



MARKIDES ASSOCIATES

**Demolition &
Construction
Logistics
Management Plan**

505 - 511 Archway Road

18 August 2026

Prepared for Alexander James Contracts Ltd

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1. Introduction

1.1 Application HGY/2025/1220

- 1.1.1 In January 2026, the London Borough of Haringey, as the Applicant, received planning approval (reference HGY/2025/1220) for a development proposal at a site, *Depot, 505-511 Archway Road, Hornsey, London, N6 4HX*, for a development proposal with description as follows:

“Redevelopment of existing car wash site to provide 16 new council homes comprising a 4-storey building fronting Archway Road and two 2-storey houses fronting Baker’s Lane, with associated refuse/recycling stores, service space, amenity space and landscaping.”

- 1.1.2 The planning approval was subject to a number of planning conditions, with condition 17 stating:

“No construction or demolition shall take place, other than site clearance until a Demolition and Construction Logistics Management Plan (DCLMP) has been submitted to and approved in writing by the Local Planning Authority, Where demolition and construction works are undertaken by separate contractors, individual Plans may be submitted for each phase. The submitted plan(s) must provide the following details:

- 1. A clearly phased schedule including demolition, enabling works, and main construction.*
- 2. Proposed working hours and confirmation that construction vehicle movements shall avoid peak hours (AM/PM).*
- 3. Proposed arrangement for vehicle access/loading.*
- 4. Details of vehicle types, quantity and vehicular swept path analyses.*
- 5. Identification of loading/unloading bays and areas for materials handling and visiting construction vehicles.*
- 6. Storage of plant and materials used in constructing the development.*
- 7. Details of construction compound, including the siting of any temporary site office, toilets, skips, or any other structure.*
- 8. Erection and maintenance of security hoarding where appropriate.*
- 9. Wheel cleaning/wash facilities to prevent mud or dust from migrating onto the adjacent highway.*
- 10. Measures taken to ensure continued and safe access and movement for pedestrians along Archway Road.*

Only the approved details shall be implemented and retained during the demolition and construction period.

Reason: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SPO of the Haringey Local Plan 2017 and with Policy DM1 of the Development Management DPD 2017.

1.2 Demolition and Construction Logistics Management Plan

- 1.2.1 Markides Associates (MA) have therefore been appointed by Alexander James Contracts Ltd, the Principal Contractor (PC) delivering the redevelopment proposals, to prepare this Demolition and Construction Logistics Management Plan (DCLMP) to allow Condition 17 to be discharged by LBH as the relevant local planning authority.
- 1.2.2 The DCLMP has been prepared in consultation with the PC.
- 1.2.3 The approval of the DCLMP does not replace any other obligations to seek statutory approvals or licenses for any use or reliance on the public highway, including the delivery of any temporary access works via Bakers Lane or off-site permanent highway works, for which Transport for London (TfL), as the relevant highway authority, would be engaged.
- 1.2.4 Similarly, any approval of this DCLMP, and therefore discharge of Condition 17, is not dependant on having these temporary or permanent highway works approved prior.
- 1.2.5 In relation to temporary access works from Bakers Lane, at the time of preparation of this DCLMP, discussions with TfL have been initiated and are ongoing.

1.3 Objectives of the DCLMP

- 1.3.1 The DCLMP will respond to each of the 10 listed requirements as set out within the Condition 17 wording.
- 1.3.2 Implementing the DCLMP will, as a result, allow a number of objectives to be realised, as follows:
- Optimise the efficient delivery and collection of goods and materials to site;
 - Improve adherence to the construction programme by minimising delay created by poor logistics management;
 - Enhance safety (improved vehicle and road user safety); and
 - Reduce congestion (reduce trips overall, especially in peak periods).
 - Encourage construction workers to travel to the site by non-car modes;
 - Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
 - Establish community engagement;
 - Encourage the use of greener vehicles and greater use of sustainable freight modes;
 - Communication of site delivery and servicing facilities to workers and suppliers; and

1.4 Scope of the DCLMP

- 1.4.1 The PC is responsible for implementing the DCLMP following any LBH approval and discharge of Condition 17.
- 1.4.2 Whilst the scope of the DCLMP is intended to discharge Condition 17, it is considered to be a 'live' document, which will include strategies that may evolve over time.

- 1.4.3 Should this be the case, where this is material, the PC will be responsible for notifying LBH of any changes following implementation for their approval as necessary.

1.5 DCLMP Structure

- 1.5.1 Following this Introduction, the DCLMP is structured as follows:

- **Section 2** outlines the policy considerations;
- **Section 3** describes the existing site context;
- **Section 4** provides a description of the development;
- **Section 5** provides a description of the intended construction phasing;
- **Section 6** provides details of the intended vehicle routing and access for construction traffic to the site during the demolition and construction works;
- **Section 7** provides a description of the proposed strategies to reduce the impacts of demolition and construction;
- **Section 8** gives details of the expected level of traffic movements; and
- **Section 9** outlines the proposed implementation of the DCLMP and how it will be monitored.

- 1.5.2 For easy reference, **Table 1.1** below identifies within the DCLMP where each of the listed items within Condition 17 are located

Table 1.1 Planning Condition Compliance

Planning Condition Requirement		DCLMP Section
1	Phased demolition and construction programme	Section 5.1/5.2
2	Working hours	Section 5.3
3	Vehicle access/loading arrangements	Sections 5.4/5.5
4	Vehicle types and swept path analysis	Section 5.4/6.2
5	Loading/unloading bays	Section 5.5
6	Plant and material storage	Section 5.2
7	Construction compound	Section 5.2
8	Security hoarding	Section 5.2/7.2
9	Wheel washing facilities	Section 5.2/7.5
10	Pedestrian access and safety along Archway Road	Section 7.2

2. Policy Context

2.1 Policy Context

2.1.1 Applicable planning policy and guidance used to inform this DCLMP is as follows:

National Planning Policy Framework (2025)

2.1.2 The NPPF promotes the use of sustainable transport, safe road design and the efficient and sustainable delivery of goods and services.

Traffic Management Act (2004)

2.1.3 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, which this DCLMP supports.

The London Plan (2021)

2.1.4 Policy T7, 'Deliveries, Servicing and Construction', outlines that development proposals should facilitate sustainable freight movements, as well as "facilitate safe, clean, and efficient deliveries and servicing." Provision of adequate space for servicing, storage, and deliveries "should be made off-street." With regards to the timing of deliveries, Policy T7 states that "developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night-time."

2.1.5 The supporting narrative to the policy states that schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) should be implemented to reduce road danger associated with construction. Consideration should also be given to the Direct Vision Standard, which rates Heavy Goods Vehicles based on how much the driver can directly see through the cab windows.

Mayors Transport Strategy (2018)

2.1.6 The MTS promotes the use of Construction Logistics Plans to establish site management and procurement processes to reduce the impact of construction traffic on the street network.

2.1.7 TfL promote the Vision Zero approach for London, which seeks to remove all deaths and serious injuries from London's transport network by 2041. This includes measures such as the use of safe vehicles and safe behaviours, which this DCLMP supports.

