

YMCA, 184 TOTTENHAM LANE

OUTLINE CONSTRUCTION LOGISTICS

PLAN

PROJECT NO. 25/233 DOC NO. D004

DATE: AUGUST 2026

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Velocity Transport Planning Ltd

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1 INTRODUCTION

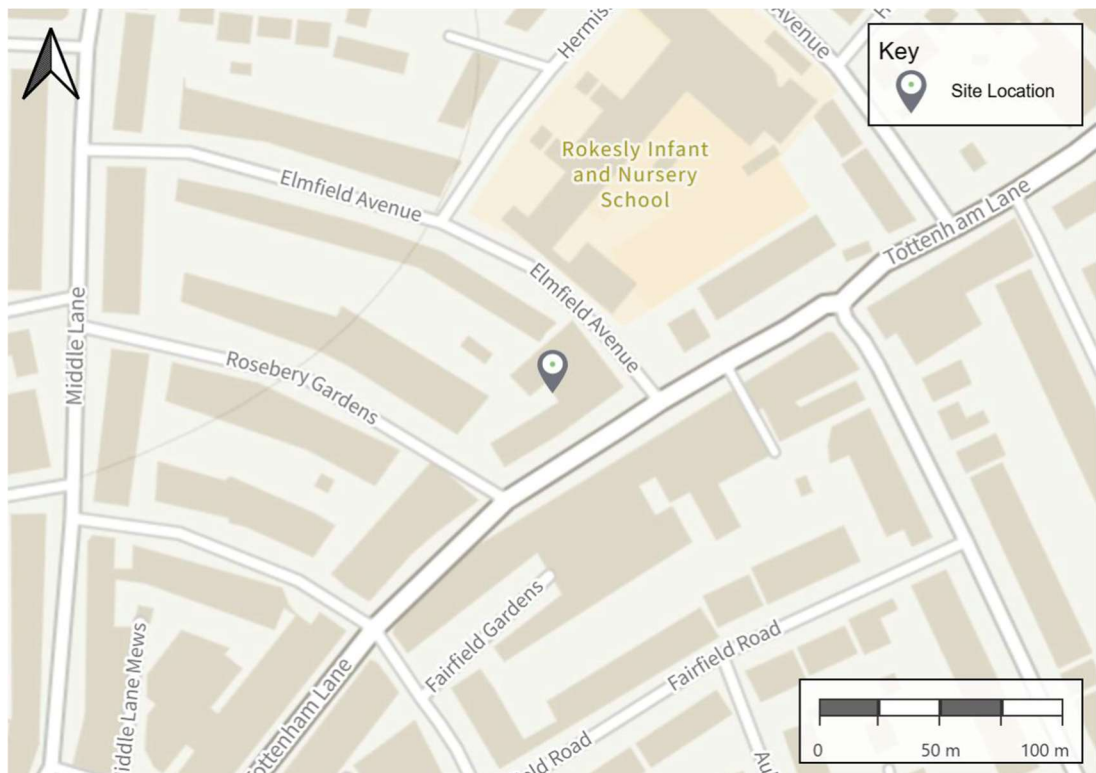
1.1 APPOINTMENT

- 1.1.1 Velocity has been appointed by YMCA London City and North (the Applicant) to prepare this outline Construction Logistics Plan (CLP) in relation to the Proposed Development at YMCA, 184 Tottenham Lane, London, N8 8SG (the Site).
- 1.1.2 The Site is located within the administrative boundary of the London Borough of Haringey (LBH), who form both the Local Planning Authority and the Highway Authority.
- 1.1.3 This CLP is based on an indicative construction programme and provides outline details of construction vehicle routing and access, measures to reduce construction vehicle impacts, and indicative construction vehicle numbers.
- 1.1.4 It is anticipated that an appropriately worded planning condition will require a detailed CLP to be prepared, submitted and approved prior to construction with the associated details implemented and monitored throughout the construction programme. The report also includes environmental considerations to ensure the impacts of the proposed works are carefully monitored and mitigated in environmental terms.

1.2 SITE LOCATION

- 1.2.1 The Site is located in Crouch End and sits at the junction of the A103 Tottenham Lane, Elmfield Avenue and Rosebery Gardens. The Site is bound by the A103 Tottenham Lane to the south, Elmfield Avenue to the east, Rosebery Gardens to the west, and residential properties and their rear gardens to the north.

Figure 1-1: Site Location



1.3 SITE CONTEXT AND EXISTING SITE USE

- 1.3.1 The YMCA operates three accommodation sites across Hackney, Haringey and Islington. Collectively, these provide safe and stable accommodation for around 600 young people each year. The accommodation supports young people aged 16 to 25 who are homeless or in housing need, helping them to transition towards independent living. In addition to food and affordable accommodation, the YMCA provides residents with access to training, personal development, guidance and job search support.
- 1.3.2 The Site currently provides hostel accommodation comprising 155 single-occupancy bedrooms with associated communal areas, including meeting rooms, storage areas and a canteen with adjacent kitchen, together with reception and staff facilities. The Site also includes a fitness centre.
- 1.3.3 YMCA has advised that the existing operation includes an in-house maintenance team, with external contractors used as required for specialist servicing, along with a housing and reception team, contract cleaners and in-house catering for residents.

1.4 PROPOSAL CONTEXT

- 1.4.1 The Proposed Development seeks to redevelop the existing hostel accommodation to provide improved, fit-for-purpose accommodation. This comprises a new build scheme providing 174 bedrooms, with the fitness centre omitted from the scheme.
- 1.4.2 The proposals are intended to move away from shared bathroom arrangements, with bedrooms provided as en-suite accommodation within shared cluster arrangements, supported by communal kitchen and amenity space. There is also provision for wheelchair accessible or adaptable accommodation at around 10%, and a proportion of move-on accommodation within the overall quantum.
- 1.4.3 The proposed ground floor layout is shown in **Figure 1-2**.

Figure 1-2: Proposed Ground Floor Layout



1.5 CLP OBJECTIVES

- 1.5.1 This CLP aims to ensure that construction traffic and the movement of goods are well planned to minimise the impact of construction logistics on the strategic highway network, including the Transport for London Road Network (TLRN) where relevant, as well as local roads in the vicinity of the Site. These impacts include:
- Environmental impact;
 - Road risk;
 - Congestion; and
 - Cost.
- 1.5.2 The overall objectives of this Outline CLP are to:
- Reduce noise generated by construction vehicles.
 - Reduce emissions generated by construction vehicles.
 - Reduce congestion to reduce trips overall, especially in peak periods.
 - Enhance safety to optimise vehicle and road user safety.
- 1.5.3 The following sub-objectives of this CLP will support the realisation of these objectives:
- Encouraging construction workers to travel by non-car modes.
 - Promote smarter operations that reduce the need for construction travel, or that reduce or eliminate trips in peak periods.
 - Encouraging greater use of sustainable freight modes.
 - Encouraging the use of greener vehicles.
 - Managing the ongoing development and delivery of the CLP with construction contractors.
 - Communication of Site delivery and servicing facilities to workers and suppliers.
 - Encouraging the most efficient use of construction freight vehicles.
 - Working considerately and not causing disruption to neighbours in the immediate vicinity of the Site.
 - Ensure the safety of pedestrians and cyclists in the immediate vicinity of the Site.
- 1.5.4 The objectives of this Outline CLP will be regularly reviewed and updated by the appointed contractor within the Detailed CLP, once further information is available regarding the proposed construction methodology, the specific vehicle requirements and any other localised factors which may influence construction.

1.6 CLP STRUCTURE

- 1.6.1 This CLP has been produced in accordance with the latest Transport for London ('TfL') 'Construction Logistics Planning Guidance', dated April 2021.
- 1.6.2 Following this Introduction, in accordance with TfL best practice, the document is structured as follows:
- **Section 2** – describes relevant policy, the current situation on and around the Site, and key local considerations;
 - **Section 3** – outlines the indicative construction programme and methodology;



- ④ **Section 4** – provides a description of the proposed construction logistics, vehicle routing and access arrangements;
- ④ **Section 5** – describes measures that can be implemented to reduce environmental impact, road risk, congestion and cost;
- ④ **Section 6** – sets out the implementation, monitoring and updating arrangements; and
- ④ **Section 7** – provides the conclusion.



2 POLICY, SITE CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 POLICY CONTEXT

NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK (NPPF, DECEMBER 2024, WITH MINOR AMENDMENTS IN FEBRUARY 2025)

- 2.1.1 The NPPF promotes the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable delivery of goods and supplies. The NPPF sets out the long-term strategy for spatial sustainable development.

REGIONAL POLICY

TRAFFIC MANAGEMENT ACT (2004)

- 2.1.2 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.
- 2.1.3 Part 5 outlines the responsibility of local authorities in Greater London to manage the SRN. This includes TfL's role in managing certain areas of the Greater London route network.

THE LONDON PLAN (2021)

- 2.1.4 The London Plan aims to ensure that London's transport is easy, safe and convenient for everyone and actively encourages more walking and cycling and making better use of the Thames.
- 2.1.5 Policy T7 'Deliveries, Servicing and Construction' sets out that:

"Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments."

"Development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites."

"During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times."



- 2.1.6 Paragraph 10.7.6 sets out that Construction Logistics and Delivery and Servicing Plans should be developed in line with TfL guidance and adopt the latest standards around the safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective, they should be monitored and managed throughout the construction and operational phases of the development.
- 2.1.7 Relevant local and regional planning policy and guidance has been reviewed to provide context for deliveries and servicing in relation to the development proposal.
- 2.1.8 To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions.

CONSTRUCTION LOGISTICS PLAN GUIDANCE (2021)

- 2.1.9 The Construction Logistics Plan Guidance was developed by TfL and adapted by CLOCS for UK-wide implementation, the purpose of which is to ensure that CLPs of high quality are produced to minimise the impact of construction logistics on the road network. The Guidance focuses on reducing the impact of construction in terms of:
- ⦿ **Environmental impact:** Lower vehicle emissions and noise levels
 - ⦿ **Road risk:** Improving the safety of road users
 - ⦿ **Congestion:** Reduced vehicle trips, particularly in peak periods
 - ⦿ **Cost:** Efficient working practices and reduced deliveries
- 2.1.10 CLPs provide a framework for understanding and managing construction vehicle activity into and out of a Proposed Development and should detail:
- ⦿ The amount of construction traffic generated
 - ⦿ The routes the construction vehicles will use and consideration of local impacts
 - ⦿ The impact on relevant Community Considerations
 - ⦿ Any traffic management that will be in place
- 2.1.11 There are two types of CLPs that may be required:
- ⦿ An outline CLP accompanies the planning application and gives the planning authority an overview of the expected logistics activity during the construction programme.
 - ⦿ A detailed CLP is submitted to a planning authority pursuant to, and in discharge of, a condition that has been imposed on the planning permission. It provides the planning authority with the detail of the logistics activity expected during the construction programme.

- 2.1.12 The Guidance suggests a range of measures and strategies that should be considered to reduce the impact of construction on the local environment.

THE MAYOR'S TRANSPORT STRATEGY (2018)

- 2.1.13 The Mayor's Transport Strategy (MTS) was published in March 2018 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. The MTS is supported by action plans that detail how the Mayor and TfL will achieve the MTS proposals. These will include new actions and initiatives that are in line with the policies of the strategy.



