

REPORT

Cleopatra House, Pembroke Road, N8 7RQ

Construction Management and Logistics Plan

Client: Pembroke Properties Ltd

Reference: PB-24/CEMP/021

Status: Initial Release

Date: 9 April 2024



Project related



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1 Introduction

1.1 Preface

- 1.1.1 Plan And Build London Ltd has been appointed by Pembroke Properties Ltd to prepare a Construction Management and Logistics Plan (CEMP) in relation with the proposed residential development at Cleopatra House, Pembroke Road, N8 7RQ in the London Borough of Haringey.
- 1.1.2 The proposals for this site comprise the partial demolition and reconstruction of the existing dwelling and the erection of an additional dwelling on the site. The LBH planning application reference is HGY/2021/1412.
- 1.1.3 The development received consent on 21st June 2021. The application will result in 9 x bedroom houses on the site with an underground car park.
- 1.1.4 The above planning permission was granted subject to a number of planning conditions. The proposed planning conditions included Condition 8 which relates to the requirement for a CEMP. Planning Condition 8c is, for convenience, reproduced below:

'Condition 8: Development shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

a) The CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).

b) The CEMP shall provide details of how construction works are to be undertaken and shall include: (Details to b supplied in another report)

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

- i. Monitoring and joint working arrangements, where appropriate;
- ii. Site access and car parking arrangements;
- iii. Delivery booking systems;
- iv. Agreed routes to/from the site;
- v. Timing of deliveries to and removals from the site (to avoid peak times, as agreed with Highways Authority, 0700 to 900 and 1600 to 1800, where possible);
- vii. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to
- viii. encourage sustainable travel to the site during the demolition and construction phase; and
- ix. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of
- x. facilities such as concrete batching.



- 1.1.5 A copy of the full decision notice is contained in **Appendix A**.
- 1.1.6 This CEMP has been produced with reference to the Transport for London (TfL) document 'Construction Logistics Plan Guidance' (July 2017). Consideration has additionally been given to the Greater London Assembly (GLA) Supplementary Planning Guidance (SPG) 'Control of Dust and Emissions from Construction and Demolition'.



1.2 Report Purpose

- 1.2.1 This CEMP has been produced to satisfy the requirements set out by Planning Condition 8. More specifically, this CEMP has been produced in order to demonstrate that the impacts could be mitigated so that the residual impact is negligible.

1.3 Report Structure

- 1.3.1 Following this introduction, this outline CEMP is set out as follows:

- Section 2 - Relevant Planning Policies and Guidance;
- Section 3 - Site Information;
- Section 4 - Development Proposals
- Section 5 - Construction Site and Operations Overview;
- Section 6 - Impacts and Mitigation;
- Section 7 - Objectives and Monitoring;
- Section 8 - Further Details; and
- Section 9 - Summary.



2 Relevant Planning Policies and Guidance

2.1 Nation Planning Policy Framework (2019)

- 2.1.1 At the heart of the NPPF is a “*presumption in favour of sustainable development*”. The NPPF therefore supports the aims of this CEMP, which are to support the sustainable, safe and efficient use of the transport network.

2.2 Traffic Management Act (2004)

- 2.2.1 Local authorities have a responsibility to manage traffic networks within their area. This requirement is set out in Part 2 of the Traffic Management Act. Local authorities are required to ensure the efficient use of the transport network and to implement measures to avoid contribution to congestion levels.

2.3 The London Plan (March 2016)

- 2.3.1 The London Plan, prepared by Greater London Authority, 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*” (ref: The London Plan March 2016, p.2).
- 2.3.2 Policy 6.3 of the London Plan relates to the assessment of effects of development on transport capacity. Subsection A states “*Development proposals should ensure that impacts on transport capacity and the transport network at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network*” (ref: The London Plan, March 2016 p.248)
- 2.3.3 Policy 6.3C states “*Construction Logistics Plans and Delivery and Servicing Plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans*” (The London Plan, March 2016 p.248).
- 2.3.4 Policy 6.14 relates to freight. Subsection B states “*Development proposals that promote the uptake of the Freight Operators Recognition Scheme, construction and logistics plans and delivery and servicing plans will be encouraged. These should be secured in line with the London Freight Plan and should be co-ordinated with travel plans and the development of approaches to consolidate freight*” (ref: The London Plan, March 2016 p.270).

2.4 The Draft New London Plan (2018)

- 2.4.1 Policy T7 F states ‘*Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.*’
- 2.4.2 The Draft New London Plan continues as follows:



‘Transport for London’s guidance on Construction Logistics and Delivery and Servicing Plans should be adhered to when preparing planning applications. Plans should be developed in line with this guidance and adopt the latest standards around safety and environmental performance of vehicles. The plans should be monitored and managed throughout the construction and operational phases of the development. TfL’s Freight tools including CLOCS (Construction Logistics and Community Safety), FORS (Fleet Operator Recognition Scheme) or equivalent should be utilised to plan for and monitor site conditions to enable the use of vehicles with improved levels of direct vision. This should be demonstrated through a Site Assessment within a Construction Logistics Plan. Development proposals should demonstrate ‘good’ on-site ground conditions ratings or the mechanisms to reach this level enabling the use of vehicles with improved levels of driver direct vision. To support the procurement of these vehicles and to minimise road danger, the Mayor has introduced his Direct Vision Standard, which rates Heavy Goods Vehicles on a star rating from 0 (lowest) to 5 (highest),’ based on how much the driver can see directly through the cab windows.’

2.5 Mayor of London’s Transport Strategy (2018)

- 2.5.1 The Mayor of London’s Transport Strategy (March 2018) details plans to “transform London’s streets, improve public transport and create opportunities for new homes and jobs”. Chapter 3 - Healthy Streets and healthy people provides an overview of the Mayor’s policies and proposals with regards to the movement of freight and deliveries on London’s highway network. Proposal 15 states: “The Mayor through TfL, will work with the boroughs, businesses and the freight and servicing industry to reduce the adverse impact of freight and service vehicles on the street network. The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak by 10 per cent by 2026.”
- 2.5.2 Proposal 16 states “The Mayor, through TfL and working with the boroughs and members of the Freight Forum, will improve the efficiency of freight and servicing trips on London’s strategic transport network by:
- a) Identifying opportunities for moving freight on the rail network where this will not impact on passenger services and where the benefits will be seen within London.
 - b) Increasing the proportion of freight moved on London’s waterways.
 - c) Reviewing the potential benefits of a regional freight consolidation and distribution network and completing the network of consolidation centres.”

2.6 The London Freight Plan (2006)

- 2.6.1 The London Freight Plan provides specific reference to the need for CEMPs to help achieve the aim of promoting the safe, reliable and efficient movement of freight and servicing trips to, from and within London.
- 2.6.2 The London Freight Plan encourages traffic authorities to review the delivery arrangements for construction sites in order to help minimise impacts on the public highway. The overall aim is to achieve a more efficient system for the delivery and servicing of construction sites, and as a consequence reduce overall volumes of road freight traffic.



