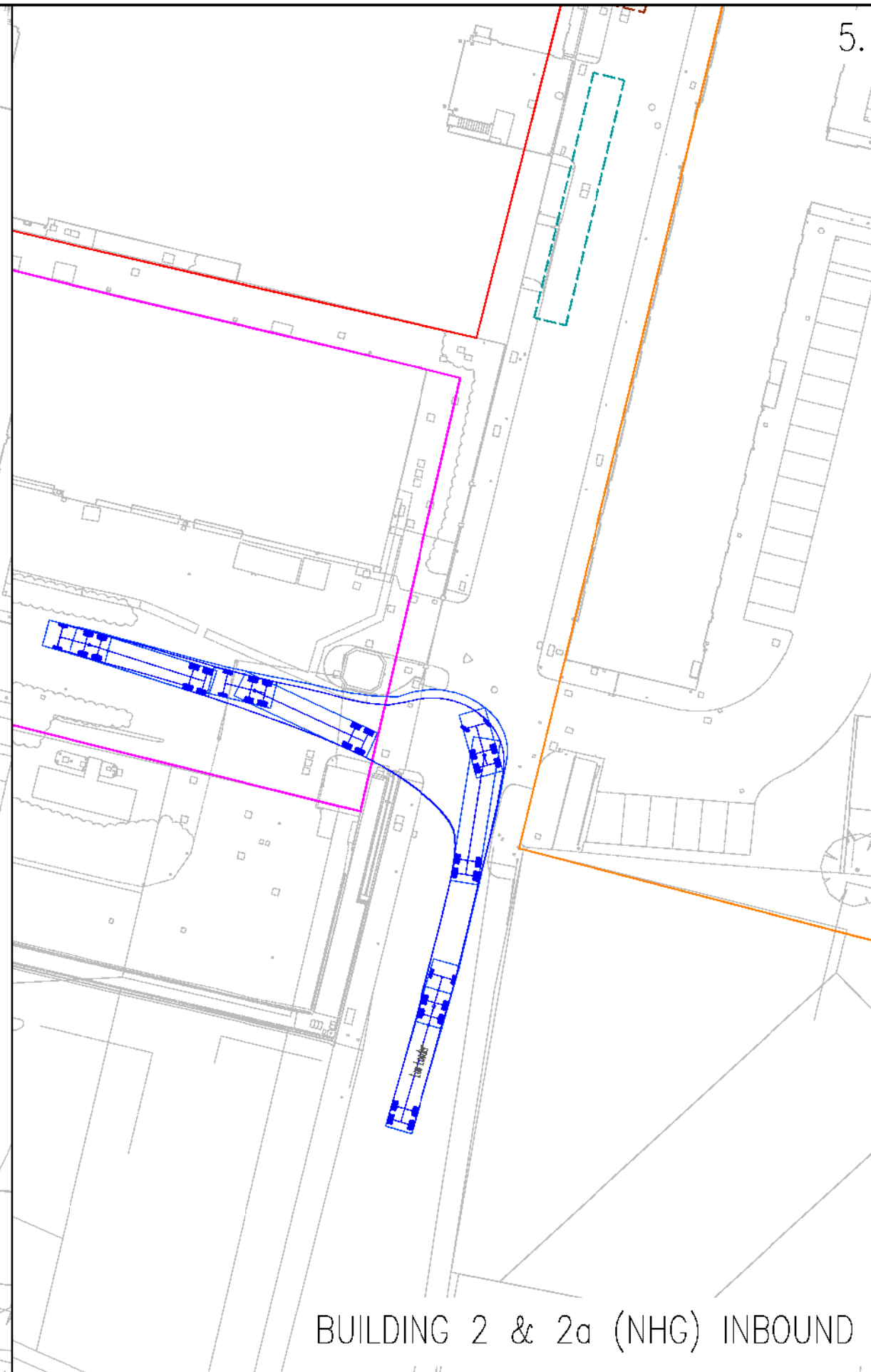




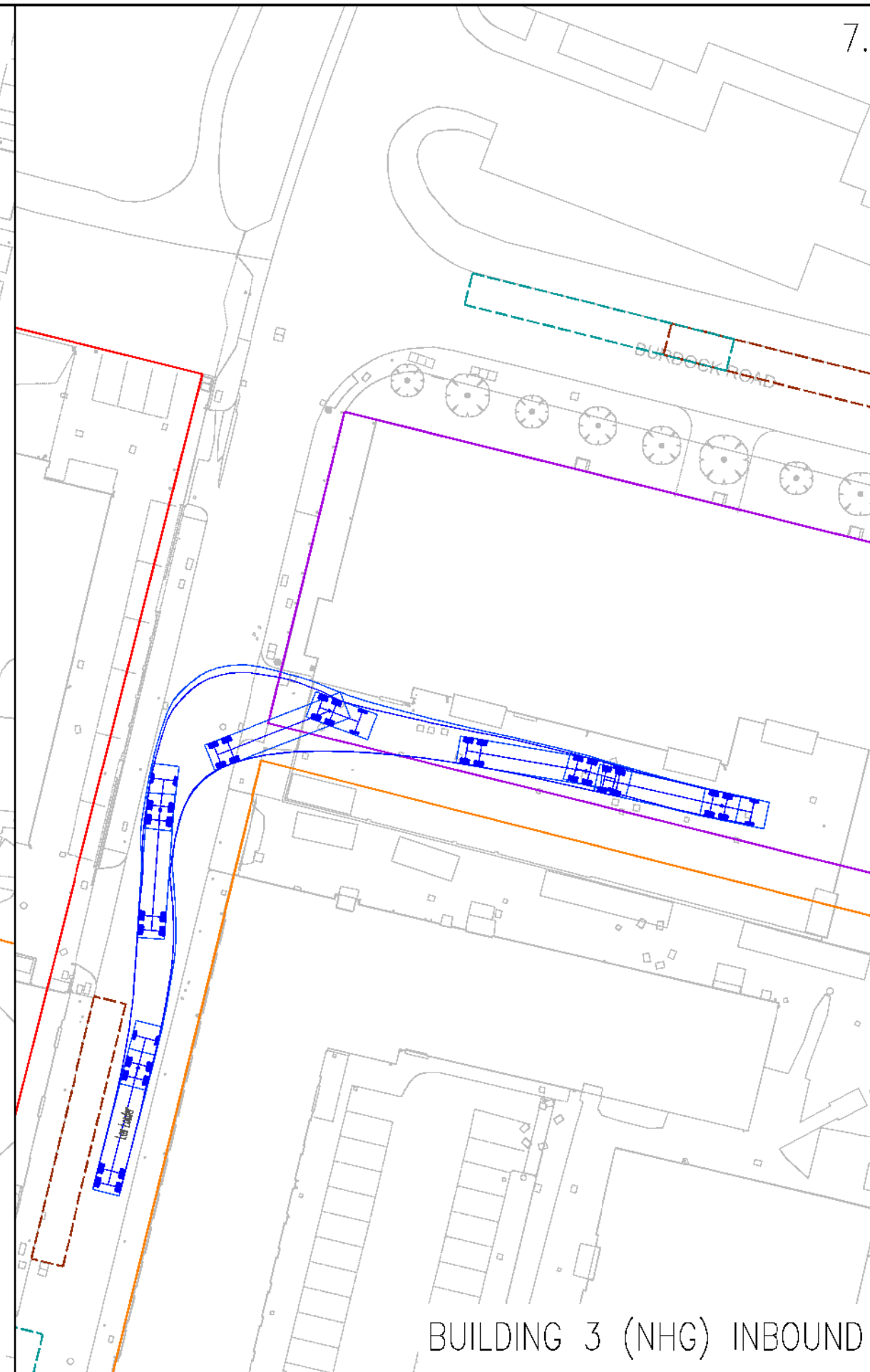
ASHLEY GARDENS A1 (BSD) INBOUND



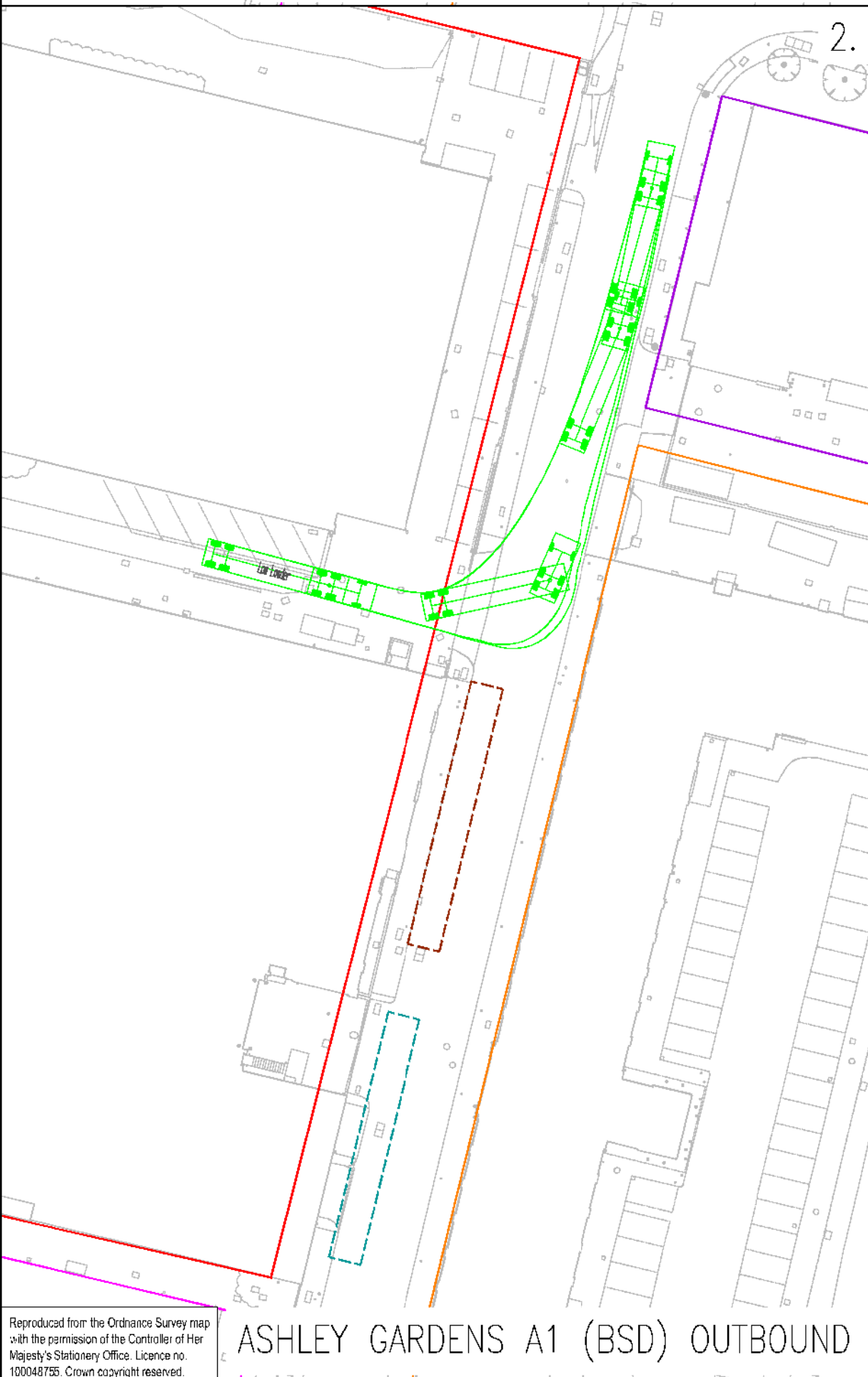
• ASHLEY GARDENS A2 (BSD) INBOUND



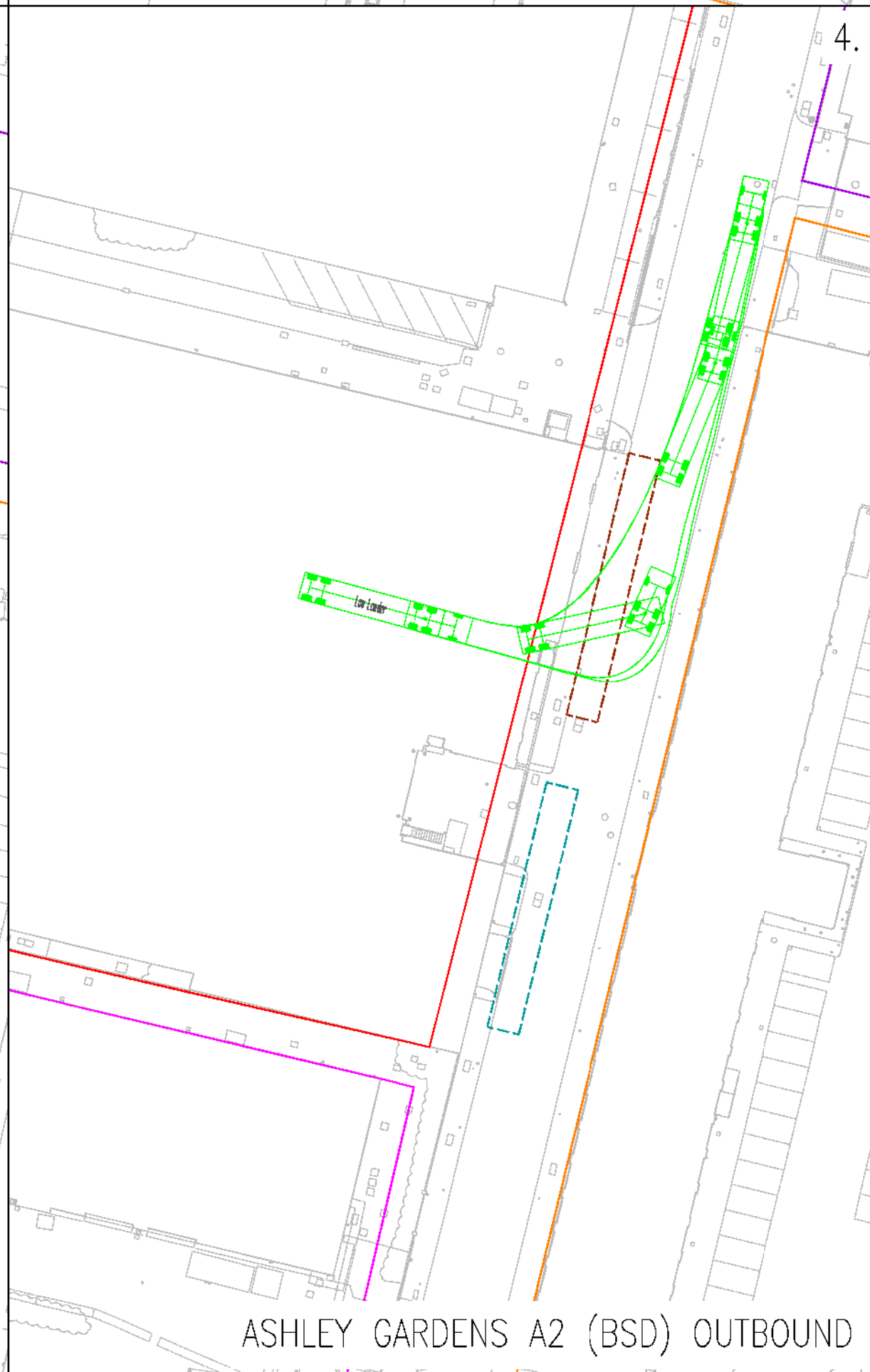
BUILDING 2 & 2a (NHG) INBOUND



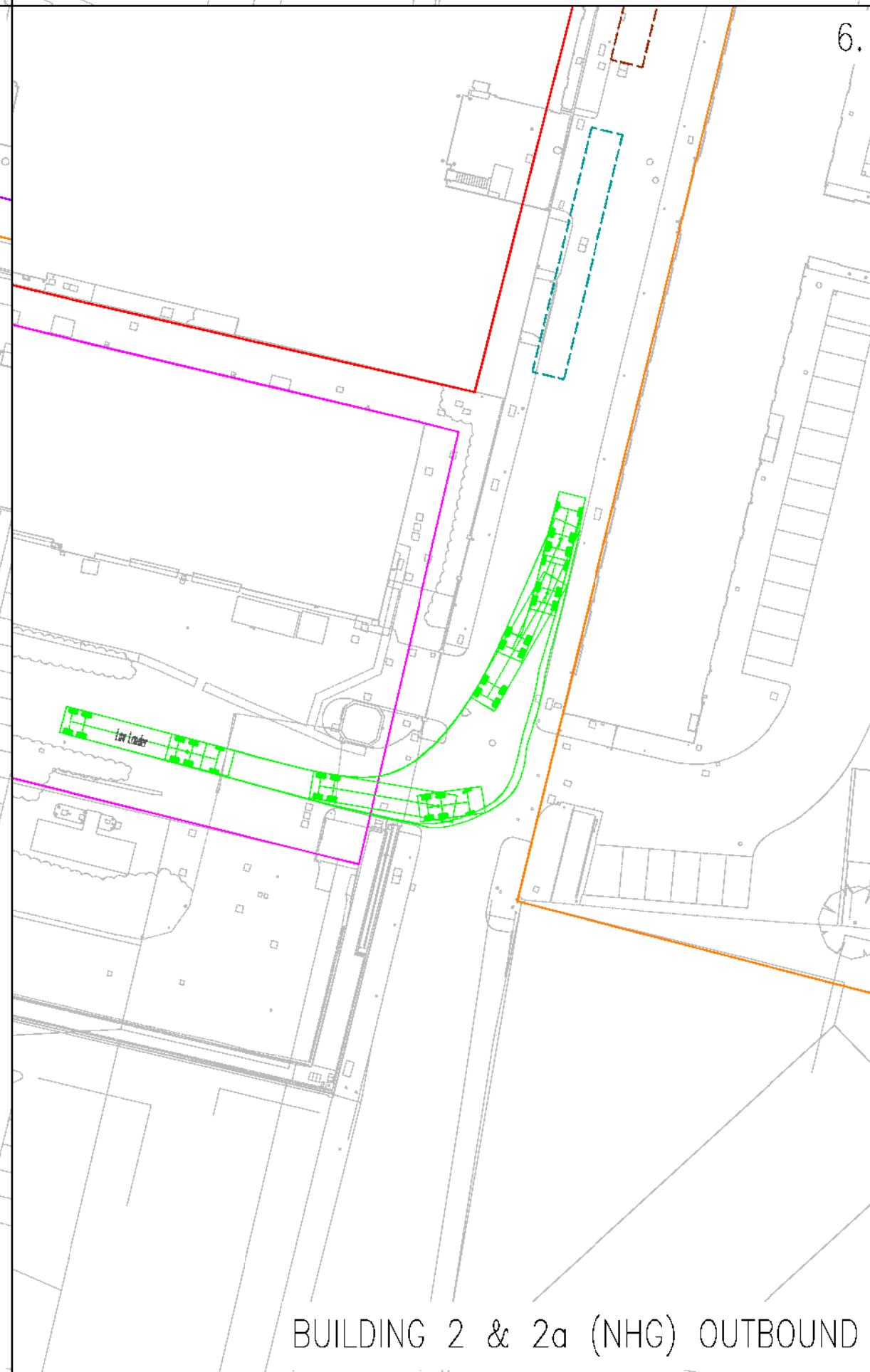
BUILDING 3 (NHG) INBOUND



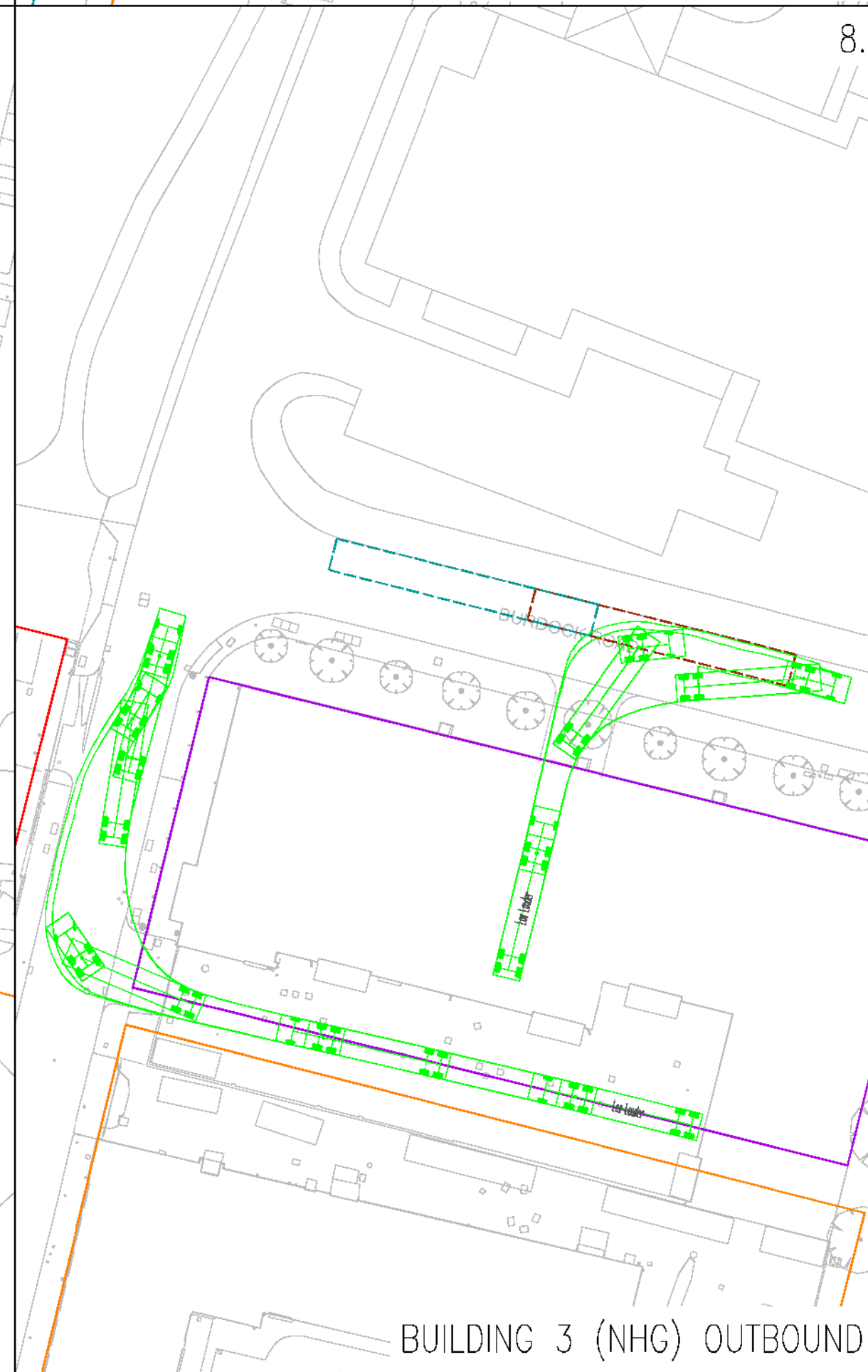
ASHLEY GARDENS A1 (BSD) OUTBOUND



