

**Proposed Residential Development
Antill Road, London**

Construction Logistics Plan

For

London Borough of Haringey

Project Number:

13358

June 2020

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1.0 INTRODUCTION

- 1.1. CampbellReith has been appointed by London Borough of Haringey to provide construction logistics advice for the residential development of 'Antill Road' in the borough of Haringey. London Borough of Haringey will maintain overall responsibility for the monitoring the Construction Logistics Plan (CLP) throughout planning, design and construction. CampbellReith has prepared this Outline CLP for planning permission and will form the basis for subsequent detailed CLP documents to be developed and evolved through any post planning detail design and upon appointment of a contractor.

Construction Logistics Plan Objectives

- 1.2. The overall objectives of this Outline CLP are to:
- Lower emissions;
 - Enhance safety - Improved vehicle and road user safety; and
 - Reduce congestion - Reduced trips overall, especially in peak periods.
- 1.3. To support the realisation of this objective, several sub-objectives will need to be planned and implemented. These include:
- Ensuring the safety and amenity of existing residents throughout the construction phase;
 - Encouraging construction workers to travel to the site by non-car modes;
 - Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
 - Encouraging the use of greener vehicles;
 - Managing the on-going development and delivery of the CLP with construction contractors;
 - Communication of site delivery and servicing facilities to workers and suppliers; and
 - Encouraging the most efficient use of construction freight vehicles.

Site Context

- 1.4. The proposed development is located within the London Borough of Haringey, bounded to the east by Antill Road which provides a one-way (northbound) residential road linking Broad Lane to the south and east. The area is predominantly residential in nature with controlled car parking in operation on both side of the carriageway.
- 1.5. The existing site consists of 3 car parking spaces, which are served by a wide vehicle crossover. The Tynemouth Road Health Care Centre is located to the north and residential properties surround the site to the east, south and west. The site location is presented in Figure 1 below.
- 1.6. In terms of approaching and departing the site by vehicle, there are local routeing restrictions in the form of one-way travel (northbound) and no entry onto Broad Lane via the southern end of Antill Road. In order to gain access, it is therefore anticipated that vehicles will travel to the site via the A10 and Broad Lane (from the west) and via Antill Road via the A503 and Broad Lane if travelling from the east.

- 1.7. When leaving the site vehicles will not be able to turn onto Broad Lane from the southern end of Antill road. Therefore, vehicles will be expected to travel along Antill Road or Springfield Road to obtain access onto Broad Lane at which point they can travel north (towards the A503) or south (towards the A10 High Road).



Figure 1 – Site Location Plan

Development Proposals

- 1.8. The proposed development will comprise of a 3 bed house with associated cycle parking and a bin store. The existing and proposed layout is shown in Figures 2 and 3 below, while the proposed site layout has been included as Appendix 1.
- 1.9. As part of the wider development proposal, modifications are proposed to the Antill Road site frontage to introduce additional on-street parking bays while the existing site crossover would be reinstated as a footway.



Figure 2 – Existing Site Layout

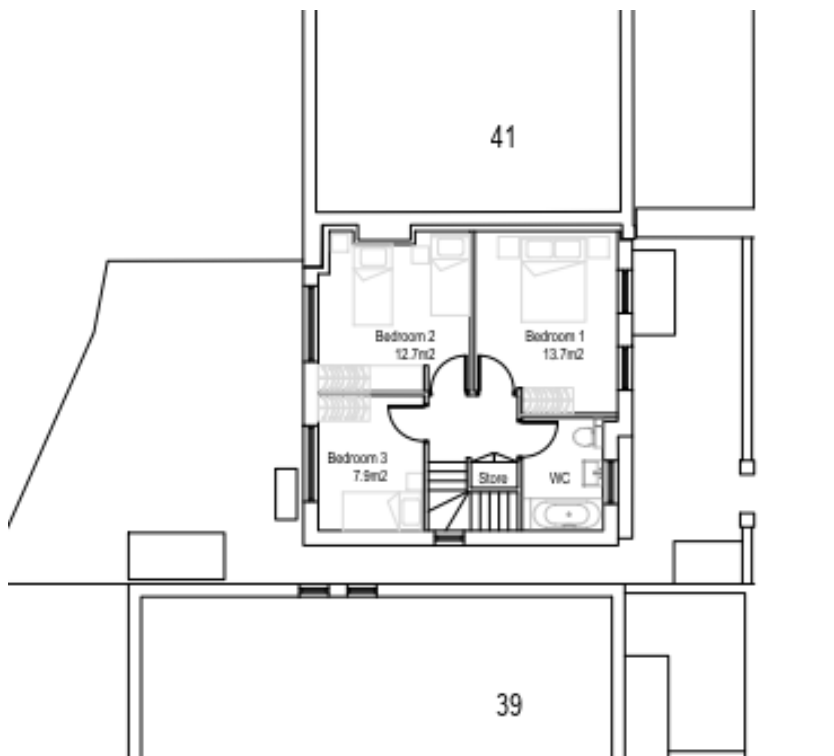


Figure 3 – Proposed Site Layout

2.0 POLICY CONTEXT AND ACCESSIBILITY OF THE SITE

Policy Context

- 2.1. This section describes the local context and issues identified that need to be considered and addressed during construction.

