



Florentia Clothing Village Extension
Florentia Clothing Village, Vale Road, London
Borough of Haringey

Construction Environment Management
Plan

For

Florentia Property Trust Limited

Document Control Sheet

Florentia Clothing Village Extension

Florentia Clothing Village, Vale Road, London Borough of Haringey

Florentia Property Trust Limited

This document has been issued and amended as follows:

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Motion
232 High Street
Guildford
Surrey
GU1 3JF
T 01483 531300
F 01483 531333
E info@motion-uk.co.uk
W www.motion-uk.co.uk

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1.0 Introduction

- 1.1 This Construction Environment Management Plan (CEMP) has been prepared by Motion on behalf of Florentia Property Trust Limited further to a planning submission/approval and subsequent meeting with Haringey Council Highways team where construction logistics and access matters were discussed. The development proposals seek to construct a new commercial development on land at 108 Vale Road, London, N4 1TD) (Haringey Planning Reference HGY 2022/0044
- 1.2 The Proposed Development seeks to deliver four new light industrial blocks, totalling 9,948 sqm of commercial floorspace. The overall vision for the Site is to deliver an 'industrial village' which can be seen as an extension to the existing Florentia Clothing Village with create workspace and maker units for SMEs and is complementary in terms of character and design.
- 1.3 The scheme also seeks to deliver new public realm and landscaping in and around the Site, whilst enhancing the existing transport strategy at Florentia Clothing Village, utilising a new one-way system and encouraging sustainable transport modes.
- 1.4 The purpose of this CEMP is to outline the strategy for the efficient movement and management of construction traffic associated with the site.
- 1.5 This CEMP is a 'live' document, and given that a contractor has not yet been appointed, the information contained within this report may be subject to changes / amendments, which would be agreed, in advance, with the LBH.
- 1.6 The aim of this CEMP is to minimise the impacts of construction on the local road network and to minimise any environmental impact of the works. The principal issues addressed by the CEMP are:
 - ” Programme of work;
 - ” Loading and unloading of plant and materials;
 - ” Hoarding provision;
 - ” HGV deliveries and hours of operation;
 - ” Construction traffic routing; and
 - ” Measures to mitigate the impact of the Proposed Development in relation to noise, dust and vibration.
- 1.7 Following this introduction, the remainder of this report comprises the following sections:
 - ” Section 2 – Site and Surrounding area;
 - ” Section 3 – Commitment to Considerate Contractor Scheme;
 - ” Section 4 – Construction Management Plan;
 - ” Section 5 – Measures for Interfacing with Public;
 - ” Section 6 – Construction Traffic Management;
 - ” Section 7 – Environmental Nuisance Control; and,
 - ” Section 8 – Monitoring and Management.

2.0 Site and Surrounding Area

- 2.1 This site is located to the south-eastern side of Vale Road, within the Haringay Warehouse district, adjacent to the Florentia Clothing village site. The site is currently occupied by Storage for London providing 130 storage containers and commercial 'pay as you go' vehicle parking area.
- 2.2 The site location in relation to the wider network is presented on Figure 3.1. The Site is situated within Haringay Warehouse District. It is an area made up of predominantly industrial uses, with residential dwellings introduced to the north along Hermitage Road and further west along Vale Road. The local roads are suitable for cars and light vans and the occasional HGV (e.g. refuse collection vehicle) as would be expected in a residential area.



Figure 3.1 – Site Location Plan

- 2.3 Vale Road is a single carriageway, two way road with parking restrictions in the form of single yellow lines on both sides of the carriageway. There are several short stay parking spaces along the length of the road.
- 2.4 Approximately 150m north of the site, Vale Road has a junction with Hermitage Road. Hermitage Road is a single carriage way residential street, with a 20mph speed limit. Similarly to Vale Road, sections of the street have yellow lines imposing parking restrictions, while much of the rest of the road has parking available to permit holders only between 8-6:30 on weekdays.
- 2.5 Tavistock Road/Overbury Road also has a junction with Vale Road, and forms the northern boundary of the Florentia Clothing village. It is a single carriageway road with parking available for short stay visitors and permit holders. In order to enforce the 20mph speed limit, the road is provisioned with speed bumps.

Development Proposals

- 2.6 The development proposals seek to extend the Florentia Clothing Village on adjacent land to the south-east to introduce new creative business/industry space to complement the existing Florentia facility. The proposals also seek to enhance the existing facilities on the Florentia site. The development proposals

will include a total of 9,893 sqm GEA distributed across four blocks. The general site plan is presented in Figure 3.2.

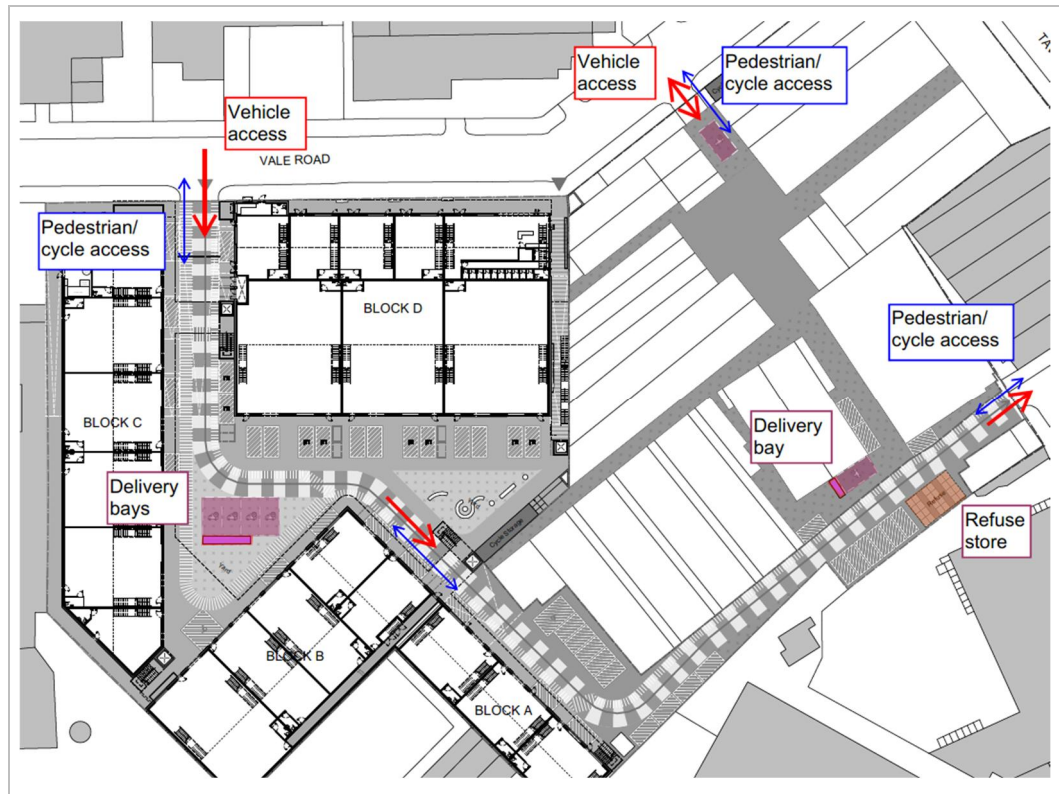


Figure 3.2 – General site plan – Completed development

Local Waste Management Facilities

- 2.7 The construction access routes provide connections to local waste sites (for waste removal) and suppliers for construction materials. There are many waste processing sites around the Haringey area, particularly close to the site (O'Donovan Waste Disposal (South Tottenham), Bywaters Waste Management Centre (Hackney)) which offer commercial operations should they be required.
- 2.8 All deliveries will be pre-booked and allocated arrival times. Suppliers shall call the CPM before their vehicle arrives at the site to confirm that the loading area is available. If loading space is unavailable, vehicles will be instructed to wait at a suitable location remote from the site and given an alternative delivery time.

3.0 Considerate Contractors

Site Management Contact Details

- 3.1 The main point of contact in relation to the content of this CEMP and during construction will be the on-site Construction Manager. Relevant contact details of the construction managers will be submitted to LBH before works commence on site.
- 3.2 The Construction Project Manager (CPM) will be responsible for implementing the measures contained in the CEMP and will be the point of contact for local residents.
- 3.3 The 24-hour contact details of the CPM will be displayed on the frontage of the site. The CPM will liaise with local residents when necessary to ensure that they are aware of the program of works taking place and to give advance notice of any noisy or disruptive works.
- 3.4 The CPM will be responsible for the monitoring and reviewing of the CEMP and will deal with any concerns of local residents and businesses. The details of the CPM will be added to this report once appointed.