VISION ZERO

- 2.1.14 The aim of Vision Zero is to eliminate all deaths and serious injuries on London's transport system. This plan focuses on the area where our greatest challenges lie - London's streets.
- 2.1.15 The actions in the plan will reduce road danger for everyone and create streets safe for walking and cycling.
- 2.1.16 The Vision Zero ambition is set out in Policy 3 of the Mayor's Transport Strategy:
- "The Mayor, through TfL and the boroughs, and working with stakeholders, will adopt Vision Zero for road danger in London. The Mayor's aim is for no one to be killed in or by a London bus by 2030, and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041."*
- 2.1.17 This action plan follows Proposal 10 of the Mayor's Transport Strategy:
- "The Mayor, through TfL and the boroughs, will collaboratively set out a programme to achieve the Vision Zero aim of reducing the number of people killed or seriously injured on London's streets to zero."*

TfL HEALTHY STREETS

- 2.1.18 With regard to TfL Healthy Streets Policy T2 Healthy Streets states:
- A. *Development proposals and Development Plans should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.*
 - B. *Development Plans should:*
 - 1. *promote and demonstrate the application of the Mayor's Healthy Streets Approach to: improve health and reduce health inequalities; reduce car dominance, ownership and use, road danger, severance, vehicle emissions and noise; increase walking, cycling and public transport use; improve street safety, comfort, convenience and amenity; and support these outcomes through sensitively designed freight facilities.*
 - 2. *identify opportunities to improve the balance of space given to people to dwell, walk, cycle, and travel on public transport and in essential vehicles, so space is used more efficiently and streets are greener and more pleasant.*
 - C. *In Opportunity Areas and other growth areas, new and improved walking, cycling and public transport networks should be planned at an early stage, with delivery phased appropriately to support mode shift towards active travel and public transport. Designs for new or enhanced streets must demonstrate how they deliver against the ten Healthy Streets Indicators.*
 - D. *Development proposals should:*
 - 1. *demonstrate how they will deliver improvements that support the ten Healthy Streets Indicators in line with Transport for London guidance*
 - 2. *reduce the dominance of vehicles on London's streets whether stationary or moving 3) be permeable by foot and cycle and connect to local walking and cycling networks as well as public transport.*
- 2.1.19 This CLP will demonstrate adherence to the healthy streets approach through the reduction in vehicle deliveries, noise pollution, emissions and improvement in road safety.



LOCAL POLICY

HARINGEY LOCAL PLANNING POLICY

- 2.1.20 The Site is located within the administrative boundary of LBH. Relevant local policy comprises Haringey's Local Plan Strategic Policies and Haringey's Development Management Development Plan Document.
- 2.1.21 In the absence of dedicated local guidance on construction logistics, this CLP has been prepared having regard to TfL Construction Logistics Planning Guidance and the relevant local highway considerations identified within the Transport Statement (TS).
- 2.1.22 The detailed CLP will be submitted to LBH prior to commencement of works and will confirm the site-specific arrangements for construction vehicle routing, access, loading, temporary highway measures, environmental management and community liaison.

2.2 PLANS

- 2.2.1 The following maps show the area around the Site. **Figure 2-1** shows a regional plan with the location of the Site in the context of Greater London and the road network. **Figure 2-2** shows the location of the Site in relation to the surrounding local area. **Figure 2-3** presents the Site boundary plan showing the extent of footways, other buildings, cycle lanes and road markings. The plans are shown in **APPENDIX A**.

Figure 2-1: Regional Plan

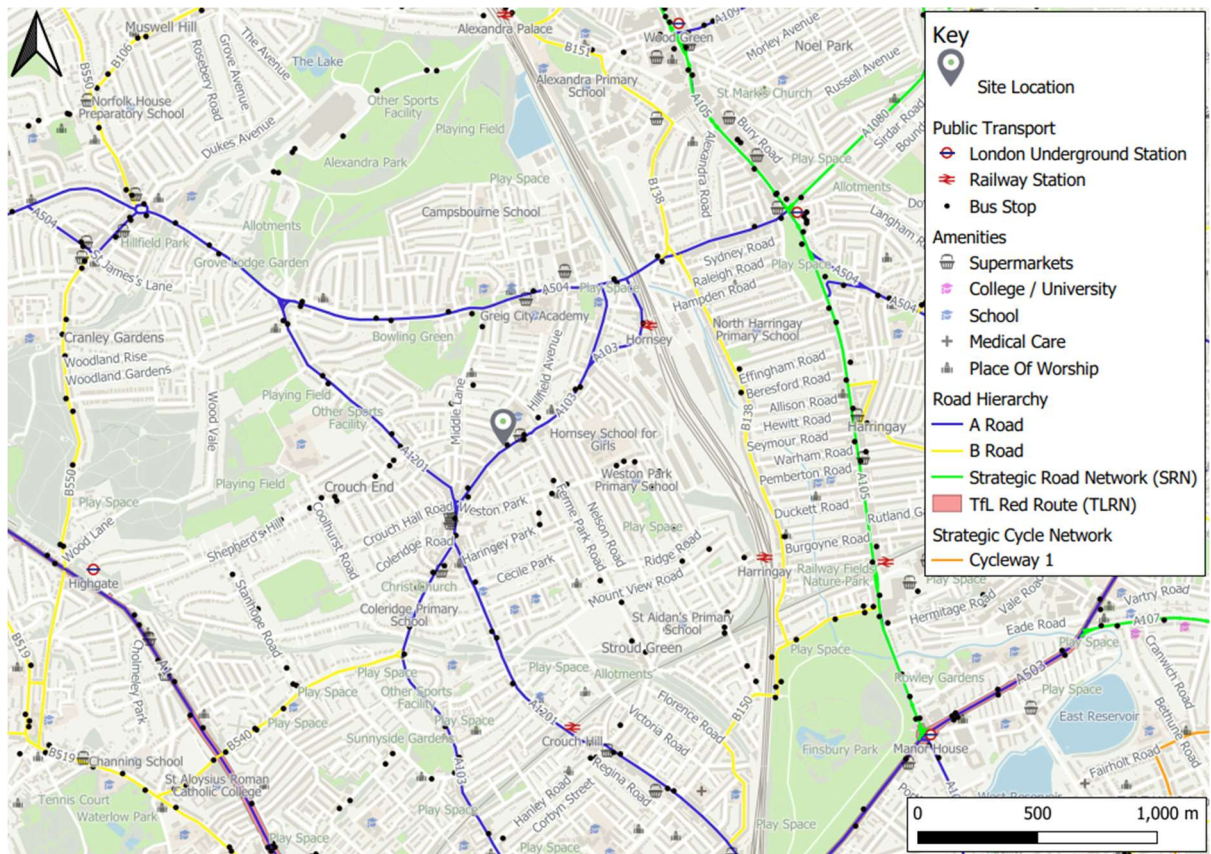


Figure 2-2: Local Plan

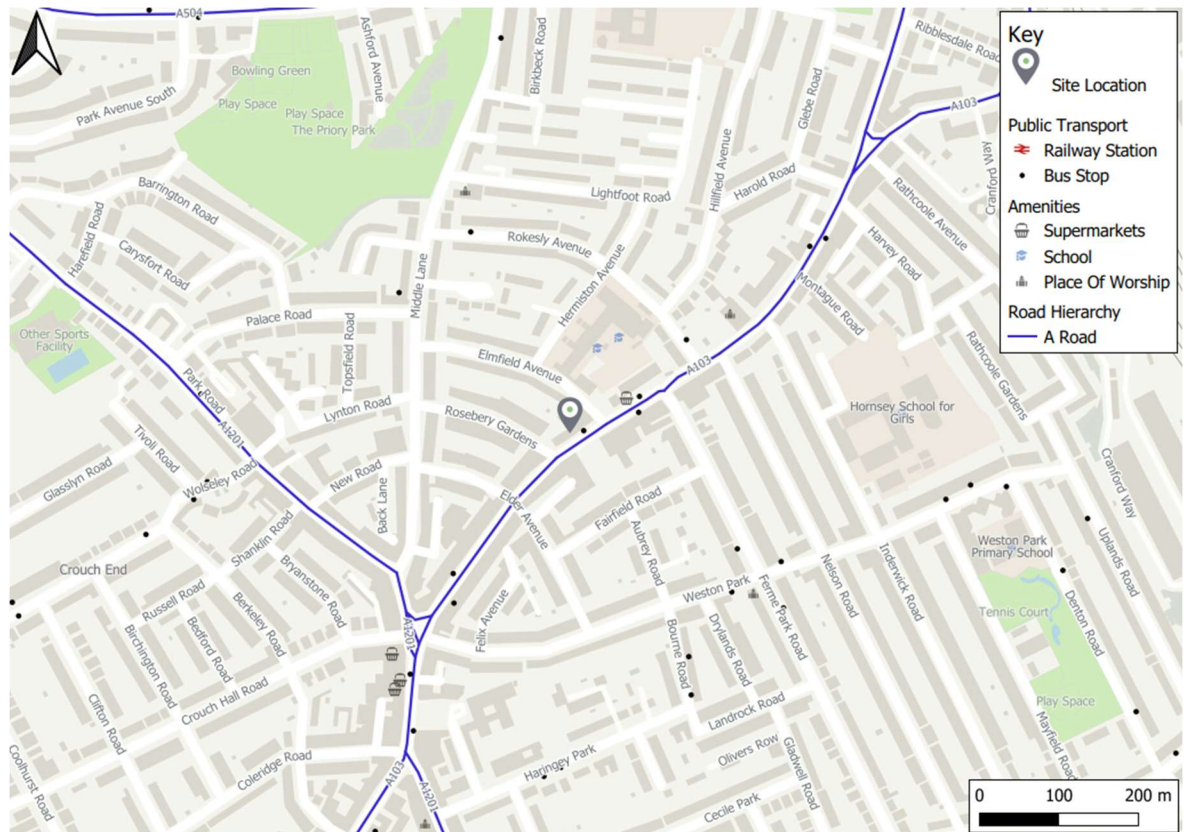


Figure 2-3: Site Boundary Plan



2.3 LOCAL ACCESS INCLUDING HIGHWAYS, PUBLIC TRANSPORT, CYCLING AND WALKING

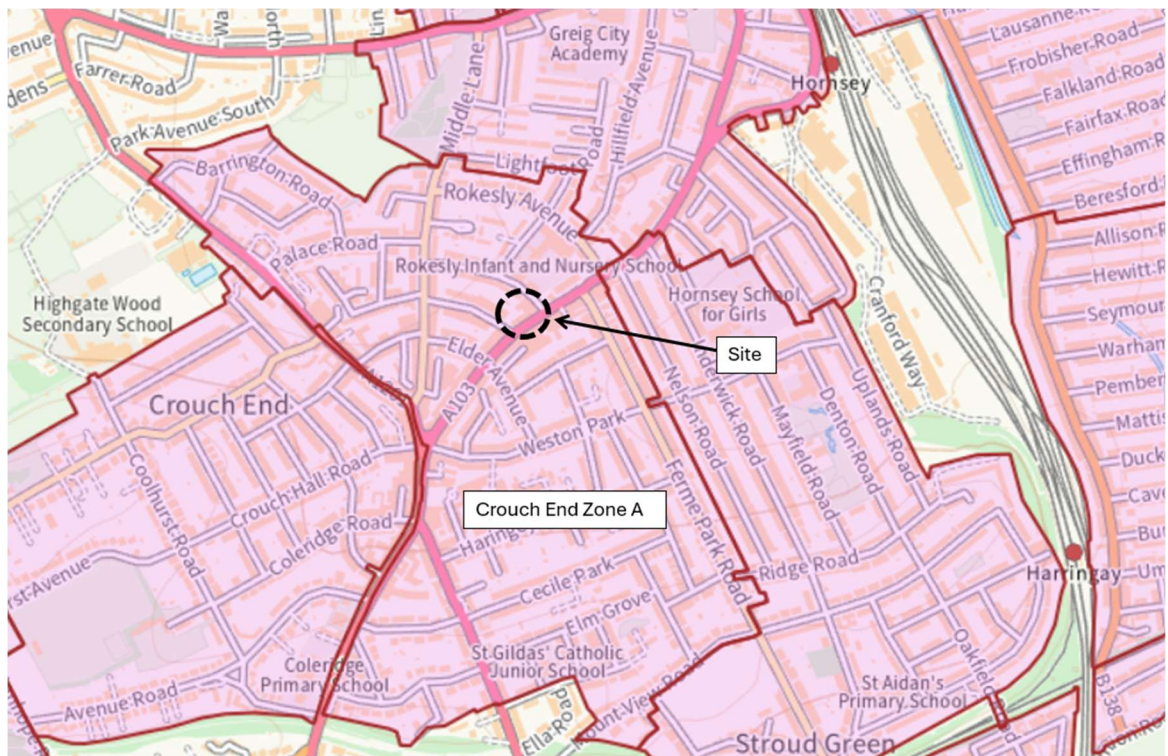
HIGHWAY CONTEXT

- 2.3.1 Pedestrian access to the YMCA part of the Site is provided from the southern boundary via the northern footway of the A103 Tottenham Lane. A rear service yard is accessed from the north-western corner via Rosebery Gardens. Access to the Crouch End Fitness Centre is provided from the eastern boundary via the western footway of Elmfield Avenue.