2.1.8 TfL's Healthy Streets document makes specific reference to Construction Logistics Plans stating that the construction phase of any development will have an impact on the surrounding community, including safety, environmental and congestion impacts on the road network. The document does however acknowledge that the impact varies depending on the size, timescale, and location of the development.

TfL Construction Logistics Plan Guidance

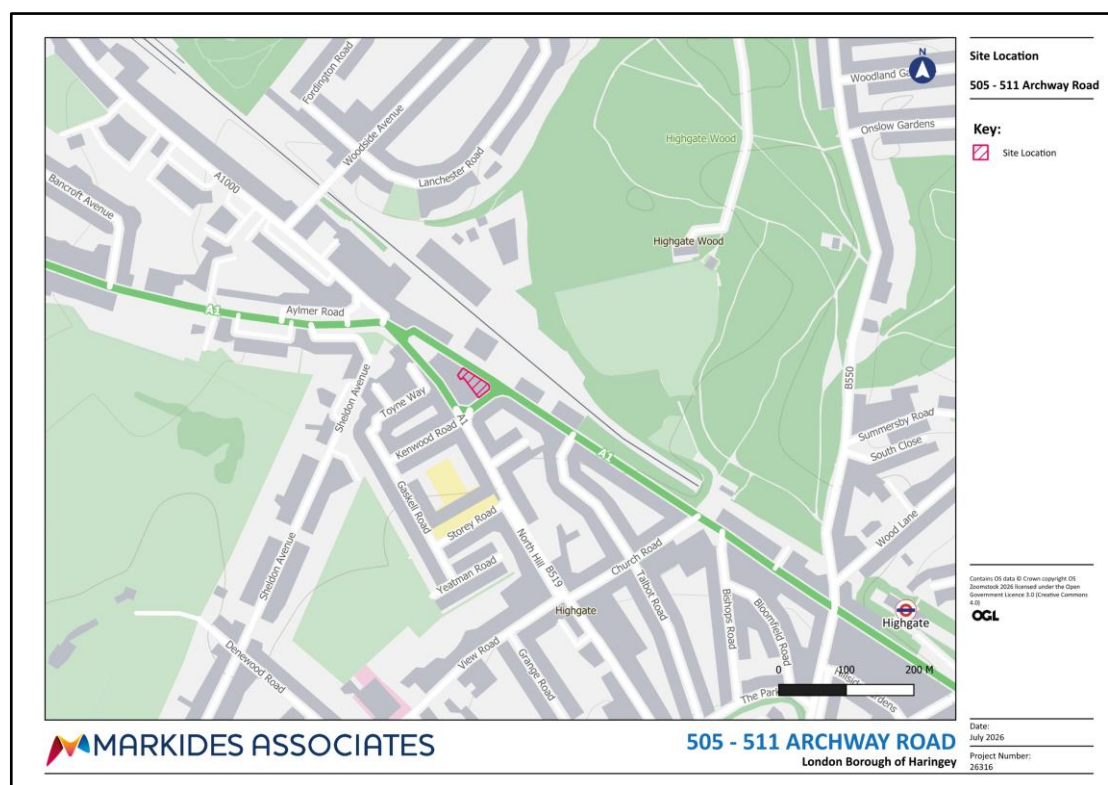
- 2.1.9 Transport for London issued the 'Construction Logistics Plan Guidance', the purpose of which is to ensure that DCLMPs of high quality are produced to minimise the impact of construction logistics on the road network. The Guidance focuses on reducing the impact of construction in terms of:
- Environmental 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 DCLMPs 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

3. Existing Situation

3.1 Site Location and Existing Use

- 3.1.1 The site, 505 - 511 Archway Road, N6 4JA, is located within the centre of an existing gyratory consisting of the A1 North Hill, A1 Archway Road and Bakers Lane, with the site having direct frontage with the latter two roads along its northern and eastern boundaries respectively. The site is otherwise bound to the west by the rear gardens of existing residential properties fronting North Hill and to the northwest by an existing petrol filling station.
- 3.1.2 The site is located within the administrative boundary of the London Borough of Haringey, who are the relevant planning authority. The existing gyratory is however part of the Transport for London Road Network (TLRN), for which TfL are the relevant highway authority.
- 3.1.3 A site location plan is provided in **Figure 3.1** below.

Figure 3.1 Site Location Plan



- 3.1.4 The site most recently operated as a hand car wash and vehicle repair shop, which operated Monday to Saturday 08.30-18.30 and Sunday 09.00-18.00.
- 3.1.5 Access to the site is currently achieved from Archway Road via an established vehicle crossover.
- 3.1.6 The existing site arrangement is shown in **Figure 3.2** below.

Figure 3.2 Existing Site Arrangement



Source: Google Maps

3.2 Pedestrian Infrastructure

- 3.2.1 Pedestrian infrastructure is in place to support crossing movements within the vicinity, with a large traffic island located at the Archway Road / Bakers Lane junction immediately opposite the site's eastern edge, with pedestrians only having to negotiate one traffic stream when crossing to/from the island, allowing them to continue southbound on Archway Road toward Highgate Station. The same arrangement exists at the Bakers Lane / North Hill junction.
- 3.2.2 To the north of the gyratory, there are staggered signal crossings, allowing pedestrians to cross toward Great North Road and Ayler Parade, towards East Finchley Station.
- 3.2.3 These pedestrian crossing locations on the gyratory are indicated below in **Figure 3.3**.

Figure 3.3 **Gyratory Crossings**



Source: Google Maps

3.3 Public Transport Accessibility Level

- 3.3.1 PTAL assessment using the TfL land use planning PTAL assessment tool WebCAT has been undertaken and identifies the site as having a PTAL score of 3 which is considered to be a Moderate level of Public Transport coverage.

Local Bus Services

- 3.3.2 The site is located in proximity with several established bus routes providing access to both residential and commercial zones in the wider area.
- 3.3.3 The closest stop to the site is North Hill (Stop Q) located within the gyratory on the opposing side of Archway Road. From here, passengers can catch the 234 which heads south through Highgate and Archway as well as the N20 Night bus which operates to Trafalgar Square via Archway, Camden, Euston, and Soho.
- 3.3.4 Additional services can be caught from North Hill Avenue located 150m to the south-west of the site. This stop is served by the 143, 263, 603 and N271 and can be used to access services towards areas including Brent Cross, Barnet Hospital and North Finchley. Both bus stops offer bus shelters with seating and timetable information.
- 3.3.5 **Table 3.1** below provides a breakdown of available bus services.

