

Partridge Way

Construction

Logistics Plan

Addendum

June 2023

Contents

1. INTRODUCTION	3
2. SCHEDULE OF CONTENTS	5
3. CONSTRUCTION VEHICLE NUMBERS	6
4. PARKING SUSPENSIONS	8
5. PEDESTRIAN PROTECTION MEASURES.....	13

Document Control Sheet

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1. INTRODUCTION

This Addendum has been drafted to resolve the Transportation comments below with respect to Planning Condition 15 (CLP) for the Partridge Way development.

This condition can be seen in full below. The specific planner's comments (or outstanding information from the previous submission) can be seen highlighted in red.

'Prior to the commencement of development (other than demolition), a Detailed Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters and the development shall be undertaken in accordance with the details as approved:

- a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;*
- b) The estimated peak number and type of vehicles per day and week;*
- c) Estimates for the number and type of parking suspensions that will be required; and*
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway.*

Reasons: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area

consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017.'

These comments from Transportation can be seen pointed below.

- Routing to site – from the west, construction vehicles will approach from the wider highway network from Bounds Green Road, turning left into Partridge Way.

From the east, the approach will be from White Hart Lane, turning right into Partridge Way.

- Numbers of construction vehicles per day and week attending site – within the CLP there is a chart detailing Monthly numbers rather than day/week. The condition does require details of daily and weekly numbers of vehicles. The information should be presented in this manner to accord with the condition.
- Parking suspensions – there are no references to any being required. With the 'pit lane' arrangement, it isn't clear as to whether the parking bays opposite will remain and still provide sufficient space for vehicles to pass. This should be clarified. It also needs to be clarified whether any of the existing bays adjacent to the site currently to the east of the garages will need to be suspended to facilitate the site access to the site storage and compound area.
- Measures to protect pedestrians and other highway users – there is reference to the use of banksmen at the pit lane and site compound entrance.

There is insufficient detail as to arrangements for pedestrians that previously could walk parallel to (on the south side) of the garages and connect with Bounds Green Road. This is within the HFH domain and is not on the public highway.

Arrangements for occupiers to access the houses to the south side of Partridge Way on foot need to be clarified, it appears there will be pedestrian access but this should be confirmed.

For the public highway footway to the north side of Trinity Road that will be suspended, chapter 8 traffic management will be needed to ensure the correct temporary signage is in place and the applicant will need to agree arrangements for all temporary signing with the Highway Authority.

- Other observations

The construction compound access is shown diagrammatically east of the garages, more detail should be provided to confirm that the vehicles intended to access the compound can make the necessary manoeuvres. There are currently parking spaces opposite the proposed compound entrance. Confirmation of the size of vehicles and if necessary, swept path plots should be provided to detail that the vehicles needing to access the compound can do so safely.

This addendum has been written to address the above points and these can be seen in the table in the following section.

This addendum has been updated to address the comments raised by Transportation on the 11th May and June 2023.

2. SCHEDULE OF CONTENTS

Planner Comment	Section / Response
<u>Numbers of construction vehicles per day and week attending site</u> – within the CLP there is a chart detailing Monthly numbers rather than day/week. The condition does require details of daily and weekly numbers of vehicles. The information should be presented in this manner to accord with the condition.	3
<u>Parking suspensions</u> – there are no references to any being required. With the ‘pit lane’ arrangement, it isn’t clear as to whether the parking bays opposite will remain and still provide sufficient space for vehicles to pass. This should be clarified. It also needs to be clarified whether any of the existing bays adjacent to the site currently to the east of the garages will need to be suspended to facilitate the site access to the site storage and compound area.	4

<u>Measures to protect pedestrians and other highway users</u> – there is reference to the use of banksmen at the pit lane and site compound entrance. There is insufficient detail as to arrangements for pedestrians that previously could walk parallel to (on the south side) of the garages and connect with Bounds Green Road. This is within the HFH domain and is not on the public highway. Arrangements for occupiers to access the houses to the south side of Partridge Way on foot need to be clarified, it appears there will be pedestrian access but this should be confirmed. For the public highway footway to the north side of Trinity Road that will be suspended, chapter 8 traffic management will be needed to ensure the correct temporary signage is in place and the applicant will need to agree arrangements for all temporary signing with the Highway Authority.	5
<u>Other observations</u> The construction compound access is shown diagrammatically east of the garages, more detail should be provided to confirm that the vehicles intended to access the compound can make the necessary manoeuvres. There are currently parking spaces opposite the proposed compound entrance. Confirmation of the size of vehicles and if necessary, swept path plots should be provided to detail that the vehicles needing to access the compound can do so safely.	4

3. CONSTRUCTION VEHICLE NUMBERS

3.1 Monthly Vehicle Movements

The monthly vehicle movements can be seen on the following page of this section.

