

CAPITAL CITY COLLEGE GROUP

**TOTTENHAM CENTRE, LONDON BOROUGH OF
HARINGEY**

OUTLINE CONSTRUCTION LOGISTICS PLAN

FINAL

**REPORT REF.
2301780-R05**

February 2024

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REV	ISSUE PURPOSE	AUTHOR	CHECKED	APPROVED	DATE
-	Draft Issue	FM	DH	Draft	25/01/2024
-	Final Issue	FM	FM	DH	08/02/2024

Distribution

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1. Introduction

Development Name	College of Haringey, Enfield and North East London, Tottenham Campus
Landowner	Capital City College Group
Site address	High Road, Tottenham, London
Site postcode	N15 4RU
Existing Site Use	College
Summary of Works	Demolition of existing college building and replacement constructed

Construction Logistics Manager	TBC
Phone number	TBC
Email	TBC
Logistics provider contact name	TBC
Phone number	TBC
Email	TBC

CLP produced by	Faye Murray
Signature	<i>FM</i>
Date	08.02.2024
CLP Accreditation Date	October 2023
CLP reviewed by	David Howson
Signature	
Date	08.02.2024
CLP Accreditation Date	March 2019 (Advanced, June 2022)

1.1. Ardent Consulting Engineers (ACE) has been instructed to prepare an Outline Construction Logistics Plan (CLP) in relation to the proposed development of a new educational building to replace an existing one to be demolished at The College of Haringey, Enfield and North East London, Tottenham Campus (hereafter known as 'the site'). London Borough of Haringey (LBH) are the planning and highways authority.

CLP Objectives

1.2. The overall objectives of this CLP are to:

- Lower emissions – through efficient delivery practices minimise emissions by construction vehicles serving the site that may otherwise impact on local residents living in the area or students/staff at the college as well as along the vehicle access route where people are travelling to local businesses, retail or education;
- Enhance safety – including both vehicle and road user safety along vehicle routes and at the site access point, as well as pedestrian/cycle movements locally;
- Manage construction – ensure efficient delivery and promote awareness of local constraints/sensitive receptors, including the adjacent cycle route; and
- Reduce congestion – manage overall trips and minimise peak hour impact.

1.3. To support the overall objectives, the CLP has several elements that could be considered as sub-objectives that will be implemented/adopted by the appointed contractor to help minimise impact on sensitive receptors as described in **Section 2.0**:

- Encourage the use of greener vehicles;
- Encourage the most efficient use of construction vehicles;
- Encouraging use of sustainable modes of travel by construction staff;
- Promote use of safer vehicles and adoption on safe working practices;

- Identify construction requirements and plan for their delivery in an efficient manner;
- Communicate construction strategy, including delivery areas and protocols, to contractors/suppliers; and
- Promote smarter operation to reduce the need for travel.

Site Context

- 1.4. The application site is located within The College of Haringey, Enfield and North East London (CONEL) which itself is situated on the western side of High Road (A10) to the south of Tottenham in the London Borough of Haringey.
- 1.5. The site location in the context of the local area is shown at **Figure 2.1**, with the site shown as a red dot.

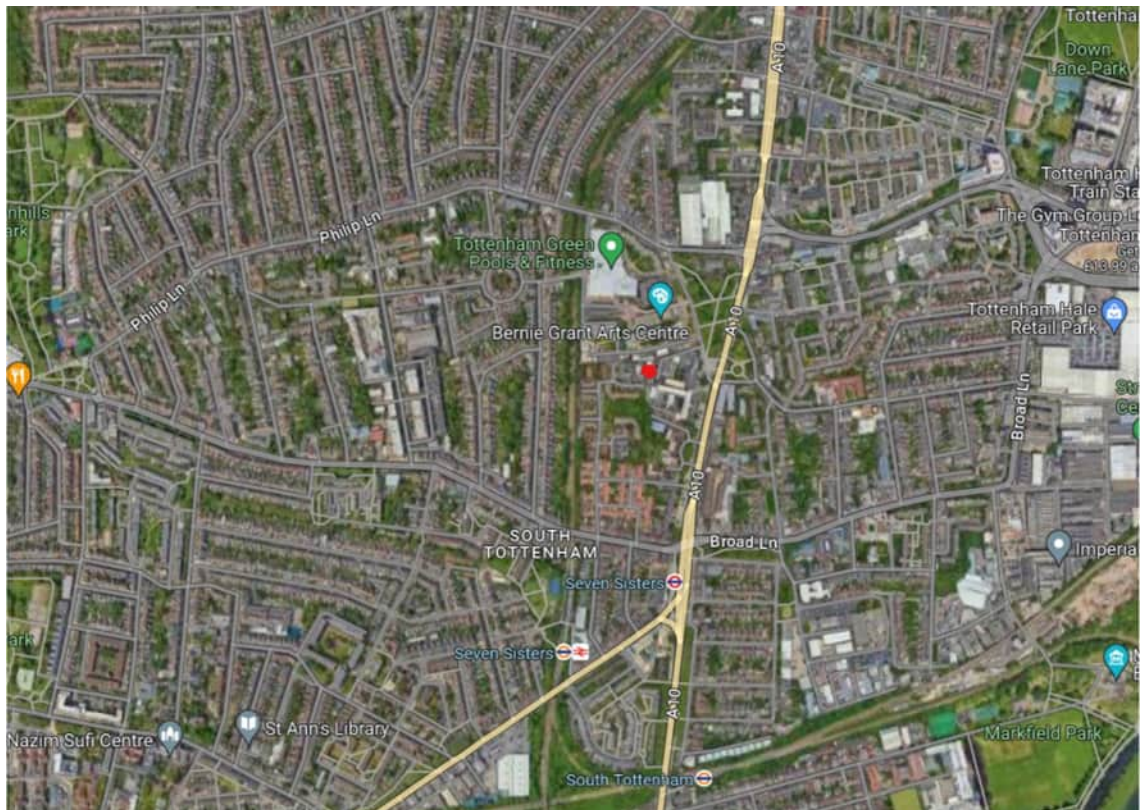


Figure 2.1: Site Location (Source: Google Earth)

- 1.6. The existing site plan of the college is shown below with the building to be demolished shown with a purple dot. The red line boundary denotes the ownership of the wider college.

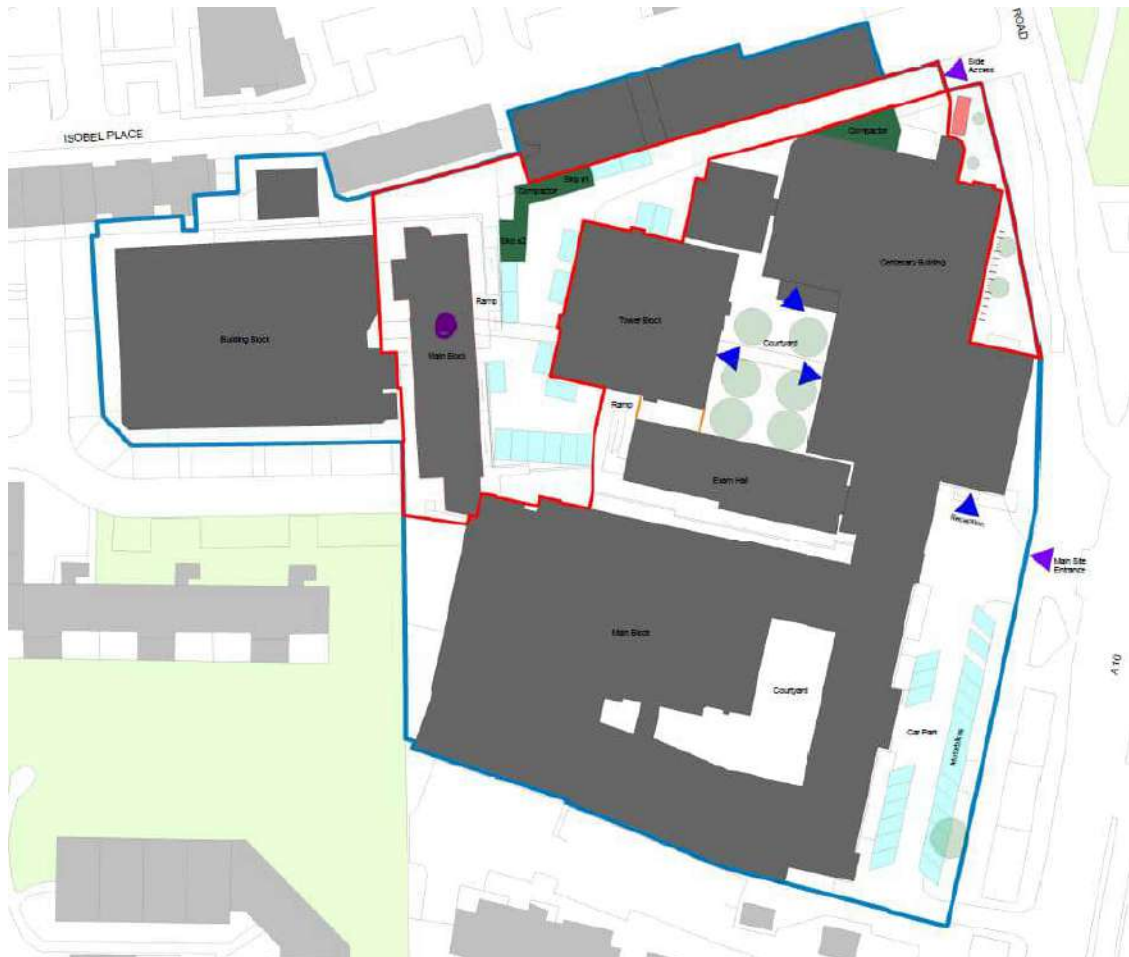


Figure 2.2: Existing Site Plan of College (Source: Atkins Plan 5219901-ATK-01-00-D-A-021001)

- 1.7. The college site lies within a mixed use area of residential, employment and retail land uses in close proximity to Seven Sisters underground station. It is bounded by residential development to the south and southwest; Isobel Place to the north which serves residential and office space; and Town Hall Approach and High Road (A10) adjacent to the eastern boundary.

- 1.8. The building to be demolished is of poor quality and is deemed no longer fit for purpose. It is currently used as a gym/lecture theatre and has a floor area of 1,030m².
- 1.9. For wider context, the “Building Block” located to the west of the gym/lecture theatre as identified above in **Figure 2.2** is an existing construction workshop and teaching block of 3,587m². It too is in poor condition and no longer fit for purpose. The proposed new building is to replace this facility. The “Building Block” is to be demolished at a later date (as part of a separate planning application) and the land potentially released as a residential building plot. Students will continue to learn in the “Building Block” until such time as the new construction building is constructed and operational.
- 1.10. At the time of writing, there is no appointed site contractor. Once a contractor is appointed this information will be supplied to the Council whilst these details will also be incorporated into a Detailed CLP. The demolition and build out period associated with the proposals is currently anticipated to take 56 weeks. This is made up of 8 weeks for demolition (including 1 week’s mobilisation) and 48 weeks for construction. Further details are set out in **Section 3.0**.
- 1.11. The preliminary details provided within this CLP will be utilised to prepare a Detailed CLP that will be provided for approval by LBH prior to commencement of works on site. It is anticipated that the requirement to prepare a Detailed CLP will be a condition of planning approval of the scheme. Further iterations of the CLP may be necessary to reflect the logistics requirements of the scheme as it develops.
- 1.12. General site working hours will be as follows:
 - Monday – Friday - 08:00 to 18:00 hours
 - Saturday - 08:00 to 13:00 hours
 - Sundays and Bank Holidays - No working to take place
- 1.13. **Section 7.0** of this report confirms that there will be ongoing monitoring of the Detailed CLP with further iterations prepared to fully cover the entire build in

appropriate detail to ensure impact on local neighbours and networks is minimised, which are objectives of the CLP (see above).

