

AtkinsRéalis



Construction Environmental Management Plan

National Grid

February 2024

NORTH LONDON REINFORCEMENT PROJECT

Notice

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1. Introduction

AtkinsRéalis has been commissioned by National Grid (NG) to produce a Construction Environmental Management Plan (CEMP) for the discharge of Requirement 13 associated with Stage 3A of the North London Reinforcement Project Development Consent Order (DCO). This is defined in the NG 2023 “Requirement 3 – Written Scheme setting out all stages of the authorised development” [1]. Stage 3A is in relation to preparatory / temporary works, the demolition of the builder’s merchants, located on non-operational NG owned land, it does not apply to the substation main works.

1.1 Overview of the Project

A DCO was authorised for the wider North London Reinforcement project by the Secretary of State for Energy and Climate Change on 16 April 2014 and came into force on 7 May 2014. The DCO provides powers to the Client (NG) to carry out the project, which comprises the replacement of the existing 275 kV overhead lines with an uprated 400 kV overhead line. The DCO also contains powers to carry out associated works to the substations along the route of the uprating, including Tottenham Substation.

The wider Project falls within the administrative boundaries of Epping Forest District Council, Enfield Council, the London Borough of Waltham Forest and the London Borough of Haringey. The Local Planning Authority for this stage of the works at Tottenham, Stage 3A, is the London Borough of Haringey.

Early enabling works have been undertaken at the Tottenham Substation under Stage 1 of the DCO. This included the construction of foundations located to the south-east of the Tottenham Substation and approximately 140 m south of the Stage 3A area. A CEMP was prepared for these early enabling works by NG [2].

1.2 Purpose of the Construction Environmental Management Plan

This CEMP sets out the high-level environmental mitigation measures that are to be adhered to throughout Stage 3A for the North London Reinforcement Project (herein referred to as ‘the project’). The purpose of this document is to identify site-specific procedures and responsibilities to prevent or minimise environmental degradation during demolition and construction. This document should be considered as a live document, subject to periodic reviews, and adaptable to integrate relevant new information and activities as necessary.

1.3 The Development Consent Order

The DCO includes the requirement of a CEMP, as requested in Requirement 13 of The National Grid (North London Reinforcement) Development Consent Order 2014 (‘the DCO’).

Requirement 13 of the DCO states:



“ (1) No stage of the authorised development shall commence until a construction environmental management plan for that stage specifying measures to be used to minimise the impacts of construction works, such as means of minimising pollution from dust, noise, vibration and lighting, wheel cleansing facilities, routes for construction traffic and working hours and reflecting the measures included in the environmental measures document has, after consultation with the Lee Valley Regional Park Authority where it refers to any land within the boundary of the Lee Valley Regional Park, been approved by the relevant planning authority.

(2) All construction works shall be undertaken in accordance with the construction environmental management plan prepared in accordance with requirement 13(1), unless otherwise agreed by the relevant planning authority.”

1.4 Conformance with the Environmental Statement

An Environmental Impact Assessment (EIA) was undertaken for the wider project in 2012, with updates made to the environmental measures in 2014 (herein referred to as the 2014 ES). An Environmental Statement (ES) was completed under Regulation (5)(2)(a) including (l) and (m) of the Infrastructure Planning Regulations 2009 (herein referred to as the 2009 Regulations). In accordance with the requirements of the 2009 Regulations, the ES prepared for the wider project included the assessment of impacts that could arise from the project during demolition and construction, operation and decommissioning phases. The ES also discusses the mitigation measures that are to be implemented and incorporated into the project, to reduce the potential adverse impacts to the environment, as a result of the project.

This CEMP has been prepared in accordance with the construction mitigation measures identified in the ES and the associated Environmental Measures document. This document includes the mitigation measures required during the construction phase of the Stage 3A works and does not include mitigation measures for future operation or decommissioning.

1.5 Site Location

The Stage 3A site is located to the north of the NG Electricity Transmission (NGET) Tottenham 132/400 kV Substation on NG owned, third-party leased, non-operational land. The site is immediately north of the main extent of Tottenham Substation, is bound to the north and west by Industrial Units and to the east by a section of the Tottenham Substation operational land. The site is situated approximately 1.4 km east of the centre of Tottenham and to the east of the Mowlem Industrial Site.

The site is located in a predominantly industrial setting and is centred on the National Grid Reference 535369, 191405 with the postcode of the site shown to be N17 0SG.

The location the site is demonstrated in Figure 1 and the site layout in Figure 2.



1.6 Site Description

The site is accessed from Leaside Road, east of the Mowlem Trading Estate. The site covers an area of 1.21 hectares (ha) within a rectangular land parcel. The site boundary is secure and comprises an approximately 2.5 m high steel palisade fence, with access via a double steel palisade gate from Leaside Road. There are additional internal palisade fences throughout the site to segregate current operations.

The site includes several active commercial units within a two-storey, rectangular, brick building, with steel cladding exterior and an external concrete/asphalt storage yard. Historically the site was used as a bus depot.

The site is leased from NG Property Holdings Ltd (NGPH) to J O'Doherty Group. J O'Doherty Group occupy the southern third of the site for the storage/parking of empty waste skips, vehicles, trailers and storage of tonne-bags of aggregates. J O'Doherty Group sub-let the northern two thirds of the site to three businesses, a builder's merchants, steel fabricators and a roofing contractor. These businesses use the former bus depot, which is to be demolished as part of the Stage 3A works, to which this CEMP refers.

The Pymmes Brook surface water course is present approximately 30 m east of the site, beyond the National Grid operational land. This is an engineered surface water course, with several concrete sections noted. The Tottenham Marshes are approximately 40 m east of the site and are a designated Site of Importance for Nature Conservation (SINC) with Borough Importance Grade 1.

1.7 Project Description

The works associated with Stage 3A primarily involves preparatory and temporary works. This includes the demolition of the Builders Merchant building to slab level and remediation activities, addressing the contaminated land to the north of the existing substation compound.

1.8 Compliance with the CEMP

NG will be responsible for ensuring that Contractors involved in the construction comply with the CEMP. The term 'Contractor' is used within this CEMP to mean a party carrying out physical works at the site, and their sub-Contractors.

All works shall be carried out in line with the objectives of the Considerate Constructors Scheme throughout the development works. The three main areas covered by the Scheme's Code are:

- **The Environment:** Registered sites should adopt reasonable endeavours to reduce any negative effect they have on the environment. They should work in an environmentally conscious, sustainable manner.
- **The Workforce:** Registered sites should provide clean, appropriate facilities for those who work on them. Facilities should be comparable to any other working environment.



- **The General Public:** Registered sites should adopt reasonable endeavours to reduce any negative impact they may have on the area in which they are working, with the aim that sites should leave a positive impression on those they affect.

Compliance with this CEMP does not absolve Contractors of their legal obligations.

Contractors have the responsibility to report CEMP non-compliance to NG. Contractors shall maintain the site and records of compliance in accordance with the CEMP, ensuring that they take steps to address identified issues of non-compliance and ensure they do not recur.

The Contractor shall ensure they are aware of all management documents including, but not limited to: Contractor Environmental Management System (EMS); Pollution Incident Control Plan (PICP); Construction Phase Safety, Health and Environmental (SHE) Plan; Site Waste Management Plan (SWMP); Emergency Response Plan (ERP), Site Drainage Plan (SDP), and Soil Management Plan (SMP).

The Contractor will be in full compliance with the NG Environmental Sustainability Policy and NG Environmental Management Systems, relevant legislation, standards and guidance and site-specific planning conditions.

1.9 Management Review

This CEMP will be reviewed by NG to ensure that it meets the required objectives as set out by NG.

It will be the responsibility of the appointed Contractor to review and comply with this CEMP. A revision to the CEMP and updated version will be required to be prepared by the appointed Contractor.

1.10 Supporting Plans

This CEMP also incorporates the plans and strategies shown in Table 1-1 which should be read in conjunction with the CEMP. Additional plans are to be prepared by the Contractor prior to works commencing and these are summarised in Table 1-2. In addition, the Contractor shall ensure that visitors and workers on-site are aware of the environmental policies to be adhered to on-site through the following means:

- Site Inductions including environmental briefings, such as pollution prevention controls and best practice measures for protection of workers and environmental receptors;
- Method Statements;
- Risk Assessments; and,
- Toolbox talks.

Table 1-1 - Supporting Plans

Plan / Strategy	Description
Construction Traffic Management Plan (CTMP)	To be submitted to comply with Requirement 9 of the DCO.



Plan / Strategy	Description
Surface Drainage System Report	To be submitted to demonstrate the consultation with the drainage authority and to comply with Requirement 10 of the DCO.
Contamination Land Report	To be submitted to comply with Requirement 11 of the DCO.
Preliminary Ecological Appraisal Addendum	To be submitted to comply with Requirements 12 of the DCO
Written Scheme of Investigation	To be submitted to comply with Requirement 14 of the DCO.

Table 1-2 - Plans to be Prepared by the Appointed Contractor for Stage 3A

Management Plan (to be prepared by Contractor)	Description
Project Environmental Management Plan (PEMP)	A project specific plan with a greater focus on the appropriate environmental practices for the specified works to be undertaken as discussed in the Contractor's Method Statements. This should include the best practice measures discussed in this CEMP and the task-specific / project-specific best practice guidance, such as for demolition works.
Site Waste Management Plan (SWMP)	This SWMP is required to minimise the wastes created during the pre-enablement works at Tottenham. Demolition and remediation wastes require clear management processes to ensure that wastes resulting from the demolition and remediation are sustainably re-used or recycled, wherever possible.
Construction Phase Safety, Health and Environment (SHE) Plan	The SHE Plan should include the consideration of safety, health and environmental factors to ensure that risk of harm to workers and the environment is reduced.
Pollution Incident Control Plan (PICP)	The PICP should include the measures to prevent or reduce the environmental damage if an incident occurs.

1.11 Roles

The roles and responsibilities required on-site, through the construction enabling works (including demolition) for Stage 3A of the wider scheme (North London Reinforcement Project), including the personnel who are to be responsible for implementing, monitoring, and updating the CEMP, are summarised in Table 1-3. These will be updated following the appointment of the Contractor.

Table 1-3 - Roles and Responsibilities During Stage 3A Construction

Role	Responsibilities
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Project Manager	Plan, manage and deliver the day-to-day activities, co-ordinate and manage report progress and deliverables. The Project Manager will report to the NG representative.
Safety, Health, Environment, Sustainability and Quality (SHESQ) Manager	Supervise and advise the project delivery team on the best practice in safety, health, environment, sustainability and quality. The responsibility will also include SHESQ related deliverables. The HSEQ Manager will report to the Project Manager.

The personnel to be assigned to the abovementioned roles will be identified following the appointment of the Contractor.



2. General Construction Management

2.1 Introduction

This section outlines the general management practices to which Contractors shall adhere to, in setting out and managing day to day site works and maintenance. These environmental management measures are supported by the NG 2014 Environmental Statement for the wider project. The Contractor should not consider the items below exhaustive, and take into consideration pest control, invasive species and agriculture management best practices.

The Environment Agency offers guidance for Contractors in the form of Pollution Prevention Guidelines (PPG), in particular PPG6: Working at Construction and Demolition Sites. Although these guidance documents have been withdrawn, they are considered to represent industry best practice.

2.2 Working Hours

Construction works shall be carried out on-site between the hours of 8.00 am and 5.00 pm Monday to Friday and 8.00 am to 1.30 pm on Saturdays. HGV Deliveries are limited to between 8.00 am and 12.00 pm on Saturdays (subject to agreement with the Local Authority – London Borough of Haringey).

Out of hours working may be required at specific stages of the construction programme (i.e., during scheduled outages). In these instances, a 7-day working week will be required as a 'last resort' contingency to ensure that circuits can be restored.