National Policy

- 2.2. The National Planning Policy Framework (NPPF) was first published in March 2012, updated in July 2018 and most recently in February 2019. This is the current planning policy document for England, which seeks to encourage sustainable approach to transport that reduces the negative environmental impacts associated with the private car. It aims to balance the transport system in favour of sustainable transport modes and give people a choice about how they travel.

Section 9 of the revised NPPF focusses on “Promoting Sustainable Transport” and provides further requirements for considering development proposals, which include:

- *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

Traffic Management Act

- 2.3. The act makes ‘provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street’. It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

Local Policy and Guidance

- 2.4. The national policies noted above are reflected at the local level in the Haringey Transport Strategy 2018, which sets the strategy for guiding future investment in our highways and transport infrastructure. It also sets a framework for considering transport infrastructure requirements associated with future development across the county.

The New London Plan

- 2.5. This document pays particular attention to encouraging sustainable modes of travel and is the statutory Spatial Development Strategy for Greater London prepared by the Mayor of London (“the Mayor”) in accordance with the Greater London Authority Act 1999 (as amended) (“the GLA Act”) and associated regulations. Policy 6.15 states that CLPs should be secured in line with the London Freight Plan and should be co-ordinated with Travel Plans.

Mayor Transport Strategy

- 2.6. The Mayor’s Transport Strategy was published in March 2018 and sets out a range of policies and proposals aimed at creating Healthy Streets and healthy people with the aim for 80 percent of trips in London to be made on foot, by cycle or using public transport by 2041.

There are three transport aims to the Mayor's Transport Strategy vision:

- "By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day.
- For no one to be killed in or by a London bus by 2030, and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041.
- To reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026, and to reduce total London traffic by 10-15 per cent by 2041".

Local Accessibility

- 2.7. Antill Road is a traffic calmed street restricting traffic from turning out onto Broad Lane (southbound). Small local retailers can be accessed 160m south from development site along Broad Lane via the dedicated footpaths along Antill Road. Holy Trinity Lutheran Church is also in close proximity to the site along Antill Road.
- 2.8. The Site has a Public Transport Accessibility Level (PTAL) rating of 6b, indicating an excellent level of accessibility by public transport. This provides a suitable opportunity to ensure, where possible, workers and visitors should be encouraged to travel to the site via sustainable transport modes.
- 2.9. To construct the proposed development some footpath and parking bay suspensions may need to be introduced throughout the duration of the construction period. These will be pre-arranged with the highways authority, local council, TfL and the local Police once the chosen Contractor is on board to discuss specific logistics.
- 2.10. While it makes sense to leave the current crossover in place until the end of the scheme, to cater for deliveries, a limited no of construction vehicles etc, it is envisaged that the following Temporary Traffic Regulation Orders (TTRO) may be required during the construction phase:
- Full reduction of footpath width along Antill Road to allow kerb reinstatement and footway construction;
 - Potential partial parking suspension along adjacent areas of Antill Road.
- 2.11. It is essential that as part of any construction works that access to all adjacent neighbouring properties can and will be maintained.

Railway/Underground

- 2.12. Construction works on site will not impact the local railway services. Antill Road is located roughly midway between all surrounding stations. There are no Railway Lines passing through or over the site. Stations serving the local area are served by the Lea Valley Line or are located on the Victoria Line.
- 2.13. There are several stations within a close proximity of the site. Seven Sisters station is approximately 1km south west of the site and is a London Overground and London Underground Victoria line station in Travel Zone 3. Tottenham Hale Station is a National Rail and London Underground Station located approximately 1km north east of the site.
- 2.14. The underground station is situated on the Victoria line in Travel Zone 3 and the overground station is served by the Lea Valley Line. South Tottenham stations is also located within a close proximity of the site, 1km south of the site.

Bus Routes

- 2.15. There are 14 bus routes that serve the surrounding area of the site. Bus routes include 230, 341, 123, 349, 259, 279, 192, 243, 318, 476, 149, 41 and W4 connecting the site with the local area and Central London. If bus routes are to be disturbed during the construction period, TfL will be consulted.

