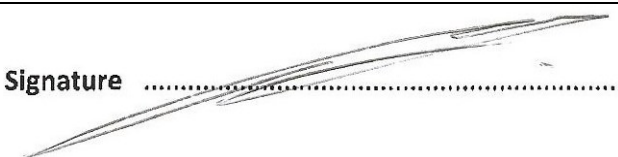


CONSTRUCTION LOGISTICS PLAN

**Rutland House
40 Colney Hatch Lane
Muswell Hill
LONDON
N10 1DU**

	Rutland House
Landowner	
Site Address	40 Colney Hatch Lane, Muswell Hill, London
Site Postcode	N10 1DU

Construction Logistics Manager	TBA
Phone Number	
Email	
Logistics Provider Contact Name	
Phone Number	
Email	

CLP Produced By		
Name	Signature	Date
J. Henderson Newton CMIOSH MInstLM ImaPS (Test Valley Safety Consultants Ltd)		24/03/2021
CLP Accreditation Date		
CLP Reviewed By		
Name	Signature	Date
CLP Accreditation Date		

1 INTRODUCTION

Test Valley Safety Consultants Ltd has been appointed by GLA Architecture & Design to provide construction logistics advice for the redevelopment of Rutland House, 40 Colney Hatch Lane, Muswell Hill, London N10 1DU. GLA Architecture & Design will maintain overall responsibility for the CLP throughout planning, design and construction. Test Valley Safety Consultants Ltd has prepared this Outline CLP for planning permission and this plan will form the basis for any subsequent detailed CLP documents to be developed upon appointment of a contractor.

1.1 CLP OBJECTIVES

The overall objectives of this Outline CLP are to:

- Lower emissions;
- Enhance safety-Improved vehicle and road user safety; and
- Reduce congestion - Reduced trips overall, especially in peak periods.

To support the realisation of this objective, several sub-objectives have been agreed and include:

- Encouraging 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;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the CLP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

1.2 SITE CONTEXT

The Colney Hatch Lane site, to which this Outline CLP relates, is located wholly within the administrative boundary of the London Borough of Haringay.

The Project concerns the demolition of an existing 3-storey doctors' surgery with offices and flats above, and the erection of a 4-storey building with basement forming an enlarged doctors' surgery with 9 flats above. The new building to be formed of traditional brick and block construction with brick elevations and green roof areas. The objective of the development is to provide additional doctors' surgery and residential accommodation space generally within the existing buildings footprint.

The development site stands in a mainly residential area of Muswell Hill. The site is on the eastern side of the B550 Colney Hatch Lane opposite to its junction with Pages Lane. At this junction, on the northern corner of Pages Lane, stands a petrol station and associated shop. Colney Hatch Lane has a dedicated "right turn lane" into Pages Lane for traffic coming from the north and there is a box junction controlling the junction on the northbound lane.

To the north of the site is the junction of the B106 Alexandra Park Road with Colney Hatch Lane. This junction is controlled by traffic lights. There is a dedicated right turn lane for traffic entering the B106 when travelling from the south along Colney Hatch Lane.

To the south of the site there is a light controlled pedestrian crossing on Colney Hatch Lane immediately to the south of Pages Lane junction.

Raised pedestrian footpaths with dropped kerbs at driveway entrances run along each side of the roads.

There is a 20mph speed limit and heavily restricted parking on Colney Hatch Lane, Pages Lane & Alexandra Park Road, all of which are also bus routes.

The site location is presented in Figure 1.

1.3 DEVELOPMENT PROPOSAL

Demolition of existing 3-storey doctors' surgery and flats and erection of replacement 4-storey building plus basement level below comprising of doctors' surgery on basement and ground floor levels and 9 flats on the upper floors. Together with associated works including car parking, cycle storage, bin stores, amenity space and landscaping.

The development project will provide additional residential and office/consulting room space.

Hours of work will be between 08:00hrs & 18:00hrs Mon – Fri and 08:00hrs – 13:00hrs Sat. There will be no construction works carried out outside these times. Delivery times shall be restricted to between 09.30hrs & 15.30hrs only.

1.4 CLP STRUCTURE

The CLP is divided into the following chapters:

1 Introduction.....	2
2 Context, considerations and challenges	3
3 Construction programme and methodology.....	9
4 Vehicle routing and access.....	12
5 Strategies to reduce impacts	21
6 Estimated Vehicle movements.....	24
7 Implementing, monitoring and updating.....	27

The CLP contains the following figures, largely consisting of site plans:

Figure 1: Regional Plan	6
Figure 2: Local Context Plan	7
Figure 3: Site Boundary Plan	7
Figure 4: Construction programme	10
Figure 5: Regional vehicle route.....	12
Figure 6: Local vehicle route.....	13
Figure 7: Site Boundary Plan	14
Figure 8: Swept Path Analysis- Rigid Lorry Entering Site.....	15.
Figure 9: Swept Path Analysis- Rigid Lorry Exiting Site.....	16.
Figure 10: Swept Path Analysis – Concrete Mixer Entering Site.....	17
Figure 11: Swept Path Analysis – Concrete Mixer Leaving Site.....	18
Figure 12: Swept Path Analysis – Skip Lorry Entering Site.....	19
Figure 13: Swept Path Analysis – Skip Lorry Leaving Site.....	20.
Figure 14: Estimated construction vehicles - monthly and daily.....	21

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

This section describes the local context and issues identified that need to be considered and addressed during construction.

2.1 POLICY CONTEXT

This section of the CLP references policies we have considered in the preparation of the document.

2.1.1. NATIONAL POLICY

National Planning Policy Framework

The National Planning Policy Framework sets out various requirements for planning permission being granted, including the provision of a sufficient variety of housing to suit local needs including those suitable for first time buyers (or those looking to rent their first home); adjacent to existing settlements and proportionate in size to them; and that their size and location will support a sustainable community, with sufficient access to services and employment opportunities.

The Traffic Management Act (2004)

The act makes 'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street'. It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

Highways Act (1980)

Sets out the duties, responsibilities and powers of the local authority in relation to the management and maintenance of the highways in their area.

2.1.2. REGIONAL POLICY

The London Plan (2019) The London Plan 2019 has a variety of policies designed to improve construction logistics, most notably Policy T7. This is outlined below:

E 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.

H At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.

I Development proposals must consider the use of rail/water for the transportation of material and adopt appropriate construction site design standards to 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.

IA The construction phase of development should prioritise and maintain inclusive, safe access for people walking or cycling at all times

10.7.4 When planning freight movements, development proposals should demonstrate through Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes. Where rail and water freight facilities are

available, Transport for London's freight tools should be used when developing the site's freight strategy.

10.7.5 Delivery and Servicing Plans should demonstrate how the requirements of the site are met, including addressing missed deliveries. Appropriate measures include large letter or parcel boxes and concierges accepting deliveries. Car-free developments should consider facilitation of home deliveries in a way that does not compromise the benefits of creating low car or car-free environments.