CLP Structure

1.14. Following this introduction, this report is structured as follows: -

- **Section 2.0** provides a description of the site conditions in relation to location and surrounding properties;
- **Section 3.0** considers the anticipated construction program;
- **Section 4.0** outlines anticipated vehicle routing and access arrangements;
- **Section 5.0** considers potential measures and strategies to reduce the impact of demolition/construction associated with the build;
- **Section 6.0** considers likely number and type of vehicles that will serve the site; and
- **Section 7.0** considers how the CLP will be implemented, monitored and further iterations prepared to cover the full build of the site.

2. Context, Considerations and Challenges

Policy Context

- 2.1. This section of the CLP considers policies and guidance that have helped inform the preparation of CLPs.

National Policy

- 2.2. The *National Planning Policy Framework (last updated December 2023)* promotes the use of sustainable transport throughout the UK, safe road design, and the efficient and sustainable development of goods and supplies. The *NPPF* sets out the long-term strategy for sustainable development.
- 2.3. *The Traffic Management Act (2004)* makes provision in relation to the management of road works; to make new provision for regulating the carrying out of work and other activities in the street. It acknowledges that highways may be occupied due to construction activities.
- 2.4. Published in 2006, the Freight Transport Association's *Designing for Deliveries* provides specifications and design inputs that can be used to help ensure delivery vehicles can safely and efficiently serve a site, and is a useful resource in considering construction site access.

Regional and Local Policy

- 2.5. *The Mayors Transport Strategy (2018)* emphasises the importance of the CLP in encouraging improved efficiency in activity and providing a framework for regulation. The document especially highlights the importance of the London Freight Plan, Delivery Servicing Plans (DSPs), CLPs and Fleet Operator Recognition Scheme (FORS) to encourage improved efficiency and provide a framework for incentivisation and regulation. *The Mayors Transport Strategy* promotes the *Healthy Streets Approach* which seeks to make health and personal experience the priority as plans are made for the city of London, including promoting the *Vision Zero* action plan that seeks to eliminate all deaths and serious injuries on London's transport system.
- 2.6. *The Freight & Servicing Action Plan (2019)* identifies FORS, DSPs and CLPs as key tools for delivering freight more sustainably in London, including to help achieve a

vision for the safe, reliable and efficient movement of freight and servicing trips to, from and within London, that will support the economy in balance with the needs of other transport users as well as environmental consideration.

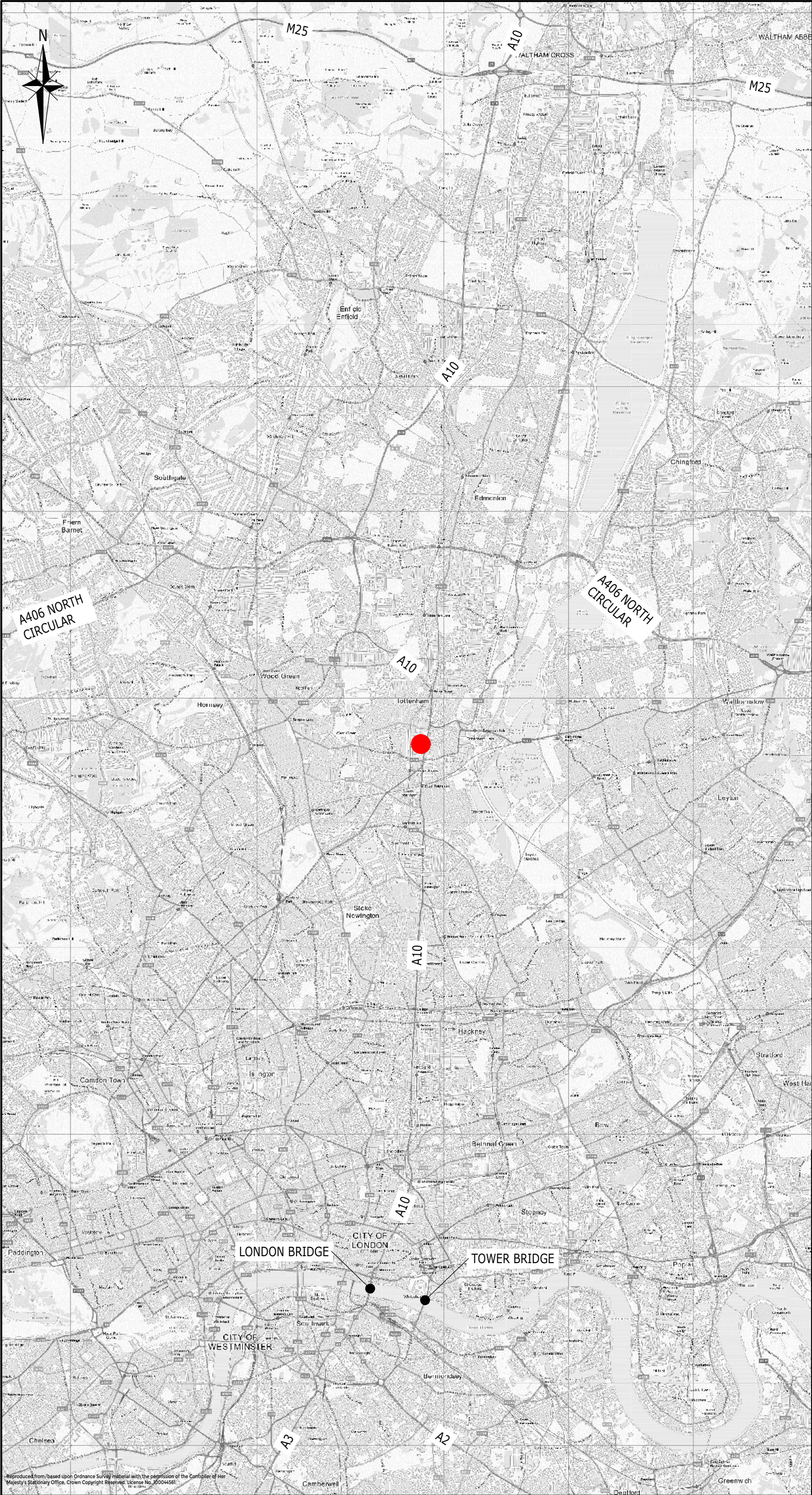
- 2.7. Policy T7 of the *London Plan* (2021) relates to construction and freight activity, including the requirement for CLPs to be prepared following TfL guidance in a way which reflects the scale and complexities of developments.
- 2.8. FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally friendly and its importance is recognised within the *Mayor's Transport Strategy* as well as the *London Plan*.
- 2.9. The document *Construction Logistics Planning Guidance* has been prepared by TfL to provide a consistent framework for the preparation of CLPs within London. The guidance has been adapted since first release by CLOCS for UK-wide implementation, with contribution and support in the preparation of the guidance provided by a range of companies, institutions and bodies, including High Speed 2 (HS2) Ltd, London Councils, FORS and WestTrans.
- 2.10. The latest version of the guidance was released in April 2021 and included the UK-wide adaptations and has been utilised in preparing of this Outline CLP.

Context Maps

- 2.11. The surrounding area has been considered in the context of this CLP within **ACE Drawing No. 2301780-015** (Wider Context), **2301780-016** (Regional Context) and **ACE Drawing No. 2301780-017** (Local Context) below.
- 2.12. The site boundary and details of the local area surrounding it are included in **ACE Drawing No. 2301780-018** (Site Boundary Plan).

Context Maps

Construction Logistics Plan – Wider Context Map

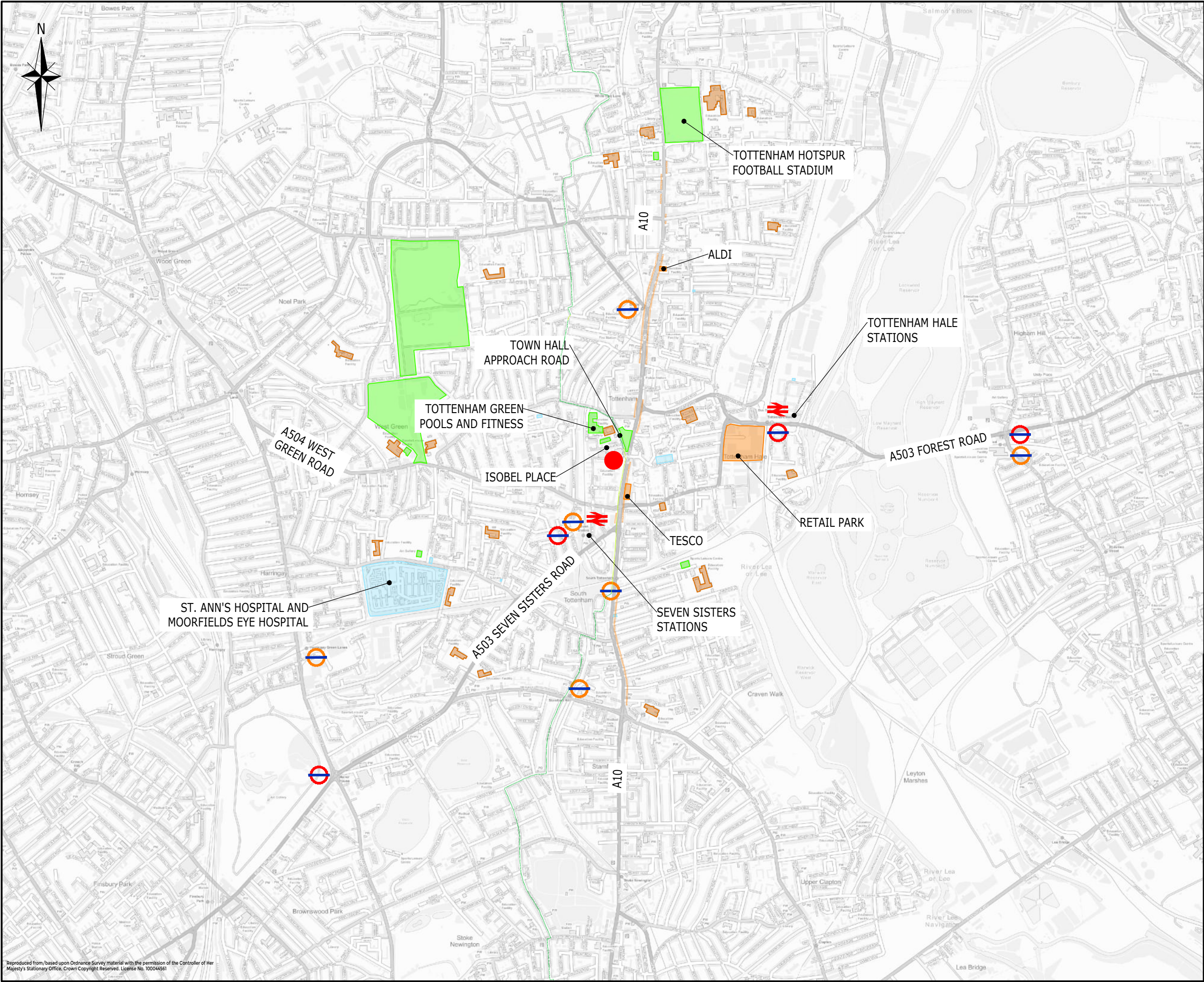


KEY

● SITE

Rev		Description	Dwn	Chk	App	Date
ARDENT CONSULTING ENGINEERS Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk worksafe www.ardent.com SSIP BUREAU VERITAS Certification ASSURANCE CONSTRUCTION QUALITY MANAGEMENT						
Client						
CAPITAL CITY COLLEGE GROUP						
Project Title:						
TOTTENHAM CAMPUS						
Drawing Title:						
CLP - OUTER CONTEXT PLAN						
A3 Scale		Date	Designed by			
1:60000		07.02.24	RN			
Drawn by		Checked by	Approved by			
RN		FM	DH			
Drawing Number						Rev
2301780-D15						-

