

**FORTIS GREEN TENNIS CLUB
31 SOUTHERN ROAD
LONDON N2 9LH**

Outline Construction Logistics Plan

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Outline CLP
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Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
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APPENDICES

APPENDIX 1 – DEVELOPMENT PLANS

1 INTRODUCTION

- 1.1 RPS Consulting Services Ltd has been appointed by Fortis Green LLP (the 'Client') to provide construction logistics advice for of the proposed development located at Fortis Green Tennis Club, 31 Southern Road, N2 9LH.
- 1.2 Fortis Green LLP will maintain overall responsibility for the Outline Construction Logistics Plan (CLP) throughout design and construction.
- 1.3 This Outline CLP has been prepared to support the planning application for the development. The development site is in the London Borough of Haringey (LBH). The Outline CLP has been produced alongside a Transport Statement (TS) and Travel Plan Statement.
- 1.4 The proposed vehicular access to the development site is via Cherry Tree Road, which forms part of the London Borough of Barnet (LBB) highway network.
- 1.5 The description of development:

“Redevelopment of the site to provide a detached three storey block containing a new clubhouse with apartments above and a terrace of houses, one new tennis court, refurbishment of two of the existing tennis courts, creation of a vehicular access off Cherry Tree Road, with associated landscaping, car parking, cycle storage, and refuse storage.”
- 1.6 This CLP has been produced alongside a Transport Statement (TS) and a Travel Plan Statement.

Site Context

- 1.7 The Fortis Green Tennis Club is a back land site, which is located to the north of Cherry Tree Wood, and is currently accessible through a private pedestrian link accessed from Southern Road to the north. The site is located between East Finchley and Muswell Hill town centres.
- 1.8 The site is located approximately 500m walking distance to the east of East Finchley Station and is situated within the LBH. The western side of the site forms the boundary with the LBB.
- 1.9 The site currently measures circa 3,088sqm (0.3ha) and accommodates four tennis courts with supporting facilities, including a single-storey club house located in the centre of the site.
- 1.10 The site location plan is outlined in **Figure 1.1**.

Figure 1.1: Site Location Plan



1.11 **Figure 1.2** provides details of the wider site context, in addition to the site boundary between the LBH and the LBB

Figure 1.2: Wider Site Context



Development Proposal

1.12 The development proposals for the scheme comprise the following elements:

- Refurbishment and widening of the two northern tennis courts;
- Reprovision of a new larger sized clay tennis court. There will be an overall reduction from four tennis courts to three;
- New tennis club house;
- Five new terraced residential houses (1 x 2-bed, and 4 x 4 bed);
- Three new flats above the tennis club house (1 x 1 bed and 2 x 3 bed);

- New vehicular access via Cherry Tree Road into the residential site only. No vehicular access to the tennis club is proposed. Access to the tennis club will remain via the private pedestrian access with Southern Road; and
- Five residential car parking spaces (including one blue badge space).

CLP Objectives

1.13 The overall objectives of this Outline CLP are to:

- Minimise the impact of construction on the local community surrounding the site;
- Manage construction access to the site via the local streets to minimise the impact on residents;
- Enhance safety – Effectively manage safety on the construction routes and site access arrangements for pedestrians, cyclists and other vehicles while construction vehicles manoeuvre (if required); and
- Reduce congestion – To reduce construction trips to the site via the local streets as far as practically possible, especially in the peak periods.

1.14 To support the realisation of this objective, several sub-objectives are proposed which include:

- Encouraging construction workers to travel to the site by non-car modes;
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the Outline CLP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

CLP Structure

1.15 The CLP is divided into the following chapters:

1. Introduction;
2. Context, Considerations and Challenges;
3. Construction Programme and Methodology;
4. Vehicle Routing and Access;
5. Strategies to Reduce Impacts;
6. Estimated Vehicle Movements; and
7. Implementing, Monitoring and Updating.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

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

Policy Context

- 2.2 This section of the CLP references policies that have been considered in the preparation of the document.

National Policy

Traffic Management Act (2004)

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

Designing for Deliveries, Freight Transport Association (2006)

- 2.4 Published in 2006, Designing for Deliveries, provides specifications for the size of delivery vehicles, turning radii and clearance requirements and should be used to ensure that delivery vehicles can safely and efficiently access the construction site.