CONTROLLED PARKING ZONE

- 2.3.2 The Site is located within LBH Controlled Parking Zone (CPZ) Zone A, known as 'Crouch End Zone A', which operates from 10:00 to 12:00 on Mondays to Fridays. **Figure 2-4** shows the location of the Site in relation to the CPZ.

Figure 2-4: Site Location in Relation to LBH CPZ A ('Crouch End Zone A')



A103 TOTTENHAM LANE

- 2.3.3 The A103 Tottenham Lane forms the southern boundary of the Site and is an established urban route within the LBH. It performs an important local movement function, providing access between Crouch End town centre, Hornsey Rail Station and the surrounding residential areas. Tottenham Lane runs north from Crouch End towards Hornsey, where it connects with High Street and Turnpike Lane, and forms part of the wider A103 corridor linking Hornsey with Lower Holloway. Haringey Council also identifies Tottenham Lane as part of a key east to west corridor linking Tottenham with Crouch End.
- 2.3.4 On the southern side of Tottenham Lane, single yellow line waiting restrictions operate Monday to Saturday between 8:00am and 6:30pm, during which time vehicles are not permitted to wait. In addition, kerbside markings indicate a prohibition on loading and unloading Monday to Saturday between 8:00am and 9:30am.

- 2.3.5 In the vicinity of the junctions with Rosebery Gardens and Elmfield Avenue, Tottenham Lane is subject to double yellow line restrictions and double kerb blips, which prohibit waiting and loading at any time.

ROSEBERY GARDENS

- 2.3.6 Rosebery Gardens is a two-way single carriageway road running on a general northwest to southeast alignment. It forms priority-controlled T-junctions with Middle Lane to the northwest and the A103 Tottenham Lane to the southeast.

- 2.3.7 An overnight waiting restriction applies to goods vehicles over 5 tonnes and buses, such that these vehicles are not permitted to wait during the signed hours of 6:30pm to 8:00am. Within the vicinity of the Site, single yellow line restrictions are present on both sides of the road and are subject to the Crouch End A CPZ, which operates Monday to Friday between 10:00am and 12:00 noon. Demarcated white parking bays are also provided and are reserved for resident permit holders only during these hours. In addition, three disabled parking bays are located along the length of the road and are reserved for Blue Badge holders only.

ELMFIELD AVENUE

- 2.3.8 Elmfield Avenue is a two-way single carriageway road running on a general northwest to southeast alignment. It forms priority-controlled T-junctions with Middle Lane to the northwest and the A103 Tottenham Lane to the southeast.

- 2.3.9 Elmfield Avenue operates as a School Street for Rokesly Primary and Infant Schools. Motor vehicle access is restricted during the designated school drop-off and pick-up periods to reduce traffic and provide a safer environment for children walking, cycling and scooting to school. Outside these periods, the street operates as part of the local highway network, subject to the existing parking and access restrictions.

- 2.3.10 Restriction Times and Days

- ⦿ Monday to Friday: 8:15 AM to 9:15 AM
- ⦿ Afternoon: 2:45 PM to 3:45 PM
- ⦿ Schedule: Term time only

- 2.3.11 Cameras monitor the zone during active times, and driving into the restricted area without an exemption can result in a council penalty fine.

- 2.3.12 Along the eastern frontage of the Site, double yellow lines and kerbside blips are present, which prohibit waiting and loading at any time. On the eastern side of the road, opposite the Site, there are demarcated white parking bays reserved for permit holders in Zone CEA, or for motorists paying by phone using location code 34549, between 10:00am and 12:00 noon on Mondays to Fridays, with a maximum stay of one hour. These bays extend along much of the road length, although further to the northwest they are reserved for resident permit holders only. A disabled parking bay is also located adjacent to the Site, with a further disabled bay provided to the northwest, both of which are reserved for Blue Badge holders only. Between the parking bays, single yellow line restrictions apply and are subject to the CPZ A controls, although some sections are positioned adjacent to dropped kerbs. Opposite the Site, Rokesly Infant and Nursery School is subject to school keep clear zig zag markings, which prohibit stopping on the school entrance markings Monday to Friday between 8:00am and 5:00pm.



PEDESTRIAN

- 2.3.13 Wide and well-maintained footways are provided on both sides of the A103 Tottenham Lane, Rosebery Gardens and Elmfield Avenue, with street lighting columns positioned at regular intervals. Along the A103 Tottenham Lane, adjacent to the southeastern corner of the Site, there is a raised pedestrian island crossing comprising a raised table, dropped kerbs, tactile paving and a central refuge island. This crossing is appropriately located in relation to the Site access and nearby bus stops. Rosebery Gardens and Elmfield Avenue, including their junctions with side roads, are also provided with dropped kerbs and tactile paving to support pedestrian movement. In addition, Elmfield Avenue includes a raised table crossing which is positioned in line with the pedestrian desire line to the school access.
- 2.3.14 A range of shops, cafes and supermarkets are located along the A103 Tottenham Lane and within the wider Town Centre. Based on the surrounding network and proximity to local amenities, the Site is considered to meet the criteria of a 'walkable neighbourhood'.

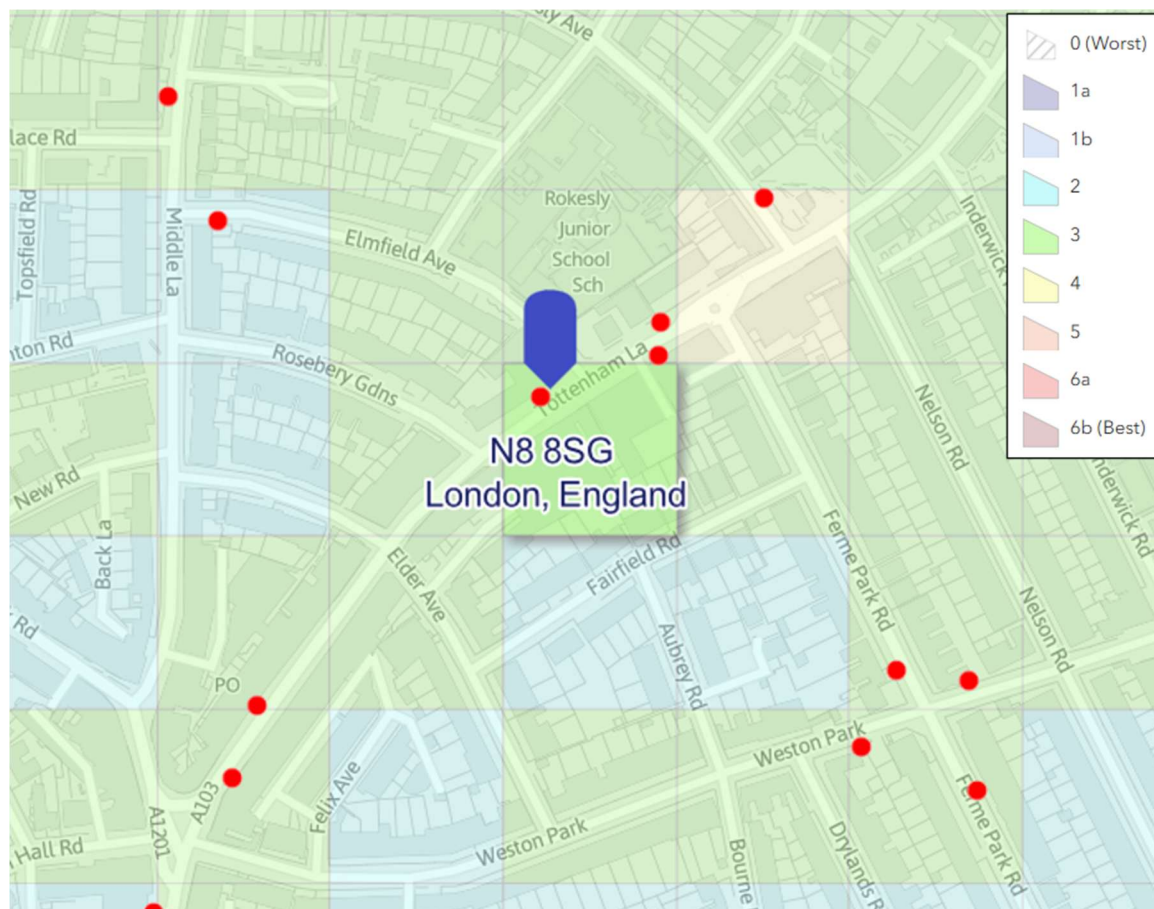
CYCLING

- 2.3.15 In terms of cycling provision, most of the roads surrounding the Site accommodate cyclists within the main carriageway. There are, however, short sections of advisory cycle lane on the A103 Tottenham Lane to the north east of the Site. In addition, approximately 550m to the south-west of the Site on the A103 Crouch End Hill, a bus lane operates Monday to Saturday between 7:00am and 10:00am and 4:00pm and 7:00pm, during which times it may be used by local buses, pedal cycles and taxis only. There are also shared footway and cycleway routes located within Priory Park, approximately 750m to the north-west of the Site, and a further shared route approximately 850m to the south-east of the Site.

PUBLIC TRANSPORT

- 2.3.16 Public Transport Accessibility Level is used to assess a site's connectivity to the public transport network in consideration of the access time and frequency of services. It considers rail stations within a 12-minute walk (960m) of the Site and bus stops within an eight-minute walk (640m) and is undertaken using the AM peak hour operating patterns of public transport services.
- 2.3.17 As shown in **Figure 2-5**, TfL's online WebCAT planning tool indicates that the Site has a PTAL score of 3, which reflects a moderate/good level of public transport accessibility.

Figure 2-5: PTAL Map



BUS SERVICES

- 2.3.18 Adjacent to the southern frontage of the Site, on the northern side of the A103 Tottenham Lane, there is a bus stop known as Rosebery Gardens, Stand Z1. Two further bus stops are located approximately 50m to the east of the Site on either side of the A103 Tottenham Lane, namely Tottenham Lane YMCA Stop S and Tottenham Lane YMCA Stop W. These stops are served by the 91, 41, N41, N91, W5 and W3 bus services. Rosebery Gardens Stand Z1 is equipped with a flag and pole, whilst the two Tottenham Lane YMCA stops are equipped with a flag and pole, seating, and a shelter with passenger information to assist onward travel.
- 2.3.19 During the weekday peak hours, the closest bus stops to the Site benefit from an average combined service frequency of approximately 16 buses per hour in an eastbound direction and approximately 24 buses per hour in a westbound direction. These services provide access to a range of destinations across Greater London including Archway, Harringay, Finsbury Park, Tottenham Hale, King's Cross and Trafalgar Square.

UNDERGROUND SERVICES

- 2.3.20 Turnpike Lane Station is situated approximately 1.7 km to the north east of the Site, equating to an approximate 23-minute walk or seven-minute cycle. Highgate Station is also situated approximately 2.0 km to the north west of the Site, equating to an approximate 30-minute walk or 12-minute cycle. Turnpike Lane is served by the Piccadilly Line, providing access to Finsbury Park, King's Cross St Pancras, Leicester Square and Heathrow Airport, whilst Highgate Station is served by the Northern Line, providing access to Camden Town, Euston, Bank and London Bridge. The service frequencies at these stations are summarised in **Table 2-1**.

Table 2-1: Underground Service Frequencies

LINE	STATION	DIRECTION	FREQUENCY (SERVICES PER HOUR)
Piccadilly	Turnpike Lane	Eastbound	21
		Westbound	21
Northern	Highgate	Northbound	20
		Southbound	20

- 2.3.21 Turnpike Lane Station is not identified by TfL as step free between street and platform or between street and train. TfL station information confirms escalators and other passenger facilities, whilst TfL accessibility data records cycle parking provision of 12 spaces at the station.
- 2.3.22 Highgate Station is also not identified by TfL as step free between street and platform or between street and train. TfL station information confirms escalators, a car park and other passenger facilities, whilst TfL accessibility data records 10 cycle parking spaces and 3 accessible parking spaces at the station.

