



Imperial House, 64 Willoughby Lane, London, N17 0SP

Construction Logistics and Management Plan



Prepared for: London Borough of
Haringey

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V1.0

INTRODUCTION

This document relates to the construction works proposed at Imperial House, 64 Willoughby Lane, London, N17 0SP and has been prepared by Sam Planning to provide an overview of our proposed methodology to deliver the project.

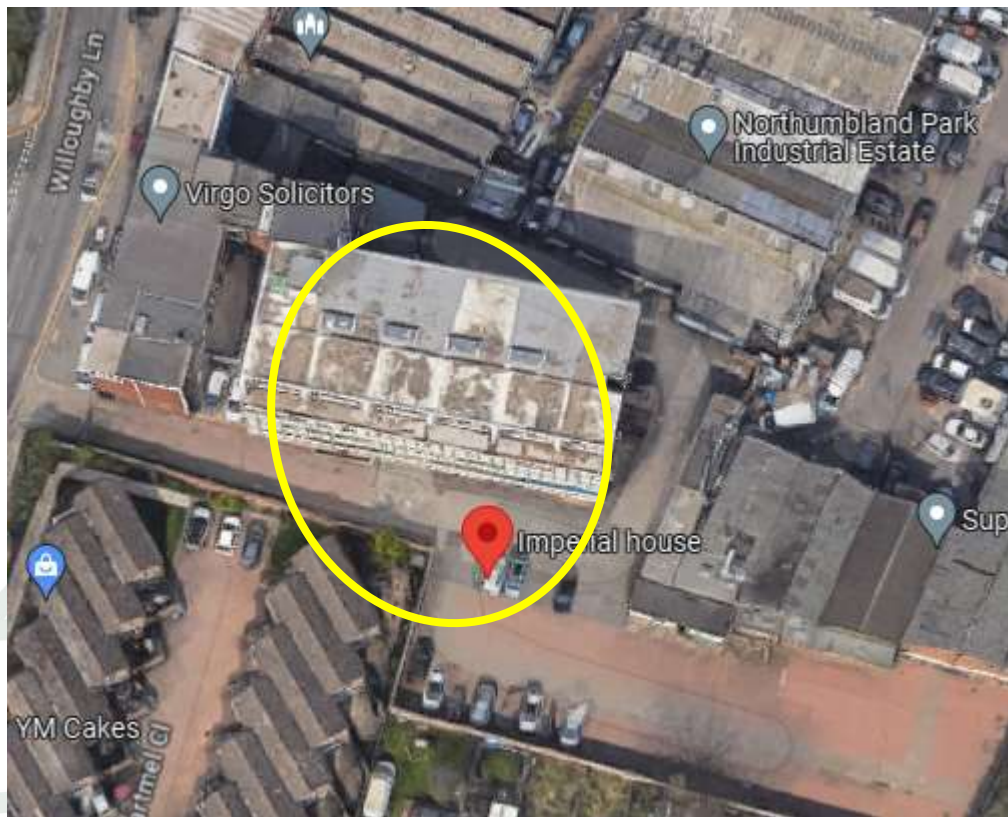
Construction is underway at Imperial House, located at 64 Willoughby Lane, London, N17 0SP, to extend the building by adding a fifth floor. This expansion aims to accommodate new office units to the existing four-storey structure.

The CLMP shall include the following information for all construction phases of the development:

- a) Hours of construction;
- b) Hours of deliveries;
- c) Parking of vehicles associated with deliveries, site personnel, operatives and visitors;
- d) Facilities for the loading and unloading of plant and materials;
- e) Details of any site hoardings;
- f) Details of the precautions to guard against the deposit of mud and substances on the public highway;
- g) Dust control methods.

All construction phases of the development shall be carried out strictly in accordance with the details so approved.

The document responds to each of the conditions in turn and adds further considerations in respect of reducing and mitigating the impacts of the construction phase, site management and a Construction Logistics Management Plan.



[1] - Satellite site overview

PLANNING SERVICES **SITE CONTEXT**

— Part of the SAM Group —

Imperial House, situated at 64 Willoughby Lane, London, N17 0SP, consists of four levels: Ground, first, second, and third floors, housing various office units. The current state of the building is considered sturdy and well-maintained. Surrounding properties along 64 Willoughby Lane exhibit diverse ages but share similar construction techniques and materials. Upon visual inspection, all neighboring properties appear to be in good condition externally.

DEVELOPMENT PROPOSAL

The outline of the proposed development consists of:

A single-story extension is being added to an already existing four-story office building, which will now incorporate office spaces on the fifth floor. The extension features a flat roof design atop the proposed area.

WORKING HOURS

Deliveries to site will be restricted between the hours of:

- Monday to Friday: 8am to 6pm
- Saturday: 8am to 1pm
- No noisy activities on Sundays or bank holiday

CONTEXT, CONSIDERATIONS AND CHALLENGES

CLMP Structure Policy Context

National Planning Policy Framework (NPPF) – September 2023

The NPPF promotes sustainable transport across the UK, especially at the early stages of planning. Promoting safe road design, and the efficient and sustainable delivery of goods and supplies.

Specifically, it refers to:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;

- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed, and considered – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking, and other transport considerations are integral to the design of schemes and contribute to making high quality places.”

Traffic Management Act (2004)

Managing traffic networks within a council's borough is the prerogative of that council. The Traffic Management Act Part 2 sets this responsibility as the councils to ensure that measures are taken to assess impacts and capabilities of road networks within areas of the UK. This is done to avoid issues relating to congestion and managing the overall road network.

The London Plan (March 2021)

The London Plan sets out the spatial development strategy for London and provides the London wide context within which individual Boroughs set their local planning policies. A key objective of the London Plan is to improve London's accessibility, which amongst other issues, includes tackling traffic congestion.

Policy T1 states:

A) Development Plans should support, and development proposals should facilitate:

- 1) the delivery of the mayor's strategic target of 80 per cent of all trips in London to be made by foot, cycle, or public transport by 2041
- 2) the proposed transport schemes set out in Table 10.1.

B) All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking, and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

Policy T4 states:

A Development Plans and development proposals should reflect and be integrated with current and planned transport access, capacity, and connectivity.