ASHLEY GARDENS A2 (BSD) OUTBOUND



BUILDING 2 & 2a (NHG) OUTBOUND



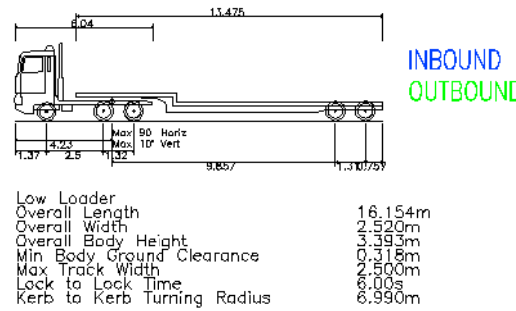
BUILDING 3 (NHG) OUTBOUND

KEY

	INDICATIVE ASHLEY GARDENS SITE BOUNDARY
	INDICATIVE BUILDING 2 AND 2a SITE BOUNDARY
	INDICATIVE BUILDING 3 SITE BOUNDARY
	INDICATIVE BEROL YARD SITE BOUNDARY

LOCATION OF EXISTING BUS STAND, TO BE
REMOVED BY 31 MARCH 2019

TEMPORARY BUS STAND POSITION: FROM
01 APRIL 2019 TO THE EARLIER OF 31
DECEMBER 2021 OR FIRST OCCUPATION.
BUS STAND REMOVED THEREAFTER



B	23/11/2018	RJM	BUS STAND POSITIONS UPDATED	<i>Rd</i>	<i>P5</i>
A	21/11/2018	RJM	FIRST ISSUE	<i>Rd</i>	<i>P5</i>
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: S0 - WORK IN PROGRESS



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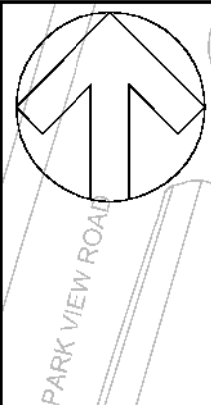
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ARCHITECT:

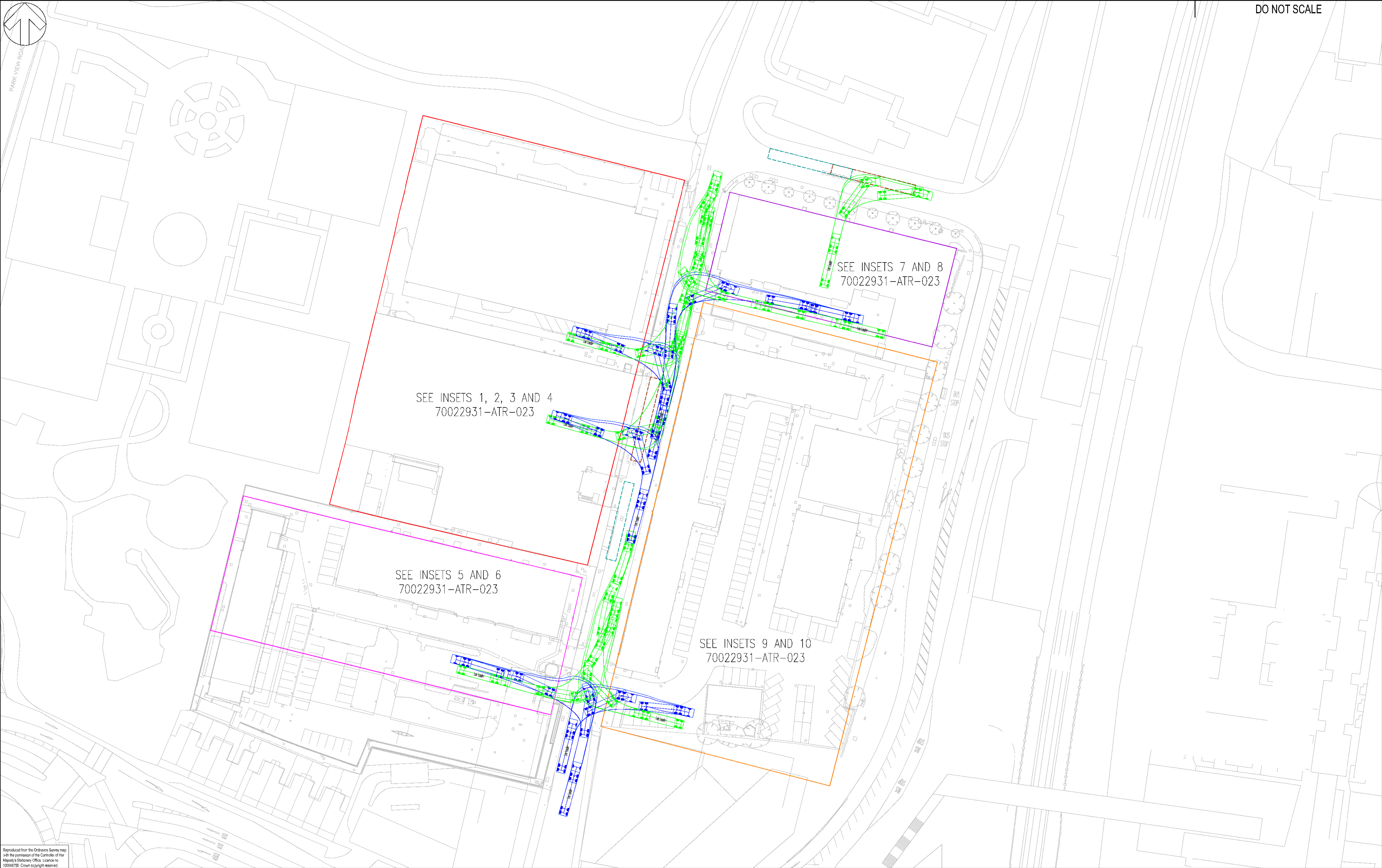
PROJECT: ASHLEY ROAD REGENERATION

TITLE: CONSTRUCTION ACCESS COORDINATION PLAN
INSETS

SCALE @ A1: 1:500		CHECKED: AS		APPROVED: AS	
PROJECT No: 70022931		DESIGNED: RJM	DRAWN: RJM	DATE: November 18	
DRAWING No: 70022931-ATR-023					REV: B
© WSP UK Ltd					



DO NOT SCALE

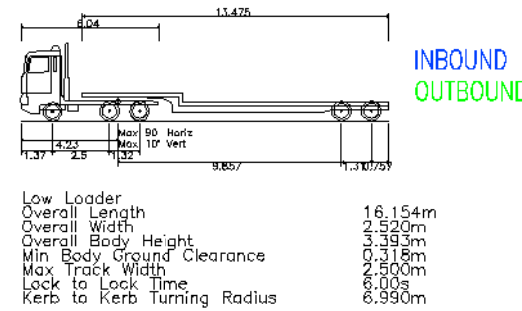


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- KEY**
- INDICATIVE ASHLEY GARDENS SITE BOUNDARY
 - INDICATIVE BUILDING 2 AND 2a SITE BOUNDARY
 - INDICATIVE BUILDING 3 SITE BOUNDARY
 - INDICATIVE BEROL YARD SITE BOUNDARY

LOCATION OF EXISTING BUS STAND, TO BE REMOVED BY 31 MARCH 2019

TEMPORARY BUS STAND POSITION: FROM 01 APRIL 2019 TO THE EARLIER OF 31 DECEMBER 2021 OR FIRST OCCUPATION. BUS STAND REMOVED THEREAFTER



REV	DATE	BY	DESCRIPTION	CHK	APP
B	23/11/2018	RJM	BUS STAND POSITIONS UPDATED	AS	AS
A	21/11/2018	RJM	FIRST ISSUE	AS	P/S

DRAWING STATUS: S0 - WORK IN PROGRESS



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CLIENT:
BERKELEY SQUARE DEVELOPMENTS/NOTTING HILL GENESIS

ARCHITECT:

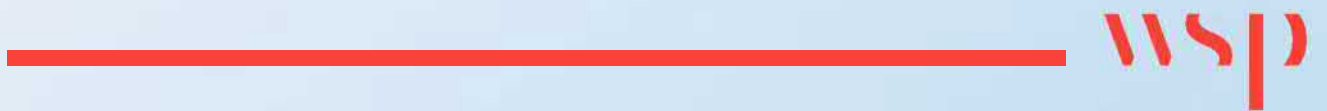
PROJECT:
ASHLEY ROAD REGENERATION

TITLE:
CONSTRUCTION ACCESS COORDINATION PLAN

SCALE @ A1: 1:500	CHECKED: AG	APPROVED: AS
PROJECT NO: 70022931	DESIGNED: RJM	DRAWN: RJM
DRAWING NO: 70022931-ATR-022		DATE: November 18
© WSP UK Ltd		REV: B

Appendix B

CONSTRUCTION STAFF TRAVEL PLAN



1 CONSTRUCTION STAFF TRAVEL PLAN

1.1 INTRODUCTION

- 1.1.1 Delivering a staff travel plan will include the provision of onsite and offsite training, prior to and during engagement in any construction activities for all staff. It will include the provision of necessary information to all site staff and visitors to increase the potential for sustainable travel by the future occupiers.
- 1.1.2 There will be no parking on Site and all staff and contractors will be encouraged to use public transport services.
- 1.1.3 As detailed previously in Chapter 2 the site is located in a highly accessible area, featuring a PTAL 5/6a rating, being in close proximity to London Underground, Rail, and bus services. It is therefore envisaged that a strong proportion of the construction workforce will travel to the site using active travel and public transport modes.

1.2 TRAVEL PLAN PRINCIPLES

- 1.2.1 TfL define a Travel Plan as '*a long-term management strategy for an existing or proposed development that seeks to integrate proposals for increasing sustainable travel by the future occupier(s) into the planning process and is articulated in a document that is to be regularly reviewed by the future occupier(s) of the site*'. A Travel Plan involves identifying an appropriate package of measures aimed at promoting sustainable travel, with an emphasis on 'promoting alternatives to the car'.
- 1.2.2 Furthermore, a Travel Plan should demonstrate a holistic approach by incorporating both 'hard' engineering measures and 'soft' marketing and management measures necessary to address the transport impacts arising from development.
- 1.2.3 It is essentially a 'living document' requiring monitoring, review and revision to ensure it remains relevant to the organisation and to those using and visiting the site and provides continuous improvements for its duration. These aspirations and actions should be documented in a Travel Plan, the structure and content of which are dependent upon a range of factors including the location and nature of development, the occupiers and the end users.'

1.3 TRAVEL PLAN OBJECTIVES, TARGETS AND MANAGEMENT OBJECTIVES

- 1.3.1 The strategy for the Travel Plan therefore has the following general objectives:
 - *To establish sustainable travel principles for the construction programme as a whole;*
 - *To minimise single occupancy vehicle and taxi trips;*
 - *To increase the attractiveness and use of cycling for day to day journeys;*
 - *To encourage healthy and active travel;*
 - *To facilitate tailored travel information; and*
 - *To raise awareness of sustainable modes of transport available for construction employees and visitors travelling to and from the Site.*

TARGETS

- 1.3.2 As the construction programme is only envisaged to run 32 months it is recommended that soft targets are set. These could include the advertisement of nearby public transport facilities, as well as the proximity to cycle lanes to encourage active and sustainable travel. Additionally, the appointment of Travel Plan Representatives (TPR) will encourage to encourage uptake of these modes.

MANAGEMENT

- 1.3.3 The key roles responsible for managing the implementation, operation and monitoring of the Travel Plan for the Development will be undertaken by the contractor Hill Group.
- 1.3.4 The Travel Plan will be co-ordinated by a group of key personnel to ensure that there is Site-wide adoption of the Travel Plan. Travel Plan Representatives (TPR) would facilitate the Act as a point of contact for staff regarding travel and the wider Travel Plan and Assist the TPR in gathering monitoring data from within their organisation.

1.4 TRAVEL PLAN MEASURES

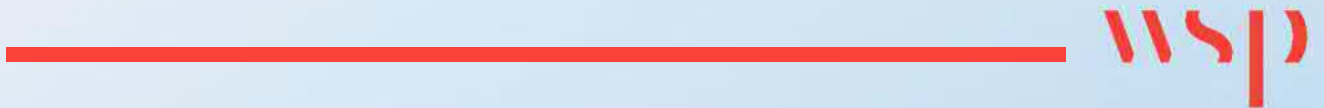
- 1.4.1 The Travel Plan measures could include:
- Cycle2work Schemes: retail occupiers are encouraged to become involved in the government initiated Cycle2Work scheme which offers both tax and national insurance savings to participating employees who purchase a bike to cycle from home to work;
 - Staff Promotional events - Information on both national and borough/county specific promotional events, such as 'Walk to Work Day' (April, annually) can disseminated to staff members in order to encourage participation;
 - The Travel Plan will promote local cycle groups. A Cycle User Group will also be encouraged to provide a forum for employees to meet informally and discuss cycling related issues, such as safe cycle routes within the surrounding area. This will allow cyclists to discuss concerns and ideas with the estate management; help new and potential cyclists to switch from other modes; and share safety, equipment and route advice;
 - Provision of cycle parking for construction workers bicycles;
 - The London Cycling Campaign (LCC) will also be promoted, which is a cyclist's organisation with local groups throughout London. Local LCC groups promote cycling locally, improve conditions for cyclists in their borough, organise leisure rides and social events and provide support for cyclists. The benefits on offer to LCC members include discounts at bike shops, exclusive cycle theft insurance packages, free third-party insurance for damage or injury up to the value of £1M, access to local LCC borough groups and free legal advice. LCC also offer 'Pop-Up Cycle Cafes' to encourage cycling; for example, providing advice for new cyclists and urban cycle training; and
 - Personalised Journey Planning - employees can be provided with a 'Personal Travel Plan' that is specific to their travel needs. The plan can be based on individual lifestyles and travel requirements, and may include, for example, information on which specific public transport connections best suit a particular journey, the variety of ticketing options, how lifestyle factors could be supported through an active travel alternative (e.g. steps and calorie information), and a comparison of journey times depending on which modes of travel is selected.

