



Construction Management Plan

663-667 Lordship Lane, N22 5LA

Iceni Projects Limited on behalf of
Midpoint Properties Ltd

July 2023

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- A1. VEHICLE ROUTING PLAN
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1. INTRODUCTION

- 1.1 Icen Projects (IP) has been appointed by Midpoint Properties Ltd (hereafter referred to as the 'Client') following pre-application discussions with London Borough of Haringey (LBH) whereby a Construction Management Plan (CMP) condition was requested for 663-671 Lordship Lane, N22 5LA (hereafter referred to as 'the Site')
- 1.2 IP therefore seeks to provide a CMP to support the planning application to create two additional new self-contained flats, with an extension to the existing building, along with some internal alterations to the existing layout and types of units.
- 1.3 LBH is defined as an Outer London Borough in the London Plan, which shares certain strategic policy as directed by the Greater London Authority (GLA).

The Site

- 1.4 The Site is located on the southern side of Lordship Lane (A109), which is a main link route from the A10 located to the east and the A105 located to the west. The A109 is a single yellow restricted route between Mon – Fri 8:00 – 9:30am and 4:30 – 6:30pm. The location of the Site is shown in **Figure 1.1**, with a full Site location plan in relation to the surrounding area found at **Appendix A1**.



Figure 1.1 – Site Location

1.5 The description of the proposed development taken from the pre-application report is as follows:

“erection for an extension to 663-71 Lordship Lane, creating 2 additional new self-contained flats, and internal alterations to re-arrange existing flat layouts and types of some existing units, on the existing site along Lordship Lane, London, N22 5GP.”

1.6 In LBHs Pre-Application Planning Advice Note (Ref: PRE/2022/0284 – Minor pre application) they have requested that a CMP be provided with a full planning submission including the following wording:

“...given there will be construction work to build the roof and rear extensions, it will be appropriate for any future application to include a detailed draft of a Construction Method Statement or Logistics Plan, to detail how the build out of the development will be managed, and how potential impacts on adjacent neighbours and the safe, smooth operation of the public highway will be managed and mitigated. This document should include details of how the build will be serviced and accessed, including any temporary arrangements considered necessary on the public highway. The applicant should explore this with the Highways Authority if appropriate.”

1.7 The CMP provides a framework for understanding and managing construction vehicle activity into and out of a proposed development, encouraging modal shift and reducing overall vehicle numbers. The CMP will set out the following matters:

- *hours of construction activity;*
- *a survey of the existing conditions of adjacent public highways;*
- *an assessment of the cumulative impacts of construction traffic; details of the likely volume of demolition and construction trips and any mitigation measures;*
- *Neighbouring site access and exit arrangements including wheel washing facilities and sweep-paths where required;*
- *vehicular routes, booking systems and an assessment for the scope of consolidating loads to reduce generated road trips;*
- *proposed temporary access and parking suspensions and any temporary access and parking solutions required;*
- *Site compound arrangements including arrival of vehicles, parking, loading, storage, and waste arrangements;*
- *methods for of protection of adjacent highway infrastructure;*
- *an assessment of all matters as are likely to cause nuisance to adjoining occupiers (including but not limited to; noise, dust, smoke, road cleaning, odour control) accompanied by mitigation measures addressing all matters relevant to this particular Site; and*
- *Works shall be carried out in accordance with the approved Demolition and Construction Management Plan.*
- *Site monitoring and Responsibilities*
- *Site management and vehicle movements (Air, Dust and Waste Management)*
- *Any policies which encourage modal shift*

- 1.8 For the purpose of this scheme, the initial stages of the works (enabling), loading of vehicles will take place along the Site frontage. When it comes to the main contract works, all the necessary applications for highway occupancy and a full road closure will be made.
- 1.9 It is also worth noting that TfL CLP guidance document, states that CLPs are an important management tool for planners and developers which act as a catalyst for reducing the negative transport effects of construction work on local communities, resident's businesses, and the environment. The CLP also encourages efficient working practises and reducing deliveries to Site.
- 1.10 As such, the contents of the CLP guidance have been factored into this CMP. As this document is being provided as a CMP it will incorporate the TfL principles to ensure that this is a 'live' document that is updated when and where required.

2. RESPONSIBILITIES

2.1 There are numerous environmental and safety requirements relevant to construction projects, in the form of primary legislation (Acts of Parliament), secondary legislation (Statutory Instruments, including Regulations and Orders) and statutory guidance and Codes of Practice. The Contractor will be responsible for identifying new legislation and regulations and complying with all prevailing legislation at the time of construction including any requirements under Health and Safety legislation.

2.2 The Principal Contractor shall:

- *Be responsible for the Site environment and adhere to the obligations and recommendations set out in this plan whilst also placing the same responsibility on all sub-contractors through pre-start meetings and the approval of their detailed method statements and risk assessments. The Principal Contractor's Site-based construction manager will be the key person contactable on-Site related issues.*
- *Ensure management systems comply with this plan.*
- *Provide the London Borough of Haringey with information of key personnel.*
- *Ensure that they, and their sub-contractors, provide and maintain tools, plant and equipment that are fit for purpose and without risks to health, safety, and the environment.*
- *Obtain all necessary permits and licences from regulatory bodies. Information on the nature and timing of all key Site activities will be provided by the Principal Contractor to the London Borough of Haringey, the emergency services and other Statutory bodies as required.*
- *Always ensure a safe place of work with a safe means of access and egress from the place of work.*
- *Ensure safe handling, transporting and storage of articles and substances that will be incorporated into the works, or used on the project.*
- *Only utilise competent employees and sub-contractors who are trained and deemed competent in the safe working practices for the work they undertake, appropriate levels of supervision will also be maintained.*
- *Provide adequate resources to ensure the health, safety and environmental objectives for the project are met in full.*
- *Provide all persons on the project with information on the risks to health, safety and environment and the safe working practices to be implemented, to eliminate or reduce those risks to acceptable levels.*
- *Ensure the health and safety of operatives, members of the public and others who come onto Site or encounter the Principal Contractor's work activities.*
- *Carry out all works without undue inconvenience and nuisance to members of the public and surrounding residents.*
- *Ensure adequate welfare facilities are available throughout the project in compliance with CDM.*

- *Monitor work activities to ensure health and safety standards and objectives are being achieved and maintained by all involved with the project.*
- *Co-operate with the Principal Designer, and sub-contractors to ensure the highest standards of health and safety are achieved.*
- *Comply fully with all duties under the Construction Design and Management Regulations (2015) and other relevant health and safety and environmental legislation.*

Good Housekeeping

2.3 The Principal Contractor will ensure that the Site is always kept in good order, including the maintenance and management of all entrances and hoardings.

2.4 Measures to ensure the Site is safe, secure, and presentable at all times will include but will not be limited to the following:

- Clear access routes;
- Segregation and regular removal of waste including food stuffs;
- Keeping the Site tidy and clear;
- Inspecting hoardings frequently, repair and repaint as necessary;
- Visual inspections of plant, equipment and material storage areas for leaks and spills;
- Toilet, changing and drying facilities will be kept clean (if required);
- Open fires will be prohibited at all times;
- Hard standings (on street) for vehicles will be cleaned frequently;
- Mud will be minimised on access routes.

Community Relations

2.5 The Principal Contractor shall keep residents and others informed about unavoidable disturbance such as from unavoidable noise, dust, or disruption of traffic. Clear information shall be given well in advance and in writing.

2.6 A Contact Board shall be displayed prominently; this is to ensure that problems can be rectified quickly, and that neighbours can channel their questions and complaints to a member of staff who has the authority to act.

2.7 All Contact Boards shall include the following materials:

- The title 'Contact Board';

- Name of the Principal Contractor, address, and person to whom correspondence should be addressed;
- Name of the Site manager;
- Month and year of completion of works;
- Names and telephone numbers of staff who can take immediate action, so that contact can be made at any time.

2.8 Occupiers in the vicinity who may be affected by noise from these works shall be notified by the Applicant of the nature of the works, a contact name, telephone number (including that to be used outside normal working hours), and address to which any enquiries should be directed. Such notification shall take place, where possible within, 2 weeks but, in any event, at least a week prior to the works commencing.

2.9 Should noise/vibration/dust complaints arise from the construction works, these complaints must be recorded in a complaint's register and made available to London Borough of Haringey, if requested. The complaint register shall provide information on day, time, details of complaint, details of monitoring carried out and any additional mitigation works.

2.10 Should complaints be received concerning works/activities, then where practicable all works being the cause of complaint must cease until such time as further agreement to work is negotiated.

Considerate Constructors Scheme (CCS)

2.11 The project shall be registered with the Considerate Constructors Scheme (CCS) and will comply with its requirements in full.

3. CONTEXT, CONSIDERATIONS AND CHALLENGES

Site Location and Surrounding Highway Network

- 3.1 The Site is located to the southern side of Lordship Lane (A109), and is currently a part two storey dwelling with one lower ground floor and accommodation in the roof. The Site has no vehicular access and there is no parking associated with the Site inside or outside the red line boundary.
- 3.2 The Site is within c.50m from the local eastbound/westbound bus stops on Lordship Lane, c.350m (5-minute walk) of Wood Green railway station and has an excellent accessibility to public transport services, which is discussed later in this section.
- 3.3 In addition, it is also within a short walk distance of a range of shops, health facilities and employment use, including café bars, restaurants, a large Sainsburys store, Tesco Express and gym.
- 3.4 The Site is also well located to the strategic road network, with the A10 located 1.5km to the east and the A406 located 1.7km to the north.

Lordship Lane

- 3.5 Lordship Lane currently operates as a two-way carriageway that runs in an east to west direction and is subject to a 20mph sign posted speed limit. It connects to a signal junction arrangement with High Road and Lansdowne Road to the east, and a signal junction with A105 and Station Road to the west.
- 3.6 It has single yellow line parking/loading restrictions on both sides, which prohibits loading Monday to Friday between 8:00 – 9:30am and 4:30 – 6:30pm.

Highways Inspection of Radcliffe Road

- 3.7 An intention of this CMP is to provide a written assessment of the condition of the existing highway, footway, and associated infrastructure along Lordship Lane, close to the development Site. The following paragraphs will act as a point of reference prior to construction works taking place at the Site and can be referred to upon completion of the onsite construction works.
- 3.8 The construction vehicle routing to and from the Site can be found in Chapter 4 of this CMP; however, it is envisaged that construction materials will be delivered to the Site and approach from the east via the Great Cambridge Junction, which is a large roundabout connection the A10, and A406 North Circular Road. Vehicles will then head south on the A10, which leads onto the A1080 where there is a signal junction with Lordship Lane.

- 3.9 Construction vehicle will then depart to the west via Lordship Lane to the signal junction with A105 High Road. Vehicles will then head north along A105 High Road where there is another signal junction that provides a connection to the A406. Vehicles then have the option to head east towards the A10, M11 and M25 or west towards the M1. This will remove the need for any vehicles to make any reversing movements or turns within the carriageway.
- 3.10 A desktop highways inspection and condition assessment of Lordship Lane has been undertaken, with photos taken from Google Streetview (dated March 2023) of the current conditions of the road and footway surface, adjacent to the Site.
- 3.11 The condition of the paving pre-cast concrete flags and concrete slabs on the neighbouring site access and footway adjacent to the Site indicates are showing visible signs of wear in places, and it can be seen that damaged concrete slabs have been replaced where needed. This is shown in the image below in **Figure 3.1**.



Figure 3.1 Neighbouring Site Access/Footway off Lordship Lane

- 3.12 Other highway infrastructure along the Site frontage, such as the profile and joints of the kerbs appear not to show obvious cracking, although there are signs of slightly sunken kerbing along the frontage of the Site. There are no drainage gullies immediately along the Site frontage, with the nearest gully found just to the east of the neighbouring site access. Therefore, construction vehicles will not put any stress on the materials for the gully.
- 3.13 The carriageway of Lordship Lane appears to be in good condition with little signs of 'wear and tear', and information suggests that the road was resurfaced in the financial year of 2019/2020. There does not appear to be any clear indication of specific damaged areas to the road close to the Site that would be affected by construction traffic using the route. There does not appear to be any area of depression in the carriageway close to the neighbouring site access, which would have indicated issues with subgrade settlement or frost heave, or signs of spalling or severe crowning of the carriageway. In addition, there appears to be no sign of rutting failure as the asphalt concrete under the loading from vehicles seems to have been stable and there is no surface depression in the wheel path. It is worth highlighting that this road is frequently used by single and double-decker buses.
- 3.14 Therefore, Lordship Lane carriageway and footway are within a reasonable to good condition suggesting that it could withstand its intended loading related to the proposed works without failing, which is mostly caused by use of heavy traffic.