Regional Policy

London Plan (2021)

- 2.5 The London Plan was adopted in March 2021 and is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.
- 2.6 With reference to freight and CLPs, Policy T7 Deliveries, Servicing and Construction, states the following:

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

K. During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.”

The London Freight Plan

2.7 The London Freight Plan identifies four key projects for delivering freight in London more sustainably. These are:

- The Fleet Operator Recognition Scheme, which provides a quality and performance benchmark for the industry. It is an industry-led membership scheme that aims to transform freight delivery in London by recognising and rewarding excellence, raising standards and promoting sustainability. Members of the FORS scheme are required to demonstrate commitment to health and safety, effective management of work-related road risk and improved efficiency against pre-determined standards;
- The introduction of Delivery and Servicing Plans (DSPs), which are intended to ensure that the operational efficiency of buildings/sites is increased by reducing delivery and servicing impacts to premises, specifically in relation to CO₂ emissions, congestion and collisions. DSPs aim to reduce delivery trips (particularly during peak periods);
- The introduction of CLPs, which apply to the design and construction phases of development and seek to improve construction freight efficiency by reducing CO₂ emissions, congestion and collisions; and
- A Freight Information Portal which provides a single interface for information on freight between London's public authorities and freight operators.

2.8 With respect to CLPs, the London Freight Plan states on Page 6 that:

“Construction Logistics Plans (CLPs) have similar objectives to DSPs but will be applied to the design and construction phases of premises, specifically to improve construction freight efficiency by reducing CO₂ emissions, congestion and collisions. Ultimately, they will be integrated into the travel plan process and each traffic authority's response to the Network Management Duty to increase road network efficiency by minimising congestion and therefore emissions caused directly and indirectly by construction-related trips.

The aim will again be for TfL and the GLA Group to take a lead in implementing such plans for their construction projects. Traffic authorities will be encouraged to review delivery arrangements for construction sites to ensure they reduce lane closures and carriageway restrictions and reduce construction duration. The approach will be integrated with the introduction of Site Waste Management Plans from 2008, in partnership with the Building Research Establishment (BRE).”

2.9 As part of an ongoing effort to improve pedestrian and cyclist safety within London, TfL introduced its Safer Lorry Scheme on 1 September 2015. This scheme requires every vehicle weighing over 3.5 tonnes within the Low Emission Zone to be fitted with Class V and VI mirrors to provide better views around vehicles and side guards to prevent cyclists or pedestrians being dragged under the vehicle in the event of a collision.

- 2.10 All FORS accredited companies must have vehicles which comply with the above to continue being recognised as a FORS member. A fixed penalty notice fine of up to £1,000 or suspensions of operating licenses are used to enforce the new scheme.

Transport for London: Construction Logistic Planning Guidance

- 2.11 The guidance aims to establish a standardised approach to assessing the CLP element of planning application, inform developers of the technical requirements of CLPs, describe the planned measures that should be considered within a CLP, provide detail on the implementation and monitoring of CLPs, and introduce the concept of community considerations and their relevant to the CLP process.

Local Access Including Highway, Public Transport, Cycling and Walking

Highways, Carriageways and Footways

- 2.12 The surrounding highway network is primarily comprised of residential roads, with footways located on either side of the carriageways.
- 2.13 Southern Road is a predominantly residential road, which is orientated in an east to west direction. Southern Road has street lighting located throughout its length.
- 2.14 Southern Road becomes Baronsmere Road to the west of its junction with Park Hall Road, which forms a priority junction with East Finchley High Road. To the east, Southern Road provides access towards Aquarius Archery Club.
- 2.15 Cherry Tree Road is a residential road, which is orientated in an east to west direction. Its eastern end forms the western boundary with the site, which is currently a cul-de-sac. To the west, Cherry Tree Road forms a simple priority junction with Summerlee Avenue, which in turn provides access to Southern Road to the north.
- 2.16 The site is located on the eastern edge of Fortis Green CPZ, which is operation between 11:00 – 13:00 from Monday to Friday.

Walking and Cycling Connectivity

- 2.17 The site is accessed via a pedestrian link, which is located via Southern Road to the north. The surrounding highway network is comprised of roads, which are primarily residential with footways located on either side.
- 2.18 The site is not located immediately close to any designated cycle routes as outlined on the Transport for London (TfL) website.
- 2.19 East Finchley High Road is categorised as a local cycleway and Fortis Green is categorised as a Primary Road, which is suitable for cycle use.
- 2.20 It is not anticipated that local topography is an impediment to cycle use.