10.7.6 Transport for London's guidance on Construction Logistics and Delivery and Servicing Plans should be adhered to when preparing planning applications. Plans should be developed in line with this guidance and adopt the latest standards around safety and environmental performance of vehicles.

The plans should be monitored and managed throughout the construction and operational phases of the development. TfL's freight tools including CLOCS (Construction Logistics and Community Safety), FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions to enable the use of vehicles with improved levels of direct vision.

This should be demonstrated through a Site Assessment within a Construction Logistics Plan. Development proposals should demonstrate 'good' on-site ground conditions ratings or the mechanisms to reach this level enabling the use of vehicles with improved levels of driver direct vision. To support the procurement of these vehicles and to minimise road danger, the Mayor has introduced his Direct Vision Standard, which rates Heavy Goods Vehicles on a star rating from 0 (lowest) to 5 (highest), based on how much the driver can see directly through the cab windows.

The Mayor's Transport Strategy (2018)

Freight and servicing are frequently mentioned throughout this document which contains a strategy considering all methods of freight delivery including road, rail, pipeline, water, bicycles and air. The document especially highlights the importance of DSPs, CLPs and FORS to encourage improved efficiency and provide a framework for incentivisation and regulation.

In particular policies 3,6,9 and 16 and have impacts on construction activity and should be reviewed when undertaking a CLP.

TfL Freight and Servicing Action Plan (2019)

The Mayor's key document for improving freight and servicing in the capital sets out a safer and cleaner vision for all freight trips. The vision for construction is set out in Actions one, two and nine which puts safety at the heart of this policy. These policy's must be considered when undertaking a CLP

Fleet Operator Recognition Scheme (FORS)

FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally-friendly. It's relevance to the CLP is via its mention in the Mayor's Transport Strategy and requirements will be relayed to all operators engaged during the development.

The London Borough of Haringay Local Plan for 2017

The London Borough of Haringay Local Plan (2017) is a Local Plan for the Borough. This Local Plan shapes and manages good growth, development and regeneration across the Borough for the next 10 years. It sets out how the Borough will meet the challenges of economic, environmental and social sustainability to ensure good growth and sustainable development.

Healthy Streets for London

The Healthy Streets Approach provides a framework of policies and strategies to design and manage London's streets and rail systems so that more active travel becomes part of every journey. More than 40 per cent of Londoners do not achieve the recommended 150 minutes of activity a week; and 28 per cent do less than 30 minutes a week. The Healthy Streets approach is to design physical activity back into our everyday lives. Active travel – walking more, cycling more, using public transport more – provide the easiest and most affordable ways towards achieving more active and live healthier lives.

Vision Zero

London, along with other major cities around the world, is taking a stand to end the toll of deaths and injury seen on the roads and transport networks by committing to Vision Zero. At the forefront of this approach is the Mayor's Transport Strategy which sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. Vision Zero demonstrates to everyone who uses our streets the commitment of the Mayor, TfL, London boroughs, the police and other partners to taking bold action and putting the Vision Zero ambition at the heart of everything we do. While the Vision Zero strategy is being set by The Mayor of London, TfL and the Metropolitan Police, the responsibility for its success is shared by all, including those who have a role in designing, building, operating and managing our transport network as well as everyone that uses it.

2.2 CONTEXT MAPS

The following maps show the area around the development site.

Figure 1 shows a regional plan with the location of the site in the context of greater London and the road network.

Figure 2 shows the location of the site in relation to the surrounding local area.

Figure 3 shows the site boundary plan showing the extent of footways roads and other buildings.

Figures 8 – 13 show swept path analyses for the anticipated largest rigid flatbed delivery lorry, concrete mixer lorry and skip lorry delivering to site.

