



The Channing School

Brunner House, The Channing School

Draft Construction Management Plan

October 2023

Caneparo Associates Limited
21 Little Portland Street
London W1W 8BT
Tel: 020 3617 8200

www.caneparoassociates.com

Registered in England: 9930032



Contents

1	INTRODUCTION.....	1
	Development Proposal	1
	Objectives of CMP	1
	CMP Structure	2
2	CONTEXT, CONSIDERATIONS AND CHALLENGES.....	3
	Policy Context	3
	Site Context.....	4
	Local Highway Network.....	4
	Controlled Parking Zone	5
	Local Accessibility.....	5
	Community Considerations	9
3	CONSTRUCTION PROGRAMME & METHODOLOGY	11
	Construction Programme.....	11
	Proposed Construction Arrangement.....	11
	Construction Traffic Hours.....	12
	Vehicle Types.....	13
	Construction Phasing across the Site.....	13
4	VEHICULAR ROUTEING AND SITE ACCESS	15
	Site Access.....	15
	Pedestrian and Cyclist Access	15
	Proposed Vehicular Route	15
5	STRATEGIES TO REDUCE CONSTRUCTION IMPACTS	17
	Overview	17
	Measures Influencing Construction Vehicles and Deliveries	18
	Measures to Encourage Sustainable Freight.....	21
	Material Procurement Measures	21
	Control of Dirt and Dust.....	22
	Noise.....	23
	Other Measures.....	24
6	ESTIMATED VEHICULAR MOVEMENTS.....	26
7	IMPLEMENTING, MONITORING AND UPDATING	28



8 SUMMARY 30

Figures

- Figure 1 - Regional Context Plan
- Figure 2 - Local Context Plan
- Figure 3 - Site Boundary Plan (with Community Considerations)
- Figure 4 - Construction Vehicle Routing Plan

Appendices

- Appendix A - Existing & Proposed Highway Arrangements
- Appendix B - Construction Vehicle Swept Path Analysis



1 INTRODUCTION

1.1 Caneparo Associates is appointed by The Channing School ('the Applicant') to prepare a Draft Construction Management Plan ('CMP') in relation to the proposed planning application at The Channing School, The Bank, Highgate ('the site'), located in the London Borough of Haringey ('LBH').

1.2 The site forms of the existing Brunner House located within the school's wider development site. The Regional Plan, Local Context Plan, and Community Considerations Plan are included within **Figures 1-3.**

Development Proposal

1.3 The proposal seeks to refurbish the existing Brunner House at The Channing School and construct a 3-storey extension which will offer a new and improved Science and Design Technology Building.

Commented [c1]: Team to provide description of the development

Objectives of CMP

1.4 This CMP details the expected management of traffic during the demolition and construction periods. It seeks to provide a robust construction strategy that will minimise the potential for disruption to 'Community Considerations' such as local residents, businesses, members of the public and attendees of the school as well as other users of the adjacent highway network.

1.5 It also seeks to minimise the environmental impact of the construction process on the locality and will provide best endeavours to be part of a coordinated and collaborative approach with surrounding developments, including consultation when necessary and appropriate.

1.6 Site specific objectives are as follows:

- To ensure construction vehicles are timed such that only one attends the site at any one time.
- To ensure construction vehicles stop within the designated on-site loading area.
- To ensure pedestrian and cyclist safety is always maintained along Cholmeley Park during the construction programme.



CMP Structure

- 1.7 This CMP has been prepared in accordance with LBH guidance and TfL's Construction Logistics Planning Guidance.
- 1.8 The remainder of the CMP will be structured as follows:
- Section 2 details the existing situation from the context of construction vehicles;
 - Section 3 includes the construction programme and methodology; and
 - Section 4 details the vehicular routing and site access;
 - Section 5 details the strategies and measures of the CMP;
 - Section 6 details the estimated vehicle movements;
 - Section 7 includes details of the monitoring and review process for the CMP; and
 - Section 8 presents the summary and conclusion.



2 CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy Context

National Planning Policy Framework (September 2023)

- 2.1 The NPPF sets out long-term strategies for sustainable development which includes the management of traffic, including those associated with construction activity. Paragraph 112 of the NPPF states that within this context, applications for development should: *'Allow for the efficient delivery of goods, and access by service and emergency vehicles'.*

London Plan (March 2021)

- 2.2 The London Plan, Point G of the 'Policy T7 Deliveries, Servicing and Construction' states the following regarding Construction Logistics Plans;

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

Mayor's Transport Strategy (2018)

- 2.3 The Mayor's Transport Strategy states at Proposal 15 that *'The Mayor, through TfL and the boroughs, will work with business and the freight industry to improve the efficiency and safety of freight and servicing in London by:*

A. Developing tailored and targeted approaches to address the unique challenges faced by the individual sectors such as food and construction deliveries.

D. Ensuring that all London is within a 30-minute drive of a construction consolidation centre and encouraging their use through Construction Logistics Plans and the planning process.'



Traffic Management Act (2004)

- 2.4 The Traffic Management Act 2004 aims to reduce traffic congestion in towns and cities when construction is occurring within the area. This CMP will comply with the Traffic Management Act.

Healthy Streets Approach & Vision Zero

- 2.5 TfL has adopted the Healthy Streets Approach (2017) to improve air quality, reduce congestion and help people lead a more active and healthier lifestyle. The Healthy Streets Approach puts people and their health at the centre of planning and therefore, this Construction Management Plan has sought to align the key transport planning proposals towards people first. This has been done in conjunction with Vision Zero, as set out in the Mayor's Transport Strategy (2018), which aims to remove all deaths and serious injuries from London's transport network by 2041.

Site Context

- 2.6 The site forms of the existing Brunner House located within the wider development site of Channing School. The site is located within a predominantly residential area with some commercial establishments in the form of retail units located along Highgate High Street to the northwest of the site. **Figure 1** appended to the end of this report shows a regional plan of the site in the context of Greater London and the local highway network. **Figure 2** appended to this report shows the local level plan for the site location. **Figure 3** includes the site Boundary Plan including the Community Considerations (discussed later within this section) as well as highway detail.