Public Transport

- 3.15 As discussed above, the Site benefits from being within a PTAL 6a, which represents an excellent level of public transport accessibility. It is a short walk from Wood Green Underground Station located approximately 5 minutes' away (350m) (shown in **Figure 3.2**), providing Piccadilly Line services to Cockfosters, Heathrow and Uxbridge along with other intermediary stations.

4. VEHICLE ROUTING AND CONSTRUCTION TRAFFIC GENERATED

4.1 The Site is well served main arterial routes in and out of London. It is important to note that identification of the shortest / most logical route to / from the Site and the strategic road network. This will ensure that the impact of construction traffic on the local highway is minimised. Being made aware of the proposed routing strategy for construction vehicles, will minimise the impact of construction vehicle movements on the network, and will be required to use the routes detailed.

4.2 **Table 4.1** outlines routing between the strategic highway network and the Site. The benefits from being in close proximity to both the A10, A406, M1, M11 and M25.

Table 4.1 Forecast Construction Vehicle Routing

Route Number	Routing
Route 1	Arrive – M11 Southbound, A406 North Circular Road, A10 Great Cambridge Road, A1080 The Roundway, A109 Lordship Lane. Depart – A109 Lordship Lane Westbound, A105 High Road Northbound, A406 North Circular Road Eastbound, M11 Northbound.
Route 2	Arrive – M25, A10 Great Cambridge Road, A1080 The Roundway, A109 Lordship Lane. Depart – A109 Lordship Lane Westbound, A105 High Road Northbound, A406 North Circular Road Eastbound, A10 Great Cambridge Road Northbound, M25.
Route 3	Arrive – M1 Southbound, A1 Great North Way, A406 North Circular Road, A10 Great Cambridge Road, A1080 The Roundway, A109 Lordship Lane. Depart – A109 Lordship Lane Westbound, A105 High Road Northbound. A406 North Circular Road Westbound, M1 Northbound.

4.3 Whilst the vehicles could access the Site via the A105 High Road in a southbound direction and head eastbound on Lordship Lane, it is expected all construction traffic, including HGV traffic would approach the Site in a westbound direction on Lordship Lane. The access and egress vehicle movements to and from the Site are shown in **Figure 4.1** and **Appendix A1**.

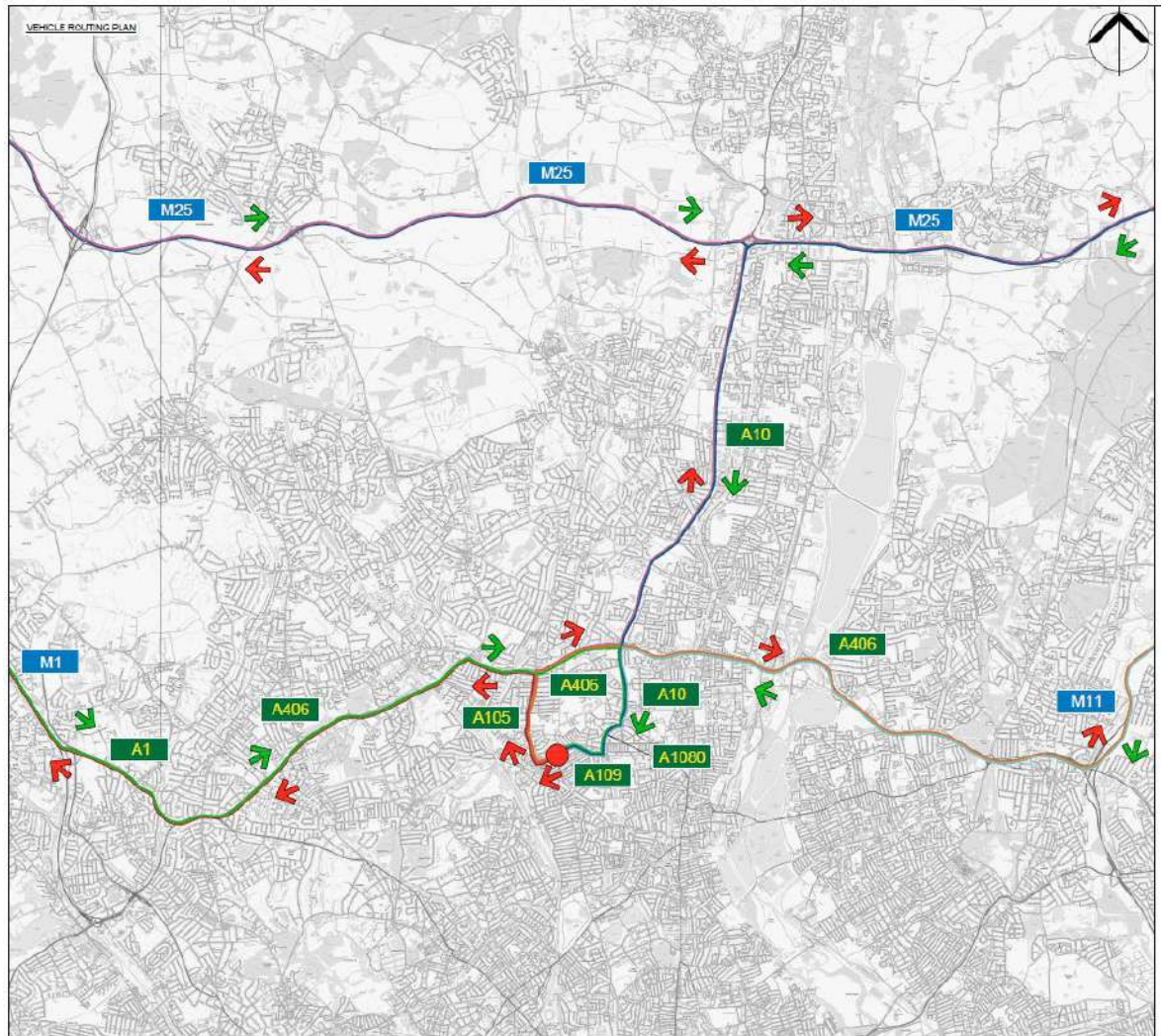


Figure 4.1 Site Traffic Access and Egress

- 4.4 There is the potential for materials and plant equipment to be sourced by companies with a close proximity to the Site, which would be subject to the materials and components that they can supply. This will be identified by the contractor once appointed.

Vehicle Types and Number of Movements

- 4.5 Due to the limited space surround the Site the contractor does not intend to install a tower crane. Materials delivered to Site will be distributed via scaffold hoist/lift.
- 4.6 Due to the limited space surrounding the Site, there will be very little opportunity for storing a significant number of materials on Site. Whilst some stages will be busier than others, limited storage space will require delivery of materials across all the project phases not just at the start/groundwork and frame stages. There will be the potential for a limited number of materials to be stored within the space to the rear of the Site behind the property.

- 4.7 **Table 4.2** provides an indicative overview of the expected number of daily vehicle movements expected for each stage, which is subject to change once a Contractor has been appointed.

Table 4.2 Expected Vehicle Movements for Each Stage (Daily)

Stage	Hiab	Concrete Mixer	Skip/4- or 8 wheel tipper	Flat bed	LGVs/ Transits	Total
Site Set-Up and demolition	1	0	20	2	5	28
Excavations	2	0	40	2	3	47
Lower Ground Floor Works	2	25	5	1	4	37
Superstructure Works	5	0	3	7	8	23
Fit out, Testing and Commissioning	2	0	3	2	12	19

- 4.8 All vehicle movements will be scheduled with drivers instructed to phone 30 minutes ahead to ensure that the Site is ready to receive the vehicle.
- 4.9 As part of our approach to collaborative working practices, that there will liaison with TFL regarding any changes to the highway network that might affect our routing strategy.

Frequency and Type of Vehicle Movements

- 4.10 The number of vehicle movements associated with each stage of demolition and construction, scheduled for 9-12 months will be confirmed within the Full CMP. Notwithstanding, where possible, the vehicle movements will be scheduled to occur at set times to minimise the number of construction vehicle movements per hour. Construction and delivery vehicles shall be programmed at least 30 minutes apart where possible to ensure that no vehicle arrives until the previous vehicle has departed.

Co-ordination with other development projects in the vicinity

- 4.11 Prior to the commencement of works the Site Manager / Construction Team will contact the local authority to ascertain whether any major construction or highways works are proposed to occur nearby during the construction period.

Contact Details

- 4.12 Further detail will be provided in the full version of the CMP in consultation with the Site contractors upon appointment. The names and contact details for the onsite construction team will be provided so all stakeholders can contact the team directly to report any concerns.

Details of storage for plant and materials

- 4.13 Given the limited Site area available, construction materials will be kept off Site for as long as possible, arriving at the Site as and when necessary. The storage area location is to be identified within the Site layout by the Principal Contractor once appointed.

Anticipated vehicle types

- 4.14 A range of delivery vehicles will be used to transport materials to and from the Site. The anticipated vehicle type and use associated with the construction process are set out in **Table 4.3**.

Table 4.3 Construction Vehicle Types

Vehicle type	Typical Size	Use
Rigid Heavy Goods Vehicle	10m (l) x 2.5m (w) x 3.64m (h)	Demolition. Excavation material removal.
Small Articulated Vehicle	13.5m (l) x 2.5m (w) x 3.7m (h)	Plant, steelworks, bricks and cladding panels.
Rigid Heavy Goods Vehicle	9.4m (l) x 2.5m (w) x 3.71m (h)	Concrete deliveries
Specialised articulated HGV	16.5m (l) x 2.5m (w) x 3.7m (h)	Mechanical and electrical plant. Cladding panels. Roofing materials.
Specialist equipment low loader	16.65m (l) x 2.5m (w) x 3.4m (h)	Occasional delivery of plant
Transit Vans, Box Vans, etc.	5.7m (l) x 2.4m (w) x 2.7m (h)	Plant service, materials and other suppliers.

5. ACCESS ARRANGEMENTS

- 5.1 Access and egress will be on-street via Lordship Lane to the north of the Site. This is illustrated below in **Photo 5.1**. The phasing of the development will be determined by the demolition and construction phases.

Demolition Stage/Construction Stage

- 5.2 This loading area will serve the Site as vehicles set down on Lordship Lane for the demolition and construction stages, which will need to be agreed with the Council. It is envisaged that this point of access will be maintained for as long as practicable. As mentioned in earlier chapters, this area will be managed, and banksmen will be present to ensure that all vehicle movements are conducted safely. If required, the footway will be closed, and pedestrians will be diverted to the northern side of the footway. It is recognised that there are currently loading restrictions in place adjacent to the Site.



Figure 5.1 – Potential Loading Area

- 5.3 Site operatives will control the movement of materials and construction equipment and inspect Lordship Lane for any queuing / general issues. They will be responsible for the co-ordination and control of all aspects of material deliveries and movement. Any vehicle arriving without prior notice will be turned away.
- 5.4 A strict delivery procedure will be implemented to ensure that Lordship Lane and local roads are not overrun with Site and delivery vehicles. The Site operatives will ensure that traffic flow on Lordship Lane is always maintained. There are unlikely to be any instance(s) where Lordship Lane will need to be closed, however, if there is a requirement for this throughout the course of the demolition/construction phases, this will need to be agreed with the Council.

Potential Carriageway/No Loading Suspension

- 5.5 It is anticipated that there may be a need for a temporary suspension of the loading restrictions on Lordship Lane to allow construction vehicles to set down, load and unload at various times throughout the demolition/construction phases. The current no loading restrictions are Monday to Friday between the times, 8:00 – 9:30am and 4:30 – 6:30pm. In addition to this, a section of Lordship Lane may need to be zoned off to allow larger construction vehicles to unload and load materials for the development.
- 5.6 A Temporary Traffic Regulation Order (TTRO) for the suspension of the no loading restriction and carriageway restriction will be required. This is likely to require the suspension of c. 12m of the eastbound carriageway of Lordship Lane to ensure that larger vehicles can set down and unload their deliveries.



Figure 5.2 Location of no loading restriction suspension

- 5.7 This area will be zoned off for a duration of the demolition and construction works to ensure that materials can be brought to Site, unloaded, and used in the construction of the development. These deliveries are likely to be ad-hoc however, this is likely to include a storage area next to the loading area to ensure that if materials need to be stored for a short period of time before being transferred into the Site and can be held without impinging on the mainline carriageway or the pedestrian footway along Lordship Lane.
- 5.8 Therefore, it is our understanding that materials will be held on Site and have them offloaded from the road.

- 5.9 The delivery of concrete to the Site, will be scheduled for a particular day and time due to the curing process and therefore a number of vehicles will be provided to execute these works, it is expected these vehicles will be continuously reaching Site to ensure that the exact amount is provided and as such it is not expected that there will be a significant number of waiting vehicles close to the entrance of the Site.
- 5.10 A proposed Site arrangement draft drawing is provided at Drawing Nos. 23-T059_02 attached at **Appendix A2** and shown below in **Figure 5.3**.