Public Transport Accessibility

PTAL

- 2.21 To obtain a site specific PTAL for the proposed development site, the PTAL has been calculated using the TfL WebCAT online calculator. The PTAL calculation for the site is a score of 3, representing a 'moderate' level of accessibility to public transport.
- 2.22 The PTAL output is shown on **Figure 2.1**.

Figure 2.1: PTAL Output



Source: WebCAT (January 2024)

- 2.23 The level of public transport provision nearby to the site can help future users access a range of key destinations by several travel modes, providing these people with a real and genuine choice of travel modes without needing to rely on the private car.
- 2.24 This includes local destinations within the LBH and LBB, which are accessed primarily by bus, in addition to locations in Central London, which are primarily access by London Underground / Rail.

Bus Services

- 2.25 The nearest bus stop pair to the site are the Twyford Avenue bus stops (Stops L and N) located on A504 Fortis Green, which are situated within 300m walking distance (4-minute walk time) of the site. The Twyford Avenue stops are served by the 102, 234 and 603-bus services. The above bus services provide access towards Edmonton Green, Brent Cross, High Barnet, Archway and Swiss Cottage, therefore, providing access to several North London suburbs.
- 2.26 The site is also located 450m walking distance (6-minute walk time) from Fairlawn Avenue (Stop S) on East Finchley High Street, which is served by the 143, 263, H3, N20 and N271 bus services. The above services provide access towards Finchley Central, High Barnet, Upper Holloway and Highbury & Islington Station, therefore, providing access across North London.

London Underground Services

- 2.27 The nearest London Underground Station to the site is East Finchley, which is located within 500m walking distance (6-minute walk time) the west of the site.
- 2.28 East Finchley London Underground Station is in Travel Zone 3 and is situated on the High Barnet branch of the Northern Line.
- 2.29 The High Barnet branch of the Northern Line provides the following services:
- Four trains per hour from High Barnet to Kennington via Charing Cross;
 - Six trains per hour from High Barnet to Battersea Power Station via Charing Cross;
 - Two trains per hour from High Barnet to Morden via Charing Cross;
 - Eight trains per hour from High Barnet to Morden via Bank.
- 2.30 East Finchley London Underground Station can be accessed via several bus routes, including the 102, 143, 234, 263, 603 and H3-bus services.
- 2.31 East Finchley London Underground Station has a station car park, which has a total of 282 parking bays, including five disabled bays.

Local Community Considerations and Challenges

- 2.32 The development site is in Outer London and is presented with several issues and challenges. These have been fully considered below. Planned measures to mitigate any potential conflicts or challenges are discussed in **Section 5**.

School and Nurseries

- 2.33 No schools or nurseries are located on the proposed route for construction vehicles. While the schools are not located in the immediate vicinity, it is possible and likely that pupils, parents and staff will be using adjacent footpaths to walk or scoot to their respective schools (including Tetherdown Primary School and Treehouse School), in addition to routing from key public transport links.
- 2.34 The Community Engagement Officer will regularly contact nearby schools to share information to maximise child and pedestrian safety. The Community Engagement Officer will also contact

additional nearby schools to share information regarding construction and discuss any potential issues.

Neighbouring Construction Sites

- 2.35 The principal contractor will liaise as far as possible with other principal contractors and contractors undertaking other approved developments in the local area to minimise the impact upon amenity and safety.
- 2.36 The contractor will review existing and approved neighbouring construction sites prior to construction, and this will feed into an updated version of this report once the start date is known.

Public Relations

- 2.37 A member of the principal contractor's team will be appointed as Community Liaison Officer to mitigate and resolve any issues difficulties in the local community. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours.
- 2.38 This Outline CLP has prepared a strategy for preventing potential issues, however, any issues encountered during construction will be reported / recorded in a full log and resolved using a dedicated telephone line. The site manager and site foreman will address any complaints from residents and businesses.