Table 3.1 Local Bus Services

Service	Route	Peak Frequency			Weekday Services	
		Weekday	Saturday	Sunday	First	Last
North Hill Stop Q						
234	The Spites - North Hill - Archway Station	Every 11 - 13 minutes	Every 11 - 12 minutes	Every 19 - 20 minutes	05:23	00:23
N20	Barnet Hospital - North Hill - Trafalgar Square	Every 30 minutes	Every 30 minutes	Every 30 minutes	00:25	05:26
North Hill Avenue Stop X						
143	Brent Cross Shopping Centre - North Hill Avenue - Archway Station	Every 10 - 14 minutes	Every 11 - 14 minutes	Every 15 minutes	05:57	00:12
263	Highbury Barn - North Hill Avenue - Barnet Hospital	Every 9 - 12 minutes	Every 9 - 13 minutes	Every 11 - 12 minutes	05:56	00:23
N263	North Finchley Bus Station - North Hill Avenue - Finsbury Square	Every 30 minutes	Every 30 minutes	Every 30 minutes	23:47	05:21

Local Rail Services

- 3.3.6 The nearest railway station to the site is East Finchley Underground station, located 850m to the North of the site. This makes it a 10-minute walk or a 4-minute cycle from the site, the station can also be reached via local bus services as well.
- 3.3.7 Highgate Underground station is also located within the catchment area of the site. It is 900m to the south of the site – roughly a 12-minute walk or 3-minute cycle.
- 3.3.8 Both Stations are served by the Northern Line. Details of their service are included in **Table 3.2**. Services from this station can be used to access several parts of central London or make connections onto other parts of the London transport network. Additionally, the Northern line offers a short sub-15-minute journey to London Kings Cross, London St Pancras and London Euston stations, offering easy transfer to many Local, National and International Rail services.

Table 3.2 Local Rail Services

Station	Distance from Site (metres)	Service	Peak Hour Frequency		
			Weekday	Saturday	Sunday
East Finchley Underground Station	850m	Northern Line NB	22 per hour	20 per hour	19 per hour
		Northern Line SB Via Bank	12 per hour	10 per hour	10 per hour
		Northern Line SB Via Charing Cross	12 per hour	10 per hour	10 per hour
Highgate Underground Station	950m	Northern Line NB	22 per hour	20 per hour	19 per hour
		Northern Line SB Via Bank	12 per hour	10 per hour	10 per hour
		Northern Line SB Via Charing Cross	12 per hour	10 per hour	10 per hour

3.4 Local Highway Network

- 3.4.1 The gyratory that the site is located within is made up of three Roads: Archway Road, Bakers Lane and North Hill. The gyratory is single directional, operating clockwise, made up of between 2 and 4 lanes at different points, being subject to a 30mph speed limit.
- 3.4.2 In terms of waiting controls, the site is subject to both single and double red route controls, meaning no stopping Monday to Saturday between 07.00-19.00 / at any time.
- 3.4.3 From the north end of the gyratory, users have the choice between joining Aylmer Road or Great North Road which heads towards East Finchley. The east and south exit of the gyratory offer access to Archway Road and North Hill respectively, which both offer differing routes through Highgate towards Archway.

4. Development Proposals

4.1 Scale of Development

- 4.1.1 The development proposals are for the demolition of existing structures and introduction of a 4-storey residential block along the Archway Road and Bakers Lane frontages, that will accommodate 14 x flats, of which 6 are one-bedroom and 8 are two-bedroom. The proposals then include 2 x three-bedroom houses along the remainder of the Bakers Lane frontage.
- 4.1.2 The proposed ground floor plan, prepared by the project architects MEPK, is extracted below as **Figure 4.1**

Figure 4.1 Site layout



Source: MEPK Architects

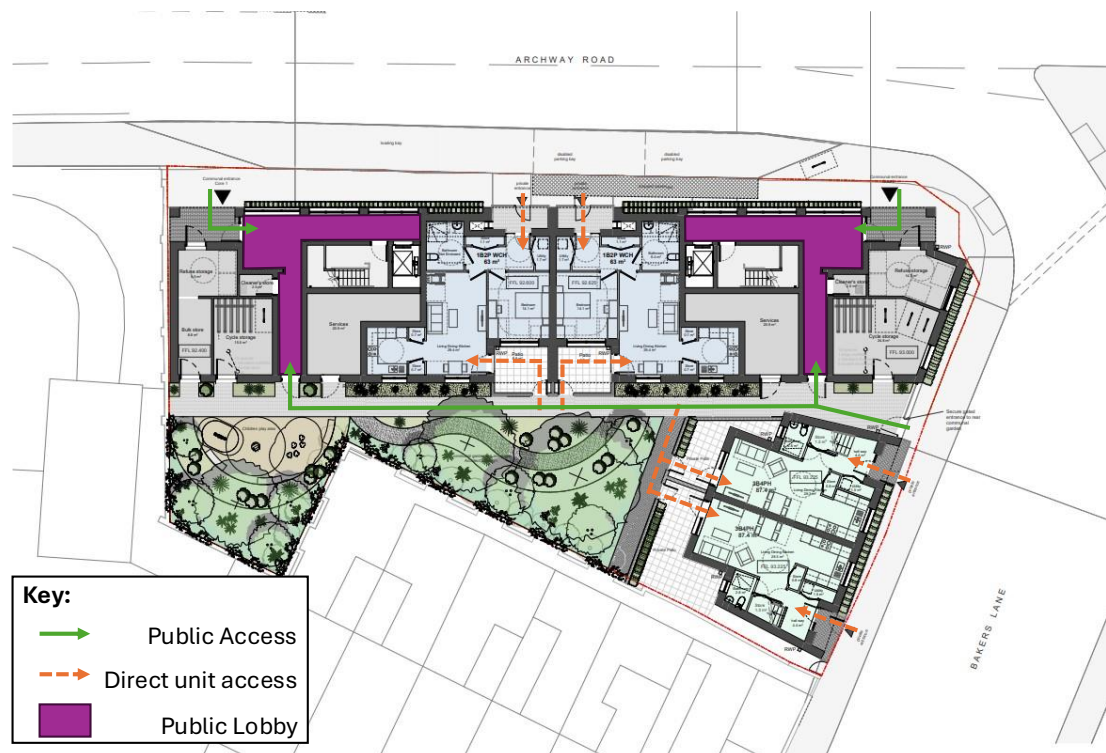
4.2 Pedestrian Access

- 4.2.1 Ground floor units will be accessed via dedicated entrances at the front of each unit. Upper floor units will be accessed via communal cores, from which lifts and staircases can be used to reach the upper floors.
- 4.2.2 The flat block and houses are separated by a secure pedestrian access that leads to a rear communal garden and play area.
- 4.2.3 The proposed building line is set back from the site boundary along the Archway frontage in order to allow the introduction of a 2m footway between the kerbline and building line, though this reduces in width slightly to approximately 1.8m at the southern most extent of

the loading bay. Where this new footway extent is not already within public highway, it will be offered for adoption as public highway via a S38 Agreement and therefore delivered to an adoptable standard.

- 4.2.4 At the corner of the site, the proposals include hardstanding that will be flush with the adjacent footway, therefore providing additional hardstanding that would be publicly accessible to address the narrow footway width in this area. Pedestrian access arrangements are illustrated in **Figure 4.2**

Figure 4.2 Pedestrian Access Arrangements



4.3 Cycle Parking

- 4.3.1 The proposals include secure and sheltered cycle parking in accordance with London Plan requirements, accommodated within two separate stores within the ground floor level of the flat block.
- 4.3.2 The stores will be accessible to both the flats and houses.
- 4.3.3 Access to the stores will be taken from communal gardens at the rear of the property.
- 4.3.4 A plan indicating the cycle storage area is shown below in **Figure 4.3**.