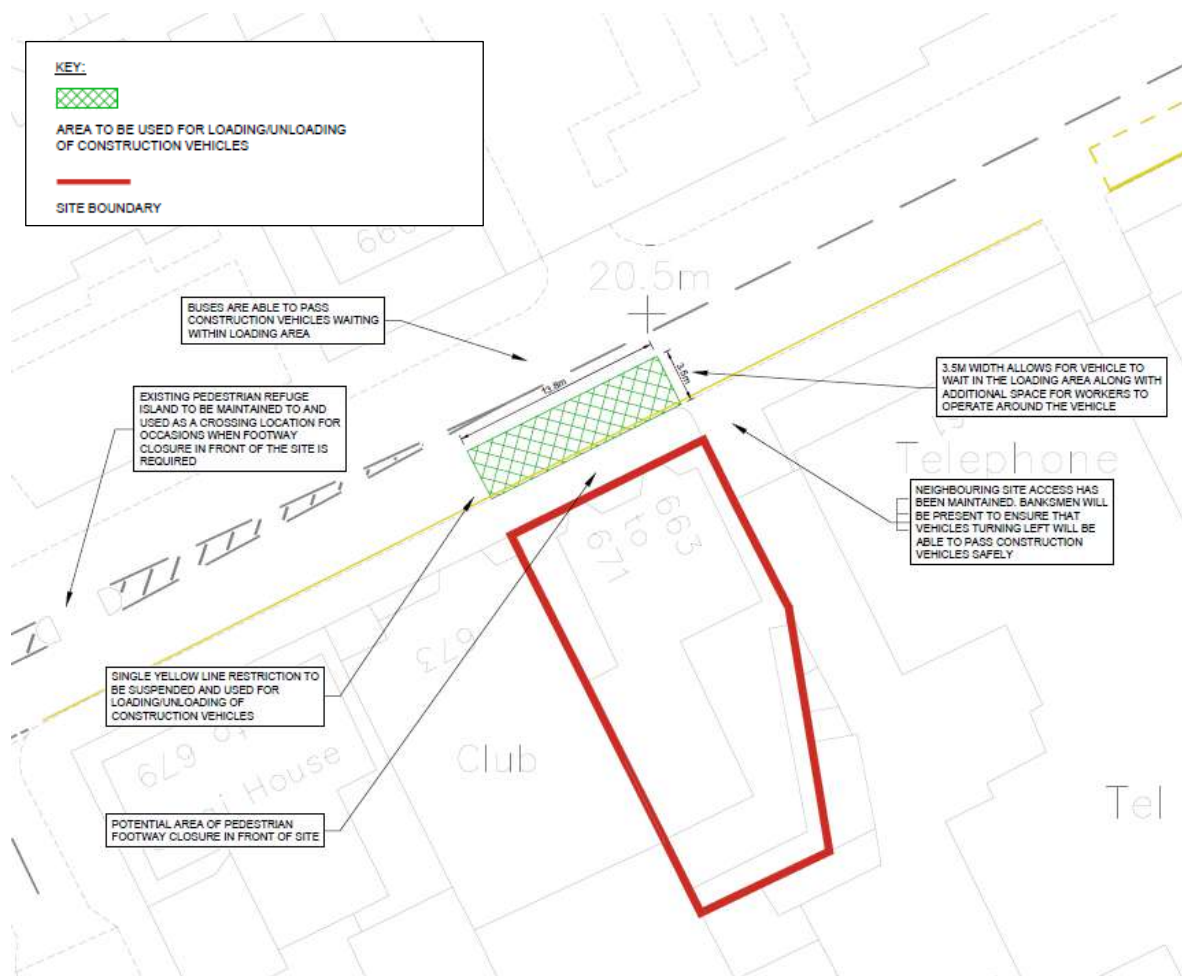


Figure 5.3 Proposed Suspension for Vehicle/Loading Purposes

- 5.11 The extent of the loading area that will need to be suspended will require confirmation with the council, but it is expected that the Site will require the suspension of circa 12.0m of carriageway along Lordship Lane to ensure the appropriate facilities/storage area can be provided whilst accommodating general activity around the Site such as assisting with large vehicle departures.
- 5.12 The suspension of the loading area should not cause any highway safety issues on Lordship Lane as there is more than sufficient carriageway width for vehicles to pass a construction vehicle that is set down to the front of the Site. This will be dealt with by the Principal Contractor, once appointed.

- 5.13 As mentioned above, given the limitations of the Site (in terms of available on-site space and practicality), an unloading zone will be established along the frontage of the Site on Lordship Lane, where a skip can be located when required.
- 5.14 However, for the majority of the core works a 'wait and load' vehicle will be used to remove waste, this has the advantage of not requiring a skip to be positioned in the mainline carriageway. Skips will be required during the fit-out phase, and this is where they will be located.

6. SITE MANAGEMENT

- 6.1 Working hours will be between 08:00 and 18:00 Monday to Friday. Weekend working will take place on Saturday between 08:00 and 13:00. At no time will work take place on Sundays and Bank/Statutory Holidays. However, this can be updated in the full CMP if this is predicted to change.
- 6.2 For the initial stages of the works (enabling), loading of vehicles will take place once they have set down on Lordship Lane in the proposed loading area, and materials will then be transported into Site. When it comes to the main contract works, all the necessary applications for highway occupancy will be made.
- 6.3 Vehicles should be restricted to hardstanding where possible, preventing soil compaction, dirtying of vehicles and the subsequent distribution of materials onto the surrounding highways network. It is not expected that vehicles will use the Site during construction, with the majority setting down on Lordship Lane in the proposed loading area, and that it will be free from residue of trackout.
- 6.4 In order to ensure that vehicles set down, load and unload at the Site in the safest possible way, qualified traffic marshals/operatives will be used to direct traffic/pedestrian movements and safe systems of work shall be produced to brief the traffic marshals. Traffic marshals will use a combination of physical barriers to close pavements off and stop sticks before allowing Site vehicles to load/unload equipment/materials at Site. These will be regularly reviewed to ensure the safe traffic systems are being implemented on the Site.
- 6.5 Delivery booking system will be put in place to ensure vehicles coming to the Site are managed effectively and efficiently in a timely manner such that any queuing on Lordship Lane is mitigated as far as practical, if required to do so. Contractors will enforce strict delivery collection times and limit vehicle movements to avoid contributing to congestion and risk to any vulnerable pedestrians.
- 6.6 The delivery booking system will ensure that all deliveries to Site will be pre-booked with the Site manager in advance. By using a pre-booked delivery system, the quantity of Site traffic arriving at the same time shall be minimised.



- 6.7 All delivery vehicles will also be required to contact Site 30 minutes before reaching the Site. Workers will endeavour to clear congestion, but if it is predicted this cannot be done 15 minutes before the next arrival, the delivery will be called off before reaching the Site. Construction delivery vehicles will not be permitted to circle the local residential roads or idle their engines at any time. All construction materials will be unloaded at the designated area on Lordship Lane and moved to the appropriate storage area.
- 6.8 The Client will also establish regular engagement with local residents to ensure local concerns are being raised and addressed and disruption of construction traffic is reduced as far as practical.
- 6.9 It is anticipated that the majority of vehicles removing aggregate from Site will be 4 or 8 axle wheel tippers (HGVs), whilst mixers will deliver the cement to Site during the first 20 weeks of the scheme operations. Regular flatbed will deliver materials to Site due to the limited storage capacity on Site. There will also be a number of LGVs visiting the Site on a daily basis with the maximum number of vehicles likely to be seen at the start of the scheme and in the superstructure build out phase. Contractors and as far as possible their supply chain will be FORS (Freight Operator Recognition Scheme) accredited, the aim of which is to ensure best practise by meeting standards set out in FORS. The Client shall include this requirement in our pre-qualification process. Deliveries shall not be accepted on to delivery booking systems without contractors or haulage FORS membership numbers (only suppliers/contractors who are accredited to FORS Bronze level or above should only be employed for the work). It is envisaged that the Site will adopt a just in time approach to material deliveries.
- 6.10 In addition, the works will be supervised always by a competent person with appropriate experience and training. All operatives attending Site will possess as a minimum a trade specific CSCS card. The Site supervisor for the works will carry out a toolbox talk, and a record kept of the attendees to Site.
- 6.11 The start date on Site registered with LBH will be confirmed within the full CMP and that the project will last approximately 9-12 months. However, this can be updated in the full CMP if this is predicted to change.
- 6.12 The construction working hours are in accordance with the established rules for working in areas similar to the Site. As indicated at the outset, the Site working hours are expected to be in line with the below but can be updated in the full CMP if this is predicted to change.
- 08:00 and 18:00 hours weekdays.
 - 08:00 to 13:00 hours on Saturdays.
 - No Sunday, Bank/Statutory working.

- 6.13 Details of permitted hours will be clearly provided with all sub-contract and materials orders and clear directions will be provided to all delivery drivers.
- 6.14 The proposed delivery times are likely to be from 08:00 which will allow delivery vehicles to arrive on Site and leave the area prior to the peak traffic build up. It is anticipated that these will be phased to ensure the number of vehicles attending the Site at any one time, is reduced.
- 6.15 Deliveries would start tailing off after 15:30 and it is likely that no deliveries will be allowed after 16:30 thereby eliminating any problems with peak period traffic using the local residential roads.
- 6.16 Delivery vehicles not following these rules will be banned from Site with immediate effect.
- 6.17 At the start of the project, letters will be sent to neighbours informing them of what will be happening and giving them a contact name and telephone number of the contractor.
- 6.18 Neighbours will be kept informed in advance of any unusual, unavoidable activities, such as large loads, early deliveries, noisy work, late or weekend working, etc.

Loading/ unloading arrangements on Site

- 6.19 The highways license will potentially include the closure of the public footpath adjacent to the neighbouring site access on Lordship Lane when deliveries are being undertaken. This in turn may divert pedestrians across the road onto the footway on the northern side of Lordship Lane. The potential part closure of this footway will provide clear working space in front of the development (free of pedestrian conflicts), which abuts the footpath and maybe required to construct any proposals to the front of the Site.
- 6.20 To supplement this, it is possible that a banksman will be on Site, positioned at the removable barriers at the point of closure, which will allow construction vehicles to set down. They could then be used when vehicle needs to exit Lordship Lane to reduce the need to perform any reversing movements. This level of detail will be confirmed once a contractor is appointed.
- 6.21 The contractor will assess at the start of the scheme and continue to monitor throughout the duration of the works whether there is a requirement to install a traffic management system to control the closure of the footway on Lordship Lane, as shown in **Figure 6.1**. Details on any potential or partial closure will be discussed with the council and if this necessitates through ongoing discussions that there is requirement for a partial footway closure then this will be resolved through discussions with the relevant officers.



Figure 6.1 – Footway close to the Neighbouring Site Access that may be subject to Partial closure
(Loading/Unloading Arrangements)

Routes of Vehicles

- 6.22 At this stage, the origin / destination of construction vehicles is unknown, however, as outlined in **Section 4**, construction traffic, including HGV traffic are likely to approach the Site along Lordship Lane in a westbound direction and exit via Lordship Lane in a westbound direction.
- 6.23 Details of the agreed routes will be issued to all suppliers and subcontractors, and more detailed routing will be provided in the 'full' CMP as such seen as a 'live document'.
- 6.24 Should there be the need to hold public vehicles whilst awaiting unloading, the contractor will agree a suitable location with the Police and Highways department. However, the likelihood of this is very low given the relatively small size of the Site area and that Lordship Lane is of good width to allow vehicles to pass safely.

- 6.25 However, during the later stages of Construction is considered that the need may arise to close Lordship Lane for short time periods to assist with deliveries, this will need agreement of the Council. This will be covered in greater detail within the full CMP once more details are known.
- 6.26 As the building covers only part of the Site footprint and it is expected that there will only be a minimal workforce working at any given time, there will be no available parking on Site. Therefore, consideration will be given to the Travel Plan for workers due to the location of the Site. The Principal Contractor will seek to ensure that workers visiting the Site do not park on the neighbouring streets or impede vehicles using Lordship Lane given the residential nature of the street. During the induction process, which all workers on Site will undergo before starting work, the local parking arrangements and enforcement will be clearly explained; any construction workers found to be parking locally will be dealt with by Site management.
- 6.27 All subcontractors will be encouraged to use public transport or car share. Operatives will be encouraged to use public transport to get to Site. The Site is located within 5 minutes walking distance of Wood Green railway station and there are a number of bus stops nearby, which if required could be utilised by some workers.
- 6.28 Detailed information on travel options will be made available during Site inductions and explained in more within the live CMP.

