

BROAD LANE PROPERTIES LIMITED

BROAD LANE, HARINGEY

OUTLINE CONSTRUCTION LOGISTICS PLAN

**REPORT REF.
2206940-04A**

February 2023

HEAD OFFICE: 3rd Floor, The Hallmark Building, 52-56 Leadenhall Street, London, EC3M 5JE **T** | 020 7680 4088

EDINBURGH: Suite 35 4-5 Lochside Way Edinburgh EH12 9DT **T** | 0131 516 8111

ESSEX: 1 - 2 Crescent Court, Billericay, Essex, CM12 9AQ **T** | 01277 657 677

KENT: Suite 10, Building 40, Churchill Business Centre, Kings Hill, Kent, ME19 4YU **T** | 01732 752 155

MIDLANDS: Office 3, The Garage Studios, 41-43 St Mary's Gate, Nottingham, NG1 1PU **T** | 0115 697 0940

SOUTH WEST: City Point, Temple Gate, Bristol, BS1 6PL **T** | 0117 456 4994

SUFFOLK: Suffolk Enterprise Centre, 44 Felaw Street, Ipswich, IP2 8SJ **T** | 01473 407 321

Contents

	Page
1. Introduction	1
2. Context, Considerations and Challenges	7
3. Construction Programme and Methodology	14
4. Vehicle Routing and Access	18
5. Strategies to Reduce Impacts	24
6. Estimated Vehicles Movements	29
7. Implementing, Monitoring and Updating	32

Appendices

Appendix A CLP Tool

Drawings

2206940-001	Regional Consideration
2206940-002	Local Consideration
2206940-003	Regional Routing
2206940-004	Local Routing
2206940-006A	Swept Path Analysis

Document Control Sheet

REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	TP	PR	DRAFT	15.12.22
-	Final Issue	TP	PR	DH	17.02.23
A	Final	SG	PR	DH 	22.02.23

Distribution

This report has been prepared for the exclusive use of BROAD LANE PROPERTIES LIMITED. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Ardent Consulting Engineers.

1. Introduction

Development Name	Broad Lane, Haringey
Landowner	Broad Lane Properties Limited
Site address	Broad Lane, London, N15 4DE
Site postcode	N15 4DE
Existing Site Use	Vacant
Summary of Works	demolition of the existing car wash facility and construction of 5,700sqm Use Class E building.

Construction Logistics Manager	TBC
Phone number	TBC
Email	TBC
Logistics provider contact name	TBC
Phone number	TBC
Email	TBC

CLP produced by	Paul Rynton
Signature	<i>Paul Rynton</i>
Date	22/02/23
CLP Accreditation Date	November 2019 (Advanced, June 2022)
CLP reviewed by	David Howson
Signature	<i>David Howson</i>
Date	22/02/23
CLP Accreditation Date	March 2019 (Advanced, June 2022)

1.1. Ardent Consulting Engineers (ACE) has been instructed to prepare an Outline Construction Logistics Plan (CLP) in relation to the proposed development at the Former car wash facility located at Broad Lane in Haringey (hereafter known as 'the site'). London Borough of Haringey (LBH) are the planning and highways authority.

CLP Objectives

1.2. The overall objectives of this CLP are to:

- Lower emissions – through efficient delivery practices minimise emissions by construction vehicles serving the site that may otherwise impact on local residents along the vehicle access route;
- Enhance safety – including both vehicle and road user safety along vehicle routes and at the site access point, as well as pedestrian/cycle movements locally;
- Manage construction – ensure efficient delivery and promote awareness of local constraints/sensitive receptors, including the adjacent cycle route; and
- Reduce congestion – manage overall trips and minimise peak hour impact.

1.3. To support the overall objectives, the CLP has several elements that could be considered as sub-objectives that will be implemented/adopted by the appointed contractor to help minimise impact on local residents and other sensitive receptors as described in **Section 2.0**:

- Encourage the use of greener vehicles;
- Encourage the most efficient use of construction vehicles;
- Encouraging use of sustainable modes of travel by construction staff;
- Promote use of safer vehicles and adoption on safe working practices;
- Identify construction requirements and plan for their delivery in an efficient manner;

- Communicate construction strategy, including delivery areas and protocols, to contractors/suppliers; and
- Promote smarter operation to reduce the need for travel.

Site Context

- 1.4. The site is located on land to the east of Broad Lane, situated in Tottenham Hale which is a district in Haringey. The site boundary and surrounding highway network is shown in **Plate 1.1**. As detailed within **Plate 1.1**, The site is bounded by a private road to the north, industrial estate to the east, residential units to the south and Broad Lane to the west.

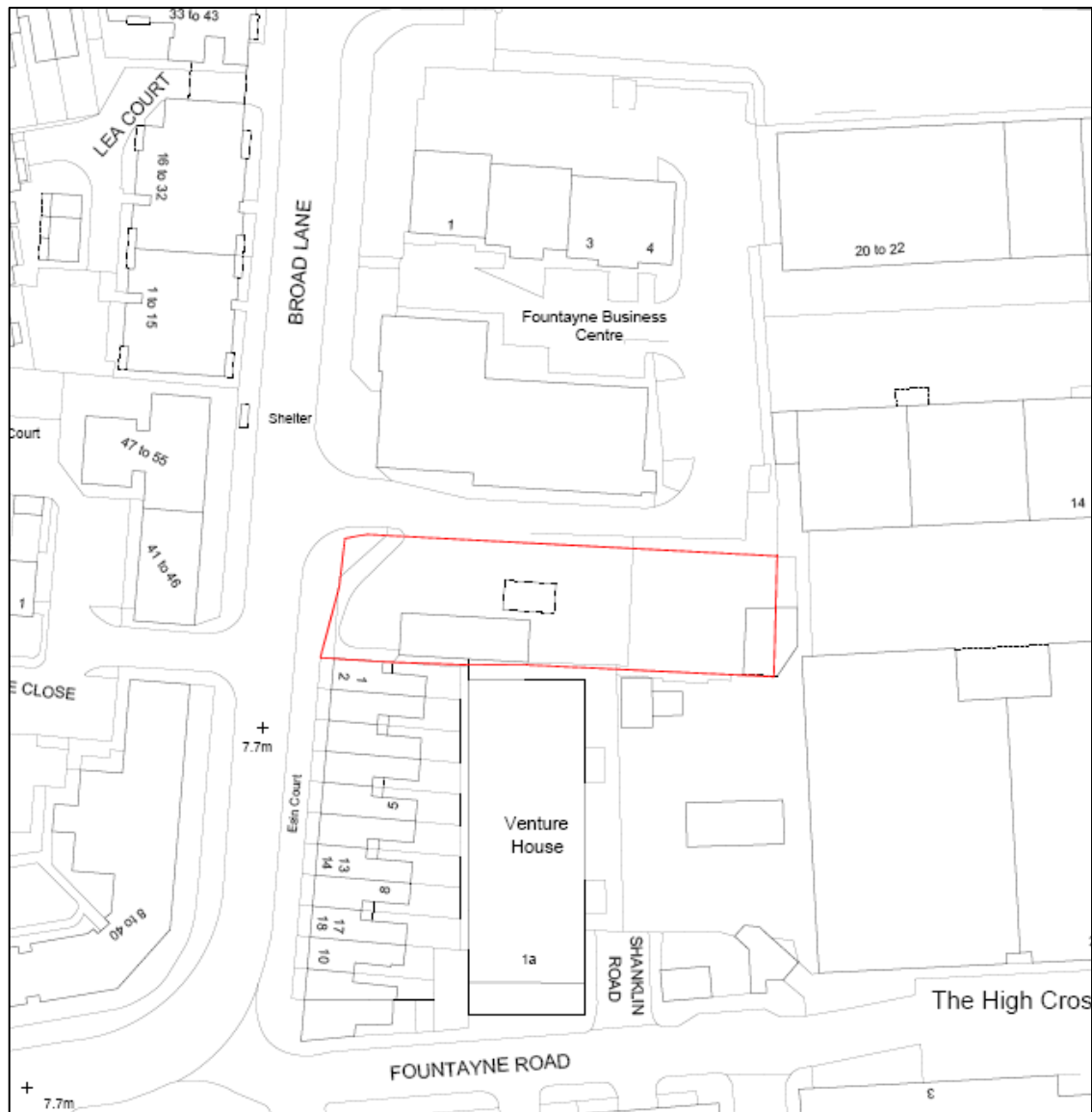


Plate 1.1: Site Location

- 1.5. The site was once occupied with circa 1,060sqm Gross Internal Area (GIA) of a car wash facility. The car wash utilised an internal courtyard parking area accessed from a private road via Broad Lane which formed the area for servicing. The site is now vacant and boarded up.

Development Proposals

- 1.6. The proposed development comprise the construction of 5,700sqm (GIA) of Use Class E space with associated internal refuse and cycle storage area, which is an uplift over a previously consented office use at the site.

1.7. At the time of writing, there is no appointed site contractor. Once a contractor is appointed this information will be supplied to the Council whilst these details will also be incorporated into a Detailed CLP. The demolition and build out period associated with the proposals is currently anticipated to commence in late 2023 and take approximately one and a half years to complete. Further details are set out in **Section 3.0**.

1.8. The preliminary details provided within this CLP will be utilised to prepare a Detailed CLP that will be provided for approval by LBH prior to commencement of works on site. It is anticipated that the requirement to prepare a Detailed CLP will be a condition of planning approval of the scheme. Further iterations of the CLP may be necessary to reflect the logistics requirements of the scheme as it develops.

1.9. General site working hours will be as follows:

- Monday – Friday - 08:00 to 18:00 hours
- Saturday - 08:00 to 13:00 hours
- Sundays and Bank Holidays - No working to take place

1.10. **Section 7.0** of this report confirms that there will be ongoing monitoring of the Detailed CLP with further iterations prepared to fully cover the entire build in appropriate detail to ensure impact on local neighbours and networks is minimised, which are objectives of the CLP (see above).

CLP Structure

1.11. Following this introduction, this report is structured as follows: -

- **Section 2.0** provides a description of the site conditions in relation to location and surrounding properties;
- **Section 3.0** considers the anticipated construction program;
- **Section 4.0** outlines anticipated vehicle routing and access arrangements;
- **Section 5.0** considers potential measures and strategies to reduce the impact of demolition/construction associated with the build;

- **Section 6.0** considers likely number and type of vehicles that will serve the site; and
- **Section 7.0** considers how the CLP will be implemented, monitored and further iterations prepared to cover the full build of the site.

2. Context, Considerations and Challenges

Policy Context

- 2.1. This section of the CLP considers policies and guidance that have helped inform the preparation of CLPs.

National Policy

- 2.2. The *National Planning Policy Framework (2021)* promotes the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable development of goods and supplies. The *NPPF* sets out the long-term strategy for sustainable development.
- 2.3. *The Traffic Management Act (2004)* makes provision in relation to the management of road works; to make new provision for regulating the carrying out of work and other activities in the street. It acknowledges that highways may be occupied due to construction activities.
- 2.4. Published in 2006, TfL's *Designing for Deliveries* provides specifications and design inputs that can be used to help ensure delivery vehicles can safely and efficiently serve a site, and is a useful resource in considering construction site access.

Regional and Local Policy

- 2.5. *The Mayors Transport Strategy (2018)* emphasises the importance of the CLP in encouraging improved efficiency in activity and providing a framework for regulation. The document especially highlights the importance of the London Freight Plan, Delivery Servicing Plans (DSPs), CLPs and Fleet Operator Recognition Scheme (FORS) to encourage improved efficiency and provide a framework for incentivisation and regulation. *The Mayors Transport Strategy* promotes the *Healthy Streets Approach* which seeks to make health and personal experience the priority as plans are made for the city of London, including promoting the *Vision Zero* action plan that seeks to eliminate all deaths and serious injuries on London's transport system.
- 2.6. *The London Freight Plan (2007)* identifies FORS, DSPs and CLPs as key tools for delivering freight more sustainably in London, including to help achieve a vision for the safe, reliable and efficient movement of freight and servicing trips to, from and

within London, that will support the economy in balance with the needs of other transport users as well as environmental consideration.