No works are to be undertaken outside of the standard hours or on Bank Holidays, without prior consultation with the relevant Local Authorities and stakeholders.

Should additional lighting systems be required in the work areas, they shall not intrude on nearby buildings or onto sensitive habitats. Lighting shall be positioned so that it does not cause confusion to on- or off-site road users.

2.3 Site Layout and Access

The layout of the proposed demolition works and the associated remediation and enablement works required at the Site is provided in Figure 1. Contractor site compounds and construction work boundaries, and their respective access and egress routes, shall be predefined and agreed with NG, prior to the commencement of works.

The site compounds for Contractors shall include dedicated space for cabins, materials and waste storage and provision of parking for cars and mechanical plant.

The positions of compound entrances are to be agreed with NG and should be controlled via a gate/barrier which is locked outside of working hours.



No vehicles, materials, wastes, accommodation, access or works will be allowed on land outside of Contractors' works boundary.

2.4 Site Security and Fencing

It is the responsibility of the Contractor to ensure that their construction works site is secure and that access to unauthorised persons is prevented. Site fencing/hoarding should be erected around the boundary of the site and kept in good order at all times. The fencing/hoarding shall be regularly inspected and repaired as necessary.

The site is separated from the adjacent Tottenham 275/132 kV substation operational land by palisade and electrical fencing, this is present along the southern and eastern site boundaries. Therefore, secure fencing is anticipated to be required for the northern and western site boundaries only.

2.5 Lighting

It is anticipated that lighting will be required by the Contractor if night works are undertaken at the site. The Contractor will need to comply with the following lighting level requirements during the works:

- Maintained average illuminance: 6.0 lux; and
- Maintained minimum point illuminance: 2.5 lux.

Furthermore, it is recommended that a sensitive lighting strategy following the bat lighting guidance note¹ is adopted to ensure the nearby Pymme's Brook and adjacent woodland with the potential to offer suitable habitat for forage, commuting bats and bat roosting aren't impacted.

However, no night time working is proposed and is restricted by the proposed working hours. Should there be any proposal to amend this, an amendment to the CEMP would be submitted to the LB Haringey for approval with details of any required sensitive lighting strategy.

2.6 Signage

Contractors' signage boards are to be erected following prior agreement from NG and the Local Planning Authority.

All construction signage on-site shall be clear, easy to read and understand and provided in English. Signage shall be displayed in prominent positions, relative to its location and purpose. Contractors shall carry out regular inspection of their signage and ensure that it is clean and in good repair.

¹ Bats and artificial lighting in the UK: Guidance Note 08/18. Bat Conservation Trust 2018 available online: (bats.org.uk)

When producing both operational and construction signage, the Contractors shall be guided by the following British Standards:

- BS ISO 3864-1:2011- Graphical symbols – Safety colours and safety signs; and
- BS 8501:2002 - Graphical symbols and signs and public information symbols.

2.7 Good Housekeeping

During the works, Contractors shall employ good housekeeping within their compound and construction works area. This will include, but not necessarily be limited to:

- Ensuring considerate behaviour of their staff and sub-contractors;
- Prohibiting open fires;
- Prohibiting drugs and alcohol on-site;
- Smoking will only be allowed in the designated smoking areas;
- Ensuring appropriate provisions for dust control and road cleanliness are implemented;
- Litter picking as necessary, particularly at site perimeter;
- Separation and appropriate storage of different waste streams;
- Disposal of waste at frequent intervals;
- Frequent inspection and repair, as necessary, of site hoardings- and security fencing;
- Maintenance of welfare facilities for staff;
- Ensuring wash down of machinery is carried out in designated areas;
- Frequent cleaning of wheel washing facilities and wash down areas; and
- Prevention of vermin and other infestations.

2.8 Site Induction

Personnel involved in the construction works shall undergo a site induction, appropriate to their role and tasks to be undertaken. The induction shall include information on the environmental issues that site personnel are likely to encounter during their work and the relevant control measures. All staff working for and on behalf of NG must be competent in terms of education, training, competency and awareness to the implementation requirements of this CEMP.

The records of site inductions shall be maintained on-site and be available to NG inspection.

2.9 Monitoring Compliance

The Contractor shall monitor the compliance of the works in accordance with the CEMP. This will include but not be limited to daily checks of the site boundary, sensitive receptors and public roads and be recorded in a site diary. The frequency of these checks should be increased if the construction works have a high potential to produce silt, mud or dust and in adverse weather conditions. Periodic formal environmental audits for the site should also be undertaken by the Contractor and the outcome documented and issued to NG.



2.10 Spill Response

All response requirements should be in accordance with statutory legislation and the CEMP. The adopted spill response approach should be provided by the Contractor, but should include reference to the following:

- Stop – prevent further spillage by stopping the spill;
- Contain – by using appropriate measures such as sandbags, absorbent pads, booms, spill kit etc. Contaminated material must be disposed of as hazardous waste in accordance with the Site Waste Management Plan (SWMP); and
- Report – all pollutant incidents to be reported within 24 hours to NG.

2.11 Handover

Once Contractors' works are complete, they shall leave the site clean and tidy, and remove all plant and temporary works structures, where they are not required. It is anticipated that following the initial Stage 3A works the construction compounds and / or temporary works structures may remain, in preparation for the main construction works, proposed for the site.



3. Environmental Construction Management

As mentioned in Section 1.4, this CEMP includes the construction mitigation measures outlined within the Environmental Measures document which was prepared in 2014 to support the EIA. The EIA included the following environmental topics:

- Traffic and Transport;
- Air Quality and Climate;
- Noise and Vibration;
- Biodiversity/Ecology;
- Landscape/Townscape and Visual (LVIA);
- Recreation;
- Historic Environment;
- Land Quality and Water Environment; and
- Electric and Magnetic Fields.

Given the nature and location of the works is limited to the demolition of existing buildings located within the Stage 3A area, construction measures related to LVIA, recreation, historic environment, LQ and water and electric and magnetic fields are not deemed relevant for this document. AtkinsRéalis have authored a Pre-Application Letter which provides supporting information to justify the reasoning for not needing to discharge the above requirements. This letter has been submitted to the London Borough of Haringey (Local Authority) in advance of the submission of the CEMP.

4. Traffic and Transport

A Construction Traffic Management Plan (CTMP) has been prepared by AtkinsRéalis for Stage 3A of the Project and approved by London Borough of Haringey (see attached as Appendix A) under HGY/2024/0123. This CEMP should be read in conjunction with the CTMP. The environmental measures included below are in accordance with the 2014 ES for the wider project and include site-specific requirements, as set out in the CTMP.

4.1 Policy, Legal and Other Requirements

Requirements for construction activities affecting highways are set out in the Highways Act 1980. The Act covers any rights of way that the public have a right to pass through, including public roads and footpaths. Following best practice, the same consideration for private roads and footpaths shall be given, as for public roads and footpaths.

The following key points set out the constraints on construction at the site, in relation to the Act:

- Deposition of mud and debris on highways is prohibited;
- Surface water drainage from the construction site may not cross a public highway;
- Formal agreement with the Local Authority, London Borough of Haringey, is required to carry out works to highways; and
- The Town and Country Planning Act 1990 prohibits the obstruction or diversion of a public right of way without prior consent from the highway authority.

4.2 General Measures

The following construction traffic management measures are proposed for the works:

- Temporary construction signage – to inform the local road users of the construction access points and the potential presence of HGVs entering and exiting the site; and,
- Traffic Routing Strategy – to ensure vehicles accessing the site do so via the appropriate route (Leeside Road) and to avoid unnecessary conflict with sensitive areas, thus ensuring no idling and / or obstruction of the public highway.

It should be noted that the 2014 Environmental Statement, prepared for the DCO, indicated that the existing roads to be used by construction traffic will not impede people's ability to cross these roads, nor separate people from other people or places. It was considered that journeys made by pedestrians would be unaffected, by the increase in traffic generated.

It was also assessed that the potential for an increase in accidents, pedestrian delay and amenity and fear and intimidation were considered to be unlikely, in relation to the construction traffic changes for the works.



4.3 Obstruction of the Highway

4.3.1 Parking and Loading Arrangements

The designated work, laydown, welfare and car parking areas will be within the site red line boundary. At present no detailed masterplan is currently available to demonstrate these locations.

Appropriate onsite loading and unloading areas and parking areas for construction vehicles will be designated to avoid the need for parking or waiting on the public highway. Clashed deliveries will be sent away to prevent delivery vehicles waiting on the public highway off-site.

4.3.2 Road Safety

The design of the site access point will ensure that no vehicle entering the site will encounter manoeuvrability restrictions (other than abnormal loads). Suitable space within the works site will be provided for all vehicles to park, unload, and manoeuvre. This will enabling egressing vehicles to exit onto the access road in a forward-facing direction. Reversing onto the public highway will not be permitted. All HGV drivers will be required to attend an induction that will establish a clear set of responsibilities that drivers will be required to follow. This will include road safety and environmental mitigation measures for traffic and transport at the site.

4.4 Repair and Maintenance of the Highway

Contractors shall take reasonable steps to prevent damage to public highways. In the event that possible damage is caused to the public highways, as a result of the construction works, the party at fault will be liable for its repair, and without unreasonable delay.

Due to the limited works that would be undertaken during the construction phase, it is not anticipated that there would be a significant level of HGV movements generated.

The Contractor will undertake pre- and post-works condition surveys of all accesses, roads and paths inside and outside of the substation, including but not limited to, the entire access road to the public highway where the access road is owned by NG or private shall be undertaken. On completion of the works, the Contractor shall repair observed damage resulting from the works without unreasonable delay.

Access arrangements and works to public highways shall first be agreed with the London Borough of Haringey (Local Authority). Contractors shall adhere to legislation regarding the maintenance and diversion of the public highways affected.



4.5 Mud on Roads

As the Highways Act 1980 prohibits the deposition of mud and other debris on public highways, Contractors shall employ the following measures to prevent the spread of mud around the site and onto the public highway. These measures shall include, but will not necessarily be limited to:

- Vehicles to utilise wheel washing facilities prior to leaving site, where possible;
- Regular inspection of site access roads and adjacent public and existing estate roads used by construction traffic;
- Use of mechanical road sweepers to clean the hardstanding, site access roads and adjacent public and existing estate roads of mud and/or debris deposited by the site vehicles;
- Sheeting of lorries accessing or exiting the site;
- Contractors shall ensure that mud and debris are not swept into gullies and surface water drains; and
- Areas designated for stockpiling deliveries and construction materials shall be restricted to areas of hardstanding or clean granular material and set back from the public highway to allow, where required, wheel washes to be installed and road sweepers to clean site roads to minimise the migration of mud on to the public highway.

Whilst the majority of the site is covered by hardstanding, and the demolition of the buildings on-site are the only anticipated works (no proposed excavation), it remains compulsory that Contractors abide by the Highways Act 1990, as movement of demolition waste will involve the use of public highways.

4.6 Highway Drainage

Contractors shall ensure that construction site surface water drainage is managed such that no site runoff shall be allowed to flow across the public highways. Contractors shall implement measures to prevent the release of mud and debris into open water bodies and highway drainage during the works. The Contractor shall specify appropriate control and mitigation measures. These may include silt fencing, bunding, catch-pits, filtration tanks etc.



5. Dust and Air Quality

Contractors shall operate, in accordance with best practice, to minimise emissions of particulates and other potential pollutants, to the air and avoid causing nuisance to sensitive receptors on and near the site. All works should implement the below measures and the measures set out within the 2014 ES.