Name: [TBC when the contractor is appointed]

Email: [TBC when the contractor is appointed]

Telephone: [TBC when the contractor is appointed]

Considerate Contractors Scheme

- 3.5 All the construction contractors will be signed up for the Considerate Scheme upon appointment.
- 3.6 The Considerate Contractors Scheme is a non-profit scheme which encourages best practice beyond statutory requirements. Contractors follow a 'Code of Considerate Practice' requiring adherence to the following topics to improve the image of construction:
 - „ Care about Appearance;
 - „ Respect the Community;
 - „ Protect the Environment;
 - „ Secure Everyone's Safety; and
 - „ Value their Workforce.
- 3.7 The scheme provides information, advice and e-learning for the aforementioned topics in relation to real world scenarios through a 'Best Practice Hub'. This uses previous projects as example of best practice, leading to future improvement.

4.0 Construction Management Plan

- 4.1 This Construction Management Plan sets out the proposed construction management measures to be introduced to construct the buildings and is proposed to minimise any impact on other users of the Vale Road as well as members of the public who may be passing the construction site.
- 4.2 The general site arrangements during site clearance/construction are presented on Figure 4.1 and further details on the proposed operation/construction management are provided in this section. The site compound and construction area will be entirely within the development site. The construction site plan shows the site hoarding and the proposed access gates once the building foundations are constructed, and the location of the loading/unloading zone and the wheel-washing facility.

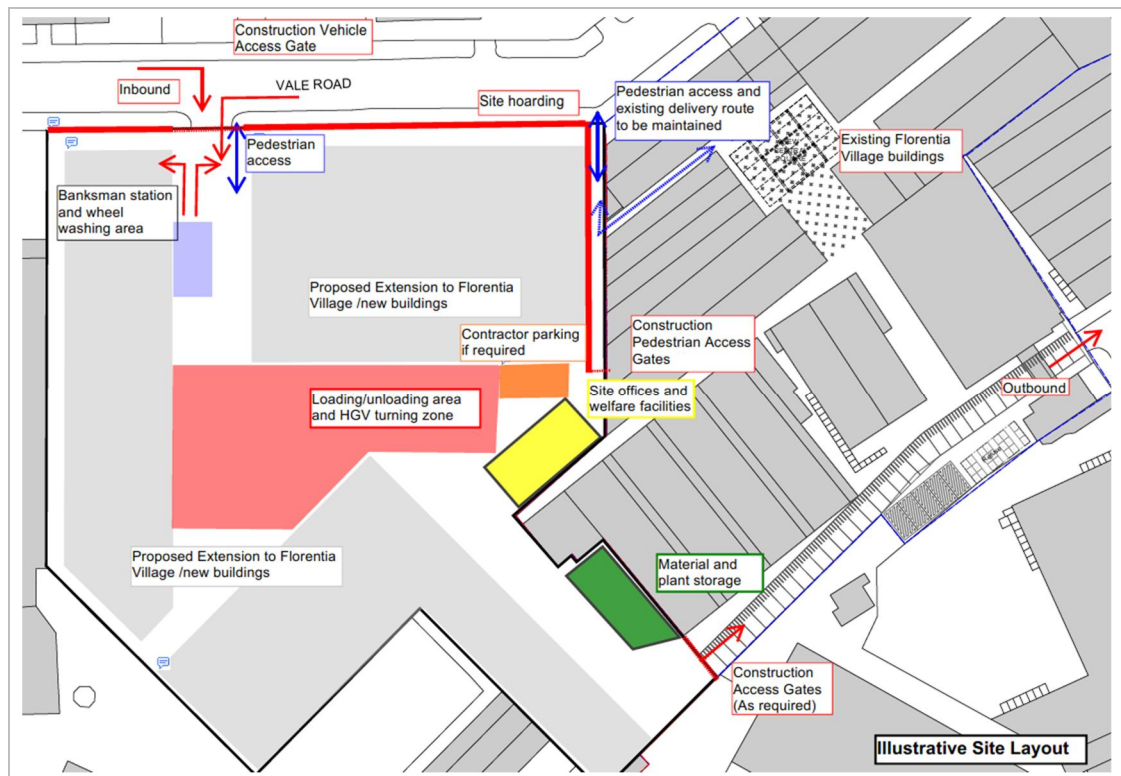


Figure 4.1 – Florentia Village Extension – Site Clearance and Construction Arrangements Plan

Vehicle Access Arrangements

Site Clearance/Construction phase

- 4.3 The existing points into the development site will be maintained throughout the site clearance and construction programme. The construction site plan shows the site hoarding along Vale Road and the proposed access gates. The hoarding will be located to ensure driver visibility at the access points.
- 4.4 The scheme will allow the existing Florentia Village to operate as normal. There will be provision for a construction gate at the southern side of the site to connect into the Village for access to Overbury Road/Tavistock Road if required.
- 4.5 Longer vehicles such as 16.5m long low-loader/articulated vehicles will need to load/unload on Vale Road on the rare occasions this is required.
- 4.6 The access gates will be a maximum of 6m wide and limited space will be available for a large delivery vehicle to turn round within the site due to the site operations. The proposed strategy will be for all delivery vehicles to enter and exit the site in a forward gear.

- 4.7 All vehicle movements and loading/unloading will be supervised by a trained banksman to ensure the safety of passing vehicles and pedestrians. Pedestrian management measures will be provided by means of a trained banksman as required.
- 4.8 The on-site Traffic Management to be provided will be prepared in accordance with the Department for Transport Safety at Street Works and Road Works, A Code of Practice document published in October 2013.

Hoarding / Site Set-up

- 4.9 It is proposed to create the compound and construction area with secure hoarding around the site. This will be installed by the contractor on behalf of the Developer. The hoarding will be entirely located on the site boundary, although LBH will be notified of any additional hoarding arrangements that may be necessary and the requisite licences will be acquired. The details for hoarding will be confirmed by the appointed contractor but, the hoarding will accord with the following general principles:
- „ The standard hoarding will be 2.4 metres in height;
 - „ Hoarding will be illuminated as required;
 - „ The hoarding will include decorative displays and facilities for public viewing where appropriate;
 - „ The hoarding will be increased in height and possibly altered in form to enhance acoustic or visual considerations for specific locations;
 - „ Where reasonably practicable existing walls, fences, hedges and earth banks will be retained; and
 - „ Notices will be displayed on all site boundaries to warn of hazards on site such as deep excavations, construction access, etc.
- 4.10 The hoarding will also include a pair of lockable gates with an overall width of approximately four metres.

Site Clearance / Excavation

- 4.11 It is expected that excavated material will be stock piled and temporarily stored on site. Material would then be transferred from the storage area to the loading area for removal. It is considered that this provides an efficient method of removal of material.

Structural/Non-Structural Works/ Internal Fit Out

- 4.12 Construction vehicles will stop in a temporary loading area on-site. Towards the end of the project during fit-out it is considered that smaller vehicles will be visiting the site such as plasterers/electricians/plumbers. Transit type vans utilise the temporary vehicle loading area to unload any heavy tools/materials. Contractors will then be required to utilise local off-site parking opportunities.

Coordination with Nearby Developments

- 4.13 All reasonable efforts will be made to coordinate the scheduling of construction traffic management with local developments and as directed by the Council.
- 4.14 Noisy plant will be sited as far away as is practicable from neighbouring buildings. The use of barriers, such as acoustic sheds or partitions to deflect noise away from noise sensitive areas will be employed wherever practicable. Other measures relevant to plant operation include:
- „ All plant and equipment will be powered by mains electricity in preference to locally powered sources such as diesel generators;
 - „ Plant will be maintained in good workmanlike condition so that extraneous noise from mechanical vibration, creaking and squeaking is kept to a minimum; and

- „ Plant will be well maintained and measures taken to ensure that it is shut down in the intervening periods between work.
- 4.15 Mechanical plant will be fitted with effective exhaust silencers, maintained in good and efficient working order and operated to minimise noise emissions. All plant will comply with the relevant statutory and manufacturers requirements.
- 4.16 The contractor will notify the local authority prior to the movement of any plant on site.
- 4.17 It is anticipated that a large majority of concrete and hardcore demolition arisings from the demolition works will be crushed on site and remain on the site for reuse during the construction phase.