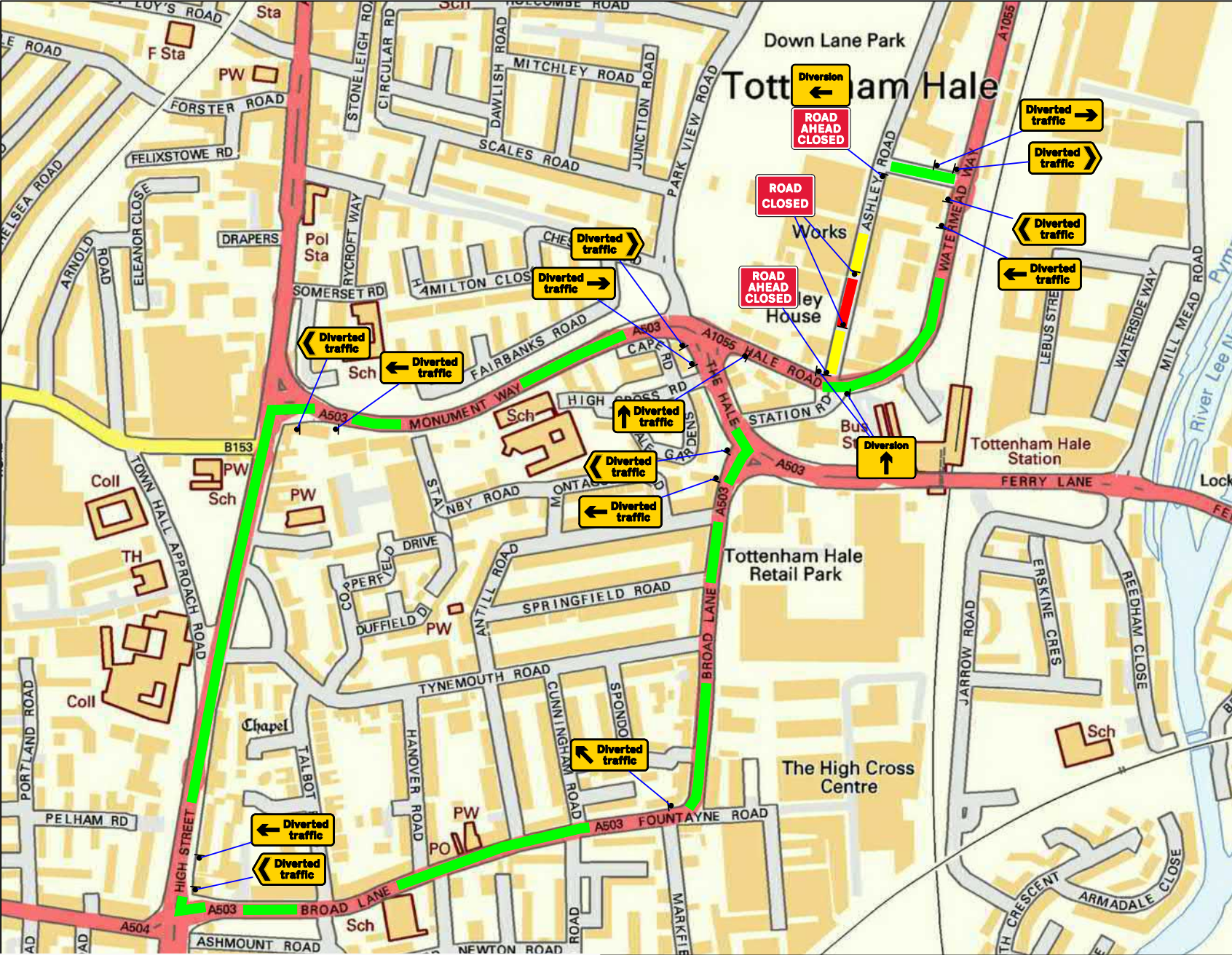


- 1.4.2 As stated previously, Travel Plans are 'living documents' that require continuous monitoring, review and revision over time to ensure the programme of measures being delivered remains relevant, and that the associated modal outcome target, satisfaction indicators, and objectives are being achieved.

Appendix C

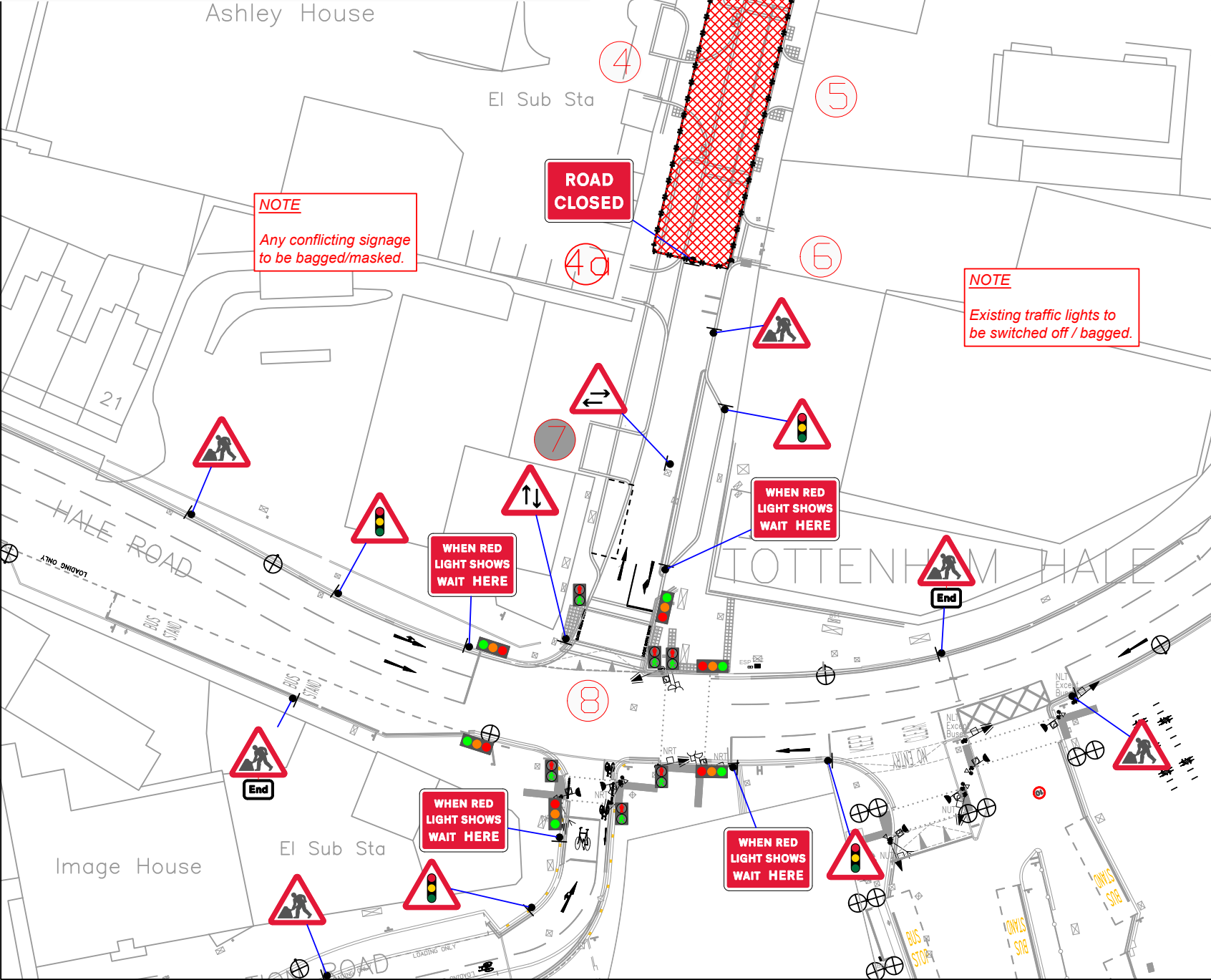
TRAFFIC MANAGEMENT SIGNAGE PLAN





DEN INSTALLATION PHASE 1a (AR Public Realm Phase 1)

- 1 - Residential access to Beral House / Yard & Access to ARE available if required
- 2 - Construction Access to Building 1
- 3 - Residential Access & Access to temp loading facility for Building 1A
- 4 - Closed
- 4a - Contractors Compound Access & turning facility for ARW loading vehicles
- 5 - Closed
- 6 - Closed
- 7 - Residential Access to ARW available
- 8 - Access/egree for ARW & LBHa's Contractor
- 9 - Access/egress for Building 1, Building 1A, Beral House, Beral Yard, ARW and ARE



Speed Limit/ Safety Zones

SAFETY ZONE	SAFETY ZONE
(LONGITUDINAL)	(CROSSING)
0.5M	0.5M

ALL RED MATRIX

	1	2	
1		5	
2	5		

Pedestrian crossing timings

Red	4 sec
Green	9 sec
Black	5 sec

STAGE DIAGRAM

SIGNAL TIMINGS

MAX GREEN	MAX GREEN
35	35

Please note: Timings may only be adjusted by a qualified operative to suit changing traffic conditions if required.