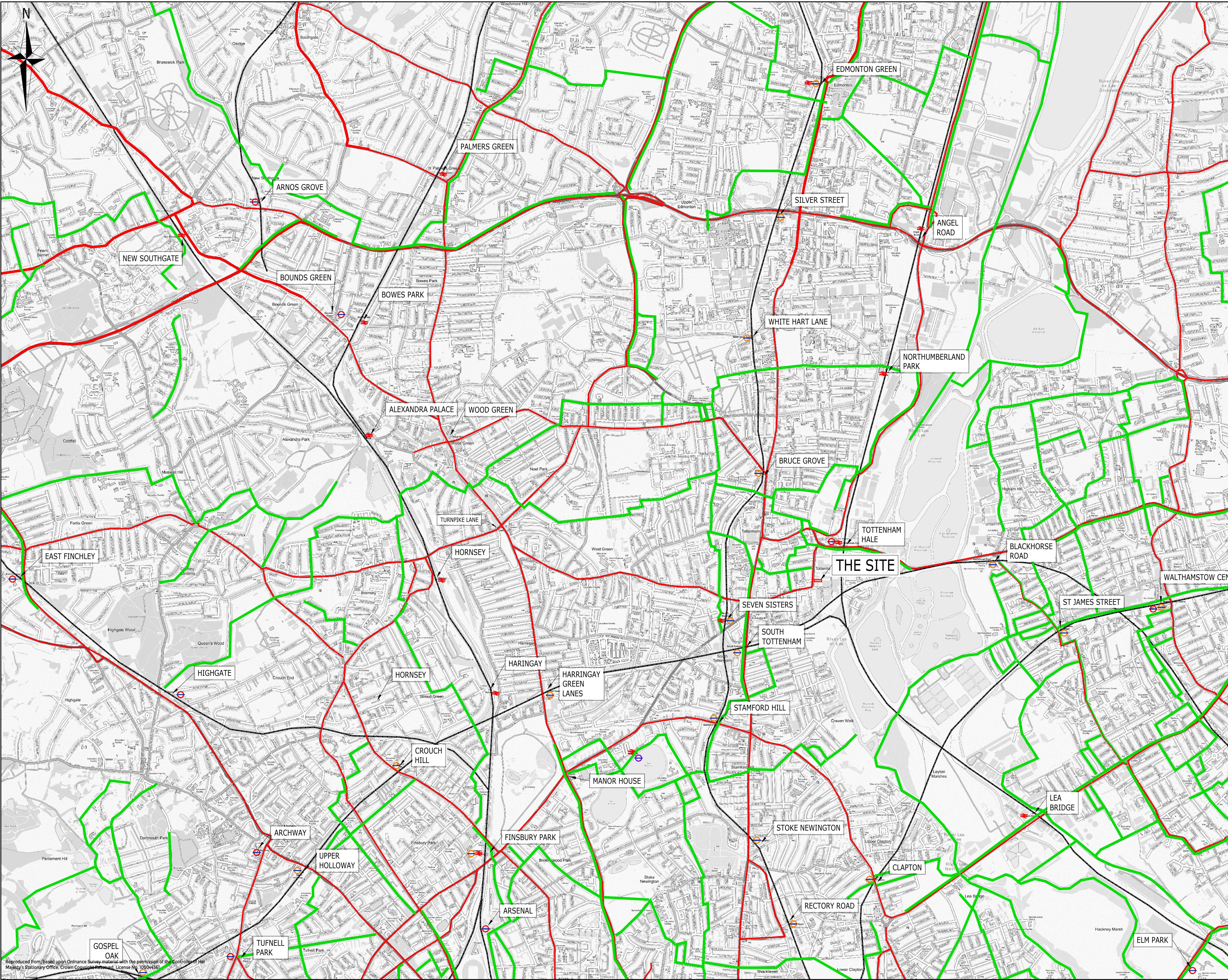
- 2.7. Policy T7 of the *London Plan* (2021) relates to construction and freight activity, including the requirement for CLPs to be prepared following TfL guidance in a way which reflects the scale and complexities of developments.
- 2.8. FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally friendly and its importance is recognised within the *Mayor's Transport Strategy* as well as the *London Plan*.
- 2.9. The document *Construction Logistics Planning Guidance* has been prepared by TfL to provide a consistent framework for the preparation of CLPs within London. The guidance has been adapted since first release by CLOCS for UK-wide implementation, with contribution and support in the preparation of the guidance provided by a range of companies, institutions and bodies, including High Speed 2 (HS2) Ltd, London Councils, FORS and WestTrans.
- 2.10. The latest version of the guidance was released in March 2020 and included the UK-wide adaptations and has been utilised in preparing this Outline CLP.

Context Maps

- 2.11. The surrounding area has been considered in the context of this CLP within **Drawing Number 2206940-001** (Regional Context) and **Drawing Number 2206940-002** (Local Context) below.

Context Maps

Construction Logistics Plan – Regional Context Map

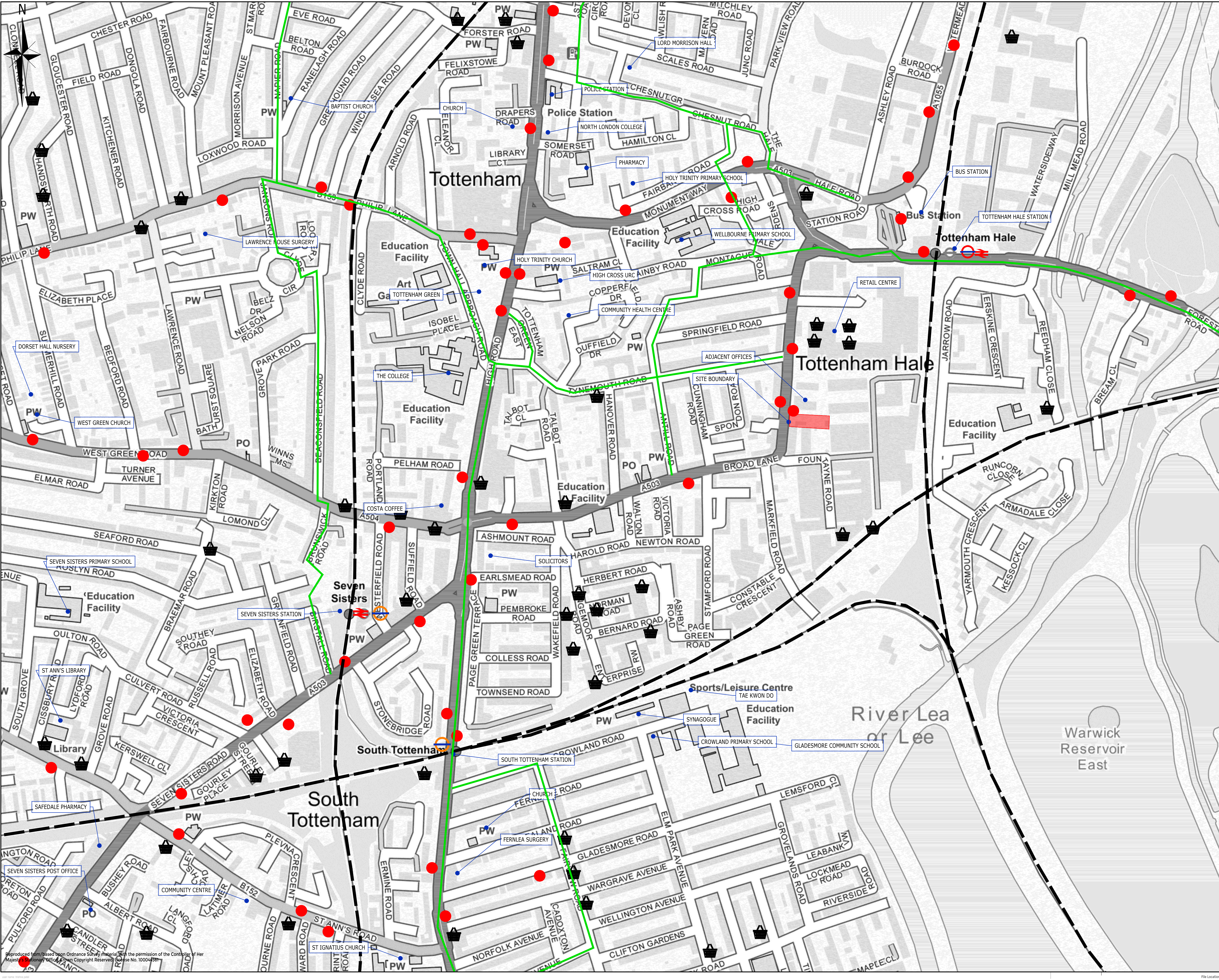


- KEY:
- SITE BOUNDARY
 - A ROAD
 - CYCLE ROUTE
 - RAILWAY LINE
 - RAILWAY STATION
 - UNDERGROUND STATION
 - ELIZABETH LINE STATION
 - LONDON OVERGROUND

DRAFT

Rev	Description	Drn	Chk	App	Date
ARDENT CONSULTING ENGINEERS Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk worksafe consultant www.amsad.co.uk SSIP NO NEW BUILDING VERTICAL CERTIFICATION SSIP MEMBER OF THE INSTITUTION OF STRUCTURAL ENGINEERS					
Client					
BROAD LANE PROPERTIES LTD					
Project Title					
BROAD LANE, HARINGEY					
Drawing Title:					
REGIONAL CONTEXT PLAN					
A1 Scale 1:15000		Date 12-12-22		Designed by TP	
Drawn by TP		Checked by PR		Approved by DH	
Drawing Number 2206940-001					Rev -

Construction Logistics Plan – Local Context Map



KEY:

SITE BOUNDARY

BUS STOP

SHOP / RETAIL AREA

ROUTE TO / FROM SITE

CYCLE ROUTE

RAILWAY LINE

RAILWAY STATION

UNDERGROUND LINE

LONDON OVERGROUND

DRAFT

Rev	Description	Dwn	Chk	App	Date																			
ARDENT CONSULTING ENGINEERS Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk worksafe consultant SSIP Client BROAD LANE PROPERTIES LTD Project Title BROAD LANE, HARINGEY Drawing Title LOCAL CONTEXT PLAN <table><tbody><tr><td>A1 Scale</td><td>1:3000</td><td>Date</td><td>15/12/22</td><td>Designed by</td><td>TP</td></tr><tr><td>Drawn by</td><td>TP</td><td>Checked by</td><td>PR</td><td>Approved by</td><td>DH</td></tr><tr><td>Drawing Number</td><td colspan="4">2206940-002</td><td>Rev</td><td>-</td></tr></tbody></table>						A1 Scale	1:3000	Date	15/12/22	Designed by	TP	Drawn by	TP	Checked by	PR	Approved by	DH	Drawing Number	2206940-002				Rev	-
A1 Scale	1:3000	Date	15/12/22	Designed by	TP																			
Drawn by	TP	Checked by	PR	Approved by	DH																			
Drawing Number	2206940-002				Rev	-																		

Reproduced from/based upon Ordnance Survey material with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright Reserved. (License No. 10004589)

File Location: y:\ardent\projects\2206940 - broad lane, haringey\technical\local\drawings\2206940-002 local context plan.dwg

Local Access Including Highway, Public Transport, Cycling and Walking

Highways, Carriageways and Footways

- 2.12. Broad Lane currently operates as a single carriageway road that is subject to a 20mph speed limit. Wide footways are present on both sides of the carriageway as well as street lighting placed at regular intervals along the network. A shared footway / cycleway is present on the eastern side of the carriageway. Broad Lane also provides access to the surrounding area and the wider highway network.
- 2.13. The entirety of Broad Lane is part of the Transport for London Road Network (TLRN) red route and most surrounding roads are subject to double red lines.
- 2.14. There are a number of crossing points in proximity of the site along Broad Lane that are equipped with dropped kerbs and tactile paving.
- 2.15. The surrounding road network is subject to extensive parking restrictions and is located within the LBH Controlled Parking Zone (CPZ) "Seven Sisters" which is enforced Monday to Saturday 8am – 6:30pm only allowing permit holders to park within restricted hours. Elsewhere, parking is restricted by double red lines and yellow lines on the approach to junctions and at driveway entrances.

