

Transport comments

Application details

Date	29/05/2026
Planning Reference	HGY/2026/1303
Address	162 Gladesmore Road, Tottenham, London, N15 6TH.
Officer	
Description of proposals	Approval of details reserved by a condition 6 (Construction Management Plan), and condition 7 (Appointed Chartered Engineer), attached to planning application Ref: HGY/2024/1290.
Location Details	PTAL= 3, CPZ = South Tottenham – Monday to Friday 10am to 12 noon.

Comment:

The details will only be acceptable for approval concerning condition 6 and subsequent discharge of the condition, once the following has been undertaken:

1. For ease of assessment purposes, the required Construction Management Plan should be submitted as a separate standalone document not contained within the same file as the Basement Impact Assessment.
2. S6 Site Establishment and Access needs to address the following issues:
 - a. Temporary cycle racks are proposed for employees in the rear garden to encourage sustainable transport travel choices to the site for workers. Some indication should be given as to the quantum and design specification.
 - b. It is stated that 2 parking bays will be required during oversized loading and unloading and the parking bays may be required for the construction period afterwards. Further details of the frequency and envisaged duration of the 2 parking bays to be suspended is required.
 - c. Figure 5 shows a temporary loading/unloading bay with conveyor belt from the site. Confirmation is sought that the Gladesmore Road footway will be available to pedestrians before/after and during pick-up/drop-off times at Gladesmore Community School.

3. S7 Traffic Management Plan states that “*There is a school within the site proximity which was considered to arrange bulk deliveries and pickups outside school hours, to favour pedestrians and cyclists at school start and finish times*”. Confirmation is sought as to the outcome of this.
4. S7.3.1 Measures Influencing Traffic needs to outline the following:
 - How early, late or unexpected deliveries will be managed.
 - The nature of any green and reverse logistics strategies to be employed.
5. S9.1 Dust and Air Pollution needs to be strengthened ensuring that skips are covered and secured and that all loads are covered and secured when leaving the site. This is to prevent dust/debris from spilling on to footways and the highway.
6. Appendix C Logistics Plans needs to address the following:
 - a. The transfer of concrete from the kerbside will avoid school drop-off and pick-up times and ensure that the footway is clear of mud etc prior to pupils and other pedestrians who will need to use the footway in connection with school activities.

Transport Recommendations:

The details will only be acceptable for approval and subsequent discharge of condition 6, once the above-mentioned issues have been addressed.

Responses

Following details and amendment has been made to CMP:

1. CMP resent as a single file.

2.a. “ Figure 5- SITE ARRANGEMENTS ” amended in CMP to include details.

2.b. “ 7.5.1 & 7.5.1.2. Phased Frequency & Envisaged Duration” added to CMP to include details.

7.5.1. Phased Frequency & Envisaged Duration

Phase 1: Basement Excavation & Concreting (Weeks 1–6)

- Envisaged Duration: Continuous 24/7 suspension of 2 parking bays outside No. 162.
- Frequency: High-frequency vehicle movements, averaging 4 to 6 muck-away lorries and concrete mixers per day.

Operational Use: Required to safely position the concrete pump, exchange excavation skips, and allow heavy mixers to discharge without blocking Gladesmore Road.

Phase 2: Core Structural Erecting (Weeks 7–12)

- Envisaged Duration: Continuous 24/7 suspension of 2 parking bays outside No. 162.
- Frequency: Low-frequency, high-impact deliveries, averaging 1 to 2 oversized flatbed lorries per week.

Operational Use: Functions as a dedicated safe unloading zone for structural steelwork and heavy blockwork. Provides the necessary clearance for mobile crane outrigger deployment.

Phase 3: External Envelope & Fit-Out (Weeks 13–20)

- Envisaged Duration: Daytime-only suspension (Monday to Friday, 08:00 – 18:00) for the final 8 weeks. Bays will be released back to public use every evening.
- Frequency: Moderate daily movements, averaging 2 to 3 transit vans or light goods vehicles per day.

Operational Use: Dedicated space for tradespeople to safely offload internal fit-out materials, scaffolding components, and tools.

7.5.2. Bay Management & Compliance

- **Off-Peak Windows:** All oversized deliveries will be strictly scheduled during off-peak hours (**09:30 to 15:30**) to minimize local traffic congestion on Gladesmore Road.
- **Pedestrian & Traffic Control:** Trained **banksmen** will be stationed at the suspended bays during all delivery periods to manage vehicle reversing maneuvers and ensure safe pedestrian passage past No. 162.
- **Permit Processing:** A formal application for the suspension of these 2 specific bays will be submitted to the local highway authority in advance of the start date.

2.c. “ 7.5.3. Confirmation of Footway Availability & Pedestrian Safety” added to CMP to include details.

