ttp consulting

transport planning specialists

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Methuen Park, Muswell Hill

Construction Logistics Plan

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Contents

1 INTRODUCTION 1

Overview 1
Site Context 1
Objectives 2
CMS Structure 3

2 CONTEXT, CONSIDERATIONS AND CHALLENGES 4

Policy Context 4
Location Context 7
Considerations and Challenges 8

3 CONSTRUCTION PROGRAMME AND METHODOLOGY 9

Overview 9
Site Arrangement 9
Site Setup and Demolition 10
Basement Excavation, Piling and Sub-structure 11
Superstructure/Cladding 11
Fit-out, Testing and Commissioning 11

4 VEHICLE ROUTEING AND ACCESS 12

Proposed Vehicle Routes 12
Parking Suspensions 12
Diversions 12
Staff Travel 13
Wheel Washing and Highway Cleaning 13

5 STRATEGIES TO REDUCE IMPACTS 14

Measures Influencing Construction Vehicles and Deliveries 15
Measures to Encourage Sustainable Freight 15
Material Procurement Measures 15
Operational / Management Measures 15
Other Measures 16
Highway Licences and Dilapidation Survey 17

6 ESTIMATED VEHICLE MOVEMENTS 19

Number of Movements 19
Vehicle Types 20

7 IMPLEMENTING, MONITORING AND UPDATING 21

Implementation 21
Monitoring 21
Updating 21

Appendices

Appendix A - Site Context Plans
Appendix B - Existing Highway Arrangement Plan
Appendix C - PTAL Report
Appendix D - Site Setup Plan
Appendix E - Vehicle Route Plan
Appendix F - Dilapidation Survey
Appendix G - Swept Path Analysis

1 INTRODUCTION

Overview

1.1 TTP Consulting has been appointed to prepare a Construction Method Statement (CMS) in relation to the approved development proposals on land to the rear of 1 – 14 Rowan, Methuen Park, Muswell Hill in the London Borough of Haringey.

1.2 The approved development (REF: HGY/2023/0130) comprises:

"Demolition of the existing garages and construction of a single 6-bedroom family dwelling and associated works."

1.3 Condition 4 of the decision notice states:

"No development shall take place, including any works of demolition, until a Method of Construction Statement, to include details of:

a) parking and management of vehicles of site personnel, operatives and visitors;

b) loading and unloading of plant and materials;

c) storage of plant and materials;

d) programme of works (including measures for traffic management);

e) provision of boundary hoarding behind any visibility zones; and

f) wheel washing facilities:

have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented and retained during the demolition and construction period.

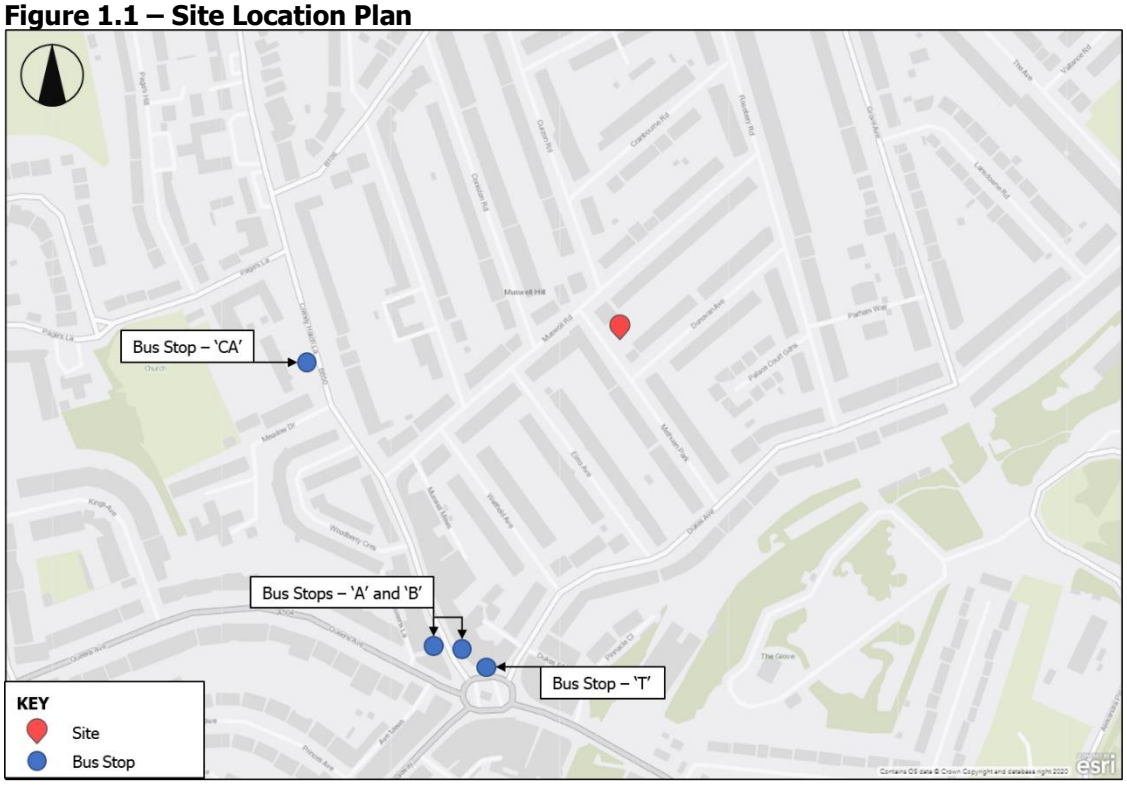
Reason: To ensure there are no adverse impacts on the free flow of traffic on local roads and to safeguard the amenities of the area consistent with Policies T4, T7 and D14 of the London Plan 2021, Policies SP0 of the Haringey Local Plan 2017 and with Policy DM1 of The Development Management DPD 2017."

Site Context

1.4 The site contains 14 garages located on the east side of Methuen Park bound by an existing block of flats fronting onto Muswell Park to the north and by residential houses to the east and south. There are two points of vehicular access to the garages at the northern and southern ends of the site frontage onto Methuen Park. Muswell Hill Broadway is located

approximately 300m to the west, which provides access to public transport services as well as local facilities and amenities. A site location plan is shown at **Figure 1.1**.

Figure 1.1 – Site Location Plan



Objectives

1.5 This CMS provides details of the management of traffic during the demolition and construction period and sets out a strategy to minimise the potential for disruption to local residents, businesses and other users of the adjacent highway network.

1.6 The contents of the CMS will be complied with unless otherwise agreed with the Council. The CMS is a live document that will be updated as necessary to include relevant information and address issues that may be identified as the project progresses. Any revisions made to the CMS document will be submitted to the Council for approval.

1.7 The overall objectives of this CMS are to put in place measures to manage construction activity and minimise disruption, including:

- Lowering emissions;
- Enhancing safety - Improved vehicle and road user safety; and
- Reducing congestion - Reduced trips overall, especially in peak periods.

1.8 To support the realisation of this objective, several sub-objectives have been set 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;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Managing the on-going development and delivery of the CMS with construction contractors.

1.9 The key site-specific objective is for demolition and construction works to be undertaken in a considerate manner that minimises disruption to the surrounding uses and local road network.

CMS Structure

1.10 This CMS has been prepared by Peter Sturgeon of TTP Consulting and written in accordance with Transport for London's Construction Logistics Plan (CLP) Guidance document. TfL's CLP tool has also been utilised to inform this document.

1.11 The remainder of this CMS is structured as follows:

- **Section 2** – provides context, considerations and challenges associated with the construction of the site;
- **Section 3** – sets out the indicative construction programme and methodology;
- **Section 4** – details the vehicle routing and access for construction vehicles to and from the site;
- **Section 5** – includes a list of strategies that have been either committed, proposed or considered in relation to reducing the impacts of construction;
- **Section 6** – sets out the estimated vehicle movements associated with the construction project; and
- **Section 7** – includes measures to implement, monitor and update the CMS.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy Context

Traffic Management Act

2.1 Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion. Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network.

The London Plan

2.2 The London Plan states that Construction Logistics 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.

2.3 It also states that development proposals must consider the use of rail/water for the transportation of material and adopt construction site design standards 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. Furthermore, during the construction phase of development, inclusive, and safe access for people walking or cycling should be prioritised and maintained at all times.

2.4 Construction Logistics Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective they should be monitored and managed throughout the construction and operational phases of the development.

2.5 To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions.

Mayor's Transport Strategy, Healthy Streets and Vision Zero

2.6 The Mayor's Transport Strategy sets out his plans to transform London's streets, improve public transport and create opportunities for new homes and jobs. To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport. The strategy uses the Healthy Streets Approach with action plans prepared to support the strategy.

2.7 The Freight Servicing Action Plan is provided to support safe, clean and efficient movement of freight in the city. Construction Logistics Plans are referred to in the document and are encouraged to be used and adhered to more widely.

2.8 The Vision Zero Action Plan for London focuses on eradicating deaths and serious injuries from roads and making London a safer, healthier and greener place. The programme of action takes a Safe System approach to road danger reduction considering the following principles:

- The transport system needs to account for human error and unpredictability;
- The transport system must be able to tolerate collisions such that the impacts are not serious or fatal; and
- Road danger responsibility is accountable on all roles involved in designing, building, operating, managing and also using streets.

Transport for London Construction Logistics Planning Guidance

2.9 The TfL guidance document seeks to establish a standardised approach to preparing and assessing CLP type documents. It includes details of technical requirements, planned measures that should be considered, implementation and monitoring, and how the impact on the community should be addressed.

2.10 The purpose of the Construction Logistics Plan guidance is to ensure that CLPs of high quality are implemented to minimise the impact of construction logistics on the road network. Well-planned construction logistics will reduce:

- Environmental impact: Lower vehicle emissions and noise levels;
- Road risk: Improving the safety of road users;
- Congestion: Reduced vehicle trips, particularly in peak periods; and
- Cost: Efficient working practices and reduced deliveries.

Construction Logistics and Community Safety (CLOCS)

2.11 The CLOCS primary mission is to ensure that all construction vehicle trips are undertaken safely. The key aims are as follows:

- Ensuring the safest construction vehicle journeys;
- zero collisions between construction vehicles and the community;
- improved air quality and reduced emissions;
- fewer vehicle journeys; and
- reduced reputational risk.

2.12 The CLOCS Standard is a national industry standard that sets out the requirements for key stakeholders associated with a construction project and establishes responsibilities for the client and principal contractor controlling the construction site as well as other operators of any road-going vehicles servicing that project.

Fleet Operator Recognition Scheme (FORS)

2.13 FORS is a voluntary accreditation scheme for fleet operators which aims to raise the level of quality within fleet operations, and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection.

Direct Vision Standard and HGV Safety Permit

2.14 The Direct Vision Standard (DVS) and safety permit scheme for heavy goods vehicles (HGVs) requires all operators of HGVs over 12 tonnes gross vehicle weight to obtain a safety permit before entering and operating in most of Greater London. The permit demonstrates that vehicles meet the required safety standard to enter and operate in Greater London.

Location Context

2.15 Local and wider context plans are provided at **Appendix A** to show the area surrounding the development site. The plans show that the nearest school is the Muswell Hill Primary School, which is accessible from Dukes Avenue to the south of the site.

Local Highway and Public Transport Network

Local Highway Network

2.16 The site fronts onto Methuen Park, a two-way single carriageway residential road, that runs in broadly northwest to southeast orientation between Muswell Road to the north and Duke's Avenue to the south. In the vicinity of the site, there are no parking restrictions and parking takes place on both sides of the road. An existing highway arrangement plan is provided at **Appendix B**.

Walking and Cycling Network

2.17 Footways are provided both sides of Methuen Park that provide a connection between the site and the wider pedestrian network. To the south, the footways lead to Dukes Avenue which provides access to Muswell Hill Broadway to the west. Muswell Hill Broadway contains a range of shops and facilities and is served by a number of local bus routes.

2.18 There is no dedicated cycle infrastructure in the vicinity of the site, however Methuen Park and the surrounding streets are residential roads that many people would consider suitable for cycling.