Local Highway Network

Cholmeley Park

- 2.7 Cholmeley Park offers two-way traffic flow operating to the north of the site, connecting to the A1 Archway Road to the north and the B519 Highgate Hill to the south. Cholmeley Park offers direct vehicle access into Channing School. The carriageway is shared with on-street permit holder parking situated on both sides of the carriageway. There is a pinch point on the carriageway to the north of Channing School where the carriageway reduces to 3m wide requiring vehicles to give way. The remainder of Cholmeley Park is controlled by double yellow lines.



B519 Highgate Hill

- 2.8 The B519 Highgate Hill offers two-way traffic flow operating to the west of the site, connecting to the A1 Archway Road in the southeast and the B519 Highgate High Street in the northwest. The B519 Highgate Hill is circa 13.5m in width however due to on-street parking bays on both sides of the road and the presence of a bus stop on the north side of the carriageway, the effective width narrows to circa 8.5m. The B519 Highgate Hill has a speed limit of 20mph in proximity of the site.

Controlled Parking Zone

- 2.9 The site is located within Controlled Parking Zone (CPZ) 'HG A' which is operational Monday – Friday between 10:00 – 12:00.
- 2.10 The south side of the B519 Highgate Hill is located within Controlled Parking Zone (CPZ) 'CA U' which is also operational Monday – Friday between 10:00 – 12:00.

Local Accessibility

Walking

- 2.11 A person's willingness to walk is dependent on many factors including access to a car, safety, road congestion, weather, gradients, parking, health, direction of route and purpose of journey.
- 2.12 There are sufficient footways located on the west side of Cholmeley Park which is approximately 2m in width and similarly wide footways on the B519 Highgate Hill / The Bank. There is a signalised pedestrian crossing located circa 60m north of the site along the B519 Highgate Hill which is equipped with dropped kerbs, tactile paving and green man controls.
- 2.13 **Table 2.1** below sets out details of approximate distances between the site and local amenities. Assuming an average walking speed of 80 metres per minute, the table below identifies a number of local amenities located within a reasonable walk distance of the site.



Table 2.1: Approximate Distances to Local Amenities			
Amenity	Location	Distance (metres)	Approximate Walking Time (minutes)
Public Transport Opportunities			
Bus Stops	Channing School (Stop D)	50m	1 minutes
	Bisham Gardens (Stop K)	110m	1 minutes
	Cromwell Avenue (Stop HU)	210m	3 minutes
	Cromwell Avenue (Stop HR)	230m	3 minutes
Rail Stations	Archway Underground Station	770m	10 minutes
Facilities and Amenities			
Waterlow Park	B519 Highgate Hill	70m	1 minute
Coffee and Bean Café	B519 Highgate High Street	110m	1 minute
Brendan the Navigator Gastropub	B519 Highgate Hill	150m	2 minutes
Tesco Express	B519 Highgate High Street	160m	2 minutes
Bailey & Saunders Pharmacy	B519 Highgate High Street	250m	3 minutes
K's Bicycle Workshop	A1 Archway Road	670m	8 minutes
TSB Bank	B519 Highgate Hill	770m	10 minutes
Brookfield Park Surgery	Chester Road	880m	11 minutes

Cycling

- 2.14 Locations such as Muswell Hill, Wood Green, Finsbury Park, Holloway, Highbury, Camden Town, Hampstead, Golders Green and much of Finchley are within a 5km (20m minute) cycle ride of the site as depicted by **Figure 2.2** below.

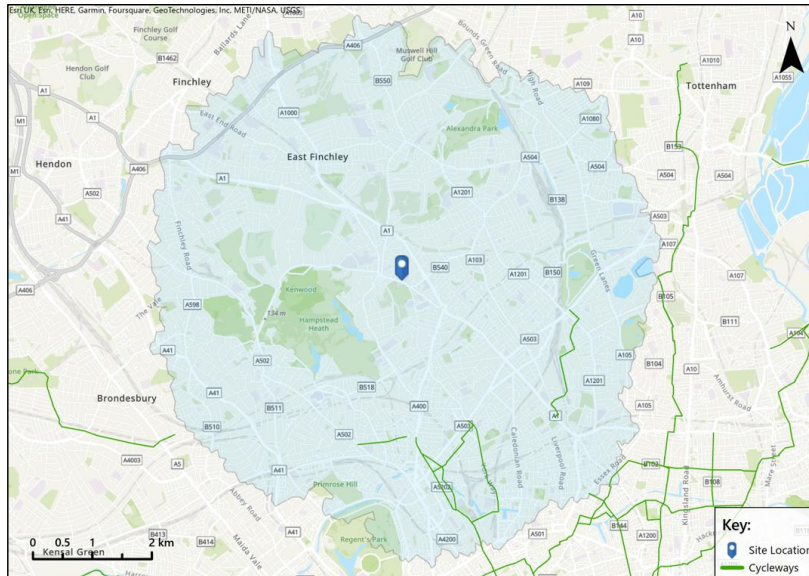


Figure 2.2: Active Travel Zone (Cycling)

Source: ArcGIS Pro 2023

- 2.15 There is no direct connection to the TfL Strategic Cycleway network close to the site, with the closest Cycleway being an unnamed route which is 2.8km (11 minutes' cycle) south of the site operating from Kentish Town into Central London. Additionally, several local routes operate close to the site, including a route which connects Highgate to Gospel Oak via Hampstead Heath from the circa 140m west of the site (1 minute cycle).

Public Transport

Public Transport Accessibility Level (PTAL)

- 2.16 The PTAL rating of the centre of the site is 3, indicating that the site has a moderate level of accessibility to public transport. It is noted that the site is split across several PTAL tiles on the TfL PTAL tool and that while the centre is a 4, the tiles to the north, east, south and west are all a 4 which indicates a good PTAL rating.



Bus Services

- 2.17 There are a number of regular bus services that operate in the vicinity of the site with the closest bus stop being directly outside the site on the B519 Highgate Hill (Channing School Stop 'D'). All bus stops close to the site are provided with timetable information, with some stops also featuring a modern bus shelter and seating.
- 2.18 The entirety of the London Bus network can be used by disabled staff and students, owing to all buses containing a ramp and being low-floor accessible vehicles. In addition, all London buses are equipped with the 'iBus' system which provides audio / visual updates to passengers regarding route and stop information.
- 2.19 **Table 2.2** summarises the services and frequencies of the buses available.

