



CONSTRUCTION LOGISTICS PLAN (CLP)

for

WH206 – Wood Green

Site Address: 467 Caxton Road
Wood Green
Haringay
London
N22 6YG

Customer: Weston Homes Plc
Parsonage Road
Takeley
CM22 6PU

Version: 2

Report Date: February 2022

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Document Control

Publication Title	Construction Logistic Plan
CLP Author	Weston Homes
Principal Contractor	Weston Homes Plc Parsonage Road Takeley CM22 6PU

All estimated information and targets used for producing the Construction Logistics Plan are provided by Weston Homes

Principal Contractor: Weston Homes

Prepared By:



**David Brown CMIOSH
Principal Health & Safety Manager**

Version Number	2
Date	February 2022

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1. Introduction

Phased redevelopment of the site comprises a single block ranging from 4 - 9 storeys

1.1 This Logistics Plan has been prepared for a forthcoming Planning Application.

The Construction Logistics Plan needs to be a standalone document that adheres to the latest TFL Guidance in both form and context. The main contractor should have an input into the document to ensure that it is realistic and there is an element of buy-in. Detail will be provided in respect to;

- *The number of construction vehicles and the types for the different phases of development*
- *Swept paths showing the vehicles can access and egress the site*
- *Vehicles can turn within the site*
- *Considerations for alternate methods of material delivery i.e. river/rail*
- *Any temporary parking restrictions necessary*
- *Measures to ensure safe passage for pedestrians and cyclists across the front of the site*
- *Safe pedestrian and cyclist passage along site perimeters*
- *Details of a delivery booking system so that peak times are avoided*

The development shall only be constructed in accordance with the approved Construction Logistics Plan.

1.2 The Transport for London CLP guidance document, states that CLP's 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.

1.3 There are two types of CLP an outline CLP (for planning purposes) and a detailed CLP (planning permission granted). For the purpose of this scheme, a 'draft detailed' CLP has been produced to factor the entire requirement sought for. This is a 'live' document, and specific details will be updated as the Site progresses.

1.4 As part of the CLP document Weston Homes has included a proposed target which will be implemented, monitored and reviewed during the course of the project. Construction meetings will be held to discuss the CLP progress and where required the data will be shared with The London Borough of Haringey.

1.5 Other meetings will be held with subcontractors and suppliers to ensure that they understand the CLP targets and their responsibilities.

1.6 The Construction Logistics Plan shows that Weston Homes will use all best endeavours to minimise disturbances to the community, reduce any potential congestion arising from construction work and effectively manage the logistical movements during construction.

1.7 Construction Logistics Plan Objectives

The reasons for the Construction Logistics Plan are detailed in the following documents listed below;

- *Building a better future for freight Construction Logistics Plan –TFL*
- *Code of practises*
- *Framework CLP planning requirement*

Weston Homes has set out the following objectives which are shown below

- *Delivery slots to be introduced to reduce local traffic within school peak times*
- *Safe passage of pedestrians and cyclists on Bryant Avenue and adjacent streets*
- *Encourage subcontractors and suppliers to reduce fuel costs*

The above objectives have been used to produce the Construction Logistics Plan report for this site. These objectives will be used during the tender and procurement stage to ascertain the suitability of the contractors. Ensure that adequate access and egress are in place for pedestrians, cyclist and other activities for the local community.

The Construction Logistics Plan should be read in conjunction with the Construction Environmental Management Plan, produced for WH206 Wood Green.

Table 1: Construction Logistic Plan Structure

Client	Weston Homes PLC					
Principal Designer	Weston Homes PLC					
Principal Contractor	Weston Homes PLC					
Name of person in charge of project	Site Manager - TBC					
Author of CLP	David Brown					
Site reference	WH206					
Site location and contact	Wood Green					
Project cost (estimated)	TBC					
Total Building footprint (m²)	TBC					
Start date	Day	TBC	Month	TBC	Year	TBC
Completion date	Day	TBC	Month	TBC	Year	TBC
Description of project scope	The site covers an area of approximately 0.24Ha (0.61 acres) and currently occupies a prominent corner position at the junction of Caxton Road and Mayes Road. It is broadly square in shape and comprises level, cleared land.					
CLP Management Champion	The Project Manager					
CLP Coordinator	Weston Homes PLC					
Document Controller	Weston Homes PLC					
Location of CLP	Paper based document					

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2. Context Considerations and Challenges

This section describes the local context and issues identified that needs to be considered and addressed during construction. These reference policies where applicable have been considered in the preparation of this document;

2.1 Designing for Deliveries, Freight Transport Association (2006)

Published in 2006, Designing for Deliveries provides specification for the size of delivery vehicles, turning radii and clearance requirements and should be used to ensure that delivery vehicles can safely and efficiently access the construction site.

2.2 Traffic Management Act (2004)

Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network.

2.3 Delivering a Road Freight Legacy (2013)

This document details how stakeholders can work together to deliver a freight management legacy for London and outlines a longer-term freight plan for the capital. Seven key elements are covered:

- Better planning;
- Improving safety;
- Re-timing deliveries and collections;
- Kerbside access
- Increasing efficiency;
- Effective communications;
- Journey planning

2.4 The London Plan (2021)

Within The London Plan 2021, Policy T7 Deliveries, servicing and construction there are requirements that Construction Logistics Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. These Plans should also seek to:

- 1) Reduce freight trips
- 2) Coordinate the provision of infrastructure and facilities to manage freight at an area-wide level
- 3) Reduce road danger, noise and emissions from freight, such as through the use of safer vehicles, sustainable last-mile schemes and the provision of rapid electric vehicle charging points for freight vehicles.

2.5 The Mayor's Transport Strategy (MTS) (2018)

The MTS promotes the use of CLPs that 'aims to improve the sustainability of construction freight movements by establishing site management and procurement processes to reduce the impact of construction traffic on the street network.' – MTS 2018, p.158

2.6 Local Planning Authority policy

Local authorities have a statutory responsibility to minimise disruption to nearby residents and the local economy during the construction stage of a development. This is captured in a range of statutory requirements and best practice guidance, some of which apply to the planning process. An element of these requirements includes producing CLPs as part of a suite of plans designed to ensure sustainable development.