Figure 4.3 Location of Cycle Parking

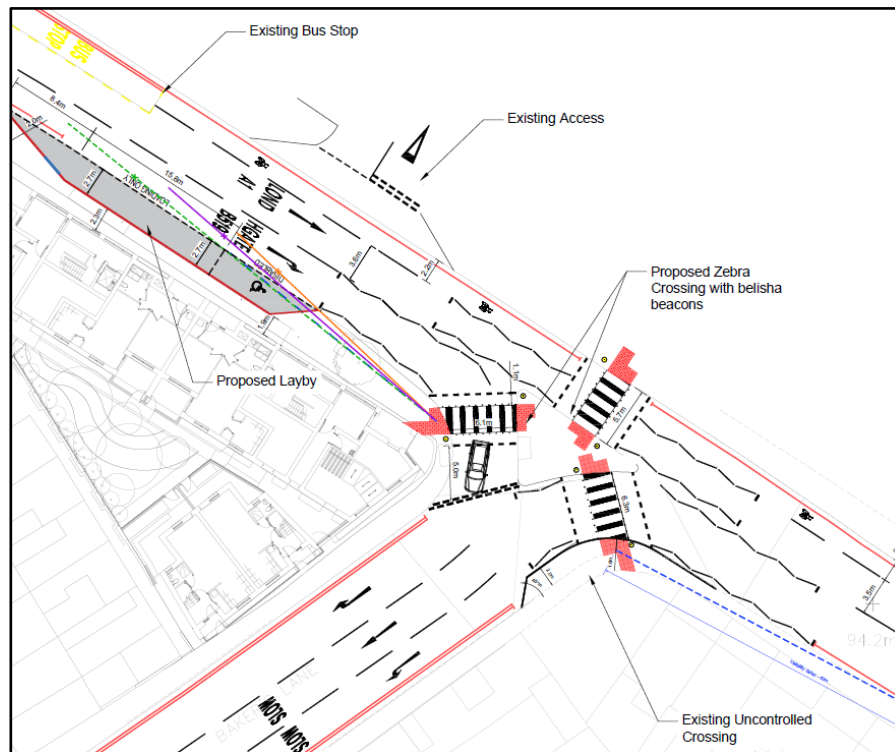


- 4.3.5 In addition, a single visitor parking space is located within the public highway along the Archway Road frontage.

4.4 Vehicular Access, Car Parking and Highway Works

- 4.4.1 In order to ensure no impact on through movements on the gyratory as a result of the site introducing delivery and servicing demands, the proposals include the introduction of a dedicated layby along the Archway frontage, to accommodate deliveries and refuse collection.
- 4.4.2 The bay also includes a single blue badge parking space. This differs from the application stage, which included a second blue badge space. However, as part of a Road Safety Audit process undertaken following planning committee, concerns were raised regarding the interaction of pedestrian visibility splays and the second blue badge bay, meaning it has now been removed.
- 4.4.3 The highway arrangement agreed with TfL is therefore indicated on **Drawing 21299-MA-XX-XX-DR-0100-P10**, with extract below at **Figure 4.4**.
- 4.4.4 The proposals will otherwise be car-free, with the fact that the site is not located within a LBH CPZ meaning that residents will not be able to apply for parking permits within that CPZ.

Figure 4.4 Highway Works



4.4.5 Highway works also include a proposal to buildout the southeastern kerb at the Bakers Lane / Archway junction and to introduce zebra crossing controls at each of the existing crossing arms.

4.4.6 The highway works associated with the proposals can therefore be summarised as follows:

- Removal of existing vehicle crossover from Archway Road;
- Introduction of layby along the Archway Road frontage, to accommodate a loading bay and blue badge bay, along with associated lining and signage;
- Inclusion of drop-kerb within the loading bay to allow for the transfer of bins from footway to carriageway;
- Implementation of traffic regulation orders to secure the operation of the loading bay and blue badge bay;
- The delivery of a 2m footway to the rear of the loading bay, with the full footway width to be offered for adoption where it encroaches into the site;
- Introduction of zebra crossing provision on each of the existing informal crossing points on Archway Road;
- Buildout of the southern kerbline at the Archway Road / Bakers Road junction;
- Associated highway drainage and utilities works;
- Associate streetlight works; and
- Footway resurfacing as necessary.

4.5 Waste Storage

- 4.5.1 Waste bins will be located in one of two waste stores on the site. The Locations and drag routes for which, are shown in **Figure 4.5**. These stores are to be shared by both the flatted units and the on-site housing.
- 4.5.2 Each unit will have their own residential waste bins within their units to allow the sorting of refuse, recycling and food waste, at source. Residents will be expected to carry refuse to the main Eurobins within the bin store as and when required. Refuse teams will be expected to drag these Eurobins from these stores to the waiting refuse vehicle in the delivery and servicing layby.

Figure 4.5 Waste Stores Location



5. Construction Programme and Methodology

5.1 Programme/Phasing

5.1.1 The demolition and construction works will be divided into defined access phases, summarised as follows:

- Commencement of enabling and demolition works, late September 2026, with access via existing Archway Road frontage;
- Demolition complete early November 2026 and piling works for Archway Road flat block commence
- Piling completion mid December 2026
- Construction of Archway Road flat block commences from mid November 2026, with Bakers Lane temporary construction access in place from mid November 2026;
- Temporary crossover in place for approximate 12 months to allow Archway Road flat block to be built
- Construction of Bakers Lane houses from December/January 2028, accessed via Bakers Lane pit lane, for which highway license would be applied for, for a period of 4 months;
- Delivery of highway works April/May 2028, for a period of 4 months.

5.2 Site Set-Up Arrangement

5.2.1 The site set-up arrangement will change over the 4 main stages of the construction programme as follows:

- Demolition Stage;
- Archway Frontage Construction Stage;
- Bakers Lane Construction Stage; and
- Archway Layby Section 278 Works.

5.2.2 The site boundary will be hoarded during the full extent of the works to prevent unauthorised access.

5.2.3 The construction compound will typically comprise a site office, welfare facilities, toilets, secure material storage, plant storage, waste skips and wheel washing facilities. The location of these facilities will vary between construction stages as shown on Figures 5.1 to 5.4.