B When required in accordance with national or local guidance, 179 transport assessments/statements should be submitted with development proposals to ensure that impacts on the capacity of the transport network (including impacts on pedestrians and the cycle network), at the local, network-wide and strategic level, are fully assessed. Transport Travel Plans, Parking Design and Management Plans, Construction Logistics Plans and Delivery and Servicing Plans will be required having regard to Transport for London guidance. 180

C Where appropriate, mitigation, either through direct provision of public transport, walking and cycling facilities and highways improvements or through financial contributions, will be required to address adverse transport impacts that are identified.

D Where the ability to absorb increased travel demand through active travel modes has been exhausted, existing public transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans and funding exist for an increase in capacity to cater for the increased demand, planning permission will be contingent on the provision of necessary public transport and active travel infrastructure.

E The cumulative impacts of development on public transport and the road network capacity including walking and cycling, as well as associated effects on public health, should be taken into account and mitigated.

F Development proposals should not increase road danger

The Mayor's Transport Strategy (MTS) (2018)

The MTS looks to optimise and change the ways in which the people of London use transport, to ensure three key themes are met. These include promoting healthy streets and people, by encouraging greener travel options, such as walking, cycling, and public transport. As well as ensuring these modes of transport are easy to use and effective as travel options over distances for the people of London. And thirdly ensuring more people want to live and work in London.

TfL Vision Zero Action Plan

The main aim of the Vision Zero Action Plan is to eliminate all deaths and serious injuries on London's transport system.

This action plan works with the MTS to reduce road danger on the London road network.

The goals of the Vision Zero Action Plan include:

- **Safe speeds:** Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits.
- **Safe streets:** Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes.
- **Safe vehicles:** Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles.
- **Safe behaviours:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing campaigns, education programmes and safety training for cyclists, motorcycle, and moped riders.
- **Post-collision response:** Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents.

TfL Healthy Streets

The Healthy Streets indicators were designed to ensure Londoners experience streets that feel pleasant, safe, and

attractive. 80% of Londoner's travel time is spent on London's street, including public transport and walking from tube/rail stations.

The Healthy Streets approach is to provide an idealised version of the model street, a long-term plan for improving Londoner's experiences. This is executed by using 10 evidence-based indicators on what makes streets attractive places.

These indicators should be what a project is working towards.



Site Context

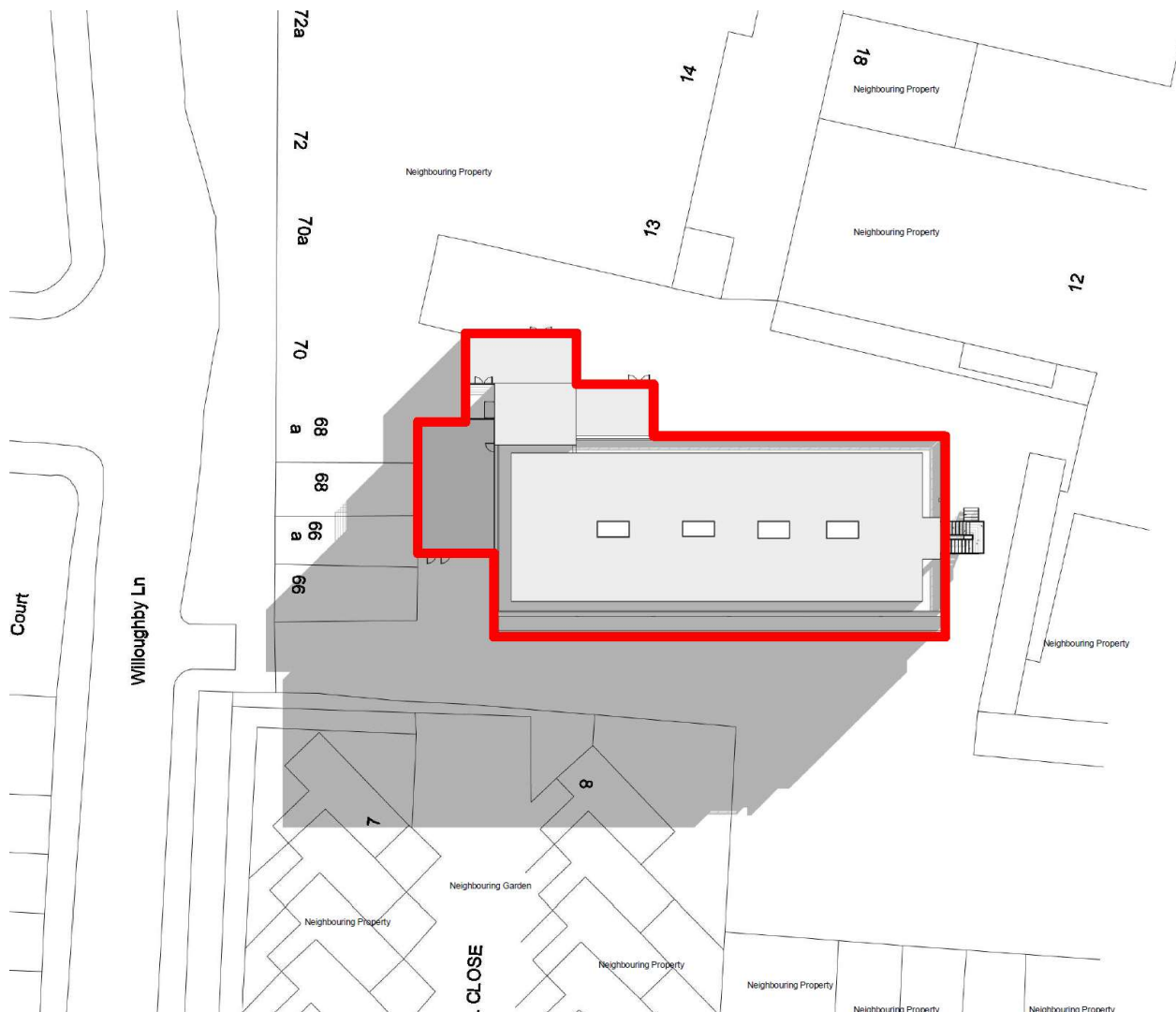


Image 1 – Site Location

CONSTRUCTION LOGISTICS AND MANAGEMENT PLAN – ACTION PLAN

The following sections outline the key elements for consideration and demonstrate our commitment to manage, control and, where possible, mitigate the impact of the project on neighbours, the local community and infrastructure during construction.