Cycle

- 2.16. Antill Road is part of a signed cycle route. This road is subject to a 20mph speed limit within the neighbourhood and encourages cyclists and motorists to share road space.

3.0 SITE CONSIDERATIONS AND CHALLENGES

Existing Residents

- 3.1. The proposed development is located immediately adjacent to Antill Road, and is used as a private Car Park for residents. While there is limited space available within the site, there is a need to ensure that a maximum number of existing on-street parking spaces are kept operational throughout the construction programme.
- 3.2. It is suggested that regular updates and a simple plan is produced prior to commencement of works outlining the likely compound area during the construction phase (including any impact on the existing on-street parking provision), as well as likely programme and duration. At this stage it is considered likely that the whole site and areas that front onto Antill Road will be required to facilitate the site works and an indicative site boundary has been included in purple below with potential for additional parking suspensions shown in green:



Figure 4 – Indicative Construction Site Boundary

- 3.3. At this stage it is considered that two existing parking bays along Antill Road will require temporary suspension and a temporary closure of the existing footpath will be required to facilitate the site compound.

Haringey Building Control

- 3.4. Building Control protects the safety of people, communities and businesses by helping developers, architects and builders to meet Building Regulation standards for safe and environmentally friendly buildings.

Haringey Local Plan (July 2017)

- 3.5. Haringey's Local Plan: Strategic Policies was formally adopted in March 2013 and sets out the Council's stance towards the delivery of developments.
- 3.6. Strategic Policy 7 – Transport: Delivering Action on Climate Change and Quality and Healthy Places – states that the 'In line with the London Plan policies, the Council will work with 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:
- Minimising congestion and addressing the environmental impacts of travel;
 - Promoting public transport, walking and cycling (including minimum cycle parking standards);
 - Promoting road safety and pedestrian movement particular in town centres and close to local services;
 - Promotion of car sharing and establishing car clubs; and
 - Seeking to mitigate the impact of road based freight and promote alternatives.

Local Schools

There are several schools located within a close proximity of the site. Earlsmead Primary School is located south of the site along Broad Lane and is the closest school to the development site. It is likely that pupils from these schools will be using adjacent footpaths to walk to these sites and to local transport links and therefore appropriate measures to ensure pedestrian safety should be in place.

Elderly Care Home

- 3.7. The Priscilla Wakefield nursing home is located south west of the development site. The residents of this building may be particularly sensitive to noise and vibration. It is assumed visitors and residents will also be more vulnerable when travelling through the surrounding area.

Religious Centres

- 3.8. The Holy Trinity Lutheran Church is located north of the site on Antill Road. It is important to ensure that road and footpath closures are not increasing safety risks to these facilities.

Public Relations

- 3.9. A community Liaison Officer will be appointed to minimise any potential issues within the local community. The CLP has prepared a strategy for preventing potential issues, however any issues that do occur will be recorded in a log book. A regular newsletter will deal with issues such as late night works, site boundaries and general community disruption with on-going liaison with the Local Authority and affected Residents as appropriate.

4.0 VEHICLE ROUTING AND ACCESS

- 4.1. The following maps show the area around the development site and vehicle routes through London. Appendix 2 shows vehicle routes which follow the major road network until the final approach to the site here local roads are used for access.
- 4.2. A regional route plan and local plan have been included taking into account local area constraints:

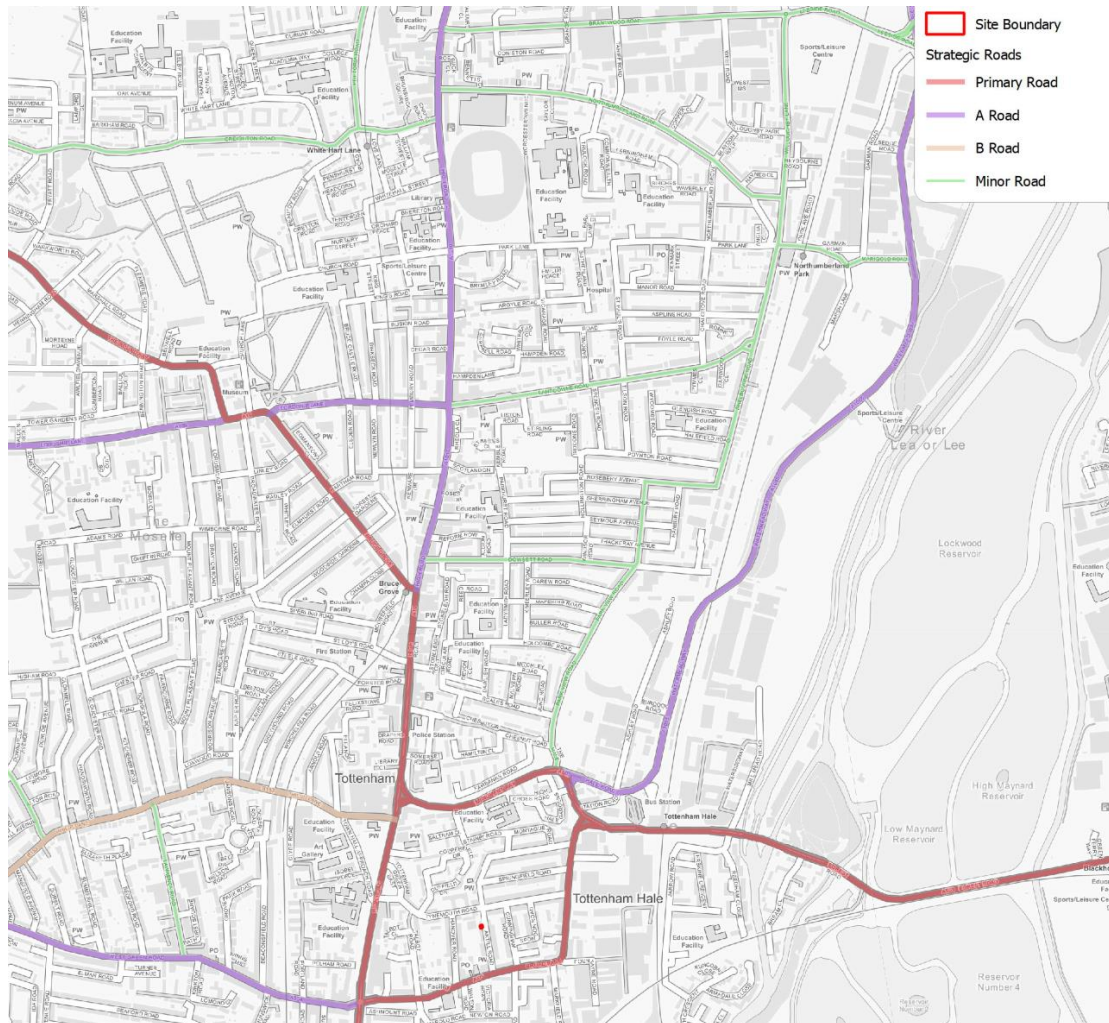


Figure 5 – Strategic Road Context

- 4.3. Given the close proximity to the A1 and A503, it is assumed that the vast majority of deliveries should utilise the Strategic Road network as far as possible. While best endeavours will be made to source materials locally, all suppliers will be made aware of the local routing restrictions, and instructed on the agreed routes.
- 4.4. In terms of the immediate local road network, there are local routing restrictions in the form of one-way travel (northbound) and no entry onto Broad Lane via the southern end of Antill Road.
- 4.5. In order to gain access, it is therefore anticipated that vehicles will travel to the site via the A10 and Broad Lane (from the west) and via Antill Road via the A503 and Broad Lane if travelling from the east.

- 4.6. When leaving the site vehicles will not be able to turn onto Broad Lane from the southern end of Antill road. Therefore, vehicles will be expected to travel along Antill Road or Springfield Road to obtain access onto Broad Lane at which point they can travel north (towards the A503) or south (towards the A10 High Road). Figure 3, below indicates these restrictions:

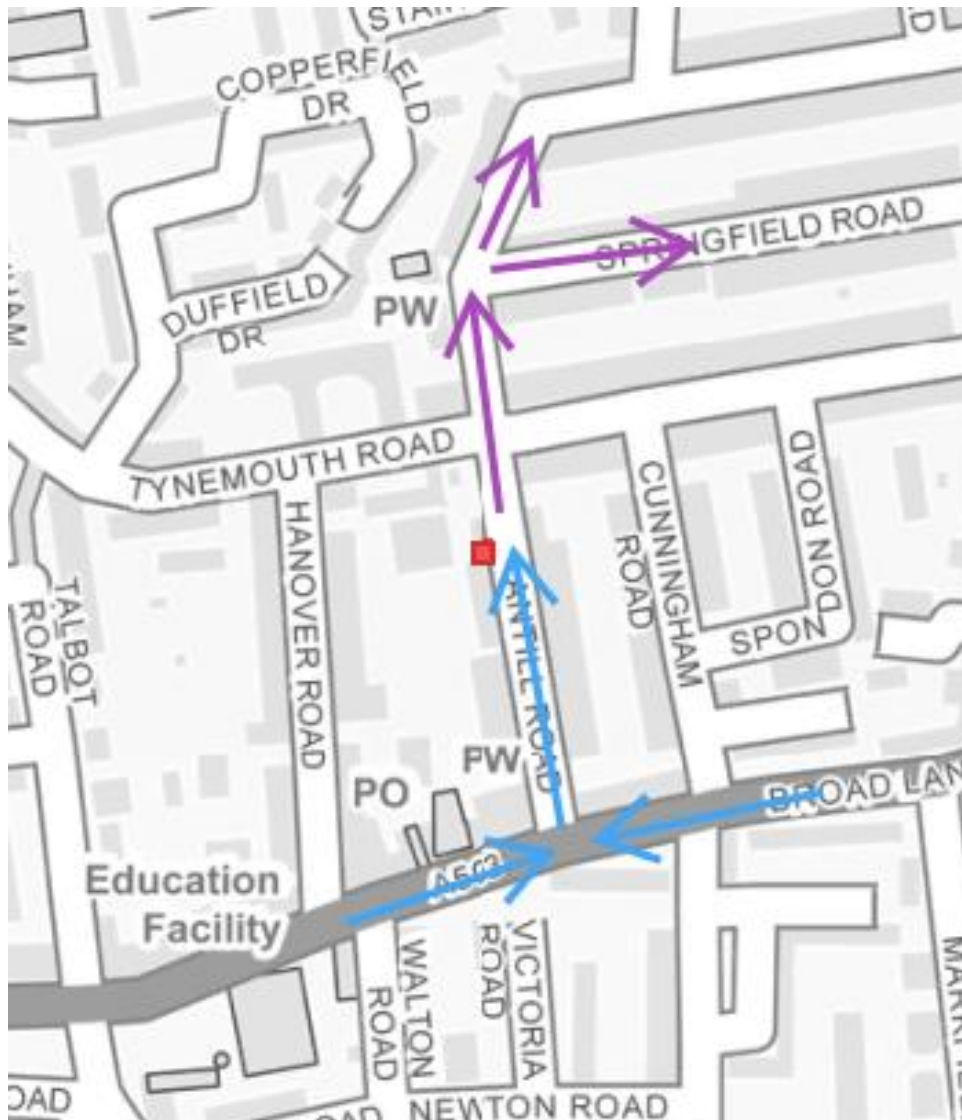


Figure 6 – Local Road Context

5.0 STRATEGIES TO REDUCE CONSTRUCTION TRAFFIC IMPACT

Chosen Contractor

- 5.1. Prior to commencement of works, the chosen Contractor will have an obligation to update any previously approved Construction Plan and provide details to the Local Authority with regard to:
- Programme including likely duration and key milestones;
 - No. of workers required and indication of site compound;
 - Clarification on the likely impact of existing on-street parking provision;
 - Identification of significant deliveries in terms of abnormal loads; and
 - Confirmation of the Contractor and Site will be registered with the Considerate Contractors Scheme.
- 5.2. The following planned measures have been identified to help the contractor and developer achieve the wider objectives of the CLP and better manage the challenges identified in Section 2.

High Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and 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 and vehicle call off areas			*
Use of logistics and consolidation centres		*	
Measures to encourage sustainable freight			
Locally sourced to minimise travel distance	*		
Material procurement measures			
DfMA and off-site manufacture		*	
Re-use of material on site			*
Smart procurement	*		
Other measures			
Collaboration amongst other sites in the area		*	
Implement a staff travel plan		*	
Preventing HGV movements during school drop off and pickup	*		

Table 5.1: Mitigation Strategies

Measures influencing construction vehicles and deliveries

- 5.3. All contractor and sub-contractor vehicles arriving at site must ensure to comply with sufficient safety measures and requirements relating to work related road risk; including construction logistics and community safety (CLOCS).
- 5.4. The standard for construction Logistics (CLOCS) is a single road risk standard implemented by developer to ensure construction companies follow safe practices in the management of their operations.

Collision reporting

- 5.5. A collision reporting system will be required 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 toll will be used.

Adherence to designated routes

- 5.6. Details of routes to be used for journeys to and from site for road operations are provided in section 3 and Appendix 2. The routes to/from the road network and strategic road network are specified. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Any Junctions and parts of the routes of particular potential concern have been identified.
- 5.7. A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Delivery scheduling

- 5.8. A delivery management system will be used to control the volume of deliveries to site through service intervals and assessing the number of 'resources' the site has to ensure safe usage of loading and unloading areas. Based on the assessment generated for the site, the management system can limit the number of delivery bookings as per the sites capacity.
- 5.9. Deliveries and collections made outside of peak traffic times are more likely to arrive on time which may in turn reduce on-site delays. They also have the potential to reduce congestion in the vicinity of the development with all of the associated safety, environmental and efficiency improvements this may entail. Consequently, where possible, off-peak movements are encouraged.
- 5.10. Re-timing of deliveries outside peak hour will assist in increasing construction efficiency and the local area. Advance permission must be sought for out of hours deliveries and considered in line with any conditional planning consent of the site.