5.1 Policy, Legal and Other Requirements

The following key documents relate to control of air quality and dust:

- EC Directive 97/68/EC (concerning the emissions of pollutants from internal combustion engines);
- The Environmental Protection Act 1990 - statutory nuisance provisions;
- The Clean Air Act 1993;
- The Air Quality Strategy for England, Scotland, Wales and Northern Ireland;
- Air Quality Regulations 2000 and 2002 Amendment;
- COSHH Regulations 2002.

As this project also involves the demolition of buildings, additional guidance should be followed including:

- BS 6187:2011 Code of Practice for full and partial demolition;
- BRE Control of dust from construction and demolition activities 2003;
- Institute of Air Quality Management guidance 'Assessment of dust from demolition and construction 2023'; and,
- Institute of Air Quality Management 'Guidance on Monitoring in the Vicinity of Demolition and Construction Sites 2018'.

5.2 General Dust Control

The following methods shall be used by Contractors, where appropriate, to minimise dust arising from their works. Complaints related to dust shall be taken seriously and investigated. These complaints shall be recorded in a log which will be available for the duration of the works. The following methods of dust control measures is not exhaustive.

- Covering skips and sheeting lorries to minimise the release of dust and odour from waste;
- Storing wastes at locations away from offsite receptors (considering prevailing wind directions);
- Burning of waste or other materials on site will not be permitted for any reasons;
- Clearing or damping down roadways and other areas on-site;
- Road sweeping/washing, where required;
- Screening, enclosure, spraying (or other dust controls) of spoil stockpiles, rubble or construction materials close to sensitive receptors;



- Stockpiled materials and generators will be placed so as to minimise potential impact on nearby sensitive receptors due to local weather conditions;
- Enforcement of speed limits on site roads;
- Where possible, engines will be turned off when not in use;
- Regular plant and vehicle maintenance checks conforming to the manufacturers or legislative emission standards;
- Positioning of construction vehicles/plant exhausts at a height to ensure appropriate dispersal of emissions;
- If any vehicles are found to be discharging black and/or noxious fumes, then the use of these vehicles will cease and they will be sent away for repair; and
- HGV transportation movements will be in accordance with the HGV construction traffic movements plan which will be prepared prior to commencement of the works.

5.3 Demolition Specific Dust Control

Whilst the construction of the upper levels of the buildings on-site is largely sheet metal, care should be taken to reduce the potential generation of demolition dusts. The list below is not exhaustive, and the Demolition Contractor should include any additional measures they deem appropriate for the control of demolition wastes.

- Damping down of the work site and potential dust generating materials including the brick and concrete blockwork;
- Sheeting of disposal lorries as they leave the site to prevent wind-blown dusts;
- Provision of filters and / or covers for on-site drainage systems to prevent them from becoming silted up;
- Wetting objects before cutting or grinding;
- Staff to change shoes and clothes when leaving site to reduce the potential for transport of dust, or Contractors to provide cleaning facilities such as boot cleaners and showers; and,
- On-tool extraction methods for internal demolition works or small cutting / grinding works.

5.4 Air Quality Control

The following mitigation measures shall be followed by Contractors, where appropriate, to minimise air pollution generated by the works. The list is not exhaustive.

- All open fires on-site are prohibited;
- All site vehicles shall comply with EC Directive 97/68/EC;
- All site vehicles, tools and plant shall be regularly inspected and well maintained;
- No vehicles shall idle when not in use;
- Generators will be placed so as to minimise the potential impact on nearby sensitive receptors (off-site workers, residents and Tottenham Marsh users) due to local weather conditions;
- Plant shall be fitted with particulate filters where appropriate and use low sulphur fuels; and,
- All inspections of plant, site roads, etc, shall be recorded and records should be maintained for inspection.



5.5 Dust Monitoring

It is likely that dust monitoring will be required during the demolition works, to ensure the generation of dusts are within acceptable levels and are not likely to cause an unacceptable risk to the environment and people. For dust monitoring reference to the IAQM 2018 Guidance for monitoring on construction and demolition sites should be implemented by the Contractor.

5.5.1 Local Authority Query

AtkinsRéalis received the following query from the Local Planning Authority (LPA) on 22 March 2024:

“Sub-section 5.5 (Dust Monitoring) states “For dust monitoring reference to the IAQM 2018 Guidance for monitoring on construction and demolition sites should be implemented by the Contractor.” While we take note of this, we would need the details of the specific locations of the dust monitors and confirmation of how the dust and particulate monitoring results will be made available to the pollution team for on-going assessment.”

AtkinsRéalis responded via email on 03 April 2024 with the following information, which has been enclosed in this document for completeness.

- The final locations of the dust monitors will be determined by the Contractor appointed for the works based on the site layout and consideration of prevailing wind direction alongside localised off-site receptors. However, it is recommended that a minimum of three dust monitoring locations will be in place for the works. At least one location will be present along the western boundary of the site to allow for the monitoring of the closest human health receptors (industrial site workers to the west). Prior to works commencing the locations of these monitors will be provided to the LPA Pollution Team for approval.
- The dust monitoring data for the site will be provided to the LPA every month for the duration of the Stage 3A works, as requested by the LPA Pollution Team.

5.6 Impact on Statutory Designations

Although the risk of air pollution or noise and vibration disturbance impacting on the statutory designations is negligible, relevant best practice shall be exercised during the demolition and site remediation phase to minimize pollution impact on the neighbouring designations.

Statutory designations within the surrounding of the Site include the Lee Valley Ramsar sitting 465m south east of the site, the Lee Valley Special Protection Area (SPA) sitting 465m southeast of the site, and the Walthamstow Reservoirs Site of Special Scientific Interest (SSSI) located approximately 465m south east of the Site.

It is recommended that works are undertaken in accordance with best practice, with regard to preserving water quality and preventing air pollution during the works. It is recommended that all works adhere to the Pollution Prevention Guidelines (PPGs) and the Construction Industry Research and Information Association (CIRIA) C715



Environmental good practice on site handbook². These detail good practice advice for undertaking works which may have the potential to cause air or water pollution including management of fine sediment run-off from construction areas; and

Further details regarding the ecological constraints are available in the Tottenham Substation Preliminary Ecological Appraisal Addendum submitted to address Requirement 12.

² Environmental Good Practice on Site Guide, CIRIA, Jan 2015, Edition 4.

6. Noise and Vibration

Contractors shall ensure that their operations are undertaken in a manner considerate to sensitive receptors, such as off-site workers. This includes limiting noise and vibration, as far as is reasonably practicable. Environmental mitigation measures for the control of noise and vibration are detailed below and are also in accordance with the 2014 ES for the wider project.

6.1 Policy, Legal and Other Requirements

The following key documents relate to control of construction noise and vibration and shall be complied with by Contractors:

- The Control of Pollution Act 1974 (COPA 1974);
- The Environmental Protection Act 1990;
- British Standard 5228-1:2009+A1:2014: Code of Practice for Noise and Vibration Control on Construction Sites and Open Sites - gives accepted guidance on controlling construction noise, including specific details on piling works;
- Control of Noise at Work Regulations 2005;
- Control of Vibration at Work Regulations 2005;
- The Noise Act 1996 (as amended); and
- BS 6472: 1992 - Evaluation of Human Exposure to Vibration in Buildings.

The following key points relate to control of construction noise:

- The Local Planning Authority may demand prior permission to undertake works in relation to noise (COPA 1974);
- Notice may be served on the works in order to set conditions for work (COPA 1974);
- Even with prior approval from the Local Planning Authority, members of the public may invoke an action in statutory nuisance (Environmental Protection Act 1990).

6.2 Control of Noise and Vibration

Construction noise shall be minimised during the hours of work proposed in Section 2.2. The noise level shall be measured from outside the nearest occupied room of a noise sensitive property. Contractors shall use suitable methods of construction to ensure that excessive noise disturbance is minimised. Contractors shall provide details in their Construction Method Statement of the design of noise mitigation, and the specification of plant that will be used, to be approved by NG prior to starting works.

Prior to the commencement of work, Contractors shall be required to demonstrate that their proposed activities will not generate noise and vibration nuisance.

Ahead of the commencement of construction works, Contractors shall provide details of the works within that specific phase, including:



- A schedule of works, taking account of the site working hours;
- Method statements;
- Specification of plant and equipment to be employed (including its noise emissions);
- Predicted LAeq (weighted equivalent continuous sound level) and maximum noise levels at sensitive receptors;
- Noise monitoring proposals; and
- Proposed mitigation techniques, where required.

Noise and vibration mitigation shall include a combination of the following measures:

- Adherence to maintenance schedules for all site machinery and plant;
- Where possible, electronic plant and machinery should be used;
- Vehicle exhausts fitted with silencers;
- Mufflers be fitted to site machinery or be fitted with integral silencer;
- Switching off machines in intermittent use to ensure engines are not left running for prolonged periods of time;
- Housing within acoustic enclosures of equipment in constant use;
- Siting noisy plant as far from sensitive receptors as is practicable; and
- Restricting vehicle speed limits to 10mph on site.



7. Material and Waste Management

Whilst no specific waste management environmental measures were identified in the 2014 ES undertaken for the wider project, the waste management measures discussed here include environmental measures applicable to air quality, as well as sustainability and environmental management.

7.1 Policy, Legal and Other Requirements

The following key documents relate to the management of materials and waste and shall be complied with by Contractors:

- Waste Framework Directive 2008 – Article 2;
- The Environmental Permitting (England and Wales) Regulations 2016;
- U1 Waste Exemption: use of a waste in construction 2016;
- Hazardous Waste Regulations and the Environmental Permitting Regulations 2010; and,
- CL:AIRE Definition of Waste: Development Industry Code of Practice (DoWCoP) 2011.

7.2 Materials Storage

Materials may be required to undertake the demolition of the existing structures on-site. They shall be ordered on an 'as required' basis in order to avoid excess quantities of storage and to minimise wastes.

Where applicable, Contractors will check arrangements for delivery, unloading, handling and storage to ensure that appropriate facilities are available. All deliveries will be supervised, inspected and unloaded to the correct locations to minimise the risk of accidental loss and the storage on-site of 'out-of-spec' materials which could become waste.

All materials should be stored following manufacturers'/suppliers' instructions and in accordance with the requirements given on materials safety data sheets and legal requirements.

Materials stores shall be located away from locations where they may be damaged. Materials that are lightweight or susceptible to wind/ rain damage are to be stored appropriately to minimise damage/ loss.

7.2.1 Hazardous Substance Storage

Fuel, oil and chemical storage (for example, drums or other containers) shall be securely sited in a manner that will minimise the risk of their loss to ground or surface water



courses. Contractors shall adhere to the requirements of the Environment Agency guidance found on the GOV.UK website, Oil Storage Regulations and Safety website. Additional guidance should be referred to for the secure storage of hazardous substances, including the Above Ground Oil Storage Tanks: PPG2 guidance. Whilst this guidance has been withdrawn, it represents industry best practice procedures.

Generally, hazardous substances shall be stored within an impermeable secured and bunded area, as far from surface watercourses as is practicable in an area where they are not likely to be damaged, e.g. by vehicle movements. Bunds shall have the capacity to store at least 110% of the container volume. All containers shall be clearly labelled with the substance stored and hazard labelling visible.

Contractors shall produce method statements for the receipt, storage, transfer and handling of all hazardous materials in order to minimise and control accidental loss and spillage and emergency response procedures to be implemented in the event of loss or spillage.

Leaking or empty oil drums shall be immediately placed on bunded drip trays and removed from the site for disposal by a licensed waste disposal Contractor.

7.2.2 Excavated Materials

Given this stage of the works refers to the demolition of the existing buildings on-site, it is not anticipated that excavation is required. However, should excavated materials be generated, the management of materials excavated as part of these enabling works at Tottenham shall be carried out in line with the requirements of the CL:AIRE Code of Practice 'The Definition of Waste' (DoWCoP). A Material Management Plan (MMP) should be produced should excavation of materials on-site be undertaken with the purpose of re-use on-site.