Many of the matters identified will be developed in more detail and dealt with at the appropriate construction stage by detailed site-based method statements.

Neighbour Relations

The site is situated within a commercial area, bordered by residential zones towards the front. Adjacent commercial spaces include office units within the same building, as well as shops and warehouses in neighboring structures.

The applicant aims to foster positive relations with neighboring businesses and residents. Effective communication is vital in maintaining harmonious interactions, with neighbors and relevant stakeholders being regularly updated on site activities that may affect them.

The contractor is committed to addressing reasonable concerns raised by neighbors and the local community. They will uphold a professional and considerate approach to ensure a balanced relationship with both neighboring businesses and the public throughout the project.

To facilitate communication, notices will be prominently displayed on the site hoarding, providing information on upcoming events, progress updates, and any special requirements for work activities. Additionally, appropriate signage and information boards will be installed on the hoarding for clear communication with stakeholders.

Fire and Emergency Procedures

Contact names and telephone numbers will be made available in case of, 'out of hours' emergencies relating to the site. This information will be displayed on the hoarding. The constructor shall implement procedures to

protect the site from fire.

The site manager shall assess the degree of fire risk and formulate a Site Fire Safety Plan, which will be updated as necessary as the works progress and will also include the installation of the site firefighting equipment, (e.g. establishing fire points and installing and maintaining fire extinguishers etc) evacuation alarm, material storage and waste control and Fire Brigade access.

Security

All site personnel will have to sign in on arrival and sign out before leaving the site. This will be incorporated into the Site Rules and included as part of the site induction process. The front hoarding will be regularly inspected to ensure that it remains secure. All windows and external doors will remain closed when the site is not operational. The access door to the site will be controlled, to only allow access for authorized personnel.

Good Housekeeping

The construction site will be maintained in a clean and safe condition at all times. Regular inspections will be conducted to ensure that any debris or rubbish on the site or adjacent areas is promptly removed. The road and pavement surrounding the site will be kept clean and clear.

The perimeter of the site will be orderly and well-kept. Material offloading will primarily occur directly from vehicles onto the site to minimize disruption. The contractor will coordinate material deliveries to minimize disturbance to neighboring properties and ensure that all materials are securely stored within the site compound.

Efforts will be made to keep roads adjacent to the site clean and free from debris. Materials will not be stored on public footpaths or roads. Waste removal will be carried out regularly to prevent safety or fire hazards from accumulating.

Welfare facilities will be provided within the site to encourage workers to remain on-site rather than frequent public areas, thus maintaining a safe and orderly environment for both workers and the public.

Selection and control of Subcontractors and Designers

All Subcontractors appointed to work on this project will have been evaluated to ensure those selected have relevant competency and experience in the type of work.

Project-specific information has been provided to all Subcontractors and Designers and project-specific risk assessments and method statements are requested and these will be reviewed by the Site Management Team prior to Subcontractors being permitted to commence work.

Pre-start meetings will be held with Subcontractors prior to work commencing.

Subcontractors will provide supervision and trained first aiders specific to the type of work they will be undertaking.

Project health and safety goals

The project shall be managed in accordance with the requirements laid out in the CDM Regulations, to support our vision which is 'to ensure everyone returns home in the same condition they arrived in'.

- To have zero reportable accidents or reportable dangerous occurrences
- To ensure no members of the public or others are affected by our undertakings.
- Zero enforcement account by enforcing authorization.
- Ensure adequate resources are available.
- To provide and maintain safe and healthy workplaces and safe working practices.
- Passively encouraging effective cooperation of contractors and others
- Ensuring contractors and others have the necessary SHE information, instruction, supervision, and competence.
- Ensure that all workers receive a project specific induction prior to starting work and visitors are escorted while on site

Emergency Arrangements

Fire plans and arrangements to prevent fire will comply with The Joint Code of Practice on the Protection from Fire of Construction Sites and Buildings Undergoing Renovation (latest Edition) and The Structural Timber Association's 16 Steps to Fire Safety for Timber Frame Structures (where applicable).

Members of the team have been nominated to take responsibility in the event of fire, accident, or any other emergency and these are identified on the Emergency Notice found on the notice board and communicated at the induction stage to all personnel.

Task-specific emergency rescue plans will be produced prior to the following works commencing:

- Working at height using Harness.
- Confined Spaces

The emergency rescue plans will be held by the project team. The site will ensure practice drills of the emergency rescue is undertaken at intervals advised in the risk assessment for the works. These plans will be reviewed with the SHE advisor as necessary during the four-week planning element of the SHE Inspection.

The names of first aiders and the location of first aid equipment are included on the Emergency Notice for the project that is displayed on the project's SHE notice board. These persons will also be identified to all employees during their induction and first aiders will be identified by:

The first aid requirements for this project have been specifically risk assessed for the type of work and number of persons and the following will be provided based on these works:

First aid boxes- located in the site office

Blankets

The first aid boxes and equipment will be re-filled after each use and visibly checked each week during the Site Manager's weekly inspections.

CONSTRUCTION TRAFFIC AND MANAGEMENT

In order to assess and mitigate the impact of the traffic movements on the local area a detailed Traffic Management Plan (TMP) will be prepared and monitored, throughout the project. Prior to formulating the Traffic Management Plan (TMP), a thorough assessment of the local road infrastructure and community will be carried out. This assessment will include routes into and out of the sites and identify the location of potential hold points to minimise the affect our works traffic has on the local area.

This site, as are most of London's construction sites, is restricted by limited space. Key to the success of any traffic management plan is knowing the size of delivery vehicles and the frequency of deliveries and collections.

Type of delivery vehicles will be used to bring materials to and from the site - Only small trucks with 30m Hiab will be used due to the street sizes.

The approximate number of deliveries will be 1 delivery per day.

The key aspects of the TMP will be to maintain an efficient flow of traffic in the area.

The safety of pedestrian and maintaining efficient traffic flows will be achieved through the following: -

- Clear signage
- Traffic management systems, including traffic lights.
- Traffic marshals positioned outside the site at all times during vehicle movements to ensure that the TMP is fully implemented and adhered to.
- Control of vehicle movements to and from site through logistical management procedures.
- Loading bay to be removed at the end of each working shift.
- Close liaison at all times with the London Borough of Croydon Highways Department

All traffic management controls are based upon the recently published Transport for London Standard for Construction Logistics (WRRR)

TMP considerations will include, but are not limited to the following:

- Just-in-time deliveries using suitable frequency and size of vehicles for the site in question.