Access for Site Personnel

Public Transport Accessibility

- 4.18 Transport for London has published guidelines on Public Transport Accessibility Levels (PTAL), providing criteria for the identification of public transport access points (for example, stops and stations) that are within walking distance of an application site. PTAL scores range from 1-6 with 6 being high and 1 being low. It is noted that PTAL provides a score reflecting access to public transport services as opposed to accessibility by public transport, assuming a threshold of 640 metres to a bus stop and 940 metres to a rail or tube station. A site's PTAL does not consider: the speed or utility of accessible services; crowding, including the ability to board services; or ease of interchange.
- 4.19 The PTAL score for the application site is 2 'poor'. Despite this, there are opportunities to travel by public transport within an acceptable walking distance of the site.

Bus Services

- 4.20 The nearest bus services to the site are located on Seven Sisters Road approximately a 7 minute walk. Table 4.1 presents the bus services that can be accessed from the stop and the destinations served.

Service	Destination Served	Weekday AM Peak	Weekday PM Peak	Saturday Daytime Frequency
259	Edmonton- Tottenham- Woodberry Down- Finsbury Park- Saint Pancras	Every 7 minutes	Every 7 minutes	Every 12 minutes
279	Waltham Cross- Enfield Wash- Ponders End- Edmonton- Tottenham- Woodberry Down	Every 6 minutes	Every 6 minutes	Every 8 minutes
Service	Destination Served	Weekday AM Peak	-	Weekend AM Peak
N279	Waltham Cross- Enfield Wash- Ponders End- Edmonton- Tottenham- Woodberry Down	Every 20 minutes	-	Every 20 minutes

Table 4.1 Local Bus Services

Accessibility by Rail

- 4.21 Manor House underground station is located approximately 0.9 kilometres from the site and operates the Piccadilly line only. The Piccadilly line offers travel to destinations including Cockfosters, Finsbury Park, Kings Cross, Leicester Square, Earls Court, Heathrow and Uxbridge. At peak periods the line operates every 4 minutes.
- 4.22 Seven Sisters station is located approximately 1.2 kilometres from the site and offers both underground and overground services. Services include national rail, Overground line and the Victoria line. Table 4.2 summarises the services that can be accessed from the station.

Service	Destination Served	Weekday AM Peak	Weekday PM Peak	Weekend Peak
Greater Anglia	Seven Sisters- Edmonton Green- Cheshunt- Broxbourne- Rye House- St Margarets- Ware Hertford East	Every 30 minutes	Every 30 minutes	No Service
Overground Line	Liverpool Street- London Fields- Cambridge Heath- Hackney Downs- Walthamstow Central- White Hart Lane- Enfield Town - Cheshunt	Every 4 minutes	Every 4 minutes	Every 4 minutes
Victoria Line	Walthamstow Central- Seven Sisters- Finsbury Park- Kings Cross- Victoria- Brixton	Every 5 minutes	Every 5 minutes	Every 5 minutes

Table 4.2 Local Rail Services

Visitor Access

- 4.23 All visitors will be directed to the site compound offices for registration and as necessary, site induction.
- 4.24 All visitors will be required to sign in and out of the site on a daily basis. At no time will any visitors be allowed access to areas where construction works are in progress.

- 4.25 A non-PPE (Personal Protective Equipment) route will always allow pedestrian access to the office and welfare facilities prior to going on site and to ensure visitors use the appropriate PPE when being permitted to area of construction activity.
- 4.26 The general public will be excluded from the works area using appropriate signage and hoarding, although there will be a safe route provided to enable the public to liaise with the Site Manager.

Loading /Unloading area for Plant and Materials

- 4.27 The site access off Waterworks Road will be used as a loading/unloading area for the majority of goods to be transferred to/from construction vehicles. The zone is close to the highway and a short distance from the general storage area as shaded in green on Figure 4.1.

Storage and Site Offices/Site Welfare Facilities

- 4.28 A general storage area for contractor plant and material will be provided on the northern area of the secure compound as shown on Figure 4.1. A dedicated space for site offices, worker rest space and toilets will be located nearby adjacent to the construction site (shaded in green and yellow on Figure 4.1).

Personnel welfare - Management of the Risk of Coronavirus (COVID-19) on Site

- 4.29 Following the outbreak of the Coronavirus (COVID-19) pandemic the appointed contractor will need to ensure all work activities undertaken on site are done so in accordance with the social distancing guidelines given by the Government, Public Health England (PHE) and the Construction Leadership Council (CLC). As the guidance is updated and released by these bodies, the contractor will update its Site Operating Procedure for working during the pandemic. The updated Site Operating Procedure will be issued to all employees, contractors, and clients.
- 4.30 It is mandatory that all contractors and delivery personnel are provided an updated risk assessment on how they will complete their work activities during the pandemic. This includes how operatives will commute to site, hygiene practices if plant and equipment is used by several operatives and how social distancing measures are maintained.

Wheel Washing

- 4.31 The majority of construction servicing activity will take place within the construction site. A wheel washing facility will be provided at the Waterworks Road site access road to clean vehicles as they leave the site and will be available at all times. The approximate location of wheel washing facilities access for outbound vehicles is shown on previously shown on Figure 4.1 and this may be subject to change to suit the contractor requirement.

5.0 Measures for Interfacing with the Public

- 5.1 All deliveries throughout the development works will be restricted to the hours for which construction occurs to reduce the risk of construction vehicles delivering at the time when the surrounding highway network is busy. The off-peaks will also tie in with reduced pedestrian and cyclist activity. The appointed contractor will programme deliveries to be outside the typical network morning and evening peak periods when local traffic levels tend to be higher. This will avoid any unnecessary congestion on the local road network.
- 5.2 Any potential conflict points between cyclists and pedestrians will be carefully designed out and managed. Consideration will be given to both physical and signing measures to protect cyclists from conflicts with construction vehicles. Local signage will be provided within the site and either side of the site on Vale Road to ensure that construction vehicle drivers and pedestrians/cyclists are aware of each other.
- 5.3 The project will set Freight Operator Recognition Scheme Standards, a quality benchmark for use by clients when awarding servicing, maintenance and supply contracts. This provides a simple way for clients to ensure the sustainable credentials of freight operators.

Security

- 5.4 To prevent unauthorised people accessing the site, hoarding will be placed where necessary. The ingress/egress routes for the site will be controlled by security gates. The locations of the hoarding and the security gates are to be agreed with the contractor.
- 5.5 The contact details of the site security team will be posted on the site hoarding or main construction access to ensure staff can be contacted at all times.

Lighting

- 5.6 Site lighting will be provided both for the external works and internal works. Outdoor lighting will be provided in the vicinity of the site compound on the northern part of the site to be used during working hours when it is dark. Measures will be made to ensure external lighting is directed into the site and there will be no light-spill onto adjacent residential properties.
- 5.7 External work lighting will be only used during working hours when there is inadequate day-light. Hoarding security lighting will be low-level and operational during night-time.

External Safety and Information Signs

- 5.8 Information boards will be provided on the site hoarding to offer visitors and members of the public details of the site activities, site procedures and out of hours/emergency contact numbers.
- 5.9 For any exceptional loads which require road closures, advance warning signs will be installed with a minimum 28-day notice.

Public and Communities Relations

- 5.10 The Considerate Constructors Scheme (CCS) is the national initiative set up by the construction industry to improve its image. Construction sites and companies can register with the scheme and are monitored against a Code of Considerate Practice, designed to encourage best practice beyond statutory requirements. The scheme is concerned about any area of construction activity that may have a direct or indirect impact on the image of the industry as a whole. The main areas of concern fall into three categories: the general public, the workforce and the environment.
- 5.11 A dedicated point of contact will be responsible for communication with statutory authorities, including LBH, non-statutory authorities and local interest groups. This dedicated person will be nominated once a contractor is appointed.