LONDON OVERGROUND

- 2.3.23 The nearest London Overground station to the Site is Crouch Hill, which is located approximately 1.8km to the south east, equating to around a 22-minute walk or a six-minute cycle. Crouch Hill Station is served by London Overground services on the Suffragette line, providing access to destinations including Gospel Oak, Hampstead Heath, Blackhorse Road, Barking and Barking Riverside. Service frequencies at the station are summarised in **Table 2-2**.

Table 2-2: London Overground Service Frequencies-

LINE	STATION	DIRECTION	FREQUENCY (SERVICES PER HOUR)
London Overground	Crouch Hill	Westbound	4
		Eastbound	4

- 2.3.24 Crouch Hill Station provides cycle parking in the form of five uncovered cycle stand spaces with CCTV, which offers a modest level of parking for rail users arriving by bicycle. In accessibility terms, the station is not step-free and is classified as Category C, meaning there is no step-free access to either platform and no lifts are provided. The platforms are situated below the level of the main station entrance and are accessed via stairs, although tactile warning surfaces and help points are available.

RAIL NETWORK

- 2.3.25 The nearest National Rail station to the Site is Hornsey, which is located approximately 800m to the north east, equating to around an 11-minute walk or a four-minute cycle. Hornsey Station is served by Great Northern services, providing access to destinations including Stevenage, Moorgate, Welwyn Garden City, Hertford North and Gordon Hill. Service frequencies at the station are summarised in **Table 2-3**.



Table 2-3: Great Northern – Hornsey Rail Station

LINE	STATION	DESTINATION	FREQUENCY (SERVICES PER HOUR)
Great Northern	Hornsey	Stevenage	2
		Moorgate	4
		Welwyn Garden City	2
		Hertford North	2
		Gordon Hill	2

- 2.3.26 Hornsey Station provides bicycle storage for onward cycle-based trips, although the publicly available operator information reviewed does not specify the number or type of spaces. In accessibility terms, Hornsey is a Category C station and does not provide step free access to the platforms. The platforms are below the level of the main entrance and there are no lifts. However, accessible ticket machines are available, tactile warnings are provided on the platforms, and staff assistance is available throughout the week, with the assistance meeting point located on the bridge outside the ticket office.

2.4 COMMUNITY CONSIDERATIONS

- 2.4.1 The construction arrangements will be designed in consideration of surrounding activity and movement on the transport network. Pedestrian and vehicular movement will be maintained adjacent to the Site on the A103 Tottenham Lane, Rosebery Gardens and Elmfield Avenue.
- 2.4.2 Further measures set out in this report will improve how construction logistics activity is managed. This requires good practice from the Contractor and ongoing communication with neighbouring properties.
- 2.4.3 The appointed contractor will ensure that at no time will any existing access be blocked to any adjacent site users.
- 2.4.4 The appointed contractor will notify neighbouring properties of the works programme and will liaise with adjacent landowners to support effective collaboration throughout the construction period.
- 2.4.5 The appointed contractor will be the key interface with surrounding neighbours and relevant stakeholders, and will co-ordinate, control and respond to any concerns or objections raised during the construction period.

SCHOOLS

- 2.4.6 The nearest school to the Site is Rokesly Infant and Nursery School, which is located opposite the eastern boundary of the Site on Elmfield Avenue.
- 2.4.7 Elmfield Avenue operates as a School Street serving Rokesly Infant and Primary Schools, with motor vehicle access restricted during the designated morning drop-off and afternoon pick-up periods on weekdays during school term time. The appointed contractor will comply with these restrictions, and construction vehicles will not be permitted to access or route along Elmfield Avenue during the School Street operating hours. Deliveries will be scheduled outside these periods through a booking system and coordinated by the site manager. Drivers will be informed of the restrictions in advance, with particular care taken to avoid conflict with pupils, parents and other vulnerable road users.

HOSPITALS

- 2.4.8 There are no hospitals within the immediate vicinity of the Site. The nearest healthcare facility identified is Hornsey Central Neighbourhood Health Centre, which is located approximately 900m to the northwest of the Site on the A1201 Park Road. The A1201 Park Road is identified as part of the construction vehicle routing strategy and, as such, the appointed contractor will ensure that construction traffic does not obstruct access to the health centre or materially affect the operation of the surrounding highway network. Construction vehicles will be required to follow the agreed routing strategy, will not be permitted to wait or stack on the local highway network, and will be managed through the delivery booking system to minimise the potential for localised congestion in the vicinity of this sensitive receptor.

NEIGHBOURS

- 2.4.9 At no time will local businesses be restricted in terms of customers being able to access businesses or receiving deliveries. Vehicle, pedestrian, cycle and delivery access to local businesses will be unaffected by the scheme.

NEIGHBOUR AND COMMUNITY RELATIONS STRATEGY

- 2.4.10 A single point of contact for neighbours and the public will be established, with a senior member of the project staff being nominated for the role. Contact details for this single point of contact will be displayed at the Site.

3 CONSTRUCTION, PROGRAMME AND METHODOLOGY

3.1 CONSTRUCTION PROGRAMME

- 3.1.1 At this outline stage, the demolition and construction programme remains indicative as a principal contractor has not yet been appointed. The Proposed Development comprises demolition of the existing buildings and the construction of a replacement building providing improved accommodation.
- 3.1.2 The overall construction programme is expected to be approximately 18 to 24 months. A start date is currently anticipated within 2027 or 2028, subject to grant of planning permission, procurement, contractor appointment and mobilisation.
- 3.1.3 The detailed programme for each construction phase will be confirmed by the appointed contractor within the detailed CLP. At this stage, the likely sequence of works is expected to comprise Site establishment and enabling works, soft strip, demolition and Site clearance, excavation and foundations, substructure works, superstructure works, building envelope works, internal fit out, external works, testing and commissioning.
- 3.1.4 The indicative duration of each phase will be refined by the contractor. It is expected that some phases may overlap to maintain programme efficiency, subject to appropriate management of construction vehicle movements, noise, dust, vibration and highway impacts.

3.2 CONSTRUCTION METHODOLOGY

- 3.2.1 In accordance with TfL CLP Guidance, the detailed CLP will include the full construction methodology and programme for each phase. The anticipated phases are as follows:
- ⦿ **Site establishment and enabling works** will include erection of hoarding, establishment of welfare facilities, confirmation of pedestrian and vehicle gates, installation of Site signage and implementation of initial traffic management arrangements;
 - ⦿ **Soft strip, demolition and Site clearance** will include removal of internal fixtures, demolition of existing structures and removal of demolition arisings. During this phase, the existing rear service yard access from Rosebery Gardens may be used where this can be achieved safely and without adverse impacts on neighbouring residents or the local highway network.
 - ⦿ **Excavation, foundations and substructure** works will include any required excavation, piling, foundation works, drainage works and below ground construction. The order, extent and detailed methodology for these works will be confirmed by the appointed contractor.
 - ⦿ **Superstructure** works will include construction of the main building frame and associated structural elements. Vehicle requirements, crange, delivery timing and any need for temporary highway measures will be confirmed within the detailed CLP.
 - ⦿ **Building envelope works** will include façade, roof, window and external enclosure works. The need for a crane, hoist or other lifting equipment will be confirmed by the appointed contractor.
 - ⦿ **Fit out and building services** works will include internal partitions, mechanical and electrical services, finishes and associated deliveries. This phase is expected to generate a greater proportion of van and light goods vehicle (LGV) activity.



- ⦿ **External works, landscaping, testing and commissioning** will be undertaken during the latter part of the programme and will include final surfacing, landscaping, testing, commissioning and demobilisation.

- 3.2.2 Prior to the commencement of any Site works, all occupiers surrounding the Site will be notified in writing of the nature and duration of works to be undertaken.
- 3.2.3 The name and contact details of the person responsible for the Site works will be included in the introductory letter and this will be used for all enquiries and complaints for the entire duration of the works and updates of work will be provided regularly and any complaints will be properly addressed as quickly as possible as part of the contractor's commitment to the Considerate Constructors Scheme.
- 3.2.4 The safety of the public and protection of pedestrians will be ensured at all times by having the construction area, materials storage areas and waste storage areas, either hoarded or fenced with lockable access. The hoardings will be checked regularly to ensure they remain secure. Relevant signage will be erected to ensure adequate warning/information regarding the health and safety of the public.
- 3.2.5 Clean, safe and well-maintained hoardings would enclose all Site boundaries. These hoardings would be designed to display relevant signage and noticeboards to ensure good communication with the local neighbourhood. Low voltage bulkhead lights would be installed as part of the hoardings to ensure footpaths, signage and noticeboards are well lit.

3.3 HOURS OF WORK

- 3.3.1 It is anticipated that the core working hours for demolition and construction will be as follows:
- ⦿ 0800 – 1800 hours weekdays;
 - ⦿ The Site will be closed on Saturdays, Sundays and Bank Holidays.
- 3.3.2 All work outside these hours will be subject to prior agreement and/or reasonable notice given to LBH and their Environmental Health Officer. These hours will be strictly adhered to except in the event that:
- ⦿ An emergency demands the continuation of works on the grounds of safety;
 - ⦿ Fitting out works are being carried out within the containment of the building envelope; and
 - ⦿ Completion of an operation that would otherwise cause greater interference with the environment/general public if left unfinished.
- 3.3.3 Construction vehicle arrivals and departures will be managed to avoid the busiest local highway periods where practicable. In particular, construction deliveries will be scheduled to avoid school arrival and departure periods associated with Rokesly Infant and Nursery School, unless otherwise agreed with LBH.
- 3.3.4 Deliveries will generally be encouraged between 09:30 and 16:30 where practicable, subject to the detailed requirements of each construction phase and agreement with LBH.

3.4 ESTIMATED VEHICLE NUMBERS

- 3.4.1 At this outline stage, detailed construction vehicle numbers cannot be confirmed as a principal contractor has not yet been appointed. The detailed CLP will provide phase-specific vehicle forecasts once the construction methodology, procurement strategy, waste strategy and material source locations are known.

- 3.4.2 For the purposes of this outline CLP, construction vehicle activity is expected to vary by phase. Demolition, excavation, foundations and concrete activities are expected to generate the highest number of Heavy Goods Vehicle (HGV) movements. Fit out and later construction phases are expected to include a greater proportion of vans and LGVs.
- 3.4.3 As a reasonable outline assumption, typical daily construction vehicle activity is expected to be in the order of 10 to 20 two-way vehicle movements per day during the busier demolition, excavation and substructure phases, with lower levels during fit out and finishing works. Occasional higher activity days may occur during specific operations such as demolition waste removal, concrete pours, major plant deliveries or crane-related activities.
- 3.4.4 These figures are indicative only and will be reviewed by the appointed contractor. The detailed CLP will provide a construction vehicle forecast by phase, including anticipated daily averages, peak daily activity, vehicle types and any abnormal load requirements.
- 3.4.5 All construction deliveries will be managed through a booking system. Vehicles will not be permitted to wait or stack on the local highway network. Where early or late deliveries are required, these will be agreed in advance with LBH and, where relevant, TfL.

3.5 VEHICLE TYPES

- 3.5.1 The type and size of vehicles required will vary by construction phase. The vehicle fleet may include vans, LGVs, skip lorries, tipper vehicles, rigid HGVs, concrete mixers, plant delivery vehicles and occasional crane or abnormal load vehicles.
- 3.5.2 The majority of routine construction deliveries are expected to be undertaken by vans, LGVs and rigid HGVs up to approximately 12m in length.
- 3.5.3 Any requirement for larger vehicles, mobile cranes, abnormal loads or specialist deliveries will be identified by the appointed contractor and agreed with LBH in advance. Where such vehicles are required, the detailed CLP will include swept path analysis, timing controls, access arrangements, marshal locations and any temporary traffic management requirements.

3.6 VEHICLE PARKING

- 3.6.1 No construction staff car parking will be provided on-site. Construction staff will be encouraged to travel by public transport, walking and cycling. This approach reflects the Site's accessible location and will reduce the risk of construction staff parking on surrounding residential streets.
- 3.6.2 The appointed contractor will include travel information within the Site induction process and will make clear that construction staff must not park on the surrounding highway network.