Table 2.2 Bus Summary				
Route Number	Route	Frequency (in minutes)		
		Weekdays	Saturday	Sunday
4	Archway – Tufnell Park – Finsbury Park – Highbury – Angel – Barbican – Blackfriars	6 – 9	10 – 12	9 – 12
43	Friern Barnet – Muswell Hill – Archway – Highbury – Angel – Bank – London Bridge	6 – 8	6 – 10	9 – 13
134	North Finchley – Muswell Hill – Archway – Tufnell Park – Camden Town – Euston	6 – 10	7 – 10	8 – 11
143	Archway – Highgate – East Finchley – Church End – Hendon – Brent Cross	10 – 12	11 – 12	15
210	Finsbury Park – Archway – Highgate – Hampstead – Golders Green – Brent Cross	8 – 12	10 – 13	10 – 12
214	Highgate – Gospel Oak – Camden Town – King's Cross – Angel – Old Street	5 – 8	6 – 10	10 – 14
234	Barnet – Whetstone – Friern Barnet – Muswell Hill – Highgate – Archway	9 – 13	10 – 12	20
263	Barnet – Whetstone – Finchley – Highgate – Archway – Holloway – Highbury	7 – 10	9 – 12	10 – 13
C11	Archway – Gospel Oak – Hampstead – Cricklewood – Brent Cross	8 – 12	9 – 12	12
W5	Harringay Green Lanes – Stroud Green – Crouch End – Highgate – Archway	10 – 13	10 – 12	20



- 2.20 Bus routes provide access to destinations such as the City of London, Finchley, King's Cross, Old Street, Hampstead and Brent Cross. Services also provide direct access to transport hubs such as St. Pancras International, Liverpool Street and Finsbury Park Stations.

London Underground Services

- 2.21 Archway Underground Station is located circa 770m to the southeast of the site (10 minutes' walk) and provides access to the following Northern Line services during the peak hours:

- 20 trains per hour to High Barnet;
- 10 trains per hour to Modern via Bank;
- 7 trains per hour to Battersea Power Station via Charing Cross;
- 5 trains per hour to Kennington via Charing Cross;
- 4 trains per hour to Mill Hill East; and
- 2 trains per hour to Modern via Charing Cross.

- 2.22 In addition, Highgate Underground Station is located circa 970m north of the site (12 minutes' walk), providing alternative access to the Northern Line services listed above.

Car Clubs

- 2.23 There are many existing car club vehicles located in the vicinity of the site, operated by Zipcar car club. The closest car club bay locations within the vicinity of the site are set out below:

- Zipcar x2 on Cromwell Avenue, 140m (2 minutes' walk) southeast of the site;
- Zipcar x2 on South Grove, 260m (3 minutes' walk) west of the site; and
- Zipcar x2 on Fitzwarren Gardens, 670m (8 minutes' walk) east of the site.

Community Considerations

- 2.24 The Community Considerations are included within **Figure 3**. The site takes frontage to Cholmeley Park to the north, therefore the impact on pedestrians, cyclists and other vulnerable road users utilising this road as well as local residents must be considered.



- 2.25 Consideration will also be required in relation to how larger construction vehicles are managed when accessing / egressing the site and wider vicinity.

Local Residents

- 2.26 Local residents along Cholmeley Park and B519 Highgate Hill will be notified of the construction works occurring at Channing School. Vehicles entering and exiting the site will be considerate of existing residents along all surrounding roads and within close proximity to the site. Construction will not take place outside of the controlled working hours preventing interference with neighbouring local residents.

Schools

- 2.27 The Channing School will be aware of the construction works occurring at the school and the proposed vehicle access arrangements. All staff and student will be made aware of the construction works to maintain safety within the school.
- 2.28 Channing Junior School is located on the opposite side of the B519 Highgate Hill and as an associated school with The Channing School, will be made aware of the works.
- 2.29 Important considerations will be taken when mitigating vehicle activity to not conflict with the school day. It will also be paramount to engage with school's where necessary to promote pedestrian safety.

Community Engagement

- 2.30 A member of the site management team will be elected as a Community Liaison Officer whose contact details will be made available on the site hoarding including a 24-hour emergency number. Their role and responsibilities will include being the primary point of contact for the local community and answering queries and questions where necessary.



3 CONSTRUCTION PROGRAMME & METHODOLOGY

- 3.1 The programme of construction has been informed by general knowledge of construction methodology as well as detailed information provided by the project team. The Final CMP secured by condition will include further information provided by the Main Contractor.

Construction Programme

- 3.2 An indicative construction programme is detailed in **Table 3.1**. The phasing across the site is expected to start in July 2024. Once a Contractor has been appointed a more detailed construction programme can be provided.

Table 3.1: Indicative Construction Programme		
Construction Phase	Start Month	End Month
Site Setup and Demolition	July 2024	August 2024
Piling	August 2024	September 2024
Sub-structure	September 2024	November 2024
Super-structure	November 2024	May 2025
Cladding	March 2025	June 2025
Fit-out, testing and commissioning	July 2025	August 2025

Proposed Construction Arrangement

- 3.3 The construction arrangements detailed within the following paragraphs will be used to assist in making the site safe and secure for pedestrians, cyclists and road users as well as site operatives in association with the loading area. It will be necessary for the Contractor to apply to the Council in order to obtain the appropriate permissions for any necessary temporary highway licenses and traffic management measures to allow this arrangement to occur. The existing highway arrangement and proposed construction arrangements are displayed at **Appendix A**.
- 3.4 The building will be fully secured with a hoarding to all exposed boundaries. The hoarding will be provided in line with all TfL / LBH regulations with a noticeboard placed in prominent visible positions. The noticeboards will be standardised across the entire the site. The hoarding will include decorative displays organised by the Main Contractor.
- 3.5 Fully equipped offices and welfare facilities for staff and operatives will be provided on-site. All plant, material and equipment will be stored on-site and not on the public highway.