Size of Vehicles (Number of concrete loads estimated to be delivered)

- 6.29 Based on the client's experience with previous Sites, there is likely to be an average of seven lorries/vehicles visiting the Site per day over the duration of the first 20 weeks of construction period, this includes an increased number of vehicle movements associated with any excavations for the Site and the pouring of the concrete for the foundations, which will follow the demolition and clearance of part of the Site. As outlined, these vehicles will be in the form of concrete, steelwork, plant lorries, and general material deliveries. In addition, there will also be three contractor vans per day associated with the construction of the Site that includes the superstructure works and the fit-out testing and commission phases. It is expected that the number of larger vehicles will drop off as the scheme progresses and the number of lighter vehicle types increase. The number and size of vehicles will need to be confirmed as part of the full and evolving live CMP.
- 6.30 A more concise breakdown of vehicle types and projected vehicle movements will be provided within the full and evolving live CMP when this detail is known.

7. ENVIRONMENTAL CONTROL MEASURES

- 7.1 The quietest and newest vehicles/plant machinery shall always be used. All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers, shall be maintained in good and efficient working order, and operated in such a manner as to minimise noise emissions.
- 7.2 The Best Practicable Means (BPM), as defined in Section 72 of the Control of Pollution Act 1974, shall be employed at all times to reduce noise (including vibration) to a minimum, with reference to the general principles contained in British Standard BS5228: 2009 'Noise and Vibration Control on Construction and Open Sites'.
- 7.3 Measures will be identified and employed to reduce the noise and vibration arising from this phase of the development. Specific measures will include:
- *Selection of construction methods and programme to minimise noise and vibration at sensitive receptors.*
 - *Selection of routes and programming for the transport of construction materials, spoil and personnel to minimise noise and vibration at sensitive receptors.*
 - *The design and construction of temporary infrastructure to minimise noise and vibration.*
 - *Where applicable/require, the use of a 2.4m high hoarding, of at least 5 kg/m2 surface density, on the external boundaries of the Site.*
 - *Where possible, 'silenced' plant and equipment will be used at all times.*
 - *Where vehicles are standing for a significant period of time, engines will be switched off.*
 - *Acoustic enclosures will be fitted to suppress noisy equipment.*
 - *Plant will operate at low speeds, where possible, and incorporate automatic low speed idling.*
 - *Where possible, electrically driven equipment will be selected in preference to internal combustion powered, hydraulic power in preference to pneumatic and wheeled in lieu of tracked plant.*
 - *During enabling works, materials will be lowered whenever practicable rather than dropped; and, consideration will be given to temporary screening or enclosures for static noisy plant to reduce noise emissions and plant should be certified to meet any relevant EC Directives/UK/BS5228 standards.*
- 7.4 Only equipment conforming to relevant national & international standards, directives and recommendations on noise and vibration emissions will be used.

- 7.5 Plant or equipment liable to create noise or vibration will be located away from sensitive receptors or will be controlled by the use of lined and sealed acoustic covers or enclosures.
- 7.6 Any covers or enclosures will remain in place whilst the relevant noise generating equipment is in use.
- 7.7 Vibration will be controlled in order to minimise disturbance to residents and other users of buildings close to the works. Impact piling methods will be avoided unless there is no viable alternative from a technical perspective.
- 7.8 During the construction phase, there will be various Site clearance and construction activities undertaken which all have the potential to generate dust and particulate matter.
- 7.9 The main sources of particle emissions during construction activities will include.
- Haulage routes, vehicle and construction traffic.
 - Materials handling, storage and spreading; and,
 - Site preparation and restoration on completion.
- 7.10 In accordance with the London Code of Practice for the control of dust and emissions from construction and demolition an Air Pollution Risk Assessment will be undertaken and contained within the final and evolving CMP. The contractor will adopt the required measures outlined in the Code, specifically the following:
- No bonfires.
 - A high-pressure Power Wash wheel wash facility will be used on Site.
 - Cleaning of entrance areas - Entrance areas will be regularly inspected throughout the day and cleaning carried out as required.
 - Dust Suppression - Water suppression will be used on all internal haul roads, graded areas, and stockpiles. Cover all open backed vehicles, water down demolition activities. A dust suppression facility will be always available on Site. Sustainable water sources on Site will be investigated.
 - Compile a risk-based Dust Management Plan;
 - Stockpiles will be Sited away from sensitive areas, and
 - Engines turned off, so vehicles sit idle on Site.

7.11 Referring to visible dust, it is imperative to prevent statutory nuisance arising from the demolition, construction works or dusty activities. Therefore, a philosophy of the prevention of dust formation in the first place shall be adopted. Dealing with dust should be in the following fashion:

- Prevention
- Suppression
- Containment

7.12 These three principles are well established and are central to the control strategies to control dust. They follow a hierarchy to control the emissions.

7.13 The main principles for preventing dust emissions are containment of dusty processes and suppression of dust using water or proprietary suppressants. Suppression techniques need to be properly designed, used and maintained, in order to be effective. For example, where water is used for dust suppression, processes require an adequate supply of water and all water suppression systems need adequate frost protection.

Plant and Vehicles

7.14 All loaded vehicles leaving Site with the potential to cause dust will be sheeted.

- Vehicles will not be overloaded.
- All Site vehicle engines, generators or Site plant engines will be switched off when not in use.
- Plant and equipment will be kept in good repair and regularly maintained in accordance with the manufacturer's specifications.
- All crushing, grinding, concrete batching and coated roadstone plant will be subject where necessary to a permit issued under the Environmental Permitting Regulations (2016).
- Plant and equipment maintenance records will be kept on Site for the duration of the works.

Air Quality Mitigation Actions

7.15 There are a number of Best Practice mitigation measures that can be used by contractors to ensure that the impacts experienced in close proximity to the construction Site are minimised. Such measures include:

- On the Site boundary, display the name of the Site Air Quality Manager/Environmental Site Manager for the Site, and contact details for head office;
- Compile a risk-based Dust Management Plan;

- Record details of all dust and air quality complaints made and of all significant air quality incidents.
- Erect solid barriers around the Site boundary when dust-generating activities being undertaken for an extensive period;
- Remove dust generating activities from Site and cover or screen potentially dusty objects (e.g., stockpiles, goods coming into Site);
- Use mains powered generators and switch off vehicles when idle;
- All HGVs leaving the Site should have loads covered and utilise wheel washing to reduce trackout;
- Employ dust suppression or minimisation techniques during Site operations and ensure dust suppression equipment is accessible; and
- Minimise drop heights from conveyors and loading shovels, etc.

7.16 If Best Practice mitigation techniques are implemented, it is considered that the potential risks from the construction phase would be negligible.

7.17 Air quality effects will be controlled through the selection of appropriate plant and machinery, careful planning of works and effective Site management. Planning of works will take into consideration local topography, prevailing wind patterns and local sensitive receptors.

Monitoring

7.18 Beyond the measures to prevent, control and mitigate the factors affecting air quality, monitoring will be carried out to include regular visual inspections of dust levels undertaken particularly during dry periods and action to reduce levels where necessary.

7.19 Where there is evidence of airborne dust from the building construction/demolition activities on the Site, the contractor should make their own inspection and assessment, and where necessary undertake ambient monitoring with the aim of identifying those process operations giving rise to the dust. Once the source of the emission is known, corrective action should be taken without delay.

Site Waste Management Plan (SWMP)

7.20 To minimise the generation of waste and waste disposed to landfill, all spoil, construction arisings and wastes will be managed in accordance with the waste hierarchy and relevant regulatory controls.

7.21 Measures to reduce excessive quantities of material storage on Site will include adopting a just in time approach to material deliveries.

7.22 A Site Waste Management Plan (SWMP) will be produced as part of the Construction Phase Plan adopting best practice procedures in as many areas as possible. The SWMP will be updated as the project progresses capturing any changes that may result in differing waste streams and quantities. The SWMP provides a structure for waste disposal at all stages of the construction project. It helps to identify:

- Who will be responsible?
- What type of waste will be generated?
- How will the waste be managed, reduced, reused or recycled?
- How will the quantity of waste generated from the project will be measured?

7.23 Waste will be segregated into separate skips to minimise the amount sent to landfill and maximise the amount recycled. All operatives shall be informed of the procedure for separating waste during their induction.

Material selection

7.24 During procurement buying schemes (such as group purchasing) will be sought to minimise packaging and waste wrapping of products. The buyer shall ensure accurate scheduling and ordering of materials to minimise waste through over ordering.

7.25 Materials such as timber will be selected from certified sustainable sources.

7.26 Where possible, materials will be selected from local sources/outlets to reduce the distance that materials are required to travel.

Waste Management

7.27 Compliance with all aspects of the Duty of Care (Environmental Protection Act 1990) will be achieved during construction in order to protect the interests and safety of others from the potential effects of handling, storing, transporting and disposing of materials and wastes arising from the works:

- Disposal of waste from Site will be carried out by a licensed waste carrier.
- All non-hazardous waste leaving Site will be accompanied by a waste transfer note.
- Copies of waste transfer notes for non-hazardous wastes will be kept for a minimum of 2 years.

- If waste is to be deposited, kept, or treated on the Site, a Waste Management Licence or an exemption will be obtained.
- Where concrete crushing is to be undertaken, the crushing plant will have a relevant local authorisation issued under the Environmental Permitting Regulations (2007). Copies of documentation for the transport of hazardous waste will be kept for 5 years.

Storage of soil, materials, and waste

7.28 As a minimum it should follow that:

- Waste will be clearly labelled and segregated on Site.
- Measures will be taken to ensure that wastes cannot blow away.
- Should soils require disposal, the Principal Contractor will undertake Waste Acceptance Criteria (WAC) testing prior to disposal.
- Housekeeping measures will be followed for the storage of materials to ensure that materials are protected as much as possible.
- The burning of waste on Site will not be permitted.
- Site management will ensure that materials are not delivered to Site too early and are not exposed to damage from weather or poor storage. Off cuts will be reused where possible (i.e., timber off cuts greater than 300mm in length could be used as noggins or packers).

Monitoring

7.29 Materials and waste taken off Site will be measured and monitored. As a minimum, the following waste management data will be provided:

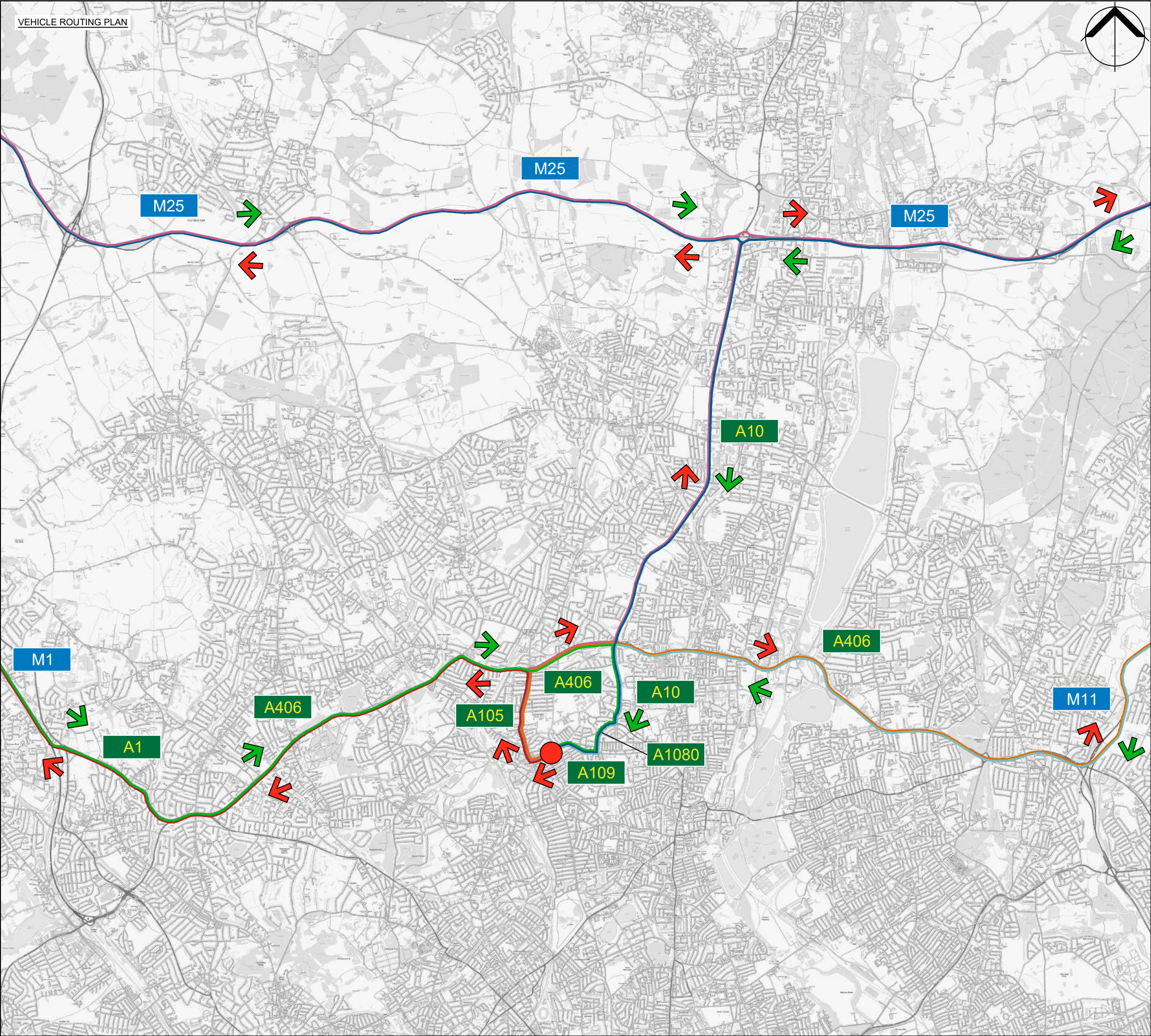
- Quantity of materials and waste removed from Site by type in volume and weight;
- Outcome of the materials and waste on and off Site;
- Waste transfer notes;
- Hazardous waste consignment notes.