Railway/Underground

- 2.16. Tottenham Hale Underground Station is the nearest station, located approximately 530m to the north the site, around a 6-minute walk away. The site is not therefore abutting a railway line or a local station and as such construction will have no bearing on the operation of railways.

Bus Routes

- 2.17. The closest bus stops are located to the north of the application site on Broad Lane, within a 65m (1-minute) walk from the site and opposite the site. These bus stops are provided with bus shelters with seating, bus flags and bus cages, and are served by a number of bus services.
- 2.18. Whilst the bus stops are located close to the site, it is not envisaged that the construction works will have a bearing on the operation of the bus services nor the

infrastructure itself. However, the bus infrastructure does present construction workers with good opportunity to travel by bus.

Cycle

2.19. There is a good provision of cycle routes in the local area, with cycle infrastructure provision provided along Broad Lane and in the surrounding area. The shared cycle and footway are located on the eastern side of carriageway is present along the western frontage of the site.

2.20. The extensive cycling network surrounding it does present construction workers a good opportunity to travel to the site via cycle.

Considerations and Challenges

Adjacent Offices

2.21. The adjacent offices are located on Broad Lane directly to the north of the site. There are double red line waiting restrictions across the western frontage of the college and is part of the TRLN. The car park is located off-street, adjacent to the main building and is accessed via the private road which forms a minor arm off Broad Lane.

2.22. It is expected that vehicles will route through the private road due to the TLRN nature of Broad Lane. Currently, vehicles accessing offices and neighbouring commercial sites utilise this access for the managed car park. It is not envisaged that these arrangements would be changed or impacted as a result of construction and as such there will be no impact on the operation of the college during construction activity.

Shared Cycleway / Footway

2.23. A shared footway /cycleway is located along the western frontage of the site on Broad Lane. This measures in excess of 4m, with 1.5m worth of cycleway and an additional 2m (average) of footway, allowing for plentiful space for pedestrians and cyclists.

2.24. Construction activity will take place on-site but is expected to interact with this section of the shared footway/cycleway on Broad Lane. It is thought that the during

construction the development will be brought out further to the west, resulting in a reduced footway / cycleway. Nevertheless, the cycleway / footway will remain open, and due regard has been given to the safety users as part of this report.

Public Relations

- 2.25. A Community Liaison Officer will be appointed to mitigate and resolve any issues and difficulties with locals. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours, and to minimise impacts from construction on our neighbours.
- 2.26. This CLP has prepared a strategy for preventing potential issues, however any difficulties encountered during construction will be reported/recorded in a log and resolved through the use of a dedicated construction telephone help line and a development construction website to set out status of the build to keep locals informed of progress. The helpline number will be incorporated on hoarding to facilitate contact when required and referenced in the newsletter as detailed below.
- 2.27. A monthly newsletter will be prepared to advise of current construction progress and to set out the works to follow over the coming months to ensure residents are kept informed of status. The newsletter will also provide contact details for any issues to be raised with the build as it progresses to allow a review of practices if necessary to resolve.

3. Construction Programme and Methodology

3.1. The works associated with the development are envisaged to start in 2023 and would take up to approximately a year and a half to complete in full. Full details of construction timings will be provided within the Detailed CLP.

3.2. There will be various construction stages and preliminary details of these are provided utilising guidance provided by the TfL CLP tool.

3.3. The construction will be broken down into six stages with details of activities to be undertaken for each stage provided below (following the same headers as the CLP tool). Please note that full details of construction activities will be provided within the Detailed CMP:

1. Site setup and demolition;

- Hoarding erection
- site strip and reduce levels
- establishment of temporary services and basic welfare facilities

2. Basement excavation and piling;

- Formation of pile mat
- BOA works to sewers
- Piling

3. Substructure;

- Pile caps
- Drainage
- Installation of utility / service distribution network
- GF slab formation

4. Super-structure;

- RC frame to all cores
- Steel truss installation to form roof(s)

5. Cladding;

- Scaffold erection
- SFS wall structures
- Window installation
- Brickwork
- Pre-cast elements of elevation & exoskeleton
- Bolt on balconies

6. Fit-out, testing and commissioning.

- Blockwork & Drylining to form internal walls
- Standard residential fit out works (M&E fixes, joinery, kitchen, bathroom, tiling, decoration)
- Specialist fit out works to returned assets (M&E fixes, joinery, wall & floor finishes)
- Specialist Energy Centre installation and infrastructure works

3.4. The preliminary anticipated program for the work has been estimated, with associated mitigation measures considered within this document.

3.5. This information will be expanded upon and confirmed when a contractor is in place to expand on the details provided within this Outline document with suitable liaison with TfL/LBH as appropriate. However, the total construction period is anticipated to be one and a half years to complete from initial site setup to fit out.

3.6. General site working hours are envisaged to be as follows and will be written into all supply chain sub-contractor orders:-

- Monday to Friday - 08:00 to 18:00 hours
- Saturday - 08:00 to 13:00 hours
- Sundays and Bank Holidays - No working to take place

- 3.7. The profile of vehicle deliveries anticipated to serve the site on a typical day is reflected in the TfL CLP spreadsheet tool attached at **Appendix A**, and which has been completed utilising the above working hours to generate.
- 3.8. These programme details are preliminary at this stage but will be confirmed in full in preparation of the Detailed CLP and in consultation with TfL/LBH as appropriate.
- 3.9. The full output from the TfL CLP Tool is provided at **Appendix A**, including details of anticipated timeline/programme, size of works and details of the developer contact that completed the tool input.

Construction phase	Start	End
Site setup and demolition	Sep-2023	Sep-2023
Basement excavation and piling	Sep-2023	Oct-2023
Sub-structure	Nov-2023	Apr-2024
Super-structure	May-2024	Sep-2024
Cladding	Sep-2024	Dec-2024
Fit-out, testing and commissioning	Sep-2024	Feb-2025

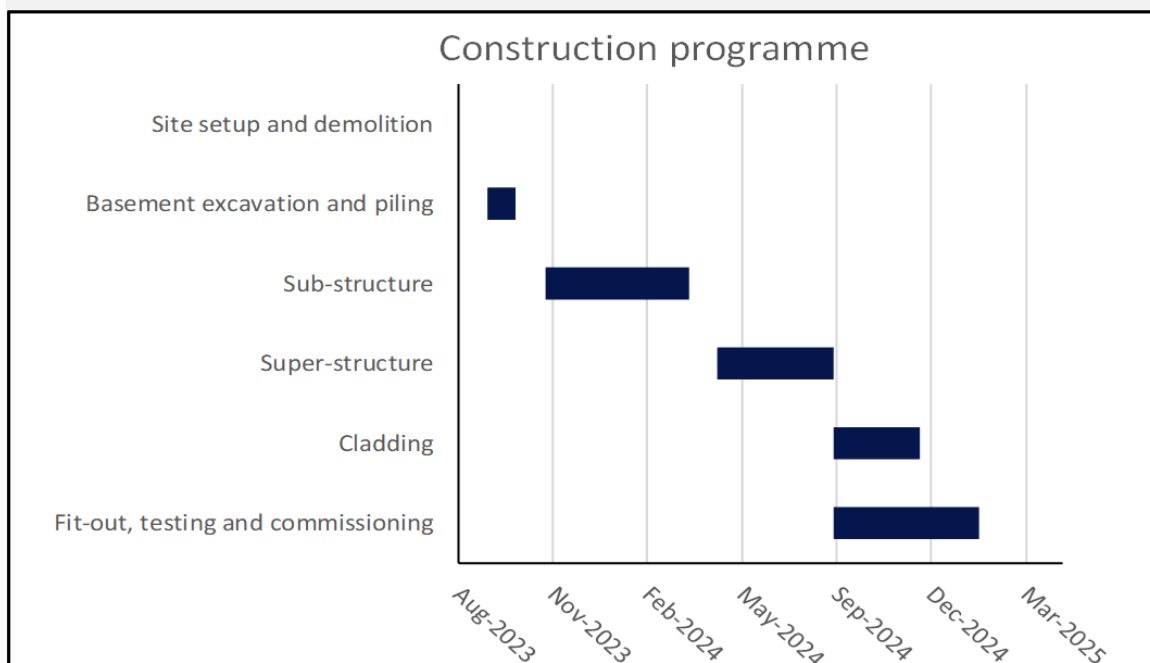


Plate 3.1: Construction Program (Output from CLP tool)

3.10. Broad Lane Properties Limited are committed to suitably controlling and monitoring the build at the site and a Detailed CLP will be prepared to provide site specific information on build as the scheme progresses, as is detailed within **Section 7.0**.

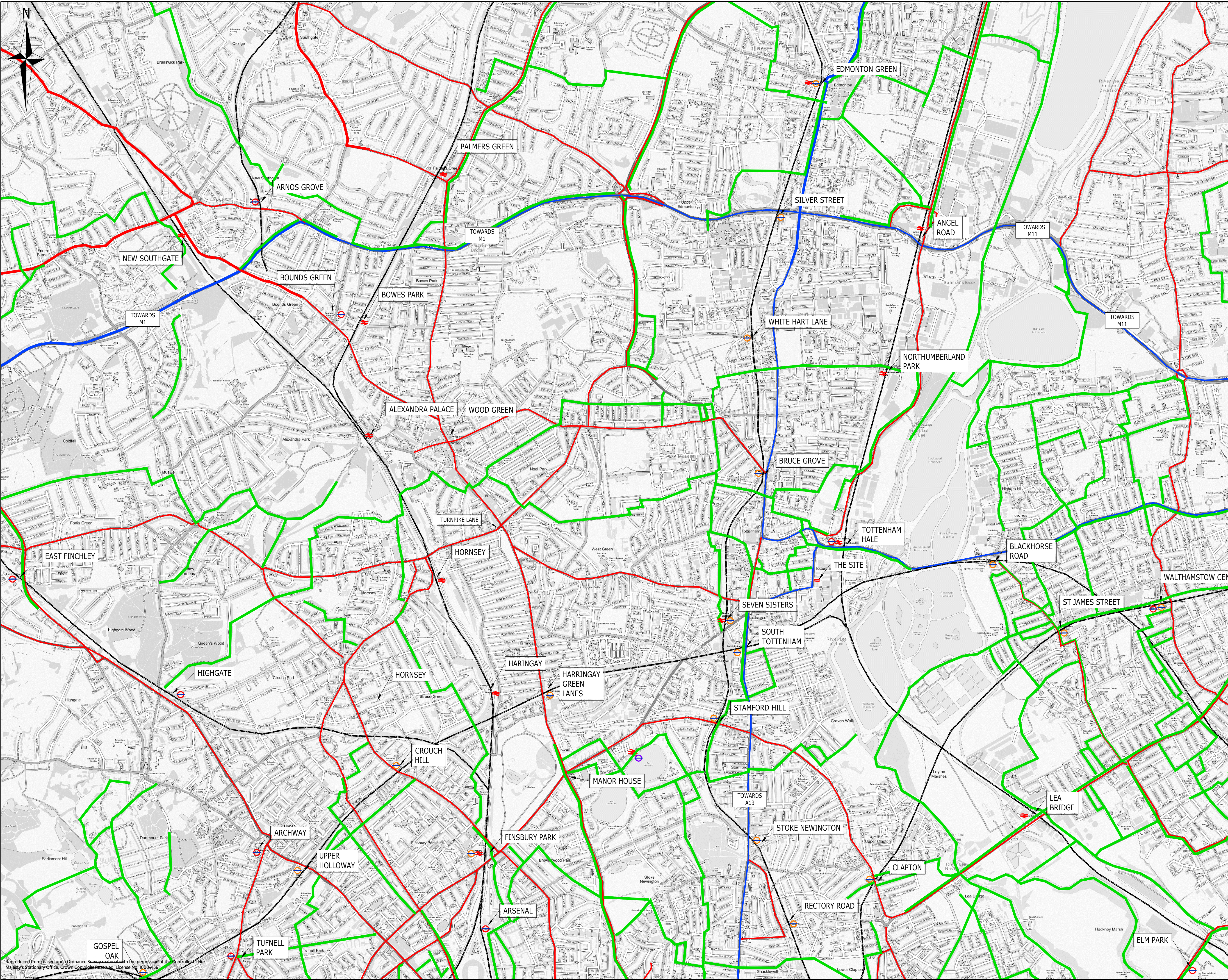
4. Vehicle Routing and Access

- 4.1. This section of the CLP considers the routing of construction traffic to and from the site in the context of surrounding community considerations. The routing strategy adopts the principles designed to minimise impact locally, as is discussed in the following paragraphs.