2.7 Construction Logistics Plan

No works on the development hereby permitted shall commence unless and until a Construction Logistics Plan has been submitted to and approved in writing by the Local Planning Authority. The submitted Construction Logistics Plan shall include:

- an assessment of the cumulative impacts of construction traffic;
- details of the likely volume of construction trips and any mitigation measures;
- site access arrangements;
- booking systems;
- construction phasing;
- vehicular routes;
- scope for load consolidation to reduce generated road trips;
- an investigation of the use of rail and/or water based freight during construction;
- full breakdown of the timing and details of construction works and their impacts on the public highway; and
- proposed temporary parking suspensions and any temporary parking solutions

The development shall only be constructed in accordance with the approved Construction Logistics Plan.

2.8 Opportunity Area Planning Framework (OAPF) areas development requirement

There are a significant number of OAPFs in London, plus areas where extensive development is expected in line with the objectives of the London Plan. CLPs can be effective at significantly reducing construction transport movements in and around OAPF developments as they can cover multiple sites, and should be considered as part of the OAPF process. In these areas of high construction activity, the use of freight consolidation is more likely to be considered and can be effective at reducing the overall impact of construction activity.

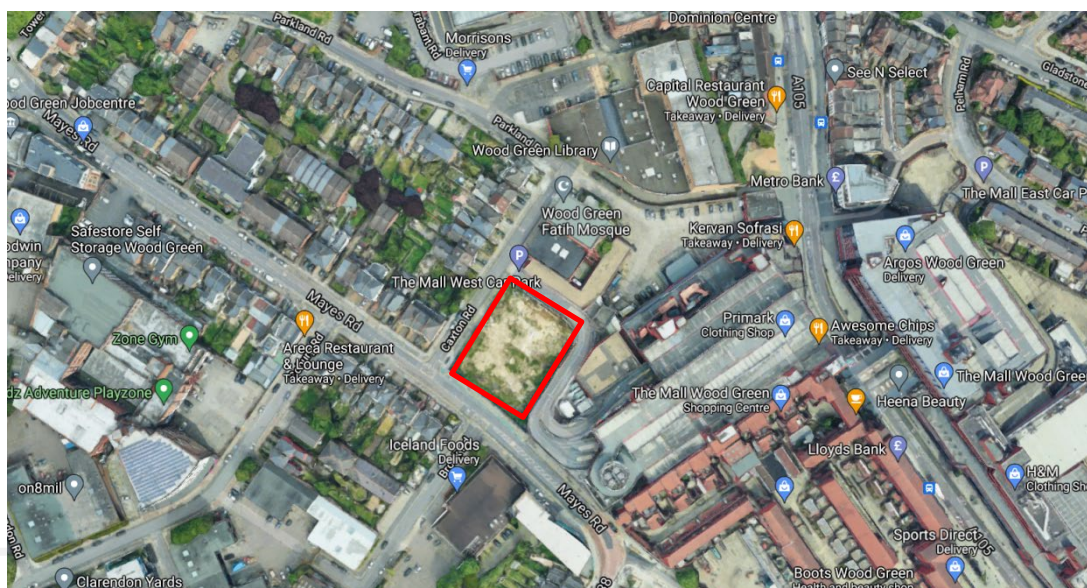
3. Site Information Vehicle Routing and Site Access

The site is registered as WH 206 Wood Green and the current aerial view of the site is shown in figure 1. The site will be accessible from the Mayes Road entrance.



Figure 1: Aerial view of the site

- 3.1 The site is bordered by Mayes Road and Caxton Road. The remaining perimeter abuts The Mall West Car Park access ramp.
- 3.2 The site is in a mixed use area, and is within walking distance of Wood Green and Turnpike Lane Underground Stations. There are several bus routes which have stops located around Wood Green Station.
- 3.3 Figure 2 shows the placement of the site from an aerial view



- 3.4** The site currently benefits from pedestrian pathways to two sides of the Site. The main site access will be from Mayes Road, a secondary pedestrian access will be considered from Caxton Road. There is also a cycle path located to the Mayes road kerbside façade.
- 3.5** Weston Homes will liaise with the Highway Officer in the event that any Temporary Parking Restrictions are needed to facilitate construction works
e.g. allowing transport of a crane, piling rig, etc.
- 3.6** Public transport is accessible with Wood Green station 0.3 miles and Turnpike Lane 0.5 miles away from the site and eight daytime bus route connections serving the adjacent Shopping Centre/Wood Green station. Network Rail Alexandra Palace station is also 0.5 miles from the site. There are currently no planned disruptions to public transport to impact whilst construction works are in progress.
- 3.7** A central pedestrian refuge island is present directly in front and to the left of the proposed development access gates. This refuge also has tactile paving to each kerbside. Weston Homes may submit an application to temporarily relocate the island and tactile paving approximately 10 metres East along Mayes Road to facilitate ease of delivery. Various Swept Path Analyses showing both approach routes for articulated vehicles are available within Appendix 3. Scaffold adaptations maybe necessary to South Eastern corner of the new building to facilitate unobstructed entry and exit.
- 3.8** Any work that requires the stopping up of highways, permanent obstruction of, or temporary interference with highways and other enabling street works will only be carried out if approval has been obtained from the relevant authority.

Approvals from the relevant Highway Authority will be sought in respect of the means and routes by which anything required for construction is to be carried by large goods vehicles on a highway to the construction or storage site, or to a waste disposal site.

Approval will be obtained from the relevant Highway Authority with respect to the layout or alteration of any permanent or temporary means of access to a highway to be used by vehicular traffic.

Options for reducing the quantities of construction materials and waste requiring transfer by public roads will be considered so far as reasonably practicable.

Site access points for construction traffic, construction personnel and emergency access will be identified and signed for both vehicular traffic and pedestrian/cycle access.

Protocol will be discussed and agreed with the relevant Highway Authority for maintaining utilities in the highway,

and the condition of the relevant highways in the vicinity of access points will be recorded.

Weston Homes point of reference for all highway issues is the Project Manager based at the site

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4. Construction Programme & Methodology

Details of the scheme

4.1 Access arrangements for vehicles

As part of the Construction Logistic Plan and Traffic Management Plan Weston Homes is liaising with suppliers and subcontractors with respect to vehicle access on site. No parking will be allowed on local public highways, specifically Mayes Road or Caxton Road. The use of public transport will be encouraged and relayed to subcontractors during the site induction. This will reduce any potential obstruction to the neighbourhood.