- 5.12 All queries and complaints received will be directed to the dedicated point of contact. The contact details and location of site offices and the dedicated points of contact will be communicated using site signage. A register of complaints will be maintained.

6.0 Construction Traffic Management

- 6.1 It is proposed that there will be restriction to the construction operations to Monday - Friday (0800-1800 hours), Saturday up to 1300 hours and no work on Sunday. This will form the basis of discussions between the contractor and LBH.
- 6.2 A clear signage strategy will be implemented on the local approach roads and the agreed site access points to ensure that construction traffic utilises designated routes to minimise the impact on the surrounding road network. HGV movements will be restricted as far as reasonably possible so as to avoid peak traffic flow periods (e.g. from 0800-0900 hours and 1700-1800 hours). The proposed signage for site access directions will be provided by the appointed contractor.
- 6.3 There may special arrangements for large / wide loads such as transportation of cranes, piling rigs etc. These will be planned following discussions with the Metropolitan Police and LBH, and will be mostly "out of hours" deliveries.
- 6.4 The construction team will ensure that their drivers complete the Safer Urban Driver Course to maximise the awareness of vulnerable road users (pedestrian and cyclists).

Drivers Training / Freight Operator Recognition Scheme

- 6.5 This project is designed to encourage freight operators to take up green fleet management and the use of best practice and to increase the sustainability of London's freight distribution. The project has already been developed with trade union involvement and with close collaborative partnership to engage effectively with freight operators and facilitate the sharing of information.
- 6.6 Operators will join the scheme as members, with tiers of membership reflecting freight operator achievements. It will offer members incentives to increase the sustainability of their operations and to develop their skills, including best practice development for:
 - „ Training to improve safety and reduce CO₂ and emissions;
 - „ Maintenance, to improve safety and reduce fuel consumption, CO₂ and emissions;
 - „ Management of road risk to improve safety, particularly for pedestrians and cyclists;
 - „ Fuel efficiency, to save costs and reduce CO₂ and emissions; and
 - „ The use of low-carbon engine technologies such as hybrid and electric vehicles, hydrogen fuel cells and biofuels to reduce CO₂ and emissions.
- 6.7 It will recognise legal compliance as the base 'bronze' level and promote the uptake of best practice covering fuel efficiency, alternative fuels and low carbon vehicles, management of road risk, legal record keeping and reducing penalty charge notices through the higher 'silver' and 'gold' levels. It will also recognise operator achievements with rewards that encourage operators to raise standards to reduce, in particular, CO₂ emissions and collisions between heavy goods vehicles (HGVs) and cyclists.
- 6.8 Benefits will be developed recognising operator needs. These will include a subsidised training programme called London Freight Booster which will include an NVQ Level 2 qualification that supports the ongoing competencies requirements for drivers.
- 6.9 Members will also benefit from advice about fuel efficiency, Penalty Charge Notice (PCN) reduction, legal record keeping and the management of occupational road risks. Tailored action plans to help reduce collisions, emissions and costs will also be developed.



Traffic Management/Signage

- 6.10 The Traffic Management for each part of the project is set out in this section and the plans have been prepared in accordance with the Department for Transport Safety at Street Works and Road Works, A Code of Practice document published in October 2013. Temporary highway direction signs will be provided in accordance with the Traffic Signs Manual, Chapter 8.

Access Management

- 6.11 There will be security cabins and access control systems (e.g. barriers) at the site compound access points.
- 6.12 Trained banksmen will be located at the site access points to direct vehicles during loading/unloading on Waterworks Road for the protection of passing pedestrians and traffic. If required, no vehicles will be allowed to enter or exit site until the Banksmen have ensured that it is safe to do so. Protection of pedestrians and other road users will be the number one priority.

Site Logistics

- 6.13 All construction traffic entering and leaving the Site (in forward gear where feasible) will be closely controlled and all site traffic movements will be in accordance with local authority requirements.
- 6.14 During delivery times a banksman will be positioned at the Site access to manage operations.
- 6.15 All plant and material will be on hard standings within the compound. No storage of materials outside the site hoarding area is permitted.

Vehicle Delivery Management

- 6.16 The vast majority of materials will be brought into Site on a 'just-in-time' basis. A designated Logistics Manager will control deliveries of materials to site through a booking system, requiring 48 hours' notice. No unauthorised deliveries will be accepted. Construction vehicle access to the site will only be allowed at times agreed in advance with LBH.
- 6.17 There will generally be no waiting for construction vehicles on the highway network. It will be down to the delivery/waste away driver and company to ensure they arrive at site at the specific time. Most vehicles will be fitted with an in-cab communication system which will aid the control of vehicle movements to and from the Site.
- 6.18 Prior to leaving the Site, all vehicles will be inspected by the driver and designated banksman to ensure that the vehicle is clean and safe to leave the site, all loads are secured and where applicable, vehicles are sheeted over. Adjacent roads will be kept clean at all times by the use of manual and mechanical means as required, backed up by wheel washing and cleaning facilities on site as necessary.

Training and Induction

- 6.19 It is proposed that drivers of commercial vehicles who will be visiting the Site on a regular basis will attend a site induction. This induction will include:
- „ road safety for both public and site roads including speed restrictions and defensive driving;
 - „ site procedures including queuing and parking;
 - „ construction routes;
 - „ embargoes;
 - „ cyclist awareness video;

- „ environmental issues and processes for their minimisation, including noise and vehicle cleanliness leaving site; and
- „ discussion on potential hazards and risk reduction

Construction Traffic – Vehicle types

- 6.20 When considering construction traffic, a balance is needed between the size of the vehicles and the number of vehicular trips. Generally, the larger the vehicle, the fewer trips that will need to be made. Therefore, environmental protection means that it is best to use larger vehicles where possible to limit vehicular movements, particularly for the removal of excavated material.
- 6.21 The following assumptions have been used to identify the type of construction vehicle to visit the site and this will need to be clarified by a contractor once appointed. The construction vehicles expected to be used are as follows:
- „ 7m small tipper trucks - 10m³ excavated material per vehicle;
 - „ 8.4m long concrete lorries - 6m³ concrete per vehicle;
 - „ 8m - 10m rigid lorries - plant and material deliveries and waste removal; and
 - „ 16.5m Articulated lorries - occasional heavy plant large deliveries.
- 6.22 It is assumed that materials required for the Proposed Development are delivered into the Site in the largest possible delivery quantities; i.e. the vehicles identified above are fully laden as opposed to part laden to minimise the number of delivery movements. Again, conformation of this will be sought from the contractor once appointed to balance out the environmental benefits of using larger vehicles and fewer deliveries versus smaller vehicles and more deliveries.

Construction Access

- 6.23 The existing highway allows access to all areas. The key focus for the construction vehicle activity will be Vale Road (self-store facility access) since it provides access to the largest open area for the development site. The existing Florentia Village will continue to operate throughout construction so the existing village access points via Vale Road and Overbury Road will be maintained.
- 6.24 The main route for access for construction vehicles will be from the A503 Seven Sisters Road via Eade Road or St Ann's Road. Eade Road will be more suitable for larger construction vehicles since it is a more direct connection to the A503 and avoids the railway bridge and Saint Mary's Infant & Juniors School on Hermitage Road. A construction vehicle routeing plan showing the access options is presented on Figures 6.1 and 6.2.