2.7 Freight Operators Recognition Scheme (FORS)

2.7.1 The FORS project is designed to encourage freight operators to take up green fleet management, to use best practice and to increase the sustainability of London's freight distribution. Operators join the scheme as members, with tiers of membership reflecting freight operator achievements. The scheme offers members incentives to increase the sustainability of their operations and to develop their skills, and includes best practice guidance on:

- Training to improve safety and reduce CO2 and emissions;
- Maintenance to improve safety and reduce fuel consumption, CO2 and emissions;
- Management of road risk to improve safety, particularly for pedestrians and cyclists;
- Fuel efficiency to save costs and reduce CO2 and emissions;
- The use of low-carbon engine technologies such as hybrid and electric vehicles, hydrogen fuel cells and bio fuels to reduce CO2 and other harmful emissions.

2.7.2 The FORS scheme recognises legal compliance as the base 'bronze' level and promotes the uptake of best practice through the higher 'silver' and 'gold' levels. FORS also recognises operator achievements, with rewards that encourage operators to raise standards to reduce, in particular, CO2 emissions and collisions between heavy goods vehicles (HGVs) and cyclists.

2.7.3 The Applicant recognises the requirement for the appointed contractor to refer to best practice guidance. Contractors who are accredited through the Freight Operator Recognition Scheme (FORS) will be appointed.



2.8 Construction Logistics and Cycle Safety- Standard for Construction Logistics: Managing Work Related Road Risk (2012)

2.8.1 In 2012, TfL commissioned an independent review of the construction sector's transport activities to understand the causes of collisions between construction vehicles and cyclists. As a result, the 'CLOCS' programme was initiated. The mission of Construction Logistics and Cycle Safety (CLOCS) is *"Ensuring the safest construction vehicle journeys"*. The primary goals of CLOCS are:

- Zero collisions between construction vehicles and the community;
- Improved air quality and reduced emissions;
- Fewer vehicle journeys;
- Reduced reputational risk.

2.8.2 CLOCS sets out the national industry health and safety standard against which developers and their contractors are judged. The CLOCS standard aims to *"reduce the risk of a collision between goods vehicles and other road users such as cyclists and pedestrians"*.

2.8.3 A fleet operator must achieve a minimum FORS 'silver' accreditation in order to be considered CLOCS compliant.

2.8.4 The Applicant recognises the requirement for the appointed contractor to make reference to best practice guidance. Consideration will as such be given to contractors who are accredited through the CLOCS programme.

2.9 Construction Logistics Plan Guidance

2.9.1 TfL provides additional guidance on the production of CEMPs within their document entitled 'Construction Logistics Plan Guidance', published in July 2017. The document identifies that a CEMP needs to be tailored to the specific requirements of a site. The above guidance also identifies some of the most effective tools and techniques to minimise the impact of freight activity on London's streets. The guidance states:

"A CEMP is an important management tool for planners, developers and construction contractors. The CEMP focuses specifically on construction supply chains and how their impact on the road network can be reduced. The construction supply chain covers all movements of goods, waste and servicing activity to and from site". (ref: Construction Logistic Plan Guidance, TfL p.3).



2.10 The Control of Dust and Emissions During Construction and Demolition (2014)

- 2.10.1 In 2014 the Greater London Authority published a supplementary planning guidance (SPG) containing more detailed guidance and control measures as well as introducing information on cleaner machinery. The SPG seeks to reduce emissions of dust, PM₁₀ and PM_{2.5} from construction and demolition activities in London. The SPG also aims to manage emissions of nitrogen oxides from construction and demolition machinery by means of an ultra low emissions zone for non-road mobile machinery.



3 Site Information

3.1 Site Location and Description

- 3.1.1 The site is located in Cleopatra House, Pembroke Road, N8 7RQ, in the London Borough of Haringey.
- 3.1.2 The immediate area surrounding the site is primarily residential in use with some community uses present. The site has good access to public transport and has a Public Transport Accessibility Level (PTAL) rating of 3.

3.2 Local Highway Network

- 3.2.1 Pembroke Road is a two way residential road approximately 7.0 metres (m) wide in the vicinity of the site. The site is a corner plot between Pembroke Road and Boyton Road. The site entrance and delivery are expected to be via Boyton Road.
- 3.2.2 All roads in the vicinity are subject to a 20mph speed limit and has a system of street lighting present. In December 2023 LBH introduced Hornsey North East Controlled Parking Zone (CPZ) and with parking controls operating between the hours of 10am and 2pm on Mon to Fri inclusive to now include Beechwood Road N8, Boyton Close N8, Boyton Road N8, Brook Road, N8, Campsbourne Road N8, Campsfield Road N8, Chadwell Lane N8, Cross Lane N8, Eastfield Road N8, Great Amwell Lane N8, High Street N8, Miles Road N8, Moselle Close, N8, Myddleton Road N8, New River Avenue N8, Newland Road N8, Nightingale Lane N8, Pembroke Road N8, Priors Road N8, The Campsbourne N8 and to prohibit waiting by vehicles other than in the designated parking places provided during those hours;

3.3 Pedestrian Accessibility

- 3.3.1 Footways are in place along Pembroke Road, Boyton Road and Campsfield Road. Dropped kerbs are provided at junctions throughout the surrounding residential area.
- 3.3.2 There are some areas of street lighting on Boyton Road.

3.4 Cycle Accessibility

- 3.4.1 The highway network local to the site consists largely of residential streets subject to 20mph speed limits. Whilst there are no defined cycle routes in the area, local roads are generally suitable for cycling.



3.5 Bus Accessibility

- 3.5.1 The are three bus services that are accessible from the site within a walking distance of 640 metres including bus No 144.

3.6 Railway/ Underground Accessibility

- 3.6.1 Hornsley mainline railway station is about 720m walk from the site.



4 Proposed Development

4.1 Scheme Summary

- 4.1.1 The proposals comprise the erection of a 5 storey dwelling on the site. The approved site layout is shown in **Appendix B**.

4.2 Access

- 4.2.1 The existing vehicular access to the site will be retained for the new dwelling.

4.3 Parking

- 4.3.1 The site will have underground car parking spaces.



5 Construction Site and Operations Overview

5.1 Preliminary Construction Programme

- 5.1.1 It is envisaged that the construction programme would run for approximately 66 weeks (around 15 months). It is currently planned that construction would commence in Summer 2024 and be completed in Autumn 2025, with work at the site being split into various stages including: excavation, new build (superstructure) and finally fit out and landscaping.

5.2 Site Hours and Operation

- 5.2.1 It is expected that the site will operate within the times noted below. Outside of these hours no deliveries will arrive at the site:

- Monday to Friday: 08:00 - 18:00;
- Saturdays: 08:00 -13:00;
- Sundays and Bank Holidays: No operations.

- 5.2.2 In order to ensure these hours are observed, the works manager/ site foreman will ensure that the programme for construction will have no scheduled deliveries outside of these hours. All suppliers will be informed of working periods as part of any contract documentation.

- 5.2.3 No works would be permitted to be undertaken on Sundays and Bank Holidays

- 5.2.4 Deliveries to the site will take place outside highway peak periods.