Delivery vehicles should adhere to the access routes as shown within Appendix 2.

4.2 Number of deliveries

The number and type of vehicle movements associated with the construction of the Proposed Development will vary day to day depending on the type of activity/construction phase being carried out on the site. The below provides an estimation of the number of vehicle movements. An indicative overview of the expected number of monthly vehicle movements expected for each stage is provided in the Table below, but this is subject to change once a Contractor has been appointed.

Construction Stage	HiAb	Concrete Mixer	Skip Vehicle	Flat-bed	LGVs/ Transits	Total
<i>Site Set-Up</i>	4	0	10	4	10	26
<i>Demolition</i>	2	0	6	4	6	16
<i>Excavation and Foundations</i>	16	20	10	4	16	64
<i>Sub-structure Works</i>	4	2	8	4	10	26
<i>Superstructure Works</i>	26	26	12	8	26	96
<i>Fit-out, Testing and Commissioning</i>	30	0	16	10	16	70

Table 2: Estimated Number of Vehicles to Site per month

4.3 Hours of site operation

The site working hours are shown below;

- ***Monday – Friday 08.00hrs – 18.00hrs***
- ***Saturday 08.00hrs – 13.00hrs***
- ***Sunday and Public Holidays closed***

No work will be permitted outside of these times without prior consent from a Senior Weston Homes Manager, after referral to the Environmental Health Officer.

4.4 Loading and unloading arrangements

Initially Weston Homes is proposing to unload goods and materials from within the site boundary.

Unloading operations will be carried out with the use of a Tower Crane and initially Telescopic Forklift Trucks. A risk assessment will be carried out to ensure public safety and disruption to the community is limited. A site specific lifting plan will be prepared.

4.5 Special measures to address any site access and exit issues

Weston Homes will liaise with the council, TFL and Highway Agency where applicable during any proposed closures of main roads or other activities that may cause disruptions to the neighbourhood.

4.6 Details of storage for plant and materials

All construction materials will be stored on site within designated storage areas.

4.7 Community Liaison

The scheme will commit to providing regular news updates on the site's progress to LBH. The scheme will also commit to producing regular newsletters for distribution to any local residents in close proximity to the scheme, and will ensure the timely advanced distribution of leaflet drops to residents in relation to any emergency works and out of hours working being undertaken by the scheme. A designated community liaison contact will be identified to address any concerns, complaints or issues raised by local residents. The scheme will commit to attending any Contractor / resident forums arranged by LBH.

4.8 Utility cooperation

The scheme will commit to co-operation with any LBH-led utility coordination initiatives aimed at bringing in utility connections with the minimum possible disruption to the traffic network. This will require a full list of required utility connections and specifications to be made available at the earliest possible opportunity so that co-ordinated installation can be effected. Particularly, developers should commit to bringing utility connections up to site in a single co-ordinated set of works, with final connection then to be made at will. Haringey Council promotes collaborative working, where possible, between utility companies and the Council expects all developers and their contractors to do the same when new services are being installed

4.9 Movement Orders/Abnormal Loads

If movement orders / abnormal loads are being issued governing movement of vehicles to and from, LBH must be informed of the movement so it can monitor and deal with any complaints that may arise from local residents regarding the movement of any equipment to and from site. Any vehicles over 40 tonnes must seek permission from LBH's structures engineer before entering on to Haringey's network

4.10 Signage

A clear signage strategy must be implemented on the local roads and the agreed site access points. Contractors must ensure that construction road traffic routing signs are erected prior to works commencing and that these are maintained in a good and clean condition throughout the duration of the works.

The scheme will participate in any gate sign numbering system advised by LBH. This will require schemes to display a gate number sign or signs on their sites / hoarding to help easily identify sites for construction deliveries and also for increased awareness by the local public. Schemes will be required to install 'no idling and no parking' signs at their site gates

5. Vehicle Routing and Site Access

5.1 The proposed vehicle routes are shown in Appendix 2.

The major roads the delivery vehicles will travel to get to site are listed below;

- **A 504**
- **A 406**
- **A 105**
- **A 109**
- **A 10**
- **B 138**

Weston Homes will ensure that suppliers follow the strategic road network route when making their journey to site. This information will be provided to suppliers.

5.2 Traffic management

A Traffic Management Plan will be prepared with focus on segregation of vehicles and pedestrians, reduction of associated HGV movements and control of risk associated with loading and unloading of the vehicle.

The following strategies will be in place as part of the Traffic Management Plan.

5.3 Onsite

Pedestrian access to site will via Mayes Road to site office.

Scheduled deliveries will be arranged, as far as reasonably practicable, between 09:00 – 15:00.

Deliveries to site will only be permitted during the stipulated working hours. Non-scheduled deliveries will be turned away.

All scheme Traffic Marshals will be trained to direct traffic on the highway and will be trained to the CLOCS standard prior to Marshals commencing their duties. Copies of the Traffic Marshals' accreditations will be made available to LBH on request

The accredited Traffic Marshalls will ensure the highway is kept clear at all times and ensure that there is no idling or vehicles parked outside of the designated areas (including any loading bays).

The Traffic Marshalls will be responsible for monitoring and swiftly turning away of any non-compliant HGVs or other supplier/trades vehicles (e.g. non-FORS Silver or above / non-CLOCS compliance) arriving at the site

Drivers of vehicles entering or leaving the site should not impede or endanger traffic, cyclists or pedestrians on the main highway, and will be controlled by the Traffic Marshal.

All drivers of vehicles on site will observe the speed restriction signs and any instructions given by site management or banksman.

All delivery drivers should have all the necessary PPE as required by Weston Homes site rules.

The driver should be able to produce a copy of an in date insurance certificate and other competency card requirement.

5.4 Offsite

The site is accessible via sustainable modes of transportation and all employees will be encouraged to travel in this way.

Weston Homes will endeavour to provide a public transport timetable for on site operatives.

Other information will be available in Weston Homes' Construction Phase (Health, Safety & Environment) Plan for WH 206 Wood Green that will relate to the traffic management on the site.