7.3 Waste

7.3.1 Waste Documentation

Contractors shall be responsible in developing a Site Waste Management Plan (SWMP) and adhering to it during demolition, including keeping records and copies of the documentation required under waste legislation. The records should be maintained on-site for inspection by NG and the Environment Agency.

These documents may include but not be limited to:

- Consignment notes for hazardous waste;
- Waste Transfer Notes for non-hazardous and inert wastes;
- Proof of the final destination of wastes;
- Waste carrier licences of the contractors used;
- Waste characterisation documentation; and,
- Waste Management exemption certificates, as appropriate.



Contractors shall be responsible for recording pre-treatment works carried out and for showing compliance with the Hazardous Waste Regulations and the Environmental Permitting Regulations 2010.

7.3.2 Pre-Treatment of Waste

All waste being disposed of or treated off-site shall require pre-treatment in accordance with Environment Agency guidelines. There has been no Waste Acceptance Criteria (WAC) soil testing undertaken at the site to date. For non-hazardous waste, treatment may include the careful separation of waste, as long as it can be shown that a reasonable volume of waste has been diverted from landfill.

If waste is classified as hazardous, then prior to landfilling (or off-site treatment), some form of pre-treatment shall be undertaken in accordance with The Hazardous Waste (England and Wales) Regulations 2005 and Environmental Permitting Regulations 2010, incorporating all subsequent amendments.

All site produced waste (including non-hazardous wastes) shall be pre-treated in order to:

- Reduce its volume;
- Reduce its hazardous nature;
- Facilitate its handling; or
- Enhance its recovery.

7.3.3 Waste Disposal

When wastes are generated during the works, they shall be dealt with in full compliance with the statutory Duty of Care, as defined by the Environmental Protection Act 1990 c.43 and all subsequent amendments.

Each Contractor shall be the 'Waste Producer' for their works. It shall be the Waste Producer's responsibility to comply with all regulatory and duty of care obligations in the transportation and disposal of these wastes. Copies of all consignment and transfer notes shall be kept on record by the Waste Producer.

A preliminary waste classification assessment indicated that none of the soil samples analysed as part of the ground investigation would be classified as hazardous waste. However, it is the responsibility of the Contractor to confirm this with Landfill operators and / or waste treatment centres.

To minimise impact on statutory and non-statutory designations surrounding the Site, the following steps are recommended:

- Extreme care must be taken to prevent any construction materials entering Pymme's Brook and its tributaries that are adjacent to the Site, where they could have serious impacts on aquatic habitats and species.
- All materials should be stored in accordance with the relevant PPG and CIRIA guidelines as listed above within a site compound, on existing hardstanding. This will minimise the risk of pollution from plant and materials stored within the compound.



7.3.4 Demolition Wastes

The buildings on-site requiring demolition are single brick skin / concrete block bases with sheet metal walls and roofing. Internal dividers of the building consist of brick, concrete block and plywood walls, with a largely timber construction comprising the upper floor of the structure. Whilst not an exhaustive list of the potential materials used in the construction of the building, these are all wastes that will require storage and disposal during this demolition stage.

7.3.4.1 Hazardous Wastes including Asbestos

Whilst pre-demolition surveys of the building undertaken by AtkinsRéalis have not noted the presence of potential asbestos-containing materials, it is possible that due to the age and former use of the building, these materials may be present in small quantities.

Several above ground historical tanks have been shown to be present on-site associated with the former bus depot, other tanks were also identified during the pre-demolition survey which will need to be disposed of appropriately.

Demolition wastes should therefore be appropriately stockpiled and stored in preparation for off-site disposal to the appropriate waste management facility.



8. Control of Site Drainage

Contractors shall ensure that surface waters and groundwater are protected from adverse impacts of the works. Particular care shall be taken when working close to open water, including the pond and stream located directly to the north of the site.

8.1 Policy, Legal and Other Requirements

The following key documents relating to management of controlled waters shall be complied with during the works:

- Water Resources Act 1991 (regarding discharges to controlled waters);
- Water Industry Act 1991 (regarding discharges to sewer);
- Water Framework Directive;
- The Control of Pollution (Oil Storage) Regulations 2001; and,
- The Environmental Permitting (England and Wales) (Amendment) Regulations 2023.

Whilst the Environment Agency Pollution Prevention Guidance has been withdrawn, these guidance documents represent industry best practice and can be used to inform Contractors' works.

The following key points relate to protection of controlled waters:

- It is an offence to knowingly discharge pollutants, noxious or polluting matter into controlled waters;
- The Environment Agency has the right to clean up pollution incidents to controlled waters and recover costs from the polluter or serve notice on the polluter to clean up the pollution at their own costs;
- It is an offence to dispose any trade effluent to public sewer without consent; and
- Appropriate measures shall be taken to prevent contamination from roads.

8.2 Wastewater and Groundwater Control

Contractors shall seek to minimise the amount of wastewater requiring discharge. Wastewater (including water that has come into contact with contamination sources) or other site discharges shall be collected and appropriate treatment shall be undertaken before discharge. At this stage the use of the on-site interceptor is proposed for the pre-treatment of surface water.

Discharge points shall be agreed with NG prior to any discharge release and the appropriate consents and approvals sought from Local Authorities and the Environment Agency.



8.2.1 Consents and Approval

Whilst no changes to the surface water discharge at the site are required for the demolition stage of these works, if changes are proposed Contractors are required to obtain the following, where relevant to their works:

- Approval from the Environment Agency for discharge to controlled waters;
- A Trade Effluent Consent from Thames Water for any discharges to sewer;
- Consignment and/ or transfer notes for tanker collections by a licensed waste carrier; and
- Approval from the Environment Agency for water abstractions, for example, where required for dust suppression.

8.2.2 Spill and Leak Prevention

Contractors shall ensure that hazardous substances are stored as far from any surface watercourses and drainage channels as is practicable, and in accordance with relevant legislation and industry best practice detailed in Section 7.3.

All vehicle and machine refuelling shall be carried out in a designated area, on an impermeable area preferably constructed of hardstanding, and well away from any watercourses.

Pollution prevention materials shall be available on-site at all times to protect water courses in the event of an accidental spillage/leak.

Spill response requirements are provided in Section 2.10.

8.3 Additional Surface Water Controls

In addition to the measures listed above, other practices may be employed in order to manage the risk posed to surface waters, including:

- Construction of silt fencing to prevent run off of silt into surface waters such as Pymmes Brook located 30 m east;
- Cleaning of plant away from watercourses to prevent discharge of contaminated or silty run-off;
- Containment of water used during demolition to control dust generation away from surface water drains and watercourses; and,
- Appropriate sediment / settling procedures for wastewater generated during demolition to ensure no sediment / dusts impacting upon surface water through drains.



9. Additional Site Considerations

9.1 Unexploded Ordnance

AtkinsRéalis completed a ground investigation in 2023 at the site. The associated Factual Site Investigation Report [3] included a detailed UXO Desk Study and Assessment. The report summarised that risks from UXO on-site were considered to be 'moderate', and a UXO Engineer was present for all breaking ground activities during the 2023 intrusive site works.

9.2 Ground Conditions

The 2023 ground investigation found significant volumes of Made Ground deposits present on-site beneath the concrete and asphalt hardstanding on-site. The Made Ground deposits were between 0.35 and 4.00 m below ground level (bgl) and comprised slightly gravelly clayey sand, with strong hydrocarbon odours and frequent black staining noted.

Underlying the Made Ground the superficial geology of the River Terrace Deposits were identified between 4.00 and 5.70 m bgl. The full thickness of these deposits were not identified in the 2023 site investigation.

Groundwater was encountered between 0.33 and 3.32 m bgl in boreholes drilled by AtkinsRéalis in 2023 and in historical boreholes. Groundwater is assumed to be present as two groundwater bodies on-site, one perched groundwater body within the Made Ground and a deeper groundwater body present in the underlying River Terrace Gravels. Shallow groundwater is encountered across the site in the Made Ground deposits.

No ground gas monitoring was undertaken during the 2023 AtkinsRéalis site investigation.

No positive identification of asbestos was reported in the observations of the excavated soils or in laboratory testing of soil samples. However, the presence of asbestos in soils between exploratory holes cannot be discounted.

9.3 Contamination

AtkinsRéalis' ground investigation report [3] indicates that there are potentially unacceptable risks to human health and controlled water receptors from on-site sources of contamination.

As stated in the ground conditions section, visible evidence of contamination was identified in soils present on-site underlying the concrete and asphalt capping layer. This included hydrocarbon odours identified in soils and groundwater. Dense Non-Aqueous Phase Liquid (DNAPL) was identified in several boreholes predominantly located within

the central and southern extent of the site. Light non-aqueous phase liquid was identified in soils and on the surface of groundwater to the west of the builders merchant building in the north east of the site.

It is anticipated that soils underlying the entire site are likely to have been impacted by contamination, and therefore should be managed through best practice measures when braking out of the concrete / asphalt is to occur. Measures including those discussed in Section 3, for the management and disposal of potentially hazardous wastes must be adhered to by the Contractor.

9.4 Ecological Constraints

The site (builders merchant building and NG non-operational land) currently comprises hardstanding of concrete and asphalt and a building to be demolished in the north east of the site. There are no areas of exposed soils or vegetation within the site perimeter. To the north and west of the site further industrial premises are present, with the land to the south and the east of the site occupied by NGET Tottenham substation. Within 30 m of the eastern boundary of the site is Pymmes Brook (a concrete-lined surface water course).

The Environmental Measures document, submitted with the DCO, does not identify the area of land that falls under Stage 3A as containing areas of ecological importance or likely to support habitats which would require an Ecological Management Strategy. Therefore, the impact of the proposed demolition and site remediation works proposed under Stage 3A are considered to result in negligible impact upon the ecological receptors identified in the wider area and no specific mitigation is considered necessary.

The non-site-specific measures highlighted in the Environmental Measures document relate to the control of invasive species, removal of reptiles, vegetation clearance, water pollution management and targeted surveys for bats, badgers, otters and water voles. It is not considered that any of these measures would apply to Stage 3A as the proposed works are strictly for the demolition and site remediation works and the impact is considered to be negligible.

A Preliminary Ecological Appraisal report (PEA) was prepared by AtkinsRéalis in July 2023 for the wider Tottenham Substation site, inclusive of its proposed extension works. An addendum has since been prepared and submitted against Requirement 12 which undertakes a review of ecological information of the original PEA to inform the addendum as the Site (Stage 3A) falls outside the extent of Stage 3B as previously considered under the original PEA.

No tree felling or vegetation clearance is anticipated to be required (other than the minimal amount of sparse ephemeral vegetation within the Site boundaries). In the unlikely event that any nesting birds are identified during the works, they should be left in situ for their entire nesting period until the young birds have fledged. Alternative approaches to the works will need to be proposed e.g. leaving an exclusion zone around the nest to avoid disturbance.

Further specific measures proposed for the mitigation of construction impacts on bats and designated sites have been incorporated within sections 5.6, 6.2 and 7.3.3.

General measures proposed are as follow:



- General measures should be implemented to avoid potential impacts on any wildlife individuals that may be present within the Site. Storage areas should be kept tidy and free from hazards, and any excavations should be covered or a means of escape should be provided to prevent animals (e.g. hedgehogs, foxes) from entering them and becoming trapped;
- If any protected species or evidence of legally protected species, or any non-native invasive plant species, are unexpectedly encountered at any point during the works, all works should cease and an ecologist should be contacted for further advice on how to proceed; and
- If works do not start on site within one year, i.e. by January 2025, the ecological constraints should be re-appraised.