Regional Routing & Access

- 4.2. Access to the site is feasible via a number of key strategic routes. Onward connectivity to the M11 and M25 is feasible utilising the A406 to the north, in addition to the A10.
- 4.3. There are options for vehicle routing using principal roads subject to the point of origin of vehicles from the wider area. These roads accommodate regular bus and delivery vehicle movements and are therefore suitable to accommodate construction vehicle associated with the site.
- 4.4. In light of the above, it is considered that the road network will be able to accommodate the movements of construction vehicles associated with the site. This is however subject to the Detailed CLP and confirmation of exact construction methodology / vehicle requirements following appointment of the contractor.
- 4.5. Vehicle routing and regional considerations are shown below (**Drawing Number 2206940-003**).

Construction Vehicle Routing – Regional Context Map



- KEY:
- SITE BOUNDARY
 - A ROAD
 - CYCLE ROUTE
 - RAILWAY LINE
 - ROUTE TO / FROM SITE
 - RAILWAY STATION
 - UNDERGROUND STATION
 - ELIZABETH LINE STATION
 - LONDON OVERGROUND

DRAFT

Rev		Description	Drn	Chk	App	Date
ARDENT CONSULTING ENGINEERS Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk worksafe consultant www.amsad.com SSIP ISO 9001 REGISTERED COMPANY ASSISTED PROVIDER OF STRUCTURAL CERTIFICATION 						
Client						
BROAD LANE PROPERTIES LTD						
Project Title						
BROAD LANE, HARINGEY						
Drawing Title						
REGIONAL CONTEXT PLAN						
A1 Scale		Date	Designed by			
1:15000		12-12-22	TP			
Drawn by		Checked by	Approved by			
TP		PR	DH			
Drawing Number			2206940-003			Rev
						-

Local Routing & Access

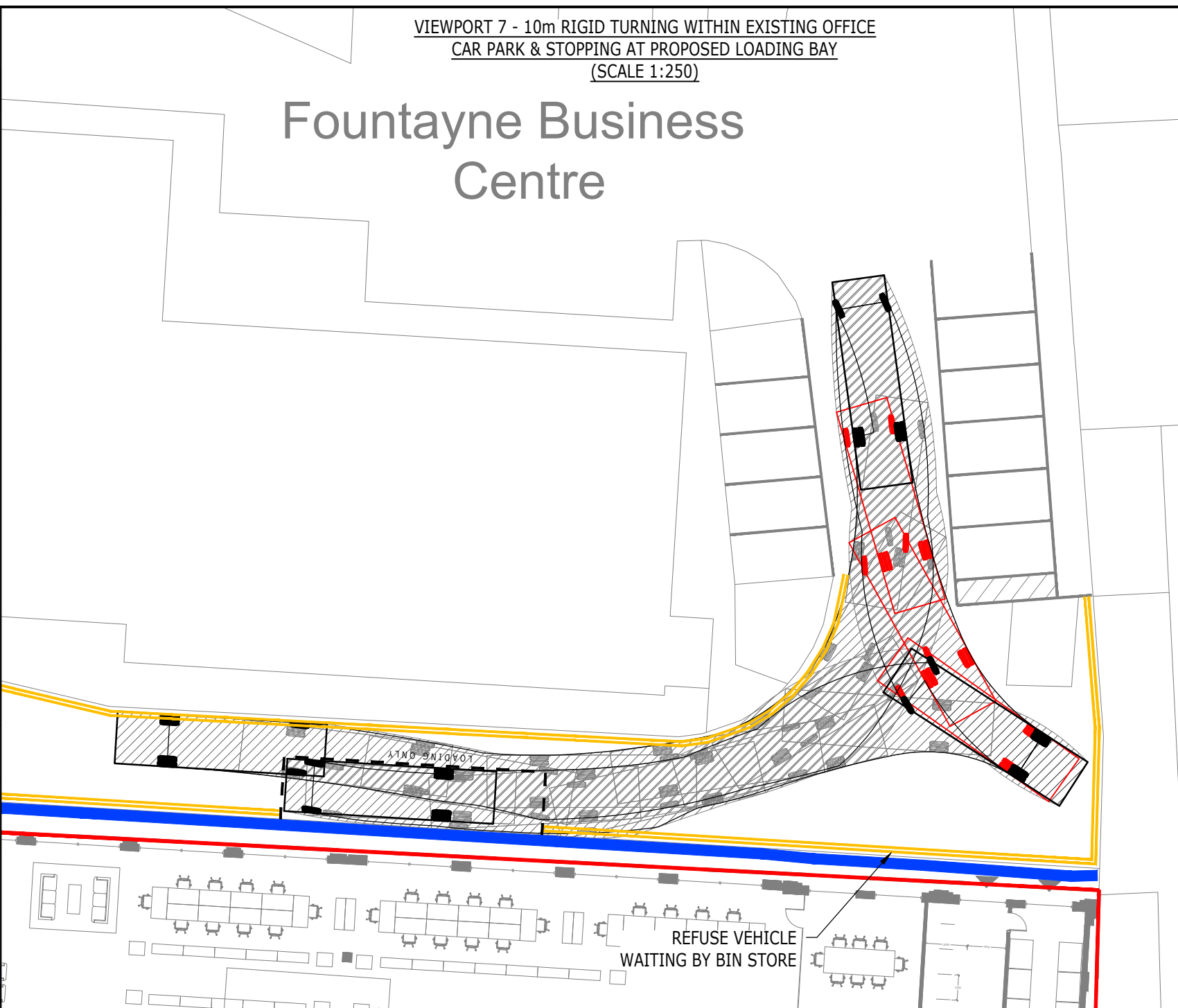
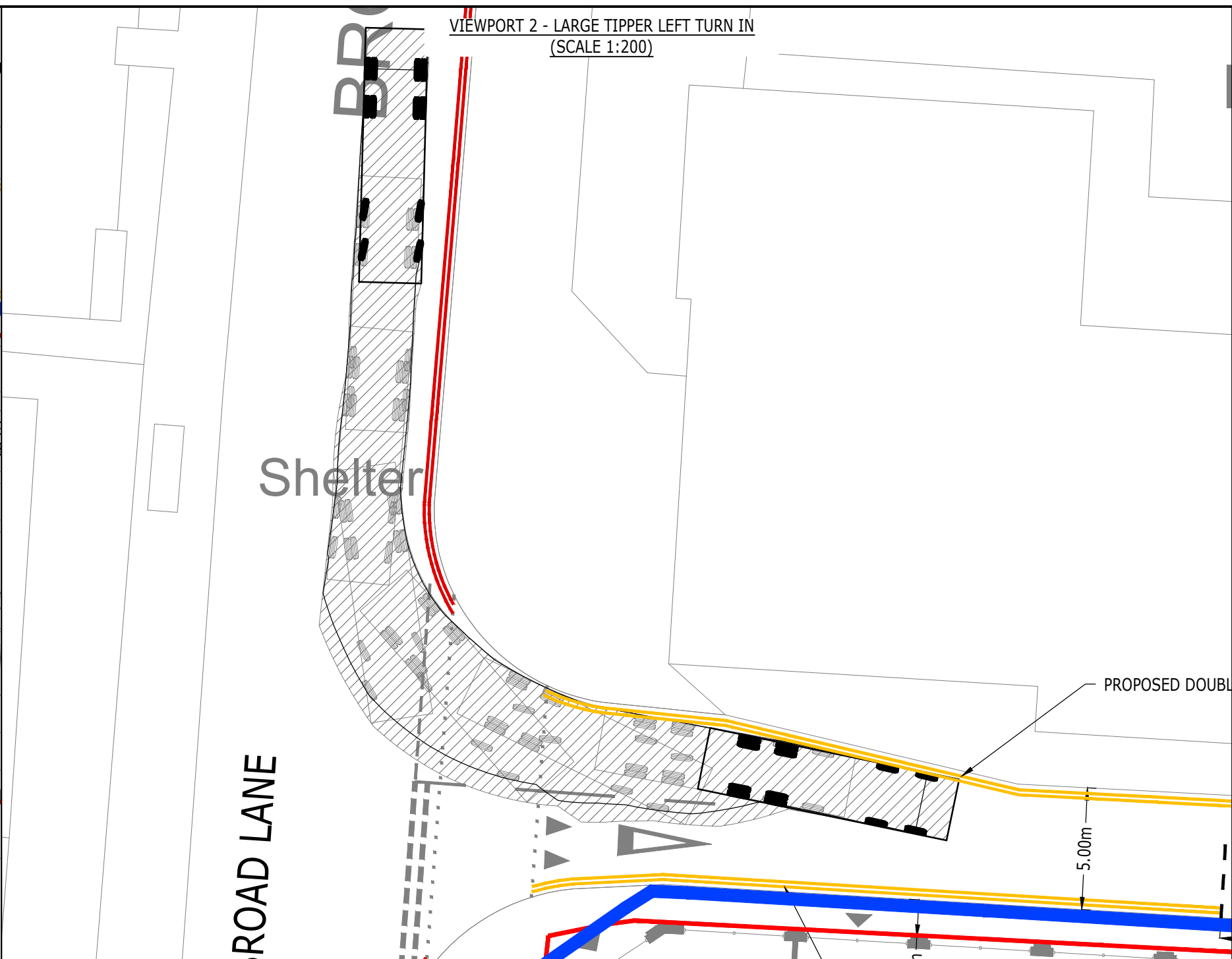
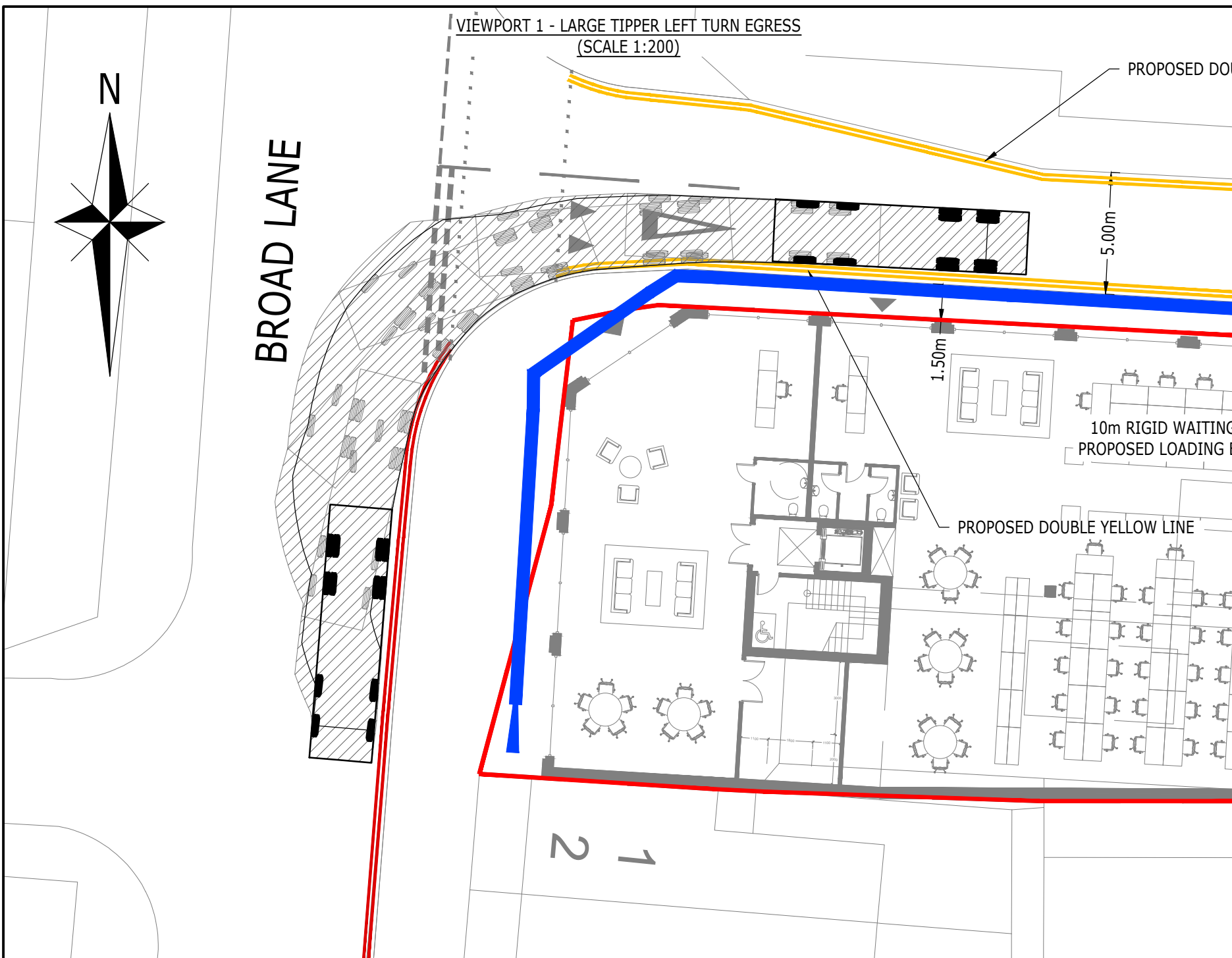
- 4.6. Vehicles can approach the site from both the north and south on Broad Lane, turning right/left into the adjacent private road, and undertaking a reverse manoeuvre before leaving in forward gear.
- 4.7. Access to the site will be via Broad Lane to the west of the site. Broad Lane provides a key route that extends to the southwest connecting to the A10 and northwards this road connects to the A503. Both of these routes provide an opportunity to access the wider surrounding area.
- 4.8. The routing strategy allows for a one point entry / exit system as no vehicle will be permitted to stop along Broad Lane. The routing adopted is the most direct available from major roads in the vicinity and minimises routing through residential areas.
- 4.9. Vehicle routing and local considerations are shown below (**Drawing Number 2206940-004**).