8. COLLABORATION ON CEMPLPS

- 8.1 Establishing collaborative working practices for CMPs is of particular importance on construction sites as it will involve bringing together contractors and a range of sub-contractors to carry out the construction works for which they have been appointed. It is important therefore that clear and efficient collaborative working practices are implemented.
- 8.2 A decision to adopt this approach should be taken at the outset. This will involve enabling an approach that explores whether deliveries can be coordinated so not as to coincide with one another, or whether there are opportunities to provide partnering of deliveries between individual construction sites.
- 8.3 We are clear that this is a partial residential area and that the level of development close to the Site is considered minimal, however in the eventuality that enabling works are carried out on an adjoining site and which may run concurrently with the programme of work at the Site, a collaborative approach can be adopted.
- 8.4 The CMP is considered to be a live document which allows for monitoring and a review of the collaborative working practices to be undertaken.

A1. VEHICLE ROUTING PLAN

VEHICLE ROUTING PLAN



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KEY:

ROUTE 1 ENTERING SITE

ROUTE 1 EXITING SITE

ROUTE 2 ENTERING SITE

ROUTE 2 EXITING SITE

ROUTE 3 ENTERING SITE

ROUTE 3 EXITING SITE

DIRECTION OF VEHICLES WHEN ENTERING SITE

DIRECTION OF VEHICLES WHEN EXITING SITE

APPLICATION SITE

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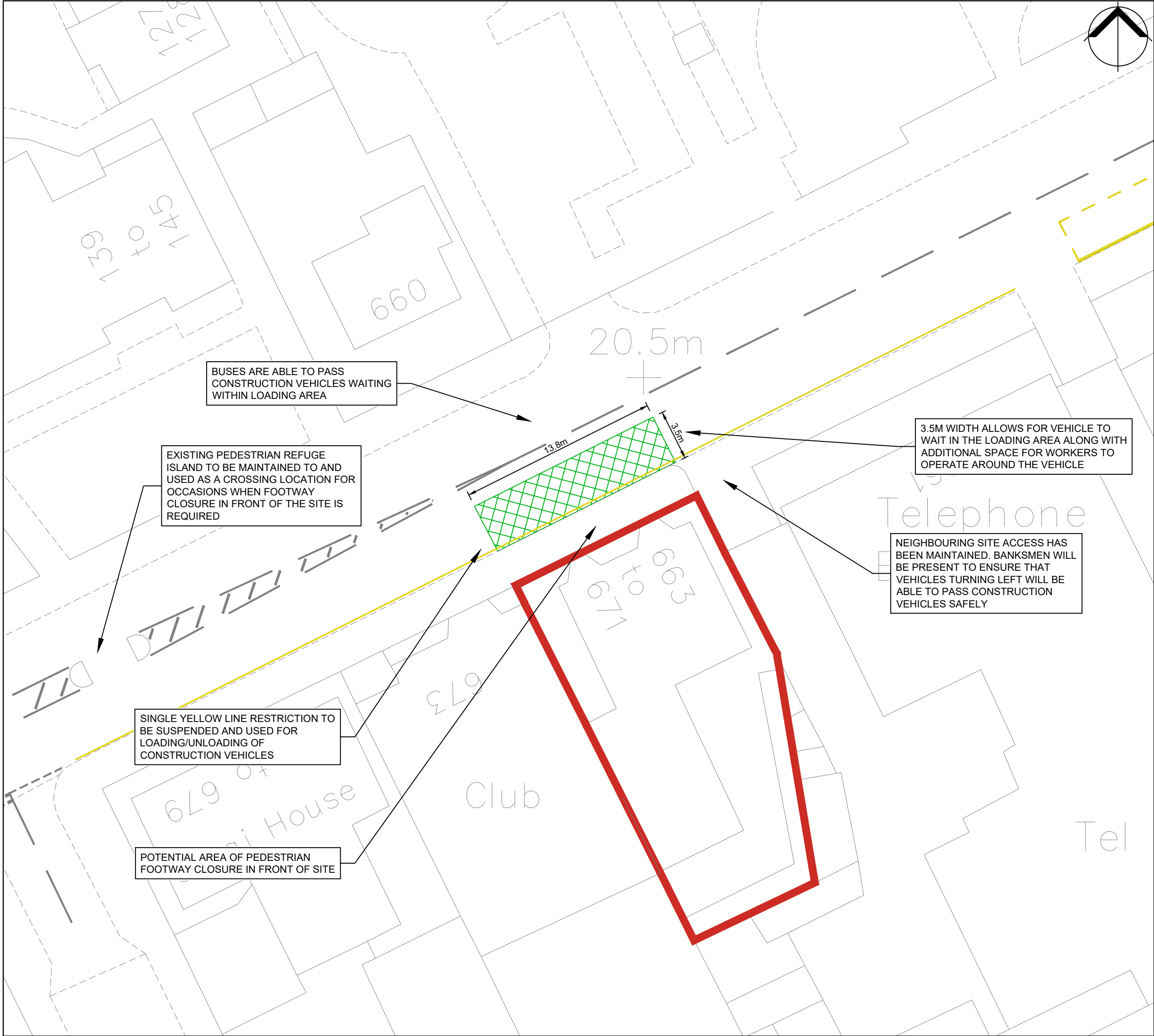
VEHICLE ROUTING PLAN

DRAWN BY AKC	CHECKED BY AP 05.07.2023	APPROVED BY LT 05.07.2023
SCALE @ A3 NTS		DATE 05.07.2023

PROJECT NO. 23-T059	DRAWING NO. 01	REV. -
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A2. PARKING BAY SUSPENSION AND VEHICLE TRACKING ASSESSMENT



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KEY:

 AREA TO BE USED FOR LOADING/UNLOADING OF CONSTRUCTION VEHICLES

 SITE BOUNDARY

A	20.07.2023	AMENDED NOTES	AP	LT	LT
REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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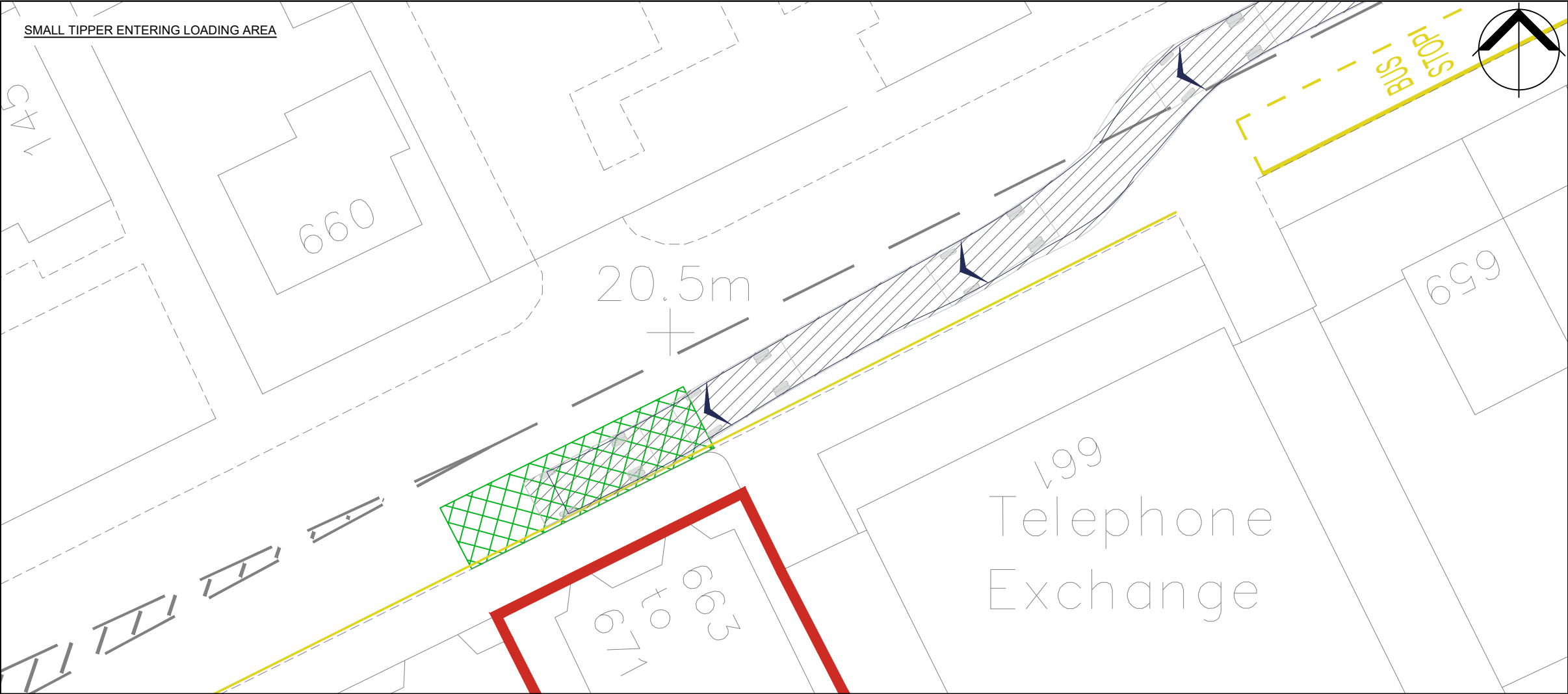
GENERAL ARRANGEMENT
(LOADING/UNLOADING AREA)

DRAWN BY AP	CHECKED BY LT 10.07.2023	APPROVED BY LT 10.07.2023
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SCALE @ A3 1 : 250	DATE 10.07.2023
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PROJECT NO. 23-T059	DRAWING NO. 02	REV. A
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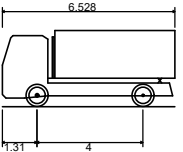