FIGURE1: REGIONAL MAP

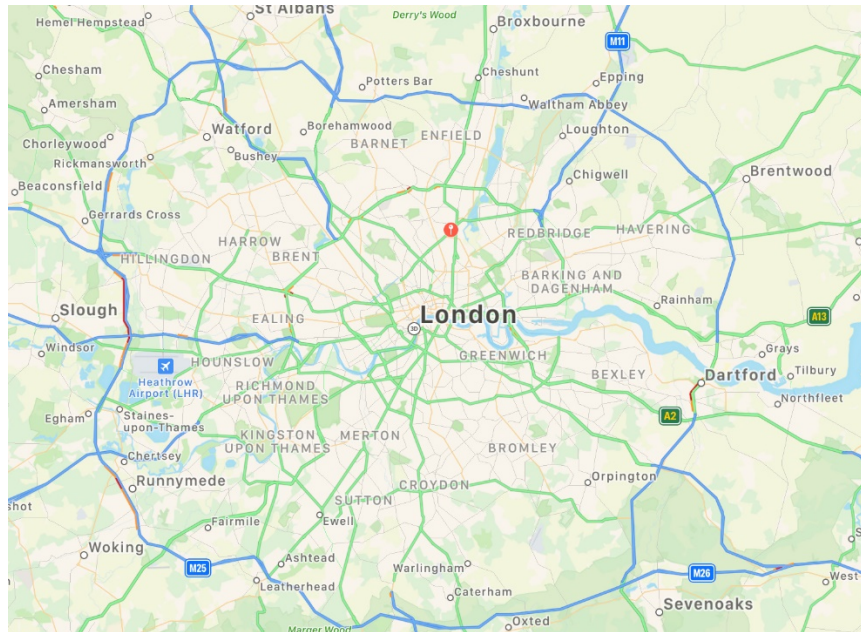


FIGURE2: LOCAL CONTEXT MAP

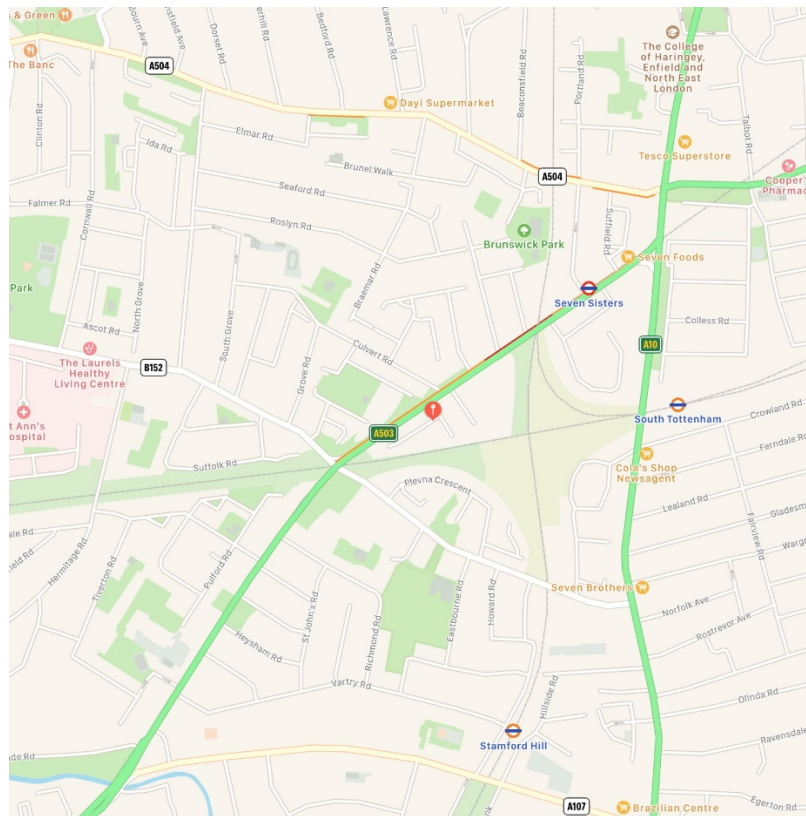
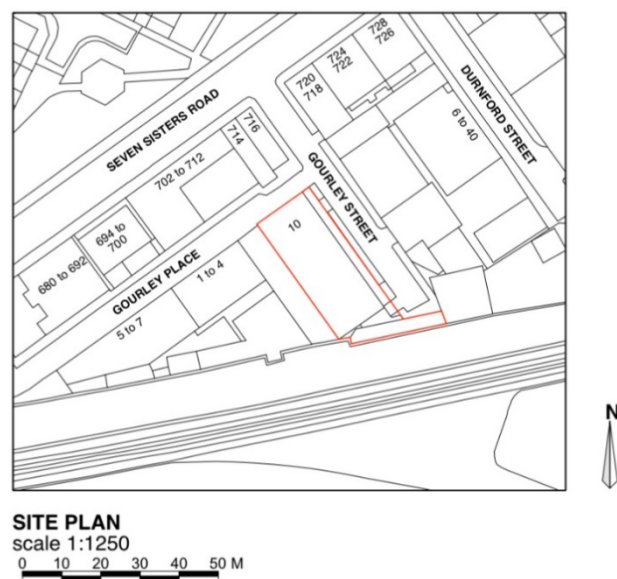


FIGURE 3: SITE BOUNDARY PLAN



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

2.3.1. HIGHWAYS, CARRIAGEWAYS AND FOOTWAYS

The development site stands on the eastern side of the B550 Colney Hatch Lane opposite to the junction with Pages Lane. At this junction, on the northern corner of Pages Lane, stands a petrol station and associated shop. Access to the petrol station is from Pages Lane only with vehicles egressing directly onto Colney Hatch Lane. Colney Hatch Lane has a dedicated “right turn lane” into Pages Lane. There is a box junction controlling the junction.

To the north of the site is the junction of the B106 Alexandra Park Road with Colney Hatch Lane. This junction is controlled by traffic lights. There is a dedicated right turn lane for traffic entering the B106 from Colney Hatch Lane.

To the south of the site there is a light controlled pedestrian crossing on Colney Hatch Lane immediately to the south of Pages Lane junction.

There is a 20mph speed limit and heavily restricted parking on Colney Hatch Lane, Pages Lane & Alexandra Park Road, all of which are also bus routes.

There is a street lamp erected midway along the western boundary of the site. A pedestrian protection fence runs along the eastern kerbside of Colney Hatch Lane from the B106 junction to almost opposite the street lamp.

Access to the site is via the existing dropped kerb and footpath directly through the widened gateway to the property. There is a small amount of off-road parking for small vehicles in front of the existing building.

Vehicles entering the site will need to be turned utilising the hard-standing areas at the front (west) and south of the building in the area currently used for car parking. It is anticipated that the existing car port on the south elevation will require removal to permit this manoeuvring.

Access routing for deliveries from the south should be by turning right across Colney Hatch Lane into the site, and either turning left out of site to return Southwards along Colney Hatch Lane, or crossing directly into Pages Lane.

For vehicles entering from Pages Lane it is necessary to cross Colney Hatch Lane and exit the site as above.

Due to the road layout and furniture, together with the very tight turn into the restricted width site entrance, there is currently no facility to allow vehicles larger than cars to enter site directly from the north along Colney Hatch Lane.

Pedestrian access to the site is directly from Colney Hatch Lane via the existing footpaths and driveway entrance to the front of the project building.

Pedestrian access along the footpath on Colney Hatch Lane shall be maintained throughout the project works.

Arrangements shall be made in conjunction with the structural engineers and the appointed temporary works designer to protect such footways and any services within from damage.

A Section 278 agreement for reinstatement may be pursued in respect of this application if required.

The proposed traffic routes would require some maneuvering of vehicles due to the constraints of the road layout. Rigid bodied vehicles will be able to turn into Gourley Street from the Seven Sisters Road, but will require to manoeuvre, and turn in order to exit back onto the Seven Sisters Road in a forward direction. Such manoeuvring and entry and exit from Seven Sisters Road shall be controlled and supervised by a suitably qualified traffic marshaller.

Suitable pedestrian routes will be set up to allow safe access to and around the site.

Whilst the majority of deliveries to site will be accommodated within a “wait and load/offload” basis to the front of the site in Gourley Street, it may occasionally require some parking bay suspensions to facilitate delivery access and preserve the traffic flow facility along the street. The proximity of the proposed site entrance to the junction of Gourley Street and Gourley Place, and the parking bays immediately adjacent to the site entrance cause a potential pinch-point if delivery vehicles are required to remain in the highway to offload. This will be avoided wherever possible by the use of the smallest practical sized vehicles, but if it is required, these suspensions will be pre-arranged with TfL, the highways authority, and the local police.

All deliveries shall be by rigid bodied vehicles of the smallest practicable size, and in any case not exceeding 10.5m x 2.5m. The design of the structural elements incorporates the need for smaller than 10.5m x 2.5m delivery vehicles to facilitate easier accessibility for deliveries and minimise impacts on local highways and traffic movements.

Swept path analyses have been carried out for the largest anticipated vehicles (10.5m rigid lorry with HIAB crane, the largest concrete mixer delivery lorry and skip removal lorry). These are shown in Figures 8 – 13 below. Due to the size of the HIAB equipped lorry and the tight entrance to Gourley Street it would be necessary for this vehicle to utilise the outer lane of Seven Sisters Road to effect an entry. Such manoeuvres shall be supervised by traffic marshal as above.

Currently it is envisaged that the following Traffic Regulation Orders may be required during the works:

- Parking bay suspension of the bays near the site on Gourley Street to allow delivery access to the front of the project site.

At all times access to neighbouring properties will be maintained, the pedestrian crossing unobstructed

2.3.2. RAILWAY/UNDERGROUND

There is no potential interface with either surface or underground railways.

2.3.3. BUS ROUTES

There are several TfL bus routes along the various roads, including Routes 134, 221, 382, 683, 102, 229 and 234.