Construction Logistics Plan – Regional Context Map



KEY

SITE

RAILWAY STATION

UNDERGROUND STATION

OVERGROUND STATION

SCHOOL / EDUCATION

LEISURE / PARKS

HOSPITAL / GP / MEDICAL

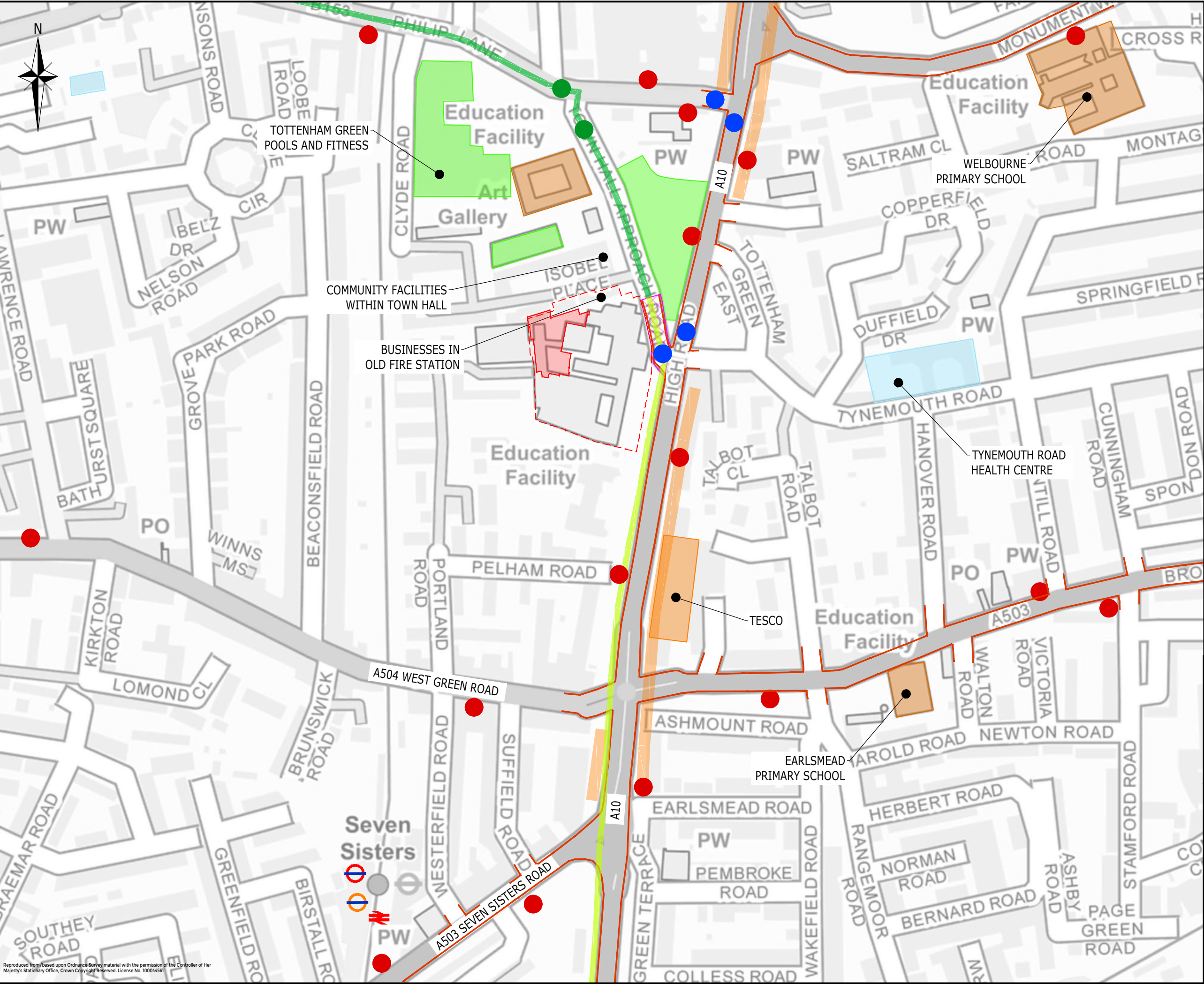
RETAIL

CS1 CYCLEWAY (ON ROAD)

CS1 CYCLEWAY (OFF ROAD)

Rev	Description	Drn	Chk	App	Date
ARDENT CONSULTING ENGINEERS Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk worksafe www.smeaid.com SSIP ISO 9001 BUREAU VERITAS					
Client					
CAPITAL CITY COLLEGE GROUP					
Project Title:					
TOTTENHAM CAMPUS					
Drawing Title:					
CLP - REGIONAL CONTEXT PLAN					
A3 Scale	Date	Designed by			
1:20000	07.02.24	RN			
Drawn by	Checked by	Approved by			
RN	FM	DH			
Drawing Number					Rev
2301780-D16					-

Construction Logistics Plan – Local Context Map



KEY

SITE BOUNDARY

COLLEGE SITE

RAILWAY STATION

UNDERGROUND STATION

OVERGROUND STATION

BUS STOP

SIGNALISED PED CROSSING

TIGER CROSSING

SCHOOL / EDUCATION

LEISURE / PARKS

HOSPITAL / GP / MEDICAL

RETAIL

CS1 CYCLEWAY (ON ROAD)

CS1 CYCLEWAY (OFF ROAD)

SOUTHBOUND BUS LANE ON TOWN HALL APPROACH ROAD (CLOSED TO OTHER TRAFFIC)

RED ROUTE

Rev	Description	Drn	Chk	App	Date
ARDENT CONSULTING ENGINEERS Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk worksafe www.smeaid.com SSIP ISO 9001 BUREAU VERITAS					
Client: CAPITAL CITY COLLEGE GROUP					
Project Title: TOTTENHAM CAMPUS					
Drawing Title: CLP - LOCAL CONTEXT PLAN					
A3 Scale	1:3000	Date	07.02.24	Designed by	RN
Drawn by	RN	Checked by	FM	Approved by	DH
Drawing Number	2301780-D17				Rev -

Construction Logistics Plan – Site Boundary Plan

Local Access Including Highway, Public Transport, Cycling and Walking

Highways, Carriageways and Footways

- 2.13. Town Hall Approach Road is a single, two way carriageway road which serves a number of buildings including the Tottenham Green Centre, Ambitious College, Bernie Grant Arts Centre along with Isobel Place and CONEL. At the southern end of Town Hall Approach Road (south of the CONEL access) is a one way bus and cycle only lane running southbound to connect with High Road (A10) as a traffic signal controlled junction with banned left turn out.
- 2.14. Town Hall Approach Road is part of the public realm with Tottenham Green on the eastern side and wide open hard landscaped space fronting a number of the buildings. There are waiting restrictions in the form of double yellow lines along Town Hall Approach Road and only three access roads leading off it into the Tottenham Green Centre, Isobel Place and CONEL.
- 2.15. High Road (A10) is a dual carriageway road, formed of two running lanes and subject to a 20mph speed limit. It forms part of the red route network in London with no stopping at any time except in specific locations for loading or disabled badge holders. The carriageway is a strategic road that provides a north/south route through Tottenham leading to the M25 to the north and towards London Bridge to the south.
- 2.16. High Road (A10) has two, good quality footways that are well maintained on both sides of the carriageway. It is a bus route with multiple services available and has a bus lane running northbound.
- 2.17. Formal pedestrian crossing points are provided over High Road (A10) within the vicinity of the college and at junctions along the route..
- 2.18. The surrounding road network is subject to extensive parking restrictions and is located within the LBH Controlled Parking Zone (CPZ) "Seven Sisters" which is enforced Monday to Saturday 8am – 6:30pm only allowing permit holders to park within restricted hours with some pay and display for up to 2 hours maximum parking.

Railway/Underground

- 2.19. The nearest underground station is Seven Sisters which provides access to the Victoria Underground and London Overground lines. It is around 650m (9 minute walk) from the college.
- 2.20. Tottenham Hale is the nearest national rail station (also with access to the Victoria underground line), located approximately 1.1km to the east of the site, around a 15-minute walk or 6 minute cycle away.
- 2.21. The site is not therefore abutting a railway line or a local station and as such construction will have no bearing on the operation of railways.

Bus Routes

- 2.22. The site is located within an area of one of the highest Public Transport Accessibility Level (PTAL) rating scores of 6a and on the border of 6b meaning it has excellent accessibility to public transport.
- 2.23. The closest bus stops (named College of North East London (Stop G and J) are located to the south of the college site on High Road (A10), within a 120m (2 minute) walk of the site to the southbound stop and 220m (3 minute) walk of the northbound stop.
- 2.24. As discussed above, at the southern end of Town Hall Approach Road (south of the college access) is a one way bus and cycle only lane running southbound to connect with High Road (A10) as a traffic signalised junction with banned left turn out.
- 2.25. Whilst the bus stops are located close to the site, it is not envisaged that the construction works will have a bearing on the operation of the bus services nor the bus stop infrastructure itself. However, as buses use Town Hall Approach Road and the nearby bus only lane then it will be important to ensure that construction vehicles do not impede the road fronting the college or cause hold ups as they enter the site access which would delay the services.

Cycle

- 2.26. Route CS1 runs adjacent to the college along Town Hall Approach Road. It runs adjacent to the bus only link and High Road (A10) in the form of off road facilities. The route runs north/south between Dalston and Waltham Cross. It connects with other routes to the north and south enabling cyclists to travel to the college from the surrounding area.
- 2.27. The extensive cycling network surrounding it does present construction workers a good opportunity to travel to the site via cycle. As the C1 route runs past the site it will be important that construction vehicles entering the college do not wait across the route and are aware of the cyclists using this route.

Considerations and Challenges

College

- 2.28. The college will remain open and operational during the construction works and the latter part of the demolition works but will be closed during the summer period when the first part of the demolition works are to take place.
- 2.29. The access will continue to be used for large deliveries/servicing for the college associated with the waste/recycling collection of skips and compactors during the construction period and potentially in the latter part of the demolition period. This will require vehicles collecting the compactor nearest the existing gate to reverse back into the site access to collect the equipment or use the site to turn. All other skips/compactors associated with the college will be located within the Contractor's site. The Detailed CLP will include information on how the Contractor will facilitate operational waste/recycling for the college.
- 2.30. Parking is to be removed from the rear of the college as part of the proposals and so will be removed prior to the demolition/construction of the site. Therefore, staff will be aware that they can no longer park in this area. Currently students do not use this access and this will continue throughout demolition/construction.
- 2.31. The first part of the demolition will take place during the summer period when students and staff will not be occupying the adjacent buildings. However, during

construction and in the latter part of the demolition the surrounding buildings will be occupied by students and staff. Therefore, safe and secure pedestrian routes are to be provided between the buildings outside of the hoarding line of the construction site- in particular the building to the west of the site which currently has pedestrian access via metal steps down to the rear of the main college buildings. The access routes will be defined through the Detailed CLP with the Contractor liaising with the College.

2.32. During the early part of the demolition period there is expected to be no impact on the operation of the college as it will be undertaken when there is a reduced staff presence and no students present during the summer period. During construction and the latter part of the demolition activity, there will be an impact on students/staff in how they walk around the college between the various buildings, and how waste/recycling is collected. The Detailed CLP will need to consider day to day operations of the college and include emergency access considerations. The Outline CLP has included space between the western building and the hoarding line of the construction site to enable access for students/staff into the main college. Emergency access to the western building can be taken from Isobel Place via existing gates or onto Portland Road using the existing fire exit doors.