- Clear and suitable signage for the area.
- Briefing drivers on any site peculiarities prior to their arrival (written instructions will be sent with orders).
- When planning vehicle routes consider location of unloading areas, turning areas, one-way systems, passing points.
- Reversing, if necessary, under the direction of a trained vehicle marshal.
- Pedestrian segregation.
- Loads will be covered before leaving site, particularly during muck-away and skip changing.
- Provisions will be allowed for washing down vehicles before leaving site.

Traffic Routes

It is anticipated that the primary delivery routes will be from the A1055 along Watermead Way and onto Imperial House, the egress route for the site will be via Watermead Way onto the A1055, which links to all major routes into and out of London.

Refer Appendix C of the report for Swept Path Analysis



Image 2 – Site Access

All site access points and unloading areas will be manned during working hours by trained traffic mar-shals. The traffic marshals will ensure that all vehicles are brought onto site or into the unloading areas immediately to avoid congestion in the adjacent road network.

All site access gates will be locked when not in use.

Pedestrian Access Egress Routes

Pedestrian access routes for members of the public will be clearly delineated using appropriate and approved signage.

All Pedestrian routes that are in close proximity to moving vehicles will be protected using physical barriers. All operatives will access and egress the project using the pedestrian entrance. All contractors will book into the relevant security area for their area of works, and having done so they will then proceed to their working areas using designated routes.

Railway/Underground

The nearest rail station to the site is Northumberland Park Railway Station, which is located approximately 0.3 miles from the site (6-minute walk).

Bus Routes

The nearest bus stop is located at Scotswood Walk within 5 minutes walking distance of the site. No bus services will be impacted by the development, nor will any new bus routes be created, or existing routes diverted.

Community Considerations

➤ Local Policy

Haringey Council have published a Code of Construction Practice (CoCP). This guide focuses on Noise and Vibration, Dust and Air Pollution, NRMM, the low-emission zone, site logistics, materials and deliveries, and communications & public relations. This CLP will utilise, where applicable, guidance from this CoCP for relevant sections.

➤ Operative Parking

No arrangements for on-site parking will be made to operatives due to the site constraints.

Instead, operatives will be made aware of nearby sustainable transport options, such as bus routes, and the nearby station.

➤ Wheel Washing

Wheel washing will be provided in the form of a hardstanding/washdown area and a jet wash. Any debris that unexpectedly finds its way onto the highway or path outside of the site will be removed immediately by a member of staff.

CONSTRUCTION PROGRAMME AND MANAGEMENT

Construction Programme

Site setup	01/03/24 – 09/03/24
Fifth Floor extension	01/04/24 – 31/05/24
Windows and Interior fixing	01/06/24 – 29/06/24
Cladding	01/07/24 – 30/07/24
Fit out, testing and commissioning	01/08/24 – 31/08/24

Site Setup

In the early stages of the project when ground works are being carried out, wheel washing facilities will be provided at the Site to ensure all vehicles that enter/leave the construction Site do not transfer any debris to the highway.

The wheel wash area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer on Site (subject to discharge consent).

A provision for cleaning of the road if required by an approved road sweeper will be made.

All muck away and skip vehicles will be fully sheeted to minimise the risk of any mud over-spilling onto the highway. The existing vehicle crossover access to the Site will be used as an access to and from the Site.

A Traffic Marshall and a Banksman will be present to direct traffic and prevent pedestrians from accessing the delivery/loading area. Deliveries will arrive “Just in Time” which will prevent vehicles waiting on the public highway.

Fifth Floor extension

The superstructure will be constructed from a timber stud wall construction with insulation.

Scaffolding will need to be erected once the walls exceed a workable height. It is assumed there will be timber stud walls within the building.

During this phase, there will be an increase of deliveries with regards to materials once the internal areas become available. The materials required for these areas will be delivered once the areas become available in advance of commencement to avoid congestion in the local area.

Windows and Interior fixing, Cladding

This will include the loading of the materials for the façade, roof, and any glazing for the new development onto site. Façade deliveries will vary in size due to the variety of material covered in this phase.

Fit-out, Testing and Commissioning

Fit-out at the development will crossover with the cladding and super-structure phases of development. This will include any carpentry, electrical, plumbing, tiling, and decorations. This will also include materials such as plasterboards, ceiling materials, and painting materials. The anticipated vehicle sizes for the fit-out phase will be smaller on average compared to previous projects for this reason.

Small deliveries by vans will be made directly to the site.

Testing and commissioning will begin at the earliest opportunity after the installation of specific products so that snagging can be conducted and satisfied promptly. This phase is the final phase of development. Upon completion of the project, the proposed scaffolding shall be dismantled and struck. The hoarding will be dismantled at the very last stages of development before handover.

VEHICLE ROUTING AND ACCESS

The expected volume and type of construction traffic will not lead to the requirement for diversion or restrictions of traffic on the public highway. Vehicle routes have been chosen to:

- Maximise lengths along dual carriageways and motorways
- Avoid roads with width/height restrictions
- Avoid popular bus routes
- Minimise lengths on residential roads
- Be applicable for the turning of construction vehicles

Due to the size of the site, there is not expected to be frequent traffic activity. However, when vehicles do drop off or take away materials, a qualified traffic marshal will be present. This is especially relevant due to the nature of the designated roadside loading area.

This traffic marshal will:

- Make the driver of the vehicle aware of nearby pedestrians and cyclists.
- Facilitate the driver of the vehicle in safely leaving the site by assisting and guiding the vehicle in turning and covering blind spots of the vehicle.
- Alerting nearby pedestrians and cyclists so that the vehicle may leave the site.
- Informing nearby pedestrians and cyclists when it is safe to resume.

Parking

The Project manager should make a requirement of supply chain that parking will be in front of the site.

Essential site vehicles will be permitted to park on a dedicated parking area for loading/unloading.



Image 3 – Parking bay in front of Imperial House, 64 Willoughby Lane, London, N17 0SP

The parking bay for construction delivery vehicles should be as agreed with the Highway Department of London Borough of Haringey.