9.5 Archaeological Constraints

Historically, the Lee Valley comprised mostly of marginal land and marsh, with only small-scale hamlets, mills and Waltham Abbey. The area was fully rural until the late nineteenth century. The major expansion of the London metropolitan area did not occur until after the railways were established in the mid nineteenth century.

The site is within an Archaeological Priority Area (APA), as designated by the Greater London Archaeological Advisory Service (GLAAS). To mitigate impacts on the historic environment, a Written Scheme of Investigation (WSI) has been prepared in consultation with the relevant planning authority (London Borough of Haringey) and with Historic England. The scheme has identified areas on-site where field work and/or a watching brief are required, and the measures to be taken to protect, record or preserve significant archaeological remains that may be found.

An Archaeological Watching Brief will be undertaken by Registered Organisation (RO) with the Chartered Institute for Archaeologists (CIfA) and will be undertaken in line with the WSI. This will allow exposed features to be identified and recorded in advance of further disturbance.

Where temporary access works are required, trackway panels will be used by the Contractor to protect the underlying ground. In the event that it is not possible to use trackway panels, and excavation for the construction of a stone track is required, then archaeological monitoring will be undertaken during excavation within the APA.

9.6 Landscape and Visual

Stage 3A includes the demolition of the existing building and land remediation work. The landscaping of the area will be developed and brought forward under Stage 3B, which is due to commence in Q3 2024. In the time between the Stage 3A demolition and the Stage 3B landscaping works, compacted gravel will be left to cover the site.

As such, it has been established that Requirement 5 of the DCO (Development Consent Order) will not need to be discharged in relation to Stage 3A. By extension, a Landscape Strategy outlining the implementation and maintenance of the landscaping would not be relevant for Stage 3A.



General mitigation measures applicable to Stage 3A will be implemented in compliance with the environmental measures for the wider project:

- Designated access routes for construction vehicles will be used to and from the site, utilising existing tracks and roads for access to winching compounds and pylons to minimise vegetation clearance. Refer to the Construction Traffic Management Plan for further details regarding access routes; and
- Site management procedures including regular litter sweeps of immediate environments for litter arising from construction sites will be implemented and monitored throughout Stage 3A.



Appendix A: Construction Traffic Management Plan



AtkinsRéalis



Construction Traffic Management Plan

National Grid

January 2024

NORTH LONDON REINFORCEMENT PROJECT

Notice

This document and its contents have been prepared and are intended solely as information for National Grid and use in relation to the discharge requirements for Stage 3a of the North London Reinforcement Project Development Consent Order (DCO) in Tottenham.

AtkinsRéalis assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 30 pages including the cover.

Document history

Document title: Construction Traffic Management Plan

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	For review	BA	ML	APT	DS	17.11.2023
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Client signoff

Client	National Grid
Project	North London Reinforcement Project
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1. Introduction

AtkinsRéalis has been commissioned by National Grid (NG) to produce a Construction Traffic Management Plan (CTMP) for the discharge of Requirement 9 associated with Stage 3A of the North London Reinforcement Project Development Consent Order (DCO). This is in accordance with Requirements 3 of the DCO, a written scheme setting out all stages of development, approved in 2023 under application reference HGY/2023/0953. Stage 3A includes the preparatory / temporary works alongside the demolition of the Builder's merchants, located on non-operational National Grid-owned land. It does not apply to the substation main works, which are covered under Stage 3B.

1.1 Purpose of the Construction Transport Management Plan

This CTMP serves as a framework setting out the systems and procedures that will be followed to warn, inform and guide road users and members of the public, through or around all works related to the construction phase of the authorised development at Tottenham Substation as part of the North London Reinforcement Project. All employees, contractors, management staff and third parties with any involvement in the construction of the proposed development, regardless of employer must adhere to this CTMP.

This CTMP has been prepared in advance of the appointment of any Contractors tasked with the construction of the development and thus the management of any construction traffic. The appointed Contractors will be required to implement all elements of this CTMP, risk assess all work activities and, where necessary, apply measures to eliminate and control risks to staff or visitors. This CTMP provides practical guidance on control measures that will be implemented and highlights the points for consideration and necessary actions.

1.2 Review Process

This document is a live document that should be reviewed annually and updated accordingly when further information is available and/or a Demolition Contractor has been appointed. However, should there be any significant changes to the Approved Codes of Practice, relevant legislation or industry guidance, then there will be a need to review the contents of this document at an earlier time.

This CTMP should also be reviewed immediately after any transport related accidents/ near misses associated with the project or the Contractor's area of responsibility. Such reviews should be undertaken by the Project Manager.

1.3 Overview of the Wider Project

A DCO was authorised for the wider North London Reinforcement project by the Secretary of State for Energy and Climate Change on 16 April 2014 and came into force on 7 May 2014. The DCO provide powers to the Client (National Grid) to carry out the North London Reinforcement project, which comprises the replacement of existing



275kV overhead lines with an uprated 400 kV overhead line. The DCO also contains powers to carry out associated works to the substations along the route of the uprating, including the Tottenham Substation.

The wider Project falls within the administrative boundaries of Epping Forest District Council, Enfield Council, the London Borough of Waltham Forest and the London Borough of Haringey. The Local Planning Authority for this stage of the works at Tottenham, Stage 3A, is the London Borough of Haringey.

Early enabling works have already been successfully completed at Tottenham Substation under Stage 1 of the DCO, involving the construction of a set of foundations located to the south east of Tottenham Substation approximately 140 m south of the Stage 3A area. A CTMP was prepared for these early enabling works by the Client as approved under application reference [HGY/2019/0023](#).

1.4 The Development Consent Order

A CTMP is required by Schedule 2 Requirement 9 of The National Grid North London Reinforcement Project DCO.

Requirement 9 of the DCO states as follows:

- (1) *No stage of the authorised development shall commence until a construction traffic management plan for that stage has been submitted to and approved by the relevant highway authority. The construction traffic management plan for that stage shall include:*
 - (a) *construction vehicle routing plans;*
 - (b) *site access plans;*
 - (c) *means of managing shared use routes, including pedestrian and cycling safety measures where applicable;*
 - (d) *proposals for the scheduling and timing of movements of delivery vehicles;*
 - (e) *proposals for assessing the existing condition of affected highways;*
 - (f) *proposals for the making good of any incidental damage to highways by construction traffic associated with that stage of the authorised development including street furniture, structures, drainage features, highway verge and carriageway surfaces; and*
 - (g) *construction laydown area details affecting highways.*
- (2) *Each construction traffic management plan shall be implemented as approved unless otherwise agreed with the relevant highway authority.*

This document was submitted for approval to the relevant authority, in this case the London Borough of Haringey (The Highway and Planning Authority).

1.5 Site Overview

The Stage 3A site for proposed demolition is located to the north of the National Grid Electricity Transmission Tottenham 400 kV Substation, on National Grid owned, third-party leased, non-operational land. The site is located immediately north of the main extent of Tottenham Substation and is bound to the north and west by further Industrial Units, to the east by a section of the Tottenham Substation operational land.

The location of the proposed demolition site relative to the existing Tottenham Substation is shown in the Site Location Plan and Site Layout Plan in Figure 1-2 and Figure 1-2 respectively. Copies of these plans are also available in Appendix A and B.

Figure 1-1 - Site location plan

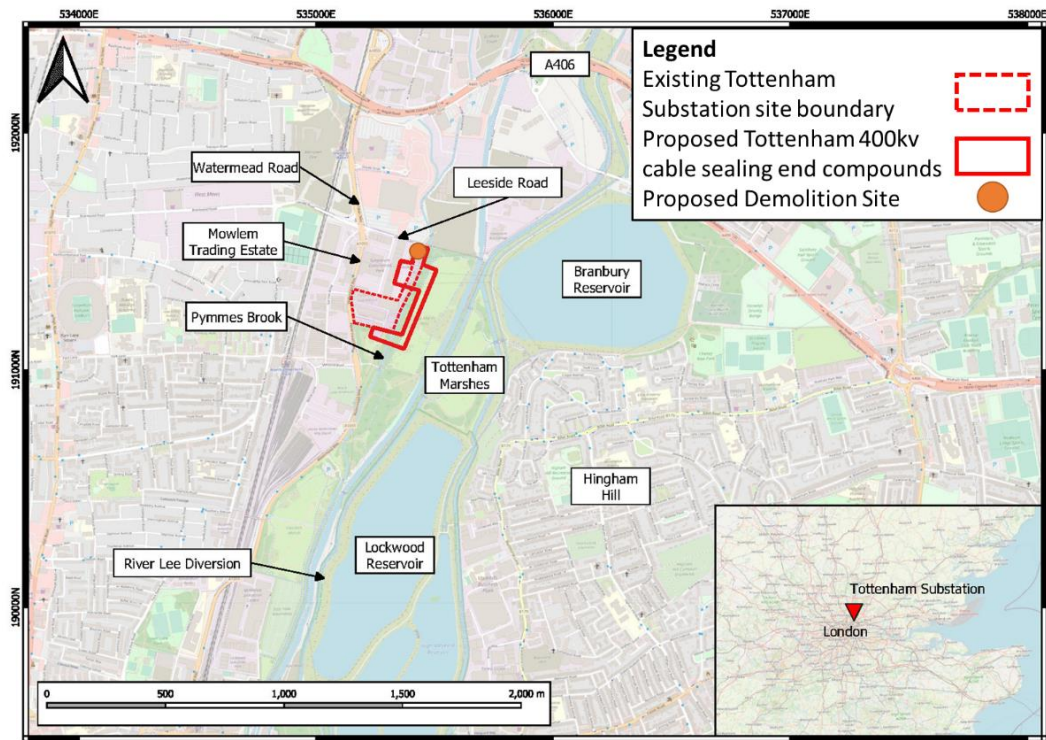
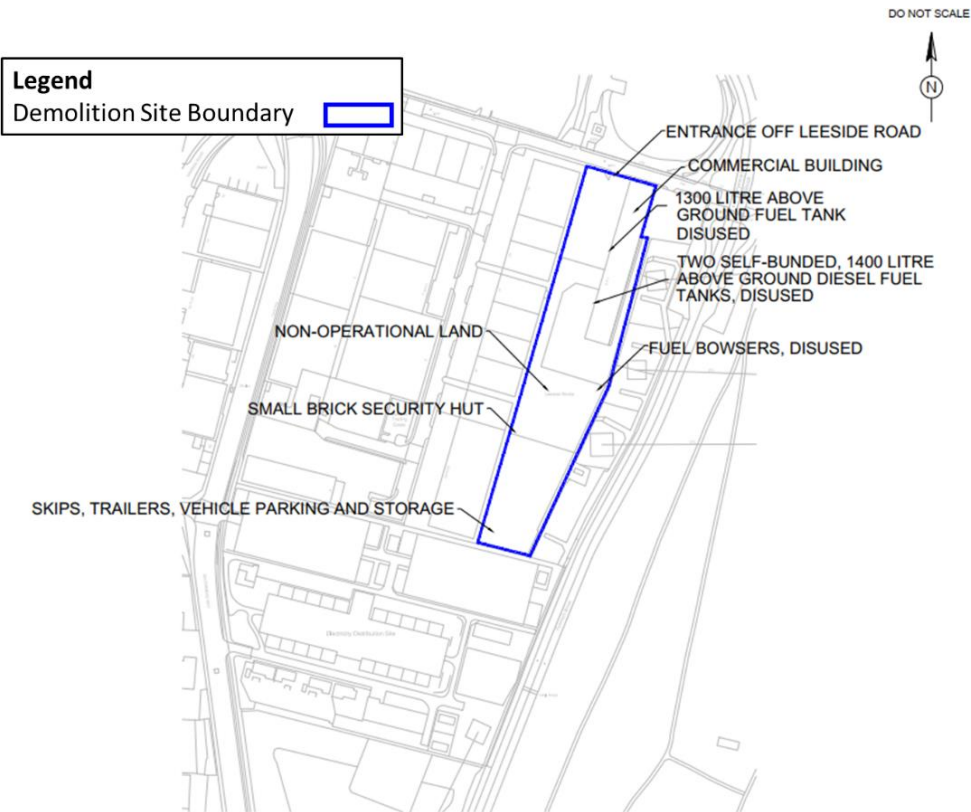


Figure 1-2 Demolition site layout plan with builders merchant building



The site is situated approximately 1.4 km east of the centre of Tottenham, to the east of the Mowlem Industrial Site. The site is located in a predominantly industrial setting and is centred on the National Grid Reference 535369, 191405 with the postcode of the site shown to be N17 0SG.