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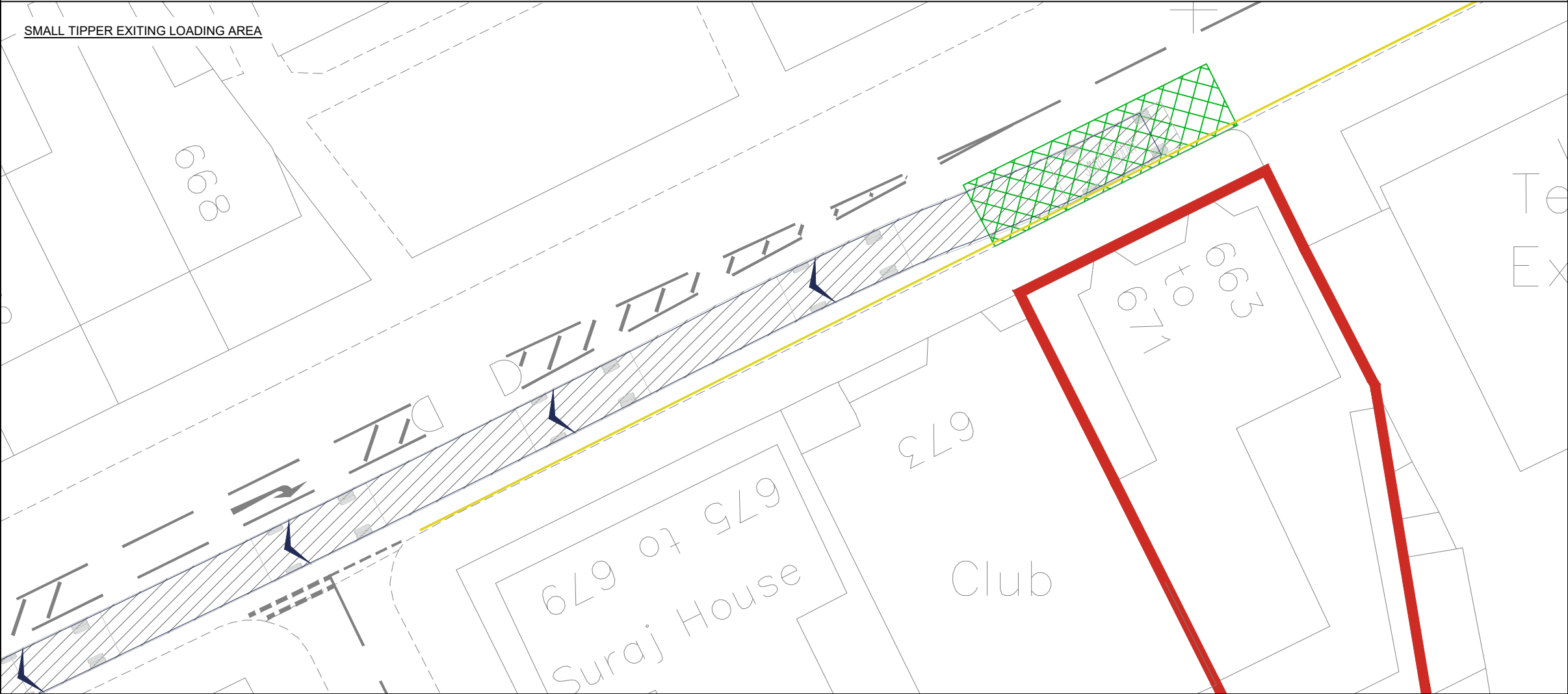
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VEHICLE PROFILE:



Small Tipper	6.528m
Overall Length	2.500m
Overall Width	2.877m
Overall Body Height	0.327m
Min Body Ground Clearance	2.393m
Track Width	6.00s
Lock to lock time	7.850m
Kerb to Kerb Turning Radius	



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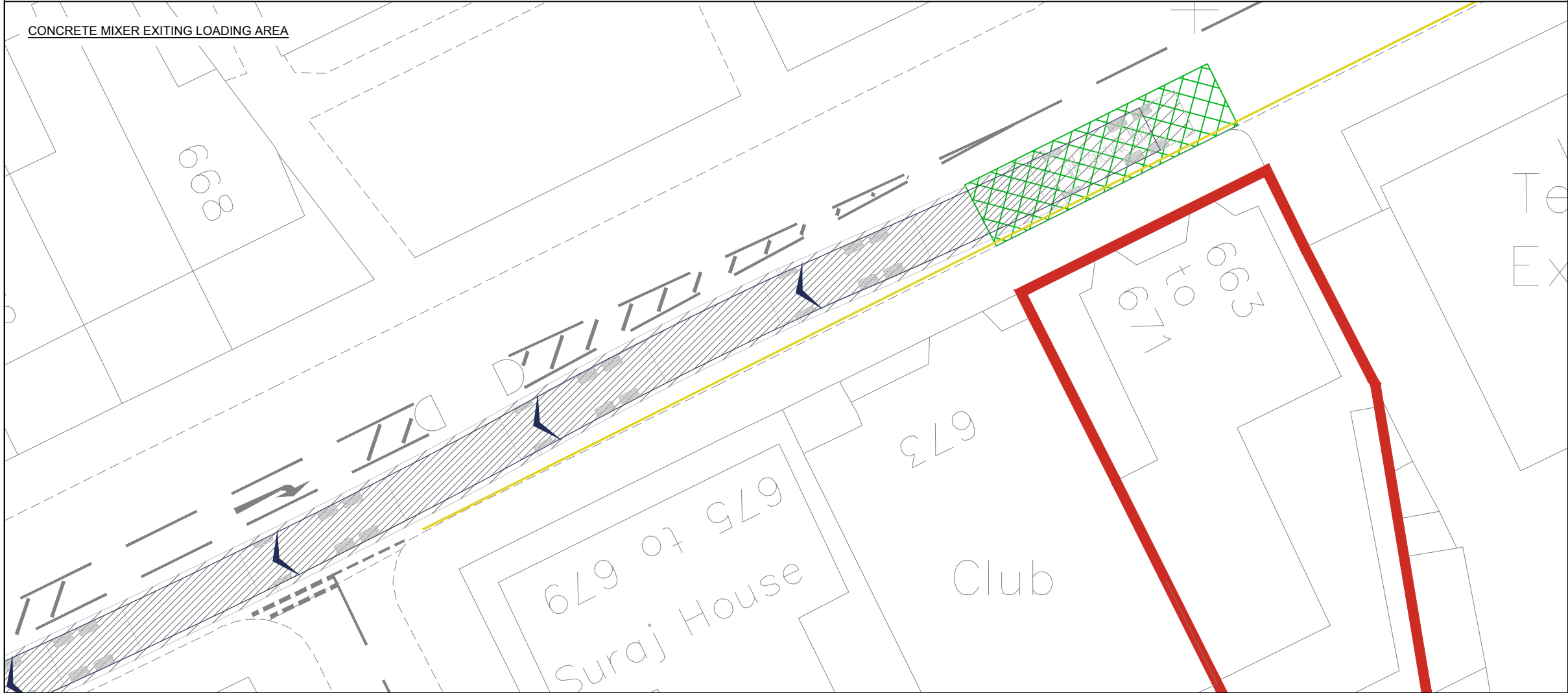
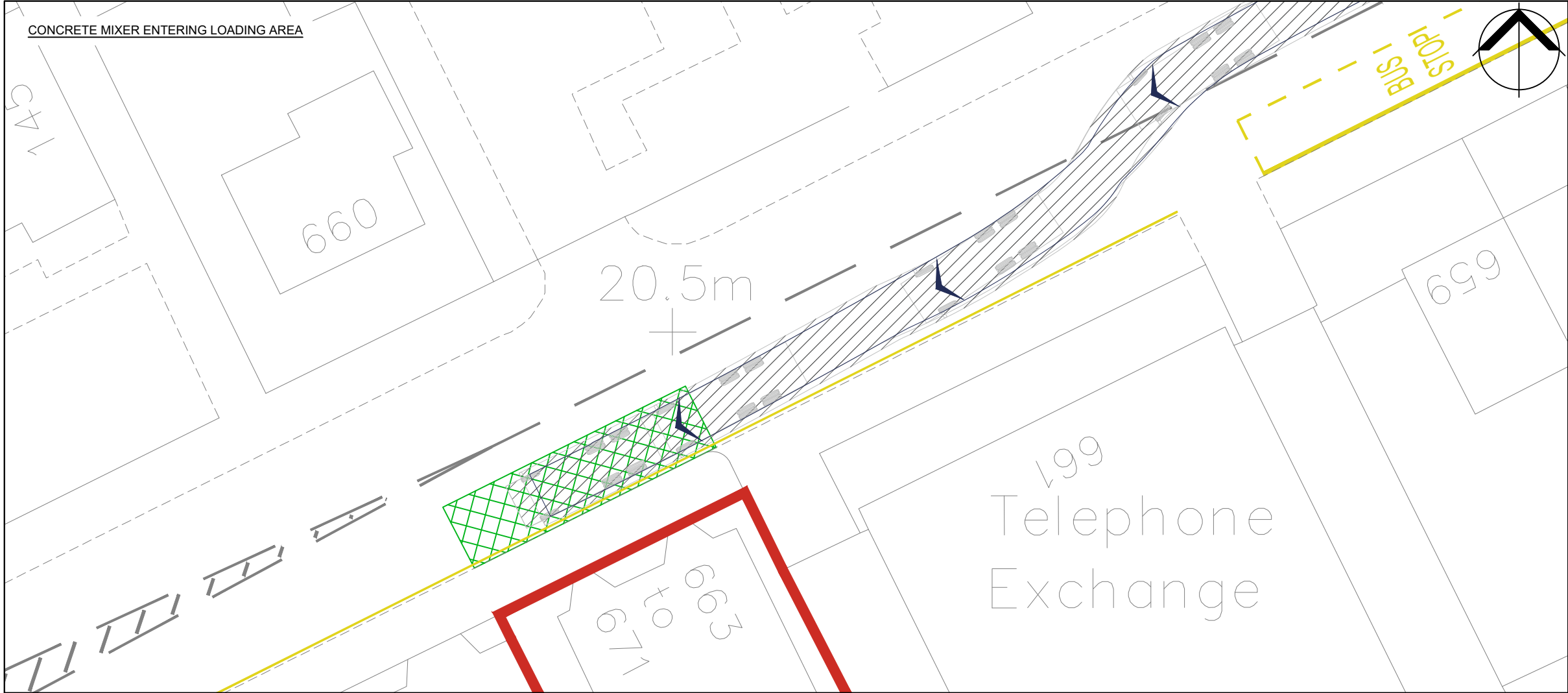
GENERAL ARRANGEMENT
(SMALL TIPPER VEHICLE TRACKING ASSESSMENT)

DRAWN BY	CHECKED BY	APPROVED BY
AP	LT	LT
	10.07.2023	10.07.2023

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1 : 250	10.07.2023

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23-T059	03.1	-

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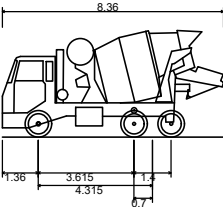


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VEHICLE PROFILE:



WM Concrete Mixer	8.360m
Overall Length	2.390m
Overall Width	4.027m
Overall Body Height	0.358m
Min Body Ground Clearance	2.413m
Max Track Width	6.00s
Lock to lock time	8.210m
Kerb to Kerb Turning Radius	