5.3 Project Site Manager

- 5.3.1 The project site manager, appointed by Pembroke Properties Ltd, will assume all responsibility for implementing the measures within the CEMP. The contact details for the project site manager will be displayed at the site and will also be published on any temporary licences granted by the Council (such as for hoarding or scaffolds).

- 5.3.2 The project site manager will liaise with local residents and project site managers for other demolition/ construction projects in the local area, when and where it is relevant to do so. The project site manager will be responsible for monitoring and reviewing this CEMP on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.

- 5.3.3 The appointed project site manager will act as a point of contact for local residents and businesses. In the event of local issues/ concerns arise during the site clearance and construction processes, the project site manager would discuss such with the relevant parties and where appropriate and practicable initiate remedial actions, as expeditiously as possible. A record will be kept of all comments and complaints.



- 5.3.4 Information boards will be displayed on site hoardings, identifying the key on-site personnel (including the site manager) together with their contact details. All relevant information contained within this document will be provided within a Contractors Handbook. The Contractors Handbook will set out the requirements for all operatives accessing the demolition/ construction site.
- 5.3.5 The project site manager will be responsible for ensuring that the contractor applies for all of the appropriate licences from LBH prior to any works taking place.

5.4 Construction Traffic Vehicle Routing

- 5.4.1 Details for the proposed construction vehicle routing will be agreed with LBH and TfL prior to commencement of any works on the site. The appointed Contractor will be required to use designated traffic routes.
- 5.4.2 The drawing included in **Appendix C** identifies indicative routes to the north, east, south and west of the application site for the local routing of construction vehicles. The key principle relied upon in developing these routes is that of ensuring that freight drivers use routes comprising as far as possible the Transport for London Road Network (TLRN) and Strategic Road Network (SRN), where design for road safety with freight vehicle use has been considered.
- 5.4.3 The vehicular access routes to the site at Lyndhurst Avenue are summarised in **Table 5.1**.

Table 5.1: Construction Vehicle Routing

Direction	Inbound Route	Outbound Route
North	Nightingale Lane/Brook Rd/Boyton Rd	Pembroke Rd/Campsbourne Rd/High Street
East	Ditto	Ditto
South	Ditto	Ditto
West	Ditto	Ditto



- 5.4.4 The primary vehicular access for construction traffic inbound to the site will be from the Nightingale Lane, Brook Road, Boyton Road . Outbound vehicles from the site will route from Boyton Road, Pembroke Road, Campsbourne Road and High Street.

5.5 Site Access Vehicle Movements

- 5.5.1 During the site clearance phase of the project, it is proposed that construction vehicles would be loaded whilst waiting on Boyton Road adjoining the site's frontage. The waiting restrictions operate Monday to Friday between the hours of 11am and Midday. There is no restriction on loading from taking place outside the site.
- 5.5.2 The plan shows that a bus can pass a waiting construction vehicle being loaded/ unloaded at the site frontage. A construction vehicle waiting on-street outside of the site would thus not cause disruption to through traffic or local bus services.
- 5.5.3 During the construction phase, it is proposed that construction vehicles would be unloaded from the Boyton Road carriageway adjoining the site's frontage.
- 5.5.4 It is proposed that construction vehicles would be routed back via Pembroke Road, Campsbourne Road and on to the High Street thereby removing the need to reverse and turn outside the site.

5.6 Work Stages and Construction Vehicle Types

- 5.6.1 Works at the site are expected to be categorised within the following stages:
- Enabling works,;
 - Excavation;
 - Superstructure;
 - Fit out; and
 - External works.
- 5.6.2 When considering vehicle classification at construction sites, it is relevant to recognise the relationship between the size of vehicles and the number of vehicular trips to be carried out. Generally, the larger the vehicle, the fewer number of trips will need to be made. 'Sustainable construction' best practice therefore dictates that it is best to use larger vehicles where possible to limit the overall volume of vehicular movements associated with construction of a scheme.
- 5.6.3 In accordance with the above principle, all materials required for the construction works will be delivered to the site in the largest possible delivery quantities. All construction vehicles would be fully laden, as opposed to part laden, to minimise the number of delivery movements.



5.6.4 The following vehicles are reasonably expected to serve the site during the works:

- Car/ pick up/ 3.5 ton van;
- 7.5 ton box van/ panel van;
- Ready mix concrete truck;
- Mobile crane (if required);
- Skip lorry; and
- 32 ton tipper truck.

5.7 Methodology (Vehicle Volumes)

5.7.1 The volume of traffic associated with the construction phase(s) of the proposed development has been estimated based on the “Ready Reckoner” methodology provided within the TRICS “Construction Traffic - Research Report” document which states:

“Constructing Excellence recorded ‘Commercial Vehicle Movement KPI’ as part of the 2011 UK Construction Industry Key Performance Indicators. This uses a measure of the total number of commercial vehicle one-way movements onto a site (collected from security or other gate records, contractor notes and waste transfer notes) against the total project value. For inclusion, sites used in the assessment should be entirely non-operational, i.e. being constructed without any elements of the site being occupied which may skew the data...”

“Based on data collected in 2011, the total recorded movements onto a site per £100,000 of project value is 19.7 one-way trips (www.kpizone.com). For deliveries of materials, the indicator simply considers the final delivery journey to site, therefore not accounting for offsite storage, consolidation of loads or other factors”

5.7.2 In the context of the above, it is understood that the contract sum would be in the order of £1m. Therefore, based on the Ready Reckoner approach, it is reasonable to expect some 197 one-way trips to take place associated with the development construction.

5.7.3 In order to provide an approximate assessment of the associated vehicle classifications, proportions of construction traffic recorded of similar projects have been used. Based on that methodology, **Table 5.2** provides an estimate of the number of one-way movements undertaken by different construction vehicle classifications respectively.

Table 5.2: Preliminary Estimate of Construction Vehicle Numbers and Vehicle Classification

Project related



Vehicles	Car/ pick up/ 3.5T Van	7.5T Box van/ panel van	Low loader & Artic	Ready Mix Concrete truck	Mobile crane	Skip lorry	32T Tipper truck	Total
% of trips by vehicle type (Highbury redevelopment)	10.5%	18.1%	2.4%	22.8%	0.1%	1.3%	45.1%	100.0%
Predicted Number of Trips	19	35	5	45	2	3	88	197

- 5.7.4 The table shows that approximately 140 of the 197 total one-way movements could be considered as HGV movements. Based on a 66 week construction programme it is estimated that the site would generate two trips per week. This gives an indication of the relatively low intensity of the construction work intended at the site and consequently the low level of impact on other highway users.
- 5.7.5 It is however recognised that there will be some variation in flow on a day to day basis and as different phases of the development take place.
- 5.7.6 No construction traffic movements will take place on Sundays and Bank and Public Holidays without the prior written consent of the relevant Planning and Highway Authorities.
- 5.7.7 It is considered that the development would have the highest transport impact during the groundworks and superstructure phases. However, once these phases of work are complete and the internal fit out of the development commences, the development's construction will have a reduced impact on the surrounding area.