It is anticipated that the groundworks and RC frame will be peak period for on-site traffic. This is likely due to frequent deliveries.

All vehicles will conform and be registered to FORS' Silver as a minimum.

Plant and machinery will be used across the project below is a list of the main elements of plant and machinery that will be on site:

- 5–20-ton excavators
- Concrete pump (static and mobile)
- Piling rig 70ton
- Tower crane
- Rollers
- Wacker plates
- Mobile crane for tower crane installs

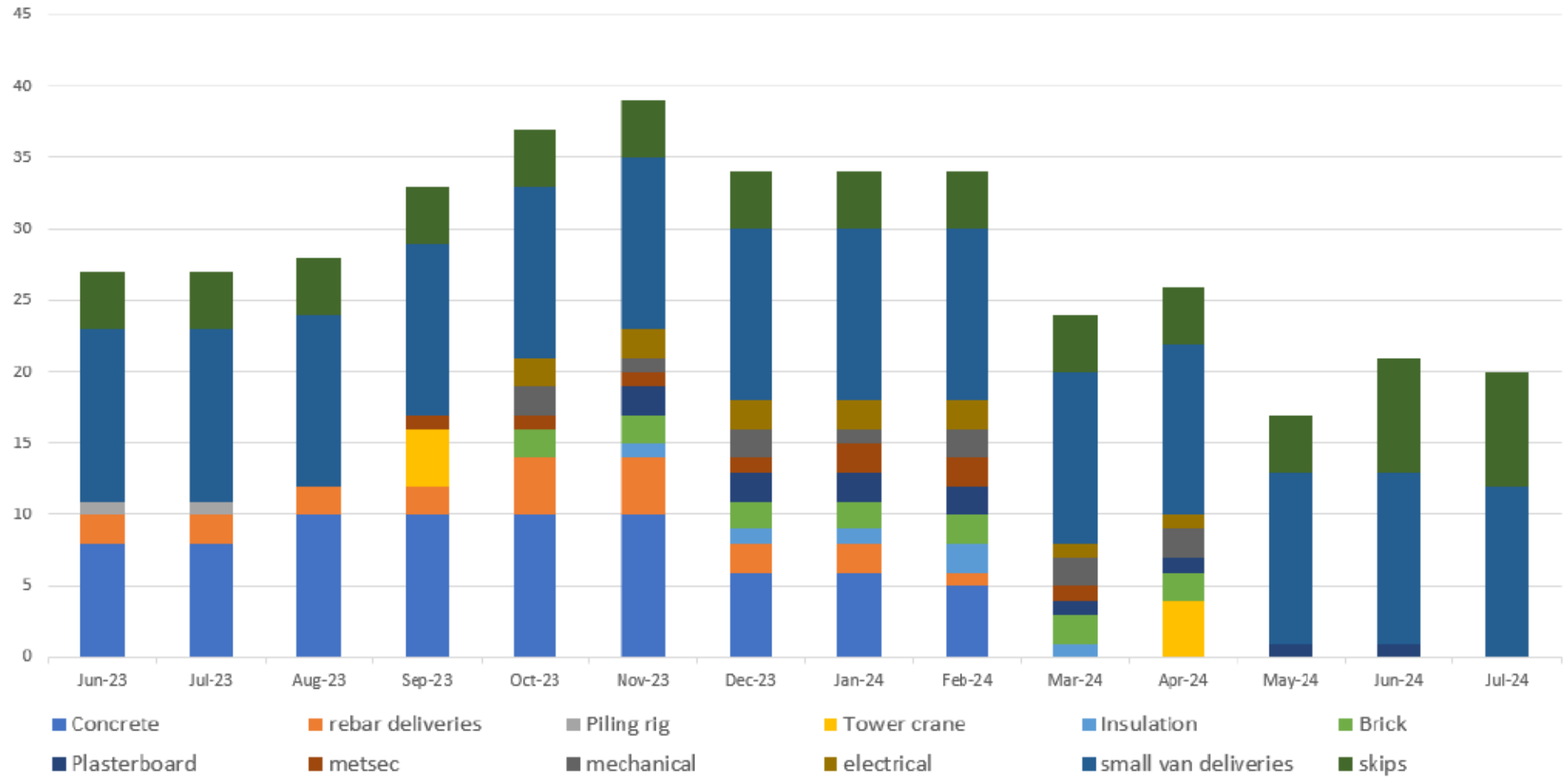
3.2 Daily and Weekly Vehicle Movements

The daily and weekly vehicle movement numbers can be seen below.