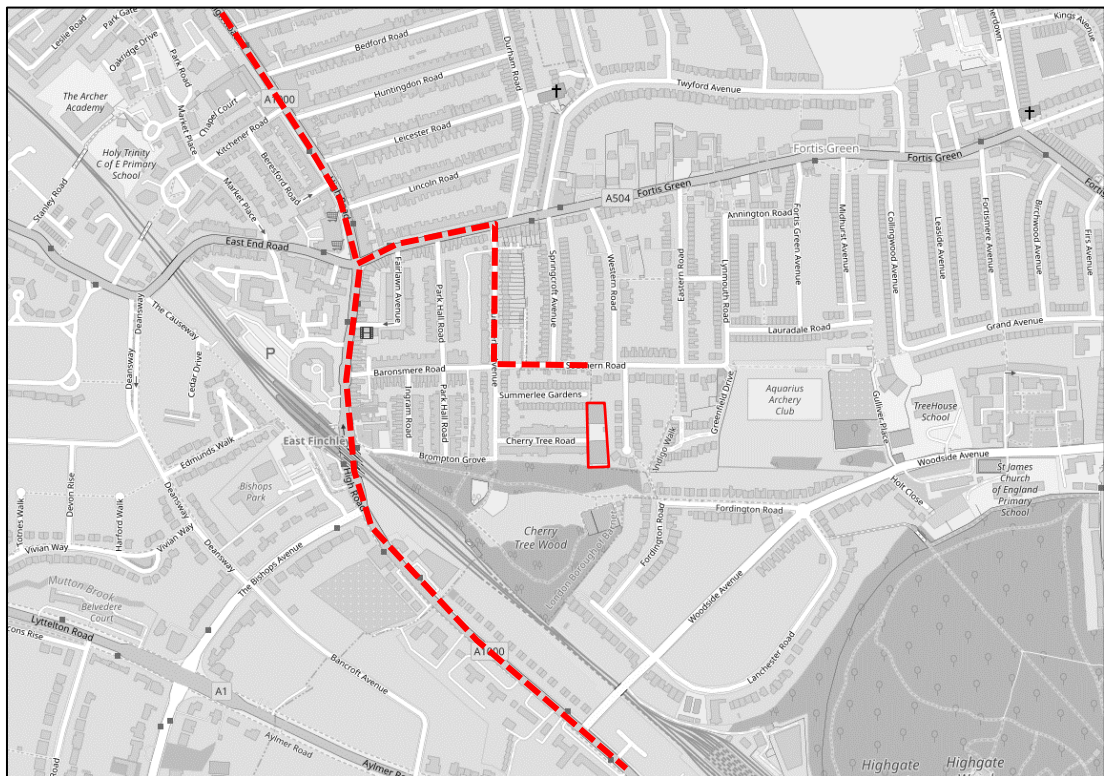
3 CONSTRUCTION PROGRAMME AND METHODOLOGY

- 3.1 It is noted that as the scheme comprises no more than 5 dwellings, it will not result in significant impact.
- 3.2 A description of the full construction works associated with each construction phase will be provided in the full CLP, which will form a planning condition.

4 VEHICLE ROUTING AND ACCESS

- 4.1 Principal access for construction and servicing would take place via the local highway network. Planned measures to mitigate any potential conflicts or challenges are discussed in **Section 5**.
- 4.2 The vehicle routing plan for the site is illustrated in **Figure 4.1** located below.

Figure 4.1: Primary Vehicle Routing Plan



- 4.3 Vehicles will access from the north via the A1000, which enables access onto Summerlee Avenue providing access onto Southern Road adjacent to the site. Egress manoeuvre will occur in the reverse orientation.
- 4.4 Banksman and traffic marshals will be required to assist vehicles manoeuvring and accessing the site to minimise conflicts with vehicles, pedestrians and cyclists on the local highway network. Banksman will ensure the site safety of vulnerable users, such as pedestrians and cyclists, nearby to the site.
- 4.5 The hours of operation for the site will be 08:00 to 18:00, Monday to Friday, and 08:00 to 13:00 on Saturdays. The site will not be in operation for construction on Sundays or Bank Holidays. It is therefore requested that deliveries could be accepted between 08:00 and 18:00 Monday to Friday, but with the commitment that deliveries would be minimised between 8am and 9am and also between 3pm to 5pm, but deliveries would be timed to avoid network conditions.
- 4.6 Deliveries will be timed to avoid network conditions and school and nursery trips. Re-timing out of peak time will aid the operational efficiency of the construction site and the neighbouring area.

- 4.7 A sufficient number of CPCS qualified Banksman and Traffic Marshalls will be employed throughout the project. To ensure the safe access and egress of construction vehicles and operatives to the development and within the boundaries of the site, we will maintain segregated vehicle and operative access to the development at all times; in addition, the traffic marshals and banksman will be responsible for the safety of all users of the public highway including pedestrians, cyclist and other vehicles while construction vehicles manoeuvre on-site.
- 4.8 A member of the contractor's team will be appointed as a Community Liaison Officer to maintain communication and interface with residents and neighbours to mitigate and resolve any issues of concerns regarding the development in the local community and key community considerations identified in **Section 2**.
- 4.9 A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours. This CLP has prepared a strategy for preventing potential issues, however, any issues encountered during construction will be reported / recorded in a full log and resolved using a 24 hour-manned telephone line. The site manager and site foreman will address any complaints from residents and businesses.
- 4.10 The site will also register with the Considerate Constructor Scheme and agree to abide by the Code of Considerate Practice, designed to encourage best practice beyond statutory requirements.
- 4.11 A copy of the route plans will be available to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The suppliers will be made aware that these routes are always required to be followed unless agreed or alternate diversions are in place.
- 4.12 A Delivery Management System will be used to plan deliveries entering the site. The site management will be responsible for the system along with its contractors and a delivery schedule provided for the banksman to control.