Shared Cycleway / Footway

2.33. A shared footway /cycleway is located adjacent to the site on Town Hall Approach Road. It is anticipated that this will remain intact during the works as the hoarding line is shown set back within the site.

2.34. Construction activity will take place within the site only in order to minimise impact upon the public, however, vehicles arriving/departing the site will pass over a section of the shared footway/cycleway on Town Hall Approach Road which crosses the access point. Vehicles will be restricted from waiting across the access with traffic cones/barriers and signage provided to highlight the construction site to cyclists, and highlight the existence of the cycle route to delivery vehicle drivers.

Bus Route

2.35. The bus route runs along Town Hall Approach Road but there are no stops that will be impacted. All deliveries will be on site and so vehicles will not block the bus route.

Public Relations

- 2.36. A Community Liaison Officer will be appointed to mitigate and resolve any issues and difficulties with locals. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours, and to minimise impacts from construction on our neighbours.
- 2.37. This CLP has prepared a strategy for preventing potential issues, however any difficulties encountered during construction will be reported/recorded in a log and resolved through the use of a dedicated construction telephone help line and a development construction website to set out status of the build to keep locals informed of progress. The helpline number will be incorporated on hoarding to facilitate contact when required and referenced in the newsletter as detailed below.
- 2.38. A monthly newsletter will be prepared to advise of current construction progress and to set out the works to follow over the coming months to ensure students/staff of the college and nearby local businesses/residents adjacent to the college on Isobel Place are kept informed of status. The newsletter will also provide contact details for any issues to be raised with the build as it progresses to allow a review of practices if necessary to resolve.

3. Construction Programme and Methodology

3.1. The works associated with the development would take approximately 56 weeks to complete in full. Full details of construction timings will be provided within the Detailed CLP.

3.2. There will be various construction stages and preliminary details of these are provided utilising guidance provided by the TfL CLP tool.

3.3. The construction has been broken down into six stages with details of activities to be undertaken for each stage provided below (following the same headers as the CLP tool). Please note that full details of construction activities will be provided within the Detailed CLP:

1. Site setup and demolition;

- Hoarding erection
- site strip
- establishment of temporary services and basic welfare facilities

2. Basement excavation and piling;

- There is no basement excavation
- Formation of pile mat
- Piling

3. Substructure;

- Pile caps
- Drainage
- Installation of utility / service distribution network
- GF slab formation

4. Super-structure;

- Reinforced concreted with off-site batching
- Concrete delivered ready to be poured
- Pre cast concrete stairs

5. Cladding;

- Scaffold erection
- Window installation
- Brickwork

6. Fit-out, testing and commissioning.

- Blockwork & Drylining to form internal walls
- Standard fit out works (M&E fixes, joinery, toilets, classrooms and decoration)
- Specialist fit out works to returned assets (M&E fixes, joinery, wall & floor finishes)

3.4. The preliminary anticipated program for the work has been estimated, with associated mitigation measures considered within this document.

3.5. This information will be expanded upon and confirmed when a contractor is in place to expand on the details provided within this outline document with suitable liaison with TfL/LBH as appropriate. However, the total construction period is anticipated to be around 56 weeks to complete from initial site setup to fit out.

3.6. General site working hours are envisaged to be as follows and will be written into all supply chain sub-contractor orders:-

- Monday to Friday - 08:00 to 18:00 hours
- Saturday - 08:00 to 13:00 hours
- Sundays and Bank Holidays - No working to take place

3.7. The profile of vehicle deliveries anticipated to serve the site on a typical day is reflected in the TfL CLP spreadsheet tool attached at **Appendix A**, and which has been completed utilising the above working hours to generate.

3.8. These programme details are preliminary at this stage but will be confirmed in full in preparation of the Detailed CLP and in consultation with TfL/LBH as appropriate.

3.9. The full output from the TfL CLP Tool is provided at **Appendix A**.

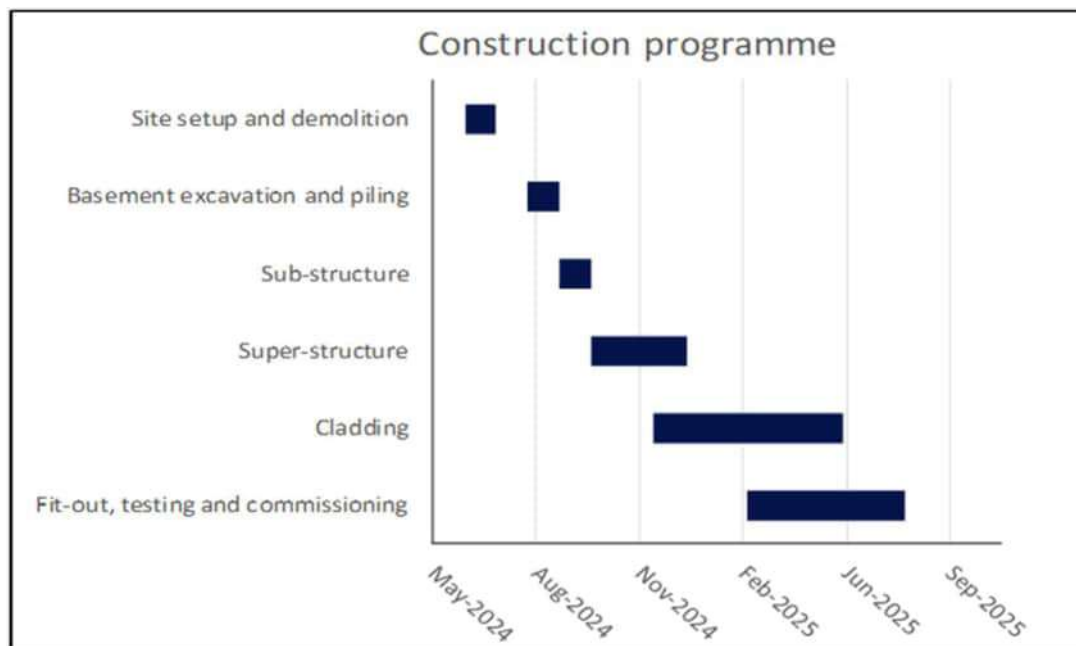


Plate 3.1: Construction Program (Output from CLP tool)

3.10. The College of Haringey, Enfield and North East London are committed to suitably controlling and monitoring the build at the site and a Detailed CLP will be prepared to provide site specific information on build as the scheme progresses, as is detailed within **Section 7.0**.

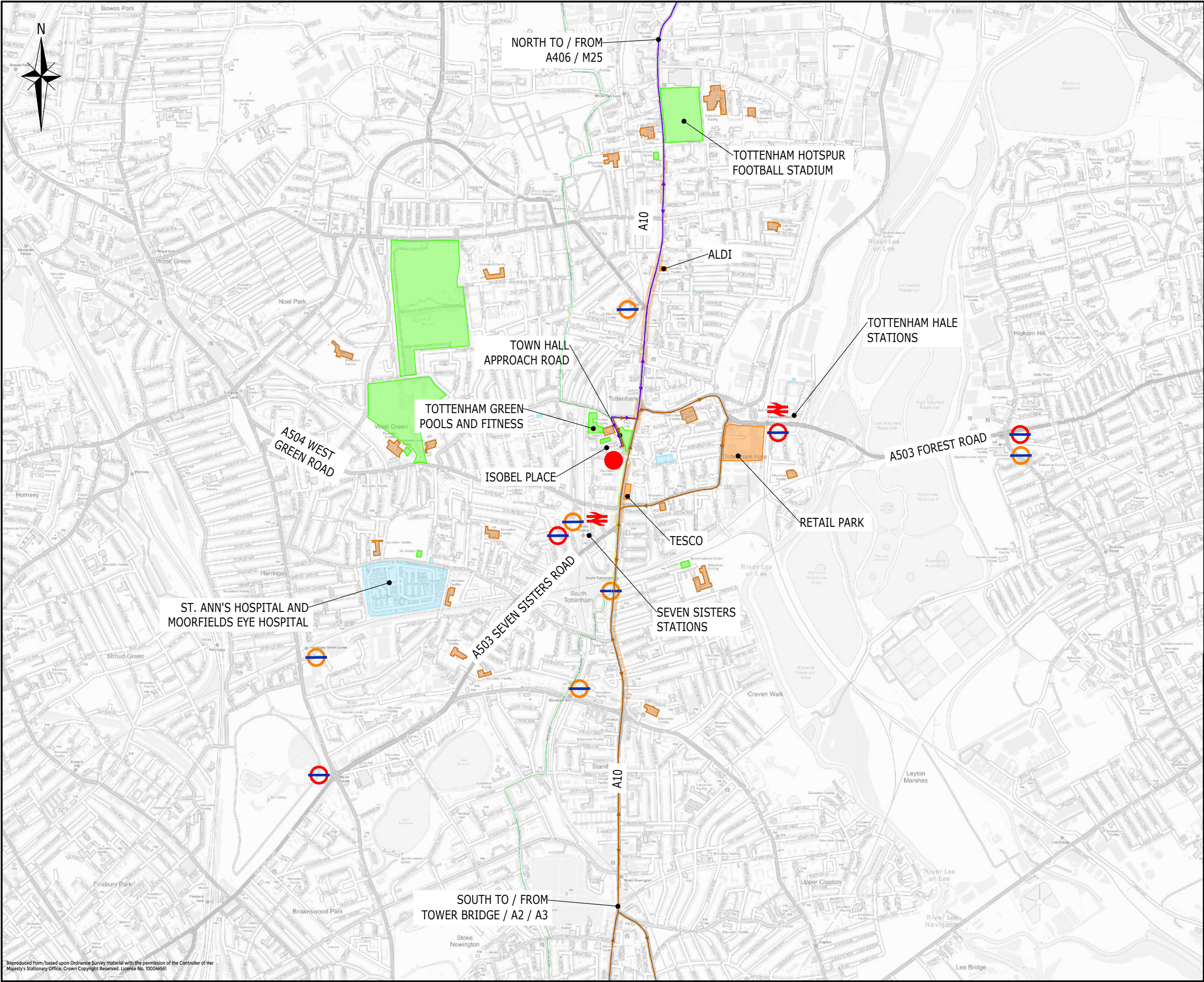
4. Vehicle Routing and Access

- 4.1. This section of the CLP considers the routing of construction traffic to and from the site in the context of surrounding community considerations. The routing strategy adopts the principles designed to minimise impact locally, as is discussed in the following paragraphs.

Regional Routing & Access

- 4.2. Access to the site is feasible via the A10 to a number of key strategic routes further afield. Onward connectivity to the M11 and M1 is feasible utilising the A406 to the north, and access to the M25 directly via the A10. Access to the south on the A10 provides a connection to the A2 and A3 via Tower Bridge.
- 4.3. There are options for vehicle routing using principal roads subject to the point of origin of vehicles from the wider area. These roads accommodate regular bus and delivery vehicle movements and are therefore suitable to accommodate standard construction vehicles associated with the site.
- 4.4. In light of the above, it is considered that the road network will be able to accommodate the movements of construction vehicles associated with the site. This is however subject to the Detailed CLP and confirmation of exact construction methodology / vehicle requirements following appointment of the contractor.
- 4.5. Vehicle routing and regional considerations are shown below (**ACE Drawing No. 2301780-019**).