Daily Vehicle Movements

Month of Construction	Daily Vehicle Movements	Weekly Vehicle Movements
June 23	1 per day	7 per week
July 23	1 per day	7 per week
August 23	1 per day	7 per week
September 23	2 per day (max)	9 per week
October 23	2 per day (max)	9 per week
November 23	2 per day (max)	10 per week
January 24	2 per day (max)	9 per week
February 24	2 per day (max)	9 per week
March 24	1 per day	7 per week
April 24	1 per day	7 per week
May 24	1 per day	7 per week
June 24	1 per day	7 per week
July 24	1 per day	7 per week

Vehicle movement plan



4. PARKING SUSPENSIONS

4.1 Parking Bay Suspensions

Opposite to the site's area along Partridge Way are multiple parking bays adjacent to Finsbury House and Newbury House. Furthermore, there are parking arrangements adjacent to the site's perimeter and at the dead-end along Partridge Way. These areas can be seen below highlighted in blue. The area highlighted in red is to be demolished and this will allow for partial creation of access onto the site demarcated as the 'pit lane'. This area will allow vehicles to unload and load. With the aid of 2 suspended bays, this pit lane will allow private cars to pass unhindered.



The following pages of this section display this site layout relative to vehicle access and the site compound in which they will be turning. The SPAs in this section outline that:

- The bays (2 in number) opposite to the site will require suspension to allow construction vehicles and private cars to pass without interference and enter the pit lane adjacent to site.
- Vehicles will pull into the pit lane in forward gear and use the suspended bays (and hashed 'no parking' area) to turn out of site by using this space and the site entrance for a 3-point turn
- This manoeuvre will be aided and overseen by traffic marshals

In summary two bays, opposite the site, or adjacent to the highlighted to-be-demolished garages (all highlighted in blue), will require suspension. The bays adjacent to the garages (east – highlighted green) will not require any suspension.

As this land is owned by Homes for Haringey no formal suspension is required, these are not CPZ bays.

These bays will therefore simply be coned off to ensure the residents who previously used them would not park in these spaces.

Homes for Haringey will notify residents about this temporary parking restriction. This parking restriction has been designed to be as minimally impactful as possible on surrounding residents by additionally utilising the hatched area. Furthermore, no disabled bays will be suspended or affected.

Any overrun of footpaths will be entirely contained in site. As such this is within the domain of HFH and any remediation to the new footpaths and disabled bays will be done prior to handover.

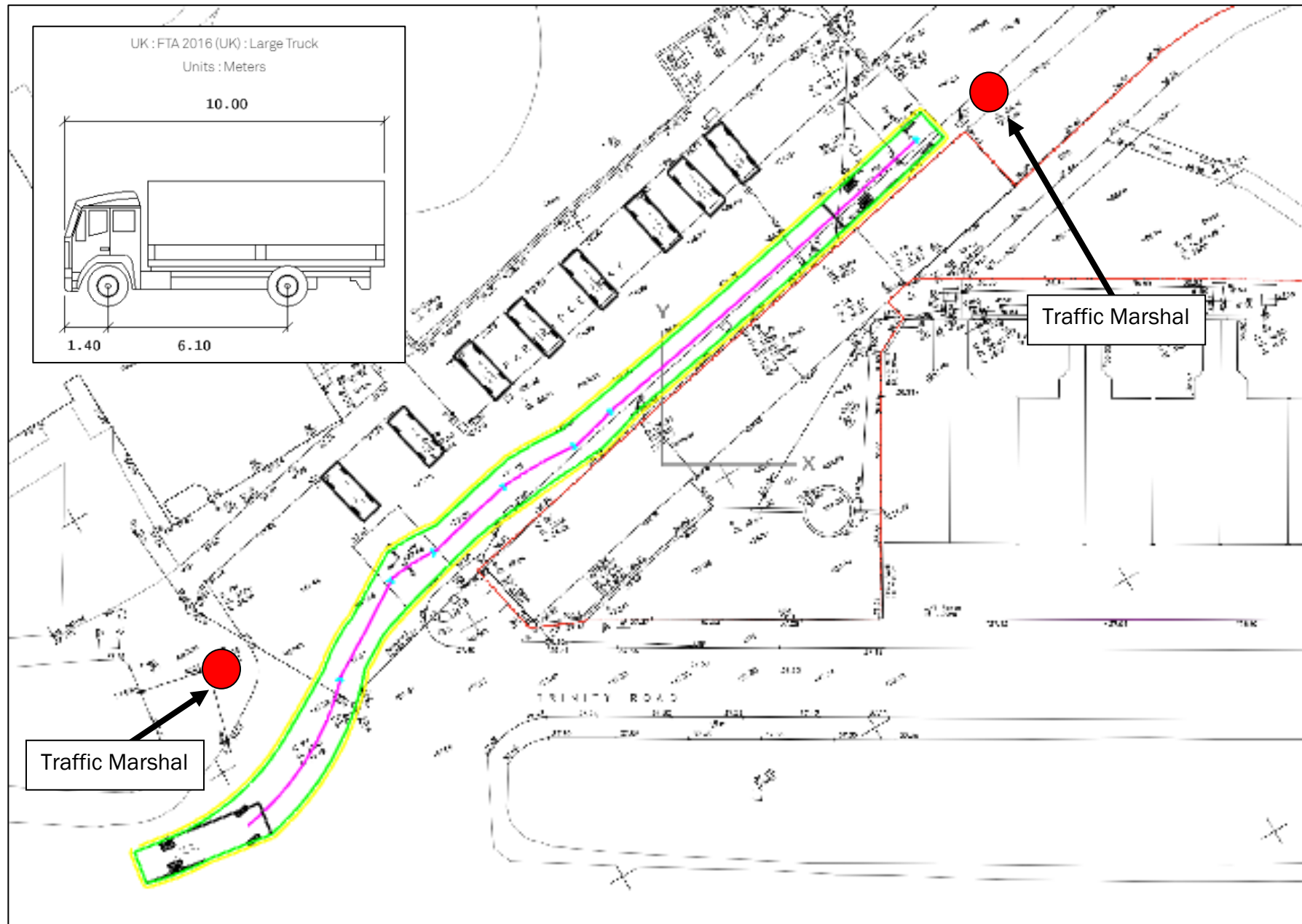
Private cars have been provided on the below Swept Path Analyses to demonstrate the presence of where private cars will be parked during development.