Use of holding and vehicle call off areas

- 5.11. It is currently unknown as to how much storage capacity is available on site; however, if the site is congested a local holding point must be allocated in order to increase logistical efficiency and minimise disturbance.

Use of logistics and consolidation centres

- 5.12. The use of a consolidation centre can help reduce and control the number of deliveries to site and can also be used for off-site 'assembly' of materials and quality control purposes therefore it is strongly encouraged if there is adequate space available within the site.

Design for manufacture and assembly and off site manufacture

- 5.13. Reducing delivery numbers and effective delivery management is a core value for this development. Therefore the option of off-site construction will be discussed upon appointment of a contractor and used where possible.

Re-use of material on site

- 5.14. A number of measures will be explored to reuse the material on site, albeit the existing site (as a three bay car park) is limited in terms of available material to re-use. These will be decided upon in agreement with the contractor.

Smart procurement

- 5.15. The London Borough of Haringey will explore suppliers in the procurement stage and will source local suppliers to contribute to the local economy. In addition to this an attempt will be made to source materials from the same suppliers in close proximity to the site, where practical.

Other Measures

- 5.16. It is considered likely at this stage that there will be limited on-site parking available for construction worker's vehicles. During the construction process the workforce will make a number of journeys to and from site. As there are excellent transport links nearby, travel by public transport will strongly be encouraged with all staff informed of travel options.

Preventing HGV movements during school drop off and pickup

- 5.17. All HGV deliveries will be scheduled in advance and will be limited to between 09:30 and 14:30, where possible to increase safety of school children in the local area.

6.0 IMPLEMENTING, MONITORING AND UPDATING

- 6.1. Without the Contractor on-board is difficult to anticipate staffing numbers, programme of works and estimate the likely volume of deliveries to and from the site during construction. As such, it is not possible, at this stage for the Outline CLP to include detailed and definite description of how its implementation and monitoring. The volumes of traffic will vary over the course of the construction period and will be dependent on the contractor's methodology. However, the following number of movements is reasonably expected (subject to the appointed contractor's own programme):
- Skip lorries: 34 over 34 weeks - maximum 40 minutes swap over period, although skip required to be sited on street but within site boundary;
 - Materials: 5 deliveries per week due to space constraints within the site and inability to store materials - 40 minutes maximum waiting time;
 - Concrete lorry: up to 10 over 5 week period - Road side delivery via pump, 40 minutes maximum waiting time; and
 - Staff working at the construction site will be expected to travel by non-car modes of travel which is common practice at locations such as this with good access to public transport. Limited parking will be provided on-site to discourage travel by car or van.
- 6.2. At this stage, the following has been assumed in terms of programme duration and likely workers on-site at any one time:
- Overall Duration of works – circa 45 weeks (please see below for the indicative activities);
 - Skeleton staff for the duration – two persons;
 - Maximum number of staff on-site at any one time – approximately 8 (which will occur while the building is being finalised and internal works have begun).
- 6.3. The indicative construction programme is included below, in Table 6.1, along with the likely staff numbers anticipated on-site for the relevant activities. The intended commencement of works is late 2020, early 2021 and therefore completion mid/late 2021, early 2022. A breakdown of activities and their approximate duration during the construction period is provided below.
- 6.4. The below breakdown and duration of activities is subject to confirmation by the appointed Contractor and will be confirmed before construction commences on site.

Indicative Construction Programme – 45 weeks		
Activity:	Weeks	Staff
Set Up and Mobilisation	1	3
Drainage	2	4
Site preparation and foundations	4	6
Construction of new building	22	8
Internal Fit Out	12	8
Snagging and Site demobilisation	4	6

Table 6.1 – Indicative Construction Programme

- 6.5. A Construction Logistics Manager must be appointed to implement the detailed CLP on behalf of the contractor. Their job description will include collecting data on:

- Vehicle Movements to and from the site;
- Any Breaches and/or Complaints;
- Health and Safety.

Vehicular Movements

- 6.6. The following information will be collated through a delivery booking system and a record will be kept to include the following:

- Vehicle type and purpose (including vehicle type, size and age);
- Time spent on-site (including time of arrival and departure);
- Schedule comparison.

Breaches and Complaints

- 6.7. It is also necessary for the appointed Construction Logistics Manager to keep an up-to-date record of any breaches and complaints raised to them. These may include the following:

- Vehicle routeing;
- Queuing that has occurred directly or indirectly;
- Parking issues or blocking of spaces;
- Emissions issues including LEZ compliance;
- Diversions routes if necessary;
- Accreditation complaints.