In order to minimise congestion, waiting time, and inconvenience to pedestrians/cyclists, the following principles will be followed: -

- All deliveries must be booked in at least 48 hours in advance with the main Contractor.
- Deliveries are not under any circumstances to be unloaded outside the site perimeter, onto public footpaths or roads, unless safe provision for same has been made and agreed in advance with Croydon council, Highways department.
- Site vehicles/deliveries are not to block accesses or cause inconvenience to any neighboring plot, building, or road user.
- Wheels must be cleaned before leaving the site using the dedicated washing facility.

- Parking for Operatives within the local roads will not be permitted. Regular policing will be undertaken by the main Contractor and any person found not complying with this Site Rule will be reminded of their non-compliance in the first instance and removed from the site in the event of any re-occurrence.
- Parking for intermittent and short-term Visitors is permitted on local roads provided that they comply with all Highways and Parking restrictions and conditions.

STRATEGIES TO REDUCE IMPACTS

Table below outlines the measures that will be employed to reduce the impact of construction.

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries			X
Use of holding areas and vehicle call-off areas			X
Use of logistics and consolidation centres			X
Vehicle Choice		X	
Measures to encourage sustainable freight			
Freight by Water*			X
Reflight by Rail *			X
Material procurement measures			
DfMA and off-site manufacture			X
Re-use of material on site			X
Smart procurement			X
Other measures			
Collaboration amongst other sites in the area	X		
Implement a staff travel plan	X		
No HGVs during morning and afternoon peak	X		

Measures Influencing Construction Vehicles and Deliveries

It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS) as per the CoCP. FORS Gold and Silver operators will be appointed where possible.

A delivery booking system will be used which will require the entry of a FORS ID number in order for a delivery to be booked onto site. Checks of FORS ID numbers will form part of the periodic checks and will be carried out as per an appropriate risk scale. Random spot checks will be carried out by site staff on vehicles and drivers servicing the site.

Suppliers will also be encouraged to put their drivers on the following training courses:

- Safe Urban Driving (SUD) approved driver training course, including the on-cycle hazard awareness training.
- Safe and Fuel-Efficient Driving (SAFED) driver training course, or equivalent accredited course with similar content including a practical element.

Delivery Scheduling

- Pre-arranged delivery times will be set and will be strictly adhered to to prevent more than one delivery vehicle accessing the site at any time, and to ensure that vehicles arrive in a precise manner.

- Drivers will be required to contact the site 30 minutes before arrival to ensure a clear space.
- The above requirement will form part of all contract documentation with suppliers.
- In the case of any simultaneous deliveries, vehicles will be turned away immediately and advised to return to the site at a prearranged delivery time. No vehicles will be left unattended. No stacking of vehicles or parking within on-street parking bays is permitted. Vehicles not adhering to the above can and will be turned away by the contractor.
- Vehicles are not permitted to wait on surrounding roads or idle on surrounding roads.

Adherence to designated routes

- Routing information will be supplied to the Contractor's staff and other subcontractors/suppliers at the site.
- Records of correspondence with suppliers relating to the agreed access routes will be maintained so that in the event of non-compliance in this matter, suppliers be held accountable.

Use of holding and vehicle call-off areas

- Due to a fairly low number of deliveries (maximum 1 per day) and limited area on and off-site, a vehicle holding area will not be used.

Use of logistics and consolidation centres

- All suppliers will be encouraged to consolidate loads where possible to help reduce the number of deliveries to the site. Due to the number of deliveries and the size of the scheme, the use of consolidation centers is not anticipated nor proposed.

ESTIMATED VEHICLE MOVEMENTS

Construction Vehicles

Construction Phase	Period of stage	No. of trips (Monthly)	Peak No. of trips (Daily)
Site setup	01/03/24 – 09/03/24	10	1
Fifth Floor extension	01/04/24 – 31/05/24	20	1
Windows and Interior fixing	01/06/24 – 29/06/24	10	1
Cladding	01/07/24 – 30/07/24	10	1
Fit out, testing and commissioning	01/08/24 – 31/08/24	35	1

DUST CONTROL MEASURES

Upon appointment, the site manager will be required to take all necessary measures to avoid creating a dust nuisance. The site manager will in this respect adhere to relevant guidance relating to dust control set out in the following documents:

- 'The Control of Dust and Emissions from Construction and Demolition; Best Practice Guidance' (2014) - GLA;
- 'Controlling particles, vapour and noise pollution from construction sites' (2003) - Building Research Establishment.

The site manager will strictly follow the dust controlling measures set out below:

- Water based dust suppression practice will be followed.
- No dry sweeping of large areas will be allowed.
- Public roads and access routes will be kept clean.
- No burning of waste materials will take place on site.
- All dust control equipment will be maintained in good condition.
- All vehicles carrying loose or potentially dusty material will be fully sheeted.
- Materials with the potential to produce dust will be stored away from site boundaries (where practicable).
- Sand and other aggregates will be stored in bunded areas.
- Material stockpiles will be sheeted, sealed, or damped down.
- Water suppression will be used when necessary.
- The frequency of site inspections, when activities with a high potential to produce dust are being carried out, will be increased.

NRMM

- All on-road vehicles will comply with the requirements of the London Low Emission Zone. The use of Ultra-Low Emission Vehicles (ULEV) (e.g. Euro VI (HGV), Electric, Hybrid (Electric-Petrol) will be considered by the site team;

- The use of diesel or petrol-powered generators will be avoided and mains electricity or battery-powered equipment will be used, where possible. If diesel generators are to be used, consideration will be given to turn such generators into hybrid (e.g. hybrid diesel-electric), where possible.
- Emissions from non-road mobile machinery (NRMM) with net power between 37kW and 560kW used on site will meet the Stage IIIA of the EU Directive 97/68/EC and its subsequent amendments as a minimum. This will apply to both variable and constant speed engines for both NOx and PM.
- All eligible NRMM will meet the standards above unless it can be demonstrated that the machinery is not available or that a comprehensive retrofit to meet both PM and NOx emission standards is not feasible. In this situation, every effort will be made to use the least polluting equipment available including retrofitting technologies to reduce particulate matter emissions.
- The details of all proposed NRMM to be used on the site for the construction phases of the development are to be registered on the NRMM register (<https://nrmm.london/user/register>). An NRMM compliance log will be issued to the council every month by e-mail to Tower Hamlets council.
- An inventory of all NRMM will be kept on-site stating the emission limits for all equipment. All machinery should be regularly serviced, and service logs kept on-site for inspection. This documentation should be made available to local authority officers as required.