Construction Vehicle Routing – Regional Context Map



KEY

SITE

RAILWAY STATION

UNDERGROUND STATION

OVERGROUND STATION

SCHOOL / EDUCATION

LEISURE / PARKS

HOSPITAL / GP / MEDICAL

RETAIL

CS1 CYCLEWAY (ON ROAD)

CS1 CYCLEWAY (OFF ROAD)

CONSTRUCTION VEHICLE ROUTE FROM NORTH

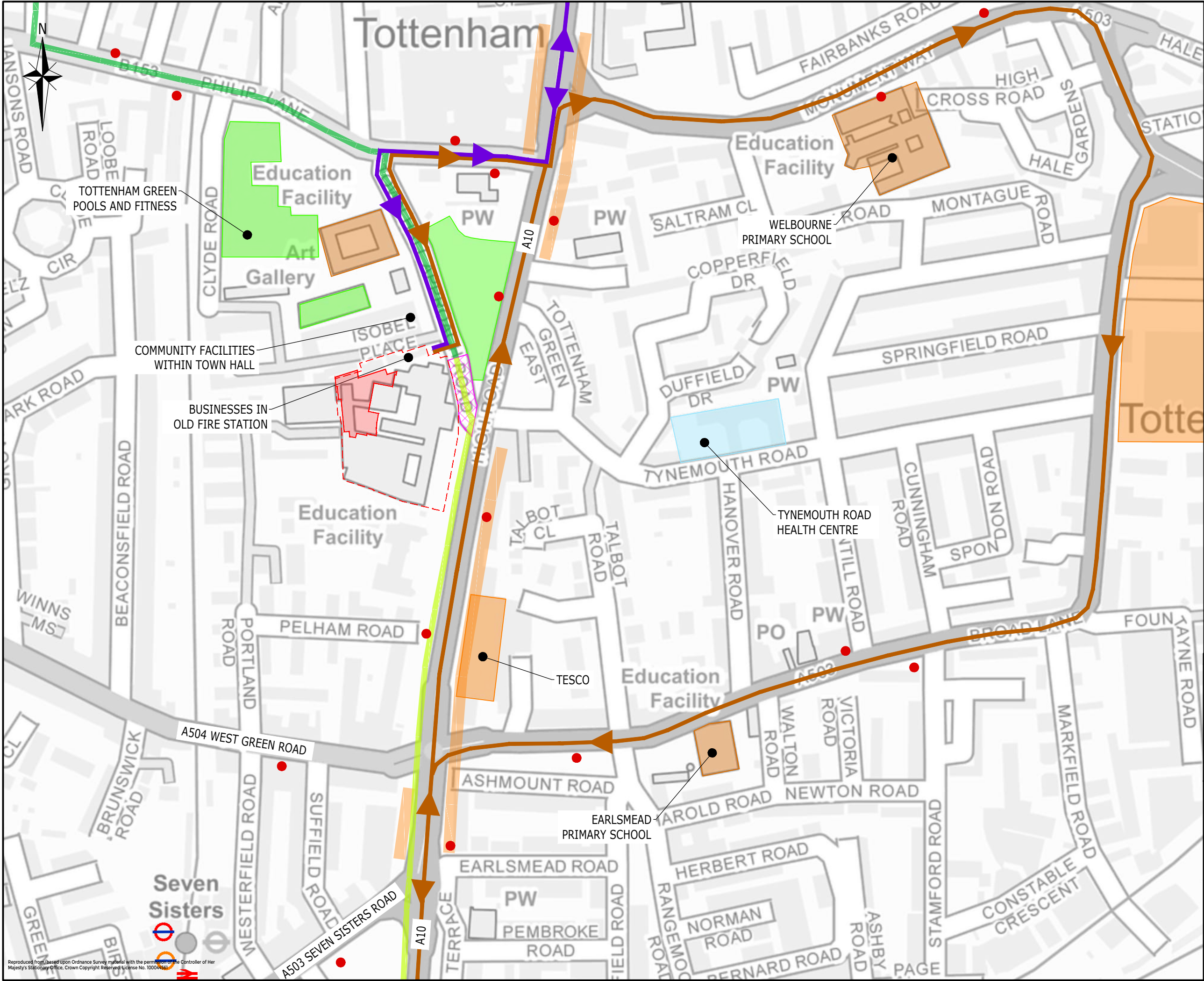
CONSTRUCTION VEHICLE ROUTE FROM SOUTH

Rev	Description	Drn	Chk	App	Date
ARDENT CONSULTING ENGINEERS Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk worksafe www.smeaid.com SSIP www.smeaid.com					
Client					
CAPITAL CITY COLLEGE GROUP					
Project Title:					
TOTTENHAM CAMPUS					
Drawing Title:					
CLP - REGIONAL CONTEXT PLAN PLUS ROUTING					
A3 Scale	Date	Designed by			
1:20000	07.02.24	RN			
Drawn by	Checked by	Approved by			
RN	FM	DH			
Drawing Number					Rev
2301780-D19					-

Local Routing & Access

- 4.6. Vehicles can approach the site from the north only on Town Hall Approach Road as the southern section beyond the site access is for buses only.
- 4.7. Access to the site will therefore be via Town Hall Approach Road and Philip Lane to the north of the site. Town Hall Approach Road/Philip Lane is formed as a simple priority junction and Philip Lane connects with the A10 as a traffic signalised junction to the east. There is a right turn restriction at the A10/Philip Lane junction and so vehicles heading south along the A10 would need to use Monument Way, A503 and Broad Lane. The regional routes described above are then accessed via the A10 in both directions. At the northern end of Town Hall Approach Road there is a tiger crossing.
- 4.8. The routing strategy allows for a one point entry / exit system as no vehicle will be permitted to stop for loading or unloading on Town Hall Approach Road. The routing adopted is the most direct available from major roads in the vicinity and minimises routing through residential areas.
- 4.9. Vehicle routing and local considerations are shown below (**ACE Drawing No. 2301780-020**). Vehicle tracking analysis for the key local junctions show that the largest vehicle expected to the site (12m long low loader vehicle) can use the designated routes without any mitigation required – the analysis is shown in **ACE Drawing No. 2301780-022**.

Construction Vehicle Routing – Local Context Map



KEY

SITE

COLLEGE SITE

RAILWAY STATION

UNDERGROUND STATION

OVERGROUND STATION

BUS STOP

SCHOOL / EDUCATION

LEISURE / PARKS

HOSPITAL / GP / MEDICAL

RETAIL

SOUTHBOUND BUS LANE ON TOWN HALL APPROACH ROAD (CLOSED TO OTHER TRAFFIC)

CS1 CYCLEWAY (ON ROAD)

CS1 CYCLEWAY (OFF ROAD)

CONSTRUCTION VEHICLE ROUTE FROM NORTH

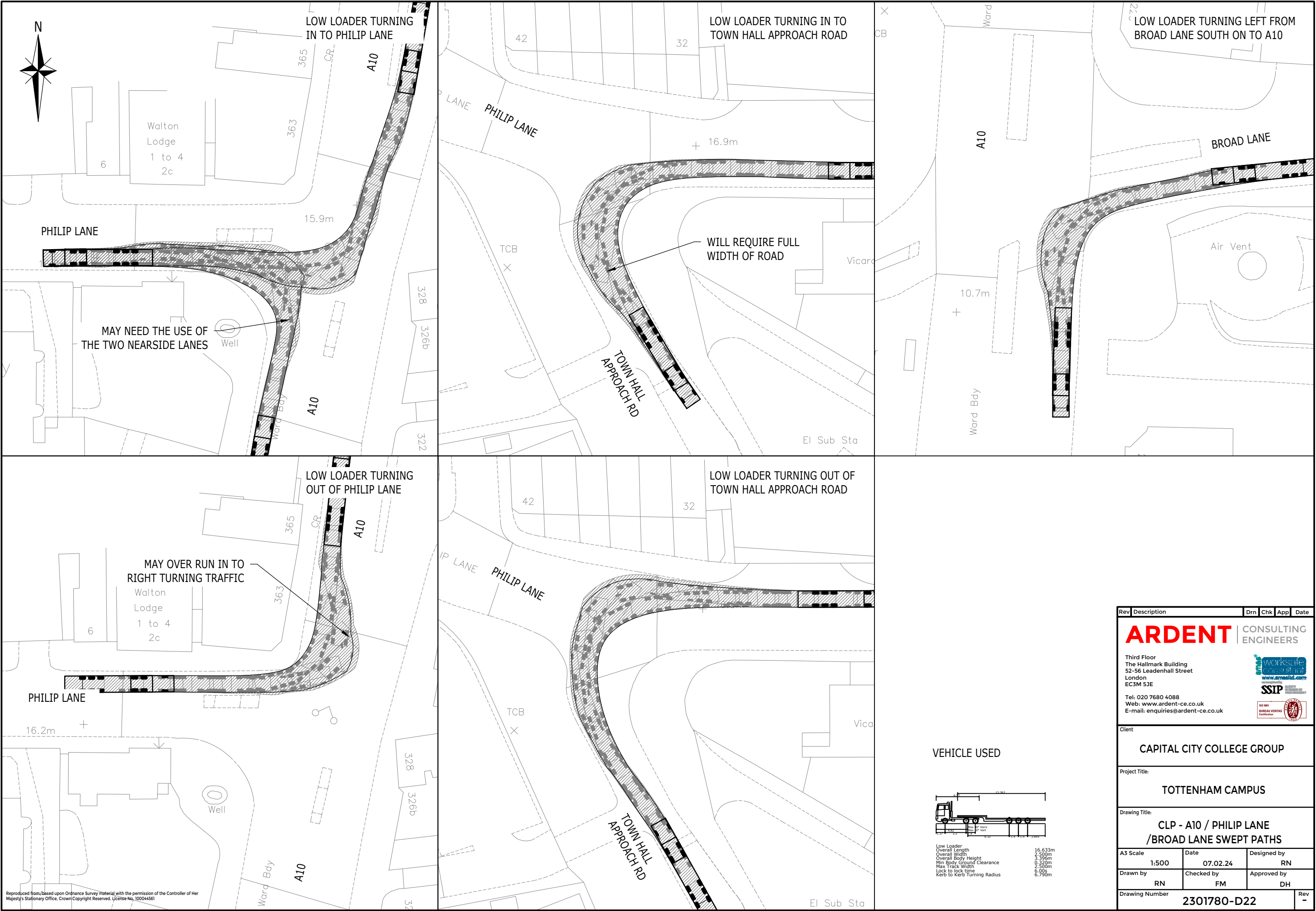
CONSTRUCTION VEHICLE ROUTE FROM SOUTH

Rev	Description	Drn	Chk	App	Date
ARDENT CONSULTING ENGINEERS Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk worksafe SSIP BUREAU VERITAS					
Client					
CAPITAL CITY COLLEGE GROUP					
Project Title:					
TOTTENHAM CAMPUS					
Drawing Title:					
CLP - LOCAL CONTEXT PLAN PLUS ROUTING					
A3 Scale	Date	Designed by			
1:3000	07.02.24	RN			
Drawn by	Checked by	Approved by			
RN	FM	DH			
Drawing Number					Rev
2301780-D20					-

user name: robert nicholson

File Location: y:\ardent projects\2301780 - tottenham campus\technical\acad\drawings\2301780-d20 clp local context plan plus routing.dwg

Construction Vehicle Routing – Swept Path Analysis



Site Access

- 4.10 Routing to the site would require vehicles to turn right in and left out onto Town Hall Approach Road. Depending on the size of vehicle, construction vehicles arriving at the site will be able to turn within the site to exit in forward gear.
- 4.11 Larger vehicles (for example, low loaders) will require reversing back into the site access utilising part of the bus lane to position appropriately – see **ACE Drawing No. 2301780-013A** for details of tracking. It is expected that the use of the lane would be infrequent and the turning of the vehicle managed with traffic marshalls/banksmen. It should be noted that this Outline CLP has assumed the worst case vehicle type that could be expected during the construction period but it may be that smaller vehicles will be used instead – confirmation on the vehicle types will be included in the Detailed CLP produced by the Contractor. Should low loader size vehicles be used there will be a need to implement temporary mitigation measures to protect overrunning of kerbs at the access into the college and potentially relocation of road signs. These measures will need to be agreed through the Detailed CLP with the Local Highway Authority. An option for egressing vehicles could be to use the bus only lane but would be subject to discussions with TfL – this would be covered in the Detailed CLP if this option is to be explored further.
- 4.12 **ACE Drawing Nos. 2301780-023 – 024** show the access strategy involves vehicles entering/exiting in forward gear and turning within the site or for larger vehicles (such as low loader) reversing back along the site access road. The drawings show the turning available in the existing situation when the demolition and initial construction period begins and the proposed site layout when the construction of the building has started. The plans include an indicative site set up during demolition and construction.
- 4.13 During the demolition phase the tracking analysis shows that vehicles of 10m in length (larger tipper) can undertake a three point turn within the site to exit in forward gear. During this phase there is potential for larger vehicles (12m length) which are likely to be more infrequent – the tracking analysis shows these vehicles can turn within the site undertaking multiple manoeuvres rather than reversing

into the site. As the demolition progresses there will be more space available and the turning area will expand further.