Figure 5.1 Demolition Stage Site Arrangement



Figure 5.2 Archway Frontage Construction Site Arrangement

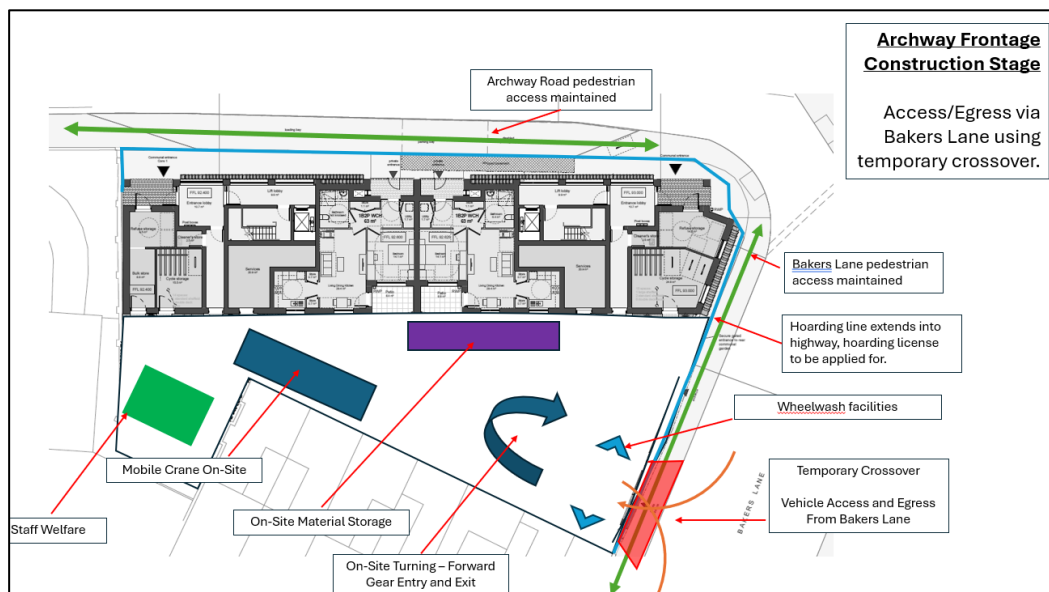


Figure 5.3 Bakers Lane Frontage Construction Stage Site Arrangement

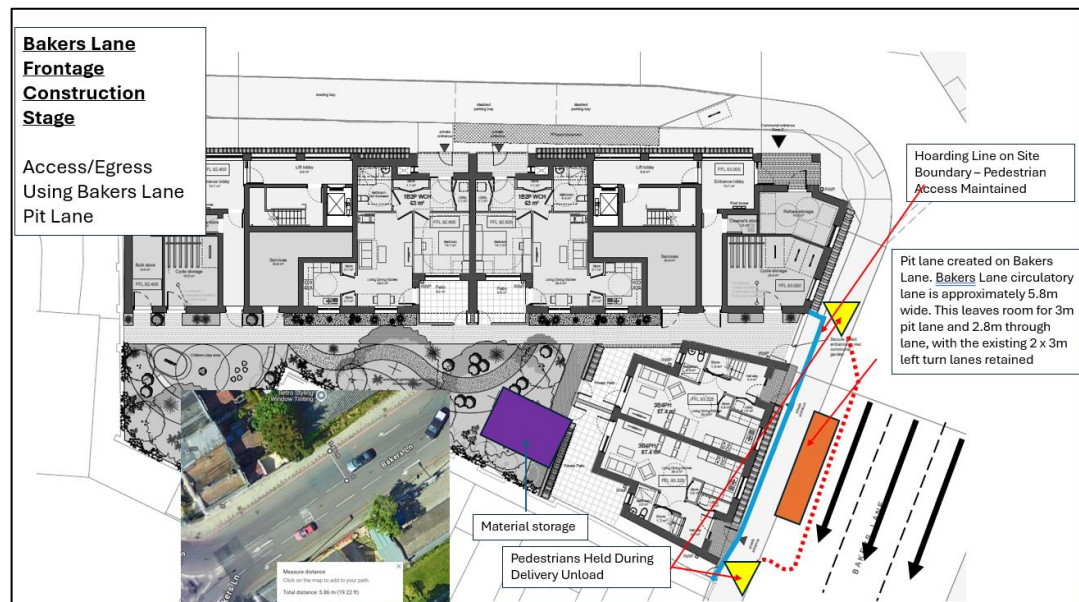
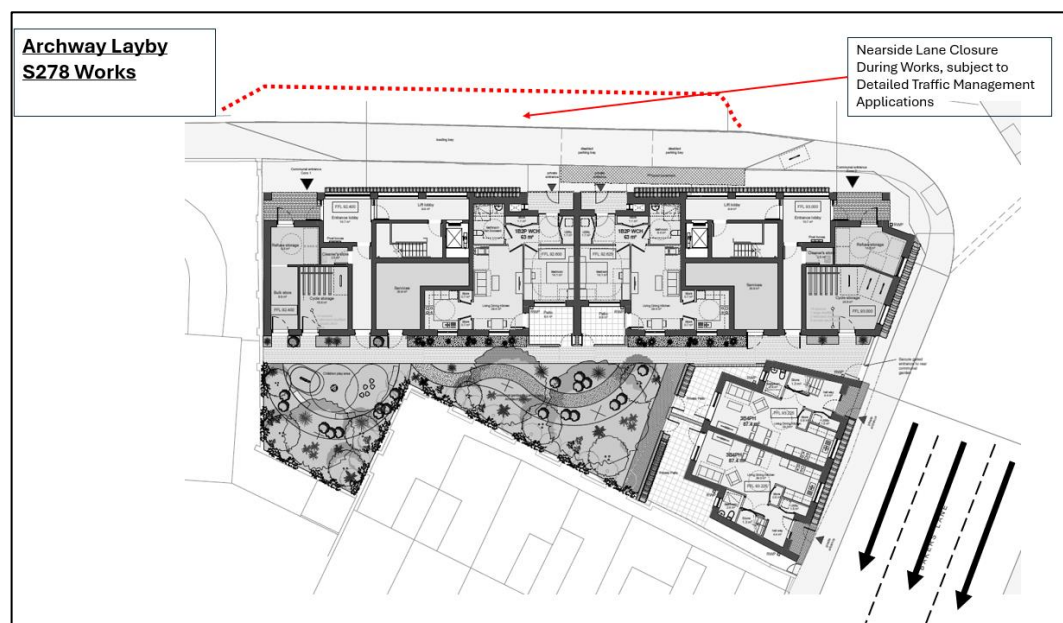


Figure 5.4 Archway S278 Frontage Site Arrangement



5.3 Hours of Operation

5.3.1 The proposed hours of operation will be between:

- Weekdays: 08:00 - 18:00;
- Saturdays: 08:00 - 14:00; and
- Sundays and Bank Holidays: No activity.

5.3.2 Deliveries and collections will be scheduled and closely monitored, with no deliveries to be scheduled during the traditional peak hours of 08:00 - 09:00 and 17:00 - 18:00 during weekdays.

5.4 Vehicle Access

5.4.1 Swept Path Analysis for each demolition and construction stage identified above has been undertaken and confirms that demolition and construction vehicles are able to enter and exit the site in forward gear during all stages of construction.

5.4.2 During the construction stage, the rear area of the site is able to accommodate a stationary mobile crane whilst still allowing for independent access of a large delivery vehicle.