NOISE CONTROL MEASURES

The site management team will ensure the implementation of the best practicable means to ensure compliance with acceptable levels. Operatives of individual processes should be trained to employ appropriate techniques to keep site noise to a minimum. All employees should be advised regularly of the following as part of their training:

- The proper use and maintenance of tools and equipment
- The positioning of machinery on site to reduce the emission of noise to the neighborhood and site personnel.

- The avoidance of unnecessary noise when carrying out manual operation and when operating plant and equipment
- The protection of persons against noise
- Not to shout, sing or use loud site radios.

Fixed items of plant will be electrically driven where possible. In all instances noise generating operations e.g., concrete drilling, block and brick cutting will be screened from the neighbours as far as reasonably practicable.

Other control measures are to include:

- Compressors and generators will not be used
- Work practices will be adopted such that noise emissions are kept to a minimum, i.e., plant not in constant operational use will be switched off and noise suppression covers will be closed at all times;
- Vehicle noise will be kept as low as possible (engines will be switched off and not allowed to idle;
- Where possible noisy plant and equipment will be sited away from sensitive noise boundaries.

Where this is not possible, noise emissions will be controlled by the erection of acoustic shielding, or by shielding from noise-sensitive receptors with the site accommodation;

- Loading and unloading of vehicles, and dismantling of site equipment such as scaffolding or moving equipment or materials around the site will be conducted in such a manner as to minimize noise generation and where possible will be conducted away from noise-sensitive areas.
- Delivery and collection of materials should be done within the site permitted working hours only

IMPLEMENTING, MONITORING AND UPDATING

CLP Co-ordinator

This document will be a live document and monitored by the site management team.

The CLP will be communicated to all operatives and visitors to the site during the Site Induction. Delivery drivers will be issued with a copy of the site-specific driver's handbook at the point of booking. A handbook is

an effective way to ensure that all contractors are aware of their obligations. This handbook will include:

- Safety toolbox talk – setting out how and when these will take place, including frequency and duration and an outline of topics to be included. These should be environmental, and safety orientated.
- Anti-idling toolbox talk – setting out how and when these will happen for all drivers, including frequency and duration.
- Vehicle routing and delivery scheduling system – an explanation to contractors of the routing and delivery system in use, contractors' access, and their requirement to utilise the schedule deliveries system.
- Driver training – an outline of how and when this will happen during the contract, and the company that will carry out the training.
- Safety and environmental standards

Checks will be carried out on all arrivals to ensure that the correct paperwork has been completed and the driver has utilized the routes laid out in the driver's handbook.

Unless there is capacity to accommodate within the specified loading area, unplanned deliveries will be turned away immediately and advised to return to the site at a prearranged delivery time. Unplanned deliveries will not be permitted to wait at any location on the local highway network within the vicinity of the site.

Hauliers will be required to contact the site daily and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the site management team to ensure that no two construction HGV deliveries occur simultaneously at the site, thereby ensuring that there is always space at the site to accommodate the necessary plant and deliveries.

Hauliers will be provided with a Drivers' handbook. This will ensure that drivers are aware of their obligations.

This handbook will contain the essentials relating to the environment and safety. This handbook will include:

- Authorised timings and associated restrictions
- Site working hours
- Local vehicle constraints (one-way street, presence of double yellows, and bus station)
- Booking and scheduling information – including a policy to stagger deliveries will be employed to avoid vehicles queuing or waiting on the local highway network within the vicinity of the Site. Anti-idling policies will

be in place.

- Authorised routes to and from the site, and which major road networks to use.
- Site maps, including loading areas, site entry and exit points, and scaffold considerations.
- Vulnerable road user safety information (traffic marshal locations, health and safety guidance).

Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicles getting stuck in traffic or the loading/unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.

The site management team from the contractor, will nominate a responsible employee to collect information on breaches of the procedures contained within this document and complaints from suppliers and the general public. They will manage the response to any complaints or suggestions received and discuss with upper management where appropriate.

The contractor will provide a dedicated telephone number to allow the public to contact the site management team.

Information on this facility shall be prominently displayed on site hoardings.

Reporting

Contractors will report on any requirements as part of this CLP, this will include any update to information or any works that would be considered managed or directed by this CLP.

This reporting will occur every two weeks throughout the duration of the construction program, the output of this reporting will be under the discretion of the contractor.

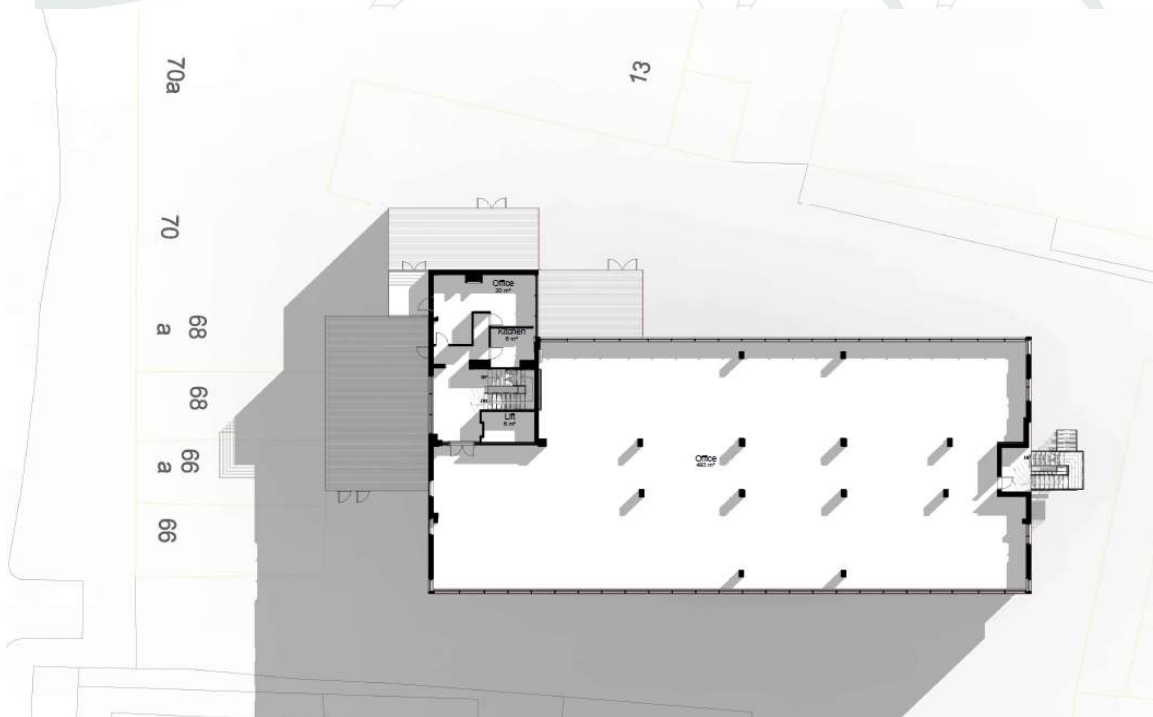
The contractor will be responsible for managing and monitoring this reporting. Records will be kept of this reporting, by the contractor, to ensure that any works relating to the CLP are registered. Any deviation or serious defects relating to works concerning this CLP may result in a 'stop work' order.