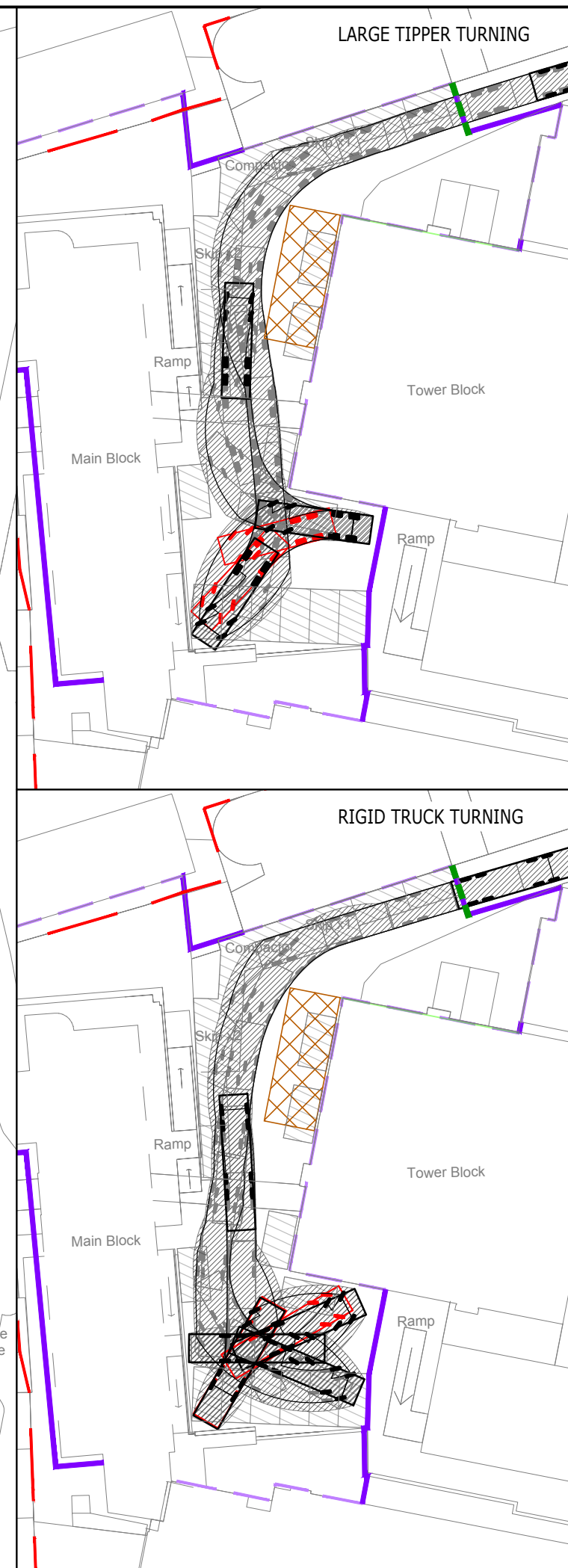
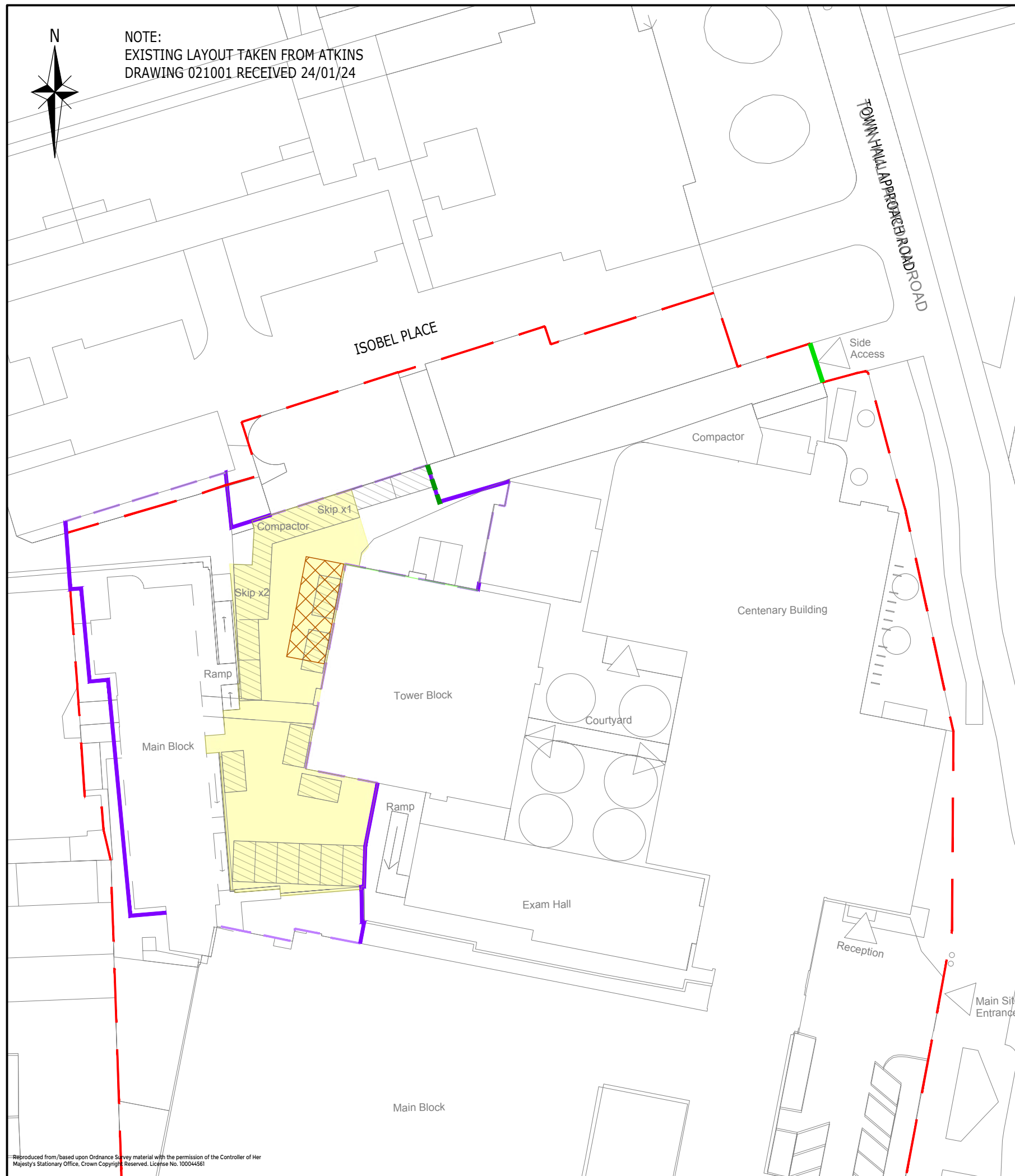
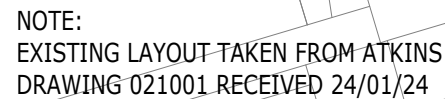
4.14 Traffic marshals will be present to oversee all arrival and departure manoeuvres to manage the interaction between construction related traffic and members of the public/other road users.

4.15 In terms of pedestrian access for construction workers, this will be subject to detailed plans of the construction set up being developed (as part of the Detailed CLP) but it is anticipated that this will be via the existing access road.

Tracking Analysis of Site Access (largest vehicle)



Demolition Site Layout Drawing

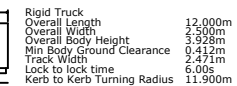
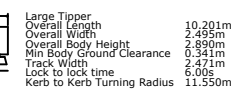


KEY

-  COLLEGE SITE
-  NEW HOARDING LINE
-  HOARDING LINE FORMED BY
EXISTING BUILDING / FENCE
-  EXISTING GATE
-  PROPOSED GATE
-  DELIVERY AND TURNING AREA
-  SKIP AREA (12m x 4.5m)
-  EXISTING COMPACTOR, SKIPS
AND PARKING SPACES TO BE
REMOVED

NOTE:
DURING DEMOLITION OFFICES AND
WELFARE FACILITIES WILL BE
PROVIDED WITHIN THE COLLEGE

VEHICLES USED:



Rev	Description	Drn	Chk	App	Date
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Client

CAPITAL CITY COLLEGE GROUP

Project Title:

TOTTENHAM CAMPUS

Drawing Title:

CLP - DEMOLITION SITE LAYOUT

A3 Scale 1:500	Date 25.01.24	Designed by RN
Drawn by RN	Checked by FM	Approved by DH
Drawing Number 2301780-D23		Revised by

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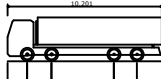
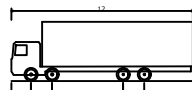
File Location: y:\ardent projects\2301780 - tottenham campus\technical\acad\drawings\2301780-d23 demolition site layout.dwg

Construction Site Layout Drawing



- KEY
- COLLEGE SITE
 - PROPOSED ENGINEERING BUILDING. EAST SIDE HAS CANTILEVER FROM 2ND STOREY
 - NEW HOARDING LINE
 - HOARDING LINE FORMED BY EXISTING BUILDING / FENCE
 - EXISTING GATE
 - PROPOSED GATE
 - DELIVERY AND TURNING AREA
 - SITE OFFICE (12m x 3m)
 - TOILET BLOCK (5m x 2.5m)
 - WASTE / RECYCLING AREAS

VEHICLES USED:

	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
	Rigid Truck Overall Length 12.000m Overall Width 2.500m Overall Body Height 3.928m Min Body Ground Clearance 0.412m Track Width 2.471m Lock to lock time 6.00s Kerb to Kerb Turning Radius 11.900m

Rev	Description	Drn	Chk	App	Date
ARDENT CONSULTING ENGINEERS Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk   					
Client CAPITAL CITY COLLEGE GROUP					
Project Title: TOTTENHAM CAMPUS					
Drawing Title: CLP - CONSTRUCTION SITE LAYOUT					
A3 Scale	Date	Designed by			
1:500	25.01.24	RN			
Drawn by	Checked by	Approved by			
RN	FM	DH			
Drawing Number					Rev
2301780-D24					-

5. Strategies to Reduce Impacts

5.1. A summary of measures considered, proposed and committed to as part of the Outline CLP are presented in **Table 5.1** on the basis that the site can be considered a medium impact site as referenced by the TfL CLP guidance.

Planned Measures	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	
Vehicle choice			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	

Table 5.1: Medium Impact Site Planned Measures

Measures Influencing Construction Vehicles and Deliveries

Safety and Environmental Standards and Programmes

5.2. All suppliers that the contractor/developer employs, will be obligated to adhere to a number of safety and environmental standards and programmes. The exact standards required will be confirmed as part of the Detailed CLP, but these are likely to comprise the following:

- Construction Logistics and Community Safety (CLOCS);
- Fleet Operator Recognition Scheme (FORS) Silver; and
- HGV Direct Vision Standard.