Lorries will arrive by appointment and proceed along Mayes Road where they will enter into the site under the control of the Traffic Marshal. Where space is available vehicles will turn within the site, see Appendix 3 for a Swept Path Analysis. Vehicles will also leave site under control of a Traffic Marshall and in forward gear. Where this is not possible and vehicles will reverse out of the site, a minimum of two Traffic Marshals will be in attendance to facilitate the manoeuvre and priority given to pedestrians and vehicles using the footpath and roadway respectively.

Refer to plan in Appendix 2 and the Swept Path Analysis Plan in Appendix 3.

Some deliveries may need to be unloaded from roadside, however, this is not currently envisaged. If roadside unloading is required it will preferably be conducted from Caxton Road and a unique Risk Assessment and Pedestrian/Traffic Management Plan will be completed in consultation with the local authority . The lorry will arrive by appointment and will be met at the junction of Mayes Road and Caxton Road by a Traffic Marshal, the vehicle will then be manoeuvred to the Caxton Road under the control of at least two Traffic Marshals.

Swept Path Analysis (SPA) has been undertaken for the largest of construction vehicles that are expected to attend the site and this is included at Appendix 3. This demonstrates that the vehicles listed below are able to access and egress the site whenever practical, with suitable turning opportunity provided within the site. All construction vehicle manoeuvres will be managed by banksmen to ensure appropriate safety and traffic management measures are adhered to. The vehicles tracked are as follows:

- Max Legal Length (UK) 16.5m Articulated Vehicle

6. Strategies to Reduce Impacts (inc TfL/CLOCS recommendations)

Weston Homes have considered the measures under the CLP guidance to ensure the effectiveness of their set objectives. Under the CLP structure, this site is not considered a high impact site.

Measures influencing construction vehicles and deliveries

Safety Environmental Standards and Programmes

Weston Homes is committed to ensuring all contractor and subcontractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk(WRRR).

TfL has established the Fleet Operators Recognition Scheme (FORS) which aims to improve road safety and help reduce the wider environmental and traffic impacts of freight and fleet operations. FORS accreditation is underpinned by a fleet quality standard, which operators are audited against. Accredited operators demonstrate a commitment to managing road risk, reducing environmental impact and improving operational efficiency. The Contractor will ensure that their suppliers are committed to safer and more efficient transport operations through membership of Transport for London's FORS.

All fleet vehicles, including all sub-contractors and trades vehicles arriving at site will be accredited (as a minimum) to the FORS Silver level and all HGVs will display the FORS Silver (or above) label on their vehicle cabs and provide proof of their accreditation to LBH on request.

The Site Manager will use www.fors-online.org.uk to check the up to date list of trained companies as a guide for subcontractor's checks.

Regular 1:1 meetings will take place with LBH to discuss scheme progress and any key issues or concerns. The meetings will also discuss reviews / updates to CLP as required.

A collision reporting system will be mandated to ensure all collision and accidents involving the projects vehicle are reported to the project manager and all relevant parties. The FORS Manager reporting tool will be used. Copies of reports will be made available to LBH on request.

Note: From 21st October 2021 the site will be within the London Ultra Low Emissions Zone (ULEZ). This will require any vehicles entering the zone to be compliant with Euro VI emissions standards or a daily £100 charge will be applicable. The following vehicles will be affected:

- Lorries
- Buses and coaches (more than 8 passenger seats, over 5 tonnes gross vehicle weight)
- Breakdown and recovery vehicles
- Refuse collection vehicles
- Road sweepers
- Concrete mixers
- Fire engines
- Tippers

Sub-contractors will be encouraged to utilise vehicles which meet the Direct Vision standard or have been fitted with alternative measures to address the

restricted visibility of more vulnerable road users. Weston Homes are committed to ensuring the vehicles utilised for construction at their sites are suitable for road use have the necessary features in place to mitigate road safety concerns.

Subcontractors with ECO Stars will be noted.

Adherence to designated routes

Weston Homes will notify subcontractors the details of road routes to be used for journeys to and from site.

Maps outlining the designated HGV routes will be provided by the appointed contractor to all sub-contractors and trades vehicles. Site Traffic Marshalls will ensure that deliveries are made using the correct route/roads to the site and any non-conforming vehicles will be turned away

The access routes have been reviewed with respect to potential impact, conflicts and hazards. Weston Homes and its subcontractors will ensure that pedestrian routes and cyclist access are kept clear at all time. This will be monitored by the Weston Homes banksman and security personnel.

The current delivery route, referred to at Paragraph 5.1 and shown within Appendix 2, ensures a traffic system for deliveries. All personnel responsible for delivering material to and/or transporting materials away from the Site will be advised in writing of the proposed/agreed vehicular access route.

Signage will be erected to direct deliveries to the required route and all material orders sent out will include specific directions and routes to be taken.

Subcontractors delivering to site must report any deviation to the agreed route to enable documentation to be updated.

Delivery scheduling

An electronic / web based delivery management system will be used to manage deliveries to site and avoid congestion on local roads. Deliveries will be made strictly according to a booking slot system. The appointed logistics manager and Traffic Marshalls will be responsible for ensuring that no unplanned vehicles are allowed into the site, including any early or late vehicles not adhering to their slot on the booking system being which will be turned away immediately.

Delivery management reports to be made available to LBH on request and at regular intervals

Re-timing for out of peak deliveries

Re-timing out of peak time will aid the operational efficiency of the construction site and the neighbouring area. As the development progresses, Weston Homes will consider re-timing as many deliveries as possible outside of peak morning hours.

Re-timing for out of hours deliveries

Where out of hours deliveries are possible, Weston Homes will seek planning permission for out of hours deliveries and commit to deliveries in these times where possible.

Use of holding areas

No holding area will be applicable for material deliveries to this site. This information will be provided to subcontractors.

6.1 Measures to encourage Sustainable Freight – Freight by Water/Rail

Given the proximity of the development site to Alexandra Palace rail station, the possibility of using rail to transport materials associated with the construction has been explored but is largely subject to the availability of sidings. The nearest sidings are located at Bounds Green and Hornsey. London Aggregate have a batching plant located at Hornsey on the Cranfield Industrial Estate supplied by rail, Weston Homes Construction and Commercial Teams are to investigate possible procurement of concrete provision.