Construction Vehicle Routing – Local Context Map

Site Access

- 4.10 For site setup, access via the existing point is proposed with vehicles anticipated to be accommodated on-site.
- 4.11 With respect to construction, as shown in **Drawing Number 2206940-006A** the access strategy involves vehicles permitted to turn onto the private road stop at the far end of which will also act as small turning head.
- 4.12 In order to accommodate this arrangement, the shared cycleway / footway that fronts the development on the western edge on Broad Lane is expected to be reduced in width. Associated signage will be implemented, and pedestrians will be guided to the along the footway.
- 4.13 Traffic marshals will also be present to oversee all arrival and departure manoeuvres to ensure no conflict will occur between construction related traffic and members of the public.
- 4.14 In terms of pedestrian access for construction workers, this will be subject to detailed plans of the construction set up being developed (as part of the Detailed CLP) but there should be no issue in providing this from Broad Lane and the private road.

Construction Access Swept Path Drawing



KEY:

- RED LINE BOUNDARY
- HOARDING LINE

VEHICLES USED:

FTA Design Rigid Vehicle (1983)

Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.500m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	12.000m

Large Tipper

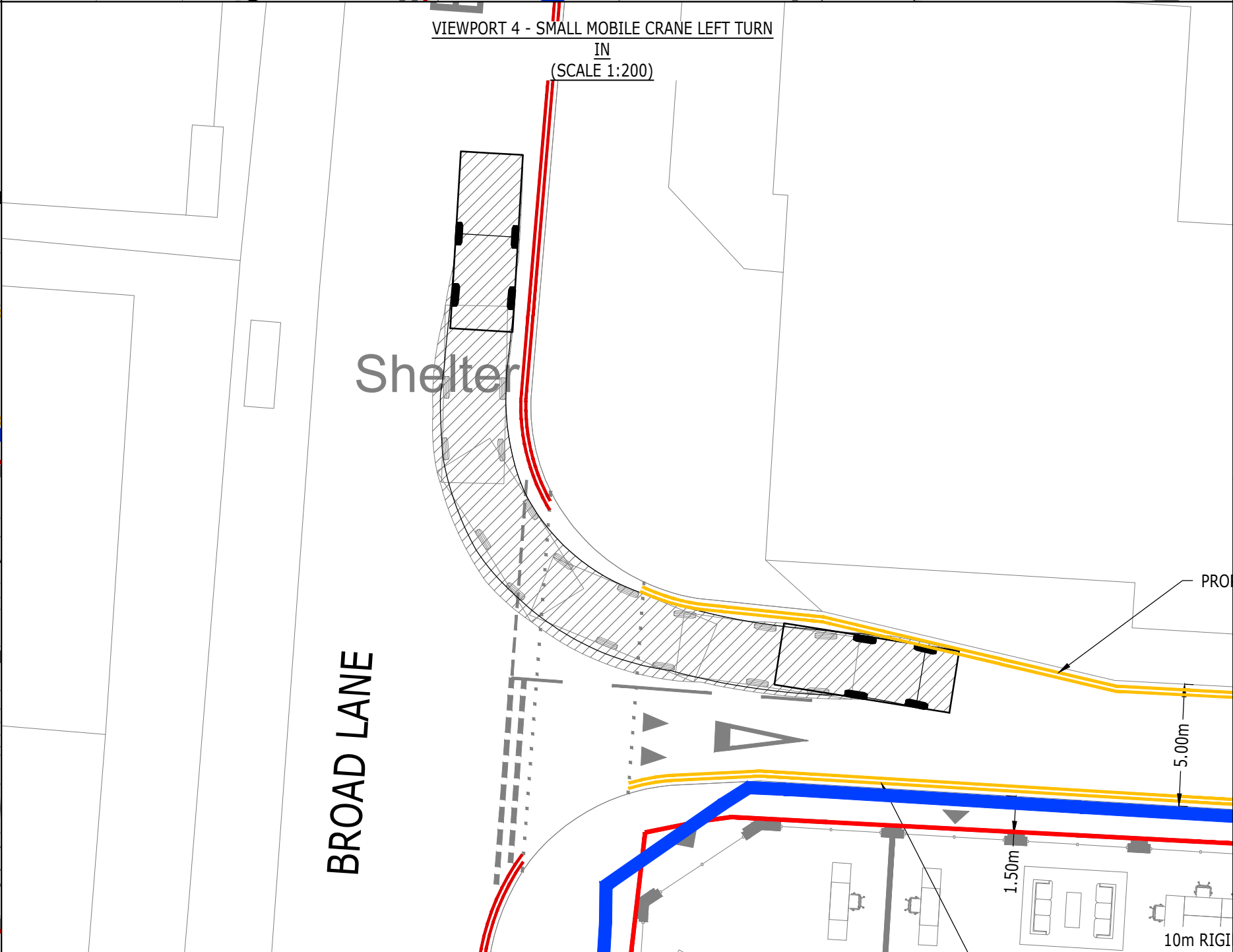
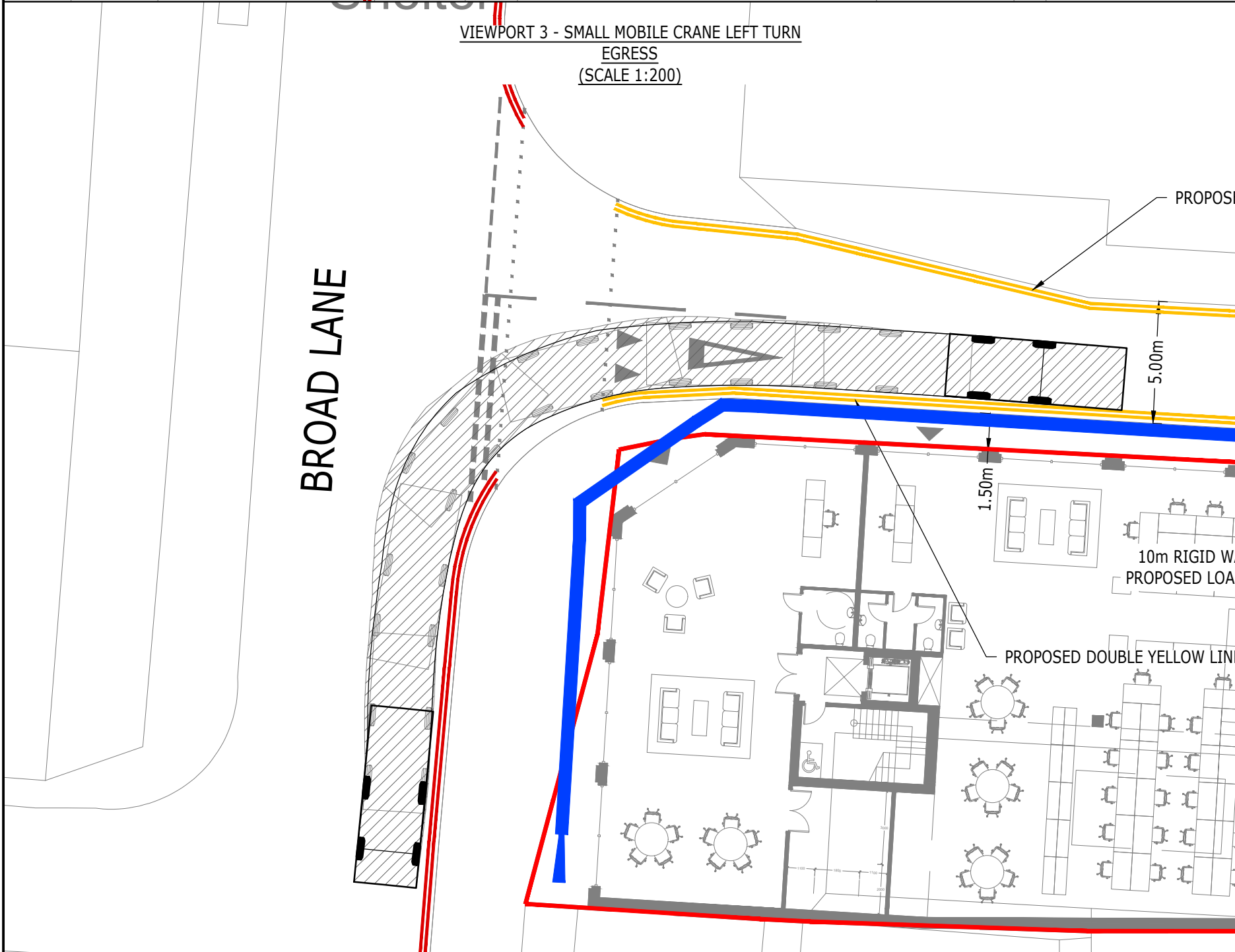
Overall Length	10.201m
Overall Width	2.500m
Overall Body Height	2.893m
Min Body Ground Clearance	0.427m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Small Mobile Crane