4 CONSTRUCTION LOGISTICS

4.1 SITE LOGISTICS

- 4.1.1 Construction routes will be established by the contractor, once appointed, when the source locations for materials have been confirmed. All delivery vehicles will be required to access the Site in accordance with an agreed local routing strategy. The contractor will use designated construction traffic routes for deliveries to the Site and for the removal of construction waste. The access routes to and from the Site to be used by HGVs will be agreed with LBH as part of the detailed CLP.
- 4.1.2 The construction routing strategy will seek to minimise disruption to the local highway and pedestrian network. The TLRN, Strategic Road Network (SRN) and A road network will be used as far as practicable for construction vehicle movements to and from the Site.
- 4.1.3 Construction vehicles may access the Site from the east or west via the A103 Tottenham Lane, which forms the southern Site frontage. During demolition and early construction, the existing rear service yard access from Rosebery Gardens may also be utilised where this is confirmed as safe and practicable by the appointed contractor.
- 4.1.4 The construction access strategy will be confirmed within the detailed CLP. It is the intention to consult with TfL regarding the potential temporary suspension or alternative management of the bus stand along the A103 Tottenham Lane at the front of the Site, where this is required to facilitate safe construction vehicle access and loading. Any temporary change to the bus stand will be subject to agreement with TfL and LBH and will not be implemented until the necessary approvals are in place.
- 4.1.5 The operational relocation of the bus stand is not assumed as part of the development. Any proposal relating to the bus stand would be temporary and construction related only.
- 4.1.6 Construction vehicles travelling to and from the Site are expected to use the strategic and A road network as far as practicable before joining the A103 Tottenham Lane for the final approach to the Site. Vehicles approaching from the northwest are expected to route via the A1201 Park Road, vehicles approaching from the west via the A1 Archway Road and Shepherds Hill, vehicles approaching from the northeast via the A504 High Street and the A103 Tottenham Lane, and vehicles approaching from the southwest via the A103 Crouch End Hill. Egress movements will generally return vehicles to the A103 Tottenham Lane and onward to the same strategic corridors, although some local egress routes differ from access routes where required by traffic restrictions. The detailed CLP will confirm the final access and egress routes, supported by swept path analysis and agreed with LBH, and TfL where relevant.
- 4.1.7 Shepherds Hill is subject to a signed restriction prohibiting goods vehicles over 16.5 tonnes during specified periods, except permit holders. While not all construction vehicles would exceed this threshold, some vehicles associated with demolition, excavation, concrete deliveries, waste removal or plant delivery may do so. The appointed contractor will therefore be required to take this restriction into account when confirming the detailed construction vehicle routing strategy and delivery booking arrangements. Goods vehicles over 16.5 tonnes will not be routed via Shepherds Hill during the restricted periods unless operating under a valid permit or otherwise agreed with the relevant highway authority.



- 4.1.8 Access and egress for construction vehicles via the A103 Tottenham Lane will be strictly managed. Banksman or traffic marshals will be stationed at the Site frontage for all vehicle arrivals and departures. They will manage the safe interaction between construction vehicles, pedestrians and cyclists, and will prevent uncontrolled vehicle movements within the highway. In accordance with the commitments set out in this CLP, no construction material storage, plant or welfare facilities will be located on the A103 Tottenham Lane, and the highway will not be used for temporary stockpiling or skips.

4.2 VEHICLE ROUTING

- 4.2.1 The regional and local construction vehicle routing strategy is shown in **Figure 4-1** and **Figure 4-2**, also shown in **APPENDIX B**. The routing strategy identifies the likely approach routes from the TLRN and the wider A road network, with construction vehicles expected to use the A103 Tottenham Lane for the final approach to the Site.
- 4.2.2 The final construction routing strategy will be confirmed by the appointed contractor as part of the detailed CLP, once material source locations, waste destinations and construction access arrangements have been confirmed. The agreed routes will be issued to all suppliers and subcontractors before attending the Site.
- 4.2.3 The routing strategy will seek to keep HGVs on the TLRN, SRN and A roads for as long as practicable, and will minimise the use of quieter residential streets. Construction vehicle movements will be controlled by trained marshals or banksman at the Site access.

Figure 4-1: Regional Routing Plan – Construction Access

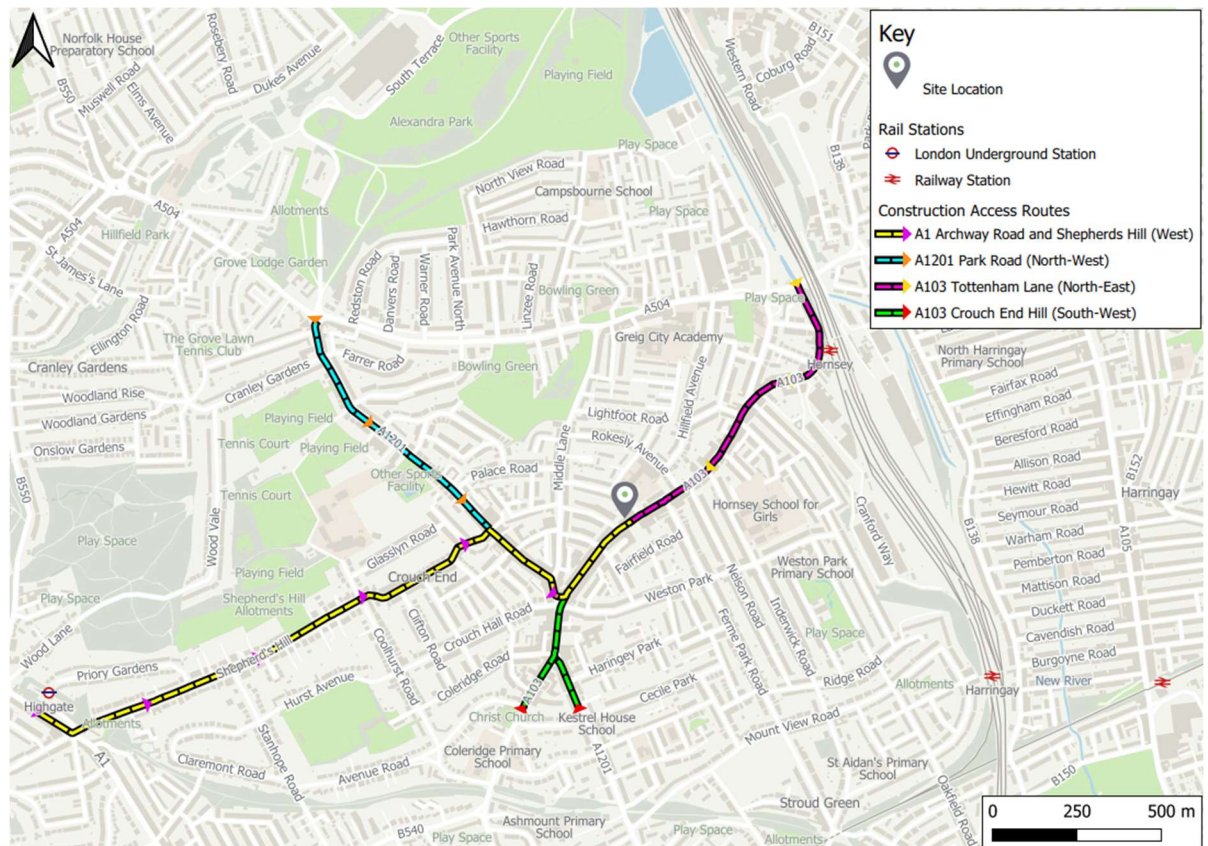
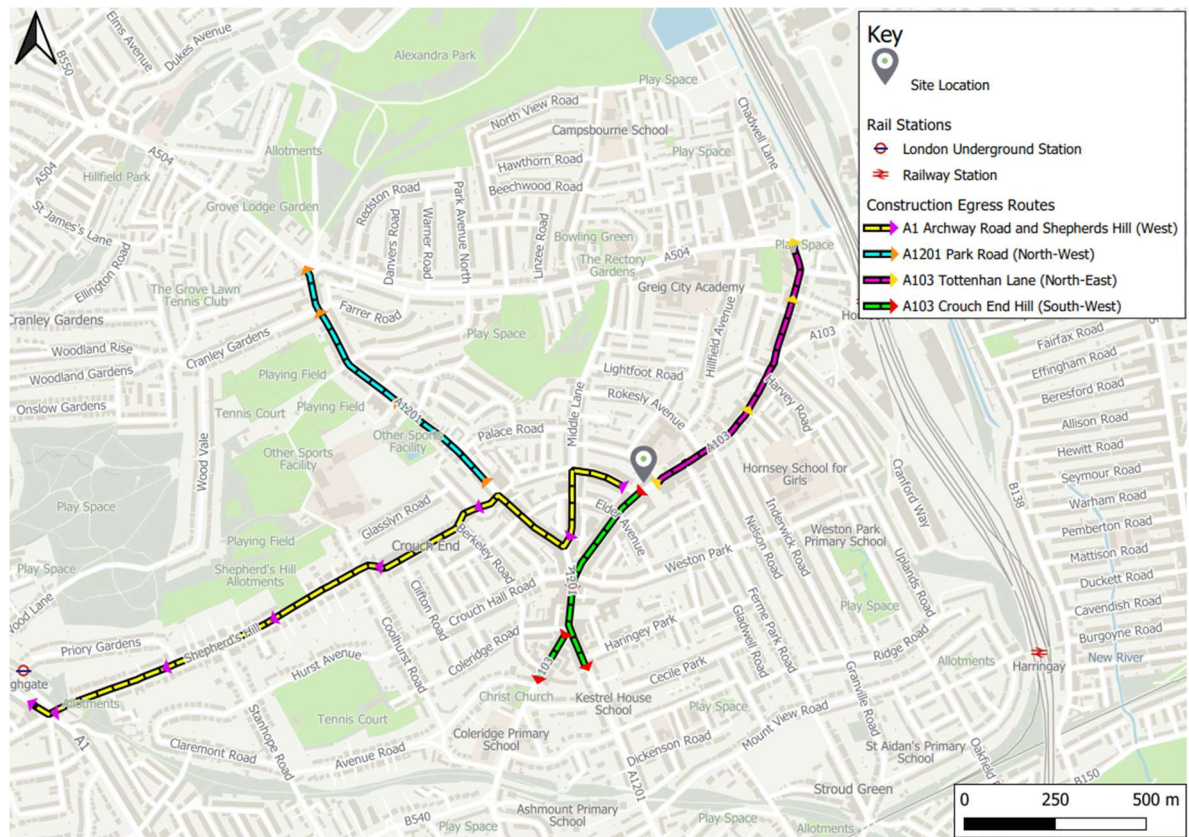


Figure 4-2: Regional Routing Plan – Construction Egress



- 4.2.4 The access and egress routes use the most direct available routes and allow construction vehicles to access the A road network while minimising travel on quieter residential streets.
- 4.2.5 The contractor will provide further information on the logistics plans (Substructure / superstructure logistics plans / demolition and Site clearance) for the construction as the methodology develops, for agreement with LBH.
- 4.2.6 The marshals and drivers will be trained to operate the relevant safety procedures and correct signalling systems. As part of the detailed CLP, the contractor will engage with LBH officers on the details of these procedures so that pedestrian and cyclist safety can be ensured throughout construction.
- 4.2.7 All delivery drivers will be required to wear full PPE when on-site and will be provided with a summary of Site rules issued or advised when they sign in.
- 4.2.8 Strict monitoring and control of vehicles accessing and egressing the Site would be implemented to minimise the likelihood of congestion during the construction period. Construction deliveries would be carefully planned with delivery times agreed with each sub-contractor and supplier using a booking system. Delivery schedules would be produced to look at the profiles of upcoming deliveries and regulate deliveries to avoid any potential queuing.
- 4.2.9 Given the accessible location of the Site, most operatives are anticipated to arrive by public transport. Operative parking would not be permitted.