Public Transport Network

2.19 The closest bus stop to the site is stop 'CA' located approximately 430m west of the site on Colney Hatch Lane. The stop provides access to southbound services on 6 routes (43, 102, 134, 234, 299 and 634). Additional stops 'A' and 'B' are located on Mill Hill Broadway approximately 470m to the west and provide access to northbound and southbound services on the aforementioned routes. Stop 'T' on Muswell Hill Roundabout is located approximately 500m southwest of the site. It provides access to an additional two routes (144 and W7). The routes serve a range of destinations including Archway, London Bridge, Brent Cross, Warren Street, Barnet, Finchley, Edmonton Green, Cockfosters and Finsbury Park.

2.20 Alexandra Palace Station is located approximately 1.8km east of the site. The station provides access to Great Northern rail services between Moorgate/ Kings Cross and Welwyn Garden City/ Stevenage/ Cambridge/ Hertford North.

2.21 Highgate Station is located approximately 2.2km southwest of the site. The station provides access to Northern Line underground services operating between High Barnet and Morden/ Battersea Power Station. Services run every 2-3 minutes.

2.22 The site achieves a PTAL rating of 3, demonstrating that the site has a moderate level of access to public transport for a site in London. A copy of Transport for London's PTAL report is provided at **Appendix C**.

Considerations and Challenges

2.23 The key challenges associated with demolition and construction at this site relate to vehicular access, traffic flow and pedestrian / cyclist activity. As such, vehicle activity to and from the site will need to be strictly managed, deliveries and collections scheduled to avoid peak hours and qualified banksmen will be utilised to minimise any potential for conflict between pedestrians, cyclists and construction vehicles when attending the site.

2.24 The Local Context Plan at Appendix A identifies schools, and bus stops / routes in the vicinity of the site all of which will be considered as part of the routeing strategy and scheduling of construction movements.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

Overview

3.1 The proposed demolition and construction works are anticipated to last 12 months in total. A summary table generated by the TfL CLP tool is also provided at **Figure 3.1** and **Table 3.1**.

Figure 3.1 – Indicative Construction Programme

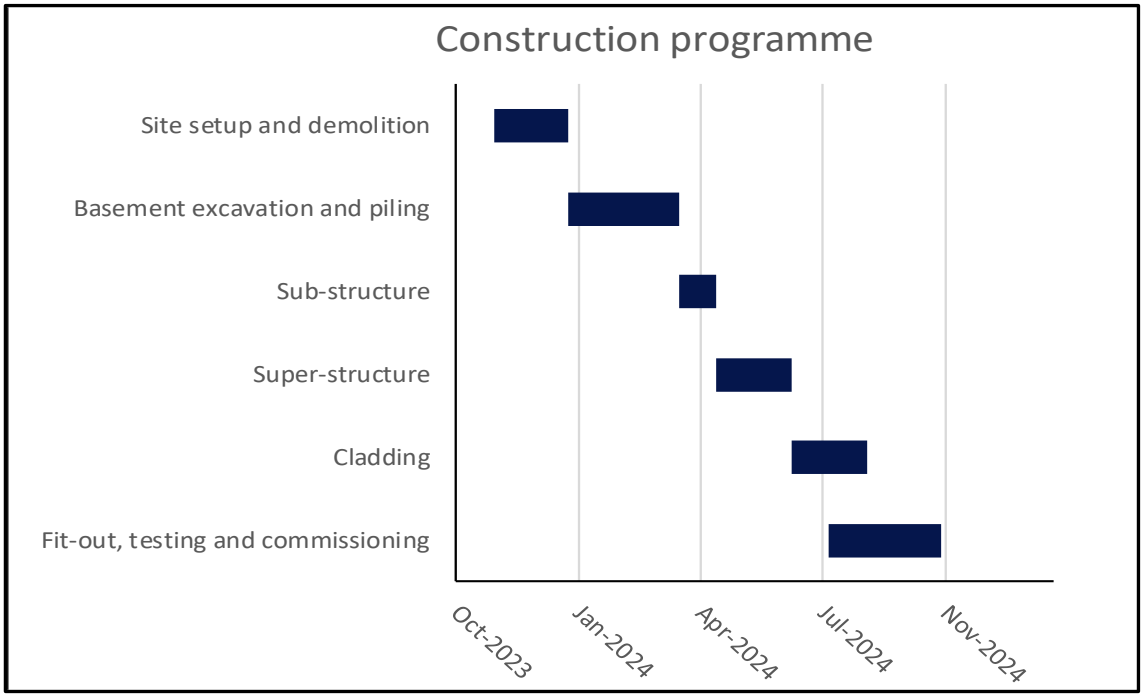


Table 3.1 – Construction Programme

Construction stage	Start	End
Site setup and demolition	Nov-2023	Jan-2024
Basement excavation and piling	Jan-2024	Apr-2024
Sub-structure	Apr-2024	May-2024
Super-structure	May-2024	Jul-2024
Cladding	Jul-2024	Sep-2024
Fit-out, testing and commissioning	Aug-2024	Nov-2024

Site Arrangement

3.2 A proposed site arrangement drawing is shown at **Appendix D**.

3.3 A hoarding will be erected around the perimeter of the site to secure and contain the demolition and construction works. The hoarding has been positioned to enable access to the garages to the south of site and to the substation at the centre of the site frontage. The

hoarding line has been positioned to maintain access and not restrict visibility of drivers emerging from the retained garages. All welfare facilities and storage areas for plant and materials will be provided within the confines of the site.

3.4 All vehicle loading and unloading will either take place on Methuen Park directly in front of the site or, subject to agreement with owners/tenants of the garages, from the forecourt outside the garages to the south of the site. Works to strengthen the crossover may be needed to facilitate use of the off street loading area and these will be agreed with the Council and implemented prior to works starting on site if necessary. Vehicles will approach from the north, drive past the site and reverse into the on or off street loading area. All vehicle arrivals and departures will be managed by qualified banksmen who would also monitor all loading and unloading activity. All vehicles would be scheduled and booked in advance.

3.5 Spoil and demolition material will be collected by a tipper/grab lorry stopping on street outside the frontage of the site or reversing onto the forecourt loading area. Material would either be manually loaded into a vehicle stopping on street or, if stopped outside the garages, loaded using the vehicles grab arm.

3.6 Concrete would be mixed on site when possible and large pours would be pumped in from the loading area across the footway. No liquid concrete would be allowed to flow into any adjacent street drainage gullies. A concrete pump would be located within the on street loading area if the vehicles stops on street and ramps provided either side of hoses across the footway. If stopping outside the garages, concrete could be poured directly onto the site though an opening in the hoarding.

3.7 The appointed contractor would be responsible for applying for a temporary traffic order to prohibit parking along the site frontage to ensure that the on street loading area is kept clear or to prohibit parking that would restrict access to the off street loading area. The temporary traffic order would apply to the minimum area necessary dependent on the loading solution used.

Site Setup and Demolition

3.8 This phase of work will involve establishing the site, erecting the site hoarding and demolishing the existing garages. All required welfare facilities / requirements and a storage area for plant and materials will be provided within the site.

3.9 Tipper/grab lorries will be used to remove demolition material from the site. Material would be manually loaded if the vehicle stop son street, or loaded using the vehicles grab arm of using the off street loading area.

Basement Excavation, Piling and Sub-structure

3.10 Foundation works and works below ground including the excavation of and construction of the basement will take place during this phase. Vehicles will stop in the loading area directly in front of the site on Methuen Park or the off street area adjacent to the garages.

Superstructure/Cladding

3.11 This phase relates to above ground works and will require the delivery of materials such as steel, timber, tiles, and brickwork. Materials will be delivered on a mix of construction vehicles such as flatbeds, hi-abs, and light goods vehicles. Goods will be manually unloaded and carried into the site or lifted over/through the hoarding from the off street loading area.

Fit-out, Testing and Commissioning

3.12 This stage includes all mechanical, electrical, and plumbing installation and testing of newly installed systems. This phase will be undertaken by various tradesmen utilising smaller vehicles such as Transit type vans.

4 VEHICLE ROUTEING AND ACCESS

Proposed Vehicle Routes

4.1 A plan highlighting the proposed vehicle routes to and from the strategic road network is provided at **Appendix E**.

4.2 Vehicles will approach the site from the A406 North Circular Road and will exit the road onto Colney Hatch Lane before proceeding southbound along the road. Vehicles will then turn left onto Muswell Road and then right into Methuen Park. Upon exit vehicles will leave the site in forward gear back on Methuen Park, turn right onto Dukes Avenue then will turn right onto Muswell Hill Broadway via the Muswell Hill Roundabout. Vehicles will then proceed northbound onto Colney Hatch Lane to return to the A406 North Circular Road.

4.3 All personnel responsible for delivering material to and / or transporting material away from the site will be advised of the proposed vehicular access route. In addition, a booking system will be implemented whereby all vehicles will be scheduled in advance.

4.4 Vehicle arrivals / departures will be programmed and staggered to reduce the potential for unnecessary delay and congestion at the site. The scheduling of materials, deliveries and waste collection will be managed in order to avoid congestion at the site. During school terms time, vehicles will be scheduled to access the site from Monday to Friday between 09:30am – 3:00pm to avoid school drop off/pick up activity. During school holiday periods, deliveries will take place between 09:30am and 4:00pm outside of typical peak traffic periods. On Saturdays, any deliveries would take place between 08:00am and 1:00pm.

4.5 Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the site is ready to receive a vehicle. They will also be made aware of the presence of pedestrians and cyclists moving in the vicinity of the site. Emergency access will be maintained at all times, with drivers of construction vehicles instructed to move immediately if necessary.

Parking Suspensions

4.6 The proposed arrangement will require a temporary traffic order to prohibit parking directly outside the site, or in the vicinity of the off street loading area. The contractor will liaise with the Council to make the necessary arrangements in advance of starting construction.

Diversions

4.7 There are no proposed diversions to vehicle, cyclist or pedestrian routes during the construction programme. All access will be maintained past the site. Qualified banksman will

supervise all loading and unloading activity to ensure that pedestrian movement will be given priority.

Staff Travel

4.8 All site operatives and visitors will be encouraged to travel to and from the site by active modes or public transport. There are no on-site car parking spaces proposed.

Wheel Washing and Highway Cleaning

4.9 All vehicles will stop on street or on hardstanding outside the garages to the south of the site to load and unload. As such wheel washing should not be required, but cleaning materials will be kept on site to clean up any spillages if they occur.

5 STRATEGIES TO REDUCE IMPACTS

5.1 The following planned measures have been considered to reduce the potential impact of construction works.

Table 5.1 - 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

*If site, consolidation centre or holding areas are within 100m of foreshore of navigable water-way or rail freight siding

Measures Influencing Construction Vehicles and Deliveries

5.2 All contractor and sub-contractor vehicles will be expected to comply with FORS and CLOCS to ensure sufficient safety measures are implemented.

5.3 The proposed vehicles routes aim to provide the most direct approach between the site and the strategic road network. Details of the proposed route and delivery hours will be communicated to all suppliers when orders are placed with all drivers expected to follow the routes unless diversions are in place. Records will be kept if suppliers deviate from the route and warnings will be issued on a three-strike basis.

5.4 Vehicles will be given slots to arrive at the site to ensure that there is sufficient capacity to accommodate the vehicle. If drivers are unable to make the available time slot they will be expected to phone ahead to see if the site has capacity to still accommodate the vehicle. All deliveries would be booked in advance in order to allow the request to be reviewed.

5.5 During school terms time, vehicles will be scheduled to access the site from Monday to Friday between 09:30am – 3:00pm to avoid school drop off/pick up activity. During school holiday periods, deliveries will take place between 09:30am and 4:00pm outside of typical peak traffic periods. On Saturdays, any deliveries would take place between 08:00am and 1:00pm. There is no requirement for holding areas given the level of vehicle movements proposed.

Measures to Encourage Sustainable Freight

5.6 There are no planned measures to utilise the delivery or collection of freight by water or rail as these methods are not practical in this location.

Material Procurement Measures

5.7 Material will be re-used on-site where possible to avoid unnecessary vehicle trips. In addition, local suppliers and workforce from the local area will be made use of where possible. The use of off-site manufacturing and assembly will be utilised where possible.

Operational / Management Measures

Project Manager

5.8 A Project Manager will be appointed and assume responsibility for implementing the measures within the CMP. The Project Manager will be contactable during office hours. Information boards will be displayed on the site hoarding highlighting the key personnel including their contact details. A 24-hour emergency contact number will also be provided.