- 3.6 All vehicle access into the site will be maintained from the gated access achieved from Cholmeley Park. Vehicles will be able to make use of the available space on site to manoeuvre. A loading area will be positioned on-site which will be screened-off and gated, to prevent unauthorised access and the shield staff / pupils from the construction works. Wheel washing facilities will be stored on-site within the loading area and clear of the public highway at all times.
- 3.7 Access to the existing plant and waste facilities will be maintained at all times throughout the construction process. Waste collection currently takes place early in the morning, before the proposed time when construction vehicles will begin arriving at the site and therefore will not be impacted.
- 3.8 Banksman will be positioned on Cholmeley Park near to the vehicle access to assist with vehicles accessing/egressing the on-site loading area. Traffic marshals will be located on Cholmeley Park to hold pedestrians, cyclists and vehicles utilising Cholmeley Park whilst vehicles are manoeuvring into and out of the site. This will take no more than 30 seconds.
- 3.9 Pedestrian gates will be provided near the construction site, to allow for staff and students to continue to travel around the school in a safe manner throughout term time. All staff and student's movements within the school will be monitored by traffic marshals and banksman to ensure safety at all times.

Construction Traffic Hours

- 3.10 It is proposed that the core operational hours for construction traffic will be as follows:
- Weekdays: 09:00 – 14:30 & 16:30 - 18:00
 - Saturday: 08:00 – 13:00
 - Sunday & bank holidays: subject to agreement between TfL, LBH and resident groups.
- 3.11 Part of the construction works will take place outside of school term time, therefore construction traffic will be able to occur from 08:00-18:00 between July and August 2024. The above times present a worst-case scenario for when the school is in operation and construction traffic will need to be mitigated to prevent conflict with school activity.



- 3.12 In other circumstances it is anticipated that there will be a requirement for vehicles to arrive and depart outside of usual construction hours to allow specialist construction activities to be undertaken; or to deliver bulky machinery / materials (plant, mini-cranes, mini-piling rig etc.) before busy traffic periods in London. The Council will be provided with prior notification in regards to any special dispensation for out-of-hours vehicle activity. Such deliveries will not be on a regular occurrence.
- 3.13 There will be no working on Sundays and bank holidays unless there is a requirement for emergency works or abnormal deliveries. The Council will be provided with prior notification in these instances.
- 3.14 The site will be provided with 24 hour security to prevent any unauthorised access outside of the construction traffic hours.

Vehicle Types

- 3.15 Numerous types of vehicles will be used to bring materials to and from the site. The main vehicle types will include:
- 10.2m length, 2.5m width Large Tipper;
 - 7.3m length, 2.5m width Skip Lorry; and
 - 10m length, 2.5m width Rigid Flatbed;
 - 3.5T Luton Vans / 5.5m length LGVs.
 - 8.4m length, 2.4m width Concrete Mixer;
- 3.16 It is noted that the exact type of vehicle to be used will be subject to the specific requirements of the Contractor and will be provided within the Final CMP, however, the above vehicles provide a detailed breakdown of likely vehicles used during construction.

Construction Phasing across the Site

- 3.17 The outline construction arrangement would comprise the following stages.

Phase 1: Site Setup / Demolition

- 3.18 The site within the school will be secured with and a hoarding around the building perimeter and the proposed on-site loading area which will screen off the works to the site from the existing school grounds. Site offices and welfare facilities will be provided on-site within the loading area.



- 3.19 Demolition will comprise the removal of spoil and removal of the existing building wall to allow for the extension to the main building.

Phase 2: Piling / Ground Beams

- 3.20 This phase will involve below ground structural strengthening to support the additional structure.

Phase 3: Sub-Structure

- 3.21 Once phase 2 is complete, the construction of the concrete frame can commence for the ground floor of the building. During this period, concrete vehicles will be positioned within the on-site loading area with a pump to the rear of the vehicle going into the building foundations to pour concrete to the respective parts of the development.

Phase 4: Super-Structure

- 3.22 Upon completion of the ground floor concrete frame, verticals will start on the upper floors with the installation of a steel superstructure. Vertical elements (walls & columns) will be cast, decking to the upper floors and slab construction to follow.

Phase 5: Fit-Out & External Works and Commissioning

- 3.23 Building fit out (services, ceilings and raised floors) would be undertaken, commencing from the basement & ground floor upward.



4 VEHICULAR ROUTEING AND SITE ACCESS

Site Access

- 4.1 All construction vehicles will utilise the agreed vehicular route to access the proposed loading area on-site. All vehicles will access from the B519 Highgate Hill turning onto Cholmeley Park to access the proposed on-site loading area.

Pedestrian and Cyclist Access

- 4.2 Pedestrian and cyclist access will be retained from Cholmeley Park into the site for constructions staff. All accesses will be gated for the use of construction staff pedestrians and cyclists accessing the site. There will be a dedicated space on-site to accommodate any cycle parking.
- 4.3 Staff and students' access will be retained throughout the construction works. Appropriate hoarding will be positioned around the site and around the designated loading area to protect staff / students.

Proposed Vehicular Route

- 4.4 **Figures 4.1** below shows the proposed vehicle access routes for the local area. All construction vehicles will approach the site from the B519 North Road. The proposed vehicle routing for the site is included at **Figure 4**.
- 4.5 The proposed construction vehicle routes throughout construction are detailed below:
- **Arrival Route:** A1 Archway Road – B550 Southwood Lane – B519 Highgate High Street– Cholmeley Park – Site.
 - **Departure Route:** Site – Cholmeley Park – B519 Highgate High Street – B519 North Road – B519 North Hill – A1 North Hill – A1 Aylmer Road / A1 Archway Road.
- 4.6 The proposed vehicle route is considered to be the most appropriate and suitable for larger vehicles and seeks to minimise disruption to local road users. All vehicle arrivals will be managed by traffic marshals / banksmen at the site to ensure appropriate safety and traffic management measures are adhered to.



- 4.7 Banksmen shall be employed throughout the contract to manage the flow of vehicles to ensure that public and pedestrian safety is maintained at all times. In particular, banksmen will be located near to the vehicle access into the site on Cholmeley Park and within the on-site loading area.
- 4.8 The surrounding highway will be kept open for normal traffic to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction. Coordination will also be carried out with surrounding developments when necessary, to minimise potential disruption.