All buses running in a southerly direction on the B550 Colney Hatch Lane towards the Alexandra Park Road junction make use of a bus lane. However the bus lane ceases to exist southwards from the junction and past the project site. Buses running in a northerly direction share the carriageway on Colney Hatch Lane with other northbound traffic as they approach the B106 junction and beyond. Buses may turn right into Alexandra Park Road. Route 234 buses emerging from Pages Lane turn right, southwards, towards Muswell Hill.

It is not expected that there will be disruptions to bus routes during the construction programme.

2.3.4. CYCLES

There are no marked cycle lanes on roads adjacent to the site, however there are dedicated cycle boxes at the traffic lights controlling the junctions. The area is likely to be popular with cyclists and

therefore cycle safety will be maintained through the use of Traffic Marshals to manage traffic including cyclists during times of delivery of materials.

2.4 CONSIDERATIONS AND CHALLENGES

The development is in a suburban mainly residential area with residential properties on all sides. There are shopping areas further afield in Muswell Hill & Friern Barnet which present a number of issues and challenges. These have been fully considered below. **Planned measures to mitigate any potential conflicts or challenges are discussed in Section 5.**

2.4.1. LOCAL POLICY

London Borough of Haringey Development Management Policies and Local Plan

These documents contain guidance on good practice for contractors carrying out construction works within the borough with regard to transport and local environmental impacts. This will be followed at all times during construction.

2.4.2. SCHOOLS, PLACES OF WORSHIP, COMMUNITY CENTRES, ETC.

There are several places of worship in Pages Lane none of which are in the immediate vicinity and it is unlikely that any pedestrian traffic from these places will be using the footpaths adjacent to the site to walk to and from the nearby transport links. The nature of the businesses on Colney Hatch Lane in the area of the site (petrol station & shop) suggest that pedestrian traffic will be minimal and local.

The Principal Contractor will be required to liaise with local businesses and residents etc. to ensure effective communications are maintained and that awareness is raised.

2.4.7. NEIGHBOURING CONSTRUCTION SITES

When there are neighbouring construction projects the contractor shall liaise with the neighbouring contractors to ensure precautions are taken to lower any compounding peak vehicle movements. In addition to vehicle analysis, the appointed contractor will be encouraged to collaborate on any shared services such as marshalling areas, vehicle holding areas and stakeholder engagement.

2.4.8. PUBLIC RELATIONS

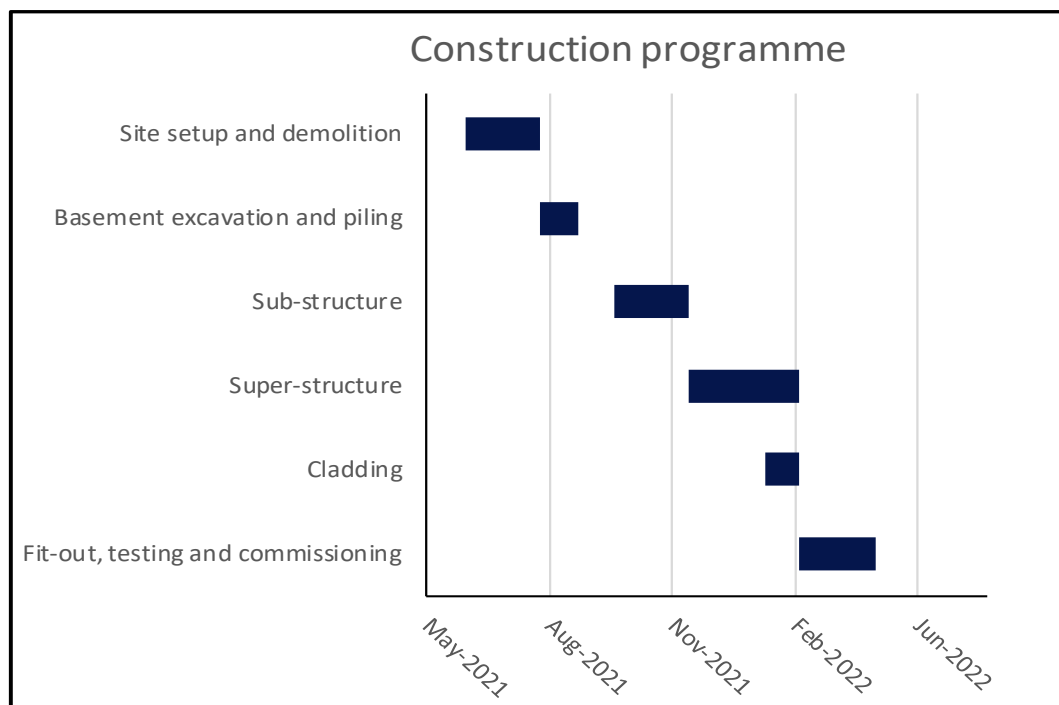
The contractor shall mitigate and resolve any issues and difficulties in the local community. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours, nearby community centres, local businesses and places of worship.

This CLP has prepared a strategy for preventing potential issues, however any difficulties encountered during construction will be reported/recorded in a full log and resolved through the use of a 24hour-staffed telephone line. Regular newsletters will be distributed locally to deal with issues such as site boundaries and hoardings, construction vehicle congestion and general community disruption.

3 CONSTRUCTION PROGRAMMED AND METHODOLOGY

The programme of construction for the project is to be fully developed with input from the appointed contractors. Construction is expected to last for 12 months with using up to 10 contractors with an estimated maximum of 20 persons on site. A construction programme showing a possible high-level breakdown of the program by the key construction stages, with a start date scheduled to begin in June 2021, is shown in Figure 4 below.

FIGURE 4: PROPOSED CONSTRUCTION PROGRAMME



3.1.1. SITE SETUP AND DEMOLITION

As the existing building is to be removed completely temporary office and welfare accommodation will be provided in portcabin type structures. These will be initially located in the northwest corner of the site to preserve the existing off-street parking area and allow for a small delivery yard to be established. The rear garden area is to be used for storage of materials. This will allow the minimum impact on the local infrastructure and environment.

Initially some structural demolition of the existing car port and office extension, together with soft strip demolition within the main building will take place, followed by a full structural demolition of the building. The arising spoils from these works will be removed from site using rigid bodied tipper removal vehicles.

3.1.2. FOUNDATION & PILING

There will be some excavation works to the east of the existing structure which will be undertaken by specialist groundworks contractor with the work being carried out using a small excavator and hand tools. The arising spoils removed from site using rigid bodied tipper removal vehicles.

New foundations and associated subsurface drainage works shall also be undertaken by a specialist groundworks contractor. Forming of the foundations will necessitate deliveries of ready mixed concrete by mixer trucks.

3.1.3. SUB-STRUCTURE

Concrete for forming the foundations and floor slab will be delivered to site out of peak times to alleviate the need for bulk concrete deliveries at rush hour and other peak times. Concrete delivery lorries will be the primary vehicles delivering to the site during this stage of construction.