5.9 The Project Manager will 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. Contact details of the Project Manager are provided below.

Name – Jack Powell

Company - Artform Construction

Email - jack@artforgroup.co.uk

Contact Number – 078 1054 4253/020 3478 5555

5.10 The developer will liaise with local residents and project managers for other nearby construction activity in the local area when and where it is relevant to do so. At present, there are no sites nearby that it is considered necessary to coordinate with. The Project Manager will be responsible for community liaison and dealing with any complaints from local residents and businesses. They will act as a point of contact so that in the event of issues / concerns arising during the construction process, action can be taken as quickly as possible.

Hours of Operation

5.11 The proposed hours of operation will be between:

- Weekdays: 08:00–18:00;
- Saturday: 08:00 – 13:00; and
- Sunday & Bank Holiday: No activity unless agreed with the Council.

5.12 During school terms time, vehicles will be scheduled to access the site from Monday to Friday between 09:30am – 3:00pm to avoid school drop off/pick up activity. During school holiday periods, deliveries will take place between 09:30am and 4:00pm outside of typical peak traffic periods. On Saturdays, any deliveries would take place between 08:00am and 1:00pm.

Other Measures

Pedestrian and Cyclist Safety

5.13 Construction traffic poses a potential risk to pedestrian and cyclist safety. As such, vulnerable road users' safety will be paramount. The use of qualified bankmen during all periods of operation at the site will assist with pedestrian and cyclist safety. Qualified banksmen will also be utilised when vehicles enter and exit the proposed loading area, and when material is transferred between the site and the construction vehicle.

5.14 All contractors and suppliers will be required to achieve silver accreditation of FORS (Fleet Operator Recognition Scheme) where applicable and to be signatories of CLOCS (Standard for Construction Logistics: Managing Work Related Road Risk).

5.15 Drivers will also be made aware of the presence of pedestrians and cyclists in the local vicinity.

Recycling

5.16 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process. Furthermore, material will be re-used on-site where feasible.

5.17 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 and re-use.

Refuse Collections

5.18 The Project Manager will ensure that construction activities do not impede the movement of waste vehicles and refuse collections and seek to schedule vehicle movements to avoid collection times.

Collaboration with Other Sites

5.19 The contractor would seek to liaise with any other construction sites in the local vicinity and coordinate vehicle activity where possible.

Staff Travel

5.20 There will be no parking on-site and staff will be encouraged to travel to the site by public transport or active modes.

Community Liaison

5.21 The Contractor will post contact details on the site should anyone need to contact the site or make a complaint. A 24hr emergency number will also be made available. As such, contact can be made should any issues arise.

Highway Licences and Dilapidation Survey

5.22 All relevant highway licences and temporary traffic orders would be applied for by the Project Manager.

5.23 A dilapidation survey has been undertaken to provide a photographic record the condition of the carriageway adjacent to the site frontage. This is provided at **Appendix F**. The survey

will be repeated once works are completed to determine whether construction vehicles visiting the site may have caused any damage to the public highway.

6 ESTIMATED VEHICLE MOVEMENTS

Number of Movements

6.1 The proposed loading areas will typically accommodate one vehicle at a time between 9:30am and 3:00pm (although two smaller vehicles can be accommodated if required). As such, there is sufficient capacity to accommodate the anticipated vehicle movements. **Table 6.1** provides a summary of estimated construction vehicles during the proposed works.

Table 6.1 - Estimated Construction Vehicles – Monthly and Daily

Construction Stage	Period of stage	No. (monthly)	Peak no. (daily)
Site setup and demolition	Q4 2023 - Q1 2024	30	2
Basement excavation and piling	Q1 2024 - Q2 2024	40	2
Sub-structure	Q2 2024 - Q2 2024	20	1
Super-structure	Q2 2024 - Q3 2024	50	3
Cladding	Q3 2024 - Q3 2024	15	1
Fit-out, testing and commissioning	Q3 2024 - Q4 2024	50	3

6.2 The following charts have been prepared using the TfL CLP tool. They provide an estimate for the number of vehicle movements expected during the various phases of construction works. All vehicle movements will be managed by a booking system with the average dwell time for each vehicle likely to be in the order of 30 to 40 minutes.

Figure 6.1 - Estimated Construction Vehicles – Monthly and Daily

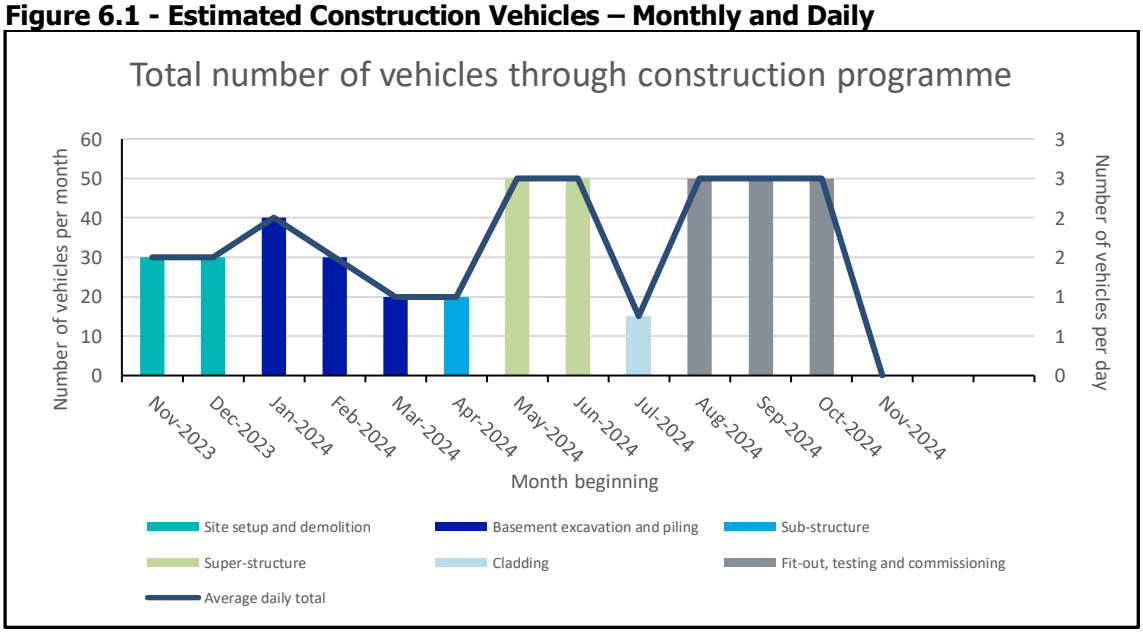


Figure 6.2 - Number and Vehicle Type by Phase of Construction

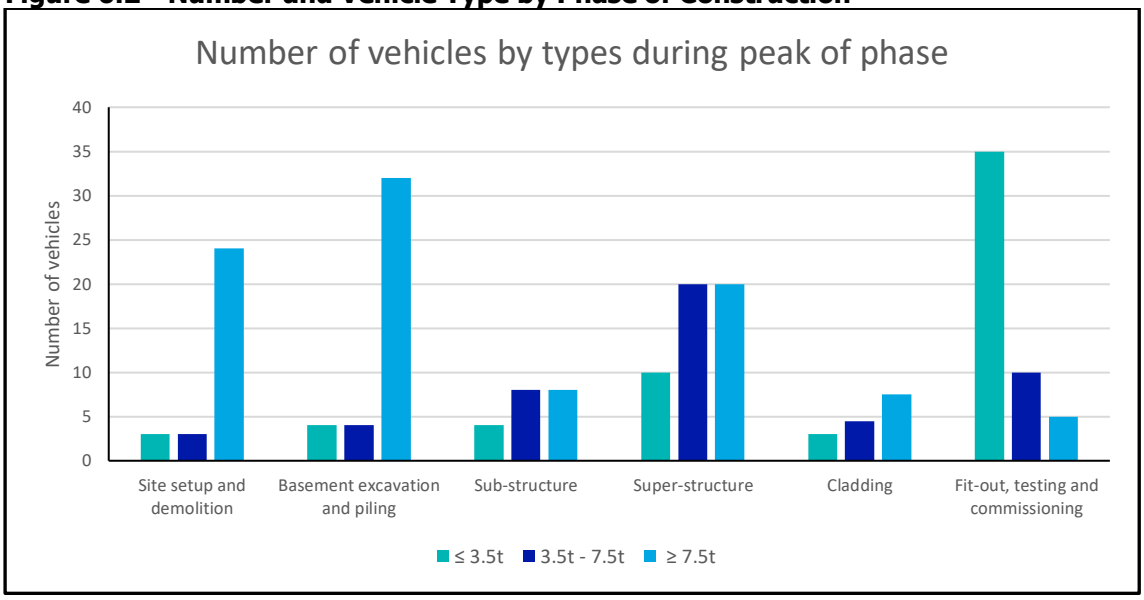
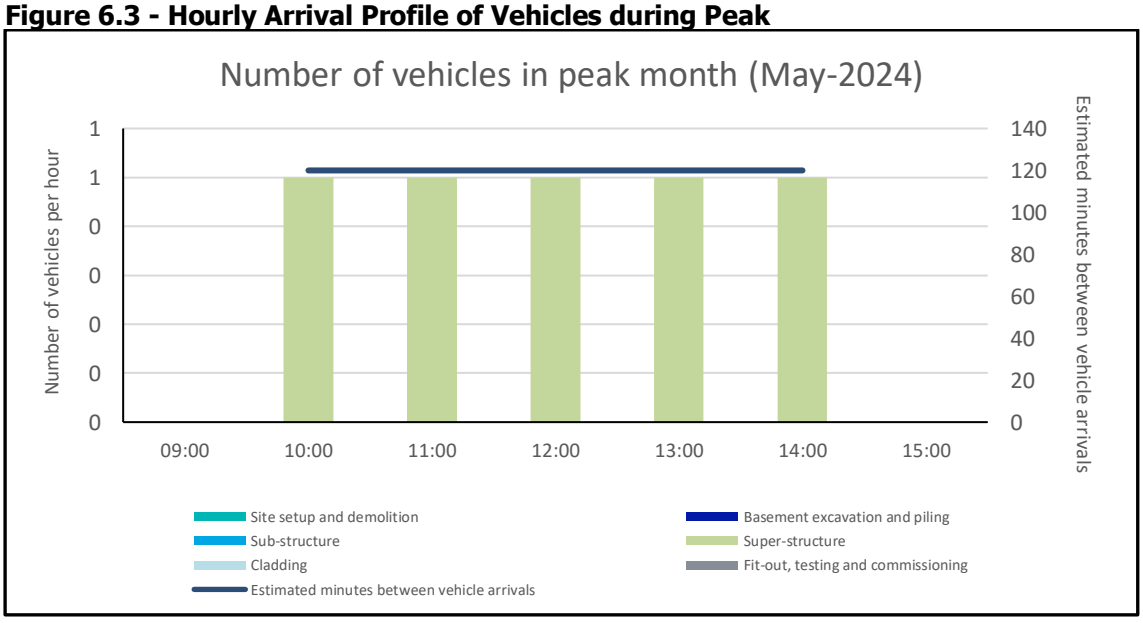


Figure 6.3 - Hourly Arrival Profile of Vehicles during Peak



Vehicle Types

6.3 The construction process will involve a range of vehicles which will include the following. Swept path analysis showing the largest vehicles that will be used manoeuvring to and from the site is provided at **Appendix G**.

- 10.2m tipper lorry;
- 10m rigid/hiab lorry:
- 8.4m concrete mixer; and
- Light goods vehicles.

7 IMPLEMENTING, MONITORING AND UPDATING

Implementation

7.1 The Project Manager will be responsible for implementing the measures set out within this CMS. They will dedicate a set amount of time to ensure procedures are being followed and standards are being met. Copies of the document will also be made available for all workers and suppliers at the site to view.