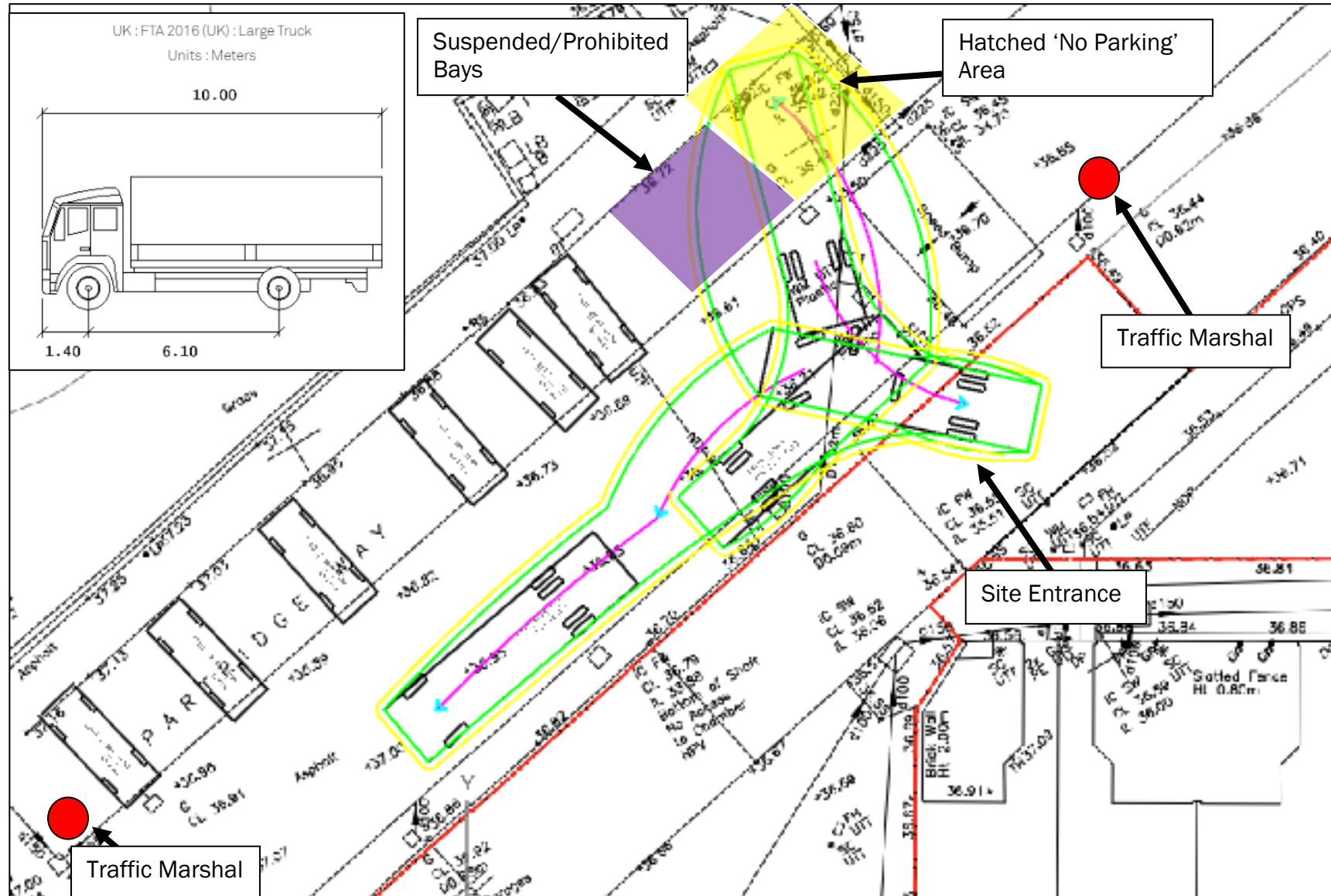
A rigid lorry (10m in length) has been used to demonstrate these vehicle movements as this will be the largest vehicle seen on site throughout development.