7.5.3. Confirmation of Footway Availability & Pedestrian Safety

We explicitly confirm that the Gladesmore Road footway will remain fully open, unobstructed, and safe for pedestrians at all times, including before, during, and after the pick-up and drop-off windows for Gladesmore Community School. To guarantee total safety during these peak school hours (07:45 – 08:40 and 15:00 – 16:00), the temporary conveyor belt shown in Figure 5 will be completely powered off, and all loading, unloading, and heavy vehicle movements within the suspended bays will be strictly prohibited. Furthermore, the conveyor system will be entirely enclosed with a protective gantry providing a minimum clear headroom of 2.1 meters above the pavement to eliminate any falling debris risk, while certified, CSCS-trained traffic marshals will be permanently stationed outside No. 162 during school run hours to manage student foot traffic and maintain a direct, proactive line of communication with the school's administrative team.

3. “7.5.4. S7 Confirmation of Delivery Scheduling Outcomes” added to CMP to include details.

7.5.4. S7 Confirmation of Delivery Scheduling Outcomes

Following close consideration of the surrounding environment, we explicitly confirm that a strict delivery ban has been formally implemented within the Site Traffic Management Plan to protect vulnerable road users during school peak hours. To guarantee the absolute safety of students and cyclists at school start and finish times, no bulk deliveries, muck-away collections, or heavy goods vehicle (HGV) movements are permitted to arrive or depart from 162 Gladesmore Road during the designated windows of 07:45 – 08:40 and 15:00 – 16:00. All supply chain partners and hauliers are legally bound to these restricted operational windows through the site's mandatory delivery booking system, ensuring that heavy vehicle traffic is entirely removed from Gladesmore Road when student footfall is at its highest.

4. “7.3.1 Measures Influencing Traffic” amended in CMP to include details.

Delivery Deviation Management

- Early Arrivals: Vehicles arriving before their scheduled slot or outside permissible hours are strictly prohibited from waiting or idling on Gladesmore Road. Drivers will be turned away and directed to pre-arranged off-site holding areas along major arterial roads (such as the A10 or A406) until their designated off-peak slot begins.
- Late Arrivals: Deliveries missing their allocated window will lose their slot and will not be permitted to unload if the delay pushes the arrival into the school peak restrictions (07:45 – 08:40 and 15:00 – 16:00). These vehicles must wait at the off-site holding areas or be rescheduled for the following day.
- Unexpected Arrivals: Any unscheduled delivery vehicle will be denied access to the suspended parking bays immediately. The site manager will direct the driver away from the vicinity to prevent local congestion, and a formal non-compliance notice will be issued to the supplying company.

Green & Reverse Logistics Strategies

- Consolidated Deliveries: All materials, tools, and fit-out components will be grouped at a local

consolidation hub off-site. This allows multiple small orders to be merged into single, fully loaded transit journeys to No. 162, drastically reducing the total number of vehicle trips down Gladesmore Road.

- **Backhauling (Reverse Logistics):** To optimize vehicle efficiency, any vehicle delivering materials (such as blockwork or structural timber) will be used to transport construction waste, empty pallets, or packaging away from the site on its return journey, eliminating empty vehicle movements.
- **Just-in-Time (JIT) Procurement:** Deliveries will be strictly synchronized with the daily installation schedule. Materials will go directly from the delivery vehicle to the installation point or basement, eliminating the need for on-street storage and ensuring vehicles occupy the suspended bays for the shortest duration possible.

5. "9.1 Dust and Air Pollution " amended in CMP to include details.

9.1.1 FOOTWAYS AND THE HIGHWAY ADDITIONAL MEASURES

To prevent construction dust and debris from spilling onto Gladesmore Road, the following strict protocols will be enforced:

- **Mandatory Vehicle Sheeting:** All muck-away lorries and heavy goods vehicles must have their loads fully sheeted or mechanically tarped before pulling out of the suspended loading bays.
- **Secured Skip Management:** Every roadside and site skip will remain covered with heavy-duty tarpaulins or locked rigid lids at all times when not actively being loaded.
- **No Overfilling:** Materials will never be loaded past the side walls of skips or vehicle beds, maintaining a strict clearance line to prevent transit spillage.
- **Wheel Washing:** A jet-wash station will clean the wheels and undercarriage of every vehicle before it exits the site boundary to eliminate mud tracking.
- **Continuous Sweeping:** The pavement and highway around No. 162 will be swept continuously throughout the working day and wet-washed every evening.

6. "APPENDIX C – LOGISTIC PLANS and – 2 SWEPT PATH ANALYSIS" amended in CMP to include details.

"In compliance with council requirements, all kerbside concrete deliveries and transfers will be strictly prohibited during school drop-off (08:00 – 09:15) and pick-up (14:45 – 16:00) hours. The site manager will coordinate with suppliers to schedule arrivals outside these windows. Immediately following any concrete transfer, the footway will be swept, washed down, and cleared of all mud, slurry, or debris to ensure a clean, safe, and unobstructed path for pupils and pedestrians prior to these peak hours."