Lorries will be off-loaded from a loading area (off-road parking area) in the site. A traffic marshal will control the movement of vehicles, pedestrians and cyclists at all times when lorries are delivering to or collecting from the site.

3.1.4. SUPER-STRUCTURE

Traditional construction materials and larger components for the new build will be delivered on rigid vehicles (> 3.5 Tonnes) and may be mechanically handled either by a telehandler situated in the delivery yard, or by a lorry-mounted Hiab type crane with the vehicle situated in the delivery yard area. Materials for the works such as blocks and timbers and sheet materials will be delivered by small rigid lorries (< 3.5 Tonnes) wherever possible.

Deliveries of materials will be to the front of the property utilising the loading area (off-road parking area) on the site. Materials delivered will be moved to within the dedicated materials storage area in the rear garden as part of the delivery processes. Materials should not be allowed to remain in the delivery areas. Deliveries shall be scheduled to be out of peak hours and to minimize impact on other businesses and the local residents.

A traffic marshal will control the movement of vehicles, pedestrians and cyclists when lorries are delivering to and collecting from the site.

3.1.5. FIT-OUT, TESTING AND COMMISSIONING

Due to the nature of the project the typical procurement routes of using off the shelf materials and construction in-situ will be used. The contractor shall be required to develop a delivery programme which is to be communicated to suppliers to ensure the delivery and sequencing objectives are achieved. This will reduce the number of ad-hoc deliveries required. Mechanical, electrical and plumbing equipment are all expected to be assembled and installed on site, with the components brought to the site in one delivery to be minimize the number of traffic movements.

4 VEHICLE ROUTING AND ACCESS

The following maps show the area around the development site.

Figure 5 shows a regional plan with the proposed incoming vehicle route (in light blue) and the outgoing vehicle route (in green) through London highlighted. These routes follow the Transport for London Road Network until the final approach to the site where local roads are used for access.

Figure 6 shows proposed vehicle route to the site, taking into account local area constraints, locations with large numbers of vulnerable road users and locations for vehicle holding areas.

Figure 7 shows the site boundary plan including the extent of footways, other buildings, cycle lanes and road markings showing proposed vehicle delivery route.