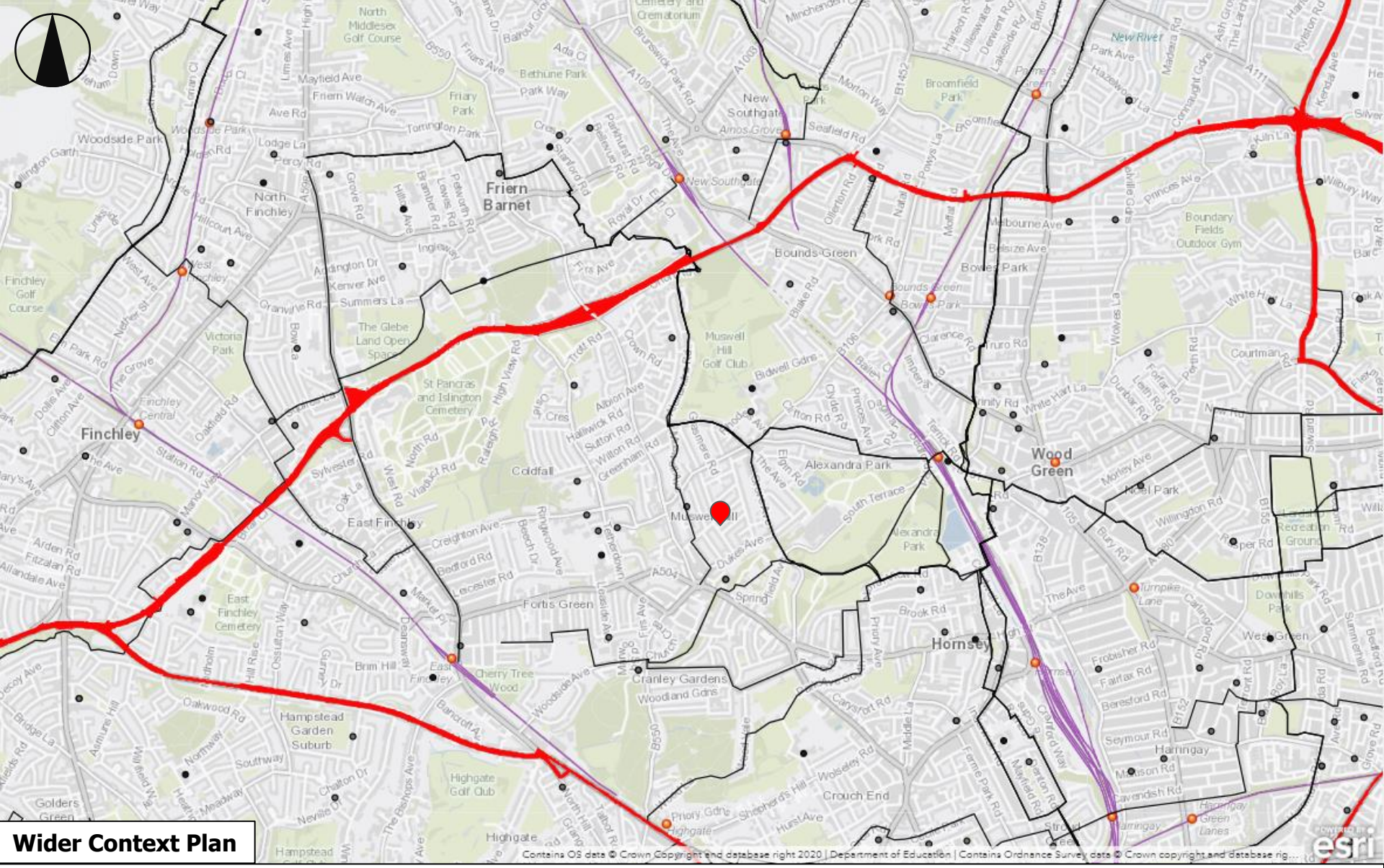
Monitoring

7.2 Regular inspections will be carried out by the Project Manager to ensure compliance with the CMS. The Project Manager will also be responsible for keeping a record of all vehicle arrivals and departures as well as details of each vehicle, duration of stay and whether or not it arrived on time. They will also record any complaints or accidents and details of how staff are travelling to the site.

Updating

7.3 The CMS will be a 'live' document and regularly reviewed and updated as necessary by the Project Manager. Any changes to the approved strategy will be discussed and agreed with the local authority.

Appendix A



Wider Context Plan

Key

- Transport for London Road Network
- Current and Proposed Cycle Network
- Rail Network
- Underground Station
- Application Site

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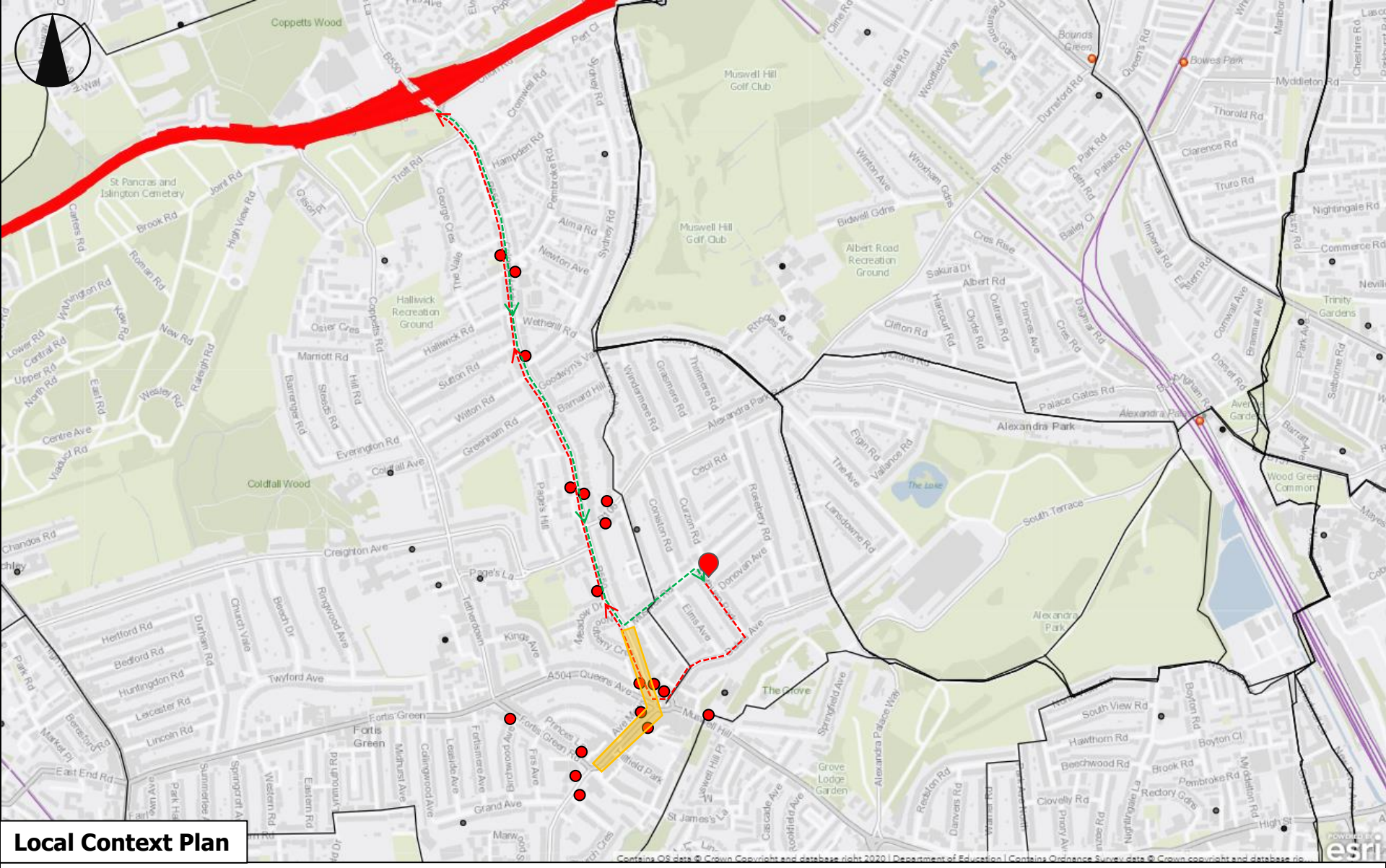

Local Context Plan

Key

- Transport for London Road Network
- Current and Proposed Cycle Network
- Rail Network
- Bus Stop
- Rail Station
- Site
- School
- Muswell Hill Broadway
- Vehicle Approach Route
- Vehicle Departure Route

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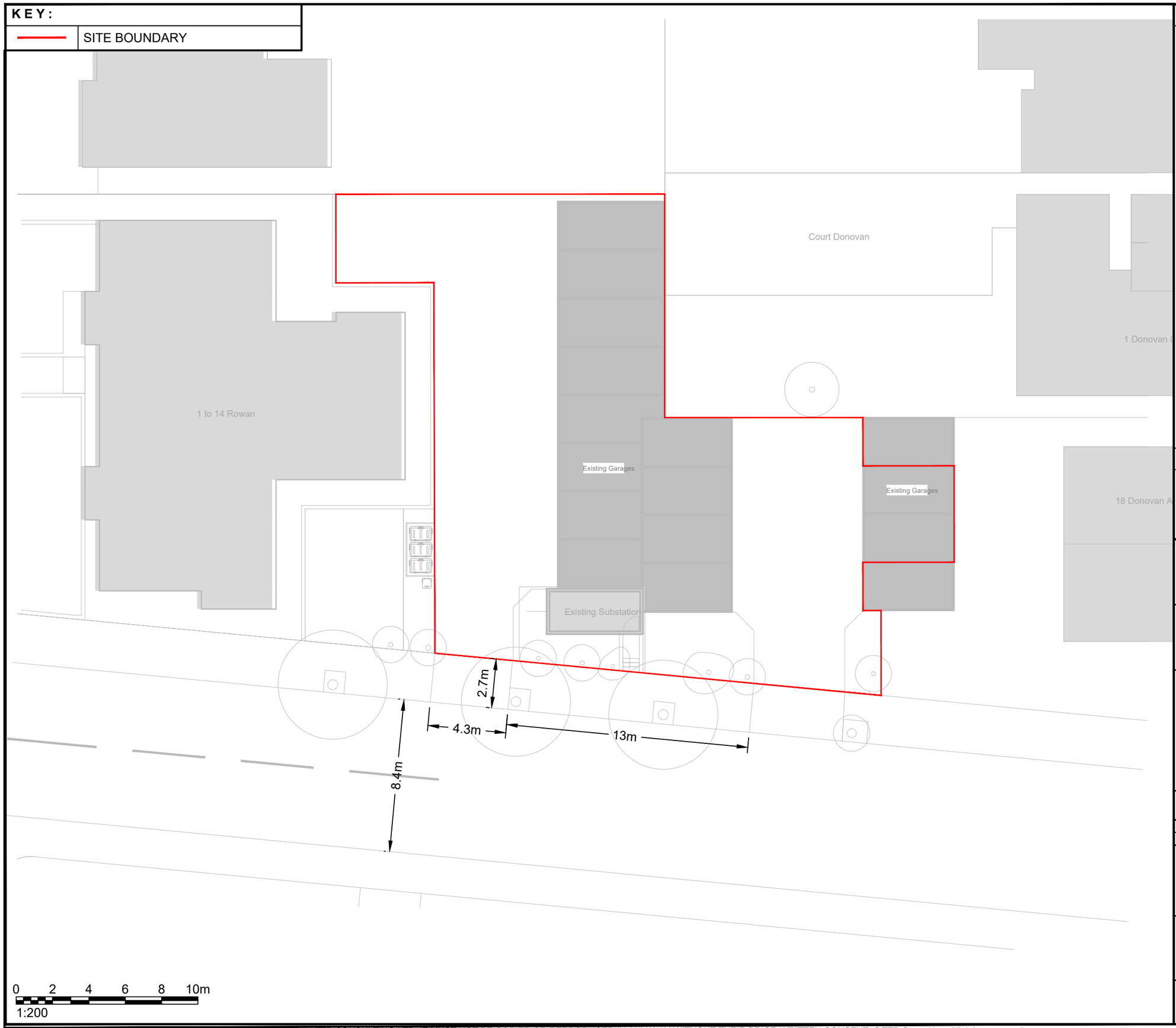
Appendix B

KEY:

———	SITE BOUNDARY



Rev	Details	Drawn	Checked	Date
...	...	...	...	...

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

Client

...