There are no navigable water courses in the vicinity of the site to consider for material delivery.

In summary, whilst the opportunity for the use of rail has been explored where possible, it is not considered that the use of water for material transport will be possible for this site. However, Weston Homes will investigate the use of London Aggregates terminal batching plant.

6.2 Material Procurement Measures

6.2.1 Design for Manufacture Assembly and off-site manufacture

Weston Homes will arrange for maximum deliveries of materials that are fabricated off site to reduce the amount of traffic to site wherever possible. Reducing delivery numbers and effective delivery management is a core value of this development. Therefore the option of off-site construction will be discussed upon appointment of a contractor and used where possible.

6.2.2 Reuse of Material on Site

A number of measures will be explored to re-use material on site. A site waste management plan for details the waste hierarchy on how waste is reused or recycled, segregated and disposed.

Weston Homes are implementing the waste minimisation strategies as shown in the table below;

Type	Waste minimisation decision taken	By whom	Intended results
Design	Reduce source wastage by specifying the correct resources	Weston Homes	Reduces waste to be taken to landfill
Materials	Suppliers to be encouraged to use less packaging. Correct material storage. Re-use of surplus materials e.g. return to supplier or return to Plant Yard for re use on another project.	Weston Homes	Reduce waste materials leaving site. Encourage re-use where possible.
Construction Methods	Awareness of SWMP and principles of waste. Training, induction, inspections and meetings. Minimise poor handling procedures. Utilise reclaimed/recycled materials wherever possible.	Weston Homes	Reduce waste materials leaving site. Encourage re-use where possible. Good working practices.

Table 3: Strategy for Waste Minimisation for WH 206 Wood Green

6.2.3 Smart procurement

Weston Homes will endeavour to explore sourcing local suppliers to contribute to the local economy. Weston Homes will also explore opportunities to source materials from the same supplier(s) as other Weston Homes divisions and other nearby developments.

6.2.4 Collaboration amongst other sites in the area

Weston Homes where possible will collaborate with nearby developments in the Borough to minimise disruption and undertake joint trip generation analysis.

There will be no on-site parking provided for construction worker's vehicles. Restrictions will also be imposed to prevent on- street parking. As there are excellent transport links nearby, travel by public transport will be strongly encouraged during site induction.

6.2.5 Preventing HGV movements during school drop off and pick up

Most deliveries will be by rigid vehicles to the site; In the event that an articulated vehicle is to be used, extra care and consideration will be taken.

However all deliveries will be planned to be outside of school drop off and pick up times.

7. Implementing, Monitoring and Review

A programme for monitoring and review will be implemented to assess the success and shortfall of the Construction Logistic Plan target, Any shortfalls will be reviewed and documents updated to limit reoccurrence.

7.1 Implementation

Weston Homes and subcontractors will implement the following strategies as part of the CLP implementation;

- CLP compliance criteria will be used in selecting the suppliers for this project
- Weston Homes will ensure that subcontractors have the CLP targets and responsibilities mentioned in the contractor's handbook or in a similar document.
- Regular toolbox talk will be carried out where required and the CLP responsibilities will be mentioned in the induction of new personnel on site.

7.2 Monitoring

The CLP will be monitored by the logistic company and other assigned personnel with CLP duties with regular updates being provided to Weston Homes.

An annual review will be carried out to ensure that the objectives set out are met. Some of the monitoring tools to be put in place are as follows;

Schedule of Delivery and delivery times:

- Site will ensure that deliveries to site arrive and depart within the time slots specified. Where targets have not been met, reviews and meetings will be held between the logistic company and the supplier to discuss ways of meeting this target.
- Supplier Annual Checks:
Weston Homes will carry out annual checks on supplier to ensure that their certification and licenses are still in date.

7.3 Review

As part of the construction programme regular design, construction and subcontractor's meetings will be held during the course of the project. The Construction Logistics plan will be reviewed during the meeting and Weston Homes will assess if any updates to the CLP are required. The minutes from this meeting can be accessed by the council if required.

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8. References

Designing for Deliveries, Freight Transport Association (2006)

Traffic Management Act (2004)

Delivering a Road Freight Legacy (2013)

The London Plan (2021)

The Mayor's Transport Strategy (MTS) (2018)

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9. Appendices

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Appendix 1 Site Plan

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22.3m



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Appendix 2 Logistics/Delivery Plan

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Approach route from North (A10)