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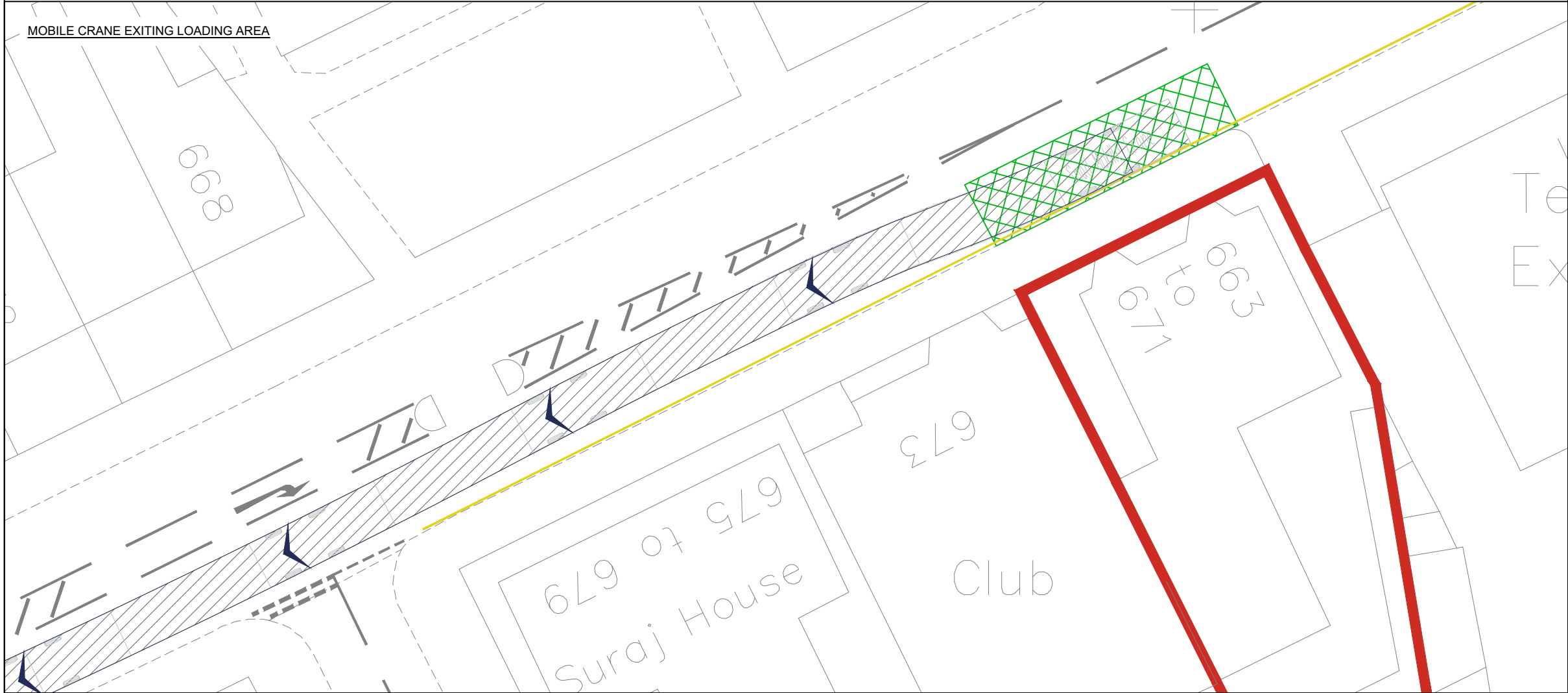
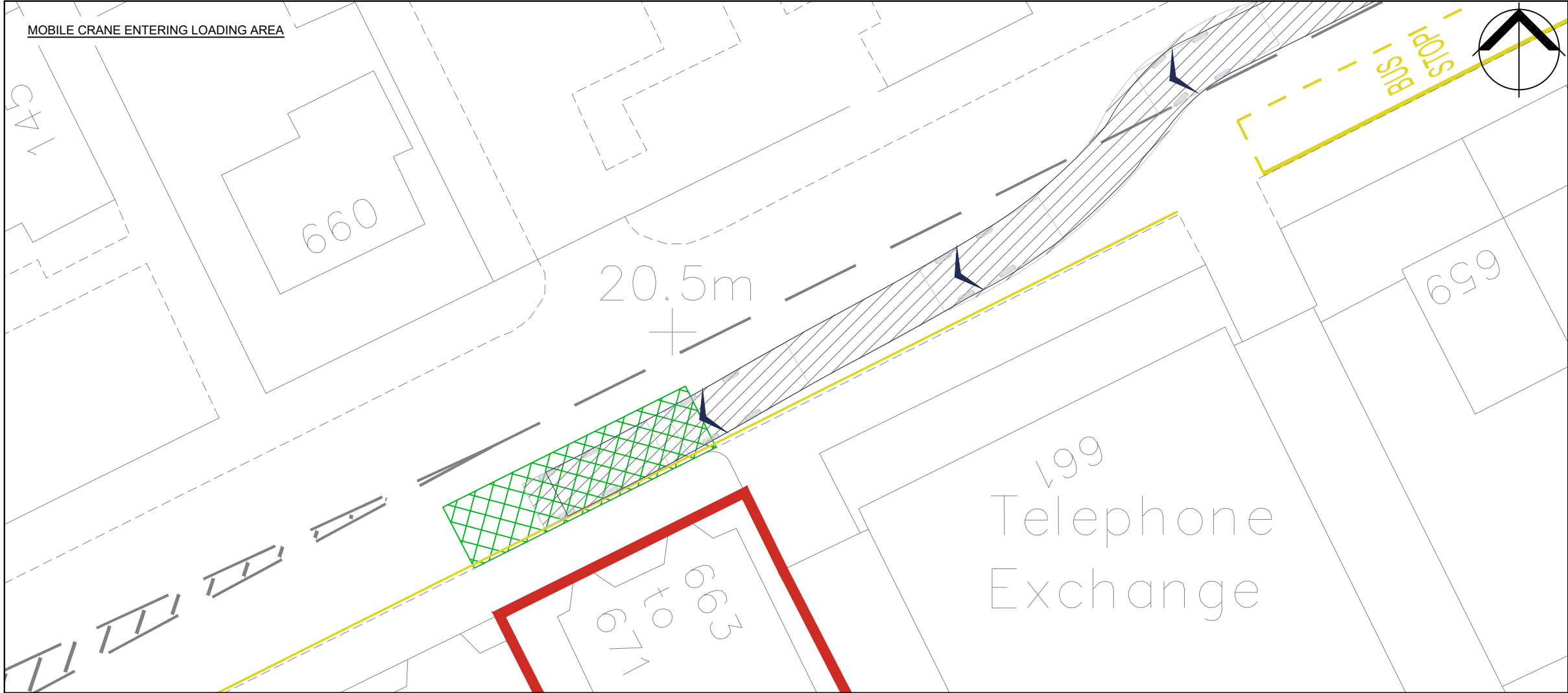
GENERAL ARRANGEMENT
(CONCRETE MIXER VEHICLE TRACKING ASSESSMENT)

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PROJECT NO.	DRAWING NO.	REV.
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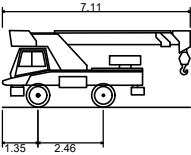


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VEHICLE PROFILE:



Small Mobile Crane	7.110m
Overall Length	2.500m
Overall Width	2.895m
Overall Body Height	0.427m
Min Body Ground Clearance	2.500m
Track Width	4.00s
Lock to lock time	5.800m
Kerb to Kerb Turning Radius	

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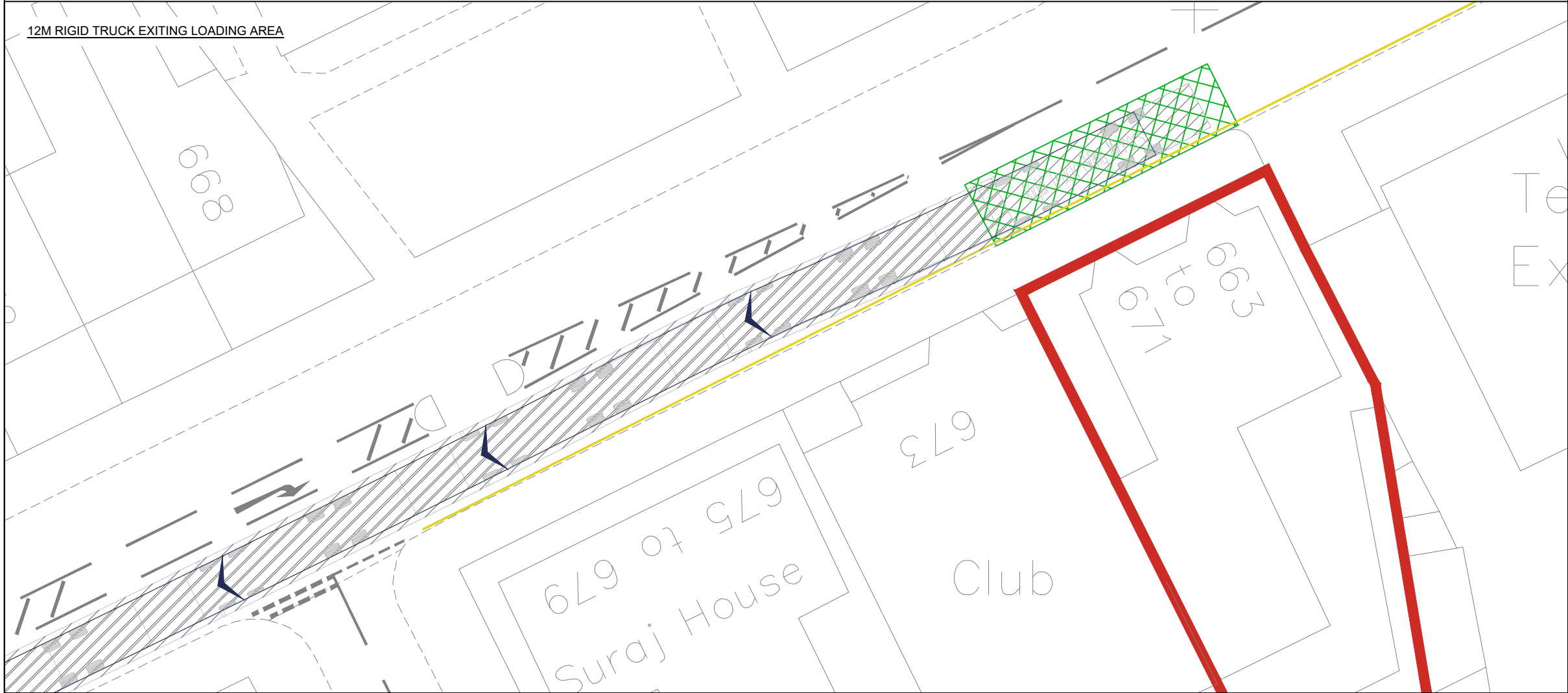
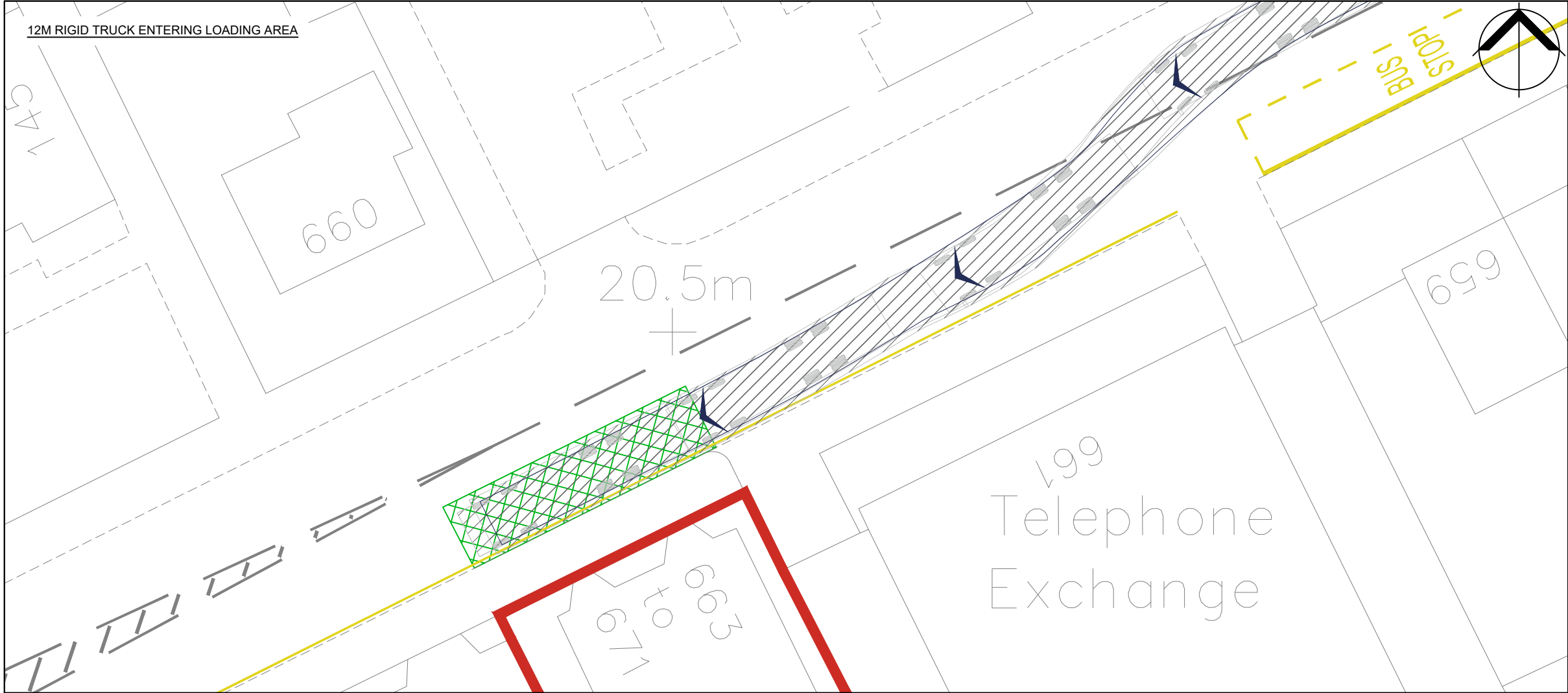
GENERAL ARRANGEMENT
(MOBILE CRANE VEHICLE TRACKING ASSESSMENT)

DRAWN BY AP	CHECKED BY LT	APPROVED BY LT
	10.07.2023	10.07.2023

SCALE @ A3 1 : 250	DATE 10.07.2023
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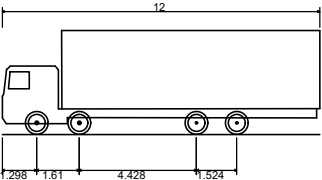


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VEHICLE PROFILE:



Rigid Truck (Wing Mirrors)

Overall Length	12.000m
Overall Width	2.500m
Overall Body Height	3.928m
Min Body Ground Clearance	0.412m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.900m