The site is accessed from Leaside Road, east of the Mowlem Trading Estate. The site covers an area of 1.21 hectares (ha) within a rectangular parcel of land. The boundary of the site is secure and comprises an approximately 2.5 m high steel palisade fence with access via a double steel palisade gate from Leaside Road. There are a variety of internal palisade fences throughout the site to segregate current operations.

The site includes several active commercial units housed within a two-storey, rectangular, brick building, with steel cladding exterior and an adjacent concrete/tarmac storage yard. Historically the site had been used as a bus depot.

The site is currently leased from National Grid Property Holdings Ltd (NGPH) to J O'Doherty Group that uses the southern third of the site for the storage/parking of empty waste skips, vehicles, trailers and storage of tonne-bags of aggregates. J O'Doherty Group sub-let the northern two thirds of the site to three businesses, a Builder's Merchants, Steel Fabricators and a Roofing Contractor. These businesses use the builders merchant which is to be demolished as part of the Stage 3A works to which this document refers.

The Pymmes Brook surface water course is present approximately 30 m east of the site beyond the National Grid operational land. This is an engineered surface water course with several concrete sections noted. The Tottenham Marshes are present approximately 40 m east of the site which are a designated Site of Importance for Nature Conservation (SINC) with Borough Importance Grade 1.

1.6 Project Description

The wider Stage 3 of the project encompasses the efforts to facilitate the bypass of Tottenham substation. It is set to initiate in early 2024 and conclude in 2028. The stage is further subdivided into two components: 3A and 3B, with 3A comprising demolition and remediation works, while 3B involves the establishment of a material holding facility and laydown area.

This CTMP has been prepared for Stage 3A, and primarily involves preparatory and temporary works, including the demolition of the builders merchant building on Leaside Road and remediation activities.

1.7 Consultation

Prior to the formal submission of this document for the discharge of Requirement 9, a pre-application consultation was completed with London Borough of Haringey on 06 December 2023 to discuss the requirement and the content of the submission. Further comments from the pre-application advice letter received on 21st December 2023 in relation to Requirement 9, and response to the comments are provided in Appendix C.

2. General Principles

2.1 Implementation

The implementation of this CTMP will be mandatory and applies to all traffic associated with the construction phase of the development taking place as part of Stage 3a. To implement this plan effectively, the Demolition Contractor will be required to:

- Communicate the details of this plan to all construction personnel on site during a mandatory site induction, which will be recorded with details provided to the Health and Safety Team;
- Reiterate aspects of the CTMP as required during regular pre-start meetings, and other necessary occasions;
- Develop a Vehicle Movement Plan, where required, for specific areas of the construction site;
- Ensure that all plant operatives are provided with a copy of the Vehicle Movement Plan related to their role in the Work Area; and
- Ensure CTMP's are reviewed regularly and updated if required.

2.1.1 Supply Chain Engagement

This CTMP will be distributed to organisations/personnel in the supply chain where relevant, to ensure that Construction Access Routes and traffic management schemes are adhered to.

2.1.2 Near Miss Reporting

The Demolition Contractor will operate a 'Near Miss' reporting system for all incidents. The Contractor will ensure that all accidents and near misses are recorded within this system and that staff are instructed to report all issues through daily briefings. Any accidents or near misses involving vehicles travelling to/from the site will be recorded and investigated, referring specific incidents to the Highway Authority, as deemed necessary.

2.2 Key Personnel, Roles and Responsibilities

Key personnel hold a duty of care for the planning and delivery of site activities. These positions include:

Management Team

- Senior Project Manager;
- Project Engineer;
- Health and Safety Specialists;
- Project Planner; and
- Project Manager.

Site Team

- Site Engineers;
- Site Supervisor/Foreman;
- PVM (Plant Vehicle Movement Marshal); and
- Compound Security.

2.2.1 Works Supervisor/Foreman

The Works Supervisor/Foremen have responsibilities for general construction traffic management, the general works area, and the construction personnel under their control. They are responsible for ensuring that the following minimum standards and requirements are delivered.

General Construction Traffic Management

- A documented daily risk assessment is completed by the Works Foreman and the procedures and control measures are implemented on site;
- All highways-related works do not commence until all signage is in place. Even in an emergency, it is essential that safety is observed for construction personnel and all other road users; and
- Permissions will be obtained from the Highway Authority prior to any works commencing on the highway.

General Works Area

- All road users and construction personnel can proceed with their respective undertakings safely and with minimum inconvenience to the general public;
- All site related works are correctly fenced and sign-posted using the relevant approved signs;
- All signs and devices used are in good condition;
- All signs are removed at the completion of the work;
- Where necessary, timed reduced output lights should be switched off during daylight hours and checked to confirm they are working as well as correctly aligned (if required); and
- If any person is injured, the incident is reported to the Site Supervisor and the relevant authorities.

Personnel

- All workers are skilled, knowledgeable, experienced, and trained appropriately to work on or near highways;
- All workers have a high awareness of traffic safety issues;
- All workers are informed of the public relations aspect of their work and instructed to not allow themselves to be provoked by members of the public;
- As a minimum, all workers accessing the construction site will have access to and use the necessary safety equipment and Personal Protective Equipment (PPE) as per legal requirements;
- All construction personnel carrying out work activities, on or immediately adjacent to the site, shall:
 - Always take reasonable care for their own safety and that of others;
 - Follow the applicable requirements of this CTMP;

- Prior to proceeding with any work, contact their supervisor or another team member, for clarification of any requirement applicable under this CTMP, if they are uncertain of what is required or how it is implemented;
- Always obey the applicable highway rules for pedestrians and drivers, on and off site;
- Always follow safe driving practices, including using the correct thoroughfare in accordance with any posted speed limits and safety requirements, in a manner that does not put at risk their or any other person's (e.g. passengers, fellow construction personnel or members of the public) safety at risk.
- Conduct daily vehicle checks and ensure their vehicles are fit for purpose; and
- Refer to the site supervisors daily risk assessment and attend the daily briefing.

3. Construction Traffic

3.1 Introduction

This section outlines the key parameters in relation to controlling the vehicular traffic associated with the construction phase of the project. These key parameters focus on routing, timing, and traffic generation.

The proposed construction access routes within this CTMP are derived from the National Grid DCO. Access for Stage 3A will be via existing access points, without the need for new access construction.

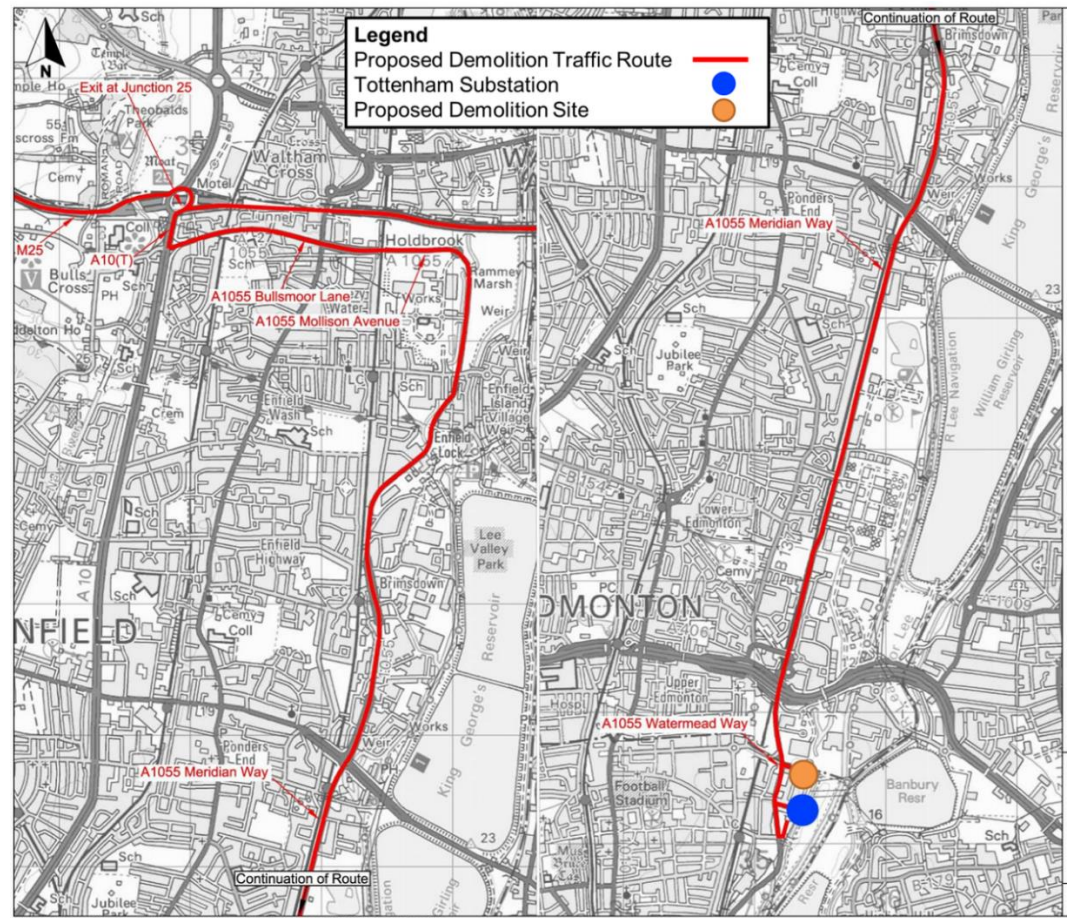
3.2 Construction Access Routes Overview

The proposed construction access route for Stage 3A will utilise the existing approved construction access routes used for the Stage 1 works. This route is via Leaside Road and includes the following movements:

- Exit M25 at Junction 25 and turn onto the A10 southbound,
- Turn left on to A1055 Bullsmore Lane,
- Continue to A1055, and
- Turn left onto Leaside Road before turning right into the Site Access (as per Chapter 4).

The proposed construction access route to the site is provided in Figure 3-1. A copy is also provided in Appendix D. This construction access route has already been approved under the DCO agreement. Access for Stage 3A will be via existing access points, without the need for new access construction.

Figure 3-1 Proposed Demolition Traffic Access Routes



Access to the Tottenham substation is taken via the A1055 Watermead Way, which links to the A406 (T) North Circular Road to the north. The A1055 is not a TfL red route. However, construction vehicles will briefly use the A10 (which is a TfL red route) between Junction 25 of the M25 and the A1055.

The A1055 Watermead Way will provide direct access to the site compound. This road serves as a crucial strategic link between Tottenham Hale and the A1400 North Circular Road. Although passing lanes are present along the A1055 Watermead Way's entire length, it mostly consists of a wide single carriageway. The route has a 40 mph speed limit at the approach, and there is street lighting.

The majority of project-related vehicle movements are anticipated to enter and exit the site from the north and then proceed to the A1400 North Circular Road.