Key

- CONE
- WORKS AREA
- SAFETY ZONE
- TAPER
- SIGNS
- TRAFFIC SIGNAL
- PED SIGNAL
- CLOSURE
- ACCESS ONLY
- DIVERSION
- PARKING SUSPENSION
- PED RAMPS
- PED BARRIER

Lane 1 Closure or Shuttle Lane

Traffic Management Type:

ROAD CLOSURE + FPC

Client

Haringey LONDON

Site Address

Watermead Way
Tottenham Hale
N17 9QZ

Work Details

DEN SCHEME

Originator

marlborough we understand, we deliver

Woolf House, 7 Eagle Way
Regiment Business Park
Essex Regiment Way
Chelmsford
CM3 3FY

Notes

- All dimensions are in metres unless otherwise stated.
- All traffic management to comply with Chapter 8 and any updates, and Safety at Street Works and Road Works (A Code of Practice)
- All road markings and signs to be as per the Traffic Signs Regulations and General Directions 2002.
- All permanent traffic signals will be bagged and switched out, at all times that temporary traffic signals are being used. This should be done with approval from said authority.
- A minimum clearance of 1.5m (minimum 1.0m) to be maintained for pedestrians on footways. If this cannot be maintained signs to be placed in the kerby with associated cones.
- Additional Road Works ahead to be used where appropriate.

Date

10 October 2022

Scale(s) @ Original Size A3	Designer	Checked	Approved
NOT TO SCALE	WC	NZ	WC
Drawing Number	Revision		
MH12042/004			

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P1

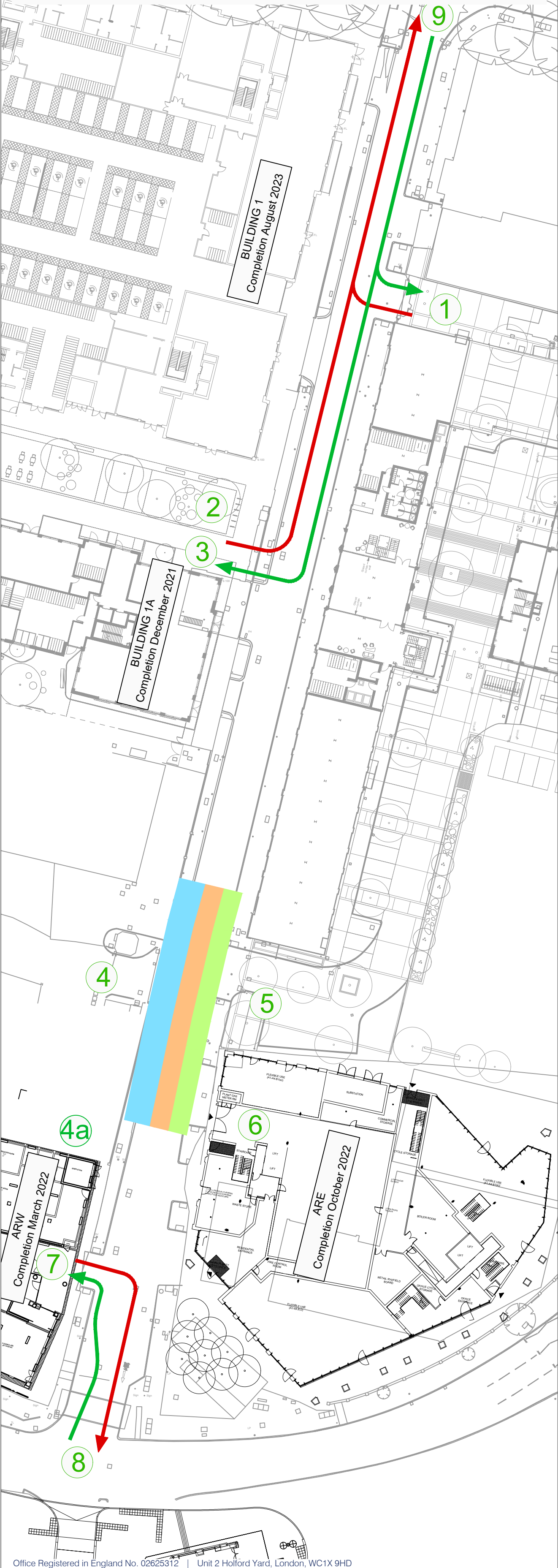
Appendix D

DEN INSTALLATION PHASING PLAN



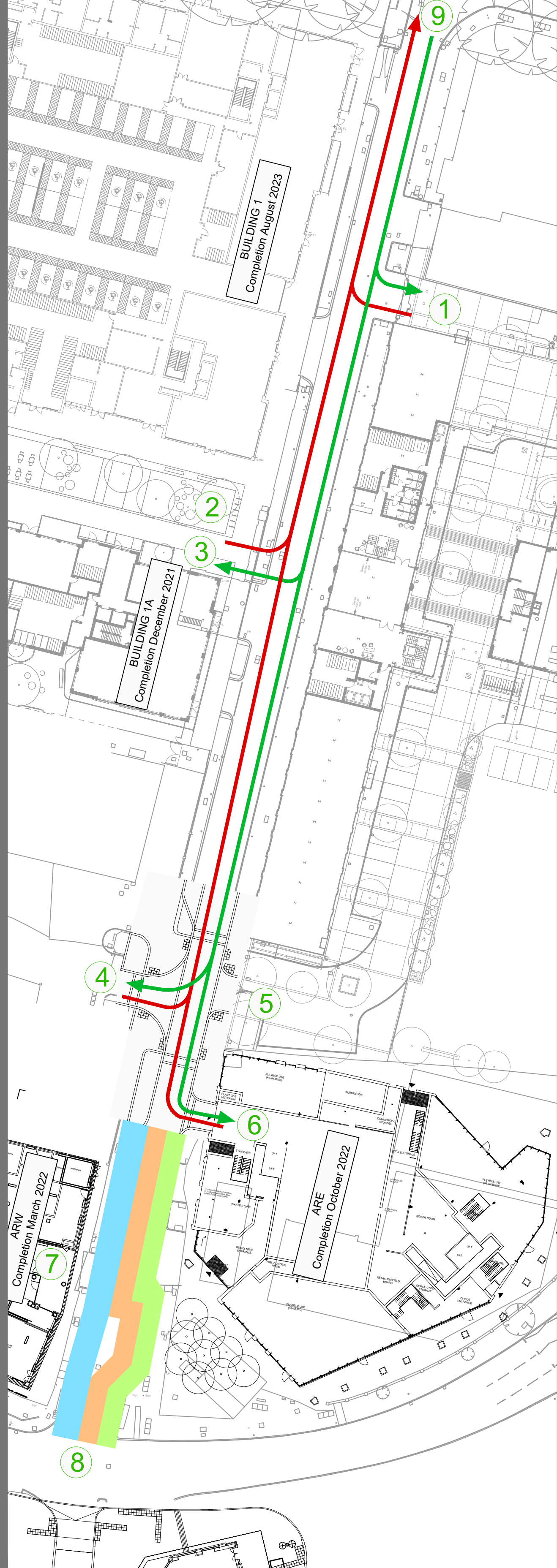
DEN INSTALLATION PHASE 1a (AR Public Realm Phase 1)

- 1 - Residential access to Berol House / Yard & Access to ARE available if required
- 2 - Construction Access to Building 1
- 3 - Residential Access & Access to temp loading facility for Building 1A
- 4 - Closed
- 4a - Closed
- 5 - Closed
- 6 - Closed
- 7 - Residential Access to ARW available
- 8 - Access/egree for ARW & LBHa's Contractor
- 9 - Access/egress for Building 1, Building 1A, Berol House, Berol Yard, ARW and ARE



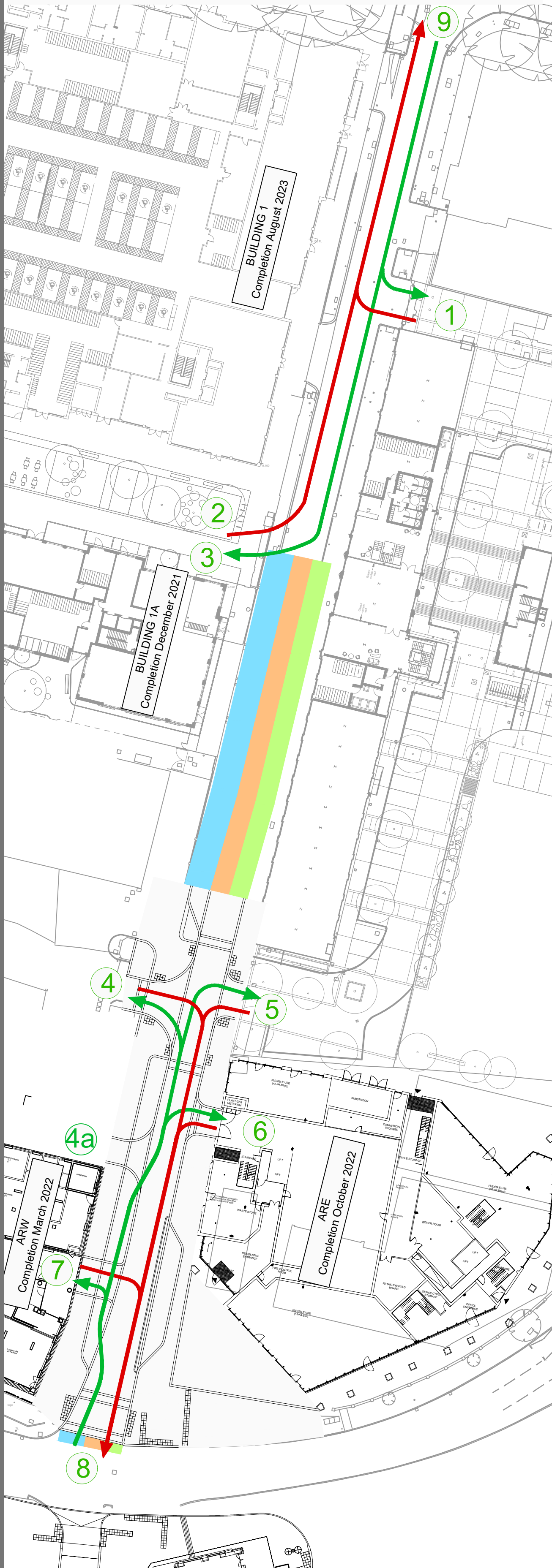
DEN INSTALLATION PHASE 1b (AR Public Realm Phase 1)