Swept Path Analysis

- 4.9 Vehicle swept path analysis has been prepared to demonstrate that the vehicle types and sizes proposed will be able to safely access and egress the proposed on-site loading area. A copy of the drawings prepared are included at **Appendix B**. All movements will be under strict banksmen control.



5 STRATEGIES TO REDUCE CONSTRUCTION IMPACTS

Overview

- 5.1 **Table 5.1** below sets out the committed, proposed and considered checklist replicated from the TfL Construction Logistics Plan guidance (July 2017).

Table 5.1: Medium Impact Site Planned Measures Checklist			
	Committed	Proposed	Considered
Measures Influencing Construction Vehicles and Deliveries			
Safety & 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			n/a
Freight by Rail			n/a
Material Procurement Measures			
DfMA and off-site manufacture			X
Re-use of materials on Site		X	
Smart procurement		X	
Other Measures			
Collaboration amongst other Sites in the area	X		
Implement a staff travel plan			X

Site Manager

- 5.2 Contact details for the Site Manager will be provided below within the Final CMP:
- Name:**
- Company:**
- Address:**
- Email:**
- 5.3 The Main Contractor will assume all responsibility for implementing the measures within the CMP and submitting relevant details to LBH and TfL. The contact details for the Site Manager will be displayed at the site and published on any temporary licenses granted by the Council.



- 5.4 The Site Manager will liaise with local stakeholders and the project managers for other construction activity in the local area. The Site Manager will also be responsible for monitoring and reviewing this CMP on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.
- 5.5 The appointed Site Manager will act as a point of contact between local stakeholders / businesses so that in the event of issues / concerns arising during the construction process, action can be taken without delay. There are a number of development proposals ongoing in the surrounding area and so the Site Manager will liaise with the project managers for any other sites where work is carried out concurrently such that matters can be coordinated where required.
- 5.6 Information boards will be displayed at the site highlighting the key personnel on site including their contact details. A 24-hour emergency contact number will also be provided.
- 5.7 Local neighbours will be able to call the site office to raise any concerns and the Site Manager will personally deal with any comments or complaints to ensure that they are resolved quickly. A record will be kept of any / all comments and complaints received.

Neighbourhood Consultation

- 5.8 As part of the construction process, neighbourhood consultation will be undertaken with local businesses / residents / communities in order to effectively manage construction impacts. This will take the form of monthly newsletters as well as neighbourhood meetings when required. The hoarding of the site will also be provided with contact details for the Site Manager so that the general community can remain in contact throughout the build.

Measures Influencing Construction Vehicles and Deliveries

Safety and environmental standards and programmes

- 5.9 The construction project will be registered with the Considerate Constructors Scheme in order to minimise any negative impact that construction activity may have on the local area.
- 5.10 It will be a requirement for Contractors to be registered with the FORS scheme and to ensure all subcontractors are also registered. FORS will be a mandatory requirement where applicable which recognises that FORS:



- Creates safer drivers – with significantly reduced occurrence of accidents;
- Will encourage suppliers to improve fuel economy associated with the project;
- Provides a system to identify 'at risk' drivers, allowing the project team and suppliers to target training and incentives effectively;
- Improves certainty of deliveries and collections; and
- Promotes a reduction in journeys to and from the site.

5.11 A collision reporting system will be mandated to ensure all collisions and accidents involving the project's vehicles and drivers are reported to the Site Manager and relevant parties. In order to effectively undertake this, the 'FORS Manager' reporting tool will be utilised.

5.12 It is a requirement for all contractors to be signatories of the Construction Logistics and Community Safety (CLOCS) initiative. Operating to the CLOCS standard will ensure that transport and logistics are managed to the highest industry standard during all stages of demolition and construction.

5.13 Banksman will be located within the loading area when in use throughout the construction period to ensure appropriate safety and traffic management measures are adhered to.

Adherence to Dedicated Routes

5.14 Details of routes to be used for journeys to and from site for road operations are provided in Section 4. 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.

5.15 A copy of the routing plan, shown at **Figure 4** 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.

5.16 Vehicle arrivals / departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the site.



- 5.17 A web-based delivery management system will be used to control the volume of deliveries to site. This system will work by defining the number of 'resources' a site has and thus can service. It then limits the number of delivery bookings to manage an efficient process to the defined capacity. Sub-contractors and hauliers must be booked in a minimum of 48-hours in advance in order to allow the request to be reviewed and subsequently approved/declined. The system can be accessed by completing a new user application form and submitting it, countersigned by your supplier relationship manager or package manager to the delivery manager.

Delivery Scheduling

- 5.18 The scheduling of deliveries will be managed in order to effectively utilise the loading area on-site. Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. In addition, verbal briefings of the access route will be provided to all suppliers, contractors and visitors prior to them undertaking a journey.
- 5.19 An efficient and effective logistical operation could provide material benefits to the efficiency of deliveries and, as such, a robust delivery system will be implemented.
- 5.20 In the event an unauthorised vehicle arrives at the site, the vehicle will be accommodated within the on-site loading area. Persistent unauthorised deliveries will be dealt with via a 3-strike policy whereby their contract to deliver to the site will be reviewed.
- 5.21 In the event space is not available at the site for unauthorised deliveries, the driver will be instructed to exit the area and re-schedule a delivery time with the main contractor.

Key Performance Indicators – Vehicle Deliveries / Collections

- 5.22 In order to effectively manage vehicle movements into and out of the site during construction the Site Manager will implement Key Performance Indicators which will be used to monitor the scheme. The KPI's to be implemented are as follows:
- Zero unplanned vehicles.
 - Zero non-complaint vehicles.
 - Zero instances of project-related vehicles involved in a collision.



Re-timing for Out-of-Peak / Out-of-Hours Deliveries

- 5.23 Re-timing out of peak time will aid the operational efficiency of the construction site and also the neighbouring area. The Applicant commits to re-timing as many deliveries as possible out of the traditional peak hour periods and school drop-off and pick-up hours (08:00-09:00, 14:30-15:30 and 17:00-18:00).