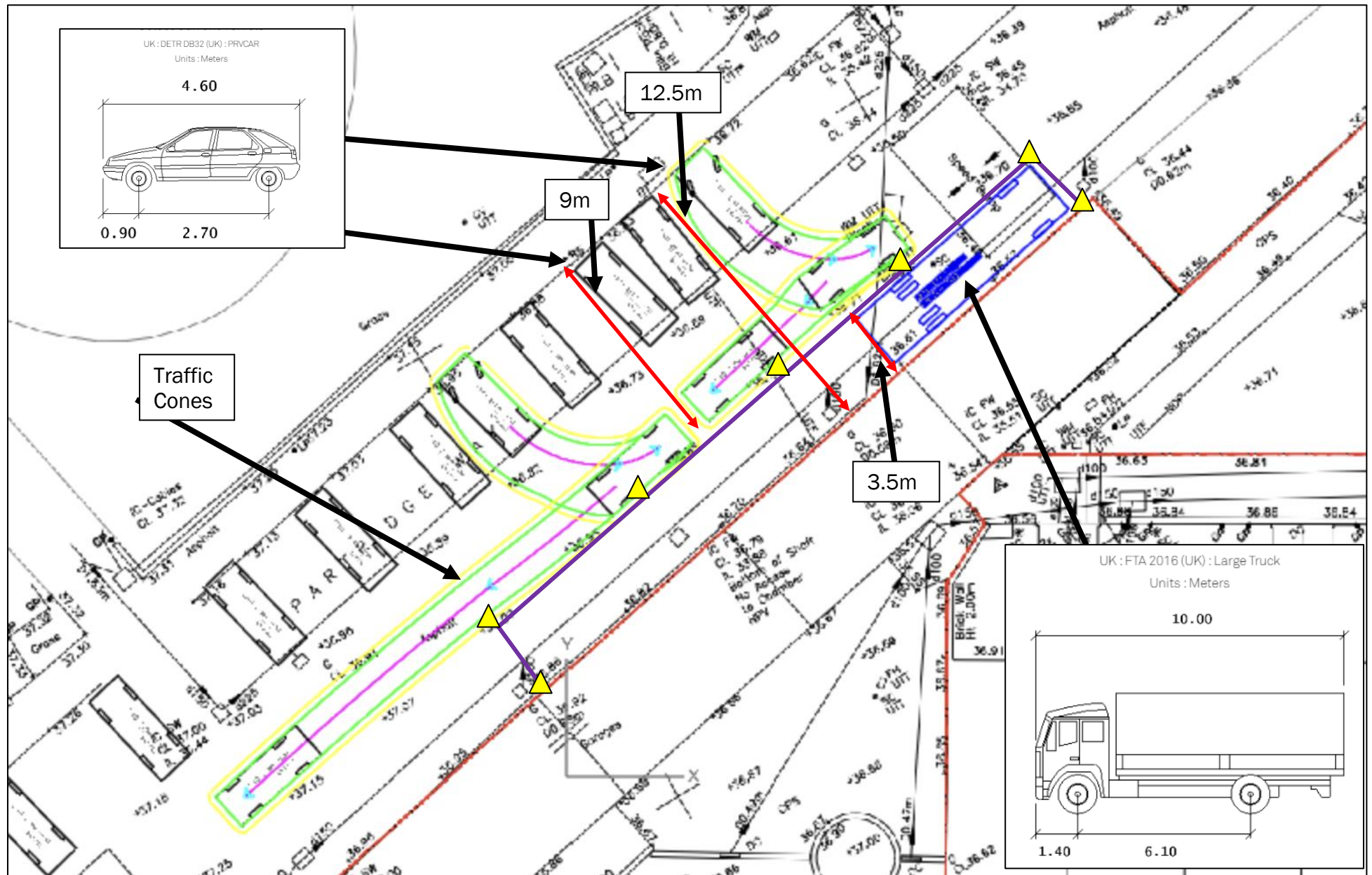
Multiple Swept Path scenarios were run to test the legitimacy and safety of private cars turning in and out of spaces with an LRIGID loading vehicle present. Homes for Haringey will be contacted for the suspension/prohibition of these two bays to allow for an LRIGID vehicle to move without hindrance. Cones will be placed along these 2 suspended bays.