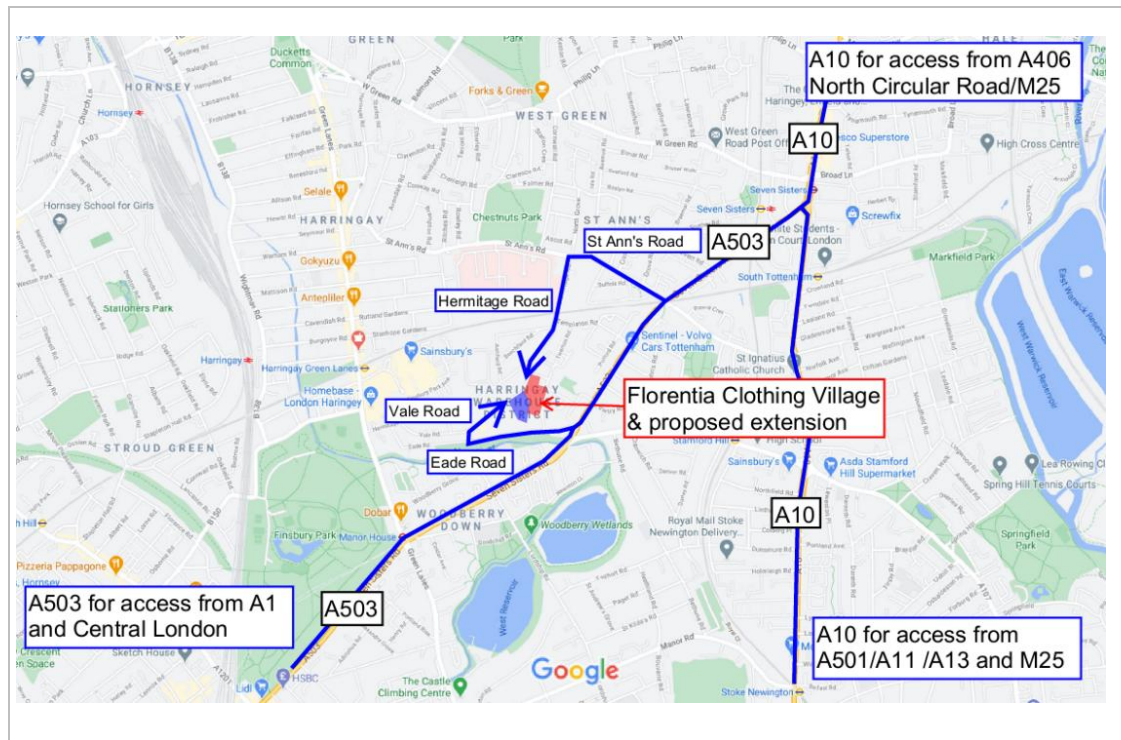


Figure 6.1 – Construction Vehicle Access Routes - inbound

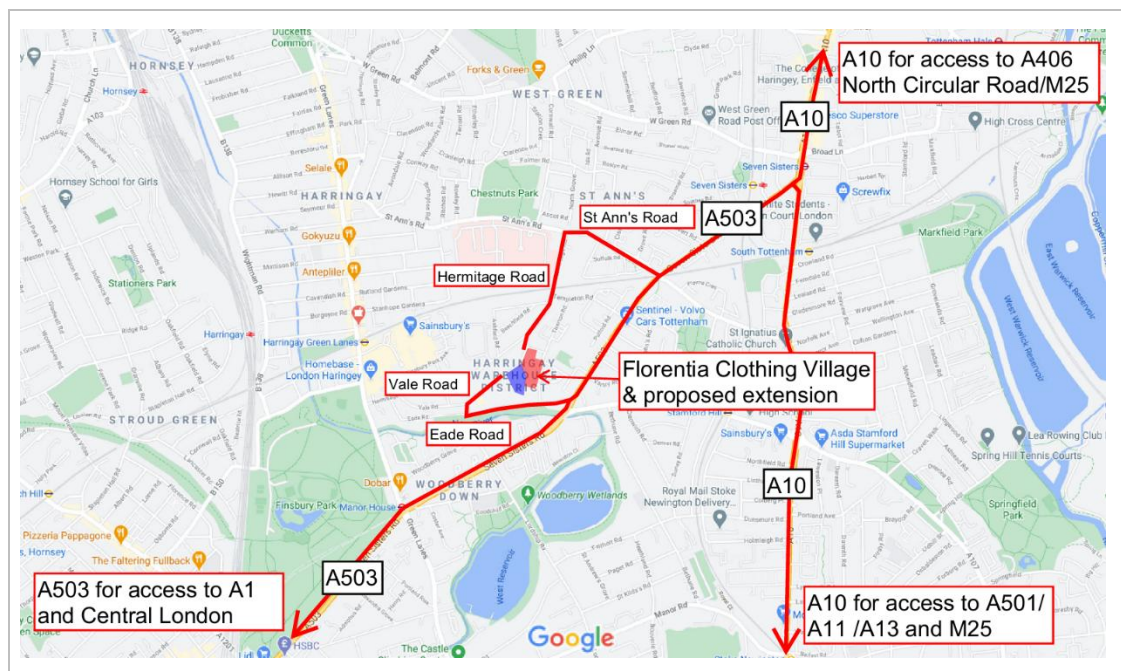


Figure 6.2 – Construction Vehicle Access Routes - outbound

Programme /Construction Traffic

- 6.25 In advance of the appointment of the construction contractor it is not practical to estimate the duration of the works and the number of vehicles required each day during the construction period. This information will be provided broadly in the format shown in Table 6.1 once planning permission has been granted and following the appointment of the contractor.

Phases	Weeks	Vehicles per Day	Workers on Site
Site Setup	6	3 (est)	5 (est)
Demolition/Site clearance	8	5-10 (est)	10 (est)
Ground Clearance	4		
Structural Works	24	5-10 (est)	40 (est)
Non-Structural Works	15	5-10 (est)	40 (est)
Internal Fit Out	15	3 (est)	30 (est)
Site Clear Up	4	3 (est)	5 (est)

Table 6.1 – Programme of Works and Estimated Worker/Vehicle Demand

Construction Traffic Demands

- 6.26 Construction traffic generation estimates in Table 6.1 have been derived from the expected construction timeline, estimates of likely material quantities for each stage and knowledge of vehicle loading capacities.
- 6.27 To calculate the total construction traffic generated by the Site, the vehicle demand has been developed from first principles. The predicted number of two-way vehicle trips generated by the site throughout the construction stage has been presented in terms of vehicles per week, per day and per hour.
- 6.28 The majority of the regular vehicle movements for construction will be associated with the removal of waste (excavated for the foundations) and concrete lorry deliveries. In general terms, a waste removal/concrete delivery vehicle within an urban construction site will usually have a minimum turn round time of some 20 – 25 minutes to allow for the vehicle to enter the site, manoeuvre within the site, be loaded up with waste material/deliver concrete load and then exit. On this basis, during the typical working day there would be approximately 2 - 3 two-way vehicle movements per hour as a maximum.
- 6.29 The construction activities will include supporting personnel and these will travel to and from the site (in site service vehicles). The total number of service vehicles has been assumed to be 5% of the number of HGVs generated by the site. These service vehicle trips are expected to comprise light and medium goods vehicles.

Monitoring and Enforcement of Traffic Routes

- 6.30 The access routes defined in Figure 6.1 and 6.2 will be communicated with all supply orders and delivery companies, subcontractors, etc. will be asked to adhere to this. As a result, no minor roads will be impacted. A log of regular drivers will be maintained including records of agreements with organisations and drivers to demonstrate their understanding of the proposed access routeing.
- 6.31 In the event of non-compliance, the subcontractor or supplier may be asked to take disciplinary action against individual drivers.
- 6.32 Employees will be similarly advised of the access routes.
- 6.33 The contractor team will monitor the situation with regard to construction access movements to ensure compliance with the agreed arrangements.