- 1 - Residential access to Berol House / Yard & Access to ARE available if required
- 2 - Construction Access to Building 1
- 3 - Residential Access & Access to temp loading facility for Building 1A
- 4 - Contractors Compound Access & turning facility for ARW loading vehicles
- 5 - Construction Access for ARE and Residential access to Berol House / Yard
- 6 - Residential Access to ARE available if required
- 7 - Closed
- 8 - Access/egree for LBHa's Contractor
- 9 - Access/egress for Building 1, Building 1A, Berol House, Berol Yard, ARW and ARE



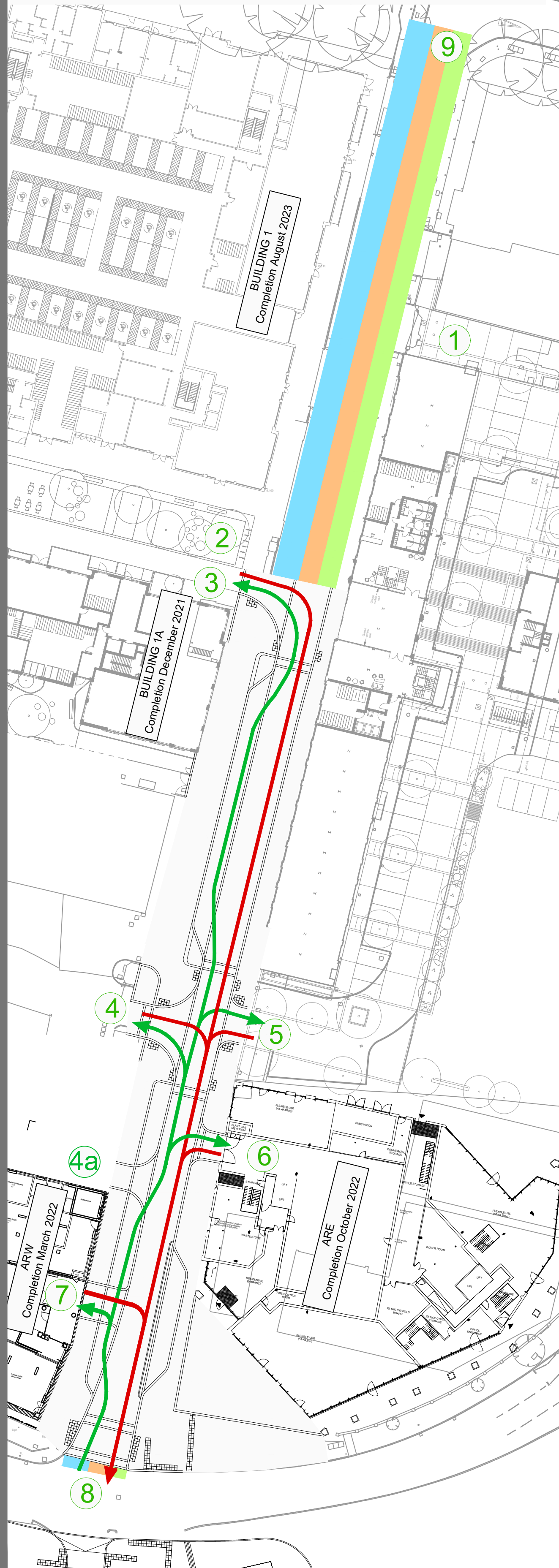
DEN INSTALLATION PHASE 2 (AR Public Realm Phase 2)

- 1 - Residential access to Berol House / Yard
- 2 - Construction Access to Building 1
- 3 - Residential Access & Access to temp loading facility for Building 1A
- 4 - Close (access point temporarily moved to location 4a)
- 4a - Closed
- 5 - Construction Access for ARE and Residential access to Berol House / Yard
- 6 - Residential Access to ARE available if required
- 7 - Residential Access to ARW available
- 8 - Access/egree for LBHa's Contractor, ARW and ARE
- 9 - Access/egress for Building 1, Building 1A, Berol House & Berol Yard



DEN INSTALLATION PHASE 3 (AR Public Realm Phase 3)

- 1 - Closed
- 2 - Construction Access to Building 1
- 3 - Residential Access & Access to temp loading facility for Building 1A
- 4 - Re-Opened (and 4a Closed). Contractors Compound Access & turning facility for ARW loading vehicles
- 5 - Construction Access for ARE and Residential access to Berol House / Yard
- 6 - Residential Access to ARE available if required
- 7 - Residential Access to ARW available
- 8 - Access/egree for LBHa's Contractor, ARW, ARE Building 1, Building 1A, Berol House & Berol Yard
- 9 - Access/egree for LBHa's Contractor,



- LEGEND
- 4.0m Wide Plant and Excavated Material Zone
 - 3.0m Wide DEN Trench
 - 3.0m Wide Materials Zone

G	09.09.22	4a CLOSED IN P1A & 2	RH	RH	GW
F	01.09.22	PHASE 1 SPLIT INTO A & B	RH	RH	GW
E	26.07.22	MINOR AMENDMENTS	RH	RH	GW
D	03.02.22	MINOR AMENDMENTS	RH	RH	GW
C	02.02.22	AMENDMENT AT ACCESS #4	RH	RH	GW
B	31.01.22	VEHICLE ROUTING ADDED	RH	RH	GW
A	12.01.22	FIRST ISSUE	RH	RH	GW
Rev	Date	Description	Drm	Chk	App