Swept Path Analysis of the Construction Routes

- 4.13 A swept path drawing of the likely construction vehicles required to access the site will be provided in the full CLP which will form part of a planning condition.
- 4.14 The likely construction vehicles that will access the site will include the following:
- 10m Rigid Vehicle – 10m length, 2.5m width, 3.6m body height;
 - Large Tipper – 10.2m length, 2.5m width, 2.9 body height; and
 - Arctic – 16.5m length, 2.55m width, 3.68m body height.

5 STRATEGIES TO REDUCE IMPACTS

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

Table 5.1: Medium Impact Site Planned Measures Checklist

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures Influencing Construction Vehicles and Deliveries			
Safety and Environmental Standards and Programmes	x		
Adherence to Designated Routes	x		
Delivery Scheduling		x	
Re-Timing for Out of Peak Deliveries		x	
Re-Timing for Out of Hours Deliveries		x	
Use of Holding Areas and Vehicle Call Off Areas		x	
Use of Logistics and Consolidation Centres			x
Measures to Encourage Sustainable Freight			
Freight by Water			x
Freight by Rail			x
Material Procurement Measures			
DfMA and Off-Site Manufacture		x	
Re-use of Material, where possible on Site		x	
Smart Procurement	x		
Other Measures			
Collaboration Amongst Other Sites in the Area		x	
Implement a Staff Travel Plan	x		
Preventing HGV Movements During School Drop Off and Pickup	x		

Measures Influencing Construction Vehicles and Deliveries

Safety and Environmental Standards and Programmes

- 5.2 The applicant is committed to ensuring all contractor and sub-contractor vehicles arriving at site comply with safety measures and requirements relating to Work Related Road Risk.
- 5.3 It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS), FORS Silver, and will need to be confirmed by all sub-contracted transport / haulage providers that the Contractor intends to use.

- 5.4 A collision reporting system will be maintained to ensure all collisions and accidents involving construction vehicles and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used.

Adherence to Designated Routes

- 5.5 Details of routes to be used for journeys to and from site for road operations are provided in **Section 4**. The routes to / from the TfL Road Network and Strategic Road network are specified.
- 5.6 A copy of the route plans will be available to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The suppliers will be made aware that these routes are always required to be followed unless agreed or alternate diversions are in place.

Delivery Scheduling

- 5.7 The applicant will co-ordinate all construction vehicles to / from the site.
- 5.8 A pre-booking system will be implemented for this site to minimise traffic impacts on the local highway network and stop multiple deliveries arriving at once. It will be required that no delivery or construction vehicles wait on the public highway.

Re-Timing for Out of Peak Deliveries

- 5.9 Re-timing out of peak time will aid the operational efficiency of the construction site and the neighbouring area. The applicant commits to attempting to re-time as many deliveries as possible out of the morning peak period (07:00 - 09:00).

Re-Timing for Out of Hours Deliveries

- 5.10 The applicant will avoid out of hours deliveries and commit to the sites deliveries times and avoid the morning peak as far as possible.

Use of Holding and Vehicle Call Off Areas

- 5.11 No suitable areas for providing dedicated holding and vehicle call off are identified and such a facility will not be used. Construction traffic will be scheduled in a just in time approach to ensure that only one vehicle is on site at any time. This will be assisted by banksman and traffic marshals to assist vehicles manoeuvring and accessing the site.

Use of Logistics and Consolidation Centres

- 5.12 An efficient and effective logistical operation will be important to the smooth construction of the site. However, given the scale of this project a consolidation centre is not feasible for this type of project. Generally, the use of consolidation centres is appropriate for much larger scale projects, where there are multiple contractors.

Loading and Unloading of Plant and Materials

- 5.13 All loading and unloading of plant and materials will take place within the site. All plant and materials will be stored in a dedicated area and collected / returned as required.