Delivery Hours

- 6.34 The site will operate between the hours of 08:00 -18:00 Monday to Friday, and the hours of 08:00 to 13:00 on Saturdays which accords with the standard working hours for construction sites. This applies to both the demolition and construction phases.
- 6.35 Although LBH allow for noisy works to be undertaken on Saturdays from 08:00 to 13:00, to reduce the potential for noise and disruption from the site upon local residents, it is not intended to regularly carry out noisy works on Saturdays or on Public or Bank Holidays. In addition, the programme allows for the site to shutdown over the Christmas and New Year period.
- 6.36 Whilst demolition and construction vehicles can access the site at any time during the above time period, the network peak periods of 07:30-09:30 hours and 16:00-18:00 hours will be avoided at all times.
- 6.37 The London Lorry Control Scheme (LLCS) is administered by the London Councils to control the movement of all HGVs exceeding 18 tonnes maximum gross weight at night and at weekends. All local roads surrounding the site form part of the restricted LLCS network. The permitted road network or Excluded Road Network (ERN) is not subject to such restrictions.
- 6.38 The control of HGV movements within the LLCS restricted network applies between 21:00 hours and 07:00 hours, Monday to Friday (including 21:00 hours on Friday to 07:00 hours on Saturday) as well as 13:00 hours on a Saturday to 07:00 hours on a Monday. The construction site will not receive deliveries during these restricted hours.
- 6.39 Journeys off the ERN require the approval of the Lorry Control Unit and routes need to be specified and submitted with a permit application. In the event that there is such requirement, a permit would be applied for from London Lorry Control Scheme (www.londonlorrycontrol.com).
- 6.40 The site will be hoarded off for the duration of the demolition and construction phases and there will be limited vehicle access into and out of the site itself other than for certain demolition vehicles and specific vehicles delivering construction materials.
- 6.41 All vehicles will drive into the site from Vale Road and exit in forward gear. This will be aided by banksmen. All vehicles will be required to telephone ahead to the full time Site Manager. All vehicles will be guided into the designated unloading area by a banksman to ensure that vehicles are parked appropriately.
- 6.42 Pedestrian access to the site will be via Vale Road, with pedestrians able to access the site in designated areas. An existing delivery route to the Village will be maintained during construction to allow existing businesses to operate (see Figure 4.1).
- 6.43 All staff and visitors will be encouraged to travel via public transport, where possible. Given the location of the site and PTAL, it is considered that travel by public transport is both feasible and realistic. Staff will be provided with relevant public transport information in advance of starting work on site to aid them in travelling by non-car modes. It will be made clear to all staff in advance of commencing work on site that they are not permitted to park on the development site at any time.
- 6.44 Should car use be necessary, then operatives and visitors will also be encouraged to car share or park off site in existing public car parks that are located near to the site.

Delivery Management

- 6.45 All deliveries will be pre-booked in advance and allocated set arrival times. Suppliers shall call the Construction Project Manager a minimum of 20 minutes before their vehicle arrives at the site to confirm that the loading area is available. If loading space is unavailable, vehicles will be turned away and given an alternative delivery time.

- 6.46 Deliveries to the site will take place outside the peak hours on the highway network where possible and as such will be undertaken between the hours of 1000 to 1600 on weekdays and 1000 to 1300 on Saturdays. Where possible, deliveries will be scheduled to distribute vehicle movements throughout these hours and to avoid more than one vehicle delivering to the site at any one time.
- 6.47 All contractors, delivery companies and visitors to the site will be made aware of the access and egress route and of the parking restrictions in the vicinity of the site prior to undertaking their journey. A written briefing and plan for the site will be provided to contractors, delivery companies and visitors.
- 6.48 The Construction Project Manager will investigate the feasibility use of consolidation centres and prefabrication of materials to assist in reducing deliveries to the site.

Signage

- 6.49 Temporary highway direction signs will be provided in accordance with the Traffic Signs Manual, Chapter 8.

Loading /Unloading Activity

- 6.50 Vehicle movements will be managed to ensure that no more than two vehicles will require access to the site at one time, with two vehicles able to be accommodated within the site.
- 6.51 Various construction vehicles will need to access the site at various stages throughout the demolition and construction schedule. The vehicles visiting the site during construction will include the following:
 - „ Swept path of low loader;
 - „ Swept path of a large tipper; and
 - „ Swept path of a panel van.
- 6.52 The low loader will be infrequent, being used to deliver and collect construction vehicles utilised as part of the build process. It will also be used towards the start and end of the demolition phase. Other vehicles could be more frequent but are all shown to be able to enter and leave the site.
- 6.53 Tracking has been undertaken of a large tipper vehicle instead of a roll-on roll-off skip vehicle due to the large tipper vehicle being one metre longer in size than the skip vehicle but with similar turning characteristics. In the absence of a large skip vehicle within the vehicle tracking software, this is considered to be a robust assessment of the tracking needs associated with the site.

Swept path analysis

- 6.54 Revised swept path analysis for construction vehicles have been carried out on the final scheme plan, including vehicles entering from the proposed access arrangements on Vale, Road turning on-site and exiting via the same access. A supplementary analysis in Appendix A allows for a 0.5m 'safety zone' around the vehicle body swept path to ensure. The drawings are listed as followed:
 - „ Motion Drawing 2102018-TK101 – Swept Path Analysis of 7m rigid van; and
 - „ Motion Drawing 2102018-TK102 – Swept Path Analysis of 8.5m tipper lorry;
 - „ Motion Drawing 2102018-TK103 - Swept Path Analysis of 10m rigid lorry; and
 - „ Motion Drawing 2102018-TK104 – Swept Path Analysis of 16.5m articulated lorry.

7.0 Environmental Mitigation Measures

Nuisance Control

- 7.1 A range of measures will be implemented to ensure that the potential impact of the works on local residents and businesses will be minimised. These measures are discussed in turn below.

Dust Control

- 7.2 Hoardings bordering the property will help contain any dust. Where required, scaffolding and sheeting will be erected to further contain dust. Water dampening measures will also be used if necessary.
- 7.3 Dust is an obvious cause of concern to those in the immediate environment of any building site, both to receptors and operatives. Particularly during dry summer periods, it will be ensured that all soil and mud inadvertently dropped onto the pavement or roadway are washed away into main drainage within 5 minutes of delivery or haulage.
- 7.4 Skips housing spoil and waste will be covered and any passage via conveyor of excavated material will be dampened as it heads to the housing skip/lorry for storage before despatch. Haulage vehicles carrying waste/ spoil will be dampened and covered during dry and windy conditions.
- 7.5 Where working above ground it will be ensured that scaffolding is wrapped with a polythene cover, both to reduce dust, but also noise.

Waste and Recycling

- 7.6 All waste will be stored on site within the site hoarding and dealt with in accordance with the duty of care Section 34 of the Environmental Protection Act 1990 and the Environmental Protection (Duty of Care) Regulations 1991. Where hazardous waste is identified, it will be controlled and disposed of following the Environment Agency approved procedures.
- 7.7 Waste material arising from the demolition will be sorted on site and any suitable materials will be recycled. In addition, during the progress of the works every effort will be made to avoid waste, and where waste material is produced, this will again be sorted and recycled in accordance with good practice guidance. As part of their induction, all site operatives will be made aware of the need to reduce waste and where waste is unavoidable, that waste will be sorted and recycled where possible.

Hazardous Materials

- 7.8 In the event that hazardous materials are present in the existing building, the materials will be disposed of using the appropriate procedures and local residents/businesses advised accordingly.

Noise Control

- 7.9 The provisional working hours for all works will be between 0800-1800 Monday to Friday, 0800-1300 on Saturdays. No noisy works should be carried out on Sundays and Bank Holidays.
- 7.10 Deliveries to the site will take place outside the peak hours on the highway network where possible and as such will be undertaken between the hours of 1000 to 1600 on weekdays and 1000 to 1300 on Saturdays. Where possible, deliveries will be scheduled to distribute vehicle movements throughout these hours and to avoid more than one vehicle delivering to the site at any one time.
- 7.11 The CPM will endeavour to use suppliers and contractors that use electrically powered vehicles where possible. In addition, the following measures will be undertaken to reduce noise pollution:
- „ Well maintained, sound attenuated plant will be used to carry out all operations

- 17 Plant noise will be reduced to acceptable levels where possible.
- 17 Solid hoarding will be used along the boundary to the residential properties.