Project

Methuen Park, Muswell Hill

Drawing Title

Existing Highway Arrangement

Scale	1:200	Size	A3
Drawn	MG	18.09.23	
Checked	DH	18.09.23	

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111 - 113 Great Portland Street
London
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Tel. No. 0207 1000 753

Drawing Number	Rev
2023-4883-001	...

2023-4883-001 EXISTING HIGHWAY ARRANGEMENT.DWG

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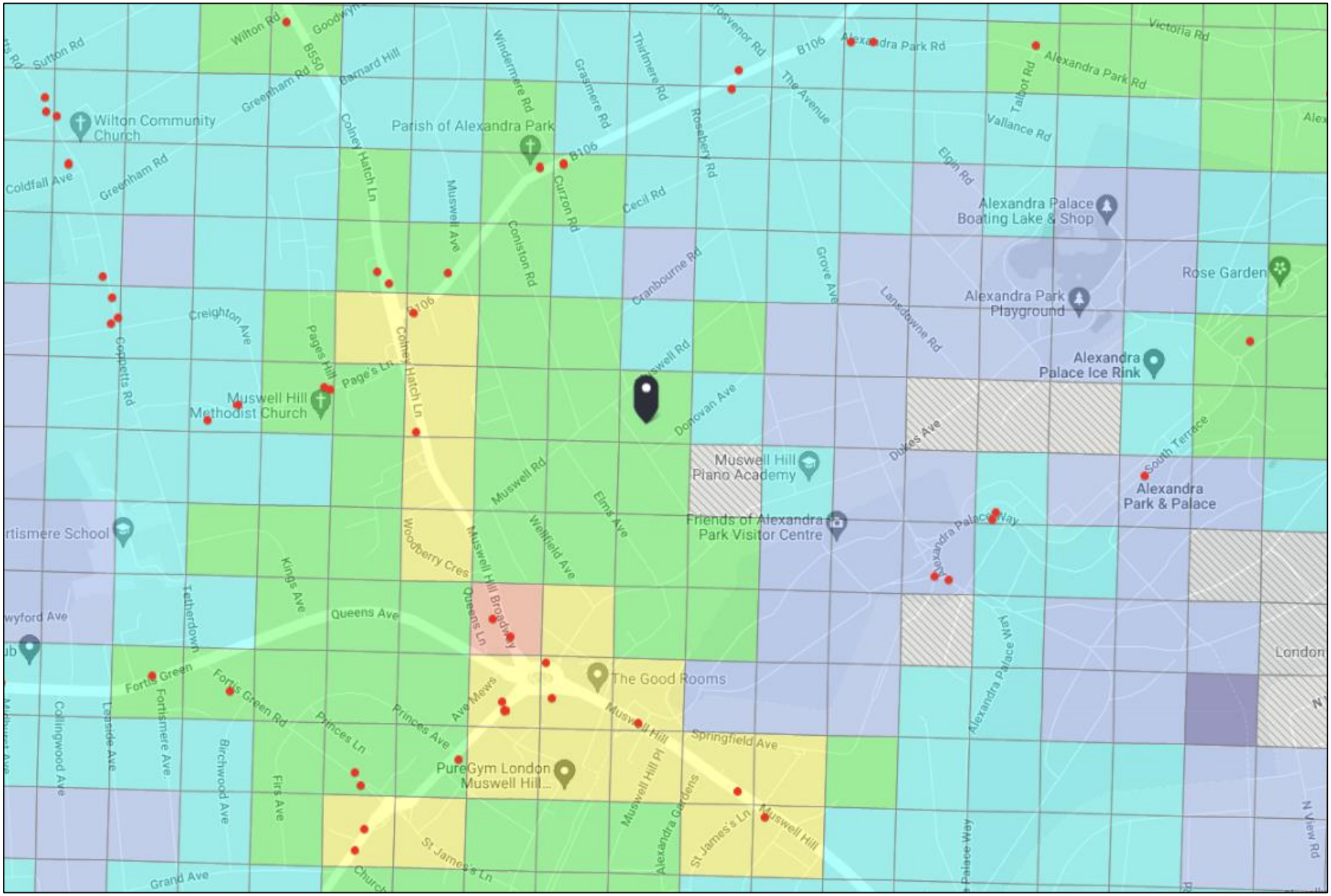
Appendix C



Wilton Rd
Sutton Rd
Goodwyn
B550
Barnard Hill
Greenham Rd
Wilton Community Church
Coldfall Ave
Greenham Rd
Colney Hatch Ln
Parish of Alexandra Park
Windermere Rd
Grasmere Rd
Thirlmere Rd
Grosvenor Rd
B106
Alexandra Park Rd
Victoria Rd
Alexandra Park Rd
Talbot Rd
The Avenue
Rosebery Rd
Vallance Rd
Elgin Rd
Muswell Ave
Curzon Rd
Cecil Rd
Coniston Rd
Alexandra Palace Boating Lake & Shop
Cranbourne Rd
Grove Ave
Lansdowne Rd
Rose Garden
Alexandra Park Playground
Creighton Ave
Pages Hill
Page's Ln
Coppetts Rd
Muswell Hill Methodist Church
Muswell Rd
Donovan Ave
Alexandra Palace Ice Rink
Dukes Ave
South Terrace
Muswell Hill Piano Academy
Alexandra Park & Palace
Muswell Rd
Elms Ave
Friends of Alexandra Park Visitor Centre
Alexandra Palace Way
Woodberry Cres
Muswell Hill Broadway
Wellfield Ave
Kings Ave
Queens Ave
Queens Ln
Tetherdown
wyford Ave
Fortis Green
Fortis Green Rd
Princes Ln
Princes Ave
Ave Mews
The Good Rooms
Muswell Hill
Springfield Ave
Alexandra Palace Way
London
Collingwood Ave
Leaside Ave
Fortismere Ave.
Birchwood Ave
Firs Ave
PureGym London Muswell Hill...
Muswell Hill Pl
Alexandra Gardens
St James's Ln
Muswell Hill
St James's Ln
Grand Ave
N View Rd

WebCAT PTAL Report ========== Site Details ----------
Grid Cell: 131709
Easting: 528945 Northing: 190052
Report Date: 21/09/2023 Scenario: Base Year
Calculation Parameters ---------- Day of Week: M-F Time Period: AM Peak Walk Speed: 4.8 kph Bus Node Max Walk Access Time (mins): 8 Bus Reliability Factor: 2.0 LU Station Max Walk Access Time (mins): 12 LU Reliability Factor: 0.75 National Rail Station Max Walk Access Time (mins): 12 National Rail Reliability Factor: 0.75

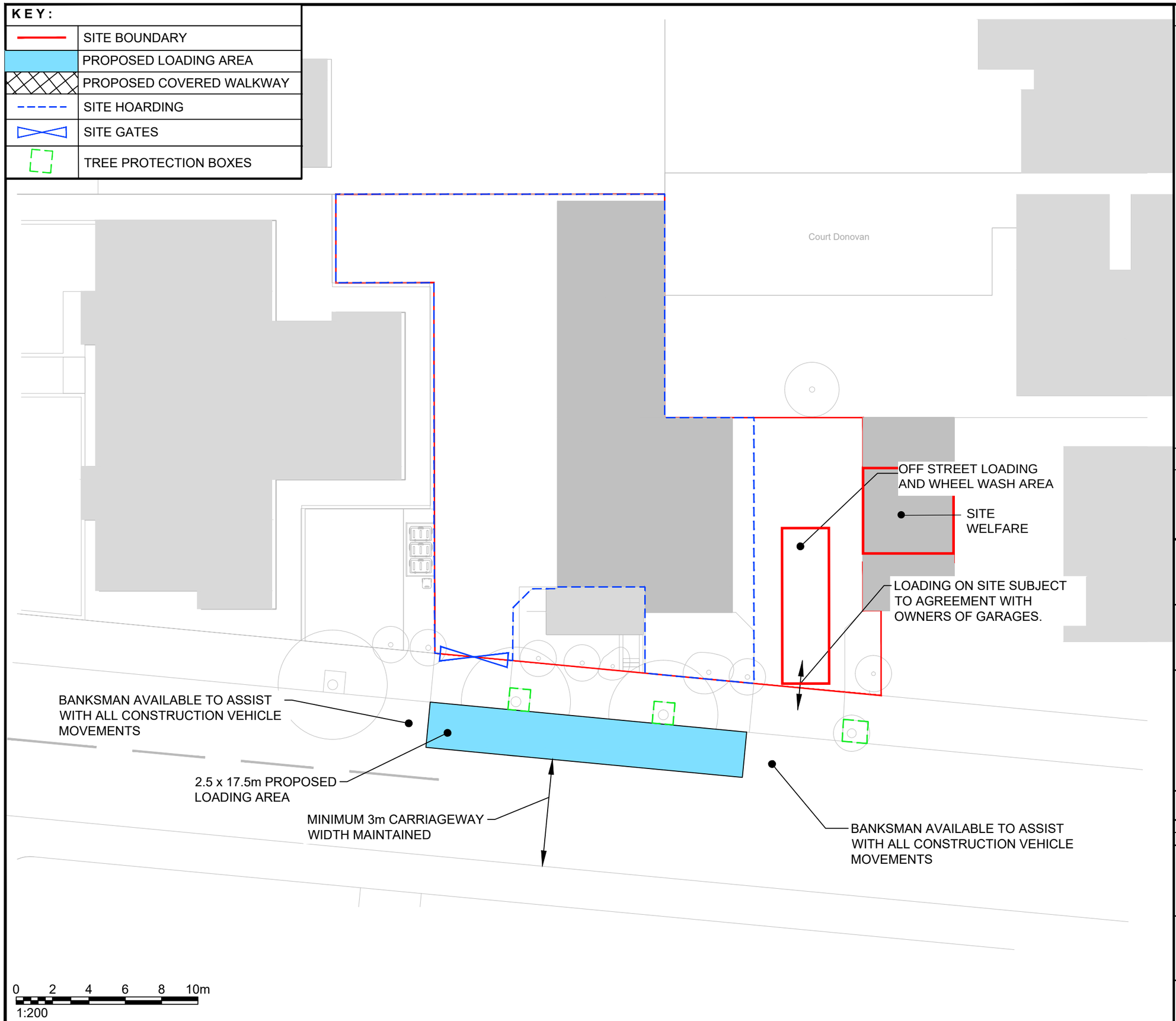
Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	MUSWELL HL BDY C HATCH L	144	498	8	6.23	5.75	11.98	2.51	0.5	1.25
Bus	MUSWELL HL BDY C HATCH L	W7	498	19	6.23	3.58	9.8	3.06	1	3.06
Bus	COLNEY HATCH L MEADOW DR	234	486.43	5	6.08	8	14.08	2.13	0.5	1.07
Bus	COLNEY HATCH L MEADOW DR	134	486.43	12	6.08	4.5	10.58	2.84	0.5	1.42
Bus	COLNEY HATCH L MEADOW DR	43	486.43	10	6.08	5	11.08	2.71	0.5	1.35
Bus	ALEXANDRA PK RD CURZON R	299	433.82	4	5.42	9.5	14.92	2.01	0.5	1.01
Bus	ALEXANDRA PK RD CURZON R	102	433.82	7.5	5.42	6	11.42	2.63	0.5	1.31

Total Grid Cell AI: 10.47 PTAL: 3

Appendix D

KEY:

	SITE BOUNDARY
	PROPOSED LOADING AREA
	PROPOSED COVERED WALKWAY
	SITE HOARDING
	SITE GATES
	TREE PROTECTION BOXES



Rev	Details	Drawn	Checked	Date
A	Layout amended	MG	DH	27.09.23
B	Wheelwash and welfare	PS	PS	02.02.24

NOTES:

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

Client

...