Measures to Encourage Sustainable Freight

Freight by Water

- 5.14 Due to site location the opportunities for freight delivery by water are not viable. Therefore, freight by water is not considered to be a realistic option for the site.

Freight by Rail

- 5.15 Rail is not considered to be a realistic option for the site, as the nearby stations are for commuter train lines only.

Material Procurement Measures

Design for Manufacturing and Assembly and Off-Site Manufacture

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

Re-Use of Material on Site

- 5.17 The material from the demolition of the existing building will be crushed on site and re-used to form the piling mat.

Smart Procurement

- 5.18 The contractor has explored the potential for deliveries by water and rail and due to the location of the site neither option viable. The contractor will source local suppliers (where possible) to contribute to the local economy.

Other Measures

Collaboration Amongst Other Sites in the Area

- 5.19 The developer and appointed contractor are committed to consulting with LBB and other contractors' developers in the area to maximise the potential for consolidation and minimise disruption and traffic impacts. This will need to be undertaken prior to construction to ensure that the correct construction sites are identified. It is then proposed that collaboration with other neighbouring sites and LBB will take place prior to the start of construction set out in this plan.

Implement a Staff Travel Plan

- 5.20 No on-site parking will be provided, and it is considered that site operatives will arrive via public transport, walk or cycle modes. Regardless, construction personnel will be made aware of the local CPZ restrictions that operate in the vicinity of the site and prevent parking except for permit holders.

- 5.21 HGV movements will be scheduled, where possible, outside of school drop off and pickup times to avoid conflicts with nearby schools.
- 5.22 Lockers will be provided for staff so that tools can be secured on-site to negate having contractors driving to site every day.

Staff Routing and Site Access

- 5.23 Fortis Green LLP advocate sustainable transport initiatives, encouraging cycling where possible and the use of public transport over private options.

Cycling

- 5.24 Fortis Green LLP will encourage the use of cycles for travelling to and from work. Dedicated cycle storage racks will be provided at the principal site compound to ensure cycles can be stored securely.
- 5.25 Fortis Green LLP will encourage cycling as a preferred mode of travel to work by implementing the following initiatives:
- Provide secure cycle parking for staff / site operatives and visitors;
 - Ensure shower and changing facilities along with lockers are available for use by staff / site operatives; and
 - Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website.

Staff and site operatives will be encouraged to plan their own cycle routes, choosing less busy or more direct routes, using the Transport for London Cycle Journey Planner available through the following website link: <https://tfl.gov.uk/plan-a-journey>.

London Underground

- 5.26 East Finchley London Underground Station is circa 500m from the site. The Northern Line operates through this station.

Bus Routes

- 5.27 The nearest bus stop pair to the site are the Twyford Avenue bus stops (Stops L and N) located on A504 Fortis Green, which are situated within 300m walking distance (4-minute walk time) of the site.
- 5.28 The Twyford Avenue stops are served by the 102, 234 and 603-bus services.

Car

- 5.29 There will be a general policy of no on-site car parking. Unapproved parking on public roads will be prohibited. This will be encompassed within the appointment process of subcontractors and suppliers and within the site induction given to each visitor and operative.
- 5.30 If car use is essential, then measures will be considered to encourage car sharing and the use of local car clubs (if available nearby).

- 5.31 The principal objective is to minimise the impact on local residential / industrial roads resulting from construction personnel parking their vehicles in the vicinity of the site.

Protection of Pedestrians and Vulnerable Users

- 5.32 Perimeter hoarding will be installed to segregate construction works from the adjacent public footpaths and highways. Safety notices will be erected on a frequent basis to notify pedestrians of the construction works. Decorative displays and facilities for public viewing where appropriate will be provided.

CLOCS and FORS

- 5.33 It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS), FORS Silver, and will need to be confirmed by all sub-contracted transport / haulage providers that the Contractor intends to use.
- 5.34 A collision reporting system will be maintained to ensure all collisions and accidents involving construction vehicles and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used.

Vehicle Washing

- 5.35 Wheel washing facilities will be provided at the point of exit from the site so that no on-site dirt will be distributed onto the public highway. All adjacent roads to the site will be swept to clean any left-over dirt when required.