Access routes to site from South



Site Location



Route to be taken



See following page for detailed view

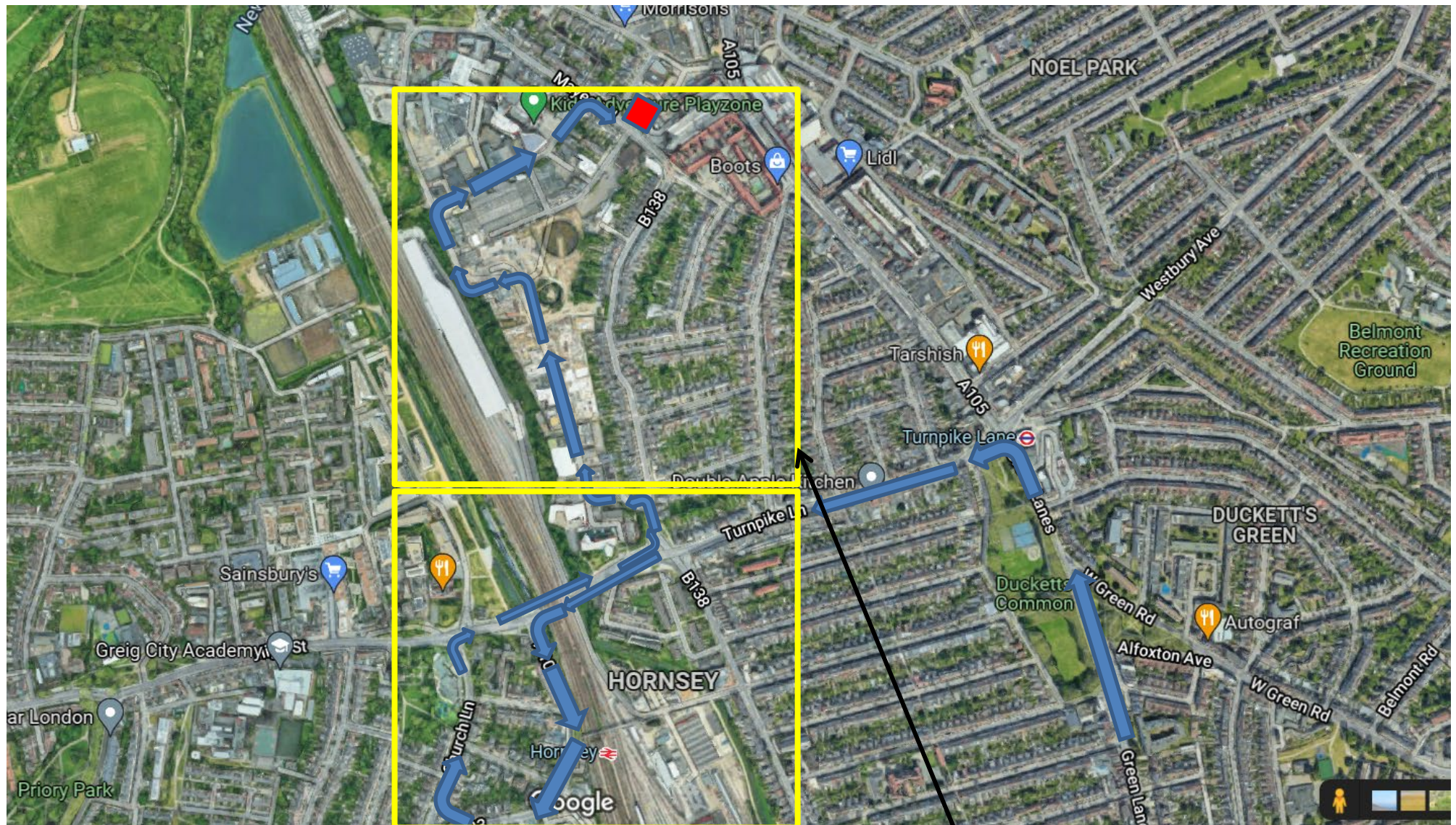


Access routes to site from South (Green Lanes A105)