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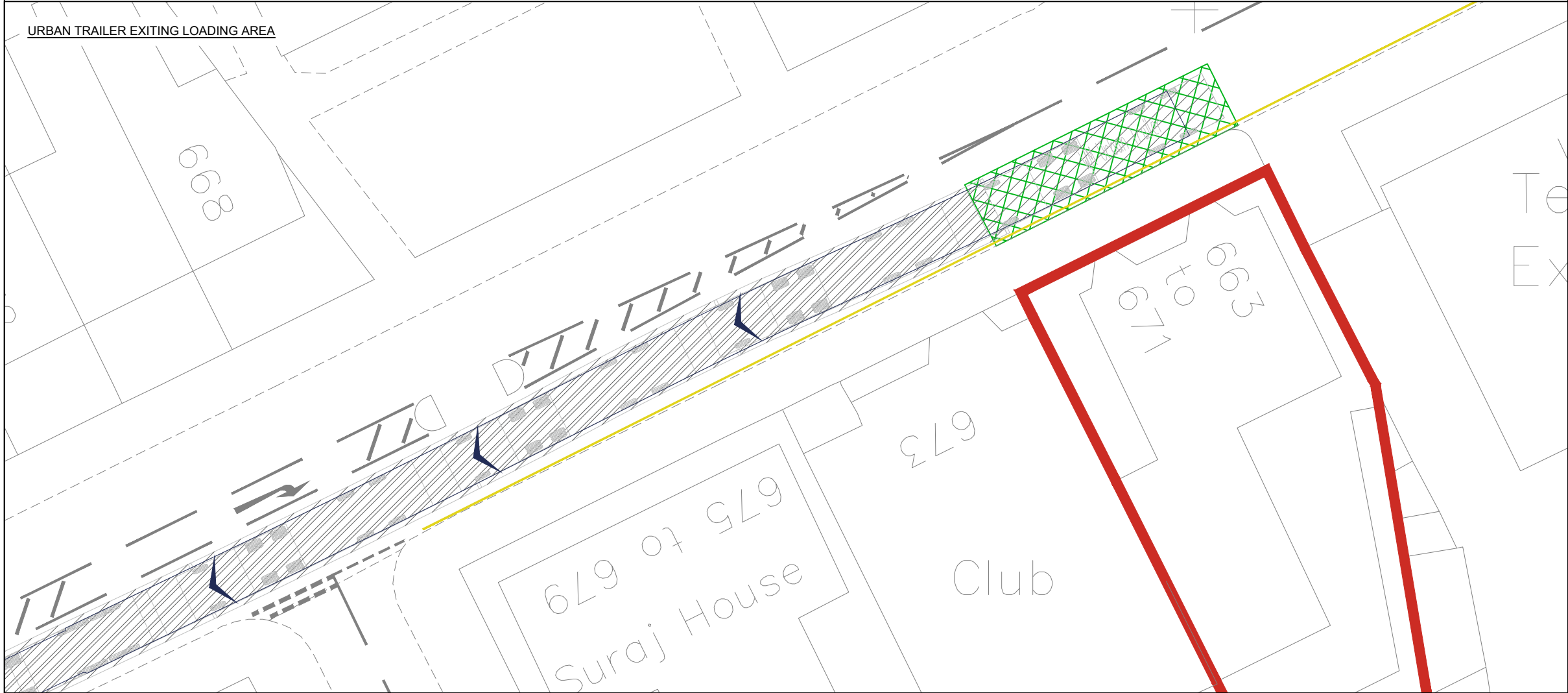
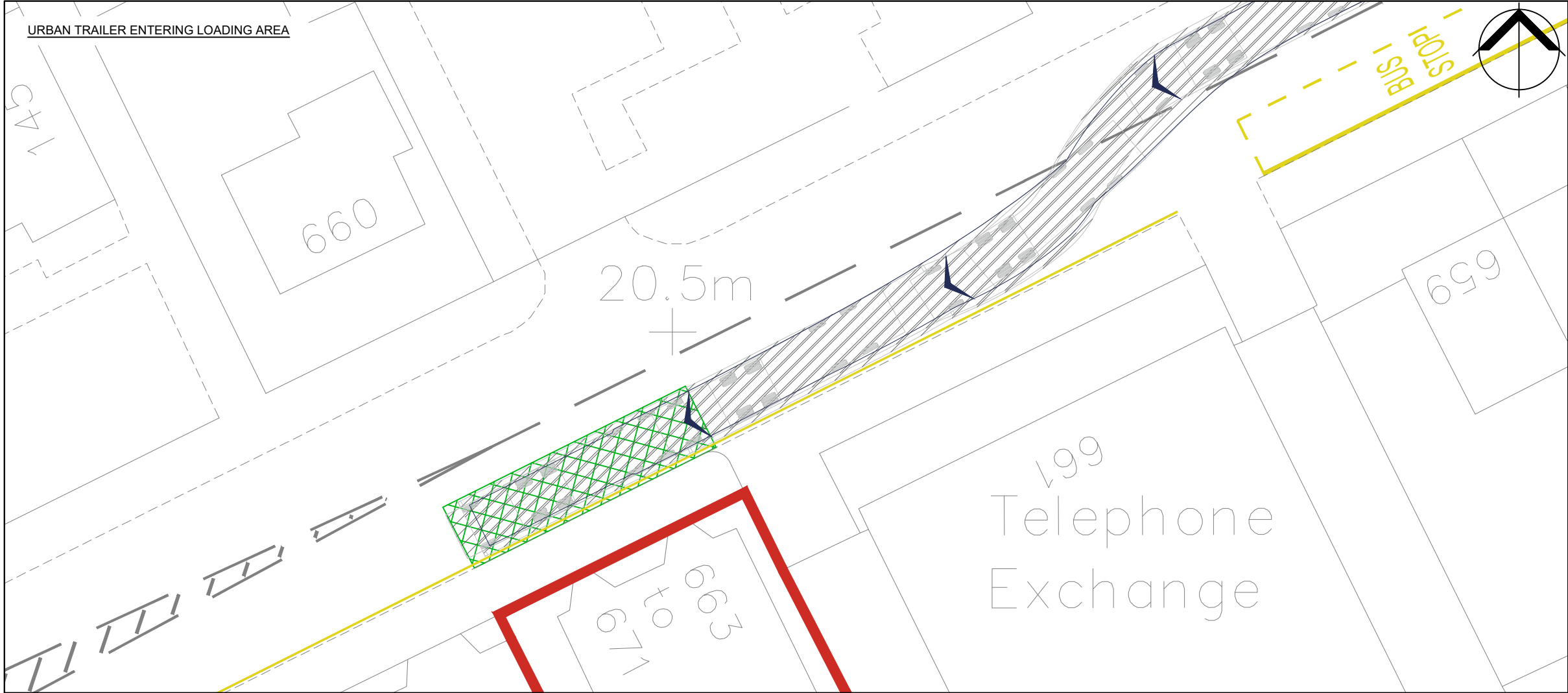
GENERAL ARRANGEMENT
(12M RIGID TRUCK VEHICLE TRACKING ASSESSMENT)

DRAWN BY	CHECKED BY	DATE	APPROVED BY	DATE
AP	LT	10.07.2023	LT	10.07.2023

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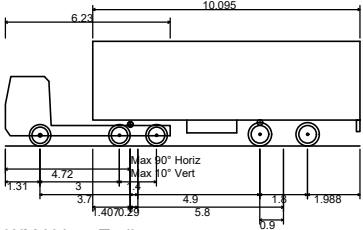


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2. THIS DRAWING IS BASED UPON THE ORDNANCE SURVEY'S (1:1250) MAP WITH PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT RESERVED.

VEHICLE PROFILE:



WM Urban Trailer
Overall Length 13.408m
Overall Width 2.550m
Overall Body Height 3.962m
Min Body Ground Clearance 0.396m
Max Track Width 2.550m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.870m

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CLIENT

MIDPOINT PROPERTIES LTD

PROJECT

LORDSHIP LANE

TITLE

GENERAL ARRANGEMENT
(URBAN TRAILER VEHICLE TRACKING ASSESSMENT)

DRAWN BY AP	CHECKED BY LT	APPROVED BY LT
	10.07.2023	10.07.2023

SCALE @ A3 1 : 250	DATE 10.07.2023
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PROJECT NO. 23-T059	DRAWING NO. 03.5	REV. -
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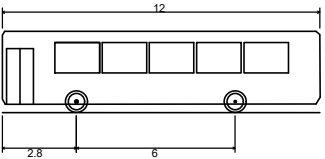
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TfL 12M RIGID BUS PASSING LOADING/UNLOADING AREA

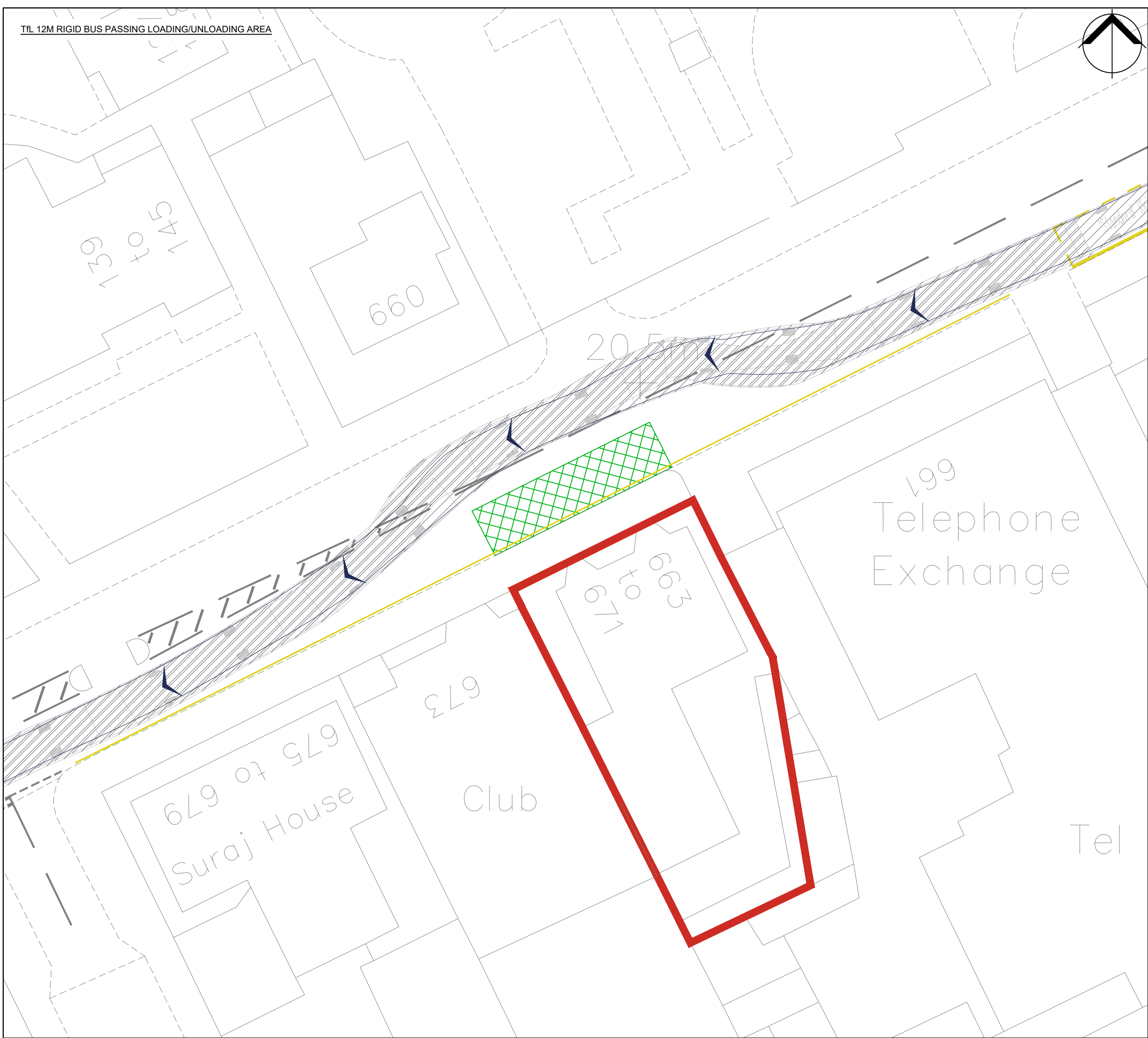


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VEHICLE PROFILE:



'Standard' Rigid Bus (WM)	12.000m
Overall Length	2.550m
Overall Width	3.069m
Overall Body Height	0.309m
Min Body Ground Clearance	2.350m
Track Width	4.00s
Lock to lock time	10.771m
Wall to Wall Turning Radius	



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PROJECT

LORDSHIP LANE

TITLE

GENERAL ARRANGEMENT
(TFL 12M RIGID BUS VEHICLE TRACKING ASSESSMENT)

DRAWN BY	CHECKED BY	APPROVED BY
AP	LT	LT
	10.07.2023	10.07.2023

SCALE @ A3	DATE
1 : 250	10.07.2023

PROJECT NO.	DRAWING NO.	REV.
23-T059	03.6	-

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