Project

Methuen Park, Muswell Hill

Drawing Title

Proposed Highway Arrangement

Scale	1:200	Size	A3
Drawn	MG	18.09.23	
Checked	DH	18.09.23	

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Drawing Number	Rev
2023-4883-002	B

2023-4883-002 PROPOSED HIGHWAY ARRANGEMENT.DWG

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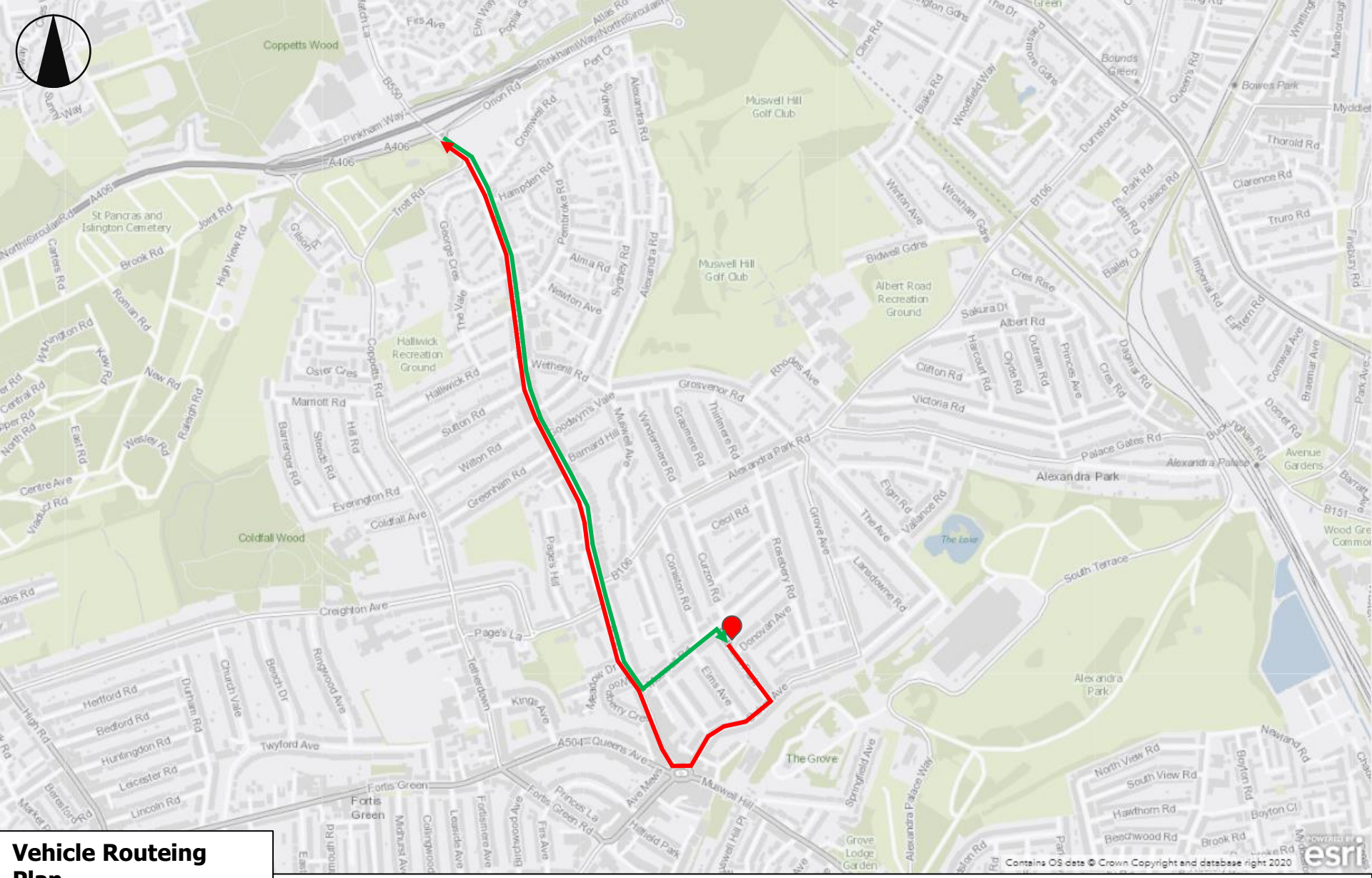
Appendix E



Vehicle Routeing Plan

Key

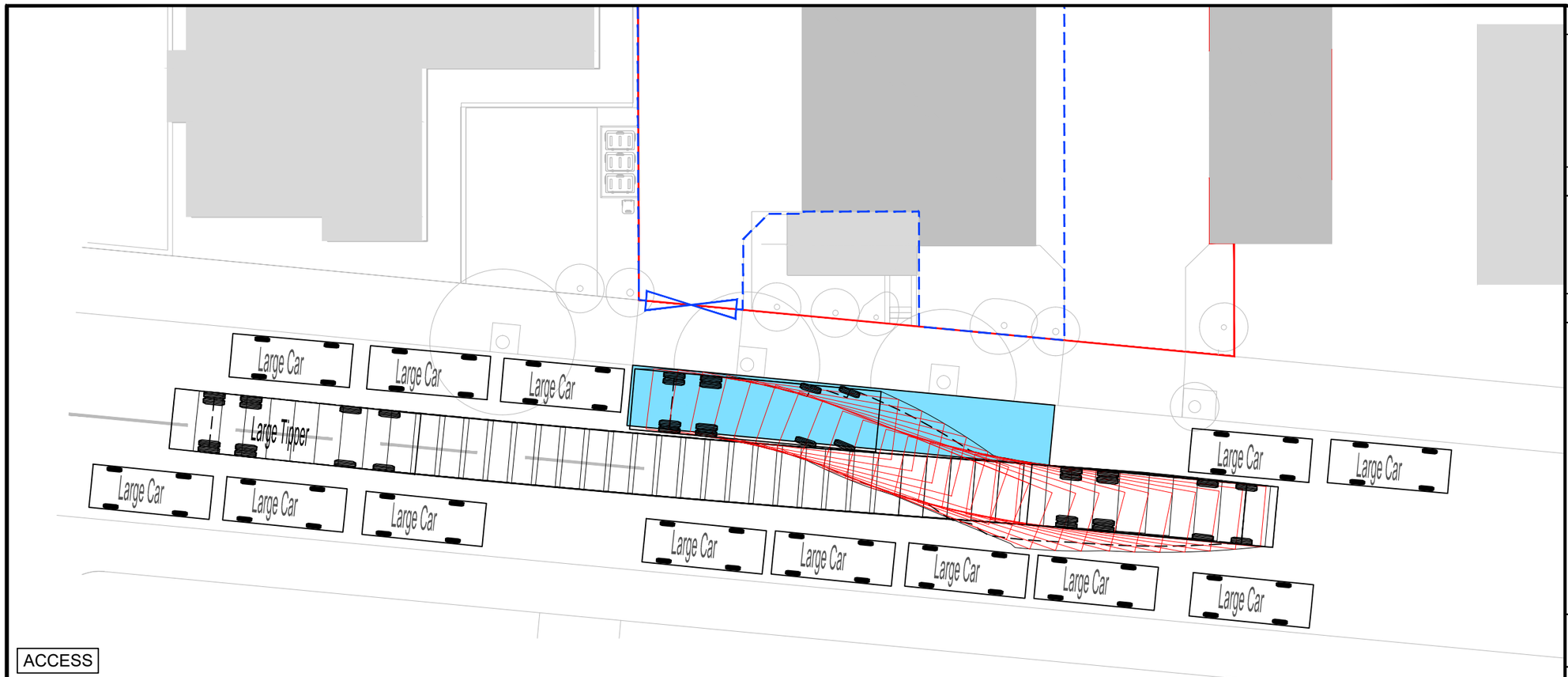
- Approach Route
- Departure Route
- Application Site

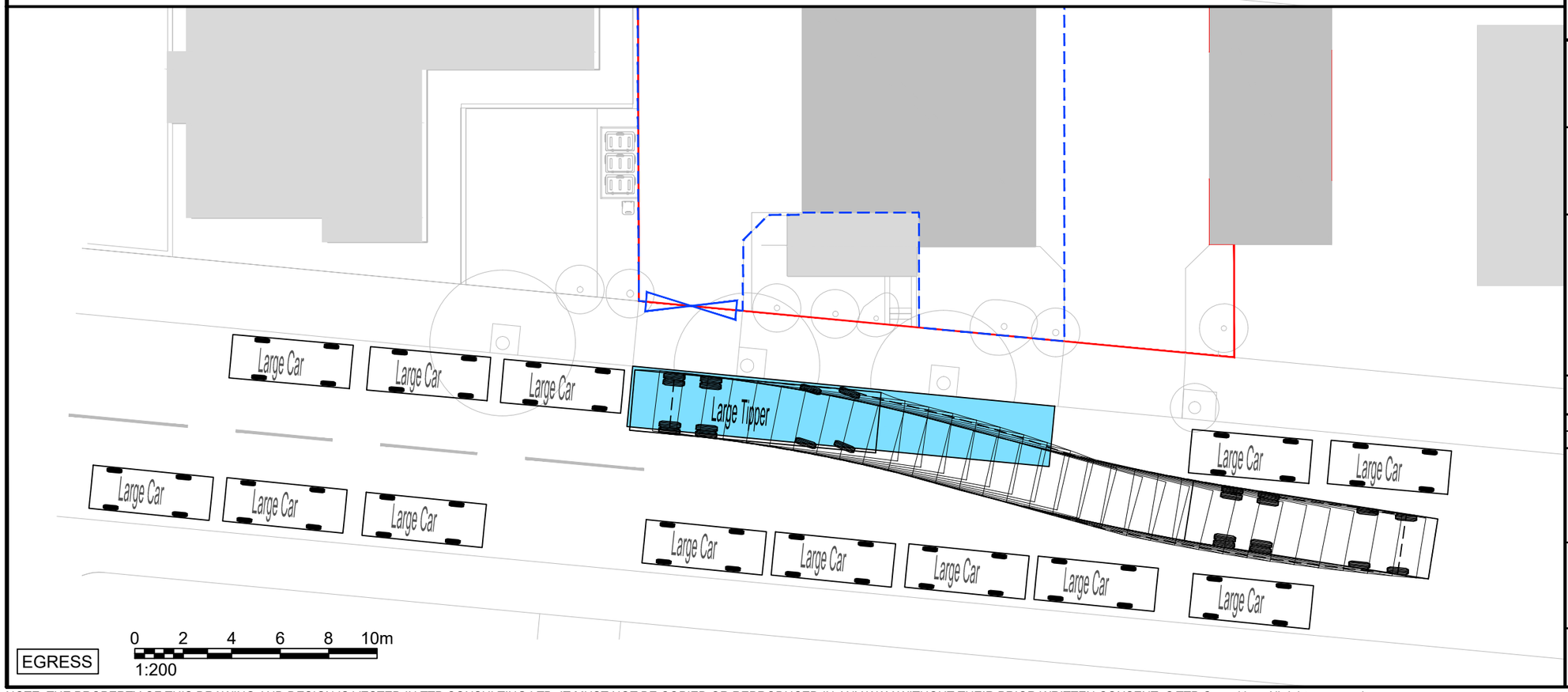
Appendix F

PJ16 VHU

LV72 UDJ
EF62 WNR

Appendix G





Rev	Details	Drawn	Checked	Date
...	...	...	...	...

NOTES:

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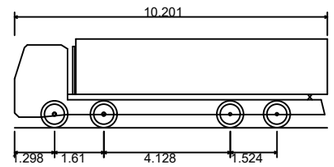
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

LARGE TIPPER



Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

FORWARD MOVEMENTS *(design speed - 5kph)*

REVERSE MOVEMENTS *(design speed - 2.5kph)*

Client

...

Project

Methuen Park, Muswell Hill

Drawing Title

Vehicle Swept Path Analysis
10.2m Large Tipper

Scale	1:200	Size	A3
Drawn	MG	18.09.23	
Checked	DH	18.09.23	

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transport planning specialists

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Drawing Number	Rev
2023-4883-TR01	...