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE



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Client

Haringey
LONDON

Project

TOTTENHAM HALE
PUBLIC REALM

Drawing Title

DEN PHASING IN ASHLEY ROAD

Drawing Status

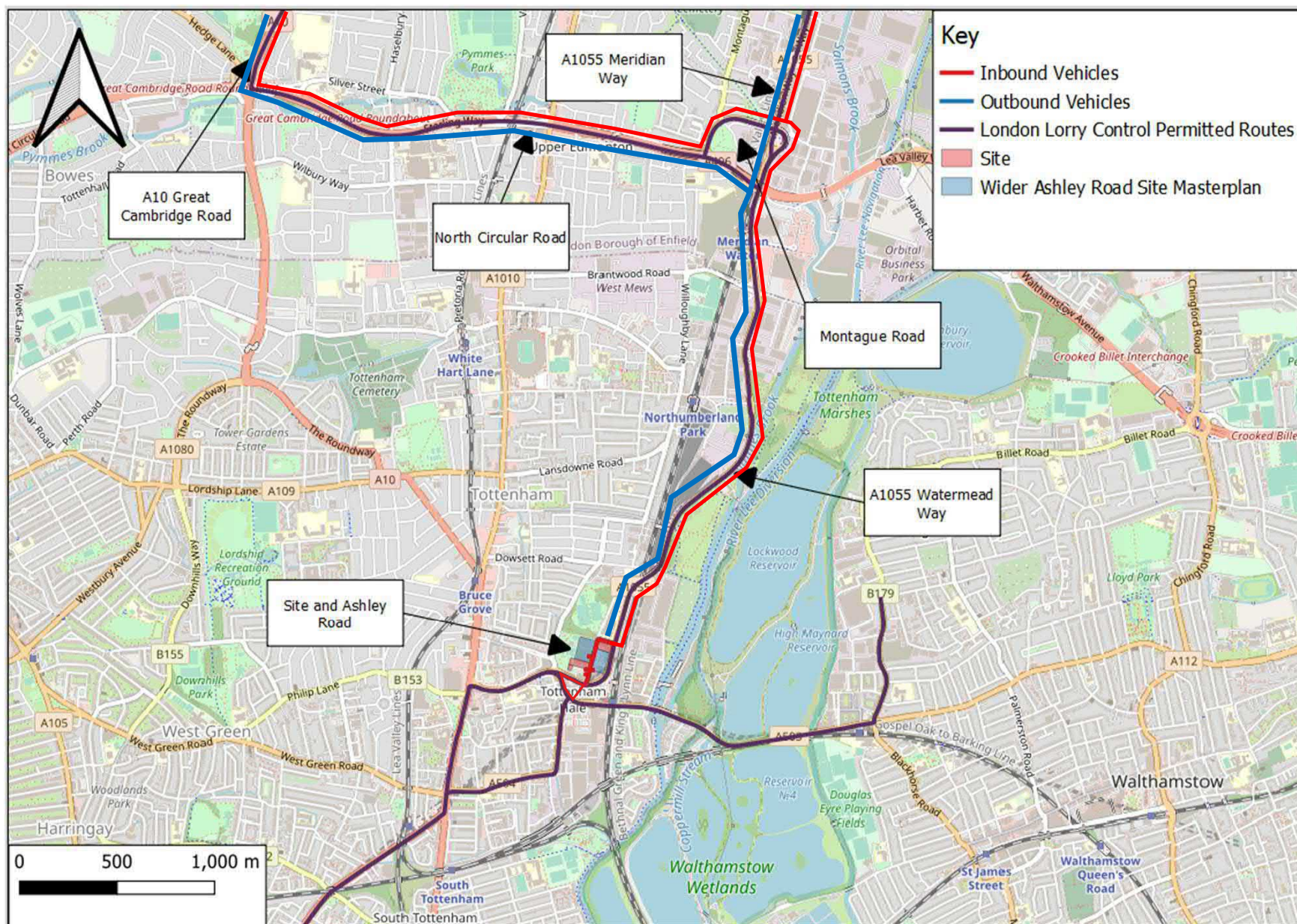
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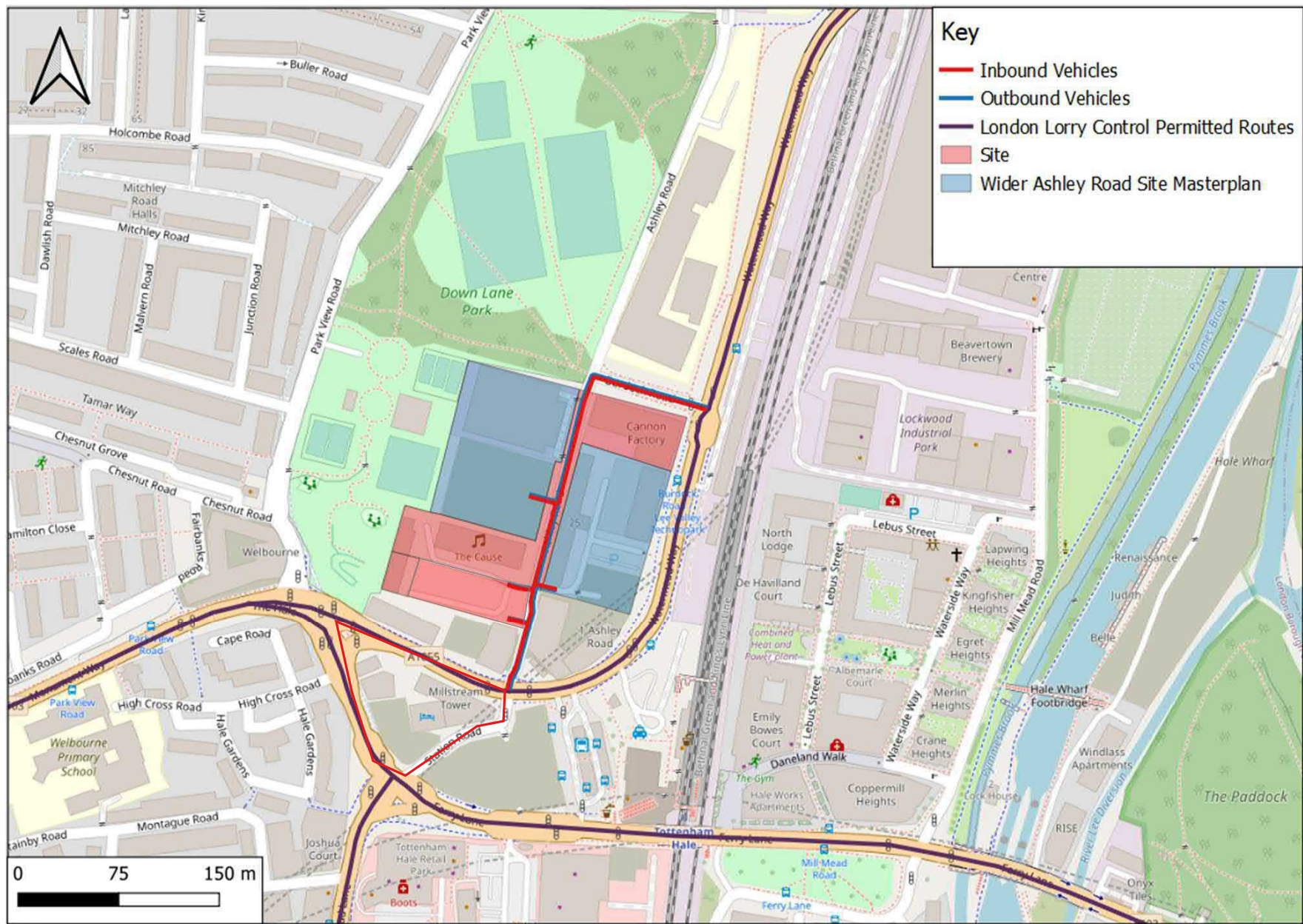
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Appendix E

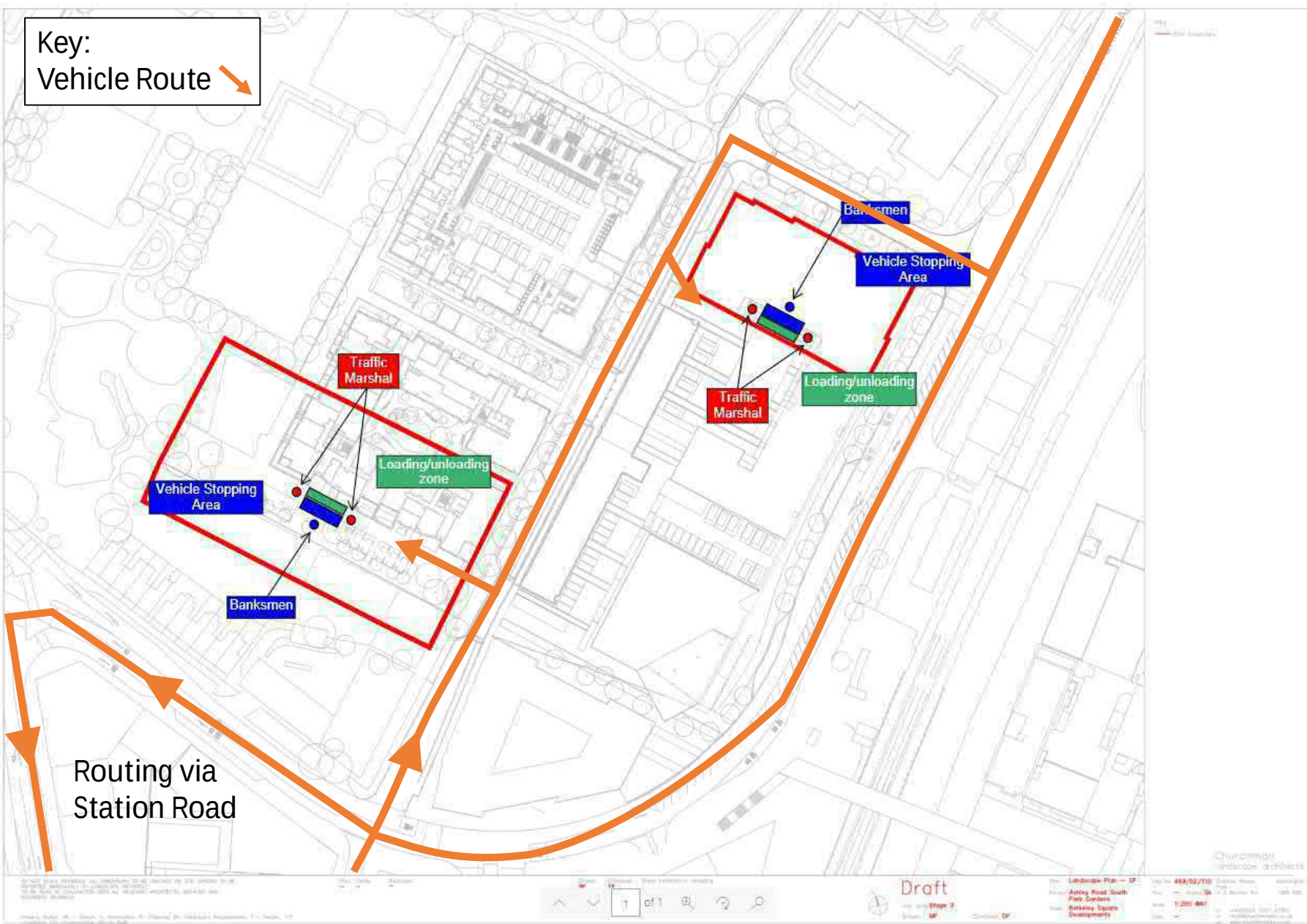
ROUTING PLANS







Key:
Vehicle Route



Routing via
Station Road

Vehicle Stopping
Area

Traffic
Marshal

Loading/unloading
zone

Banksmen

Banksmen

Vehicle Stopping
Area

Traffic
Marshal

Loading/unloading
zone

Draft

4/19/2019
1:200
4/19/2019



Appendix F

CONSTRUCTION MANAGEMENT PLAN





Ashley House & Cannon Factory

Construction Management Plan



17th November 2022

1.0 Construction Methodology

The project methodology needs to consider several factors in terms of:

- i. sequence of build,
- ii. the safe construction of works,
- iii. the urgent need for affordable homes,
- iv. segregation of the works from the public,

Therefore, giving due consideration to all the factors above, the project construction methodology requires that scheme will need to be delivered in the following sequence. With 4no phased handovers.



Site plan