Use of Holding Areas and Vehicle Call-Off

- 5.24 The use of off-site holding areas and vehicle call-off areas will be discussed once a contractor is appointed to ensure an appropriate management procedure is in place in the event the loading area is fully occupied by vehicles / materials.

Use of Logistics and Consolidation Centres

- 5.25 The Applicant will explore the use of logistics and consolidation centres for appropriate deliveries, for example general deliveries during site set-up, fit-out, testing and commissioning, where smaller levels of material are required and, as such, can be more easily consolidated.

Measures to Encourage Sustainable Freight

- 5.26 It is not possible to undertake deliveries by water or rail for this project owing to its separation from both. The Main Contractor will constantly monitor the CMP and in the event deliveries by rail are possible / feasible, will provide an update to the Council for approval.

Material Procurement Measures

Spoil / Waste Collection

- 5.27 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process.
- 5.28 All waste materials will be deposited into containers held on site with each trade responsible for clearing their own waste. All site waste will be collected by a licensed waste carrier and will be taken to a registered waste transfer station for sorting and recycling / re-use.
- 5.29 Waste Management will be monitored and recorded as part of the Site's 'Smart Waste' obligations.



- 5.30 A Site Waste Management Plan (SWMP) will be implemented to detail the disposal and management procedures relevant to the demolition phase. If implemented, the SWMP will seek to minimise and reduce waste production.

Re-use of Materials on-site

- 5.31 The re-use of materials will be considered by the Applicant and where possible as much material as possible will be recycled. Both the piling matt and filling material can be made from re-used concrete and bricks will also be reused throughout construction.

DfMA and Off-Site Manufacture, and Smart Procurement

- 5.32 Consideration will be given to the opportunities to employ off-site manufacturing processes upon appointment of a contractor.
- 5.33 Consideration will be given to the employment of smart procurement measures such as last mile logistics solutions and sourcing local suppliers. This will also be explored following the appointment of a contractor.

Control of Dirt and Dust

- 5.34 The objective in regards to the control of dirt and dust is to ensure footways and carriageways adjacent to the site are kept clean at all times.
- 5.35 The following measures will be implemented where necessary:
- All HGVs removing demolition materials will be sheeted over before leaving the site to limit dust particulates.
 - The Site Manager will ensure that the perimeter of the site is regularly patrolled each day to ensure that the footway and highway is kept clear of any construction debris.
 - Road sweeping to clean the site hard standing and any mud or debris deposited by wite vehicles on roads or footpaths in the vicinity of the site.
 - Sufficient bins and waste facilities.
 - Litter picking facility for un-attributable materials.



- Wheel washing facilities provided on-site to prevent the spread of dust and construction waste onto the local highway network.
- Banksman will be charged with the responsibility of checking the cleanliness of vehicles exiting the site.

Noise

- 5.36 Noise and vibration caused by site activities will be controlled as far as is reasonably practicable so that surrounding receptors are protected from excessive levels arising from the construction process.
- 5.37 All hand operated tools and equipment shall be effectively silenced and will bear the manufacturer's guaranteed maximum sound level generated. The recommendations made in BS 5228-1: 2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites" will be adopted by subcontractors.
- 5.38 The Contractor will work under the guidelines set out in the legislation below.
- Public Health Act 1961
 - Health & Safety at Work act 1974
 - Control of Pollution Act 1974
 - Environmental Protection Act 1990
 - The Noise at Work regulations 2005
 - British Standard 5228
- 5.39 The Contractor will aim to keep noise levels to a minimum. This will be carried out by:
- Ensuring all plant is fitted with the correct and working exhaust mufflers and noise suppression kits.
 - Changing where possible methods and processes to keep noise levels low.
 - Position plant as far away from residential property as physically possible.
 - Limit the hours worked on noisy operations.



Other Measures

Collaboration amongst other Construction Sites in the area

- 5.40 The developer and appointed contractor will consult with LBH, TfL, and other contractor/developers in the area to minimise disruption and undertake joint trip generation analysis. The Final CMP will include details of cumulative developments in the area which will be on site at similar time.

Implementing Staff Travel Plan

- 5.41 A Staff Travel Plan for construction workers will be implemented for the construction programme and will include details of local public transport options, in particular all surrounding stations within a 20 minute walk from the site, as well as a suite of measures to discourage the use of private transport. Furthermore, temporary cycle parking facilities will be provided within the site during construction to encourage active modes.
- 5.42 All construction workers and visitors will be encouraged to travel to and from the site by public transport and no car parking will be provided, however, in the event operatives are required to bring vehicles to site, operatives will be expected to unload any materials or equipment using the loading area proposed before finding a parking opportunity near the site. The nearest pay and display parking is located on the B519 Highgate Hill. This approach will not be promoted and will be prevented wherever possible throughout the construction programme.

Public Highway

- 5.43 At no time will material or plant be stored on the public highway.
- 5.44 The Contractor will monitor the condition of the public highway in the immediate vicinity of the site. A conditions survey of the local highway network will be undertaken before and after construction works and will be submitted to LBH.
- 5.45 The Contractor will make contact with the relevant utility companies in order to co-ordinate any scheduled work.



Pedestrian and Cyclist Safety

- 5.46 Construction traffic can pose a potential risk to pedestrian and cyclist safety when not managed effectively. Vulnerable road users' safety will be paramount throughout the construction period. The use of traffic marshals will assist pedestrian and cyclist safety, particularly when vehicles are accessing and egressing the loading area.
- 5.47 A hoarding will be installed around the perimeter of the site element when under construction. The hoarding will screen off any works or activities and protect passers-by as well as reduce dust and noise emissions. In addition, the hoarding will be decorated to suit local authority requirements and contain illumination, so it is easily seen in the dark by staff and students. Gates will be locked each evening by the contractor's project team.
- 5.48 Traffic marshals will be positioned either side of the vehicle access into the site to assist pedestrians and cyclists travelling along Cholmeley Park whilst a vehicle is manoeuvring into / out of the site.

6 ESTIMATED VEHICULAR MOVEMENTS

6.1 A breakdown of expected vehicle movements and anticipated dwell times during each construction phase are detailed in **Figure 6.1-6.3** and **Table 6.1**.