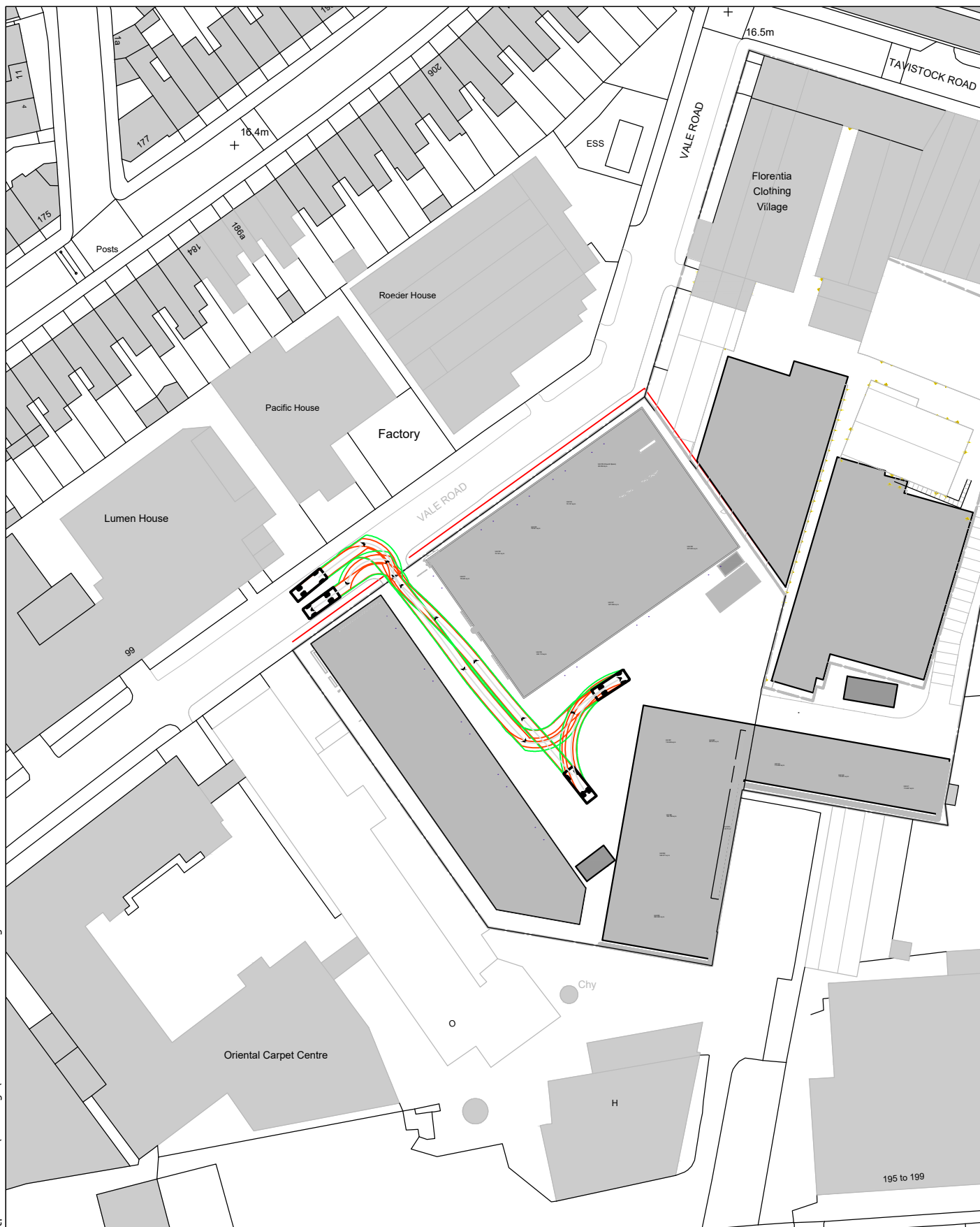
7.12 Plant and vehicles will be carefully selected prior to use at the development. All plant used on the site will be sound attenuated and will be regularly serviced/maintained to ensure it is operating correctly. The site induction for plant operators will cover the issue of noise specifically and they will be warned against over revving of plant and the operation of horns in all but necessary situations. Machine operatives will be advised to isolate plant/ equipment during idle periods reducing not only noise levels but encouraging efficient running of equipment and reduced fumes.

8.0 Monitoring and Management

- 8.1 The CPM will be responsible for the ongoing monitoring and management of the construction process. This will include the following:
- „ Monitoring of dust associated with the works;
 - „ Waste management and reduction, including the disposal of hazardous materials; and,
 - „ Review meetings with the planning authority, as necessary.
- 8.2 The CPM will further be responsible for the updating of the Plan as and when it is required.

Appendix A

Construction Vehicle Swept Path Analysis



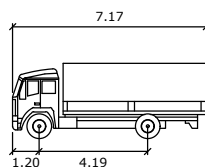
84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 8065 5208

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Small Rigid

Width
Track
Lock to Lock Time
Steering Angle

meters

: 2.30
: 2.12
: 6.0
: 42.7

Project:

Florentina Clothing Village

Title:

Construction Swept Path Analysis

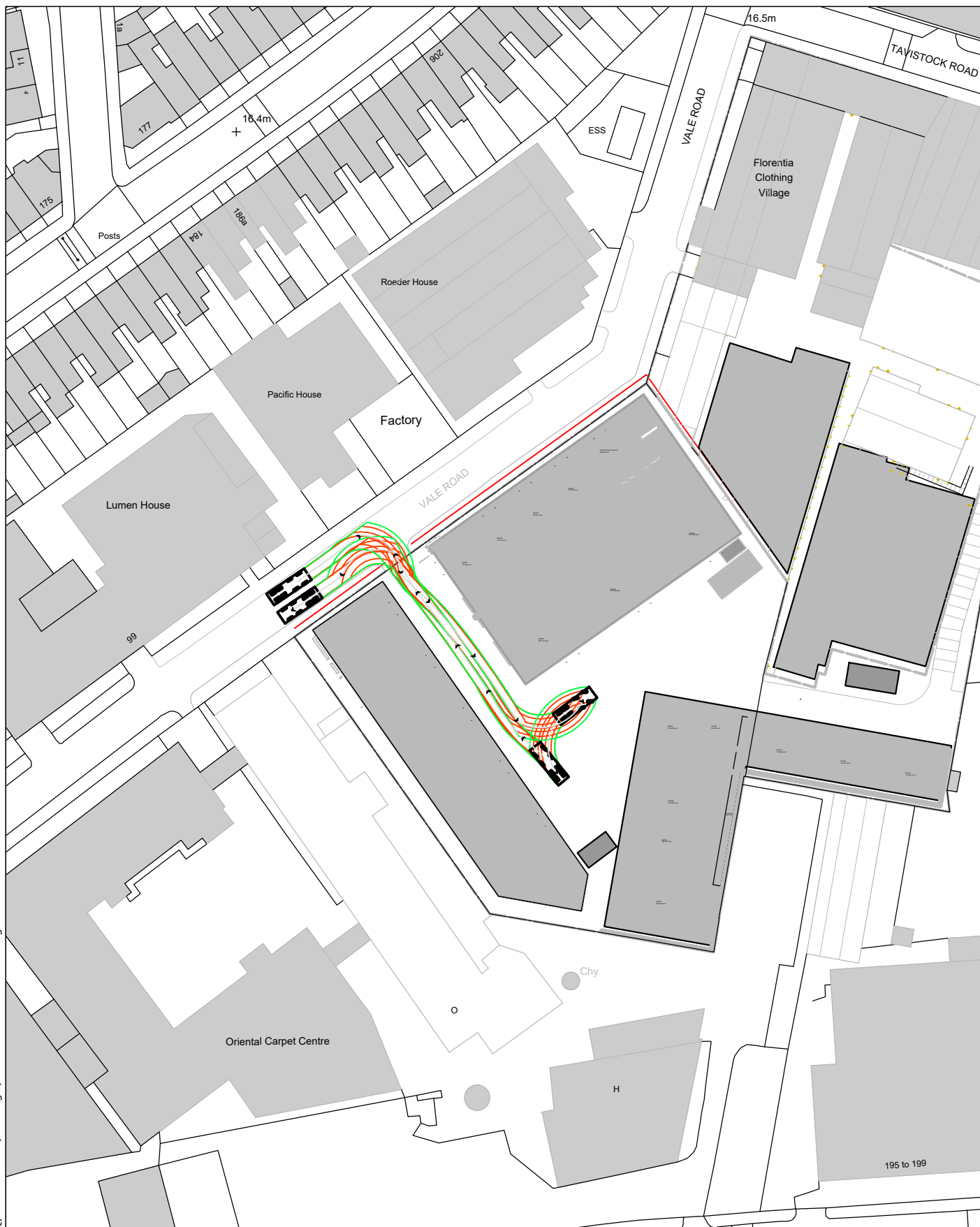
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Drawing:

2102018-TK101

Revision:

A



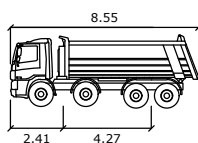
84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

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WC2N 4JF

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DAF FAD CF85 Tipper
meters

Width	: 2.55
Track	: 2.55
Lock to Lock Time	: 6.0
Steering Angle	: 35.5

Project:

Florentia Clothing Village

Title:

Swept Path Analysis

Scale: 1:1000 (@ A4)