2023-4883-TR01 VSPA 10.2M LARGE TIPPER.DWG

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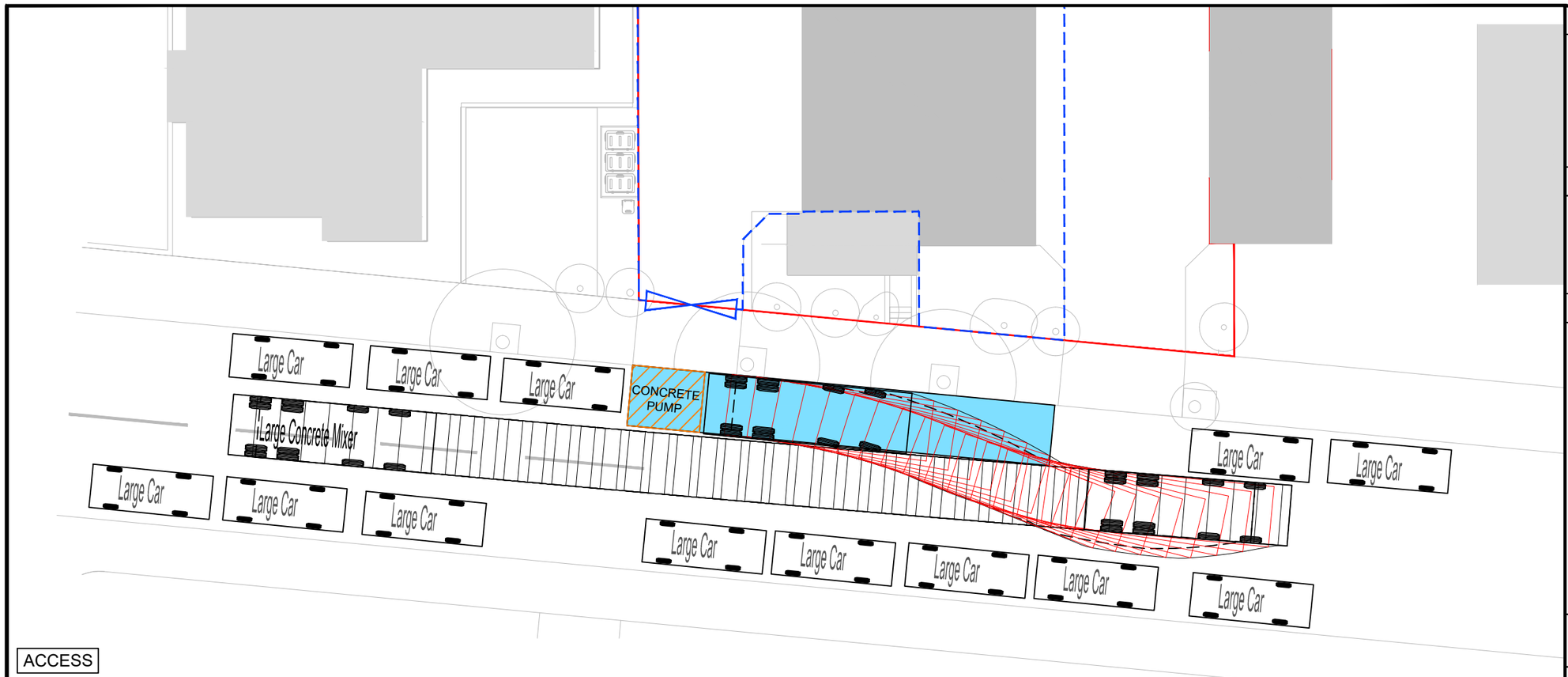

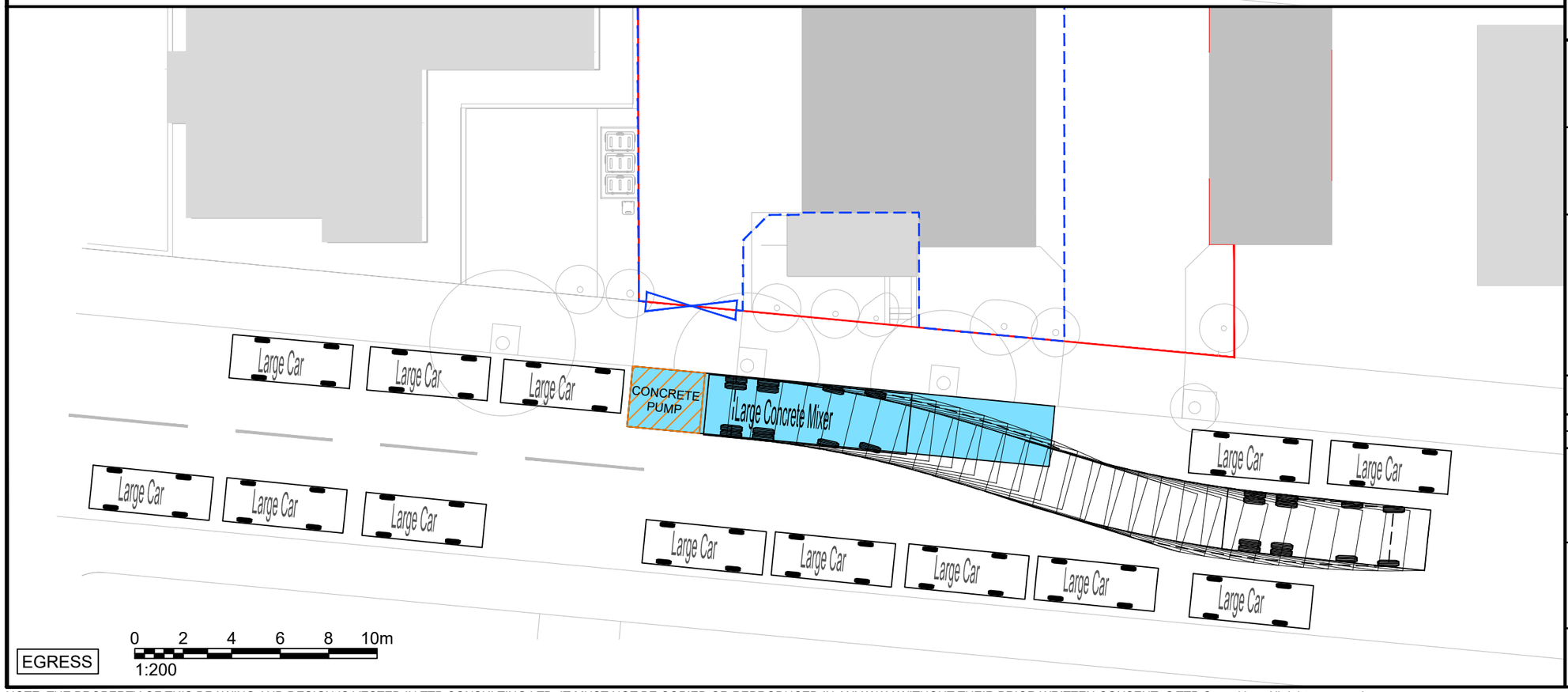

Rev	Details	Drawn	Checked	Date
...	...	...	...	...

NOTES:

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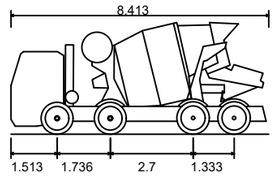
3. This drawing is for illustrative purposes only, and not for construction.

LARGE SIZE CONCRETE MIXER



Overall Length	8.413m
Overall Width	2.500m
Overall Body Height	4.030m
Min Body Ground Clearance	0.263m
Max Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	9.911m

FORWARD MOVEMENTS
(design speed - 5kph)

REVERSE MOVEMENTS
(design speed - 2.5kph)

Client

...

Project

Methuen Park, Muswell Hill

Drawing Title

Vehicle Swept Path Analysis
Large Concrete Mixer

Scale	1:200	Size	A3
Drawn	MG	18.09.23	
Checked	DH	18.09.23	

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Drawing Number	Rev
2023-4883-TR02	...

2023-4883-TR02 VSPA LARGE CONCRETE MIXER.DWG

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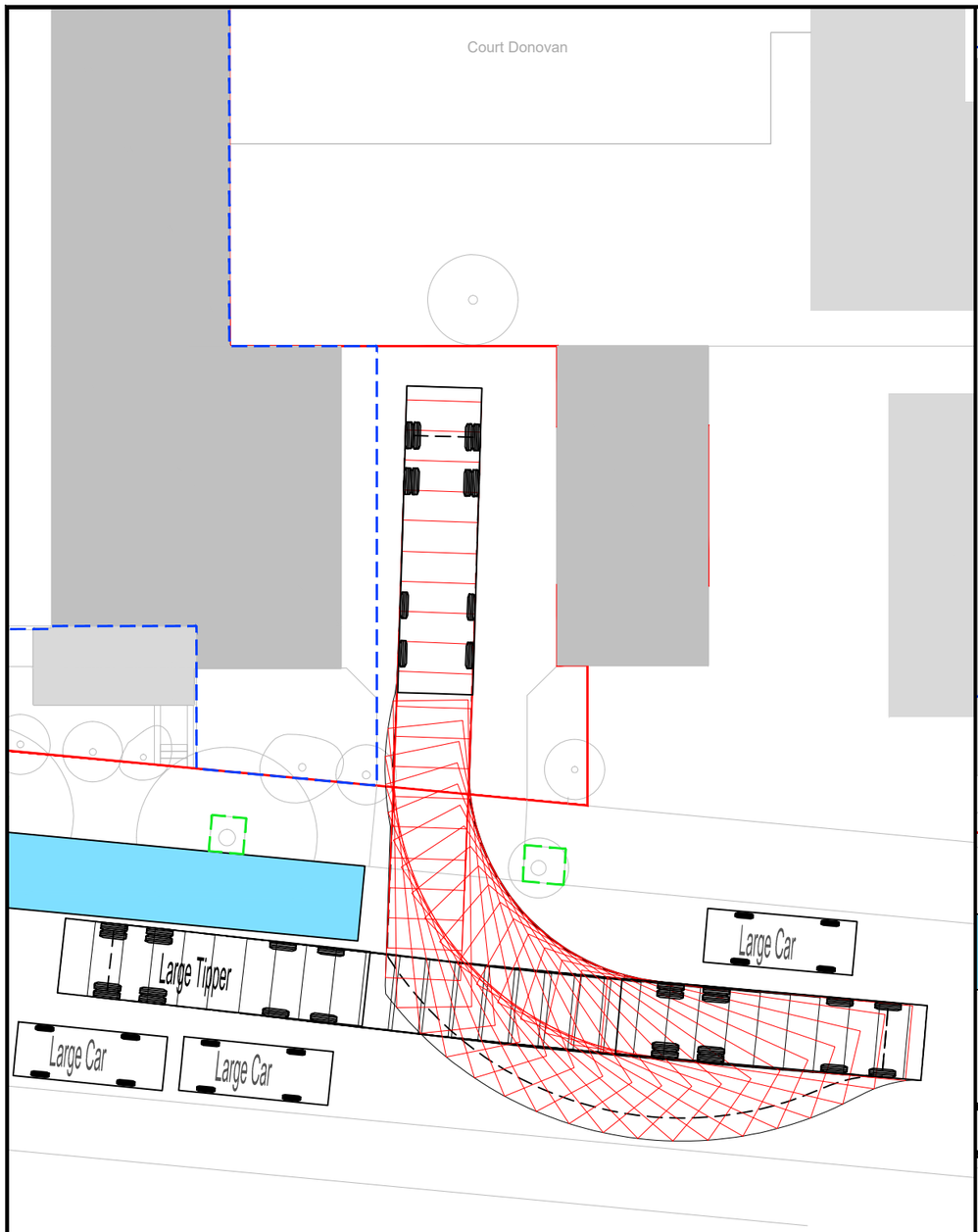
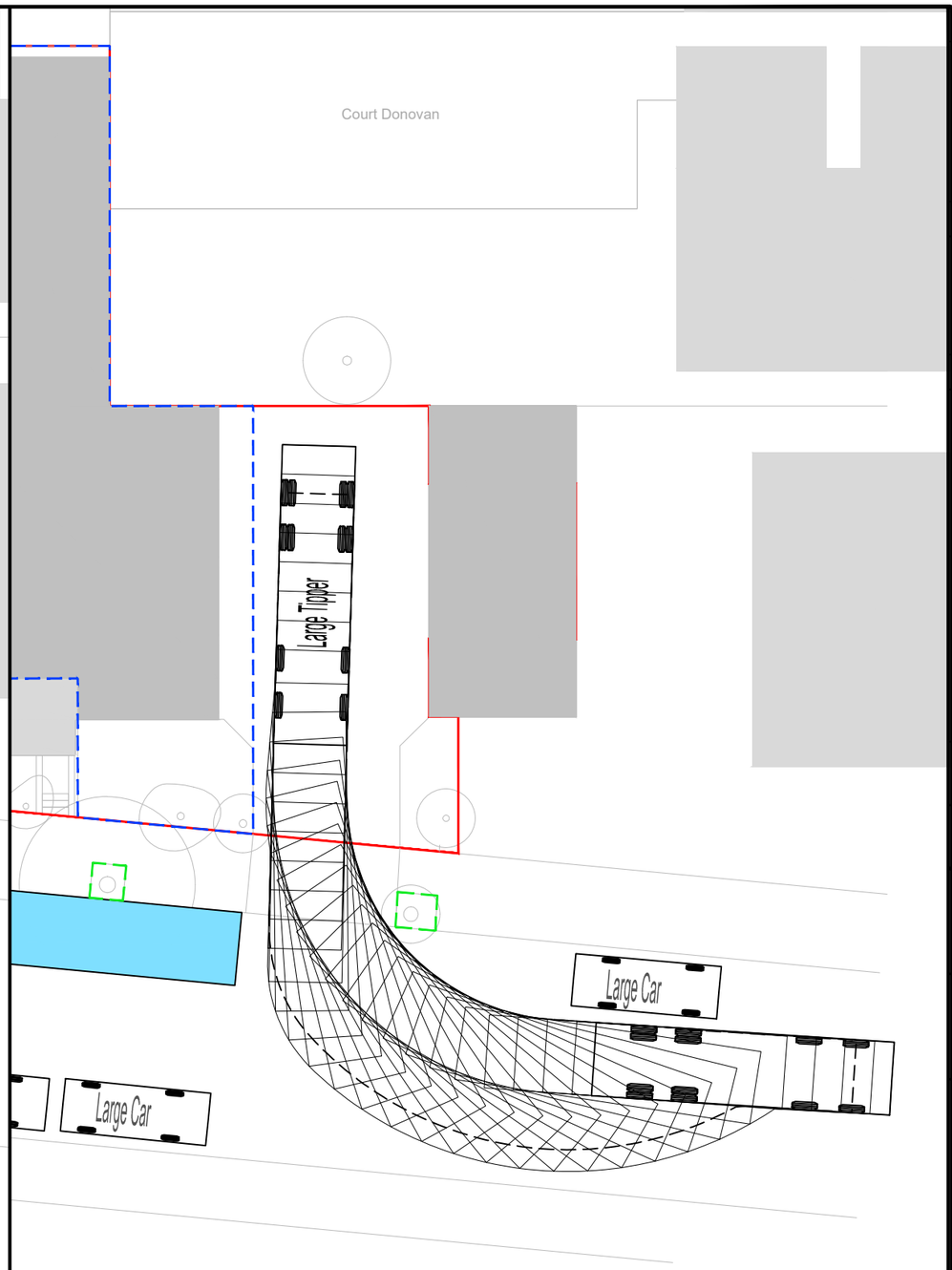