APPENDIX 'A' – PROPOSED DRAWINGS

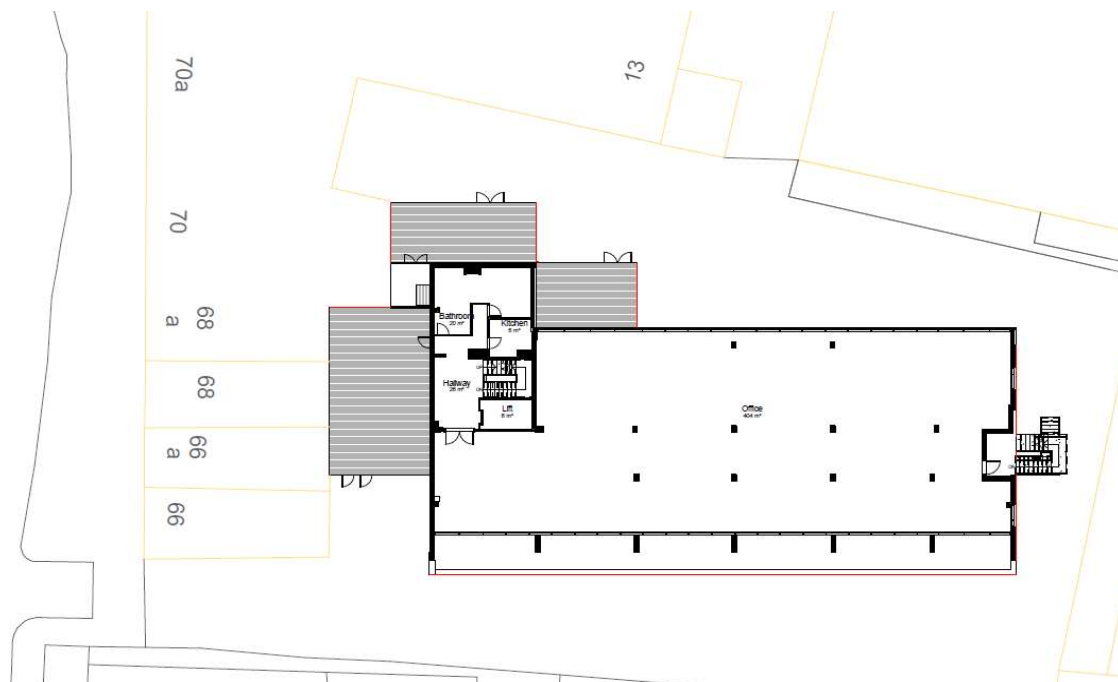




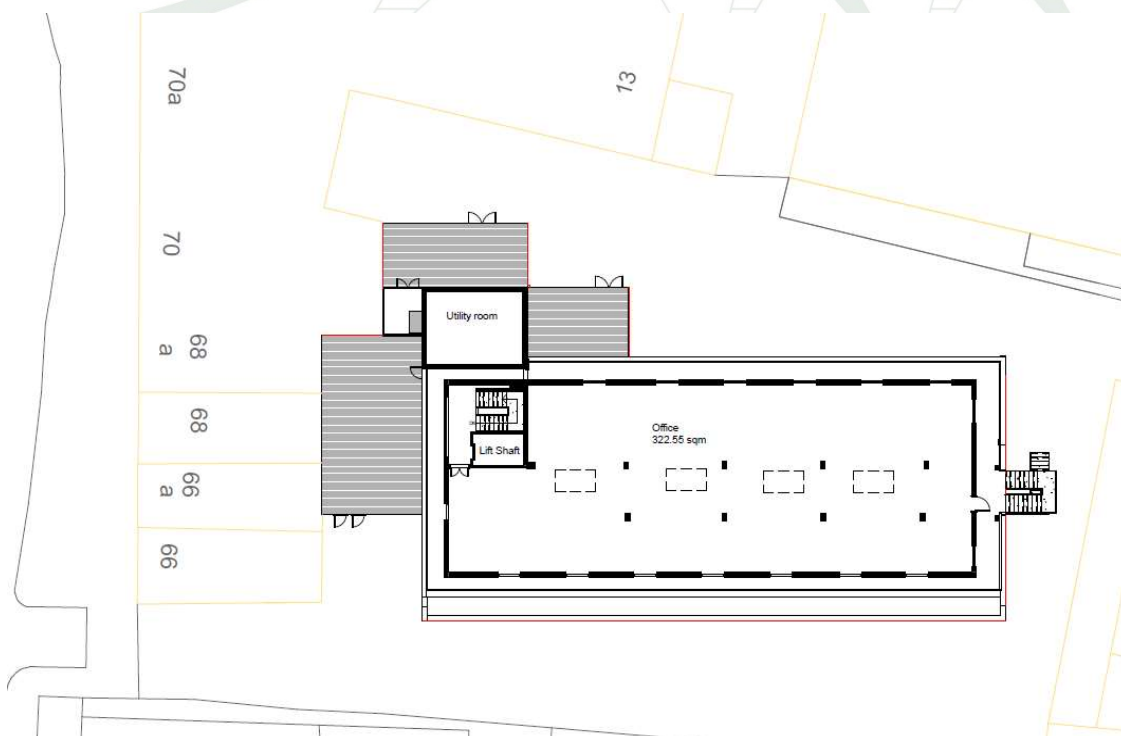
Proposed Second floor



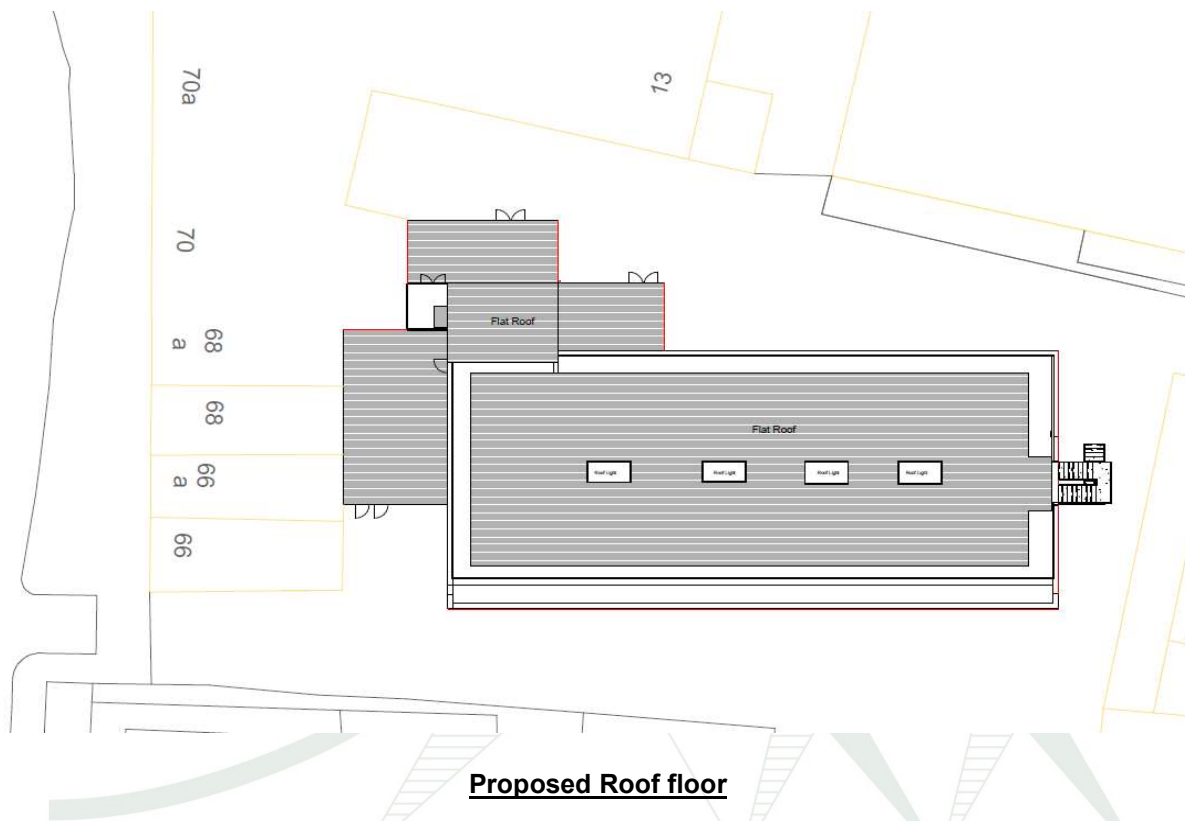
Proposed Third floor



Proposed Fourth floor



Proposed Fifth floor



Proposed Roof floor

① **Front Elevation**
1 : 200

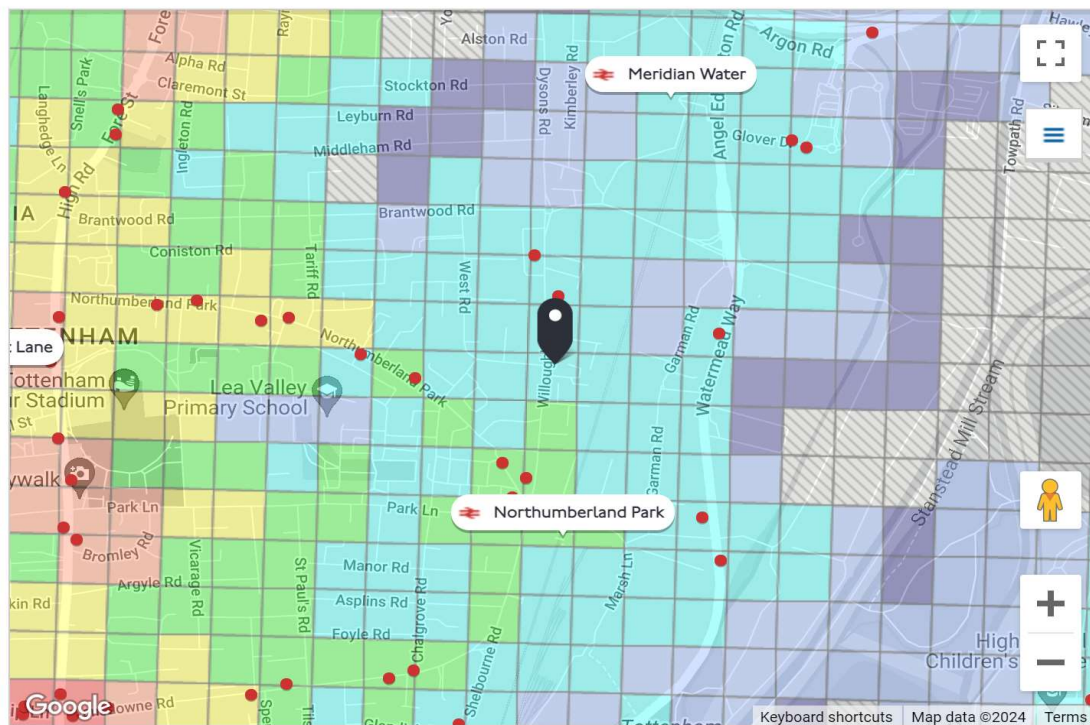


② **Rear Elevation**
1 : 200



Proposed Elevation

APPENDIX 'B' - Staff Travel Plans



You can click anywhere on the map to change the selected location.

PTAL output for Base Year 2

Imperial House

Imperial House, 64 Willoughby Ln, London N17 0SP, UK
Easting: **534848**, Northing: **191366**

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

APPENDIX 'C' – Swept Path Analysis



VEHICLE WAY IN



VEHICLE WAY OUT