The gap between the cone-line (which can be moved when a vehicle is not loading) and the parking edge is 9m, with the total distance between the parking edge and the site line being 12.5m.

The pit lane will therefore be 3.5m in width and can be seen on the third SPA figure. An SPA has been done showing a standard single car can pass through this pit lane area and park successfully. This is with the aid of the suspension of these 2 bays. Cars will not be able to park in these bays and reverse successfully. Therefore it has been opted to suspend them to also assist in turning while ensuring private cars do not get blocked in. Cones will be placed along this pit lane to sufficiently mark it for passing drivers. These distances have been measured using Autoturn (<https://eu.autoturnonline.com/>).







5. PEDESTRIAN PROTECTION MEASURES

5.1 Measures to Protect Pedestrians and Highway Users

Vehicles will access the site from Bounds Green road into Partridge Way where they will be held the holding bay along the site (pit lane) to perform loading and unloading activities.

Site Traffic management staff i.e: a gateman/Traffic Marshall will aid incoming vehicles into the pit lane. All road-worthy vehicles will not proceed onto site directly but will use the pit lane instead. Traffic marshals will always be present when using the pit lane.

Historic access was located behind the garages, running parallel south, which previously allowed pedestrians to walk through the site (within the HFH domain) and continue onto Partridge way. This can be seen via red arrows below on the first figure. **This access no longer exists.**

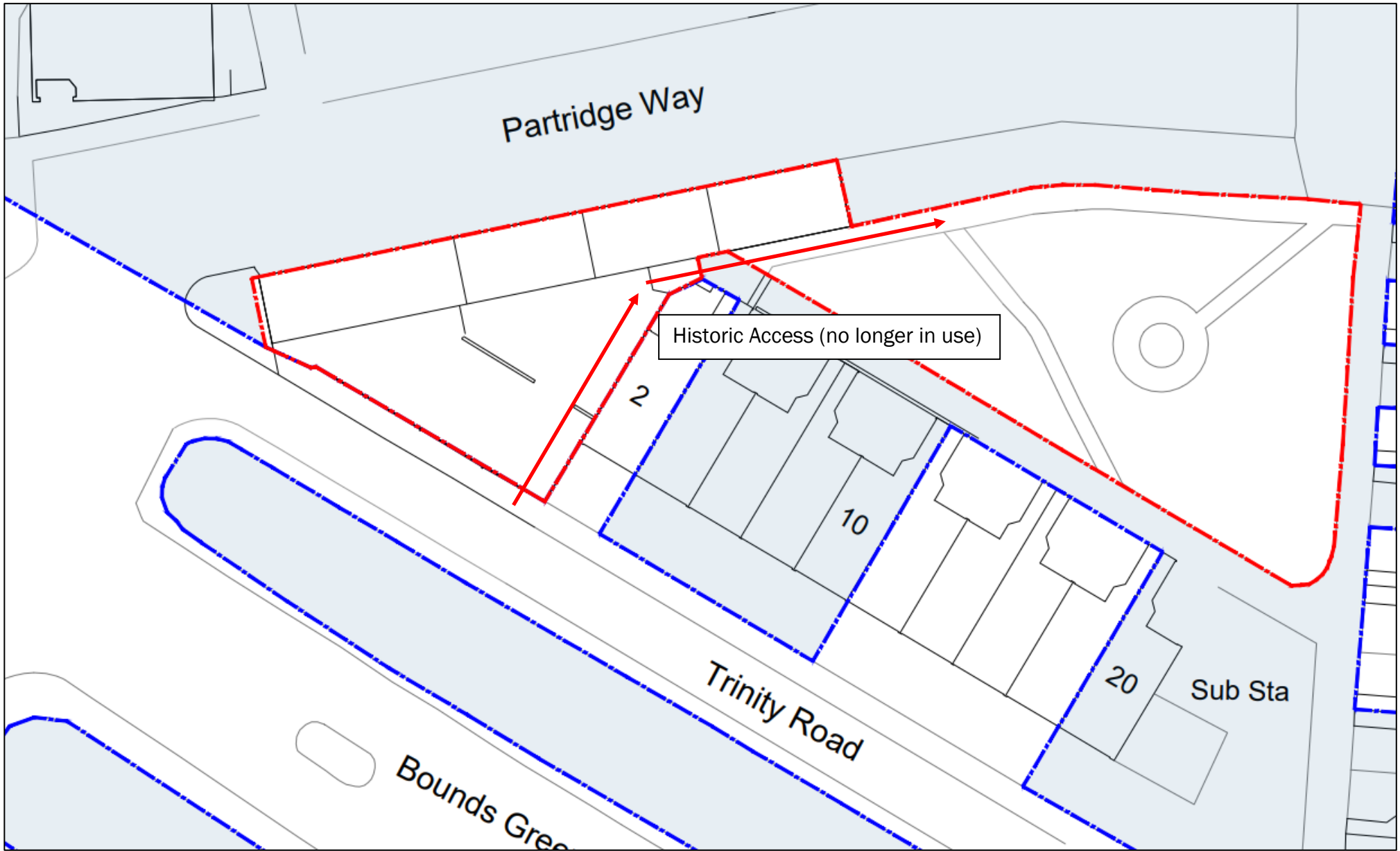
Arrangements have not been made to provide further access or remediation here as there are two access points, one on either side of Partridge Way, that allow pedestrians to safely pass through from Bounds Green Road onto Partridge Way following an almost identical route. This can be seen below via purple arrows on the second figure below.