ACCESS

0 2 4 6 8 10m
1:200



EGRESS

Rev	Details	Drawn	Checked	Date
...	...	...	...	...

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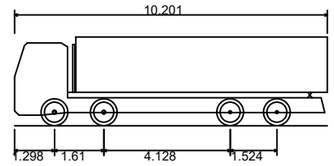
LARGE TIPPER



Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	11.550m

FORWARD MOVEMENTS
(design speed - 5kph)

REVERSE MOVEMENTS
(design speed - 2.5kph)

Client

...

Project

Methuen Park, Muswell Hill

Drawing Title

Vehicle Swept Path Analysis
10.2m Large Tipper

Scale	1:200	Size	A3
Drawn	MG	27.09.23	
Checked	DH	27.09.23	

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Drawing Number	Rev
2023-4883-TR03	...

2023-4883-TR03 VSPA 10.2M LARGE TIPPER.DWG

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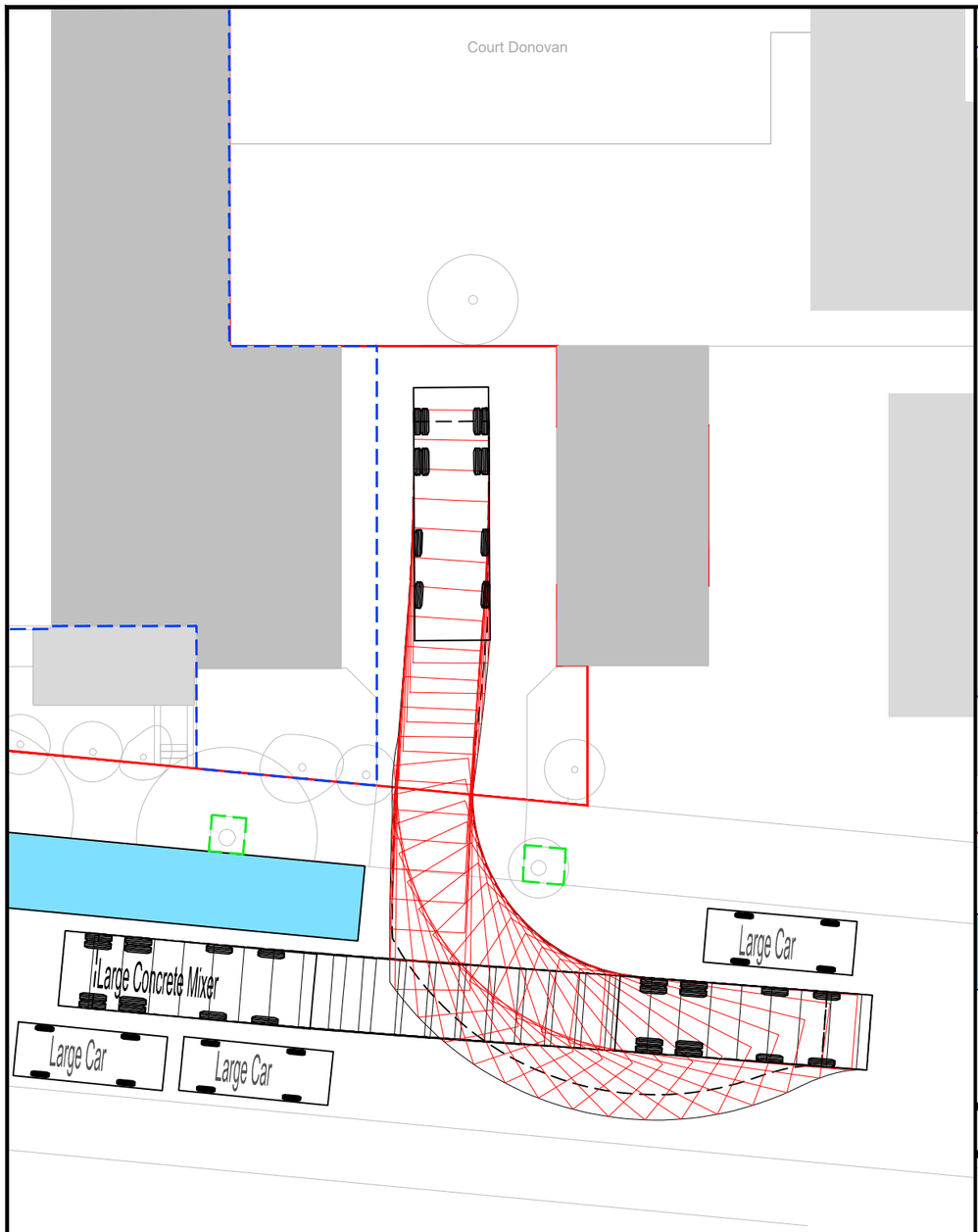
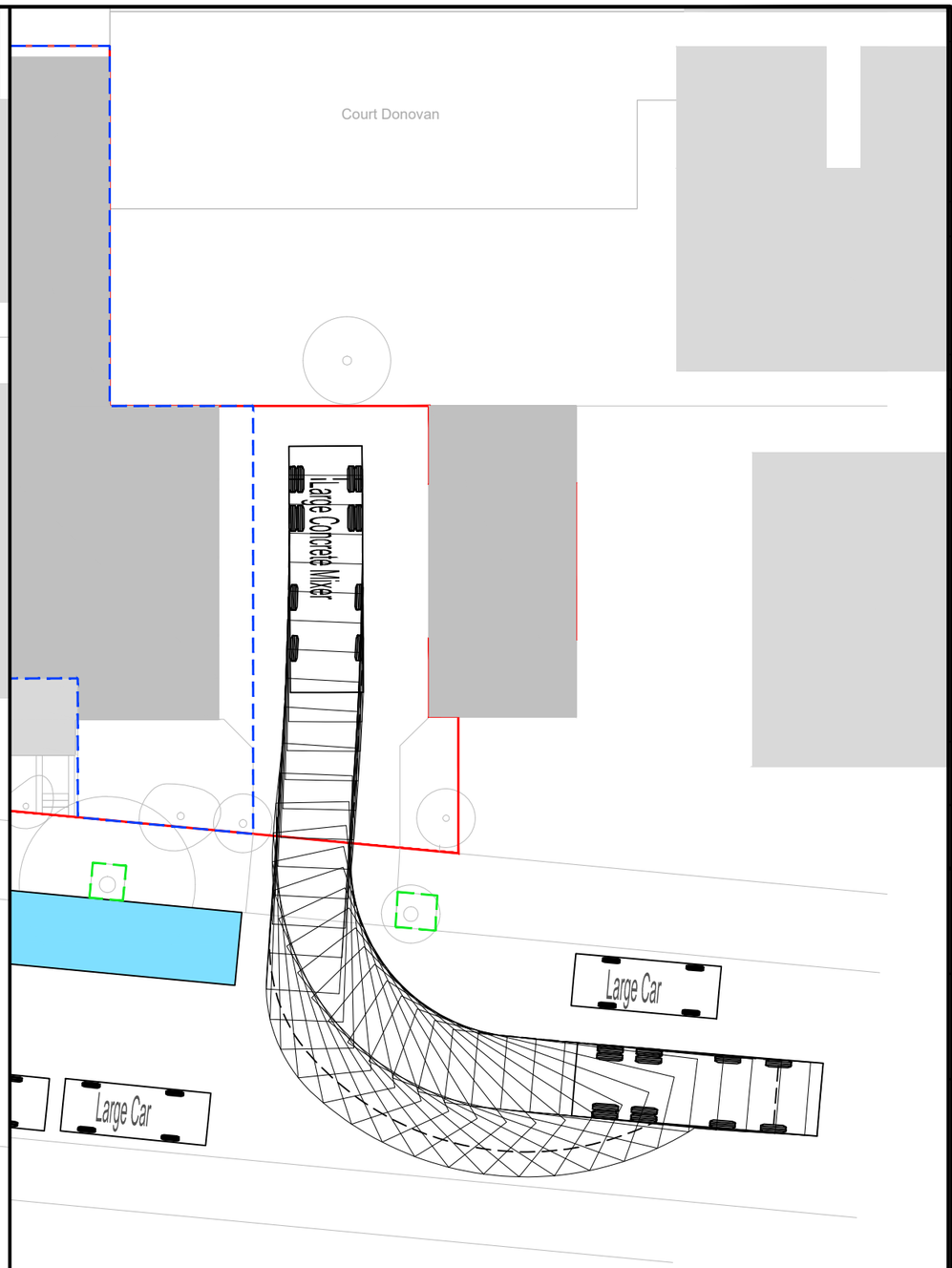


ACCESS

0 2 4 6 8 10m
1:200



EGRESS

Rev	Details	Drawn	Checked	Date
...	...	...	...	...

N O T E S :

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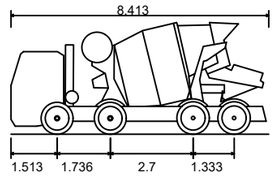
LARGE SIZE CONCRETE MIXER



Overall Length	8.413m
Overall Width	2.500m
Overall Body Height	4.030m
Min Body Ground Clearance	0.263m
Max Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	9.911m

FORWARD MOVEMENTS
(design speed - 5kph)

REVERSE MOVEMENTS
(design speed - 2.5kph)

Client

...

Project

Methuen Park, Muswell Hill

Drawing Title

Vehicle Swept Path Analysis
Large Concrete Mixer

Scale	1:200	Size	A3
Drawn	MG	27.09.23	
Checked	DH	27.09.23	

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Drawing Number	Rev
2023-4883-TR04	...

2023-4883-TR04 VSPA LARGE CONCRETE MIXER.DWG

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