5.8 Construction Traffic Management Measures

- 5.8.1 The Pembroke Properties Ltd site manager will take ownership of the final/ approved CEMP and will ultimately be responsible for the implementation of any measures that are laid out within it. The Principal Contractor will also be responsible for contacting LBH Highways Officers prior to the commencement of works in order to agree any final matters that relate to the CEMP.

Vehicle Call Up Procedure/ Vehicle Holding Areas

- 5.8.2 Pre-arranged delivery times will be set by the site manager for the purpose of ensuring that there is not more than one delivery vehicle at the site simultaneously. Drivers will be required to contact the site 30 minutes prior to arrival in order to ensure that a space is available for vehicles, with this requirement forming a part of all contract documentation. There is therefore, in view of the above described procedure and in the context of the forecast volume of construction vehicles, no proposed holding area associated with the works.

Parking Suspensions

- 5.8.3 It is not expected that any parking/ waiting suspensions would be needed locally to accommodate construction traffic loading/ unloading from the carriageway.

Co-ordination with Other Construction Activity

- 5.8.4 The main contractor will, prior to commencement of work and then at regular intervals thereafter, liaise with officers within LBH to ascertain if any other 'local' construction activity is planned/ taking place. If other relevant local construction work is identified the works manager/ site foreman will liaise with these sites as required to co-ordinate construction traffic movements.

Co-ordination with Domestic Waste Collections

- 5.8.5 Pembroke Properties Ltd, along with any sub-contractors and suppliers, will be made aware of the existing refuse collection activity around the site and will strive to ensure that waste collection vehicles are not unduly obstructed by the works. In order to ensure this is the case, priority will be given by banksmen to waste collection vehicles where relevant and appropriate.

Wheel Washing/ Highway Cleaning

- 5.8.6 The requirement for wheel washing facilities will be considered upon commencement of the works. If any mud or debris does get deposited onto the public highway a dedicated member of the Contractor's staff will expeditiously remove it.



General Management

5.8.7 The following general measures will be expected to be in place at the site:

- All parties visiting the site will sign in and out at the site entrance;
- Trade contractors are to submit any material delivery requests a minimum of 24 hours in advance to the site manager;
- The site's principal contractor will ensure that all other suppliers are aware of the agreed vehicle routes to and from the site; and
- The contractor will ensure that a suitably qualified banksman is present to manage all loading activity.

5.9 Control of Dust and Air Quality

5.9.1 The current best practice document for London in respect of dust control is the GLA's 'The Control of Dust and Emissions During Construction and Demolition' SPD. The SPG requires that in the first instance a dust risk assessment is carried out to ascertain the likely levels of dust risk associated with the specifics of the development and to identify the mitigation measures necessary.

Control Measures

5.9.2 The following measures are to be adopted during the construction phase:

- Display the name and contact details of the person(s) accountable for air quality and dust issues on the site boundary;
- Display the contractor's contact information;
- Record all dust or air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner and record the measures taken;
- Make a complaint log available to the local authority when asked;
- Carry out regular site inspections to monitor compliance with air quality and dust control procedures, record inspection results and make an inspection log available to the local authority when asked;
- Increase the frequency of site inspections by those accountable for dust and air quality pollutant emissions issues when activities with a high potential to produce dust and emissions are being carried out and during prolonged dry or windy conditions;
- Record any exceptional incidents that cause dust and air quality pollutant emissions, either on or off the site, and the action taken to resolve the situation is recorded in the log book;
- Plan the site layout so that machinery and dust causing activities should be located away from receptors;

Project related



- Erect solid screens or barriers around dust activities or the site boundary that are at least as high as any stockpiles on site;
- Avoid site run-off of water and mud;
- Ensure all on-road vehicles comply with the requirements of the London Low Emission Zone;
- Ensure all non-road mobile machinery (NRMM) comply with standards;
- Ensure all vehicles switch off engines when stationary - no idling vehicles;
- Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where possible;
- Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems;
- Ensure an adequate water supply on the site for effective dust/ particulate matter mitigation (using recycled water where possible);
- Use enclosed chutes, conveyors and covered skips;
- Minimise drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate;
- Reuse and recycle waste to reduce dust from waste materials;
- Avoid bonfires and burning of waste materials; and
- Construction vehicle tyres will be sprayed before exiting the site in order to minimise spoil reaching the public highway.



6 Impacts and Mitigation

6.1 Impacts

6.1.1 The Institute of Air Quality Management describes the typical impacts caused by construction vehicles during demolition and construction. These are summarised in **Table 6.1** below:

Table 6.1: Typical Impacts Caused by Construction Vehicles

Issue	Potential Impacts
Noise	- Increased road noise levels from vehicles - Increased noise levels from plant activities
Vibration	Increased vibration levels from vehicles
Air Quality	Exhaust emissions from lorries and plant delivering and removing materials
Dust	- Dust deposition, resulting in the soiling of surfaces - Visible dust plumes - Elevated PM10 concentrations
Traffic	- Traffic congestion caused by site traffic - Increased vehicle movements mainly consisting of heavy goods vehicles (HGVs). - Transfer of mud and material from vehicles onto the public highway. - Disruption from abnormal or hazardous loads. - Exhaust emissions. - Possible damage to existing carriageway / footways in the vicinity of the site
Pedestrian Access	Restrictions on pedestrian access to walkways, footpaths and roads.



6.2 Mitigation Measures

6.2.1 The following measures would be introduced in order to mitigate against the potential impacts identified in **Table 6.1**.

Site Conditions

6.2.2 Revival Developments Limited (RDL) will, with LBH Highway Officers, undertake a survey of site conditions on the adjoining public highway before commencing on site.

6.2.3 The developer/ contractor will undertake repairs to any damage caused on the public highway during construction.

Noise and Vibration

6.2.4 The developer/ contractor will comply with all relevant environmental health legislation at all times and will take a pro-active approach to minimise risk and disturbance to site operatives and the general public.

6.2.5 The following measures will be introduced in order to manage and control noise:

- Where required, before works begin background noise surveys will be undertaken at the site boundaries;
- Noise and vibration will be minimised by using modern plant and equipment fitted with suitable silencers, by muffling of all breakers and through the use of crushers in-lieu of impact breakers where ever possible;
- Where machines are provided with suppression covers these will remain closed whilst the machine is in operation. Where it is impossible to reposition potentially noisy plant, hoardings and enclosures will be constructed to contain and minimise the potential nuisance;
- Where required, regular noise monitoring will be carried out throughout the works' duration and records of these readings will be kept on site;

6.2.6 All ground borne vibration levels produced by the demolition operation are to comply with levels as established in BS6472 and in compliance with the client's requirements.

Dust and Air Pollution

6.2.7 Pembroke Properties Ltd will comply with all relevant environmental health legislation and will take a pro-active approach to controlling pollution by way of dust or airborne particles to minimise risk and disturbance to the site operatives, adjacent buildings and the general public.

6.2.8 Where possible, concrete breaking will be carried out using a crushing machine rather than cutting or grinding equipment, which will reduce dust and noise levels.