5.3. In addition to the above, it is recommended that certain measures are put in place that ensures that vehicles travel to the site safely and efficiently. For example, some contractors pay suppliers per load, and this can encourage reckless / unsafe driving

to maximise the number of loads that can be achieved. In lieu of this, it is proposed that suppliers have a set number of deliveries with no extra fee for bonus loads.

Adherence to Designated Route

- 5.4. The routes outlined within this report, once agreed with LBH and TfL, will be adhered to by any supplier and contractor. The requirement to adhere to agreed routes will be written into appointment contracts as appropriate. Details of designative routes will be incorporated into delivery orders, so drivers have these requirements ready for their delivery.
- 5.5. It is proposed that there will be a “yellow card” style system utilised to warn any drivers deviating from designated routes. Should variation from the agreed route be identified, the driver will be identified and “given a yellow card” warning about future conduct. Should a further transgression occur, that driver will not be able to deliver to the site and be involved in further deliveries until they have passed a test confirming knowledge of the correct routing that must be adopted and in the understanding that any future deviation from the agreed routing will result in a ban from the construction site.
- 5.6. Drivers will be reminded of the CS1 cycle route running along Town Hall Approach Road and the tiger crossing at the northern end of Town Hall Road close to the junction with Philip Lane.

Delivery Scheduling

- 5.7. Through the works any vehicles travelling to the site for deliveries will be booked in advance to ensure that no congestion occurs within the vicinity of the site. The scheduling of vehicles has been carefully considered in detail for the element of works specifically the subject of this iteration of the Outline CLP, and the design of on-site loading designed to ensure there is no requirement for any vehicles to wait on-street in the vicinity.
- 5.8. When vehicles arrive and depart the site, an accredited banksman will oversee each manoeuvre to ensure that these manoeuvres are being undertaken safely and work is being carried out properly.

5.9. A delivery management system is being adopted to control vehicle access and deliveries by contractors, implemented by the logistics manager. This will detail as appropriate vehicle routes and timeslots for each vehicle arrival, dwell time (anticipated to be up to around 15mins per vehicle) and associated routes and restrictions.

5.10. Copies of the routing arrangements as incorporated within **Section 4.0** will be provided to contractors for distribution to their drivers, thereby ensuring all drivers are suitably advised of the approved routes to/from the site. Routing arrangements as agreed will be written into appointment contracts as appropriate to ensure suppliers adopt the appropriate routing strategies.

Re-timing for Out of Peak Deliveries

5.11. The current anticipated delivery profile to serve the site is dispersed through the day which will reduce peak hour impact and reduce the potential for multiple vehicles arriving at the same time.

Re-timing for Out of Hours Deliveries

5.12. Certain deliveries may also require deliveries out of the designated construction hours. For example, the deliveries of cranes tend to be located out of hours as the impact on the local highway network could be significant / require lane closures.

5.13. For the initial stages covered within this Outline CLP, no abnormal loads are anticipated that might require re-timing for out of hours. This will be reviewed and confirmed through the Detailed Construction Logistics Plan if required and the relevant process and agreements obtained.

Use of Holding Areas and Vehicle Call Off Areas

5.14. There are no off-street areas available for vehicles to wait and load without impacting upon cyclists and the bus route. Potentially there are mitigation options available if this is required following more detailed review of the programme and number of vehicles arriving in the peak construction period. However, in the first instance the focus is to avoid the use of holding areas or call off areas or stopping on Town Hall Approach Road.

5.15. As detailed in **Section 6.0**, the peak vehicle demand is currently based on loading every 20 minutes. If two vehicles overlap then this can be accommodated on site. It is not anticipated that all three would arrive at once as will be managed through the booking system.

Use of Logistics and Consolidation Centres

5.16. The use of consolidation centres will be explored utilising TfL's document "The Directory of London Construction Consolidation Centres" as part of the Detailed CLP.

5.17. The use of consolidation centres will be reviewed and considered to meet the needs of the site as the proposals progress further. Their use is ultimately the decision of the Contractor and whilst not likely to be useful for the very initial elements of work, they will be considered during subsequent elements of work to understand whether use of such centres will be useful to support the build.

Vehicle Choice

5.18. For the initial elements of work, the use of higher payload vehicles to reduce the number of vehicles visiting the site will be considered.

Measures to Encourage Sustainable Freight

Freight by Water

5.19. There are no accessible waterways in the vicinity of the site that could be utilised in order to reduce the impact of construction vehicles on local people.

Freight by Rail

5.20. There are no accessible railways that could be utilised in order to reduce the impact of construction vehicles on local people.

Material Procurement Measures

DfMA and Off-site Manufacture

5.21. The potential for Design for Manufacture and Assembly (DfMA) and off-site manufacture will be explored as part of the Detailed CLP to help reduce the level of traffic throughout the works.

Re-use of Material On-site

5.22. During all phases, suitable on-site measures will be put in place to maximise recycling potential. The contractors will aim to maximise the recycling of materials within the development, thereby minimising vehicles carrying waste whilst also benefiting the environment. This may involve using materials within the site or for materials to be taken off-site to recycling facilities.

Smart Procurement

5.23. Materials used to construct the development could be locally sourced (where practical) to reduce the distance travelled from the suppliers to the site, and also to boost the local economy. Similarly, where feasible, local labour will be sourced to minimise travel and encourage sustainable modes.

Other Measures

Collaboration Amongst Other Sites in the Area

5.24. As part of the consultation of this Outline CLP, it is envisaged that LBH will advise on any sites in the surrounding area with which collaboration could be sought. This will include sharing deliveries or other sites utilising materials that are no longer needed (e.g. muck, etc), and vice versa.

5.25. Further consideration will be made during the development of the Detailed CLP.

Implement a Staff Travel Plan

5.26. There will be no parking provided at the site, and it is expected that general construction staff travel will be undertaken using local public transport facilities, as well as utilising the good pedestrian and cycle links in the area.

5.27. To help enforce the sustainable travel aspirations of the site, a summary of local public transport options and cycle routes is to be provided to construction staff via induction training as appropriate in the form of a Staff Travel Plan. This requirement will be relayed to management of contractors in order that they can suitably arrange for distribution of materials to staff.

6. Estimated Vehicles Movements

- 6.1. The number of vehicles anticipated to serve the site during the works has been considered within this Outline CLP utilising the information available. It is anticipated that this Outline CLP will be updated with full details once a contractor has been formally appointed and the details revisited in liaison with LBH/TfL as appropriate.
- 6.2. As set out in **Section 3.0** it is anticipated that the works will take approximately 56 weeks to complete.
- 6.3. The hours of restriction relating to deliveries for construction activity have been considered and utilised in summarising the estimated number of vehicles. The number of vehicles anticipated to serve the site, allowing for overlap of stages of works has been summarised in **Plate 6.1**, and have been estimated based on similar scale works previously undertaken (though are subject to confirmation from the appointed contractor).

NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)			
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2024 - Q3 2024	263	12
Basement excavation and piling	Q3 2024 - Q3 2024	225	10
Sub-structure	Q3 2024 - Q4 2024	160	7
Super-structure	Q4 2024 - Q1 2025	168	8
Cladding	Q4 2024 - Q2 2025	86	4
Fit-out, testing and commissioning	Q1 2025 - Q3 2025	140	6
Peak period of construction	Q3 2024 - Q3 2024	385	18

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)			
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2024 - Q3 2024	263	12
Basement excavation and piling	Q3 2024 - Q3 2024	385	18
Sub-structure	Q3 2024 - Q4 2024	385	18
Super-structure	Q4 2024 - Q1 2025	328	15
Cladding	Q4 2024 - Q2 2025	254	12
Fit-out, testing and commissioning	Q1 2025 - Q3 2025	226	10

Plate 6.1: Number of Vehicles in Peak Construction

6.4. The total number of vehicles anticipated to serve the site through the construction programme has been considered and is summarised in **Plate 6.2**, whilst the number of vehicles by type is summarised in **Plate 6.3**.

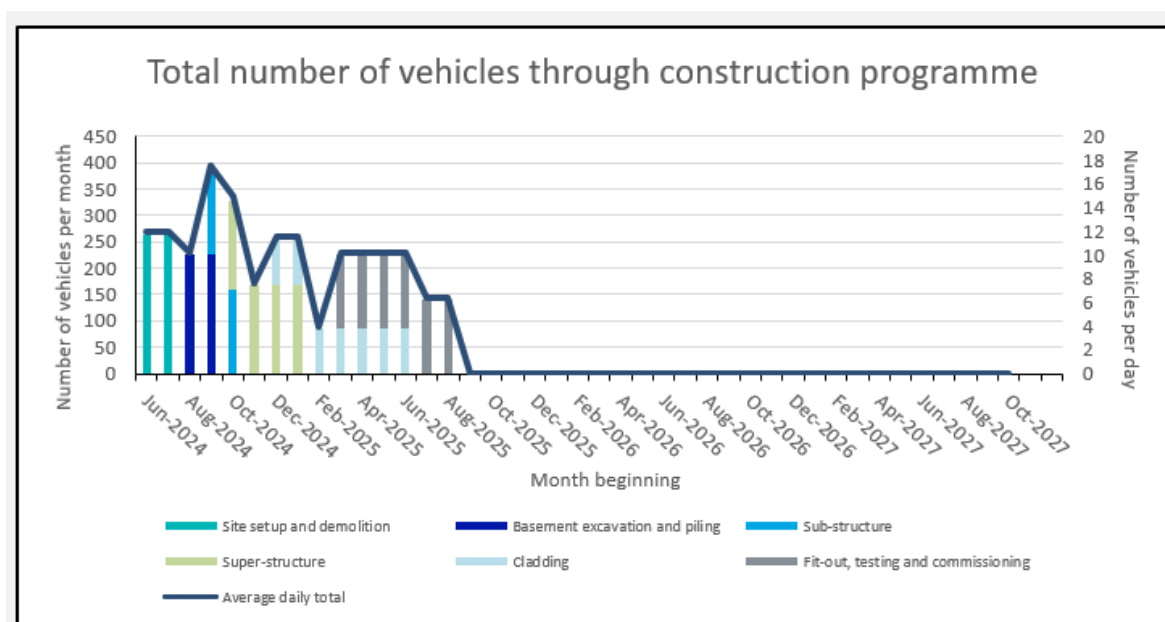


Plate 6.2: Total Vehicles Throughout Construction

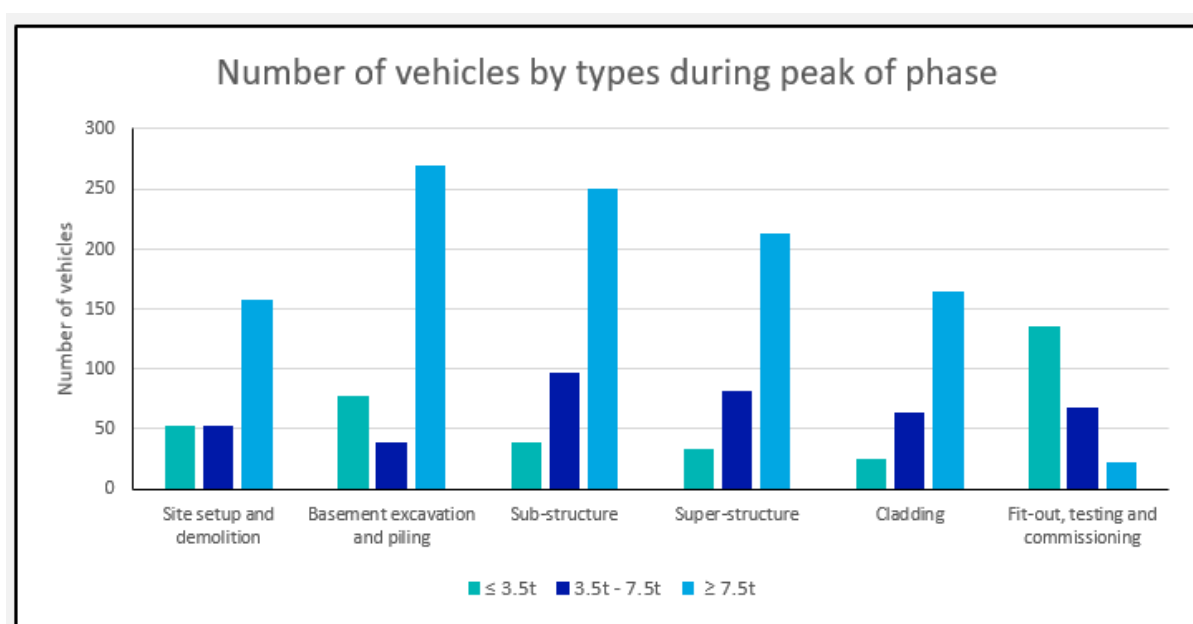


Plate 6.3: Number of Vehicles by Type

6.5. The number of vehicles serving the site during the peak month of construction, including the peak number of vehicles anticipated in any one hour, is summarised in **Plate 6.4.**