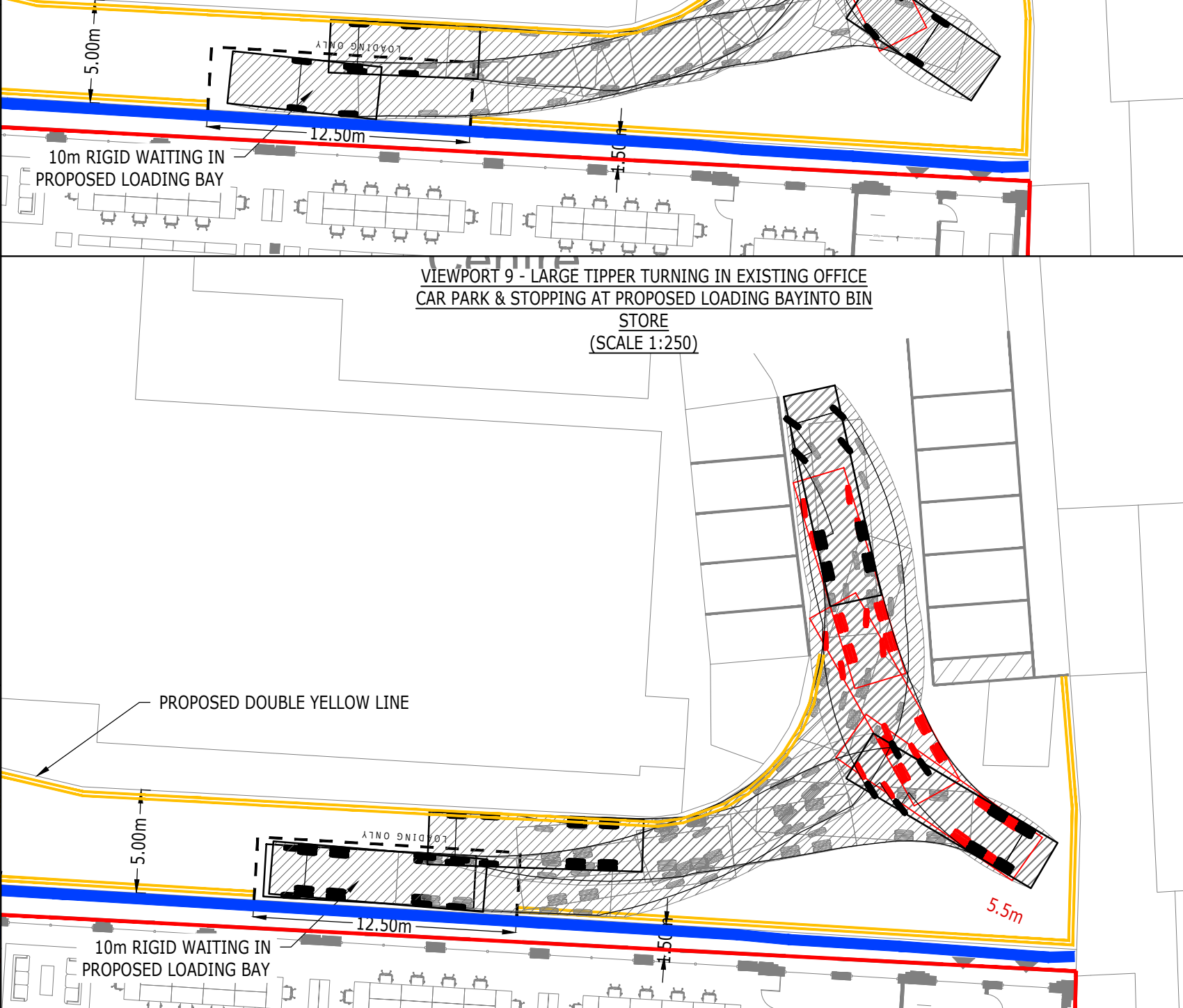
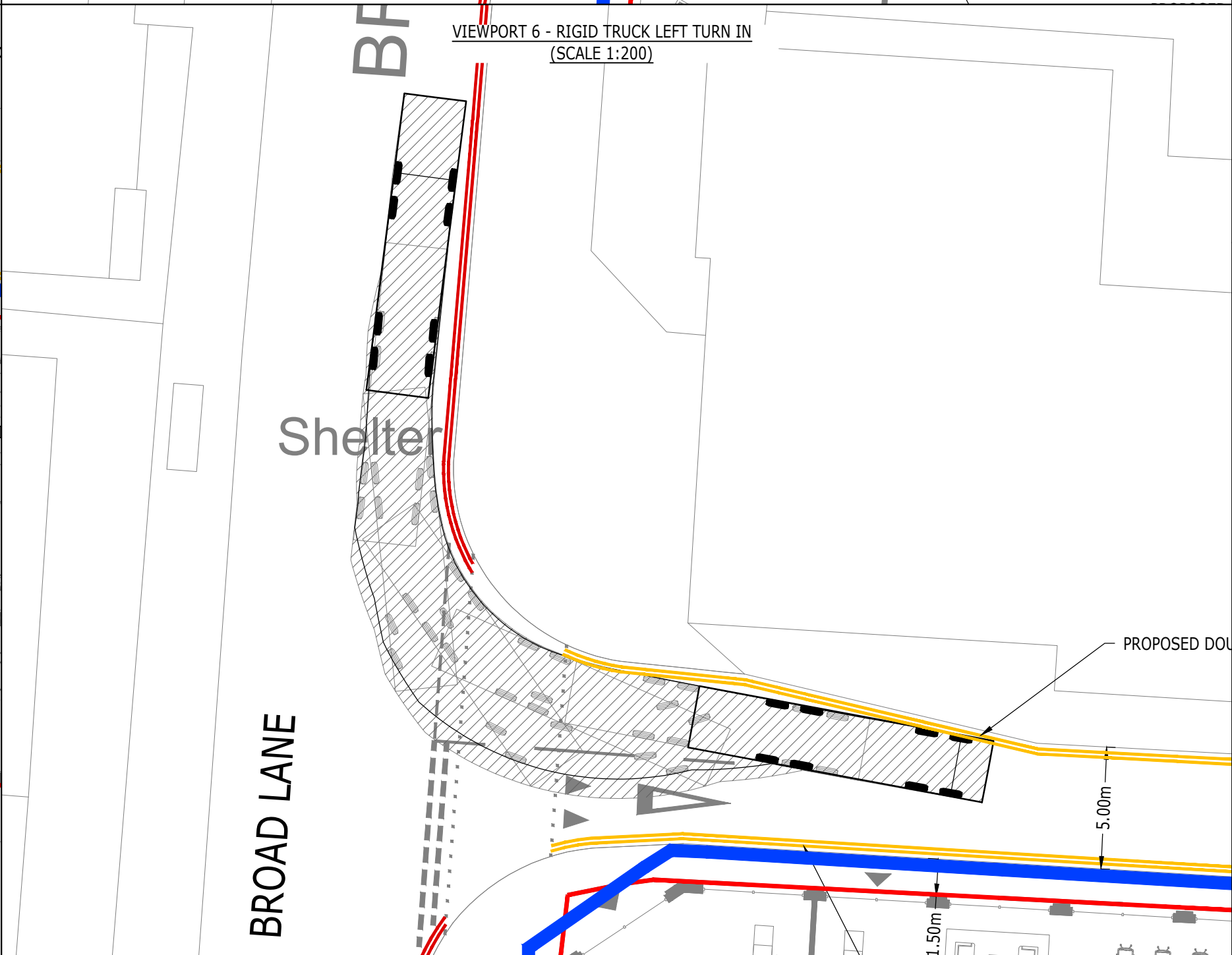
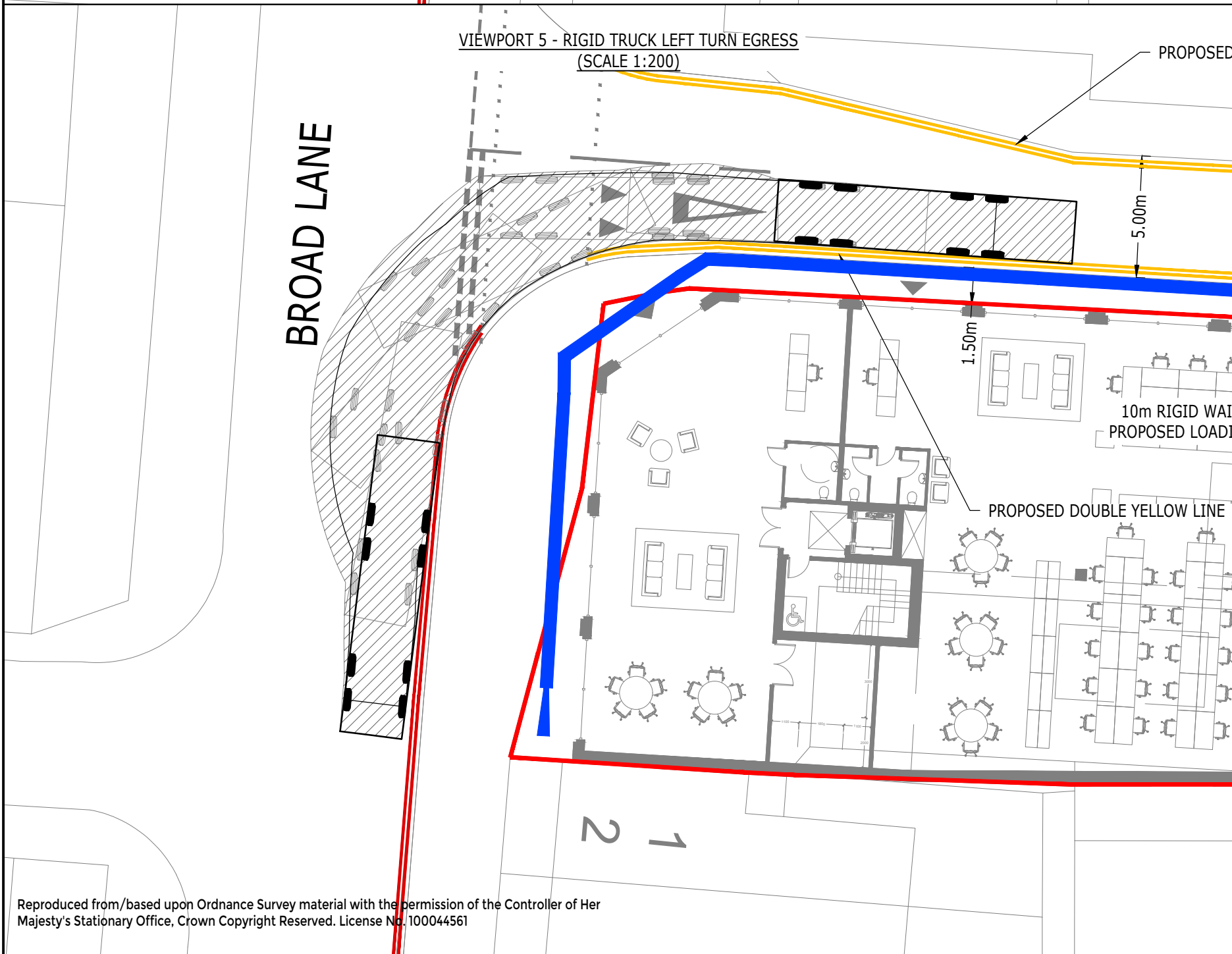
Overall Length	7.110m
Overall Width	2.500m
Overall Body Height	2.500m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.800m

NOTES:

- EXISTING PARKING SPACES INDICATIVELY PLOTTED BASED ON GOOGLE EARTH IMAGERY.
- BASED ON THE GROUND FLOOR PLAN RECEIVED FROM MARK SMITH ARCHITECTS ON 20/02/2023.
- SEE ARCHITECTS PLAN FOR PROPOSED INTERNAL LAYOUT.



DRAFT



ARDENT CONSULTING ENGINEERS

Third Floor
The Hallmark Building
52-56 Leadenhall Street
London
EC3M 5JE

Tel: 020 7680 4088
Web: www.ardent-ce.co.uk
E-mail: enquiries@ardent-ce.co.uk

Client: BROAD LANE PROPERTIES LIMITED

Project Title: BROAD LANE, HARINGEY

Drawing Title: CONSTRUCTION SWEEP PATH ANALYSIS

At Scale	Date	Designed by
AS SHOWN	DEC 2022	TP
Drawn by	Checked by	Approved by
TP	PR	DH

Drawing Number: 2206940-006

Rev: A

5. Strategies to Reduce Impacts

5.1. A summary of measures considered and now adopted for the Detailed CLP are presented in **Table 5.1** on the basis that the site can be considered a high impact site as referenced by the TfL CLP guidance.