- 6.2.9 Cutting and grinding will be facilitated by use of water for the purpose of dust suppression. Any excess water will be channelled into the (filtered) site drainage system. Filters will be installed to the existing drainage system before works begin. The discharge of any water will be managed to prevent contamination of existing watercourses. All water discharge will be monitored and metered, and all records will be kept.
- 6.2.10 Vehicles accessing or leaving the site with construction materials and those carrying loose loads will be covered.
- 6.2.11 There will be no burning of waste on site. All waste material will be placed in a skip and removed from site to a transfer station for recycling off site. During dry period all skips will be covered to reduce dust and waste material blowing around site and all skips leaving site will be covered.

Traffic

- 6.2.12 The contractor will adhere to all traffic management regulations when accessing the site.
- 6.2.13 The contractor will seek to liaise with other contractors in the vicinity of the site to maximise the potential for consolidation and to minimise overall traffic impacts.
- 6.2.14 The contractor will schedule construction and waste collection vehicle movements to take place away from peak times of operation of the adjacent highway network.
- 6.2.15 The appointed contractor will implement a strict vehicle booking/ management system, in order to manage construction vehicle activity and to ensure that only one vehicle is outside the site at any one time. Any vehicles that arrive outside of the allocated time will be turned away and the driver contacted once there is space available on-site.
- 6.2.16 Where practicable to do so, deliveries will be consolidated so as to accept full loads as opposed to part/ half loads, further reducing traffic loadings on roads within the immediate area and surrounding areas during construction.
- 6.2.17 All deliveries will be directed to site via main roads to avoid impact on minor roads. Maps showing delivery routes will be issued as part of all orders. This information will be provided to all subcontractors.
- 6.2.18 Any temporary traffic management required on the public highway will be in accordance with Chapter 8 of the Traffic Signs Manual 2009 and the Safety at Street Works and Road Works, A Code of Practice, 2013.
- 6.2.19 The state of the roads will be closely monitored, and the use of wheel cleaning points and road sweepers will be made to ensure that the impact of construction is kept to a minimum, as deemed necessary.
- 6.2.20 Appropriate measures will be taken to protect the public highway from damage arising from construction related activity and to prevent concrete and other detritus from being washed into the public highway drainage system. LBH will be informed promptly should any such damage to the highway occur and will be duly reimbursed for the cost of the repairs.



Construction Worker Travel

- 6.2.21 Pembroke Properties Ltd will advise staff of all local public transport provision and will use best endeavours to encourage staff travel to the development by sustainable modes. The appointed principal contractor will provide details of such communication to staff and subcontractors to the highway authorities at the relevant juncture.

Pedestrian Access

- 6.2.22 All visitors to the site will be directed to the site offices for registration and as necessary, site induction. All site visitors will be required to be in possession of the relevant Construction Skills Certificate Scheme (CSCS) certification card.
- 6.2.23 All visitors will be required to sign in and out of the site on a daily basis. At no time will any unauthorised or unqualified visitors be allowed access to areas where construction works are in progress.
- 6.2.24 Visitors to the various sites will be required to use the appropriate PPE at all times when accessing construction areas.
- 6.2.25 The general public will be excluded from the works area by means of appropriate signage and hoarding. Safe routes will however be provided to enable the public to liaise with the project site manager if required.
- 6.2.26 A designated site access would be provided for construction workers. To ensure the safety of construction workers the accesses will be kept separate to any vehicle access and would be secure.
- 6.2.27 A banksman would be present during all deliveries to ensure that pedestrian access/ safety is maintained at all times.
- 6.2.28 The site hoardings will be erected on the back edge of the existing pavements, thus ensuring that pedestrians have a safe walking environment.
- 6.2.29 Although unlikely, should it be necessary to close a pavement, a safe walkway will be established behind traffic barriers, and the route will be adequately signed.
- 6.2.30 Where there is inadequate lighting the hoardings will be lit with bulkhead lights to provide a safe environment for pedestrians.

Training and Induction

- 6.2.31 Drivers of commercial vehicles who will be visiting the sites on a regular basis will be given a site briefing. This briefing will provide guidance and information on the following matters:
- Road safety for both public and site roads including speed restrictions and defensive driving;
 - Site procedures including appropriate waiting areas and vehicle routing



- Environment issues and processes for minimising environmental impact, (including noise impact and vehicle cleanliness); and
- Discussion on potential hazards and risk reduction.

Additional measures

- 6.2.32 Accommodation and welfare area locations for the site will be determined by the main contractor. It is anticipated that any construction plant will enter the site from Pembroke Road by the existing vehicular crossover. Any vehicle or plant entering the site from Pembroke Road would be supervised by a traffic marshal to ensure the operation is carried out safely.

Public / Stakeholder Liaison

- 6.2.33 Given the location of the site in a residential area, liaison with neighbouring properties and stakeholders will form a main focus throughout the project. The stakeholders that could be directly impacted by the proposals include:

- Surrounding residents and occupiers;
- LBH;
- Other statutory authorities;
- Building control;
- Environmental health; and
- Utilities providers.

- 6.2.34 Pembroke Properties Ltd will actively engage with all parties throughout the preconstruction and construction periods. To do so the contractor/ client would employ a Logistics/ Liaison Manager who will be responsible for:

- Agreement to logistics and interface with any shared access provisions;
- Regular inspections of hoardings and footpaths;
- Management of communications with each of the neighbours;
- Preparing and issuing of regular newsletter updates in agreement with the client;
- Ensuring compliance with the Considerate Constructors Scheme;
- Undertaking satisfaction surveys;
- Liaison with other employer appointed parties;
- Dealing with complaints making sure that each one is promptly dealt with and close out;



Security and Protection

6.2.35 The following security and protection measures would be implemented from the outset in order to ensure that the site is secure at all times:

- Installation of perimeter hoarding;
- CCTV installed on the site hoarding and selected internal areas;
- All gates/doors to be closed at all times;
- Security presence during non-working hours; and
- Site induction and brief on security.

Material Storage

6.2.36 Sufficient space will be provided on-site for storage of goods and materials. The storage areas would be positioned so that they do not conflict with the access for plant or site vehicles...

Waste Recycling and Disposal

6.2.37 Recyclable materials and waste skips will be transported from the site by roll-on roll-off lorries to the appropriate licenced processing facilities. All loads leaving site on skips or tipper lorries will be covered during transportation as per the legal requirements.

6.2.38 All materials from the works will be processed and separated into the appropriate waste streams at the work face. Concrete and masonry will be processed to remove any metals then loaded into appropriate vehicles for removal from site. All metals (ferrous and non-ferrous) will be separated and placed into metal bins for removal from site to a recycling facility. Any timber, plastics, furnishings and the like will be placed into 40-yard skips for removal from site to a licenced disposal facility. A record of all waste taken from the site will be recorded on the site waste management plan to comply with current EU legislation.

6.3 Considerate Constructors Scheme

6.3.1 The Considerate Constructors Scheme was set up in 1997 to improve the image of the construction industry. The developer is willing to commit to the Scheme as part of the construction process in order to mitigate the impact of the construction works on the surrounding area.