5.4.3 **Figure 5.5 to Figure 5.7** below present extracts of **Drawings 26316-MA-XX-XX-DR-C-7000, 7002 and 26360-MA-XX-TC-DR-X-70101-S4.**

Figure 5.5 26316-MA-XX-XX-DR-C-7000 Swept Path Analysis
Archway Road Demolition Access for Small Tipper



[illegible]

5.5 Loading and Unloading Arrangements

- 5.5.1 All deliveries will be managed through a Delivery Management System, with vehicles pre-booked into allocated delivery slots. Deliveries will be coordinated by the Site Manager to minimise vehicle numbers on the surrounding highway and avoid conflicts between construction vehicles.
- 5.5.2 Vehicles arriving before their allocated delivery time will not queue on the public highway and will instead be instructed to return at their scheduled time or wait at an alternative location agreed.
- 5.5.3 During the Demolition Stage and Archway Frontage Construction Stage, loading and unloading operations will take place within the site boundary under the supervision of a trained banksman.
- 5.5.4 During the Bakers Lane Construction Stage, a temporary pit lane will be provided on Bakers Lane adjacent to the site frontage. The pit lane will provide a dedicated area for construction vehicles to undertake loading and unloading operations associated with the development.
- 5.5.5 The temporary pit lane will operate only for the duration of the Bakers Lane Construction Stage and will be implemented subject to the necessary approvals from TfL. Appropriate temporary traffic management, signing and guarding measures will be provided where required.
- 5.5.6 Only one construction vehicle will occupy the loading pit lane at any one time unless. Vehicles will remain only for the time necessary to complete loading or unloading before leaving the site.
- 5.5.7 A trained banksman or traffic marshal will supervise all HGV movements entering and leaving the site and, where necessary, manage pedestrian movements during vehicle manoeuvres, using tape to temporarily close the footway and hold pedestrians until the vehicle has entered/exited the site.
- 5.5.8 Construction vehicles will enter and leave the site in forward gear wherever practicable, as demonstrated by the swept path analysis contained within this DCLMP.

6. Vehicle Routing and Construction Vehicles

- 6.1.1 Vehicle activity is proposed to take place on Archway Road and Bakers Lane, depending on the construction stage. Vehicles will approach the site from Archway Road, using the strategic highway network to access the site, therefore the A1 and A406. Reliance on residential roads will be avoided.
- 6.1.2 Drivers will be instructed about the vehicle route and made aware of the potential risks to pedestrians and cyclists associated with construction movements.

Vehicle routing is indicated below.

Figure 6.1 Construction Vehicle Routeing



6.2 Construction Vehicles

- 6.2.1 It is anticipated that the following demolition and construction vehicles will be travelling on the highway and accessing the development site during construction:

- Small skip lorry - 6.26m in length;
- Medium Transit van - 6m in length;
- Concrete mixer - 8.36m in length;
- Rigid truck - 10m/12m in length;
- Large tipper - 10.2m in length; and

6.2.2 Notwithstanding this list of vehicles, reasonable endeavours will be used to ensure that:

- contractors employed on the site to utilise rigid backed vehicles as much as practicable in order to minimise the use of articulated vehicles;
- construction vehicles are fitted with alarm systems and protection devices for cyclists; and
- that regular construction vehicle drivers have undertaken Safe Urban Driving awareness training.

6.2.3 A suitably trained banksman will be employed to manage any potential conflicts with construction vehicles and pedestrians when vehicles entering/exiting the site.

7. Strategies to Reduce Impacts

7.1 Preamble

- 7.1.1 A number of measures and management strategies will be implemented to reduce the impact of the construction activity that is in addition to those measures described above in terms of vehicle routing, safety training, staff travel etc.

7.2 Pedestrian Access and Security

- 7.2.1 Appropriate hoarding/fencing will be introduced along the site perimeter to secure the site.
- 7.2.2 The hoarding/fencing will not preclude pedestrian access around the site perimeter.
- 7.2.3 Any vehicle movements in/out of the site will be supported by a trained marshall who will manage any conflicts with pedestrians crossing this access, using tape to temporarily hold pedestrians during vehicle movements.

7.3 Drivers Handbook

- 7.3.1 The PC will produce a driver's handbook that will include:
- Details of the authorised routes to and from the site;
 - The site opening times;
 - Booking and scheduling information;
 - The site entry and exit points, and other information relating to access;
 - Anti-idling policy; and
 - Vulnerable road user safety information and details relating to access from the east near the public foot/cycleway.

7.4 Dust and Noise Suppression

- 7.4.1 The PC will take reasonable steps to minimise noise and suppress dust, dirt and debris generated by the works, adopting the following mitigation strategies:
- Plant will be located away from noise/vibration sensitive areas where possible;
 - Plant will be effectively sound tested;
 - Plant will be regularly serviced and maintained;
 - Operation of plant will be carried out in such a way that noise is minimised e.g. plant will be throttled down, or switched off when not in use;
 - Noise and vibration levels will be monitored during activities to ensure compliance with target level and standards;
 - 'Damping down' the site with a fine water spray to prevent the dust particles from becoming airborne
 - Vehicles removing debris from the site will be sheeted with dust sheets or tarpaulin to prevent debris spillage and dust emission; and
 - Weather conditions will be considered prior to commencement of activity.

7.5 Wheel Washing and Road Cleansing

- 7.5.1 Wheel washing facilities will be provided at points of access.
- 7.5.2 The PC will undertake to sweep the roads and footpaths immediately adjoining the site on a daily basis to remove any spoil or debris deposited on the highway.

7.6 Considerate Contractors Scheme and Residents Liaison

- 7.6.1 The PC will subscribe to the Considerate Contractors Scheme.
- 7.6.2 In addition, the PC will appoint a Residents Liaison Officer and will circulate contact details to the residents/businesses surrounding the site via which any concerns can be raised.
- 7.6.3 Any difficulties encountered during construction will be reported/recorded in a full log and resolved by the site manager.
- 7.6.4 The contact number(s) for the site manager and/or relevant person will be provided on signage at the hoarding line, as well as distributed to neighbouring residents and businesses in a newsletter or other notification no later than 14-days prior to commencement. The letter will additionally include details about construction vehicle congestion and noise, working hours and personnel on site,

7.7 Construction Logistics and Community Safety (CLOS) and Fleet Operator Regulation Scheme (FORS)

- 7.7.1 The CLOCS (Construction Logistics and Community Safety) standard will be signed up to, which will ensure that suppliers and sub-contractors will follow safe practices in the management of their operations, vehicles, drivers and construction sites.
- 7.7.2 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.
- 7.7.3 The PC will ensure that as a minimum all vehicles involved with the works should be accredited to at least Bronze FORS (Ideally Silver FORS, which equates to the CLOCS standard).

7.8 Cumulative Development

- 7.8.1 The PC will engage with their peer on any adjacent site so that construction programmes can be considered together as much as reasonably possible, with peak periods of activity avoided and collaboration embraced as much as possible for activities such as waste removal etc.