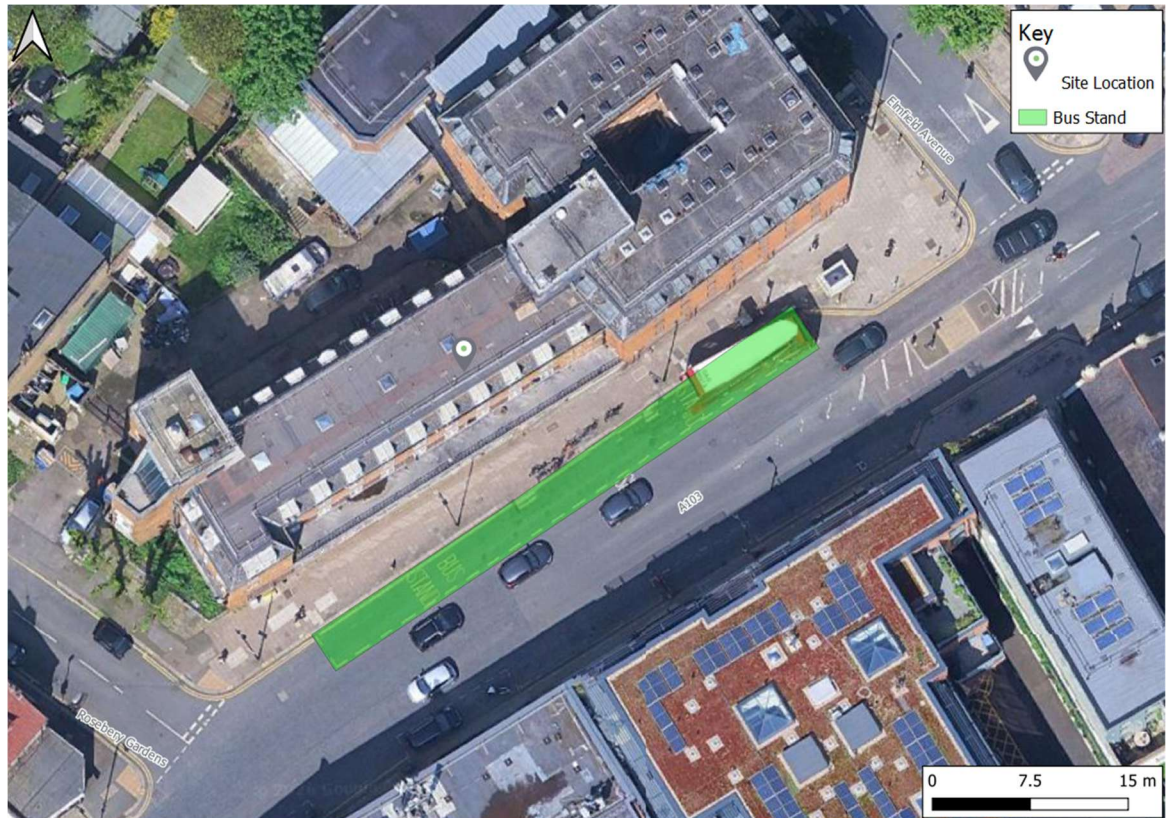
- 4.2.10 Pedestrian access to the Site would be segregated from vehicular traffic at all times. Clear signage would be provided on the hoarding to advise operatives and the public about access arrangements. A plan of the immediate Site would be provided to all delivery companies, clearly showing the access point for all vehicles.
- 4.2.11 Trained banksmen will be responsible for facilitating vehicle access, loading and unloading to ensure safe working practices. Where necessary, accredited traffic marshals will be employed to control traffic during vehicle arrivals and departures. The final arrangements will be confirmed by the appointed contractor within the detailed CLP.
- 4.2.12 In order to avoid a number of vehicles turning up at the same time, there will be a vehicle call-up procedure, which will include:
- ⦿ All deliveries shall be pre-booked and allocated set arrival times;
 - ⦿ Delivery instructions shall be sent to those servicing the Site;
 - ⦿ Suppliers shall call the Site a minimum of 30 minutes before the vehicle arrives at Site to confirm that the construction access is/will be available;
 - ⦿ A marshal will ensure the loading/collection area shall be clear of vehicles and materials before the vehicle arrives;
 - ⦿ Vehicles shall not wait or stack on any road; and
 - ⦿ The engines of vehicles shall not be kept idling.
- 4.2.13 Deliveries will be made 'just in time' to minimise the amount of space required on-site for construction materials. All radio users will be trained on correct radio procedures and protocols.

4.3 TEMPORARY BUS STAND AND HIGHWAY ARRANGEMENTS

- 4.3.1 The Site frontage is constrained by the presence of a bus stand, as shown in **Figure 4-3**. The appointed contractor will consult with TfL and LBH to confirm whether construction vehicle access can be achieved while retaining part of the bus stand in operation or whether a temporary suspension, relocation or alternative management arrangement is required.
- 4.3.2 Any temporary bus stand arrangement will be supported by a clear plan showing the extent and duration of the proposed changes, the proposed construction access, marshal locations, pedestrian routes, temporary signage and any traffic management required.
- 4.3.3 Safe pedestrian access along the A103 Tottenham Lane frontage will be maintained unless otherwise agreed with LBH and TfL. Where any temporary footway management is required, this will be set out within the detailed CLP and supported by appropriate signage, guarding and marshal control.



Figure 4-3: Bus Stand Fronting the Site on the A103 Tottenham Lane



5 CONSTRUCTION AND ENVIRONMENTAL MANAGEMENT

5.1 STRATEGIES TO REDUCE CONSTRUCTION IMPACT

- 5.1.1 A number of strategies and measures are planned to reduce the impacts of construction and construction traffic on the local area. The planned measures can be categorised as follows:
- ⦿ **Committed** – Measures that will be implemented as part of the CLP.
 - ⦿ **Proposed** – Measures that are feasible and likely to be implemented. Once a contractor is appointed these measures will be studied further and confirmed within the detailed CLP.
 - ⦿ **Considered** – Measures that are unlikely to be implemented or feasible but could be investigated or become relevant in the future.
- 5.1.2 **Table 5-1** summarises the planned measures for the construction of the Proposed Development, based on the checklist provided in TfL's CLP guidance.



Table 5-1: Construction Planned Measures

PLANNED MEASURES	COMMITTED	PROPOSED	CONSIDERED
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	✓		
Adherence to designated routes	✓		
Delivery scheduling	✓		
Re-timing for out of peak deliveries		✓	
Re-timing for out of hours deliveries			✓
Use of holding areas and vehicle call off areas			✓
Use of logistics and consolidation centres			✓
Use of CLOCS and FORS accredited drivers	✓		
Measures to encourage sustainable freight			
Freight by water			✓
Freight by rail			✓
Material procurement measures			
Design for Manufacture and Assembly and off-site manufacture			✓
Re-use of material on-site			✓
Smart procurement		✓	
Other measures			
Collaboration with other sites in the area			✓
Implement a staff travel plan		✓	

5.2 GENERAL MEASURES

5.2.1 Key aspects of the construction mitigation strategy include:

- ④ Undertaking a Condition Survey;
- ④ Construction vehicles will be required to use the designated routes set out within this CLP. Any deviations from this routing will be agreed with LBH in advance;
- ④ Monitoring (CCTV facilities funded by the Developer);
- ④ Traffic Management (using Banksman, Chapter 8/Red Book compliant management);
- ④ Cyclist safety measures, including sideguards, blind spot mirrors, detection equipment and adherence to CLOCS best practice;
- ④ Use suppliers who comply with Work Related Road Risk requirements and ensure that Non Road Mobile Machinery (NRMM) is registered and compliant where required;
- ④ Waste Management (if required, set waste reduction targets through a Site Waste Management Plan (SWMP), monitor and manage reduction/reuse/recycling etc.); and
- ④ Utility Coordination (if required, liaison with providers during works programme to check and manage overlaps, liaise with adjoining sites).

5.2.2 The key general measures are discussed in more detail below.

CONSOLIDATION

5.2.3 Any abnormal loads will be planned in advance and agreed with the Highways Authority.

5.2.4 The use of an off-site construction consolidation centre will be investigated. In any event, the delivery booking system will allow deliveries to be managed efficiently. Where possible, vehicles will be fully loaded to minimise the number of vehicle trips made by tipper trucks and concrete mixers.

5.2.5 Smart procurement will be encouraged to share suppliers and minimise the number of construction vehicle trips. All suppliers will be made aware of access and routing requirements.

5.2.6 Once appointed, the contractor will investigate the opportunity to collaborate with other local construction sites.

REVERSE LOGISTICS

5.2.7 It is proposed that whenever possible, delivery vehicles will take surplus or unused materials back to the source supplier. Therefore, suppliers who operate using reverse logistics will be prioritised as this will reduce waste and vehicle movements.

SITE ACCESS MONITORING

5.2.8 Where CCTV is installed on the Site, it will include cameras monitoring vehicle access and egress. The data from these cameras will be retained for at least two weeks after recording and will be made available to LBH officers upon request.

5.2.9 The contractor will be expected to commit to:

- ④ Maintaining the Site and surrounding hoardings to a high safety and environmental standard and providing any necessary programmes, including safety audits;
- ④ Ensuring all deliveries comply with the specified routes.
- ④ Timing deliveries between 09:30 and 16:30 where practical and agreed upon with stakeholders, in particular LBH.
- ④ Deliveries to this project have been highlighted as a high-risk element of the works. Particular attention is to be taken by all parties to ensure the safety of all parties either involved in the construction or the general public and surrounding neighbourhood. All trades are to be notified by way of their order, pre-start meeting, and toolbox talks that there is to be a minimal amount of materials stored on-site.
- ④ All deliveries are to conform to the following procedures:
 - A just in time approach is to be employed to prevent excessive build-up of materials on-site waiting to be incorporated into the building construction;
 - All vehicles will be required to adhere to the speed restrictions on the planned routes in and out; and
 - A traffic marshal will be available to coordinate deliveries and to ensure that the safety of pedestrians, cyclists and other vehicles is always ensured.

CONSTRUCTION LOGISTICS AND COMMUNITY SAFETY (CLOCS)



- 5.2.10 The CLOCS (Construction Logistics and Community Safety) standard will be signed up to, which will ensure that the construction contractor (as well as suppliers and sub-contractors) follow safe practices in the management of their operations, vehicles, drivers and construction sites.
- 5.2.11 All construction vehicle operators will be required to be accredited in line with the Fleet Operator Recognition Scheme (FORS). FORS accreditation confirms that a fleet operator can demonstrate that appropriate systems and policies exist to ensure drivers are suitably fit, qualified and licenced to operate vehicles which are properly maintained, equipped and insured. It is a mechanism by which adherence to the CLOCS standard can be assured and monitored.

DELIVERY SCHEDULING

- 5.2.12 A delivery scheduling system is planned to control and manage the timing of deliveries. Booking availability will be determined by the unloading space available and the activities taking place on-site, and will be managed carefully to minimise impacts on the local transport network. A comprehensive daily logistics schedule will be maintained, and unauthorised deliveries will be turned away until the approved procedure has been followed.

VEHICLE CLEANING

- 5.2.13 To prevent the contamination of the local roads, a proprietary wheel wash system and a jet wash will be in place inside the Site delivery gates to clean the wheels and undercarriage of vehicles during the demolition, substructure and superstructure phases. The traffic marshal will check each vehicle for cleanliness before allowing the vehicle to leave the Site. Working practices will be selected to minimise release of dust.

PUBLIC HIGHWAYS AND FOOTWAYS

- 5.2.14 The public highway and local footways will be safeguarded against damage through the following measures:
- ⦿ The public highway and local footpaths will be safeguarded against damage by:
 - ⦿ Scaffolding for construction works (should this be required) should be erected and fully encapsulated in fire resistant Monarflex sheeting;
 - ⦿ Any vehicle removing loose rubbish or debris from the Site will have the load fully sheeted hence safeguarding against any debris falling onto the road;
 - ⦿ In addition, it is not envisaged that the highway will be used for storage or welfare facilities; and
 - ⦿ The Site access points will include a marshal being in attendance at all times. As set out within the Health and Safety Executive (HSE) guidance, the marshal/banksman directing vehicle movements will be trained and authorised to do so.

CONTROL OF NOISE, DUST AND VIBRATIONS

- 5.2.1 A number of noise, dust and vibration measures will be implemented at the Site to mitigate the potential environmental impacts associated with construction. Site activities will be controlled as far as is reasonably practicable so that surrounding receptors are protected from excessive levels arising from the construction process.
- 5.2.2 Efforts will also be made to minimise impact noise when unloading materials. Materials will not be stored on public footways or roads.