6.3.2 Neighbours, the public, visitors and the workforce will benefit from the Considerate Constructors Scheme which sets out a five-point code as follows:

- Care about Appearance: Contractors should ensure sites appear professional and well managed.
- Respect the Community: Constructors should give utmost consideration to their impact on neighbours and the public.

Project related



- **Protect the Environment:** Constructors should protect and enhance the environment.
- **Secure everyone's Safety:** Constructors should attain the highest levels of safety performance.
- **Value their Workforce:** Constructors should provide a supportive and caring working environment.



7 Objectives and Monitoring

7.1 Objectives

7.1.1 The objectives of the CEMP can be summarised as:

- Reduce the impact on the local area which might result from the construction works;
- Ensure construction materials can be delivered in a safe, efficient and environmentally friendly way;
- To identify deliveries that can be reduced, re-timed or consolidated, particularly during peak periods in the construction schedule;
- Help reduce congestion on London's roads and ease pressure on the environment by avoiding London's peak traffic periods;
- Improve the reliability of deliveries to the construction site; and
- Reduce the Freight Operator's operating costs, which include fuel costs, parking infringements and risk of accidents.

7.2 Monitoring

7.2.1 Monitoring of the CEMP will be undertaken using three key indicators. The indicators to be used are the number of vehicle movements to the site, breaches and complaints, and safety.

Number of Vehicle Movements to the Site

7.2.2 The number of vehicle movements to the site, including the characteristics of the vehicles, the time spent on-site and the accuracy in relation to the scheduled delivery time will be recorded by the banksman for each delivery to the site.

7.2.3 The data collected will be used to identify whether vehicle number, types and scheduling are in line with those proposed within the CEMP. This will also enable a review of the effectiveness of the measures set out within the CEMP.

Breaches and Complaints

7.2.4 The site banksman will be required to record any instances whereby more than one vehicle arrives at the site at any one time. The banksman will investigate the reasons why more than one vehicle has arrived and will report his findings to the project site manager.

7.2.5 The project site manager's details will be available at all times in the event that a neighbour or member of the public wishes to make a complaint or a suggestion. All complaints and suggestions will be recorded.



Safety

- 7.2.6 Any injuries related to vehicle movements associated with the construction site will be recorded.
- 7.2.7 The site banksman will assess any vehicles or construction plant requiring access to the site in order to determine if they meet the minimum safety and environmental standards. Any vehicle deemed to not meet these requirements will not be granted access to the construction site.

7.3 Reviewing the CEMP

- 7.3.1 The CEMP will be reviewed at the end of each phase of work to establish the effectiveness of the document. CEMP
- 7.3.2 If the CEMP is found to be failing to meet its obligations, then the reasons for this will be assessed and the implementation procedures and measures will be adapted accordingly in an updated CEMP.
- 7.3.3 The review process will be an ongoing process and as such the CEMP will be a 'live' document.



8 Further Details

8.1 Contractor Information

8.1.1 Details of the appointed Contractor for the works will be provided to LBH prior to any works commencing on the site. Details will include:

- Contact details for the Contractor and Engineer managing the construction;
- List of contact details in the event of an emergency on site;
- Precise dates of construction activity;
- Any identified requirement for on-street construction activity on public roads;
- Details of any identified requirement for work to the public footways and/ or streets;
- Working hours;
- Police contact details;
- Details of any identified requirement for truck unloading/ staging;
- Construction site signage;
- Details of any identified requirement for suspension of on-street loading bays; and
- Pedestrian access for construction workers.

8.2 Compliance

8.2.1 Prior to and throughout the construction period, the Contractor would liaise with the relevant contacts at LBH to ensure that the proposed works comply with statutory health and safety and highway laws.



9 Summary

- 9.1.1 This Construction Logistics Plan (CEMP) has been prepared with regard to the proposed redevelopment of Cleopatra House Pembroke Road N8 7RQ.
- 9.1.2 The proposals for this site comprise the erection of a 5 storey building on the site. The planning consent reference is HGY/2021/1412.
- 9.1.3 This CEMP seeks to discharge Planning Condition 8 of planning consent reference HGY/2021/1412, which sets out the requirement for a CEMP to support the development. The CEMP will be updated upon the confirmation of the principal contractor.
- 9.1.4 Delivery vehicles and those vehicles involved in the removal of excavated material associated with the development will follow predetermined delivery routes which will, wherever possible, avoid sensitive areas and highway constraints.
- 9.1.5 While during the period of construction of the development there will be increased HGV movements to the site, it is considered that these impacts might not be severe, and they will have no residual effects.
- 9.1.6 The adopted CEMP will endeavour to minimise the impact of construction vehicle movements in the local area in line with guidance published by Transport for London in their document 'Construction Logistics Plan Guidance.'
- 9.1.7 The CEMP contains commitments to minimise impact of construction traffic on the local highway and will include reference to:
- A commitment to encouraging loading and unloading, to be undertaken from a defined location on Pembroke Road and thereby minimising the impact on the adjacent highway;
 - The strategy for access, and loading and unloading of any 'Abnormal loads';
 - The timing of construction vehicle movements and mechanisms to encourage these vehicle movements to take place away from peak times of demand on the local highway (including local school peak periods);
 - A commitment to liaise with other contractors in the vicinity of the site to maximise the potential for consolidation and to minimise traffic impacts;
 - A commitment to record site conditions on the adjoining public highway before commencement of works with LBH Highway Officers and a commitment to repair any damage caused during construction
 - All measures to be put in place by the Revival Developments Limited to minimise the impact of construction activity in the area;
 - A commitment to use operators that are members of TfL's Freight Operator Recognition Scheme (FORS);

Project related



- The procurement process and how this can be used as a means to minimise the impact on construction vehicle movement;
- Detailed breakdown of the number of vehicles expected at the site;
- Encouragement of contractor staff to access the development site via sustainable modes of travel.



Appendix A

Decision Notice attached



Appendix B

Site Layout Attached



Appendix C

Construction Site Routing Attached

[Type here]



Project related



Appendix D

Car Parking attached



Planning Service

Rob Krzyszowski Assistant Director Planning, Building Standards & Sustainability

Mr Joe Henry
Henry Planning Ltd
163 Church Hill Road
East Barnet
EN4 8PQ

On behalf of
Mr B Saar
Pembroke Properties Ltd
C/O agent
163 Church Hill Road
Barnet
EN4 8PQ

Planning Application Reference No. **HGY/2021/1412**

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND)
ORDER 2015

NOTICE OF PLANNING PERMISSION

Location: **Cleopatra House, Pembroke Road, N8**

Proposal: **Erection of a part three, part four and part five storey building containing 9 residential dwellings (Use Class C3) with private and communal amenity and basement car parking for 4 vehicles.**