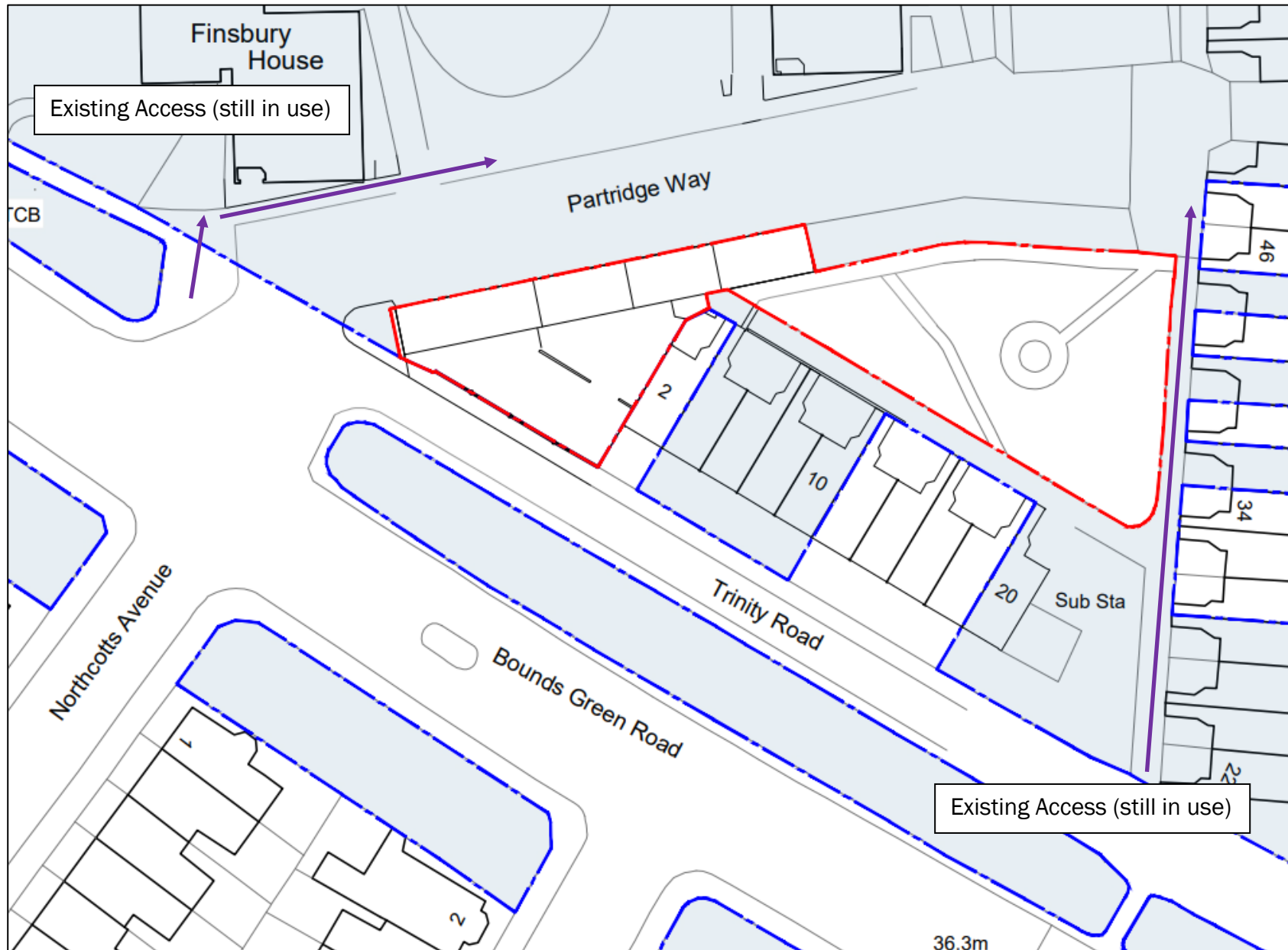
As such, it can be confirmed that no houses along the southern or eastern edge of the site's perimeter will have their access obstructed.