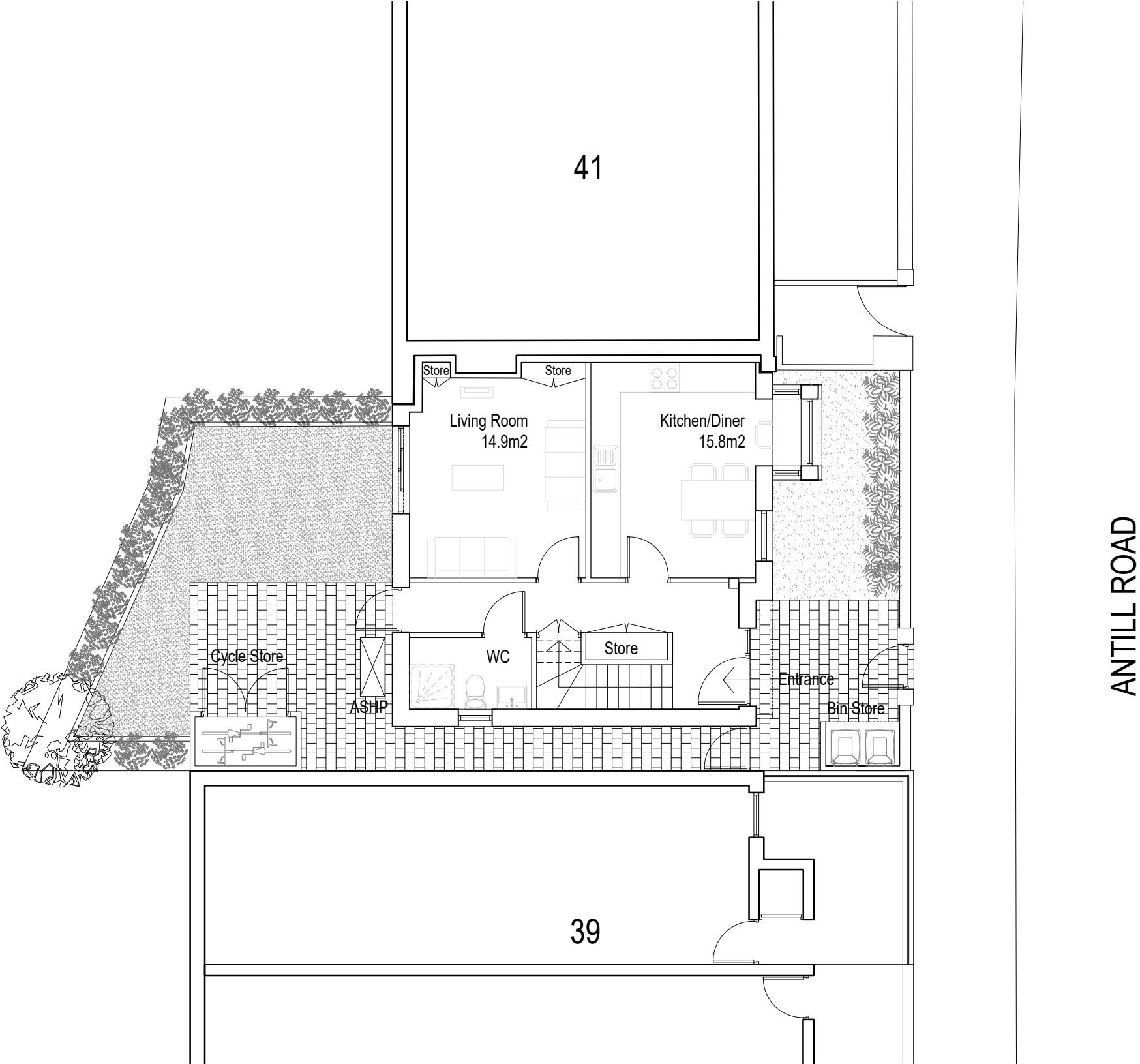
Site Safety

- 6.8. An important element of the CLP is to ensure that safety of road users are carefully considered and assessed in risk terms prior to construction works from taking in place. This should be linked to the wider Health and Safety Plan, that will be the responsibility of the Contractor, but should cross reference the following in relation to Construction Logistics:

- Logistics related accidents;
- Record of serious incidents, injuries or fatalities;
- Methods of staff travel to site;
- Any vehicles or operations that don't meet the necessary safety requirements.