Planned Measures	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	x		
Adherence to designated routes	x		
Delivery scheduling	x		
Re-timing for out of peak deliveries	x		
Re-timing for out of hours deliveries	x		
Use of holding areas and vehicle call off areas		X	
Use of logistics and consolidation centres		X	
Vehicle choice		X	
Measures to encourage sustainable freight			
Freight by Water			x
Freight by Rail			x
Material procurement measures			
DfMA and off-site manufacture		X	
Re-use of material on site		X	
Smart procurement		X	
Other Measures			
Collaboration amongst other sites in the area	x		
Implement a staff travel plan	x		

Table 5.1: High Impact Site Planned Measures

Measures Influencing Construction Vehicles and Deliveries

Safety and Environmental Standards and Programmes

5.2. All suppliers that the contractor/developer employs, will be obligated to adhere to a number of safety and environmental standards and programmes. The exact standards required will be confirmed as part of the Detailed CLP, but these are likely to comprise the following:

- Construction Logistics and Community Safety (CLOCS);
- Fleet Operator Recognition Scheme (FORS) Silver; and
- HGV Direct Vision Standard.

5.3. In addition to the above, it is recommended that certain measures are put in place that ensures that vehicles travel to the site safely and efficiently. For example, some contractors pay suppliers per load, and this can encourage reckless / unsafe driving

to maximise the number of loads that can be achieved. In lieu of this, it is proposed that suppliers have a set number of deliveries with no extra fee for bonus loads.

Adherence to Designated Route

- 5.4. The routes outlined within this report, once agreed with LBH and TfL, will be adhered to by any supplier and contractor. The requirement to adhere to agreed routes will be written into appointment contracts as appropriate. Details of designative routes will be incorporated into delivery orders, so drivers have these requirements ready for their delivery.
- 5.5. It is proposed that there will be a “yellow card” style system utilised to warn any drivers deviating from designated routes. Should variation from the agreed route be identified, the driver will be identified and “given a yellow card” warning about future conduct. Should a further transgression occur, that driver will not be able to deliver to the site and be involved in further deliveries until they have passed a test confirming knowledge of the correct routing that must be adopted and in the understanding that any future deviation from the agreed routing will result in a ban from the construction.

Delivery Scheduling

- 5.6. Through the works any vehicles travelling to the site for deliveries will be booked in advance to ensure that no congestion occurs within the vicinity of the site. The scheduling of vehicles has been carefully considered in detail for the element of works specifically the subject of this iteration of the Outline CLP, and the design of on-site loading and waiting areas designed to ensure there is no requirement for any vehicles to wait on-street in the vicinity.
- 5.7. When vehicles arrive and depart the site, an accredited banksman will oversee each manoeuvre to ensure that these manoeuvres are being undertaken safely and work is being carried out properly.
- 5.8. A delivery management system is being adopted to control vehicle access and deliveries by contractors, implemented by the logistics manager. This will detail as appropriate vehicle routes and timeslots for each vehicle arrival, dwell time

(anticipated to be up to around 20mins per vehicle) and associated routes and restrictions.

- 5.9. Copies of the routing arrangements as incorporated within **Section 4.0** will be provided to contractors for distribution to their drivers, thereby ensuring all drivers are suitably advised of the approved routes to/from the site. Routing arrangements as agreed will be written into appointment contracts as appropriate to ensure suppliers adopt the appropriate routing strategies.

Re-timing for Out of Peak Deliveries

- 5.10. The current anticipated delivery profile to serve the site is dispersed through the day which will reduce peak hour impact and reduce the potential for multiple vehicles arriving at the same time.

Re-timing for Out of Hours Deliveries

- 5.11. Certain deliveries may also require deliveries out of the designated construction hours. For example, the deliveries of cranes tend to be located out of hours as the impact on the local highway network could be significant / require lane closures.
- 5.12. For the initial stages covered within this Outline CLP, no abnormal loads are anticipated that might require re-timing for out of hours, however for some later elements of work these may be required.

Use of Holding Areas and Vehicle Call Off Areas

- 5.13. Under the initial elements of works that are the focus of this Outline CLP, there are no off-street areas available for vehicles to wait and load without impacting upon local streets since they will not be required to stop on local streets.
- 5.14. As detailed in **Section 6.0**, based on the calculated number of vehicles travelling to site, sufficient space is available within the hoarding line to accommodate peak vehicle demand under these elements of works, with circa 2-3 vehicles in an hour anticipated to serve the site able to be accommodated on site at any one time.
- 5.15. Since all vehicles will be accommodated within the hoarding line of the site there is no requirement for a holding area or call off area locally.

Use of Logistics and Consolidation Centres

5.16. The use of consolidation centres will be explored utilising TfL's document "The Directory of London Construction Consolidation Centres" as part of the Detailed CLP.

5.17. The use of consolidation centres will be reviewed and considered to meet the needs of the site as the proposals progress further. Their use is ultimately the decision of the Contractor and developer and whilst not likely to be useful for the very initial elements of work, they will be considered during subsequent elements of work to understand whether use of such centres will be useful to support the build.

Vehicle Choice

5.18. For the initial elements of work, the use of higher payload vehicles to reduce the number of vehicles visiting the site will be considered.

Measures to Encourage Sustainable Freight

Freight by Water

5.19. There are no accessible waterways in the vicinity of the site that could be utilised in order to reduce the impact of construction vehicles on local residents.

Freight by Rail

5.20. There are no accessible railways that could be utilised in order to reduce the impact of construction vehicles on local residents.

Material Procurement Measures

DfMA and Off-site Manufacture

5.21. The potential for Design for Manufacture and Assembly (DfMA) and off-site manufacture will be explored to help reduce the level of traffic throughout the works.

Re-use of Material On-site

5.22. During all phases, suitable on-site measures will be put in place to maximise recycling potential. The contractors will aim to maximise the recycling of materials within the development, thereby minimising vehicles carrying waste whilst also

benefiting the environment. This may involve using materials within the site or for materials to be taken off-site to recycling facilities.

Smart Procurement

5.23. Materials used to construct the development could be locally sourced (where practical) to reduce the distance travelled from the suppliers to the site, and also to boost the local economy. Similarly, where feasible local labours will be sourced to minimise travel and encourage that is being undertaken to be via sustainable modes.

Other Measures

Collaboration Amongst Other Sites in the Area

5.24. As part of the consultation of this Outline CLP, it is envisaged that LBH will advise on any sites in the surrounding area with which collaboration could be sought. This will include sharing deliveries or other sites utilising materials that are no longer needed (e.g. muck, etc), and vice versa.

5.25. Further consideration will be made during the development of the Detailed CLP.

Implement a Staff Travel Plan

5.26. There will be no parking provided at the site, and it is expected that general construction staff travel will be undertaken using local public transport facilities, as well as utilising the good cycle links in the area.

5.27. To help enforce the sustainable travel aspirations of the site, a summary of local public transport options is to be provided to construction staff via induction training as appropriate in the form of a Staff Travel Plan. This requirement will be relayed to management of contractors in order that they can suitably arrange for distribution of materials to staff.

6. Estimated Vehicles Movements

- 6.1. The number of vehicles anticipated to serve the site during the works has been considered within this Outline CLP utilising the information available. It is anticipated that this Outline CLP will be updated with full details once a contractor has been formally appointed and the details revisited in liaison with LBH/TfL as appropriate.
- 6.2. As set out in **Section 3.0** it is anticipated that the works will take approximately one and a half years to complete, with the breakdown of construction provided within **Plate 3.1**.
- 6.3. The hours of restriction relating to deliveries for construction activity have been considered and utilised in summarising the estimated number of vehicles. The number of vehicles anticipated to serve the site, allowing for overlap of stages of works has been summarised in **Plate 6.1**, and have been estimated based on similar scale works previously undertaken (though are subject to confirmation from the appointed contractor).

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)			
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2023 - Q3 2023	170	8
Basement excavation and piling	Q3 2023 - Q4 2023	170	8
Sub-structure	Q4 2023 - Q2 2024	300	14
Super-structure	Q2 2024 - Q3 2024	220	10
Cladding	Q3 2024 - Q4 2024	220	10
Fit-out, testing and commissioning	Q3 2024 - Q1 2025	220	10

Plate 6.1: Number of Vehicles in Peak Construction

- 6.4. The total number of vehicles anticipated to serve the site through the construction programme has been considered and is summarised in **Plate 6.2**, whilst the number of vehicles by type is summarised in **Plate 6.3**.

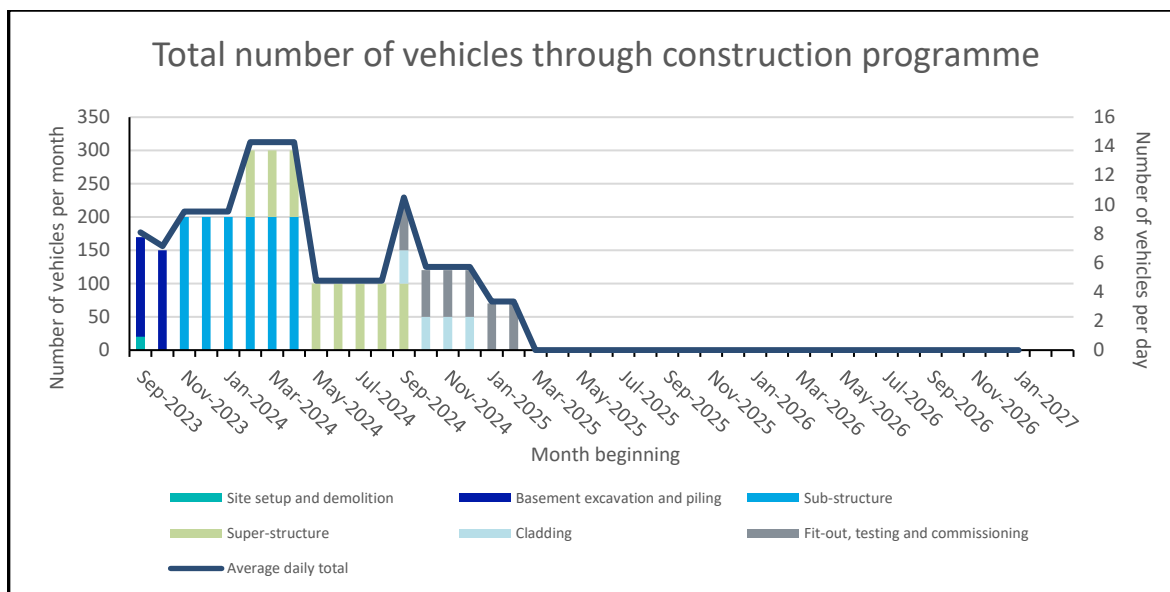


Plate 6.2: Total Vehicles Throughout Construction

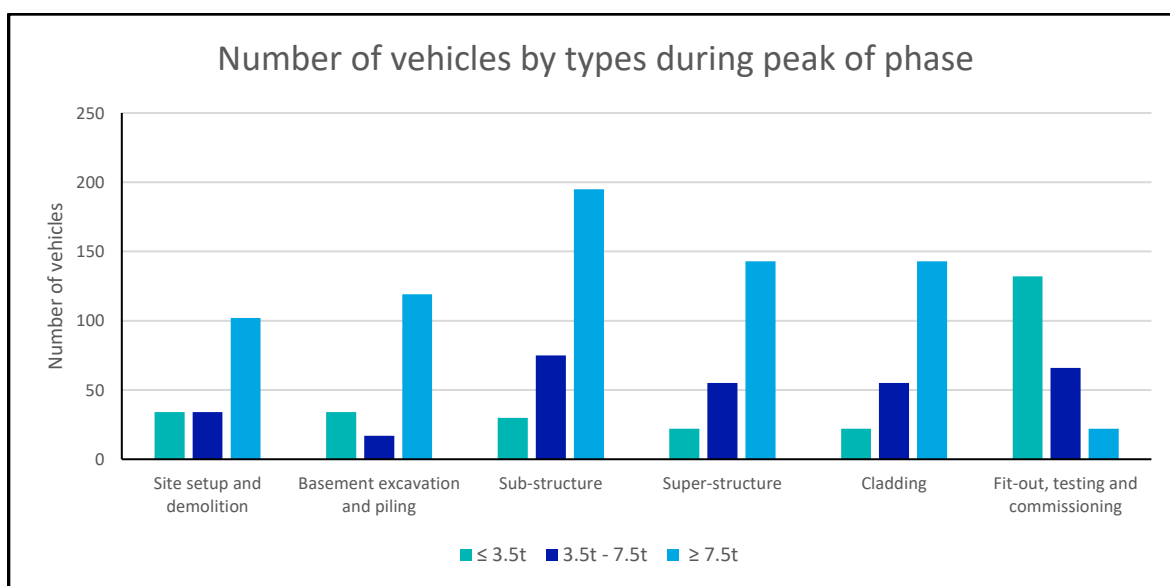


Plate 6.3: Number of Vehicles by Type

6.5. The number of vehicles serving the site during the peak month of construction, including the peak number of vehicles anticipated in any one hour, is summarised in **Plate 6.4**.