FIGURE 5: REGIONAL VEHICLE ROUTE **Superseded**

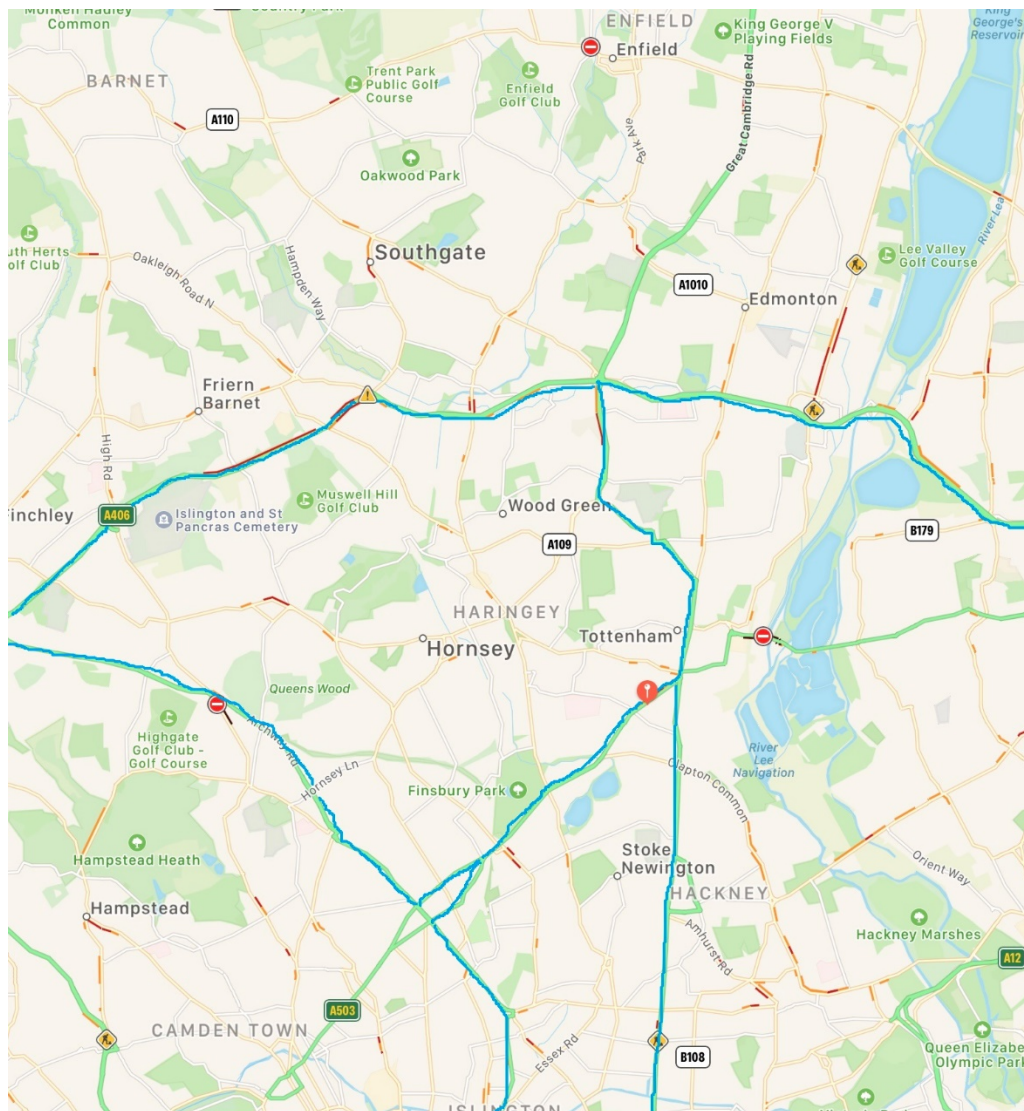


FIGURE6: LOCAL VEHICLE ROUTE **Superseded**

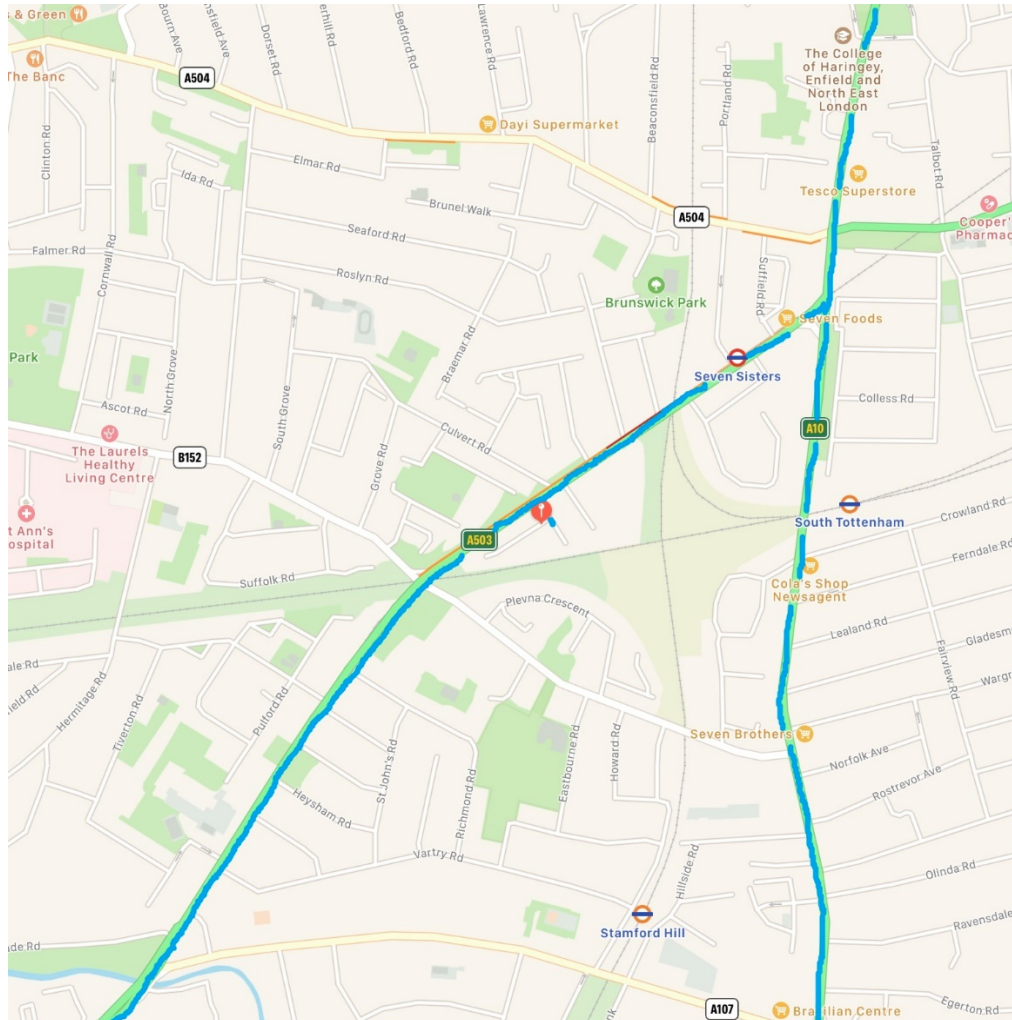
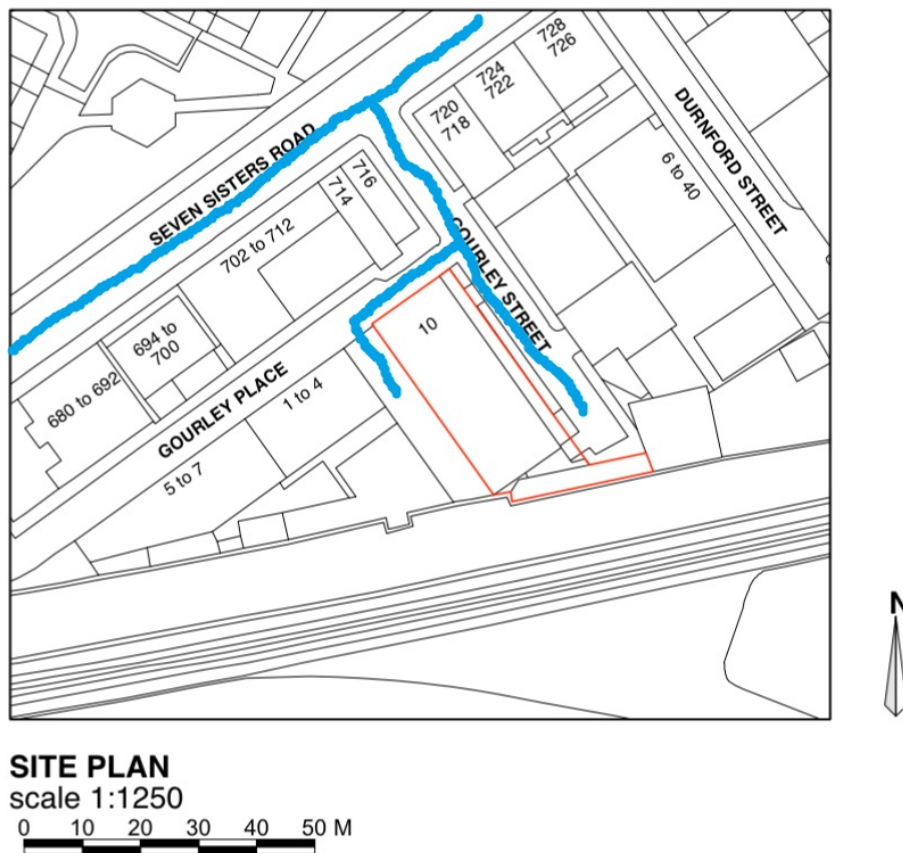


FIGURE 7: SITE BOUNDARY PLAN **Superseded**

The following Planned Measures have been identified to help the contractor achieve the goals of the CLP and better manage the challenges identified in Section 2.

High Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries	X		
Re-timing for out of hours deliveries			X
Use of holding areas and vehicle call off areas			X
Use of logistics and consolidation centres			X
Measures to encourage sustainable freight			
Freight by Water			X

Freight by Rail			X
Material procurement measures			
DfMA and off-site manufacture			X
Re-use of material on site			X
Smart procurement		X	
Other Measures			
Collaboration amongst other sites in the area		X	
Implement a staff travel plan		X	
Preventing HGV movements during peak hours and school drop off and pickup times	X		

5.1.1. MEASURES INFLUENCING CONSTRUCTION VEHICLES AND DELIVERIES

Safety and environmental standards and programmes.

We are committed to ensuring all contractor and sub-contractor vehicles arriving at site comply with sufficient safety measures and requirements relating to Work Related Road Risk.

It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS). As a minimum, FORS Silver will need to be confirmed by all sub-contracted transport/haulage providers that the Contractor intends to use. An up-to-date list of trained companies and drivers is available at www.fors-online.org.uk.

A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the contractors Site Manager and any relevant parties. The 'FORS Manager' reporting tool will be used; www.fors-online.org.uk

Adherence to designated routes

Details of routes to be used for journeys to and from site for road operations are provided in Section 4.(amended and expanded in CLP Supplement Feb 2021).

The routes to/from the Transport for London Road Network and Strategic Road Network are specified. These access routes have been reviewed with respect to potential impacts, conflicts and hazards. Junctions and parts of the routes of particular potential concern have been identified in terms of coming into conflict with other road users, with particular attention paid to pedestrians and cyclists around access to work sites.