Due to the relatively small volume of construction traffic and the site's proximity to the strategic road network, it is not considered necessary for a formal routing agreement to be in place.

3.3 Routing Strategy

Construction Access Routes have been selected to minimise the potential for adverse impacts on the existing highway network. The primary considerations are:

- To use the shortest approved construction traffic route;
- To avoid settlements and any other sensitive receptors to reduce congestion and minimise effects in cities, towns, and villages; and

To minimise travel where possible, outside of these primary considerations, the following factors will also be considered:

- Height, width and weight restrictions;
- Road layout, where possible to avoid sensitive receptors (schools, churches, equestrian areas, and areas of high pedestrian movements);
- Visibility constraints;
- Restricted access;
- Junctions at or near capacity during peak periods;
- Road gradients;
- No-go areas (including certain villages, junctions, and other sensitive receptors);
- Where possible, all movements will be planned to avoid peak hour traffic (AM and PM); and
- All traffic controllers shall be suitably accredited and wear the mandatory PPE for this project.

3.4 Abnormal and Indivisible Loads

There are no Abnormal Indivisible Load (AIL) deliveries scheduled to this site.

3.5 Construction Traffic Flows & Timings of works

The demolition works programme is expected to commence in the period between January 2024 and May 2024 over an approximate 4 week period. May 2024 is when Phase 1 of the remediation strategy is set to commence.

Forecast construction trips have been estimated based on the average weekly construction traffic movements, which have then enabled an average daily total to be calculated. Construction trips generated by the demolition works have been split into Cars, LGVs and HGVs. It is assumed that 1 HGV trip is equal to one 16 tonne Max Articulated vehicle. However, as identified some of the assumed generated HGV trips represent larger vehicles.

The breakdown of the two-way vehicular construction trips forecast during the peak construction period is summarised in Table 1. Each vehicle equates to an arrival and departure trip in that period. A full breakdown of the number of vehicles, both daily and weekly, across the whole programme is provided in Appendix E.

To calculate these construction vehicle figures, the following assumptions have been made:

- All staff will travel to the site via cars or vans;
- 50% of workers will come in cars;
- 50% of workers come in vans (2 workers per van); and
- There are 2 Van deliveries for every 1 HGV general delivery.

Table 1 - Construction Vehicle Generation

	HGVs		Vans		Cars		Total	
	Per Day	Per Week	Per Day	Per Week	Per Day	Per Week	Per Day	Per Week
Average	7	32	8	40	8	40	23	112
Max	7	34	8	40	8	40	23	114
Total	26	127	32	160	32	160	90	447

Table 1 indicates that during the works programme, the scheme will generate a maximum daily total of 7 HGVs, 8 vans and 8 cars.

3.6 Control of Construction Traffic

3.6.1 Construction Hours and Delivery Times

Consideration will be given to the programming of HGV movements and the timing of deliveries, minimising disruption to traffic on the public highways. Typical working hours will be during daylight periods, although some deliveries may be programmed when the public roads are at their quietest.

During the summer holiday season, the road network can be busier than normal. Therefore, consideration will be given regarding the timing of peak construction vehicle movements to the site. Where possible, vehicular traffic will be scheduled to occur outside the main holiday season.

All transportation activities will be undertaken during the below standard working hours (subject to agreement with the Local Authority) of:

- 08.00 to 17.00 Monday to Fridays; and
- 08.00 to 13.30 on Saturdays.

These hours are consistent with those agreed at other National Grid sites. No works are to be undertaken outside of these standard hours or on Bank Holidays, without prior consultation with the relevant Local Authorities and stakeholders.

Out of hours working may be required at specific stages of the proposed programme. Any out of hours working that may be required is expected to generate negligible traffic demand.

3.6.2 Parking & Loading Arrangements

The designated Work Areas, Laydown Areas, Welfare and Car Parking Areas will be encompassed within the site red line boundary. At present, no detailed site masterplan is currently available.

Appropriate unloading and parking areas for construction vehicles will be designated to avoid the need for parking or waiting on the highway. Any clashed deliveries will be sent away to avoid waiting on the public highway.

Whilst on-site, the delivery operation will be controlled by a trained PVM, from the point of guiding a vehicle to its designated off-loading area to guiding the vehicle back onto the public highway. Both the PVM and drivers will follow relevant safety procedures and operate the same-signalling systems.

Adequate parking will be provided on site to ensure that the safety and efficient operation of the public highway is not reduced. At no time will construction personnel, including contractors and suppliers, be authorised to park outside of the site boundaries, including on the public highway, unless prior permission has been granted by either the relevant landowner or the Highway Authority.

On-site parking will be managed to ensure safety of all personnel. Parking terms and regulations will be clearly displayed using signage displayed in the immediate vicinity of the parking provision.

No loading or unloading will take place on the public highway unless pre-agreement with the Highway Authority.

All delivery drivers will be required to wear the mandatory PPE when on site and will be provided with a summary of site rules issued/advised at sign in.

No person will climb onto a trailer without fall prevention in place. All drivers will access and egress their cabs by using three points of contact. Drivers will only leave their cabs if it is safe to do so.

3.6.3 Road Safety

The design of the site access point will ensure that no vehicle entering the site will encounter any manoeuvrability restrictions (other than abnormal loads). Suitable space within the works site will be provided for all vehicles to park, unload, and manoeuvre, therefore enabling all egressing vehicles to exit onto the access road in a forward-facing direction. Reversing onto any public highway will not be permitted.

For construction traffic:

- No delivery vehicles are to reverse without the direction of a PVM on the construction site;
- Delivery drivers to site will abide by highway laws;
- Special consideration should be taken to avoid U-turns and three-point turns in the highway;
- Flashing beacons or hazard lights to be in use where required;
- Where fitted and appropriate, audible reversing alarms to be used;
- Seat belts must always be worn on and off site; and
- The necessary PPE must be worn when alighting the vehicle.

All HGV drivers will be required to attend an induction that will establish a clear set of responsibilities that drivers will be required to follow including:

- Delivery timings and coordination;
- Identification of approved HGV routes;
- Highway safety concerns;
- Adherence to speed limits;
- Instructions on how to pull over safely to alleviate long traffic platoons;
- Details of reporting accidents and 'near misses'; and
- Site rules.

3.6.4 Vehicle Identification

All HGV and LGV vehicles associated with the construction phase of the proposed development will be clearly identifiable using a vehicle marking scheme. The purpose of this is to enable the Contractor to monitor construction vehicles on the local highway network.

It is envisaged that this will be achieved by placing suitable signs on all HGVs and LGVs entering and exiting the working areas onto the local highway network. This signage would be passed to appointed contractors prior to the start of construction. The exact form of identification is still to be determined; however, wording stating "National Grid" or "Working with National Grid" or similar will be used. Vehicles which will be used throughout the duration of the construction phase, i.e. staff cars, Site Supervisor commercial LGV's, will also have their registrations stored on record.

The attachment/placement of the signage may differ from one supplier or contractor to another.

3.6.5 Vehicle Types

HGVs

Any vehicle over 3.5 tonne is considered a HGV. HGVs will be used for the movement of bulky or large materials and are likely to be wagons but may also include other vehicles, such as lorries as low loaders delivering plant materials.

LGVs

Any vehicle up to 3.5 tonne, excluding cars, is considered an LGV. These vehicles will predominantly be used to move small plant and materials. Other LGVs will include long and short wheelbase vans and any minibuses (with no more than 9 seats including the driver) used to transport construction personnel between the construction compound and public transport hubs.

3.7 Site Layout

At present, no detailed site layout is currently available. However, all works associated with the proposed demolition and the associated remediation and enablement works required at the site will be encompassed within the site red line boundary.

Contractor site compounds and construction work boundaries, and their respective access and egress routes will all be contained within the site boundary for Stage 3A.



The site compounds for contractors shall include dedicated space for cabins, materials storage and parking for cars and mechanical plant.

The positions of compound entrances are to be agreed with National Grid and should be controlled via a gate/barrier to be kept locked outside of working hours.

No vehicles, materials, accommodation, access or works will be allowed on any land outside of contractors' works boundary.



4. Site Access

4.1 Introduction

This section details the site access arrangements for construction traffic and personnel, alongside the proposed security measures on site.

4.2 Site Ingress and Egress

The site is accessed via a single access point which is located on Leaside Road, east of the Mowlem Trading Estate, as shown in Appendix A. Access for Stage 3A will be via existing access points, without the need for new access construction.

The site covers an area of 1.21 hectares (ha) within a rectangular parcel of land. The boundary of the site is secure and comprises an approximately 2.5 m high steel palisade fence with access via a double steel palisade gate from Leaside Road. There are a variety of internal palisade fences throughout the site to segregate current operations.

Upon entering the site, further vehicle manoeuvres are to be performed within the site boundary, away from the highway network, meaning no vehicle will need to reverse back onto the public highway.

4.3 Site Access Control

A PVM will be appointed to control access to and from the site where required. It will be the responsibility of the PVM to guide incoming traffic and be aware of any egressing vehicles. Construction vehicles delivering to the site will be under continuous control of the PVM.

The PVM will be required to wear highway-compliant high-visibility clothing. If deemed necessary, more than one PVM will be allocated. All deliveries of plant, materials and structures to the compound will be booked. Vehicles will enter and exit site in a forward direction; hence avoiding the need for reversing outside of the site boundary.

4.4 Personnel Access

Security gates will be used to ensure that only authorised personnel and deliveries can enter and will remain closed at all other times. Personnel requiring access to the site for reasons other than undertaking construction work will be treated as a site visitor. All visitors will be granted access by appointment only and must in all cases be authorised by a senior manager at each site.

All visitors shall always be the responsibility of the permanent pass holder whilst on site and must sign in at security. Visitors must always use the pedestrian walkways and access gates provided for safe and easy access to site office.

The site will be segregated into non-PPE and PPE areas. Personnel will not be allowed access into PPE areas without the appropriate equipment as per construction standards.

The Contractor will provide a robust system of inductions, safety briefings, task briefing statements and work package plans for any works. Visitors will always be inducted and escorted on site.

Gates will be padlocked, and site supervisors will be on duty to control the site access and ensure no members of the public can enter the site without authorisation from the relevant personnel (where appropriate).

4.5 Post Completion

Upon completion of the demolition works, all relevant temporary construction materials including direction signing will be removed. Demobilisation of the laydown and work area and access road will be undertaken. All affected areas will then be returned to the agreed condition.

5. Condition Survey

Due to the limited works that would be undertaken during the demolition works, it is not anticipated that there would be a significant level of HGV movements generated. Given the high level background of general traffic and HGV flows on the construction access routes, it is not considered possible to identify the potential impact of the construction vehicle movements associated with the construction phase on the local road network.

However, the Contractor will undertake pre- and post-works condition surveys of all accesses, roads and paths inside and outside of the substation including but not limited to the entire access road to the public highway where the access road is owned by National Grid or private shall be undertaken. There will be ongoing liaison between the Contractor and the Highway Authority, and a joint inspection by the Highway Authority and the Contractor upon completion of works to identify where remedial and any reconstruction or maintenance work are required resulting from the works. On completion of works, the Contractor shall repair any damage resulting from the works.

6. Monitoring and Enforcement

6.1 Introduction

This section outlines how the targets and measures contained within this CTMP will be monitored to ensure compliance.

6.2 Monitoring

6.2.1 Construction Trips/HGV Numbers

To ensure compliance with the target daily HGV movements, the Contractor will record all deliveries. This will be continuously monitored to ensure the thresholds set out are adhered to.

6.2.2 HGV Routing

The Contractor will implement a system to help the public distinguish construction vehicles associated with the proposed development from other traffic on the network. Each vehicle will be required to display a unique identifier within the window of the cab (a recognisable logo) that will allow members of the public to report any concerns such as driver behaviour or the use of unapproved routes via a publicised telephone contact number.

