

Hill Partnerships Ltd

Jomel Allen
Technical Coordinator

By Email

Dear Jomel,

RE: St Ann's New Neighbourhood – HGY/2023/2351 - Condition 10 (Construction Logistics Plan) of approved planning permission HGY/2022/1833

I write in response to your email dated Friday 3 November 2023 referencing comment received from Transport for London (TfL) officers on the submitted Construction Logistics Plan (CLP) document (Ref: WIE18513.104.R.7.5.2.CLP) that was prepared by Waterman in June 2023.

As requested, this letter addresses and responds to the comments raised by TfL as relayed by LB Haringey in an email from the Planning Officer dated 2 November 2023. The purpose of this response is to satisfy the requirements of TfL and LB Haringey to enable discharge (under planning ref: HGY/2023/2351) of Condition 10 for Phase 1 of approved planning permission HGY/2022/1833.

TfL Comment

"The site is adjacent to St Ann's Road which is part of the local highway network and includes one westbound bus stop served by the 67 bus route. No proposals appear to involve construction work in close proximity of the bus stop which should therefore be able to continuously operate."

Comments on this document, which is broadly welcomed and shows the site specific issues.

- *2.17 – note that this identifies challenges for control and mitigation.*
- *4.13 – Noted and welcomed that "It is not proposed to close any roads or footways during the works unless specific access or utilities works are required, due to the presence and need for existing residents' access. Footways to B152 St Ann's Road will remain open to all users wherever possible. Where temporary access control is needed, this will be managed by Banksman and traffic marshals."*
- *Table 4.16 - Noted and welcomed risks including vehicles waiting on St Ann's Road.*
- *5.9 – Noted and welcomed that "No site traffic would deliver to site or arrive in proximity to the site between the following times; 08:30- 09:30 (unless by site-specific arrangement), 15:00- 16:00 (unless by site-specific arrangement)."*

The swept path assessment in Traffic Management Plan for 16.5t articulated lorries shows that vehicles will need to turn into the existing site access by crossing into the eastbound carriageway, where there is a pedestrian crossing located and close to eastbound bus stop. From section 7.7. "Based on the estimates, Table 9 indicates that during the construction phase a peak average of 217 Articulated Lorry's are estimated per month during Phase 1A and 201 peak average trips during Phase 1B. A combined peak average of 418 two-way trips is estimated during the period September 2024 to March 2026 over which the two phases coincide."

The applicant will need to confirm how any access for large vehicles to access and egress the site will be managed to avoid.

Subject to clarifying the above, TfL Spatial Planning would not object to this condition being discharged."

Waterman Response

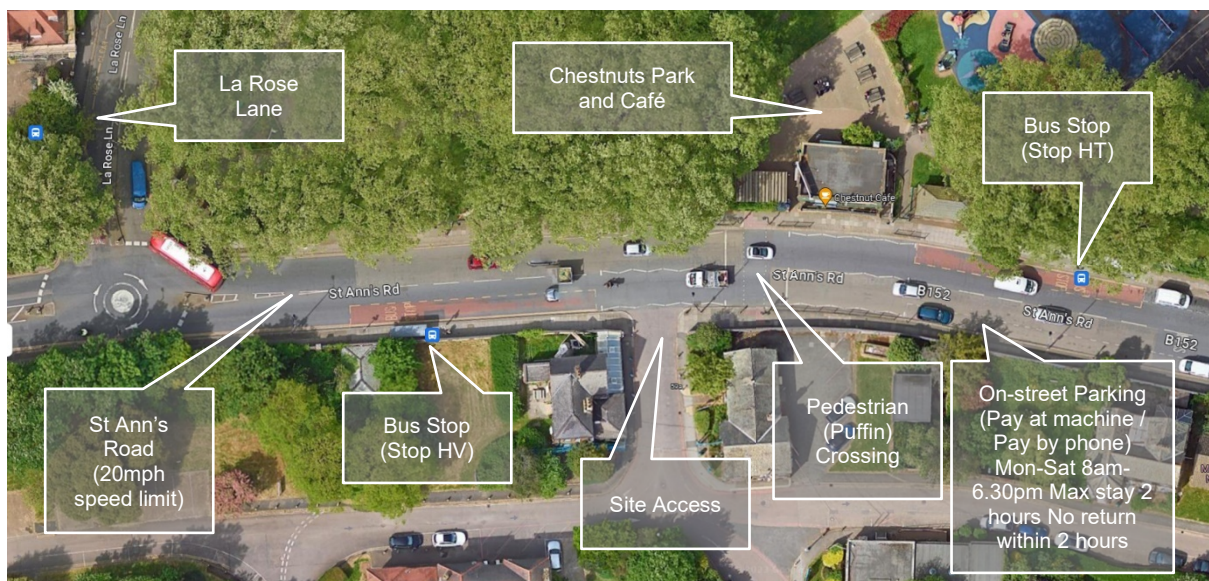
It is noted that TfL broadly welcome the submitted CLP document, observing that the CLP:

- Shows site-specific issues and identifies the challenges for control and mitigation;
- Will not result in the closure of roads or footways during the works unless specific access or utilities works are required, and where temporary access control is needed, this will be managed by banksmen and traffic marshals;
- Identifies the risks associated with construction vehicle movements, including vehicles waiting on St Ann's Road, and embedded mitigation;
- Will restrict construction traffic accessing and egressing the Site during peak network hours (08:30-09:30 and 15:00-16:00) unless by site-specific arrangement.

Furthermore, TfL advise that, subject to clarification of how Site access and egress for large vehicles will be managed, TfL Spatial Planning would not object to this condition being discharged.

Access Management Clarifications:

During Phase 1A of the construction period, access will be taken via the existing access for the Site, located on the southern side of St Ann's Road, approximately 70m east of La Rose Lane. This section of St Ann's Road is subject to a 20mph speed restriction. Bus stops are located approximately 30m west and 55m east of the Site Access, with a signal-controlled pedestrian (Puffin) crossing located approximately 12m east of the Site Access. Short-stay on-street parking provision is available to the east of the Site Access, with the Chestnuts Park and Café located immediately north of St Ann's Road opposite the Site Access. No changes to the existing highway network are proposed.



As detailed in Table 6 of the submitted CLP, embedded mitigation is proposed to address the identified risks of construction vehicles waiting on, and entering / exiting the Site from, St Ann's Road, comprising:

- Detailed delivery schedule and booking system for construction movements.
- Vehicles will turn around within Site and exit Site in forward gear.
- Banksmen on-site to assist construction vehicle access to Site and manage movements.
- Restricted delivery times avoiding 07:00 – 09:30 and 16:00 – 18:00.

Currently bus service 67, serving bus stops HT (eastbound) and HV (westbound) provides a circa 9-12 minute weekday frequency in each direction. Construction vehicle movements will be managed to ensure that no disruption to bus services occur on this route.

All deliveries and collections to Site will be carefully controlled and managed by the Site Manager and the procurement team using a delivery management system. A formal monitoring regime will be established to ensure all appropriate measures are put in place, and that risks will be identified, scheduled, assessed and managed.

Vehicle swept paths illustrated by Appendix A of the CLP identify that the largest construction vehicles may need to move across into the eastbound carriageway to access the Site. Where such a manoeuvre is required, banksmen will greet the vehicle on arrival and facilitate its access under traffic marshal control. Banksmen will ensure that vehicles accessing the Site have priority, with any vehicles exiting held within the Site until the access is clear, to minimise impact upon the public highway.

Table 9 of the CLP identifies that a total of 418 two-way trips by articulated vehicles are forecast per month during the peak period September 2024 to March 2026 over which Phases 1A and 1B coincide. This equates to approximately 19 two-way trips per day (assuming an average of 22 working days per month) or a maximum of 10 arrivals daily. These trips will be pre-booked, scheduled outside of peak hours on the surrounding highway network, and managed on arrival by banksmen.

Deliveries will be coordinated to avoid multiple vehicle arrivals at any one time. It is proposed that when a delivery will be made on a larger vehicle there will be no other deliveries allowed during the time it is expected to take place. Therefore, all sub-contractors and suppliers should be required to give at least 24 hours' notice of deliveries so that requests can be reviewed, approved or an alternative slot arranged.

Hill Partnerships Ltd will re-time deliveries and collections to avoid peaks of vehicle and pedestrian traffic on St Ann's Road associated with morning and evening peak hours for traffic on the wider highway network and start and finish times of nearby schools and community uses.

Site traffic will be required to meet at least the FORS Silver standard. Hill Partnerships Ltd will require a confirmation of accreditation from transport providers in order for approval of delivery slots. Properly trained and accredited Traffic Marshalls will ensure that any non-compliant vehicles (e.g. not meeting the minimum FORS Silver standard) are swiftly turned away from the Site. The Traffic Marshalls will also turn away any deliveries which arrive outside of their designated booking slots.

As set out within the submitted CLP, and clarified by this supporting letter, a robust system will be implemented to monitor and manage access to the Site by large vehicles, identifying and mitigating the potential risks to ensure that impact upon the surrounding highway network is minimised, particularly during peak traffic and pedestrian movement periods.

On the basis of the above, it is considered that there are no material reasons preventing this condition from being discharged.

Yours sincerely



Andrew Beard

Associate Director

For and On Behalf of Waterman Infrastructure & Environment Ltd