7.9 Site Operative Access

- 7.9.1 Reflecting the accessibility of the site, there will be a general policy of providing no on-site parking for the construction workforce.
- 7.9.2 The construction workforce will instead be provided with public transport information as part of their staff induction, detailing the various methods of travel that are available to access the site.
- 7.9.3 To assist with this requirement, the PC will make reasonable endeavours to employ a local workforce.

8. Estimated Vehicle Movements

- 8.1.1 Based on the scale of development and project experience, it is estimated that during peak periods of construction activity, the development will generate less than 20 vehicle movements per day.
- 8.1.2 When spread across the working day, this additional traffic will have an immaterial impact on the operation of the local highway network.

9. Implementing, Monitoring and Updating

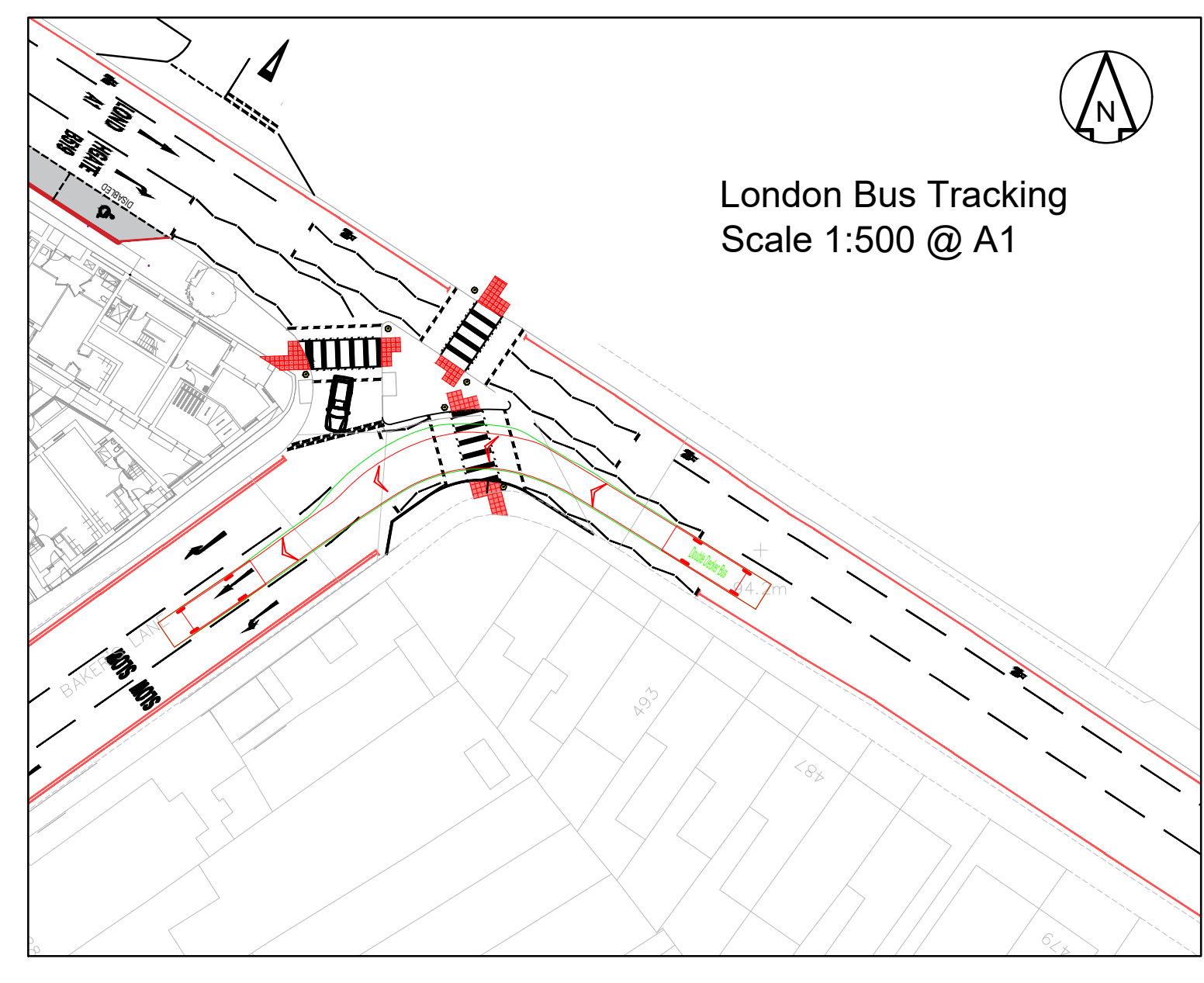
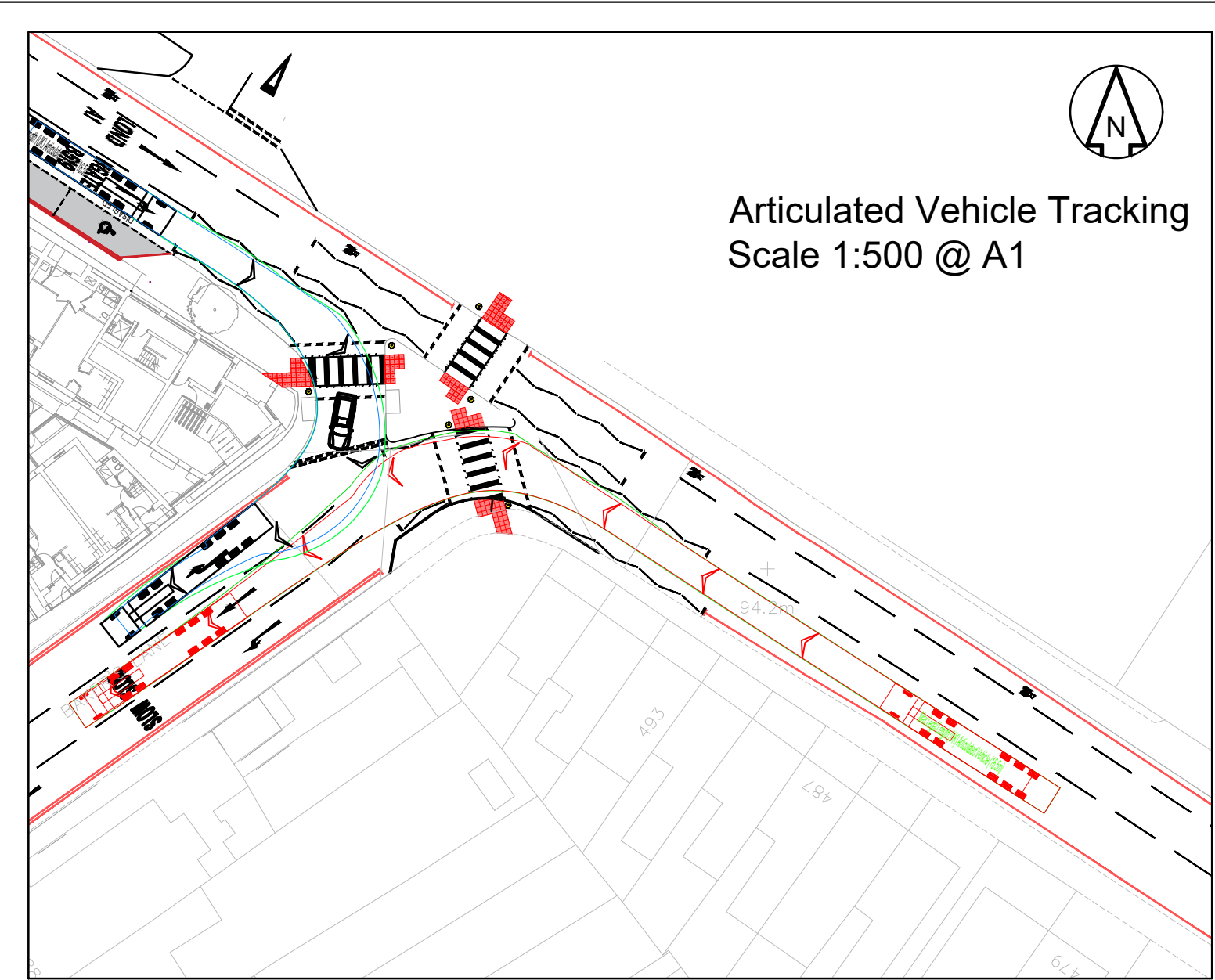
- 9.1.1 The implementation of the CDLMP will be the responsibility of the PC, with interim contact details as follows until a Site Manager has been appointed:
- Alexander James Group
 - Daniel Riordian
 - daniel.riordan@ajgroup.co.uk
 - [07971 460997](tel:07971460997)
- 9.1.2 Once a Site Manager is appointed, they will be responsible for collating the following information as part of site monitoring:
- 9.1.3 Number of vehicle movements to site; collected through Delivery Management System:
- By vehicle type/size/age
 - Time spent on site
 - Origin and destination of vehicle arriving at or leaving site
 - Delivery/collection accuracy compared to schedule
- 9.1.4 Breaches and complaints:
- Community concerns about construction activities
 - Vehicle routing
 - Unacceptable queuing or parking
 - Adherence to safety & environmental standards & programmes
 - Anti-idling
- 9.1.5 Safety:
- Logistics-related incidents
 - Record of associated fatalities and serious injuries
 - Methods staff are travelling to site
 - Vehicles and operators not meeting safety requirements
 - Personal safety surrounding the site
- 9.1.6 Whilst the scope of the DCLMP is intended to discharge Condition 17, it is considered to be a 'live' document, which will include strategies that may evolve over time.
- 9.1.7 Should this be the case, where this is material, the PC will be responsible for notifying LBH of any changes following implementation for their approval as necessary.