- 5.2.3 Vehicles will be checked to ensure that wheels are clean and that vehicles are appropriately loaded and sheeted. All construction vehicles will be inspected prior to leaving the Site.
- 5.2.4 The contractor will ensure that the surrounding highway network is kept clear of any construction debris with regular inspections undertaken throughout the programme. In addition to manual sweeping a mechanised road sweeper that can attend Site will be available on call.
- 5.2.5 The Site hoarding will help to contain dust and construction noise. Water spray techniques will also be used to control dust associated with the construction process.
- 5.2.6 The contractor will aim to keep noise levels to a minimum. This will be carried out by:
- ⦿ Drivers will be required to turn off engines when stationary to ensure vehicles are not left idling;
 - ⦿ Wherever possible, the usage of EV construction and delivery vehicles will be prioritised;
 - ⦿ Undertaking works in a considerate and sensitive manner;
 - ⦿ Ensuring all plant is fitted with the correct and working exhaust mufflers and noise suppression kits;
 - ⦿ Changing where possible methods, equipment and processes to keep noise levels low;
 - ⦿ Position plant as far away from residential property as reasonably possible;
 - ⦿ Barriers will be used to act as noise shielding;
 - ⦿ Limit the hours worked on noisy operations; and
 - ⦿ Restricted hours of work for noisy operations.
- 5.2.7 Best practice will be adopted with regard to noise minimisation. This will include, but not be limited to, the following measures:
- ⦿ High hoarding around the entire perimeter of the Site would screen noise from low level sources;
 - ⦿ Where possible, 'silenced' plant and equipment would be used at all times;
 - ⦿ Acoustic enclosures would be fitted to suppress noisy equipment;
 - ⦿ 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;
 - ⦿ All plant would be properly maintained (greased, blown silencers replaced etc);
 - ⦿ Where practicable, all plant should conform to the noise limits presented in the EC Noise Emission in the Environment by Equipment for use Outdoors Directive 2000/14/EC; and
 - ⦿ Vehicles and equipment should be fitted with effective exhaust silencers, maintained in good working order and operated to minimise noise emissions in accordance with BS 5228, and should vehicles be left standing for a significant period of time, engines would be switched off.

AIR QUALITY AND DUST EMISSIONS

- 5.2.8 The contractors will, as far as reasonably practicable, seek to control and limit emissions to the atmosphere in terms of gaseous and particulate pollutants from tools and equipment used on-site and dust from construction activities.



- 5.2.9 The Site activities will be assessed in accordance with the Mayor of London's SPG "The Control of Dust & emissions during Construction & Demolition". The contractors must submit a statement to LBH for approval identifying proposed dust control measures before work starts. Special precautions must be taken when materials containing asbestos are encountered.
- 5.2.10 Throughout the project, the contractor will ensure the following:
- ⦿ Where potential dust producing activities are taking place physical screens will remain in position. This will include demolition, piling, excavation and structural works.
 - ⦿ There is no burning of waste materials on-site.
 - ⦿ There is an adequate water supply on the Site.
 - ⦿ Disposal of run-off water from dust suppression activities and cleaning is in accordance with the appropriate legal requirements.
 - ⦿ All dust control equipment is maintained in good condition and maintenance activities are recorded.
 - ⦿ Site hoarding, barriers and scaffolding are kept clean.
 - ⦿ Loading of material into lorries within designated loading area, inside the Site boundary.
 - ⦿ If necessary, clean public road and pavements using wet sweeping methods.
 - ⦿ All vehicles carrying loose or potentially dusty material to or from the Site are fully sheeted.
 - ⦿ Minimise the amount of demolished or excavated material held on-site.
 - ⦿ Sheet, seal or damp down stockpiles and skips of material held at Site, where required.
 - ⦿ Avoid double handling of material wherever reasonably practicable.
 - ⦿ Ensure water suppression is used during breakout of hard standing and piling platform operations.
 - ⦿ Use enclosed rubble chutes and conveyors where reasonably practicable or use water to suppress dust emissions from such equipment.
 - ⦿ Sheet or otherwise enclose loaded bins and skips.
 - ⦿ Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate.
 - ⦿ Use prefabrication of goods and materials to reduce the need for grinding, sawing and cutting on-site wherever reasonably practicable.
 - ⦿ Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction.
 - ⦿ The engines of all vehicles delivering to Site are not left running unnecessarily to prevent exhaust.
 - ⦿ That conveyor equipment will be well maintained, with regular servicing and maintenance carried out.
 - ⦿ The contractor will ensure that dust monitoring is carried out during activities with the potential to generate dust. The assessment will consider the dust raising potential of the construction activities, the proximity of sensitive receptors and the duration of the relevant works.



WATER MANAGEMENT

5.2.11 To ensure Site contamination does not reach any nearby watercourses the following measures will be followed:

- ⦿ The contractor will prepare a detailed Surface Water Management Plan and site-specific Erosion and Sediment Control Plan, which will minimise discharge of potentially polluted Site water to nearby drains and overland flow routes;
- ⦿ No polluted water is to be discharged from the Site;
- ⦿ Sediment and erosion controls are to be regularly inspected to ensure sufficient capacity;
- ⦿ Wheel washes are to be implemented on-site;
- ⦿ Drainage of surface runoff and de-watering effluents to settling tanks to remove suspended solids prior to discharge to sewer or removal by a suitably licenced waste operator;
- ⦿ Storage of chemicals and hazardous materials within bunded areas, with adequate capacity (of 110%). Bunded areas are to be regularly inspected to ensure that sufficient capacity is available;
- ⦿ Spill kits will be available, and Site operatives trained in their use to deal with any spillages. All spill kits will be fully stocked and kept dry at all times.

5.2.12 All non-road mobile machinery (NRMM) will comply with the emission standards specified in the Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG. In addition, the following dust mitigation measures will be implemented:

- ⦿ Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken;
- ⦿ Carry out regular Site inspections to monitor compliance, record inspection results;
- ⦿ Fully enclose the Site or specific operations where there is a high potential for dust production and the Site is active for an extensive period;
- ⦿ Remove materials that have a potential to produce dust from Site as soon as possible, unless being re-used on-site;
- ⦿ Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- ⦿ Ensure an adequate water supply on the Site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate;
- ⦿ Use enclosed chutes and conveyors and covered skips;
- ⦿ Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate; and
- ⦿ Ensure equipment is readily available on-site to clean any dry spillages and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods.



WASTE MANAGEMENT / RECYCLING

- 5.2.13 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process. Furthermore, material will be re-used on-site where feasible.
- 5.2.14 All waste materials will be deposited into containers held on-site with each trade responsible for clearing their own waste. All Site waste will be collected by a licensed waste carrier and will be taken to a registered waste transfer station for sorting and recycling and re-use.
- 5.2.15 Rubbish will be removed from Site regularly to minimise fire risks and help maintain a clear Site. A copy of all waste transfer carrier licences will be held and displayed on the Site health & safety notice board. Waste recycling reports will then be issued to the project team on a regular basis confirming the percentage of material removed from Site that is to be recycled.
- 5.2.16 Any waste classified as special or hazardous will be removed by specialist contractors to a correctly licensed premises.
- 5.2.17 A standalone Outline SWMP has been produced to set out how overarching waste management processes and practices will be undertaken during the demolition, site preparation, and construction phases of the Proposed Development.

LIGHTING

- 5.2.1 Lighting will be used primarily for reasons of health and safety and security. The contractor will have regard to the impact Site lighting could have on nearby neighbours and commercial occupiers to ensure that they are not adversely affected by light pollution. This will be managed by correct positioning and alignment. Consideration will also be given to ensure road hazards are not caused.
- 5.2.2 Lighting will be provided to the Site boundaries with illumination sufficient to ensure safety of the public. Lighting will be positioned to reduce impacts to neighbouring properties and will not cause a statutory nuisance.

5.3 CONSIDERED MEASURES

CONSTRUCTION PERSONNEL

- ④ Confirmation will be provided in the detailed CLP as to whether welfare facilities can be provided on-site to minimise the need for travel off-site during the day.
- ④ This might include lockers for on-site operatives to allow storage of tools to discourage any construction workers who stay locally during the week from needing to travel by van each day. All construction staff and Site operatives will be given a Site induction.
- ④ No construction staff car parking will be provided on-site. Cycle parking facilities will be explored, noting there is good provision of public short-stay cycle parking available in the vicinity of the Site. Staff will be expected to use sustainable modes of travel to work considering the good level of public transport accessibility and lack of on-site or nearby parking.

SITE COLLABORATION



- 5.3.1 The development is currently expected to commence during 2027 or 2028, subject to planning, procurement and contractor mobilisation. The appointed contractor will review opportunities to collaborate with other nearby construction sites where this could reduce vehicle trips, consolidate deliveries or reduce disruption on the local highway network.
- 5.3.2 Once appointed, the contractor will investigate opportunities to collaborate with nearby construction sites to consolidate deliveries and reduce construction vehicle activity where practicable.



6 IMPLEMENTATION, MONITORING AND UPDATING

6.1 IMPLEMENTATION

- 6.1.1 The Contract Manager will be responsible for implementing the delivery schedules and ensuring that all deliveries comply with the detailed procedures set out above.
- 6.1.2 It is expected that a contractor and driver handbook, or equivalent, will be used to ensure that all subcontractors are aware of their obligations.
- 6.1.3 The contract manager shall appoint qualified banksmen who will be responsible for all deliveries – from booking them in, to marshalling them to the offloading area.
- 6.1.4 The local community will be notified of the contract manager's contact details on the Site notice board to ensure they are able to notify the principal contractor of any concerns about construction activity and traffic.
- 6.1.5 The specific measures to be implemented by the contractor will include:
- ⦿ The contractor will establish and maintain contact with Rokesly Infant and Primary Schools, LBH, local residents and businesses to keep them informed of construction matters that may affect them. This liaison will include the regular distribution of newsletters and attendance at meetings with representatives of the schools and local groups, where requested by LBH;
 - ⦿ The Contract Manager will be responsible for liaising with contractors and informing them of any changes or updates in the assumed programme or methodology;
 - ⦿ The contractor will maintain on-site, a system for recording any incidents and any corrective action taken for inspection, if required;
 - ⦿ The contractor will ensure as far as is reasonably practical, that necessary action has been taken and steps to avoid recurrence have been implemented; and
 - ⦿ The contractor will provide project information and a telephone contact available during working hours. This number will be displayed prominently on the Site hoarding.

6.2 MONITORING

- 6.2.1 Data sharing remains a key principle for the success and continuous improvement of construction. A list of items will be agreed, and specific data will be disseminated. This will include:
- ⦿ Compliance
 - CLOCS compliance – suppliers to provide pre-qualification evidence
 - FORS compliance – suppliers to provide pre-qualification evidence
 - Routing compliance – to be monitored through resident feedback
 - No staff car parking
 - ⦿ Data from the delivery scheduling system and the recorded log of vehicle movements to the Site:
 - Vehicle type and size
 - Duration on-site
 - ⦿ Safety issues including any injuries or near misses recorded in the Site logbook



- ⦿ Breaches and complaints
 - Residents will be able to contact the Site Manager to report any non-compliance. For a first offence, suppliers will be reminded of the Site access route requirements. Repeated offences will be escalated through the contractor's supply chain management procedures, which may include removal of the supplier from the project where appropriate and contractually permitted.
- ⦿ Staff travel plan and survey

6.2.2 The banksmen shall keep a record of every delivery, such as:

NUMBER OF VEHICLE MOVEMENTS TO SITE

- ⦿ Total
- ⦿ By vehicle type/size/age
- ⦿ Time spent on-site
- ⦿ Consolidation centre utilisation
- ⦿ Delivery/collection accuracy compared to schedule

BREACHES AND COMPLAINTS

- ⦿ Vehicle routing
- ⦿ Timing of delivery
- ⦿ Unacceptable queuing or parking
- ⦿ Adherence to safety & environmental standards & programmes
- ⦿ Low Emissions Zone (LEZ) compliance

SAFETY

- ⦿ Logistics-related incidents
- ⦿ Record of associated fatalities and serious injuries
- ⦿ Ways staff are travelling to Site
- ⦿ Vehicles and operators not meeting safety requirements

6.3 COMPLAINTS PROCEDURES

- 6.3.1 Any complaints during the construction works will be dealt with by the principal contractor and, if necessary, the CLP will be updated and reinforced with processes to avoid similar complaints arising.
- 6.3.2 The principal contractor will be responsible for setting up a procedure to receive and act upon complaints. A complaints log will be maintained, and a monitoring system implemented by the contractor throughout the works to ensure that all complaints have been addressed and a satisfactory outcome reached for all parties involved.
- 6.3.3 The anticipated procedure for dealing with complaints will be as follows:
- ⦿ Enter all complaints into a Complaints Register;
 - ⦿ Complainants will be encouraged to leave contact details so that a formal acknowledgement can be issued within 24 hours responding to their query;
 - ⦿ Acknowledge receipt of complaints in writing;
 - ⦿ Evaluate validity of complaints; and

- ④ Once the matter has been investigated and resolved, the principal contractor through the Public Liaison Officer will close it out with the person concerned, confirm this in writing and make an appropriate entry in the Complaints Register.