Other General Management Measures

- 5.36 A scheme will be incorporated to facilitate waste recycling / removal which will be undertaken by an appointed party. The appointed company will remove all material from the site to waste recycling stations and separated for recycling where possible.
- 5.37 The applicant will liaise as far as possible with applicants undertaking other approved developments in the vicinity to minimise impact upon amenity and safety.
- 5.38 The CLP will be monitored and reviewed on a weekly basis and any significant changes to this document will be reported to LBB.
- 5.39 The Project Manager and Site Manager will address any complaints from residents and businesses.
- 5.40 The applicant and sub-contractors will source from local suppliers as far as possible. This will reduce the distance of journey to the site and contribute towards the local economy.

6 ESTIMATED VEHICLE MOVEMENTS

- 6.1 The vehicle movements will be confirmed in the Full CLP when the principal contractor is appointed.
- 6.2 The predicted impact of the construction traffic will not be material when considered against the background traffic flows on the local highway network.
- 6.3 The full details of the estimated vehicle movements will be developed once the principal contractor has been appointed post planning. The contractor will provide specific delivery schedule information when appointed. This will allow the vehicle movements to be set out in the detailed CLP.
- 6.4 The detailed CLP will provide the following details of vehicle movements based on the outputs from the Construction Logistics Planning Tool:
- Estimated construction vehicle movements for each construction stage both monthly and daily;
 - Number and vehicle type by phase of construction;
 - Chart detailing the number of vehicles by type during peak phase of construction; and
 - Chart detailing the number of vehicles in the peak month of construction.
- 6.5 The detailed CLP will include commentary on the above outputs and highway impact.
- 6.6 A Delivery Management System will be used to plan deliveries entering the site. The site management will be responsible for the system along with its contractors and a delivery schedule provided for the banksman to control. This will lead to greater logistical efficiency and reduced disturbance in the surrounding residential areas. It will ensure the number of vehicles arriving at the site does not exceed the sites capacity to accommodate said vehicles.