A copy of the route plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.

Delivery scheduling

Sub-contractors and hauliers must be booked in a minimum of 48-hours in advance in order to allow their request to be reviewed and subsequently approved/declined.

KPIs will be proposed to indicate that; zero unplanned vehicles, zero non-compliant vehicles and zero instances of project-related vehicles involved in a collision, arrive at site.

Deliveries will only be permitted during the period 09.30hrs - 14.30hrs to aid the operational efficiency of the construction site and also minimize the impact on the neighbouring area by avoiding the morning and afternoon peak times.

Re-timing for out of hours deliveries

The developer may seek planning permission for out of hour's deliveries and commit to deliveries in these times where possible.

5.1.2. MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT**Freight by Water**

The option of transporting materials by water on this project is not possible.

Freight by Rail

The option of transporting materials by rail on this project is not possible.

5.1.3. MATERIAL PROCUREMENT MEASURES**Design for Manufacture and Assembly and off-site manufacture**

Reducing delivery numbers and effective delivery management is a core value of this development. Therefore, the option of off-site construction will be discussed upon appointment of a contractor and used where possible.

Re-use of material on site

A number of measures will be explored to re-use material onsite. These will be decided upon in agreement with our contractor. These measures are proposed in order to decrease environmental impacts and also to reduce the number of vehicles required to deliver to site.

Smart Procurement

The appointed contractor will be required to explore suppliers in the procurement stage that use water or rail freight (but road for last mile), as well as sourcing local suppliers to contribute to the local economy. He will also be required to explore opportunities to source materials from the same supplier(s) as other developers with sites underway in close proximity to this site.

5.1.4. OTHER MEASURES**Collaboration amongst other sites in the area**

The developer and appointed contractor will consult with the local council, TfL, and other contractor/developers in the area to minimise disruption and undertake joint trip generation analysis.

Implement a staff travel plan

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

Preventing HGV movements during school drop off and pickup

As shown in Section 2.4, the nearby schools and businesses deserve attention and care to ensure safety and reduce unnecessary risk. Deliveries will be scheduled, where possible, outside of peak hours and school drop off and pickup times.

Swept Path Analysis for largest anticipated delivery vehicles (See also CLP Supplement Feb 2021)

A swept path analysis for the largest anticipated vehicle type to deliver to the site has been undertaken (10.5m x 2.5m rigid flatbed Hiab equipped lorry) – see Figures 8 & 9 above.

This size of vehicle is the largest that can be accommodated by the constraints of the road layout. During such times that vehicles of this size are required for deliveries parking bay suspensions will be required.

Deliveries shall be by rigid bodied vehicles of the smallest practicable size, and in any case not exceeding 10.5m x 2.5m. The design of the structural elements incorporates the need for smaller than 10.5m x 2.5m delivery vehicles to facilitate easier accessibility for deliveries and to minimise impacts on the local community, highways and traffic.

The Principal Contractor will be required to develop this outline plan with reference to the Local Authority and their construction programs in regard to periods of time when parking bays will be required to be suspended.

Scaffolding

Any required access or protection scaffolds shall be arranged as far as practicable within the footprint of the building, in the service yard, or on the off street parking area adjacent to the buildings façade onto Gourley St. Due to the narrow width of Gourley Place there shall be no obstruction by scaffolding permitted. The Principal Contractor and scaffold contractor shall ensure in the scaffold design that it does not encroach on the highway. However, for the purposes of erection and striking such scaffolding, if required, any necessary highways permits are obtained in advance.

Protection of Footpaths & Kerbs

Footpaths and kerbs shall be suitably protected against damage by the use of 19mm thick steel road plates with tarmacadam ramps during the project works. Such protection measures shall be agreed in advance with Haringay Borough Council Highways Dept. Any damage to such kerbs or footways incurred by such deliveries shall be made good.

Suspension of Controlled Parking Bays

It is anticipated that the project works will require suspension of parking bays in Gourley Street to permit larger deliveries to access the site. The number of bays required and the time periods of such suspensions are to be determined by the appointed Principal Contractor. It is recognised that parking in the area will be at a premium during the day and that such disruption be minimised. There is alternative on-street parking in Durnsford Street, and the possibility of utilising spare capacity within the neighbouring builders store car park to reduce the effects of such parking bay suspensions. The Principal Contractor will be required to consider this in their construction program and undertake an impact assessment as part of their planning processes.

6 ESTIMATED VEHICLE MOVEMENTS

The number of vehicles accessing the site has been estimated according for each of the 4 stages of construction. Our construction expertise has been applied to the proposed programme and construction methodology tool to develop the estimates below. The estimated number of trips are summarized in Figure 8.