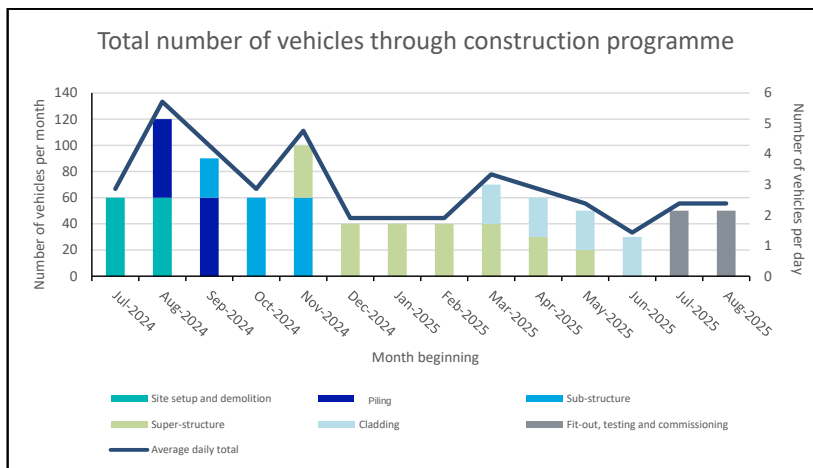


Figure 6.1: Estimated Construction Vehicles (Monthly and Daily) (Source: TfL)

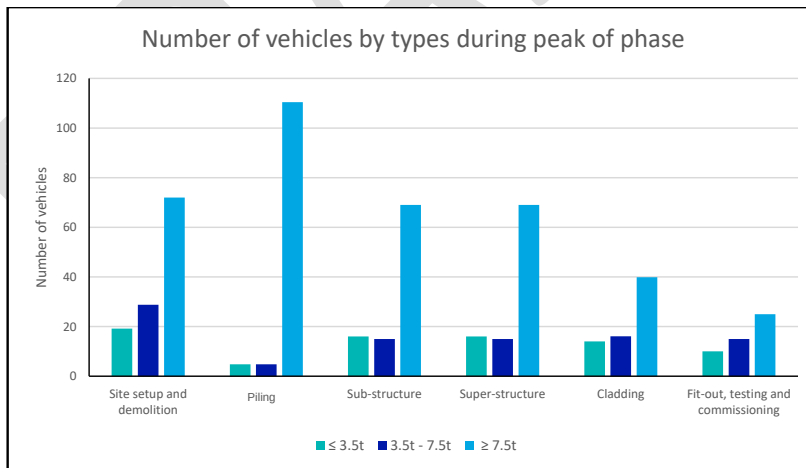


Figure 6.2: Number and vehicle type by phase of construction (Source: TfL)

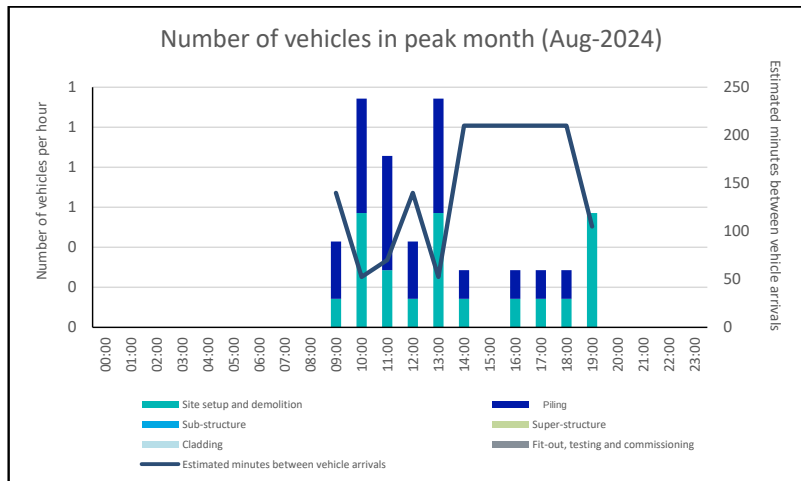


Figure 6.3: Hourly arrival profile of vehicles during peak (Source: TfL)

Table 6.1: Estimated Construction Vehicles – Monthly and Daily			
Phase	Period of Stage	No. of Trips (monthly)	Peak no. of Trips (daily)
Site setup and demolition	Q3 2024 - Q3 2024	60	3
Piling	Q3 2024 - Q3 2024	60	3
Sub-structure	Q3 2024 - Q4 2024	60	3
Super-structure	Q4 2024 - Q2 2025	40	2
Cladding	Q1 2025 - Q2 2025	30	1
Fit-out, testing and commissioning	Q3 2025 - Q3 2025	50	2
Peak Period of Construction	Q3 2024 - Q3 2024	120	6

Commented [c2]: Team to confirm the vehicle numbers

- 6.2 The peak number of construction vehicles is expected to occur between the site set up / demolition, piling and substructure phases generating approximately 3 vehicles per day for each phase, while the remainder of the construction phases will receive between 1-3 construction vehicles per day.
- 6.3 Where possible, peak times will be avoided for deliveries. **Figure 6.3** provides a summary of the average daily construction trips during each construction period with three distinct arrival / departure slots throughout the day. This is subject to change based on the daily vagaries of London traffic as well as the specific requirements of the Contractor, once appointed, who will provide specific delivery schedule information.



7 IMPLEMENTING, MONITORING AND UPDATING

7.1 An appointed Construction Logistics Manager will be in charge of implementing the CMP and may be a part-time role undertaken by the Main Contractor. It is recognised that the CMP is a 'live' document and as such will be subject to constant review and monitoring in order to react to any changes during the CMP. The Construction Logistics Manager will monitor and record information on the following:

Number of Vehicle Movements to the Site

- Total;
- By vehicle type / size;
- Time spent on-site; and,
- Delivery/collection accuracy compared to schedule.

Breaches and Complaints

- Community concerns about construction activities;
- Vehicle routing;
- Unacceptable queuing;
- Unacceptable parking; and
- Compliance with safety and environmental standards and programmes.