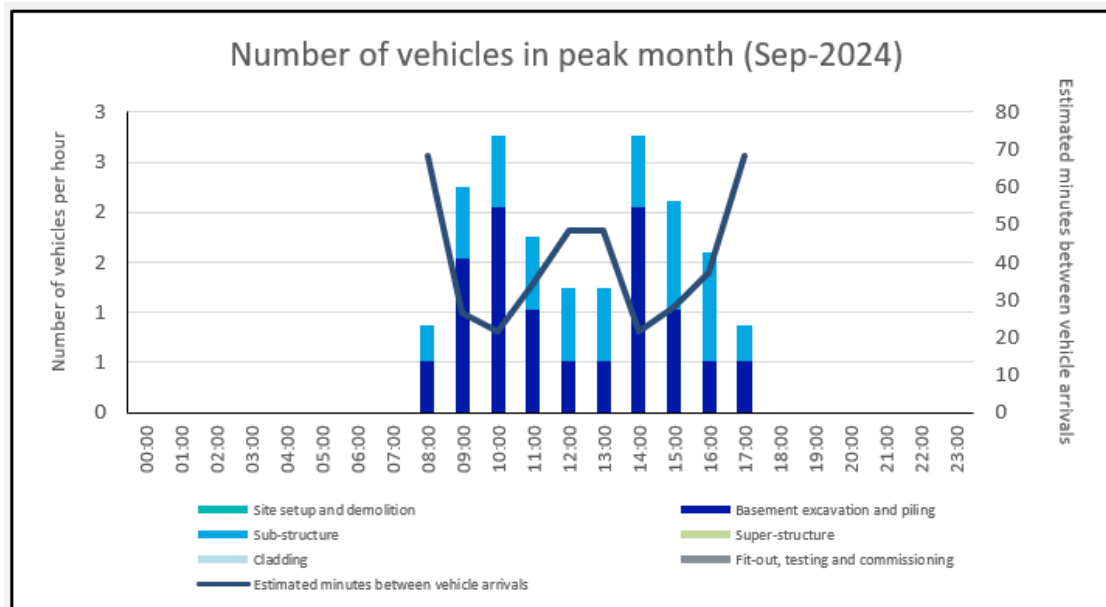


Plate 6.4: Number of Vehicles in Peak Month of Construction

6.6. The peak number of hourly trips anticipated is 3. It is anticipated that the designated area within the site can accommodate circa 2 vehicles at one time. Thus, can accommodate the predicted demand assuming implementation of a strict booking system. Therefore, based on preliminary numbers and space, a call off area is not considered necessary. This will be reviewed as part of the Detailed CLP when vehicle sizes and volumes will be considered by the Contractor.

Summary

6.7. The number of larger vehicles serving the site will be higher in the early stages in association with delivering plant/materials to site, but this will reduce in terms of overall vehicle numbers but also vehicle size as the scheme progresses.

6.8. Towards completion of the scheme there will however be a larger number of smaller vehicles delivering the final materials to complete, with a reduction in larger vehicles serving the site.

- 6.9. It is expected that 2 vehicles could be on site at the same time and that a call off area is not required. This will be reviewed as part of the Detailed CLP when the Contractor will be confirming the vehicle sizes and volumes attending site.

7. Implementing, Monitoring and Updating

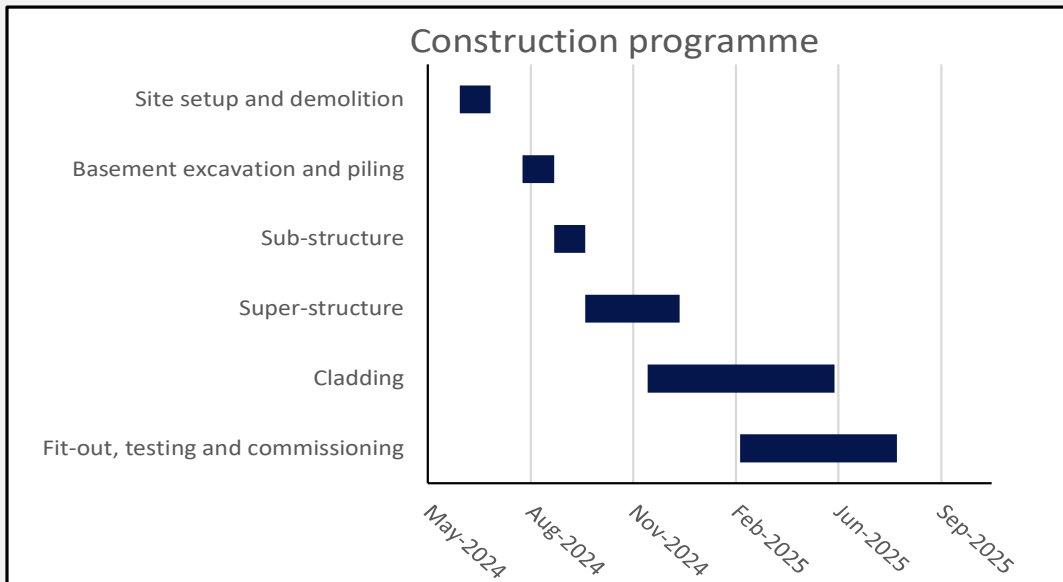
- 7.1 The measures and actions outlined within this CLP will form the basis of a more detailed document that will be prepared by the appointed Contractor. It is anticipated that the requirement to prepare a Detailed CLP will be a condition associated with planning permission for the scheme, which will build on the information within this Outline CLP.
- 7.2 The Contractor will utilise the details within this outline document as a basis and build upon the measures incorporated in order to suitably mitigate the construction activity associated with the site. This will involve liaison with TfL and LBH as appropriate. A Construction Logistics Manager will be appointed to be in charge of implementing the Detailed CLP. Their role will include checking compliance with the CLP during construction and seeking mitigation measures to be implemented should any breaches or complaints be made.
- 7.3 The Contractor will work closely with LBH to minimise disruption to the existing highway network. The Contractor will maintain engagement with LBH officers and establish a work program to reduce the potential for conflicts on the highway network.
- 7.4 If during progression of construction activities, timescales are changed then updates to the CLP will be made to reflect this and discussions held with TfL/LBH if appropriate.
- 7.5 The Contractor will appoint a Construction Logistics Manager who will be in charge of implementing the Detailed CLP. Their job description will include, but will not be limited to, collecting the following data:
- Number of vehicles movements to site; collected through a delivery booking-in system;
 - Breaches and complaints;
 - Safety;
 - Description of the contractor's handbook; and
 - Descriptions of the driver's handbook.

Appendix A



CONSTRUCTION PROGRAMME OVERVIEW

Construction phase	Start	End
Site setup and demolition	Jun-2024	Jul-2024
Basement excavation and piling	Aug-2024	Sep-2024
Sub-structure	Sep-2024	Oct-2024
Super-structure	Oct-2024	Jan-2025
Cladding	Dec-2024	Jun-2025
Fit-out, testing and commissioning	Mar-2025	Aug-2025



NO. OF VEHICLES IN PEAK PHASE (EX. OTHER PHASES)

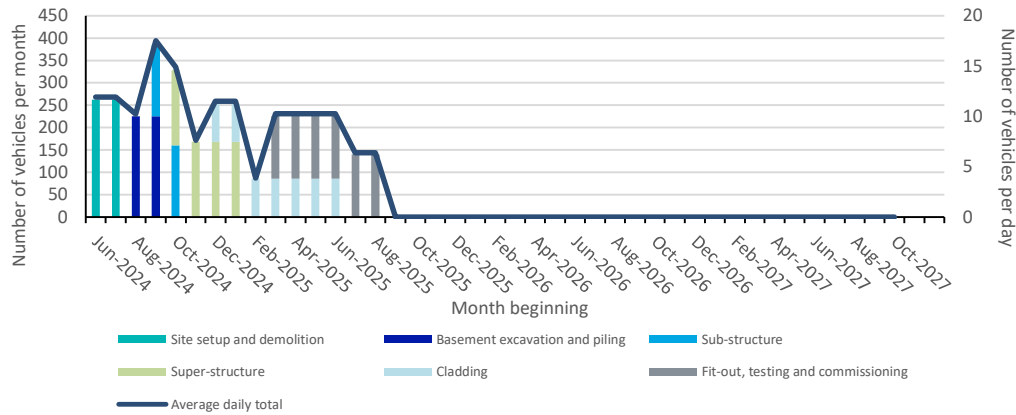
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
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Super-structure	Q4 2024 - Q1 2025	168	8
Cladding	Q4 2024 - Q2 2025	86	4
Fit-out, testing and commissioning	Q1 2025 - Q3 2025	140	6
Peak period of construction	Q3 2024 - Q3 2024	385	18

NO. OF VEHICLES IN PEAK PHASE (INC. POSSIBLE OVERLAP OF SUBSEQUENT PHASES)

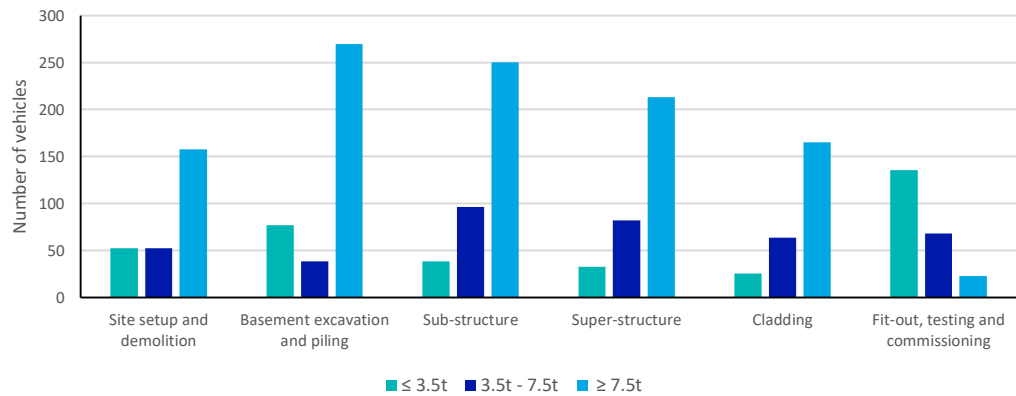
Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
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Super-structure	Q4 2024 - Q1 2025	328	15
Cladding	Q4 2024 - Q2 2025	254	12
Fit-out, testing and commissioning	Q1 2025 - Q3 2025	226	10



Total number of vehicles through construction programme



Number of vehicles by types during peak of phase



Number of vehicles in peak month (Sep-2024)