Figure 14: ESTIMATED CONSTRUCTION VEHICLES - MONTHLY AND DAILY

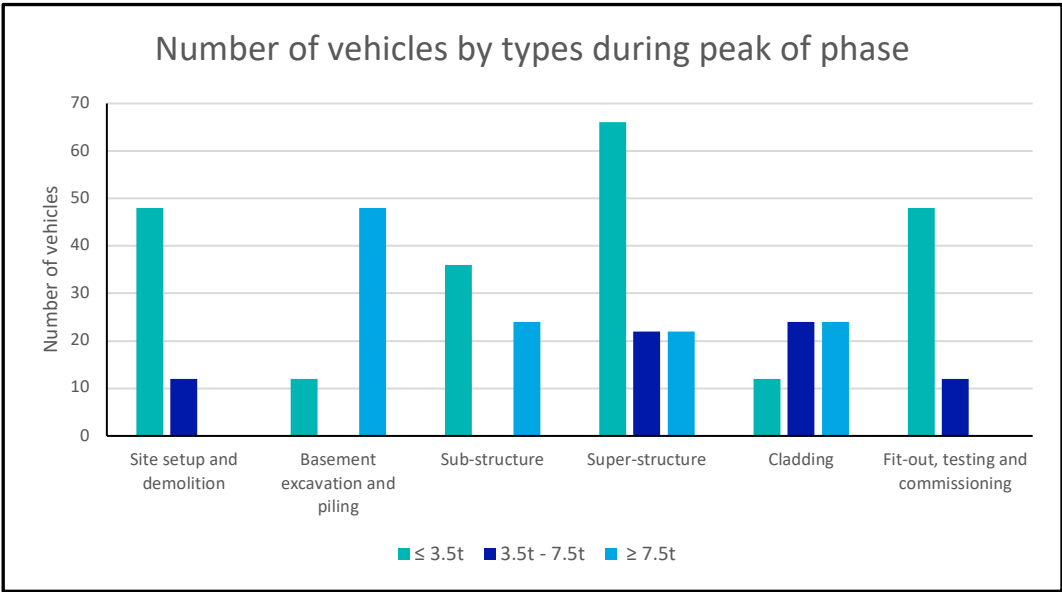
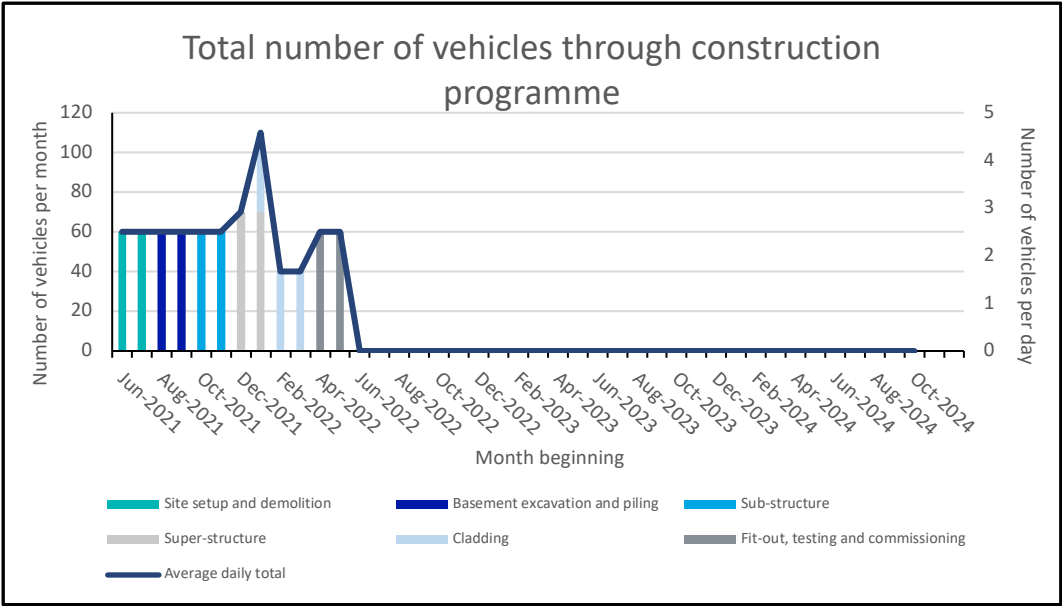
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2021 - Q3 2021	60	3
Basement excavation and piling	Q3 2021 - Q3 2021	60	3
Sub-structure	Q4 2021 - Q4 2021	60	3
Super-structure	Q4 2021 - Q1 2022	70	3
Cladding	Q1 2022 - Q1 2022	40	2
Fit-out, testing and commissioning	Q1 2022 - Q2 2022	60	3
Peak period of construction	Q1 2022 - Q1 2022	110	5

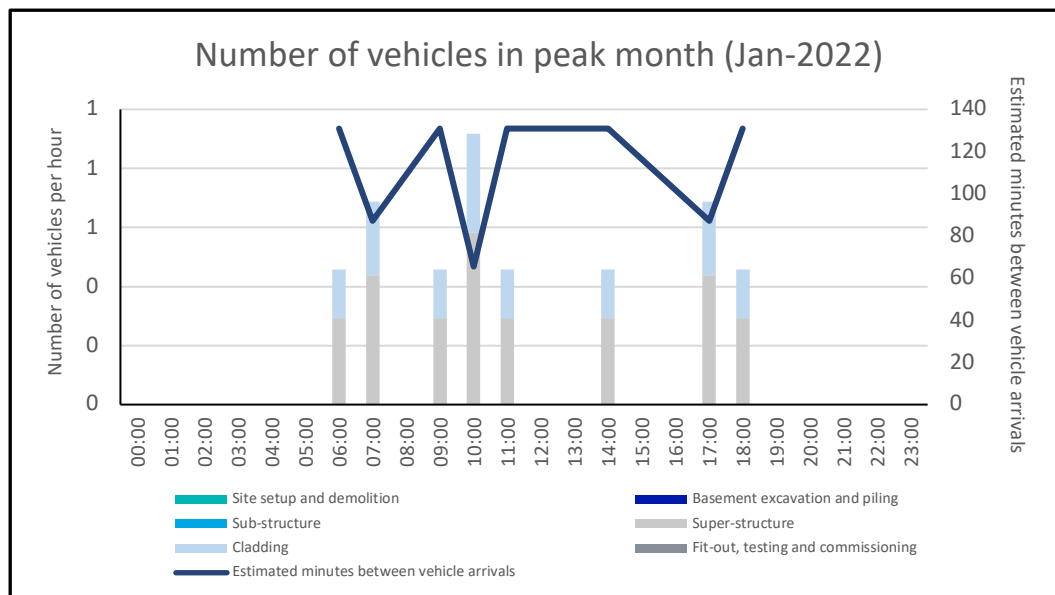
ESTIMATED CONSTRUCTION VEHICLES - MONTHLY AND DAILY

During the peak months of construction, approximately 110 construction vehicles in total will deliver to the site. This equates to an average of 3 vehicles per day and all deliveries will be required to be between 09:30 & 15:00. As shown previously, there will be space for 1 vehicle delivering to site at any one time. These vehicles are expected to spend approximately 20 minutes each which gives the site an overall capacity for 3 vehicles per hour, sufficient to accommodate the number of vehicles expected to arrive during the working and delivery periods.

Vehicles arriving at site during each stage of construction will be of a variety of sizes. It is anticipated that the majority of these will be light vans and <3.5 Tonnes rigid vehicles. During the superstructure works > 7.5 Tonnes rigid chassis vehicles will be used to deliver the materials. It is possible that there may be a requirement for a small number of premixed concrete delivery vehicles during the substructure works only. Waste materials will be removed by >7.5 Tonne rigid tipper vehicles.

Deliveries will be scheduled to avoid the peak hours and school times. Figure 8 above provides a summary of the average daily construction trips during each construction period. This estimate will be refined, once the contractor is appointed and the construction programme is finalised. The contractor will provide specific delivery schedule information when appointed.





7 IMPLEMENTING, MONITORING AND UPDATING

This Outline CLP cannot include a detailed and defined description of how the CLP will be implemented, monitored and updated. However, the following strategy can be confirmed at this stage.

The appointed Principal Contractor will be in charge of implementing the Detailed CLP. This will include collecting data on:

- Number of vehicle movements to site;
 - Total
 - By vehicle type/size/age
 - Time spent on site
 - Delivery/collection accuracy compared to schedule
- Breaches and complaints
 - Vehicle routing
 - Unacceptable queuing
 - Unacceptable parking
 - Supplier FORS accreditation
 - Low Emissions Zone (LEZ) compliance
- Safety
 - Logistics-related accidents
 - Record of associated fatalities and serious injuries
 - Ways staff are travelling to site
 - Vehicles and operations not meeting safety requirements
- Description of the contractor's handbook
- Description of the driver's handbook

The data collected will be reported back to the client with full transparency to local government.