Appendix 1: Proposed Site Layout

SCHEDULE		
Unit Number	Unit Type	Size
1	3B5P	97sqm



01
103
PROPOSED GROUND FLOOR PLAN
1:100

CONTRACTORS ARE NOT TO SCALE OFF THIS DRAWING
ALL DIMENSIONS MUST BE CHECKED ON SITE
INFORM THE ARCHITECT OF ANY
DISCREPANCIES PRIOR TO CONSTRUCTION
PLOT SIZE: A3

NOTES:
SCALE: 1:100@ A3

0m

2m

4m

P01	16.03.2020	ISSUED FOR PLANNING	AL	CP
REV	DATE	DESCRIPTION	DRN	CHK
REVISION HISTORY				

PROJECT:
ANTILL ROAD
HARINGEY
CLIENT:
HARINGEY COUNCIL
DRAWING NO:
0222 - 103

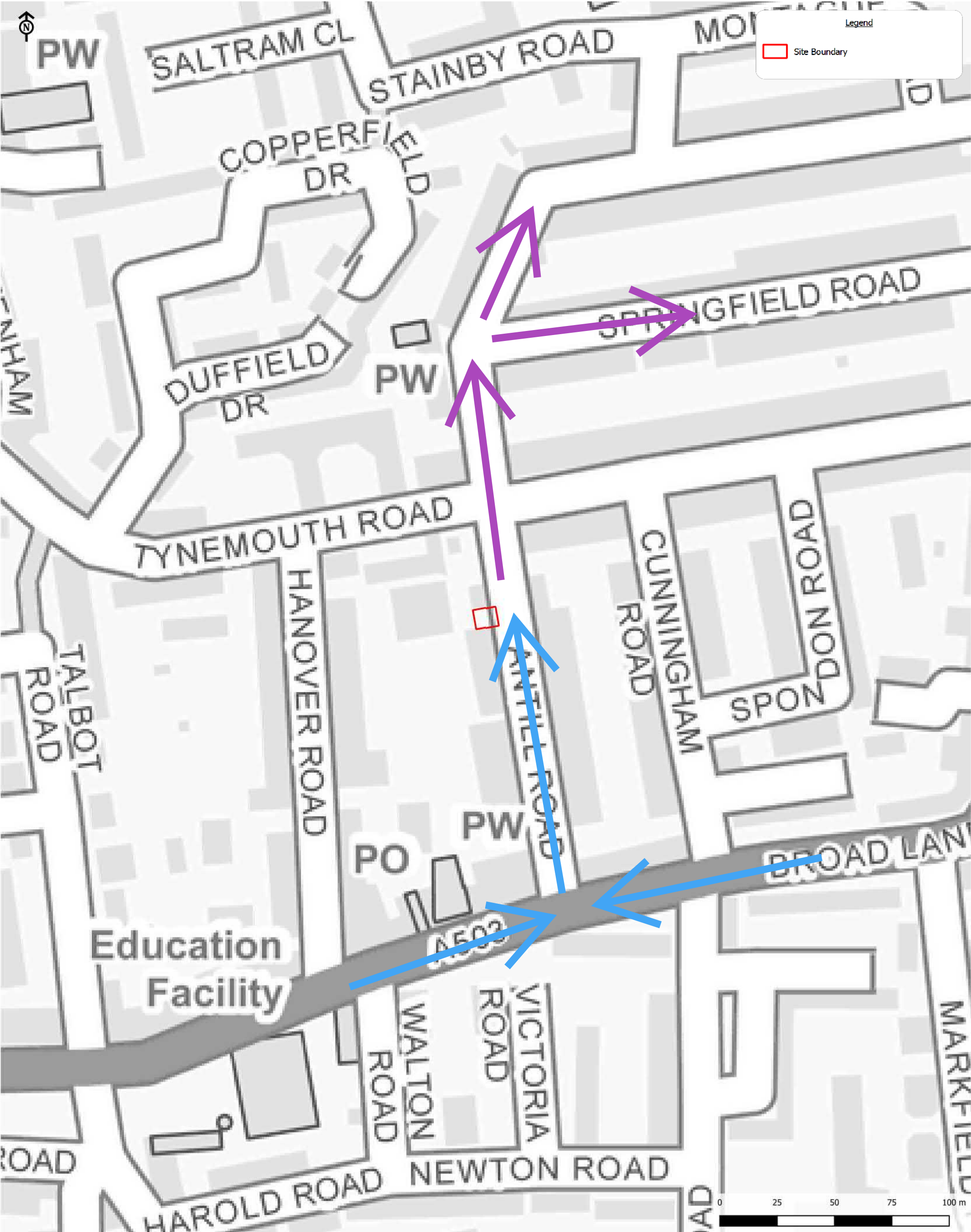
DRAWING TITLE:
PROPOSED
GROUND FLOOR PLAN
SCALE @ A3: 1:100
REV:
P01

UNIT

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Appendix 2: Local and Strategic Road Route Plan



Antill Road

Client: London Borough of Haringey

Local Context

London

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