In pursuance of their powers under the above Act, the London Borough of Haringey as Local Planning Authority hereby **PERMIT** the above development in accordance with the application dated 26/04/2021 and drawing numbers: Location Plan (scale 1:1250); P031 (Block Plan); P302 (Proposed Ground Floor Plan); P303 (Proposed First Floor Plan); P304 (Proposed Second Floor Plan); P305 (Proposed Third Floor Plan); P306 Proposed Fourth and Roof Floor Plans); P307 (Proposed East Elevation); P308 Proposed North Elevation); P310 (Proposed West Elevation); P311 (Cross Section -North/South); P312 (Pembroke Road Elevation - South); AA/CH/02 (Tree Constraints Plan); PC2195-RHD-GE-SW-DR-R-0050 (Swept Path Analysis - Large Car Pt. 1); PC2195-RHD-GE-SW-DR-R-0051 (Swept Path Analysis - Large Car Pt. 2); Design and Access Statement by Altaras Architecture Ltd; Sustainability & Energy Statement dated March 2021; Arboricultural Report and Impact Assessment dated 11/03/2021; Basement Impact Assessment dated March 2021; Report on a Ground investigation ref: 13/20844 dated July 2013

SEE SCHEDULE OF CONDITIONS ATTACHED

21/06/2021



Robbie McNaugher
Head of Development Management and Planning Enforcement
Planning Service

NOTE:

1. You can find advice in regard to your rights of appeal at:
www.planningportal.gov.uk/planning/appeals/guidance/guidancecontent
2. This notice relates solely to a planning decision and does not purport to convey any approval or consent which may be required under the Building Regulations or any other statutory purpose.
If you intend to submit an appeal that you would like examined by inquiry then you must notify the Local Planning Authority and Planning Inspectorate (inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal.
For more information about making a Building Regulations application, please contact Haringey Council Building Control Team by email building.control@haringey.gov.uk, telephone 020 8489 5504, or see our website at www.haringey.gov.uk/buildingcontrol.

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HGY/2021/1412

The following conditions have been applied to this consent and these conditions must be complied with:

1. COMPLIANCE: Time limit for implementation

The development hereby authorised must be begun not later than the expiration of 3 years from the date of this permission, failing which the permission shall be of no effect.

Reason: This condition is imposed by virtue of the provisions of the Planning & Compulsory Purchase Act 2004 and to prevent the accumulation of unimplemented planning permissions.

2. COMPLIANCE: Development in accordance with approved drawings and documents

The approved plans comprise drawing numbers:

Drawings: Location Plan (scale 1:1250); P031 (Block Plan); P302 (Proposed Ground Floor Plan); P303 (Proposed First Floor Plan); P304 (Proposed Second Floor Plan); P305 (Proposed Third Floor Plan); P306 (Proposed Fourth and Roof Floor Plans); P307 (Proposed East Elevation); P308 (Proposed North Elevation); P310 (Proposed West Elevation); P311 (Cross Section -North/South); P312 (Pembroke Road Elevation - South); AA/CH/02 (Tree Constraints Plan); PC2195-RHD-GE-SW-DR-R-0050 (Swept Path Analysis - Large Car Pt. 1); PC2195-RHD-GE-SW-DR-R-0051 (Swept Path Analysis - Large Car Pt. 2); Design and Access Statement by Altaras Architecture Ltd; Sustainability & Energy Statement dated March 2021; Arboricultural Report and Impact Assessment dated 11/03/2021; Basement Impact Assessment dated March 2021; Report on a Ground investigation ref: 13/20844 dated July 2013

The development shall be completed in accordance with the approved plans except where conditions attached to this planning permission indicate otherwise or where alternative details have been subsequently approved following an application for a non-material amendment.

Reason: In order to ensure the development is carried out in accordance with the approved details and in the interests of amenity.

3. COMPLIANCE: Accessible and adaptable dwellings

All of the residential units shall be built to Part M4(2) "accessible and adaptable dwellings" of the Building Regulations 2010 (as amended) and maintained as such thereafter.

Reason: In order to ensure an adequate supply of accessible housing in the Borough and to ensure an inclusive development.

4. COMPLIANCE: Satellite antenna restriction

Notwithstanding the Provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), no satellite antenna shall be erected or installed on the building hereby approved. The proposed development shall have a central dish or aerial system for receiving all broadcasts for the residential units created, and this shall be installed prior to the occupation of the property, and the scheme shall be implemented and permanently retained thereafter.

Reason: In order to prevent the proliferation of satellite dishes on the development.

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5. COMPLIANCE: Unexpected Contamination

If, during development, contamination not previously identified is found to be present at the site, then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

6. PRE-COMMENCEMENT: Land contamination

Before development commences other than for investigative work:

a) Using the submitted Ground Investigation Report ref: 13/20844 dated July 2013, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The Conceptual Model shall be submitted to the Local Planning Authority. If the Conceptual Model indicate no risk of harm, development shall not commence until approved in writing by the Local Planning Authority.

b) If the Conceptual Model indicates any risk of harm, a site investigation shall be designed for the site using information obtained from the desktop study and Conceptual Model. The site investigation must be comprehensive enough to enable; a risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement detailing the remediation requirements.

c) The risk assessment and refined Conceptual Model along with the site investigation report shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site.

d) Where remediation of contamination on the site is required, completion of the remediation detailed in the method statement shall be carried out and a report that provides verification that the required works have been carried out, shall be submitted to, and approved in writing by the Local Planning Authority before the development is occupied.

Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety.

7. PRE-COMMENCEMENT: Tree Protection Measures

Prior to the commencement of any development hereby approved and before any equipment, machinery or materials are brought onto the site for the purposes of the development hereby approved, the tree protection measures detailed in the approved "Tree Constraints Plan and Arboricultural Report and Impact Assessment dated 11-03-20210" shall be carried out as approved and maintained as such until all construction has been completed and all equipment, machinery and surplus materials have been removed from the site.

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Nothing shall be stored or placed in any area fenced in accordance with this condition nor shall any fires be started, no tipping, refuelling, disposal of solvents or cement mixing carried out and ground levels within those areas shall not be altered, nor shall any excavation or vehicular access be made, without the written consent of the Local Planning Authority.

Reason: In order to ensure the safety and wellbeing of the trees on the site and adjoining sites during construction works that are to remain after building works are completed.

8. PRE-COMMENCEMENT: Construction Environmental Management Plan

Development shall not commence until a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the local planning authority.

a) The CEMP shall include a Construction Logistics Plan (CLP) and Air Quality and Dust Management Plan (AQDMP).

b) The CEMP shall provide details of how construction works are to be undertaken and shall include:

- i. A construction method statement which identifies the stages and details how works will be undertaken;
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 0800 to 1800 Monday to Friday and 0800 to 1300 on Saturdays with no working on Sundays and Bank Holidays;
- iii. Details of plant and machinery to be used during demolition/construction works;
- iv. Details of an Unexploded Ordnance Survey;
- v. Details of the waste management strategy;
- vi. Details of community engagement arrangements;
- vii. Details of any acoustic hoarding;
- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);
- ix. Details of external lighting; and,
- x. Details of any other standard environmental management and control measures to be implemented.

c) The CLP will be in accordance with Transport for London's Construction Logistics Plan Guidance (July 2017) and shall provide details on:

- i. Monitoring and joint working arrangements, where appropriate;
- ii. Site access and car parking arrangements;
- iii. Delivery booking systems;
- iv. Agreed routes to/from the site;
- v. Timing of deliveries to and removals from the site (to avoid peak times, as agreed with Highways Authority, 0700 to 900 and 1600 to 1800, where possible);
- vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the site during the demolition and construction phase; and
- vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.