Signs will be erected at all traffic management locations with the relevant contact number clearly displayed for public enquiries.

The Contractor will also ensure that their vehicle fleet, where appropriate, are fitted with a telematics system. This system together with delivery records will serve to augment the unique identifier to allow the Contractor to respond to any complaints and provide a complete evidence base.

6.2.3 Road Safety

The Contractor will operate a 'Near Miss' reporting system for all highways incidents. The Contractor will ensure that all accidents and near misses are recorded within this system and that drivers are instructed to report all issues recorded through the system. Any accidents or near misses involving vehicles travelling to/from the site will be recorded, investigated, and reported internally, referring specific incidents to the Highway Authority as deemed necessary.

The Contractor will retain records of all incidents (e.g. speeding and driver hours) and submit to the relevant authorities upon request. If emerging issues are identified, the Contractor and the Highway Authority will initiate discussions with relevant stakeholders.

6.3 Enforcement

This section provides a summary of the mechanisms that would ensure that the control measures are effectively implemented.

To ensure that the aims of the CTMP can be effectively enforced, it is important to define what will constitute a breach. The following actions will constitute a breach of the CTMP, whereby corrective measures will be required (this list is not exhaustive):

- Vehicles using prohibited routes;
- Construction workers not parking in designated areas or overspill parking on the public highway;
- Construction HGVs not adhering to the agreed routes/times; or
- Construction traffic being driven inappropriately, e.g. speeding.

On receipt of a report of a potential breach, the Contractor will investigate the circumstances accordingly using the monitoring tools available and compile a report outlining the breach and ramifications. These reports will be available upon request to the Highway Authority.

APPENDICES

Appendix A. Site Location Plan



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535000E

536000E

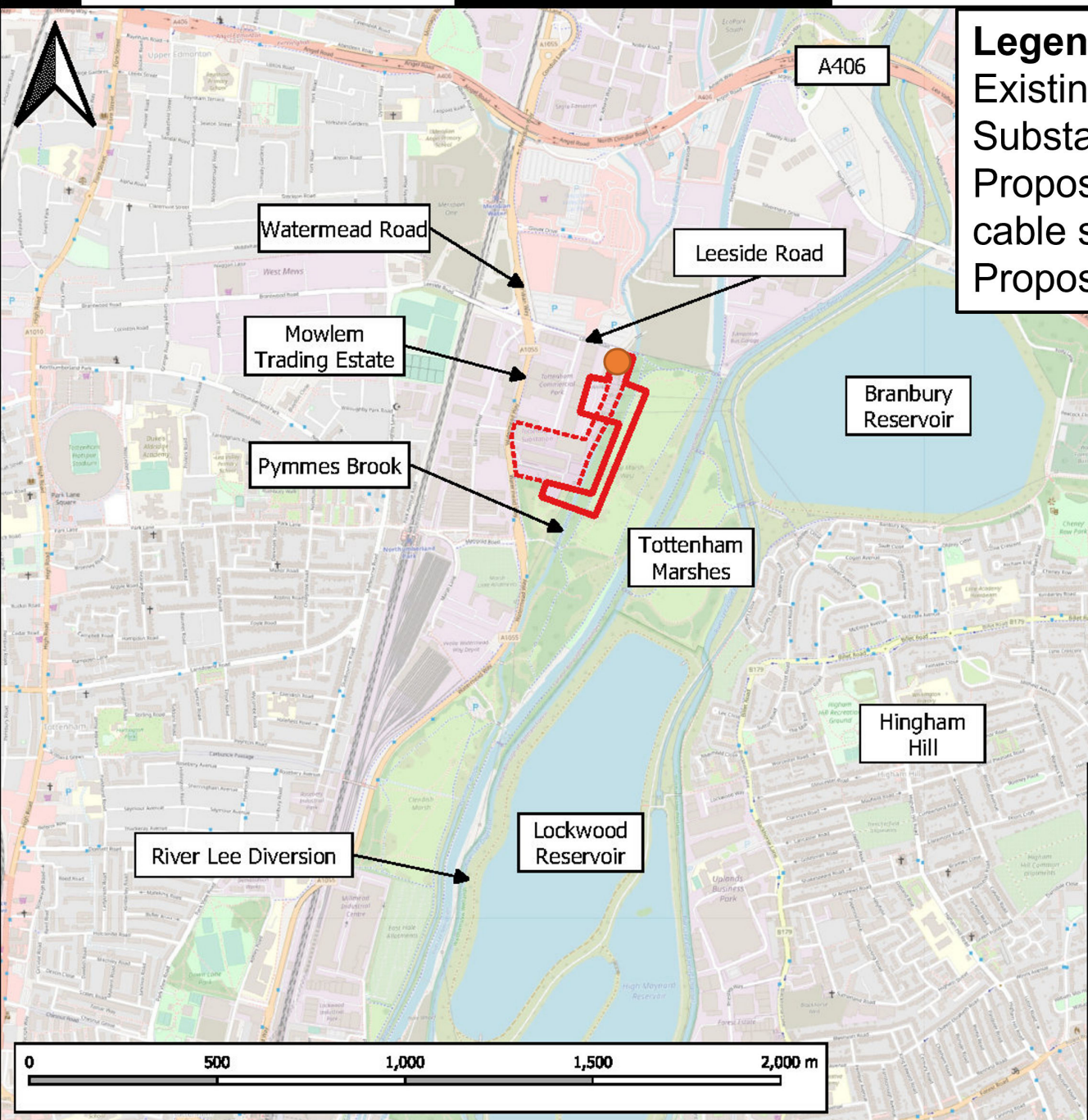
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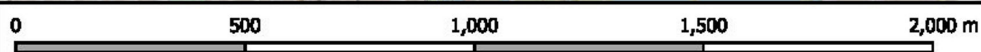
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Legend

- Existing Tottenham Substation site boundary 
- Proposed Tottenham 400kv cable sealing end compounds 
- Proposed Demolition Site 



Appendix B. Site Layout Plan



1. DO NOT SCALE FROM THIS DRAWING.
2. THIS DRAWING SHOULD BE READ IN FULL COLOUR.
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100022432

■ ■ ■ NGET NON-OPERATIONAL SITE BOUNDARY

ENTRANCE

COMME

1300 LITR
GROUND
DISUSED

TWO SEL
ABOVE G
TANKS, D

NON-OPERATIONAL LAND

SMALL BRICK SECURITY HUT

VEHICLE PARKING AND STORAGE

FUEL BOWSE

Leaside Works

Electricity Distribution Site

Watermead Way

Leaside Road

Pymmes Brook

Cable Bridge

Depot

Shelter

Trading Estate

Fig 1

Fig 2

Fig 3

Fig 4

Fig 5

Fig 6

Fig 7

Fig 8

Fig 9

Fig 10

Fig 11

Fig 12

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P01	28/07/23	FOR INFORMATION	MF		
Rev.	Date	Description	By	Chk'd	App'd
Drawing Status				Suitability	

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Client	
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Project Title	

TOTTENHAM (SITE CODE 3506)

Drawing Title	
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SITE LAYOUT PLAN

Scale 1:1000	Designed DP	Drawn MF	Checked	Authorised
Original Size A1	Date 15/03/2023	Date 28/07/2023	Date	Date

Drawing Number		Revision	
FIGURE 2		P01	

Appendix C. Pre-Application Comments





Appendix C. Pre-Application Advice – PRE/2023/0197

Date of Meeting	06/12/2023
Location of Meeting	Microsoft Teams
Pre-application advice	Received on 21/12/2023
Attendees	<u>Applicant</u> • Dave Stengel – Associate Director Planning • Jessica Mangos – Senior Planner • Karen Hanyang Liu – Planner • Lauren Ilyas – Environmental Consultant – remediation <u>Council</u> • Edward Ritchie – Contaminated Land • Ian Pinamonti-Hyde – Transport/ Highways • Joshua O'Donnell – Transport/ Highways • Nathan Keyte – Planner • Pankit Shah – Stormwater/ Flooding • Robbie McNaugher – Head of Development Management and Enforcement
Site Address	Tottenham Substation, Watermead Way, Tottenham, London, N17 0XD

Comments on pre-application scheme relating to Transport and Highways Requirements 7-9

No works are stated as occurring within the highway, or within Public Rights of Way. A statement confirming this to be provided, and will be sufficient to discharge Requirements 7 & 8.

A Construction Traffic Management Plan (CTMP) is to be provided to discharge Requirement 9. Comment by the Transport Officer as to points to address or consider is outlined below, alongside how they have been addressed:

No.	Comment / Documents to include	Response
a)	Construction vehicle routing plans	Included
b)	Site access plans;	There are no waiting and loading restrictions in

	<i>Confirmation of the range of and size of vehicles the contractors will use at the site. Any site specific oversized plant or vehicles that will be required should be detailed along with sizes and if relevant, swept path information.</i> <i>Commentary should also include details of the waiting and loading restriction in place along Leaside Road and the highway access width to confirm adequacy in relation to the vehicles to be used to service the project.</i>	place along Leaside Road. Existing access will be used for Stage 3a, which has been agreed upon within the pre-application meeting.
c)	Means of managing shared use routes, including pedestrian and cycling safety measures where applicable;	Included where applicable
d)	Proposals for the scheduling and timing of movements of delivery vehicles; <i>The numbers of construction related vehicles expected/predicted to visit the site on a daily/weekly basis will be required, this should be detailed to reflect the different numbers associated with the different phases of the work over the four-year project.</i> <i>The numbers of/frequencies of/proposed arrangements for oversize vehicles visiting will be required.</i> <i>Normally we require construction sites to manage arrivals and departures to avoid the AM and PM peak periods (as far as is practically possible) ideally concentrating arrivals and departures to between 0930 and 1600 in this part of the Borough.</i> <i>Details of expected working /operational hours (detailing if there will be extended shift working or construction operations) will be useful in relation to avoidance of peak periods.</i>	Included
e) and f)	Proposals for assessing the existing condition of affected highways; <i>In advance of commencing any construction operations or works associated with this project, the applicant/contractor must contact the Highway Authority to agree the extent of, and format of a pre commencement highway condition survey, potentially to include a joint inspection.</i> Proposals for the making good of any incidental damage to highways by construction traffic associated with that stage of the authorised development including street furniture, structures, drainage features, highway verge and carriageway surfaces; <i>Following on from (e) there will be both ongoing overview by Haringey's Network Management Officers during the project period (there will need to be ongoing liaison between the contractor and the Highway Authority). There will also need to be another joint inspection by the Highway Authority and the contractor at the end of the project to identify where remedial and any reconstruction/maintenance works are required resultant from the project.</i>	Included
g)	Construction laydown area details affecting highways. <i>Details of any proposals for any compounds/laydown areas will be required, particularly if within or close to the Borough.</i>	Included

Appendix D. Construction Access Routes



Appendix E. Construction Traffic Flows



Week No	Activity	HGV Vehicles		Vans		Cars		Total.	
		Per Day	Per Week	Per Day	Per Week	Per Day	Per Week	Per Day	Per Week
1	B-WX3 Structures and Equipment, Demolish Building, Install Cables	6	30	8	40	8	40	22	110
2	B-WX3 Structures and Equipment, Demolish Building, Install Cables	6	30	8	40	8	40	22	110
3	B-WX3 Structures and Equipment, Demolish Building, Install Cables	7	33	8	40	8	40	23	113
4	B-WX3 Structures and Equipment, Demolish Building, Install Cables	7	33	8	40	8	40	23	113
	Average during working times.	7	32	8	40	8	40	23	112
	Maximum	7	34	8	40	8	40	23	114
	Totals	26	127	32	160	32	160	90	447

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