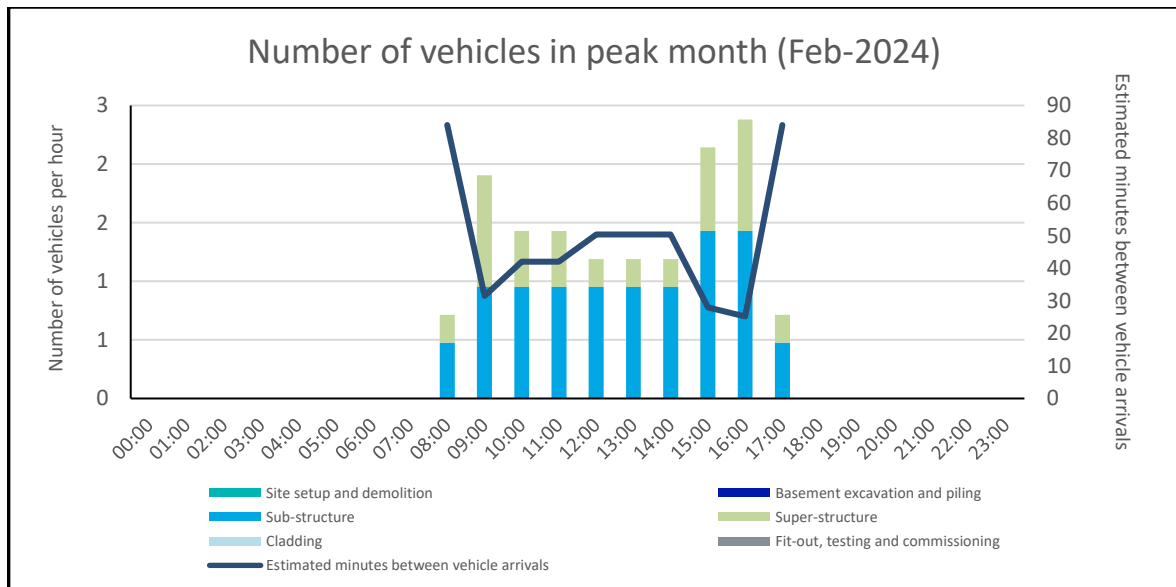


Plate 6.4: Number of Vehicles in Peak Month of Construction

6.6. The peak number of hourly trips anticipated is 1 to 2. It is anticipated that the marked bay to the north of the site can accommodate circa 1 vehicle at one time. Thus, can accommodate the predicted demand, noting that vehicles layover time is predicted to be minimal. A strict booking system will be implemented to accommodate this demand. That being said, it is considered that a call off area could be considered as part of the Detailed CLP should vehicles arrive early / late.

Summary

- 6.7. The number of larger vehicles serving the site will be higher in the early stages in association with delivering plate/materials to site, but this will reduce in terms of overall vehicle numbers but also vehicle size as the scheme progresses.
- 6.8. Towards completion of the scheme there will however be a larger number of smaller vehicles delivering the final materials to complete, with a reduction in larger vehicles serving the site.
- 6.9. Furthermore, mitigation measures incorporated into this document and the CMP will act to ensure vehicle movements do not severely impact on the operation of the adjacent networks. It is expected however that only 1 vehicle could stop at the site at the same time, therefore would limit any impacts locally should trips overlap unexpectedly. Nevertheless, it is recommended that a call off area is reviewed as part of the Detailed CLP to avoid unexpected overlaps.

7. Implementing, Monitoring and Updating

- 7.1 The measures and actions outlined within this CLP will form the basis of a more detailed document that will be prepared by the appointed Contractor. It is anticipated that the requirement to prepare a Detailed CLP will be a condition associated with planning permission for the scheme, which will build on the information within this Outline CLP.
- 7.2 The Contractor will utilise the details within this outline document as a basis and build upon the measures incorporated in order to suitably mitigate the construction activity associated with the site. This will involve liaison with TfL and LBH as appropriate. A Construction Logistics Manager will be appointed to be in charge of implementing the detailed CLP. Their role will include checking compliance with the CLP during construction and seeking mitigation measures to be implemented should any breaches or complaints be made.
- 7.3 The Contractor will work closely with LBH to minimise disruption to the existing highway network. The Contractor will maintain engagement with LBH officers and establish a work program to reduce the potential for conflicts on the highway network.
- 7.4 If during progression of construction activities, timescales are changed then updates to the CLP will be made to reflect this and discussions held with TfL/LBH if appropriate.
- 7.5 The Contractor will appoint a Construction Logistics Manager who will be in charge of implementing the Detailed CLP. Their job description will include, but will not be limited to, collecting the following data:
- Number of vehicles movements to site; collected through a delivery booking-in system;
 - Breaches and complaints;
 - Safety;
 - Description of the contractor's handbook;
 - Descriptions of the driver's handbook.

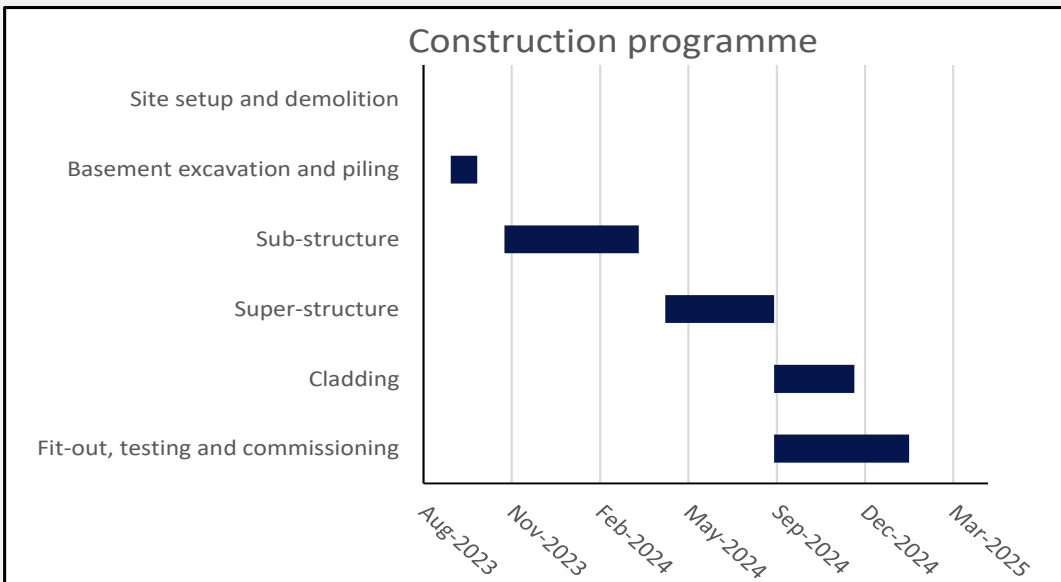
Appendix A

CLP Tool



CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Site setup and demolition	Sep-2023	Sep-2023
Basement excavation and piling	Sep-2023	Oct-2023
Sub-structure	Nov-2023	Apr-2024
Super-structure	May-2024	Sep-2024
Cladding	Sep-2024	Dec-2024
Fit-out, testing and commissioning	Sep-2024	Feb-2025



NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

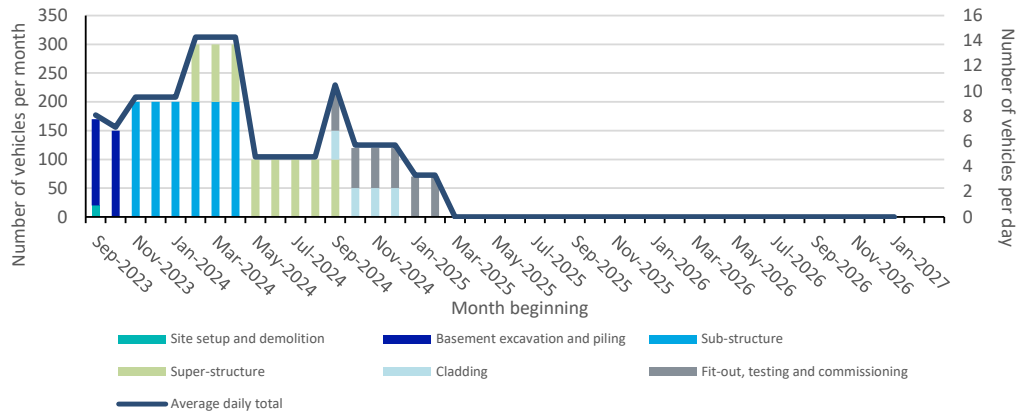
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2023 - Q3 2023	20	1
Basement excavation and piling	Q3 2023 - Q4 2023	150	7
Sub-structure	Q4 2023 - Q2 2024	200	10
Super-structure	Q2 2024 - Q3 2024	100	5
Cladding	Q3 2024 - Q4 2024	50	2
Fit-out, testing and commissioning	Q3 2024 - Q1 2025	70	3
Peak period of construction	Q1 2024 - Q2 2024	300	14

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

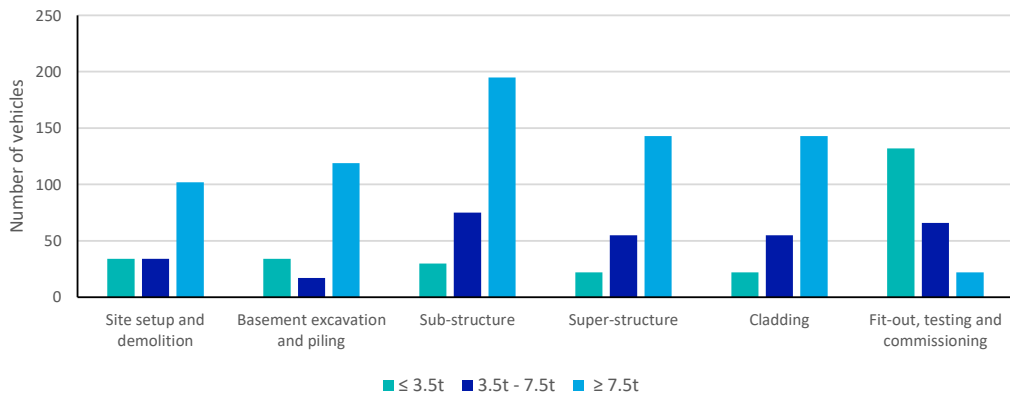
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2023 - Q3 2023	170	8
Basement excavation and piling	Q3 2023 - Q4 2023	170	8
Sub-structure	Q4 2023 - Q2 2024	300	14
Super-structure	Q2 2024 - Q3 2024	220	10
Cladding	Q3 2024 - Q4 2024	220	10
Fit-out, testing and commissioning	Q3 2024 - Q1 2025	220	10



Total number of vehicles through construction programme



Number of vehicles by types during peak of phase



Number of vehicles in peak month (Feb-2024)