Safety

- Record of associated fatalities and serious injuries;
- Ways staff are travelling to site; and
- Vehicles and operators not meeting safety requirements.



7.2 Data will be recorded at the entrance of the site by a member of staff, as well as through the delivery booking and tracking system to be implemented. This will be an online system accessible to all construction workers. People will be advised of this prior to the commencement of construction.

7.3 A Contractor Handbook and Driver Handbook will be produced as part of the CMP, in order to distribute information relating to site operations. The information to be provided is as follows:

Contractors Handbook

- Safety procedures;
- Anti-idling procedures;
- Vehicle routing and delivery scheduling; and
- Driver training.

Drivers Handbook

- Authorised routes to and from the site;
- Site opening times;
- Booking and scheduling information;
- Site entry and exit points, and other information relating to access;
- Anti-Idling; and
- Vulnerable road user safety.

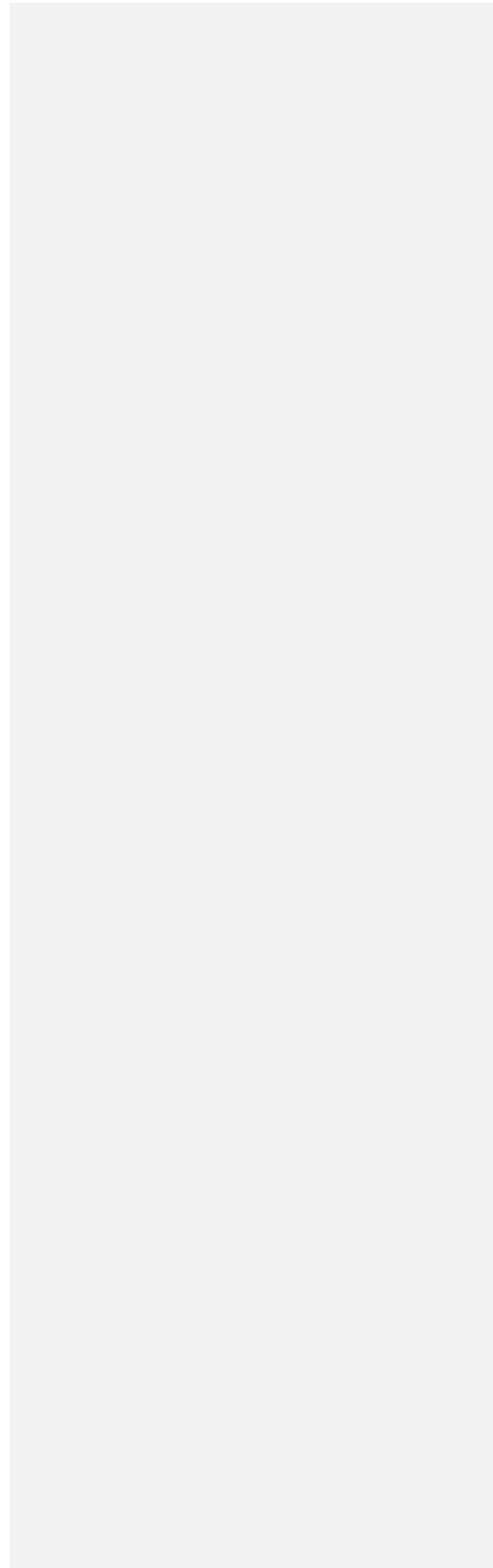


8 SUMMARY

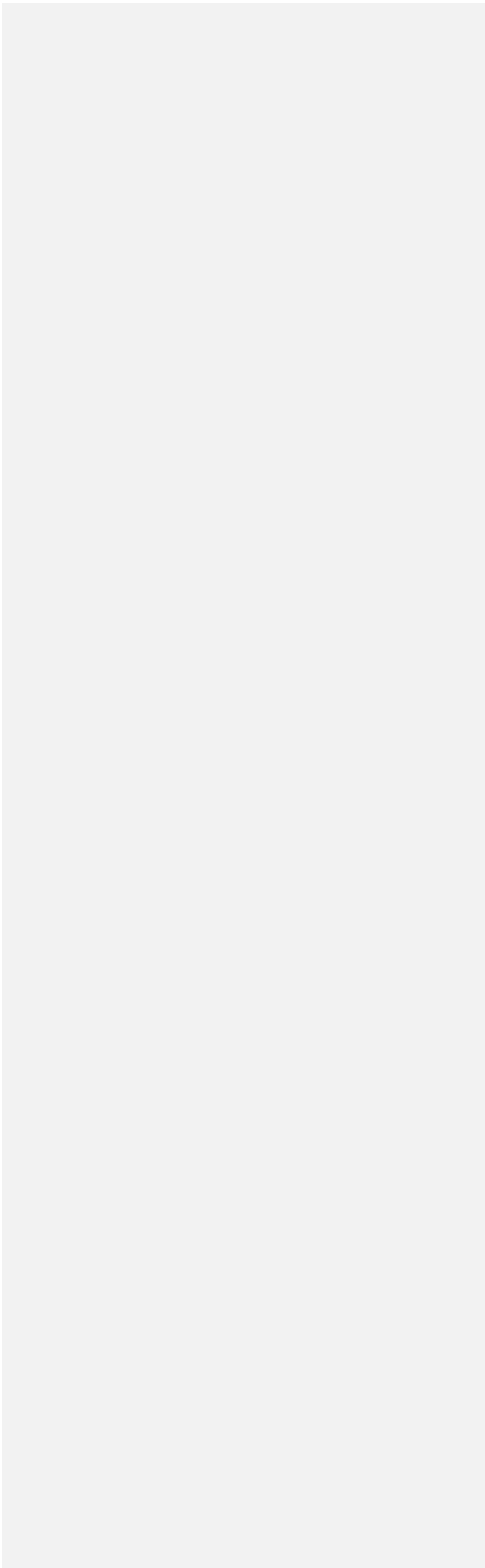
- 8.1 The Draft CMP provides all details required for the successful management of construction vehicles to and from the site. This Draft CMP forms the basis of the Final CMP, which will be provided following appointment of the Contractor and will be a live document to be updated if any changes are required throughout the construction period.

DRAFT

Figures



Appendix A



Appendix B