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d) The AQDMP will be in accordance with the Greater London Authority SPG Dust and Emissions Control (2014) and shall include:

- i. Mitigation measures to manage and minimise construction dust emissions during works;
- ii. Details confirming the Plot has been registered at <http://nrmm.london>;
- iii. Evidence of Non-Road Mobile Machinery (NRMM) and plant registration shall be available on site in the event of Local Authority Inspection;
- iv. An inventory of NRMM currently on site (machinery should be regularly serviced, and service logs kept on site, which includes proof of emission limits for equipment for inspection);
- v. A Dust Risk Assessment for the works; and
- vi. Lorry Parking, in joint arrangement where appropriate.

The development shall be carried out in accordance with the approved details with relevant Air Quality Mitigation Measures.

Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out.

Reason: To safeguard residential amenity, reduce congestion and mitigate obstruction to the flow of traffic, protect air quality and the amenity of the locality.

9. PRE-COMMENCEMENT: Piling/intrusive groundworks

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

10. PRIOR TO ABOVE GROUND WORKS: Materials

Notwithstanding the information submitted with this application, no development above ground shall take place until precise details, including samples, of the external materials to be used in connection with the development hereby permitted be submitted to, approved in writing by and implemented in accordance with the requirements of the Local Planning Authority and retained as such in perpetuity.

Reason: In order to retain control over the external appearance of the development in the interest of the visual amenity of the area.

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11. PRIOR TO ABOVE GROUND WORKS: Hard and soft landscaping

No building hereby permitted shall be occupied until there has been submitted to and approved in writing by the Local Planning Authority a scheme of hard and soft landscaping, including details of permeable hardstanding materials. The approved scheme shall be implemented so that planting is carried out no later than the first planting season following the occupation of the buildings or the completion of the development whichever is the sooner. All planted materials shall be maintained for five years and any trees or plants removed, dying, being damaged or becoming diseased within that period shall be replaced in the next planting season with others of similar size and species to those originally required to be planted unless the council gives written consent to any variation.

Reason: In order to provide a suitable setting for the proposed development in the interests of visual amenity.

12. PRIOR TO FIRST OCCUPATION: Energy efficiency measures

The energy efficiency measures/features and renewable energy technology (solar PV panels), which provide for no less than 24.46% on-site regulated CO₂ reduction as detailed within the approved "Sustainability & Energy Statement dated March 2021" shall be installed and operational prior to the first occupation of the development.

Should, following further assessment, the approved renewable energy option be found to be no-longer suitable:

1. A revised scheme of renewable energy provision, which shall provide for no less than 24.46% onsite regulated CO₂ reduction, shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site. The final agreed scheme shall be installed and operational prior to the first occupation of the development and shall be maintained as such thereafter.

Reason: In the interests of adapting to climate change and to secure sustainable development.

13. PRIOR TO FIRST OCCUPATION: Cycle Storage Provision

The development shall not be occupied until a minimum of 12 cycle parking spaces for users of the development have been installed in accordance with the details hereby approved. Such spaces shall be retained thereafter for this use only.

Reason: To promote sustainable modes of transport.

INFORMATIVE: Land Ownership

The applicant is advised that this planning permission does not convey the right to enter onto or build on land not within his ownership.

INFORMATIVE: Details of Highway Agreement - Section 278

The applicant is advised that an agreement under Section 278 of the Highways Acts 1980 is required.

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INFORMATIVE: Hours of Construction Work

The applicant is advised that under the Control of Pollution Act 1974, construction work which will be audible at the site boundary will be restricted to the following hours:-

8.00am - 6.00pm Monday to Friday

8.00am - 1.00pm Saturday

and not at all on Sundays and Bank Holidays.

INFORMATIVE : Community Infrastructure Levy

The applicant is advised that the proposed development will be liable for the Mayor of London and Haringey CIL. Based on the information given on the plans, the Mayor's CIL charge will be £42,687.75 (705sqm x £60.55) and the Haringey CIL charge will be £260,307.15 (705sqm x £369.23). This will be collected by Haringey after the scheme is implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the construction costs index.

INFORMATIVE:

The London Fire and Emergency Authority recommends that sprinklers are considered for new development and major alterations to existing premises. Sprinkler systems installed in building can significantly reduce the damage caused by fire and the consequential cost to businesses and housing providers, and can reduce the risk to life.

INFORMATIVE:

The new development will require numbering. The applicant should contact the Local Land Charges at least six weeks before the development is occupied (tel. 020 8489 3472) to arrange for the allocation of a suitable address.

INFORMATIVE:

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Planning Service

Rob Krzyszowski Assistant Director Planning, Building Standards & Sustainability

INFORMATIVE:

In dealing with this application the Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our pre-application advice service and published development plan, comprising the London Plan 2021, the Haringey Local Plan 2017 along with relevant SPD/SPG documents, in order to ensure that the applicant has been given every opportunity to submit an application which is likely to be considered favourably.

21/06/2021

A handwritten signature in black ink that reads 'Robbie McNaugher'.

Robbie McNaugher
Head of Development Management and Planning Enforcement
Planning Service



ROUTING

DIRECTION	INBOUND ROUTE	OUTBOUND ROUTE
NORTH	NIGHTINGALE LANE/BROOK ROAD/BOYTON ROAD	PEMBROKE ROAD/CAMPSBOURNE ROAD /HIGH STREET
EAST	NIGHTINGALE LANE/BROOK ROAD/BOYTON ROAD	PEMBROKE ROAD/CAMPSBOURNE ROAD /HIGH STREET
SOUTH	NIGHTINGALE LANE/BROOK ROAD/BOYTON ROAD	PEMBROKE ROAD/CAMPSBOURNE ROAD /HIGH STREET
WEST	NIGHTINGALE LANE/BROOK ROAD/BOYTON ROAD	PEMBROKE ROAD/CAMPSBOURNE ROAD /HIGH STREET

NOTES

Plan And Build London Ltd
(Architecture, Design and Structures)
27 Sunningdale Close
Stanmore
HA7 3QL
Tel: 07961-161810
E-mail: tom@planandbuild.net
www.planandbuild.net

Project Title
ERECTION OF 5 STOREY
BUILDING

Project Address
CLEOPETRA HOUSE
PEMBROKE ROAD
LONDON
N8 7RQ

Drawing Title
LOGISTICS MAP

Date 07 MAY 2024

Dwg No. PB-24/PEMBROKE/2

Scale NTS



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Project Title
ERECTION OF 5 STOREY
BUILDING

Project Address
CLEOPETRA HOUSE
PEMBROKE ROAD
LONDON
N8 7RQ

Drawing Title
LOCATION MAP AND BLOCK
PLAN

Date 7 MAY 2024

Dwg No. PB-24/PEMBROKE/10

Scale 1:500