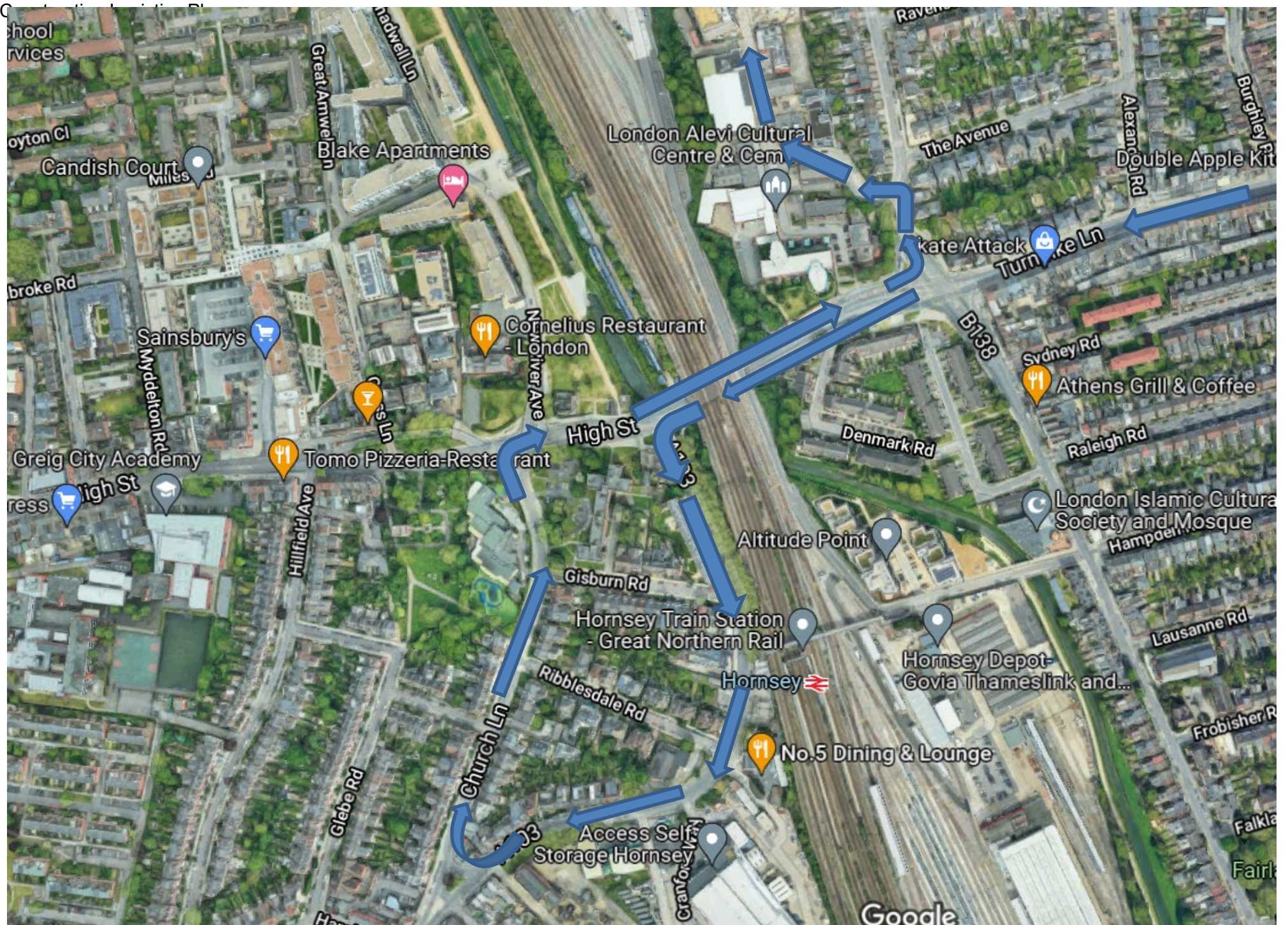
■ Site Location

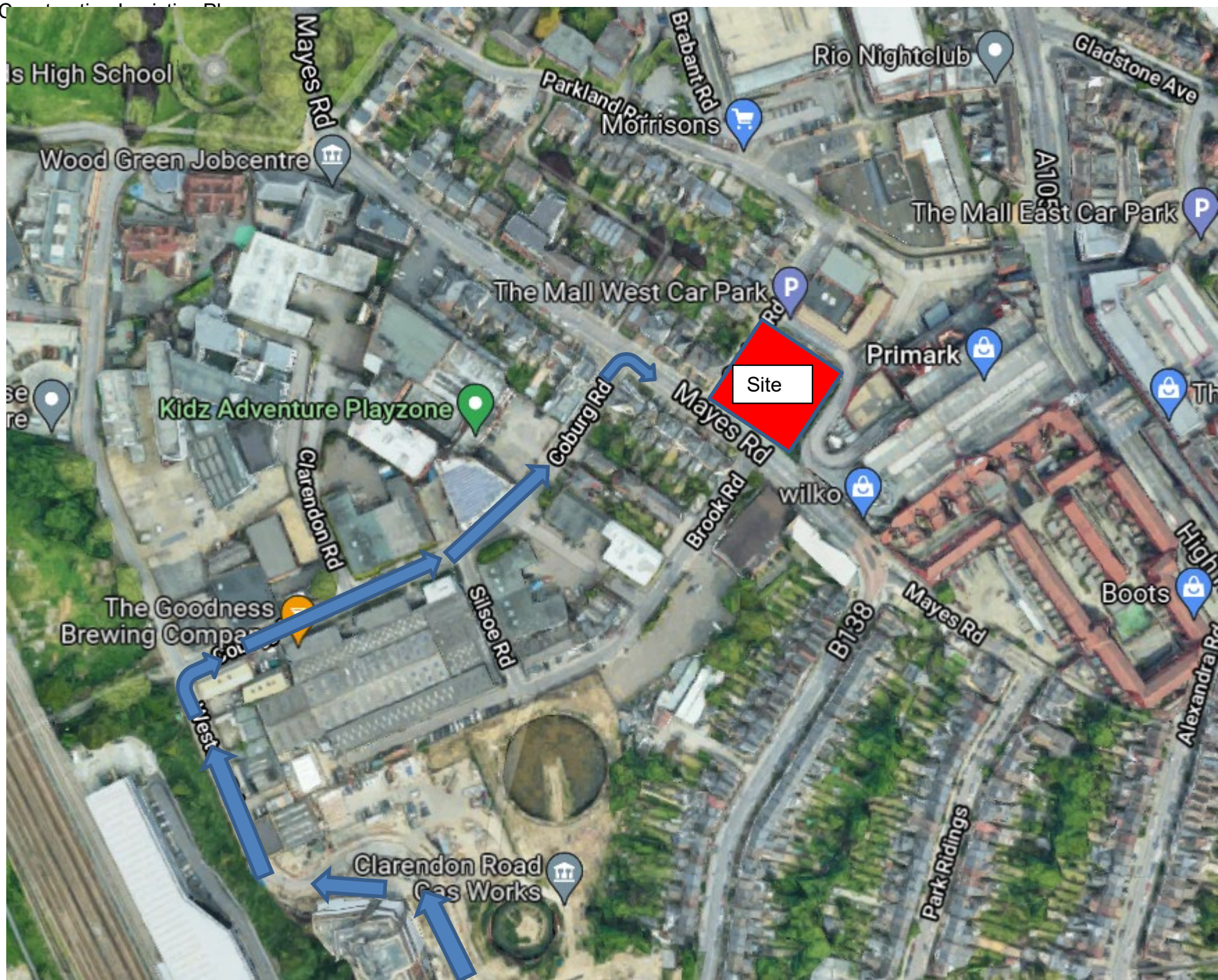


Route to be taken



See following pages for detailed views





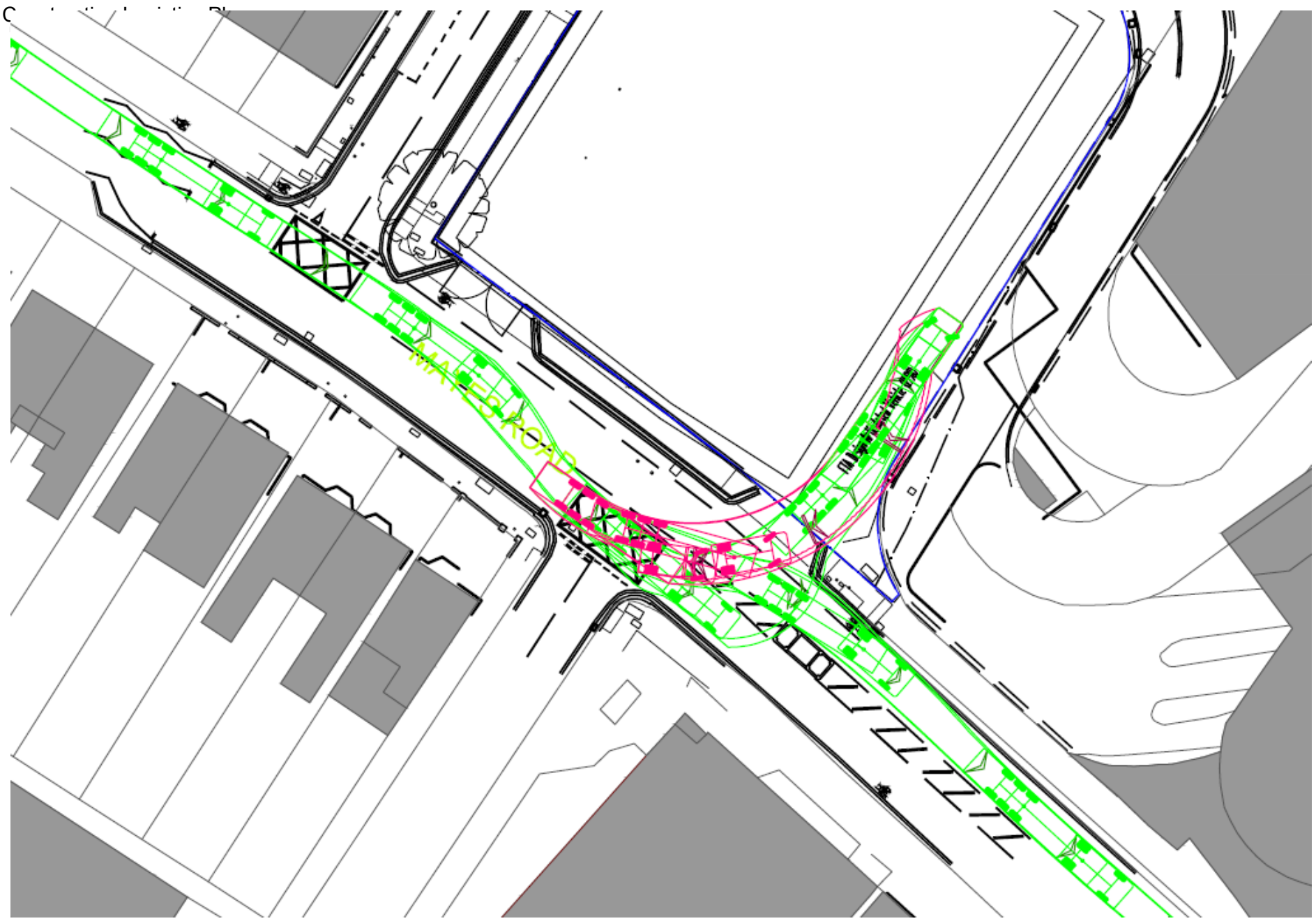
Appendix 3 Swept Path Analysis

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Author	Manager	Author	Manager
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Date	Date	Date	Date
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PRELIMINARY DOCUMENT ISSUE			
Title: ARTICULATED LORRY TRACKING OPTION 1			
Site: Caxton Road, Wood Green			
File: WH206/21/15.TR01			