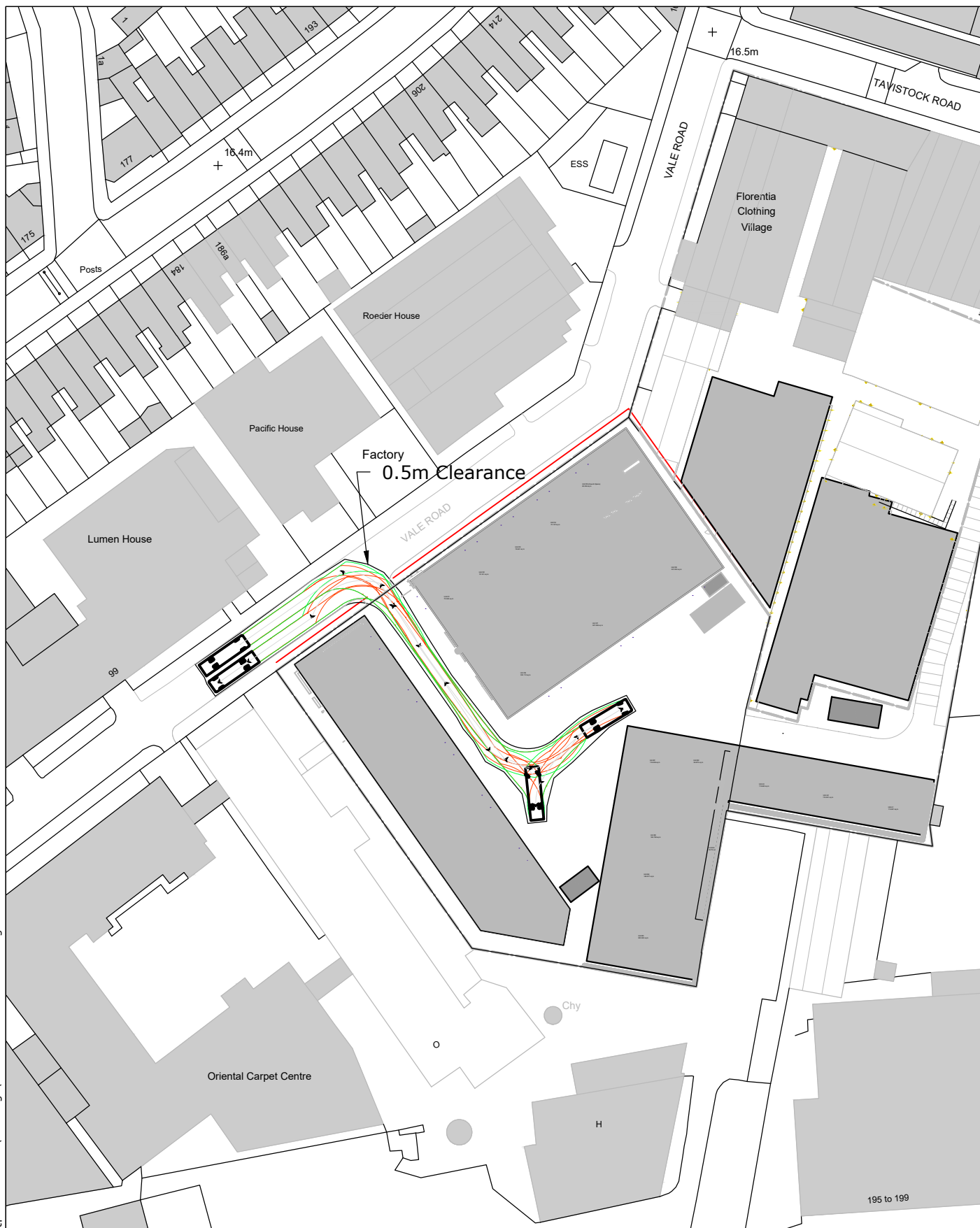
Drawing:

2102018-TK102

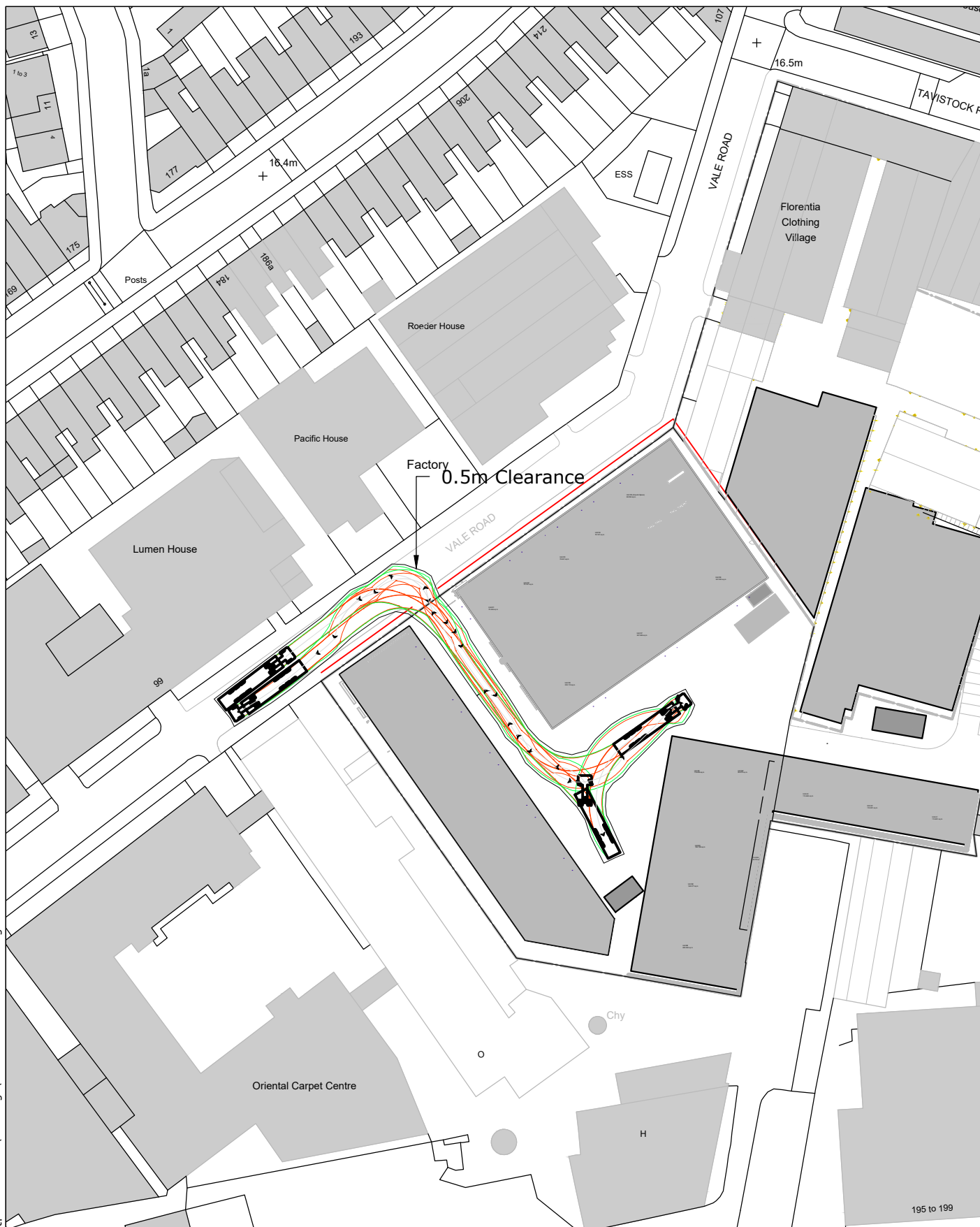
Revision:

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C:\Users\williammcaney\Motion\Staff\Site - Qpflor 2102018\Drawings\2102018-TK101-TK104.dwg



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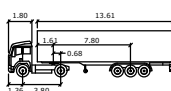
84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 8065 5208

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Artic

Tractor Width	: 2.55	Lock to Lock Time	: 6.0
Trailer Width	: 2.55	Steering Angle	: 42.7
Tractor Track	: 2.55	Articulating Angle	: 70.0
Trailer Track	: 2.55		

Project:

Florentia Clothing Village

Title:

Swept Path Analysis

Scale: 1:1000 (@ A4)

Drawing:

2102018-TK104

Revision:

A