6.4 BREACHES, COMPLAINTS AND SAFETY

- 6.4.1 As stated above, as part of the monitoring process all breaches and complaints will be logged. These will then be presented to the contract manager periodically for review.
- 6.4.2 Contractors will be informed of the outline safety and booking procedures before works commence. Where these procedures are not followed, a written warning will be issued to the relevant contractor. If the contractor is found to be in breach of the Site rules again, they may be removed from the project and replaced.
- 6.4.3 The appointed contractor will notify LBH of all complaints and breaches within two working days of becoming aware of the matter.

6.5 UPDATING

- 6.5.1 The outline CLP will be developed into a detailed CLP once a contractor is appointed and following the grant of planning permission. The detailed CLP will be prepared in consultation with LBH and will require approval by the highway authority. This will ensure that all construction activities on the Site accord with relevant policy requirements.
- 6.5.2 After the detailed CLP is submitted and approved, the CLP will be an evolving document to account for any changes to the construction strategy and incorporate monitoring results and any consequent changes. It will be reviewed internally every month and/or at any time there is a significant change in the construction process. This will ensure that the document remains relevant to the realities of the Site at any point in time.
- 6.5.3 The CLP will be kept on-site and updated by the principal contractor in consultation with the highway authority.



7 CONCLUSIONS

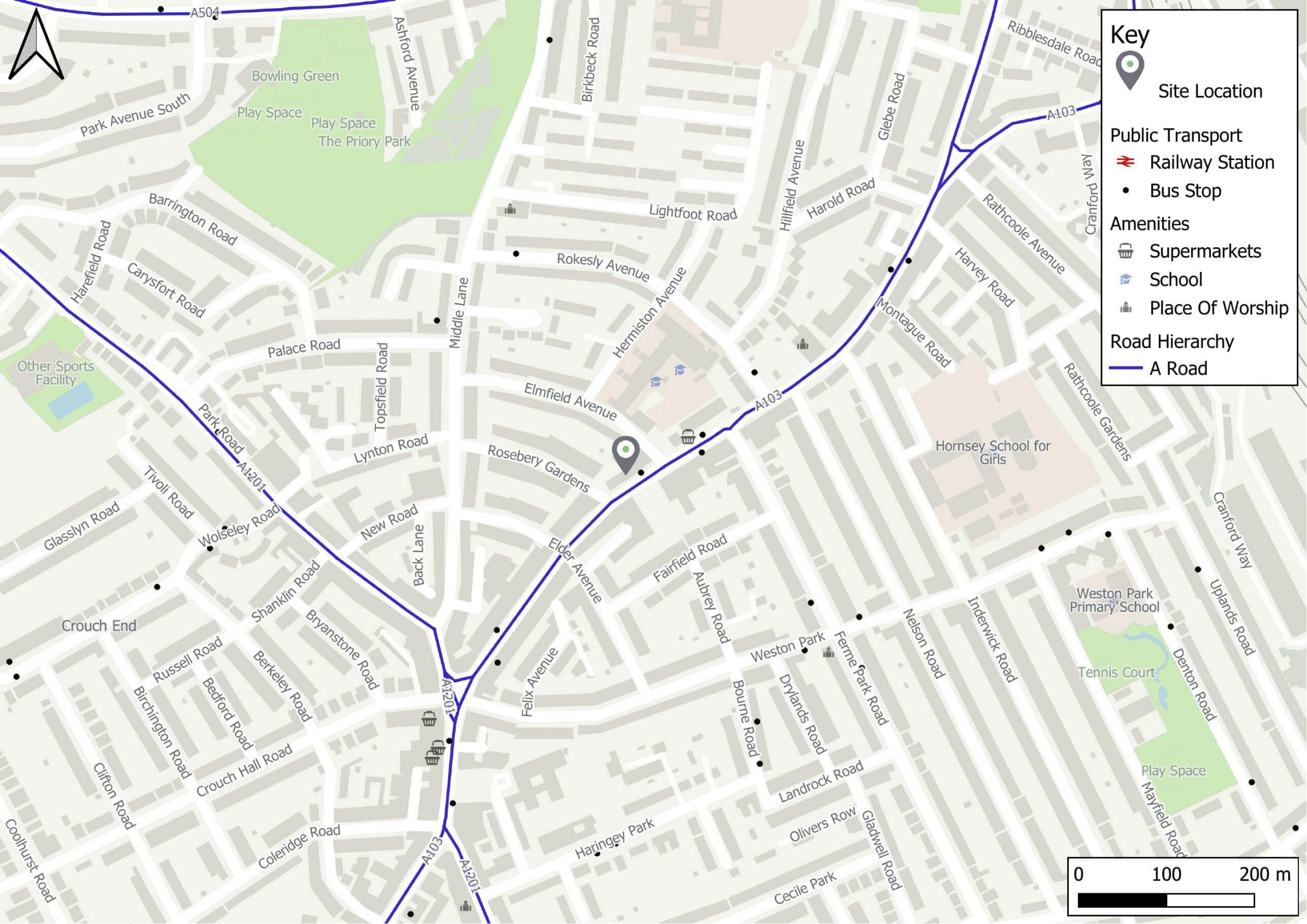
- 7.1.1 This outline CLP has been prepared to support the planning application for the redevelopment of YMCA, 184 Tottenham Lane. The proposals comprise demolition of the existing buildings and construction of a replacement accommodation development.
- 7.1.2 At this stage, a principal contractor has not yet been appointed. The programme, vehicle numbers, vehicle types and detailed logistics arrangements therefore remain indicative and will be confirmed within a detailed CLP prior to commencement of works.
- 7.1.3 The overall construction programme is expected to be approximately 18 to 24 months, with commencement currently anticipated during 2027 or 2028, subject to planning, procurement and mobilisation.
- 7.1.4 During demolition and early construction, the existing rear service yard access from Rosebery Gardens may be used where this is confirmed as safe and practicable. Later phases may require controlled access from the A103 Tottenham Lane frontage.
- 7.1.5 Where construction access from the A103 Tottenham Lane frontage requires temporary changes to the Rosebery Gardens bus stand, the appointed contractor will consult with TfL and LBH. Any temporary suspension, relocation or alternative bus stand management arrangement will be agreed before implementation.
- 7.1.6 The detailed CLP will confirm the construction phasing, access arrangements, vehicle routing, vehicle forecasts, marshal positions, delivery booking system, temporary highway measures, environmental mitigation and community liaison arrangements.
- 7.1.7 With the measures set out in this outline CLP, and subject to further detail being secured through the detailed CLP, construction traffic and logistics activity can be appropriately managed to minimise impacts on the local highway network, pedestrians, cyclists, bus operations and neighbouring residential receptors.

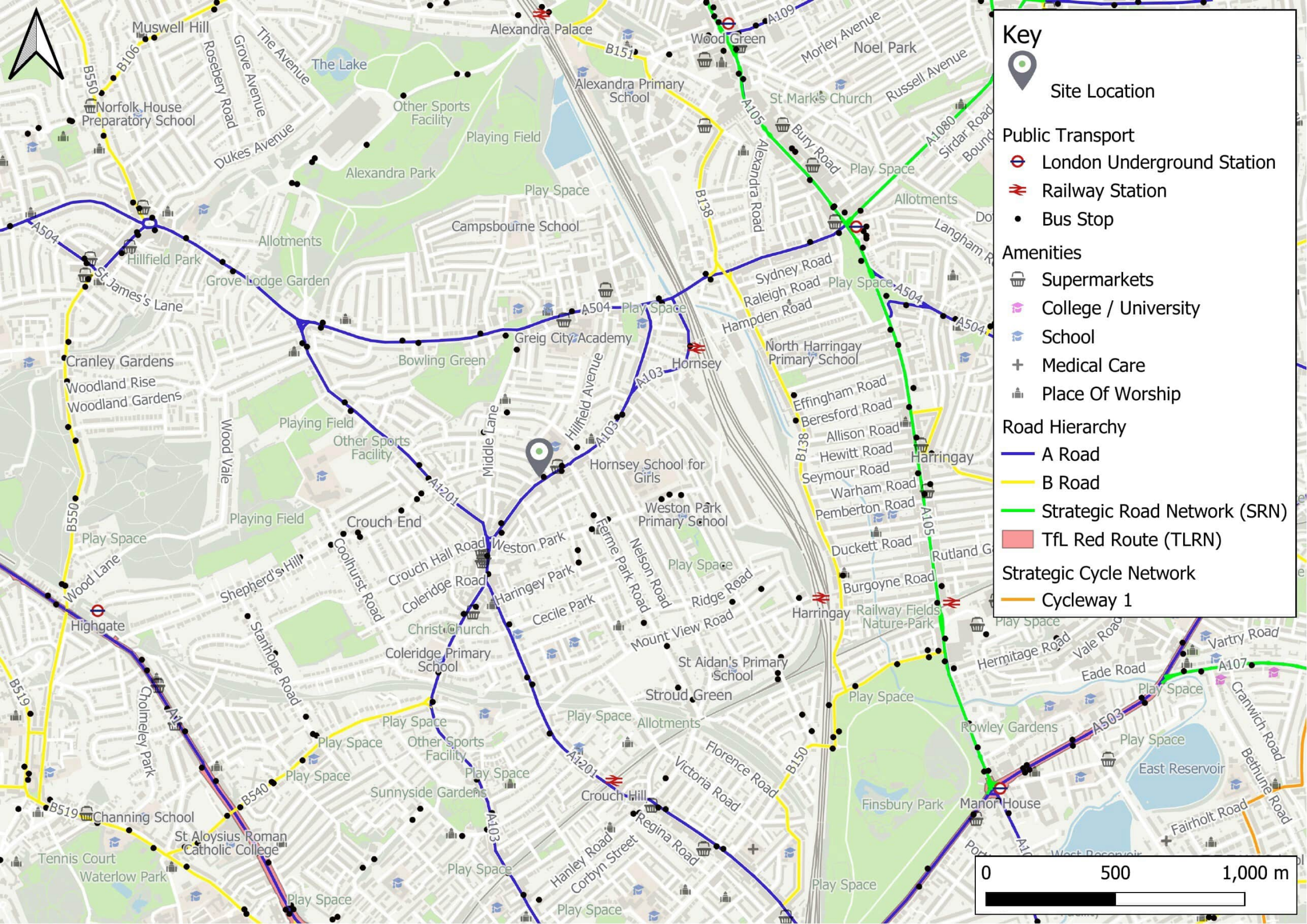


APPENDIX A

CONTEXT PLANS







Key



Site Location

Public Transport



London Underground Station



Railway Station



Bus Stop

Amenities



Supermarkets



College / University



School



Medical Care



Place Of Worship

Road Hierarchy



A Road



B Road



Strategic Road Network (SRN)

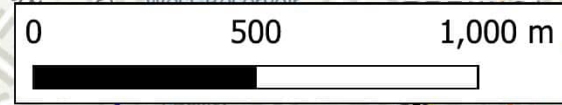


TfL Red Route (TLRN)

Strategic Cycle Network



Cycleway 1





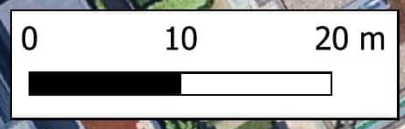
Key

 Site Boundary

Elmfield Avenue

Rosebery Gardens

A103



APPENDIX B

ROUTING PLANS