FIGURES

Figure 3.1	Site Location Plan
Figure 3.1	Existing Site Arrangement
Figure 3.2	Gyratory Crossings
Figure 4.1	Site layout
Figure 4.2	Pedestrian Access Arrangements
Figure 4.3	Location of Cycle Parking
Figure 4.4	Highway Works
Figure 4.5	Waste Stores Location
Figure 5.1	Demolition Stage Site Arrangement
Figure 5.2	Archway Frontage Construction Site Arrangement
Figure 5.3	Bakers Lane Frontage Construction Stage Site Arrangement
Figure 5.4	Archway S278 Frontage Site Arrangement
Figure 5.5	26316-MA-XX-XX-DR-C-7000 Swept Path Analysis
Figure 5.6	26316-MA-XX-XX-DR-C-7002 Swept Path Analysis. Bakers Lane Access via Temporary Crossover – Mobile Crane and 12m Rigid Independently Accessible
Figure 5.7	26316-MA-XX-XX-DR-C-7002 Swept Path Analysis. Bakers Lane Access Via Pit Lane To Deliver Houses
Figure 6.1	Construction Vehicle Routeing

DRAWINGS

Drawing 21299-MA-XX-XX-DR-0100-P10



General Arrangement
Scale 1:200 @ A1

DO NOT SCALE OFF THIS DRAWING

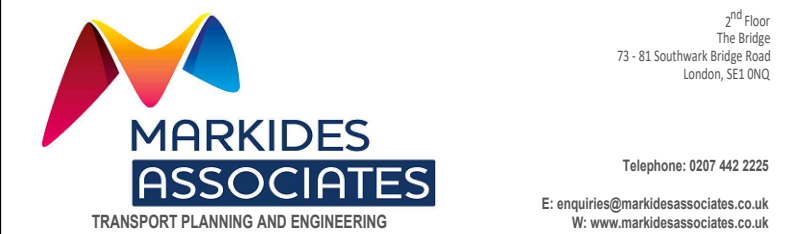
- KEY
- 0.8m x 43m VISIBILITY SPLAY CENTRE OF CARRIAGEWAY
35m TO 1m OFFSET FROM 'KERBLINE'
 - 0.8m x 25m TO 'KERB'
 - 0.8m x 25m TO CENTRE OF CARRIAGEWAY
20m TO 1m OFFSET FROM 'KERBLINE'
 - 0.8m x 32m TO CENTRE OF CARRIAGEWAY
(Clear of blue badge bay)
26m TO 1m OFFSET FROM 'KERBLINE'

Revision History					
P10	FOR INFORMATION	NB	AS	AS	20.03.26
P09	FOR INFORMATION	NB	AS	AS	04.02.26
P08	FOR INFORMATION	BRG	AS	AS	24.04.25
P07	FOR INFORMATION	BRG	AS	AS	24.04.25
P06	FOR INFORMATION	MS	AS	AS	07.04.25
P05	FOR INFORMATION	BRG	AS	AS	12.09.25
P04	FOR INFORMATION	LB	AS	AS	13.06.23
P03	FOR INFORMATION	LB	AS	AS	16.05.23
P02	FOR INFORMATION	CDT	AD	AS	09.09.22
P01	FOR INFORMATION	CDT	AD	AS	05.09.22
Rev	Comment	By	Chkd	Appr	Date

Current Revision					
P10	FOR INFORMATION	NB	AS	AS	20.03.26
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

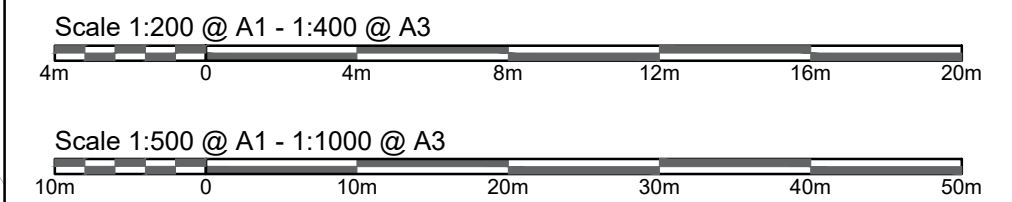
LONDON BOROUGH OF HARINGEY



Project
ARCHWAY ROAD

Drawing Title
GENERAL ARRANGEMENT

Markides Associates reference: 21299/01 AS SHOWN
21299-MA-XX-XX-DR-C-0100 - P10





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