

Arden Property

**Land to the rear of 132 Station
Road, London, N22 7SS**

Outline Construction Logistics Plan

July 2020

Caneparo Associates Limited
21 Little Portland Street
London W1W 8BT
Tel: 020 3617 8200

www.caneparoassociates.com

Registered in England: 9930032

Contents

1	INTRODUCTION	1
	Objectives of CLP	1
	CLP Structure.....	1
2	SITE CONTEXT AND SURROUNDING AREA	3
	Policy Context.....	3
	Site Context	5
	Local Highway Network	5
	Local Accessibility	6
	Cycling	7
	Public Transport	8
	Car Clubs	9
	Community Considerations.....	9
3	CONSTRUCTION PROGRAMME AND METHODOLOGY.....	11
	Construction Programme	11
	Construction Methodology & Site Arrangement	11
	Construction Traffic Hours	12
	Vehicle Types	13
4	SITE ACCESS AND VEHICULAR ROUTING.....	14
	Site Access	14
	Proposed Vehicular Route	14
5	STRATEGIES TO REDUCE IMPACTS	16
	Overview.....	16
	Project Manager	16
	Measures Influencing Vehicles and Deliveries	17
	Measures to Encourage Sustainable Freight.....	20
	Material Procurement Measures.....	20
	Other Measures	21
6	ESTIMATED VEHICULAR MOVEMENTS	24
7	IMPLEMENTING, MONITORING AND UPDATING.....	25



8	SUMMARY	27
---	---------------	----

Figures

Figure 1	-	Regional Context Plan
Figure 2	-	Local Context Plan
Figure 3	-	Construction Routing Plans

Appendices

Appendix A	-	Existing Highway Arrangement
Appendix B	-	Proposed Demolition Arrangement & Swept Path Analysis
Appendix C	-	Proposed Construction Arrangement & Swept Path Analysis

1 INTRODUCTION

- 1.1 Caneparo Associates are appointed by Arden Property ('the Applicant') to prepare an Outline Construction Logistics Plan (CLP) for a residential development at Land to the rear of Station Road, London, N22 7SS (the 'Site') in the London Borough of Haringey (LBH).
- 1.2 The proposals are for the redevelopment of the Site to provide a total of 6 residential dwellings, with access taken from an existing vehicular crossover to Station Road. The Regional Plan and Local Context Plan are included within **Figures 1 and 2**.

Objectives of CLP

- 1.3 This Outline CLP details the management of traffic during construction of the Site and has been submitted as part of the planning application. It seeks to provide a robust strategy that will minimise the potential for disruption to 'Community Considerations' such as local residents, businesses, members of the public and visitors to the Site, as well as other users of the adjacent highway network.
- 1.4 It also seeks to minimise the environmental impact of the construction process on the locality and will provide best endeavours to be part of a coordinated and collaborative approach with surrounding developments. The Applicant will maintain a dialogue with LBH, adjacent sites and the local community if / when suitable. This CLP has been prepared in line with TfL's Construction Logistics Plan guidance (July 2017).
- 1.5 Site specific objectives are as follows:
- To ensure construction vehicles are timed such that only one attends the Site at any one time.
 - To ensure no construction vehicles will load on-street with all accommodated within off-street loading facilities.
- To ensure pedestrian and cyclist safety is maintained at all times along Station Road.

CLP Structure

- 1.6 The remainder of the CLP will be structured as follows:
- Section 2 details the existing situation from the context of construction vehicles;

- Section 3 includes the construction programme and proposed methodology;
- Section 4 presents the vehicular routes to and from the Site access;
- Section 5 details the strategies and measures to be adopted;
- Section 6 presents the vehicular types and anticipated level of movements;
- Section 7 includes details of the monitoring and review process for the CLP; and
- Section 8 provides a summary.

2 SITE CONTEXT AND SURROUNDING AREA

Policy Context

National Planning Policy Framework (February 2019)

- 2.1 Paragraphs 109 and 110 of the NPPF state that: *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe” and “Developments should ...allow for the efficient delivery of goods”.*
- 2.2 The document sets out long-term strategies for sustainable development which includes the management of traffic, including those associated with development works.