Date: 02/07/2021		Rev:	
Drawn: CC		Scale: 1:500 @A1	
The Weston Group, Business Centre, Parsonage Road, Tinsley, Gateshead, CH22 8PL T: 01275 815333 E: h@westonhomes.com			

Approaching from North West, exit South, zoom detail on next page

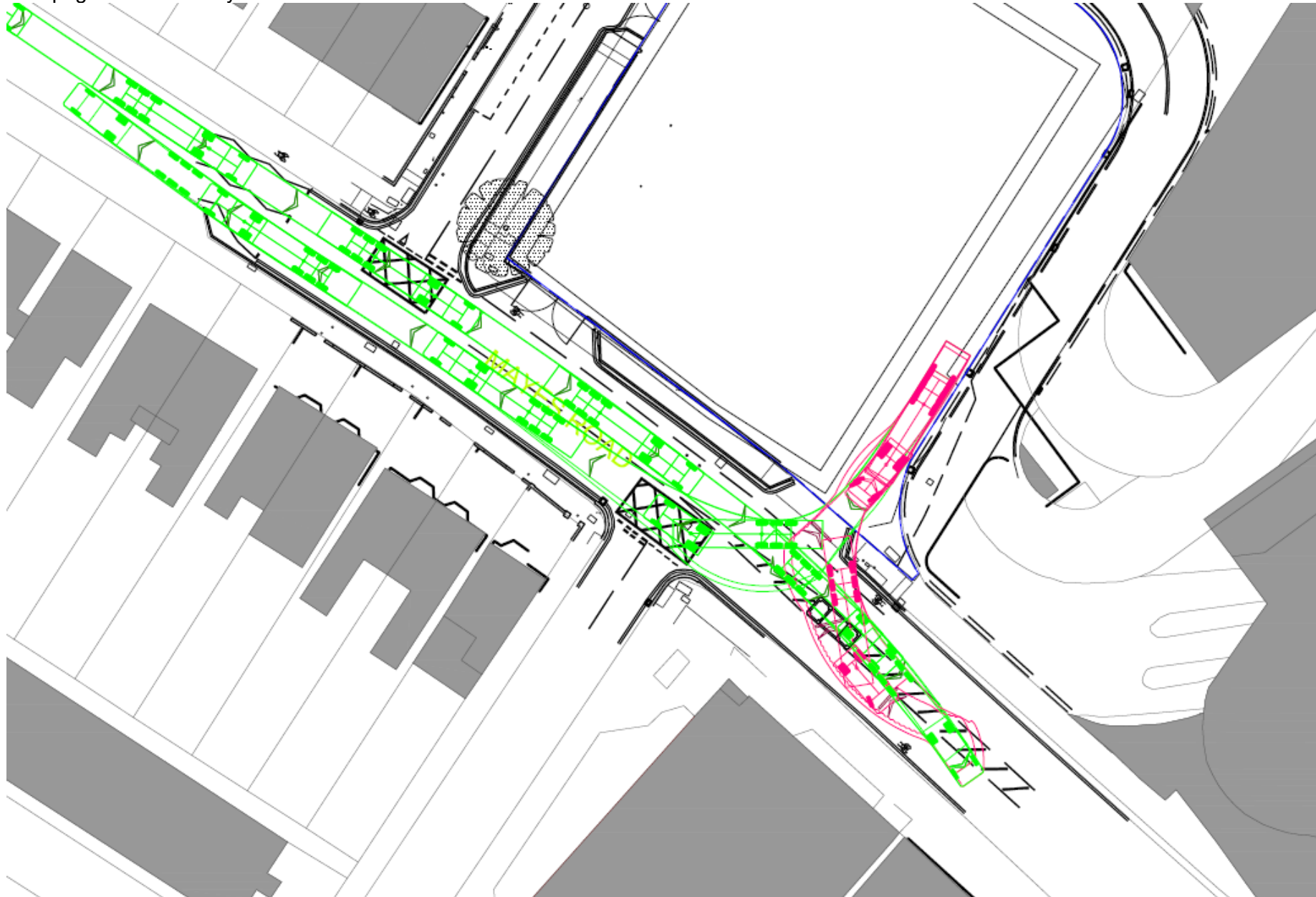




Alternate approach and exit from North West, zoom detail on next page

Construction Logistics Plan

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Approach from South, Exit North West, zoom detail on next page



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