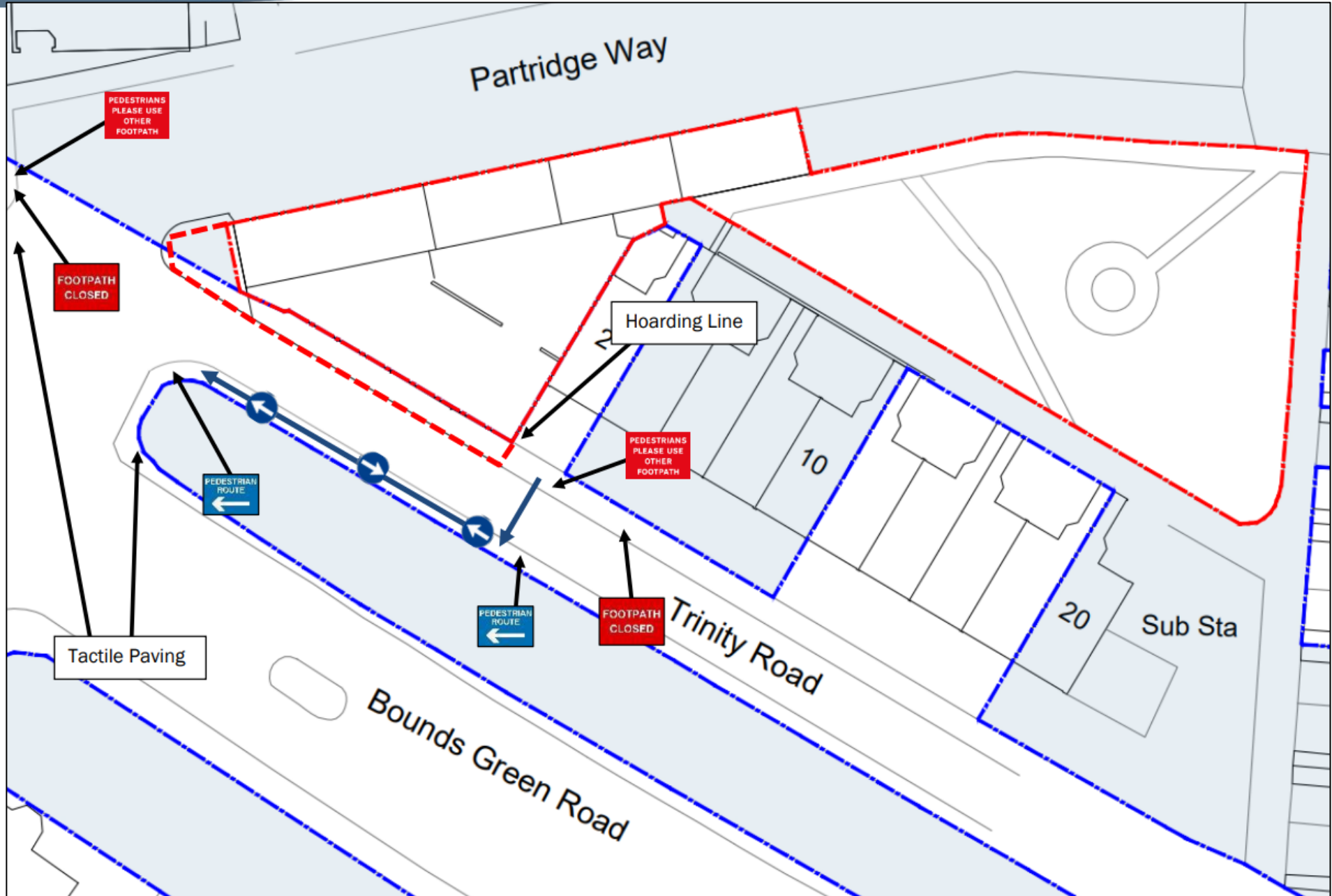
Pedestrians will be rerouted south of the site's perimeter due to the presence of a hoarding line restricting pedestrian movement at the northern side of Trinity Road.

Signage respective to the Traffic Signs Manual Chapter 8 will be put in place early in development to provide information to oncoming pedestrians.

This signage can be seen on the third figure below.







5.2 Site Compound

Vehicles will not access the site compound directly for construction activities, or for any loading/unloading or deliveries. **Vehicles will, however, be using the site access when performing a 3-point turn to leave the site.**

This compound can be seen on the diagram below and contains the material storage.

Smaller vehicles, such as vans and single cars, will use this gated entrance at the compound to aid in turning, but will not enter the site compound to park.

Such a movement can be seen on the second figure below in the context of the site plan.

NRMM will use this crossover and area to access the compound, and use this area directly, no road-worthy vehicles will. Except in the process of reversing as described above and seen below.

The parking bays adjacent to the compound entrance (on the south side of Partridge Way) will not need to be suspended and the hoarding line will circumvent these parking bays.