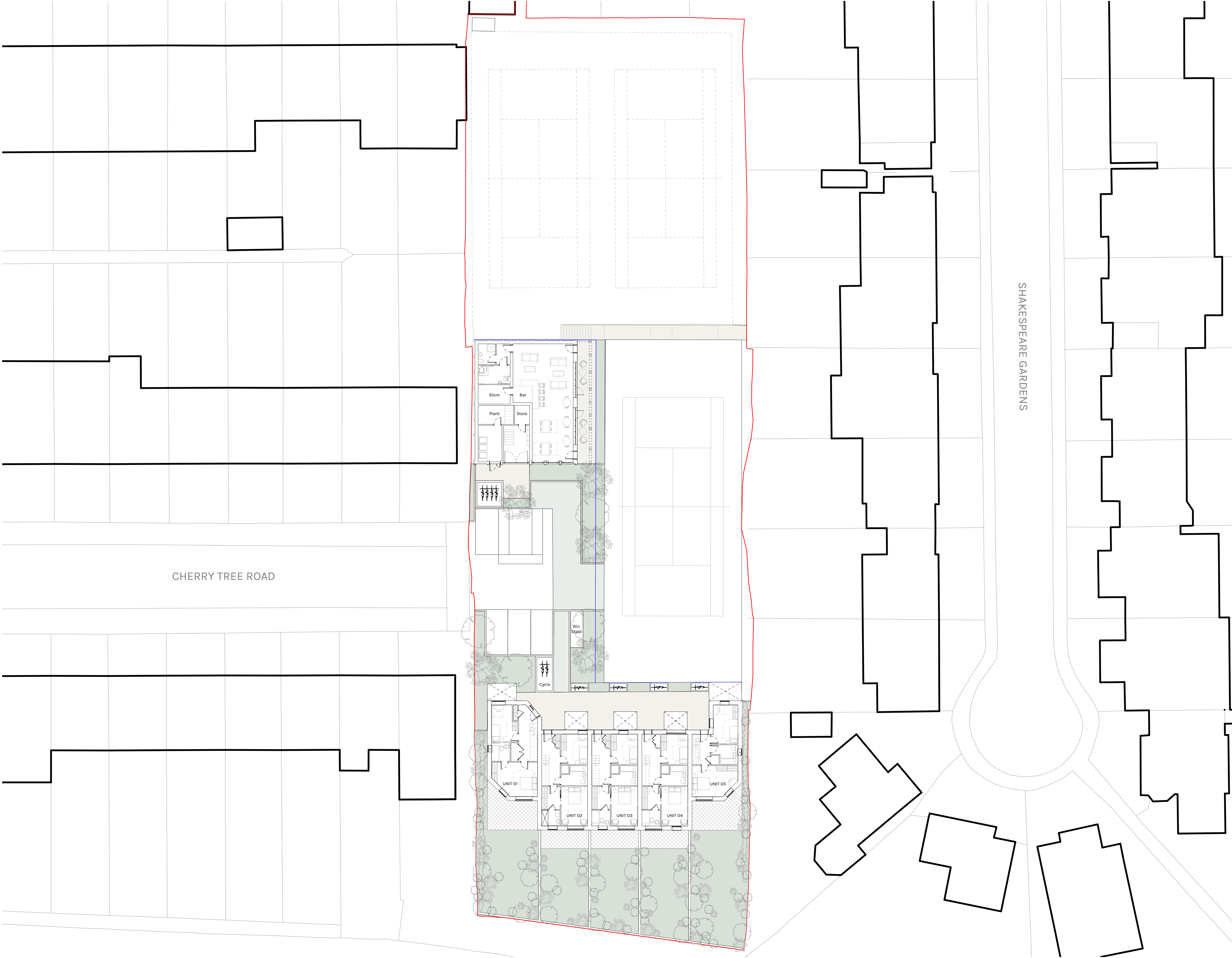
7 IMPLEMENTING, MONITORING AND UPDATING

- 7.1 This Outline CLP has been produced for the purposes of supporting the planning application for the site.
- 7.2 A detailed CLP will be produced at a later date and will form part of a planning condition following planning consent.
- 7.3 The detailed CLP will be implemented throughout the construction programme to ensure it is effective. The CLP will be a 'live document' and will be updated during construction if any significant changes to the scope or programme of construction occur at the site and if required on request from the local authority to address issues that arise. The detailed CLP will be reviewed prior to the start of each new phase of construction set out in this plan.
- 7.4 The applicant would participate in any local construction working group, with representatives from all interested parties. The applicant is committed to working together with others in the local area including residents, key community considerations and neighbouring construction sites. A Community Liaison Officer will be appointed to mitigate and resolve any issues difficulties in the local community and key community considerations identified in **Section 2**.
- 7.5 The delivery management system and gate checks by the banksman / traffic marshal will provide detailed evidence about the number and type of deliveries against predictions and will be reported to the Council.
- 7.6 The applicant will appoint a Construction Logistics Manager who will be responsible for implementing the CLP. Their job description will include the collection of the following data:
- Number of vehicle movements to site; collected through a delivery booking-in system:
 - Total;
 - By vehicle type / size / age;
 - Time spent on site; and
 - Delivery / collection accuracy compared to schedule;
 - Breaches and complaints:
 - Vehicle routing;
 - Unacceptable queuing;
 - Unacceptable parking;
 - Suppliers FORS accreditation; and
 - Low Emissions Zone (LEZ) compliance; and
 - Safety:
 - Logistics-related accidents;
 - Record of associated fatalities and serious injuries;
 - Ways staff are travelling to site; and
 - Vehicles and operations not meeting safety requirements.

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- 7.7 A copy of the route plans will be available to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The suppliers will be made aware that these routes are always required to be followed unless agreed or alternate diversions are in place. Any suppliers that do not abide by the delivery route plans will receive an initial warning and be advised that further transgressions will result in their removal from the project supply chain.
- 7.8 A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours. The CLP has prepared a strategy for preventing potential issues, however, any issues encountered during construction (such as non-compliance with vehicle routes) will be reported / recorded in a full log and resolved using a 24 hour-manned telephone line. The site manager and site foreman will address any complaints from residents and businesses.
- 7.9 The site will also register with the Considerate Constructor Scheme and agree to abide by the Code of Considerate Practice, designed to encourage best practice beyond statutory requirements.

Appendices

Appendix 1 – Development Plans



1 00 Ground Floor Plan
1: 200

DFA

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Project

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Project address

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Client

Fortis Green LLP

Sheet number

1143-DFA-PL_0202

Sheet name

Proposed Ground Floor

Sheet scale

1: 200 @ A1

Date/time

12/10/2023 15:12:43

Rev	Description	Date	Issued	Checked
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Key

- Freehold boundary
- * Obscure Window

Project status

Draft Planning

GENERAL NOTES:

This drawing is not for construction and is for information purposes only. Contractor to provide detailed design and construction information. This drawing is to be read in conjunction with all relevant architects' and engineers' drawings and specifications. Drawings to be read in line with the approved inspectors plan check and all dimensions to be checked on site with any discrepancies reported to the architect.

OS information no accurate and not to be used for measurements.

Downen Farmer Architects Ltd is incorporated in England & Wales. Company registration number 10861309.

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