Adopted London Plan (March 2016)

- 2.3 The currently adopted London Plan provides guidance on CLP documents. Policy 6.14 – Freight – states that *‘to promote the uptake of the Fleet Operator Recognition Scheme, construction logistics plans, delivery and servicing Plans and more innovative freight solutions, reflecting the positive experience of the Olympics and seeking opportunities to minimise congestion impacts and improve safety. These should be secured in line with the London Freight Plan and should be co-ordinated with travel plans and the development of approaches to consolidate freight’.*

The Draft London Plan ‘Intend to Publish’ Version (December 2019)

- 2.4 Though still in draft format, the London Plan is regarded as a material consideration and has been applied to the CLP, although the document is yet to be adopted due to a direction for revision from the Prime Minister.
- 2.5 Policy T7 Freight and Servicing states at Point G that:
- ‘Development proposals should facilitate safe, clean and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used when this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments.’*

- 2.6 Plans should *'adopt the latest standards around safety and environment performance of vehicles. The plans should be monitored and managed throughout the construction... phases of the development. TfL's freight tools including CLOCS should be utilised to plan for and monitor site conditions to enable the use of vehicles with improved levels of direct vision. This should be demonstrated through a site Assessment within a Construction Logistics Plan.'*

Mayor's Transport Strategy (March 2018)

- 2.7 The Mayor's Transport Strategy states at Proposal 15 states that:

'The Mayor, through TfL, will work with businesses and the freight and servicing industry to reduce the adverse impacts of freight and servicing vehicles on the street network. The Mayor aims to reduce the number of lorries and vans entering central London in the morning peak by 10 per cent by 2026.'

'Shifting more freight into these cleaner modes [Rail and water] will enable improvements to be made against the Healthy Streets Indicators, help to reduce congestions and free up space on the road network for walking, cycling and buses.'

Mayor's Sustainable Design and Construction SPG (2014)

- 2.8 The Mayors Sustainable Design and Construction SPG highlights key areas that are to be considered to ensure construction practices are sustainable. In terms of logistics, the SPG document states that submitted plans and documents should *'seek to ensure the capacity and safety of the transport network and help minimise emissions into the air'*.

Traffic Management Act (2004)

- 2.9 The Traffic Management Act 2004 aims to reduce traffic congestion in towns and cities when construction is occurring within the area. This Construction Logistics Plan will comply with the Traffic Management Act.

Healthy Streets Approach & Vision Zero

- 2.10 TfL has adopted the Healthy Streets Approach (2017) to improve air quality, reduce congestion and help people lead a more active and healthier lifestyle. The Healthy Streets Approach puts people and their health at the centre of planning and therefore, this Construction Logistics Plan has sought to align the key transport planning proposals towards people first. This has

been done in conjunction with Vision Zero, as set out in the Mayor's Transport Strategy (2018), which aims to remove all deaths and serious injuries from London's transport network by 2041.

Site Context

- 2.11 The Site is located within Wood Green, to the north of Station Road, approximately 200m southeast of Alexandra Palace Rail Station. The Site is bound by residential dwellings to the north and east with New River situated to the west and a narrow access road connecting to Station Road to the south
- 2.12 The Site is highly accessible by public transport modes, with numerous bus services available in the vicinity, as well as Alexandra Palace Rail Station and Wood Green Underground Station both being within a suitable walking distance. The immediate area is predominantly residential in use, with High Road to the east and south of the Site providing retail and commercial uses within Wood Green town centre.
- 2.13 **Figure 1** appended to this report shows a regional plan of the Site in the context of Greater London and the highway network. **Figure 2** appended to this report shows the location of the Site in relation to the surrounding local area and identifies local community considerations.

Local Highway Network

Station Road

- 2.14 The Site takes access via an existing vehicular crossover from Station Road which provides two-way movement for vehicles between the Buckingham Road junction to the northwest and the Lordship Lane / High Road junction to the east. Station Road operates a 20mph speed limit, with single yellow line restrictions in place along the southern kerb, while resident permit holder bays are provided on the northern side of the carriageway. On the section of the route towards the High Road junction, double yellow line restrictions with double yellow kerb blips are in place to prohibit any stopping / loading activity.
- 2.15 Footways of an adequate width are provided on both sides of the carriageway, with raised tables and tactile paving provided at crossing points along the route.

Barratt Avenue

- 2.16 The residential dwellings which border the Site to the north take frontage on Barratt Avenue to the north. The route is a minor residential road connecting Park Avenue to the north with Station Road. One-way access is provided for vehicles travelling southbound from Park Avenue onto Station Road only, although cyclists are permitted to travel in both directions between the two roads.

Local Accessibility

Walking

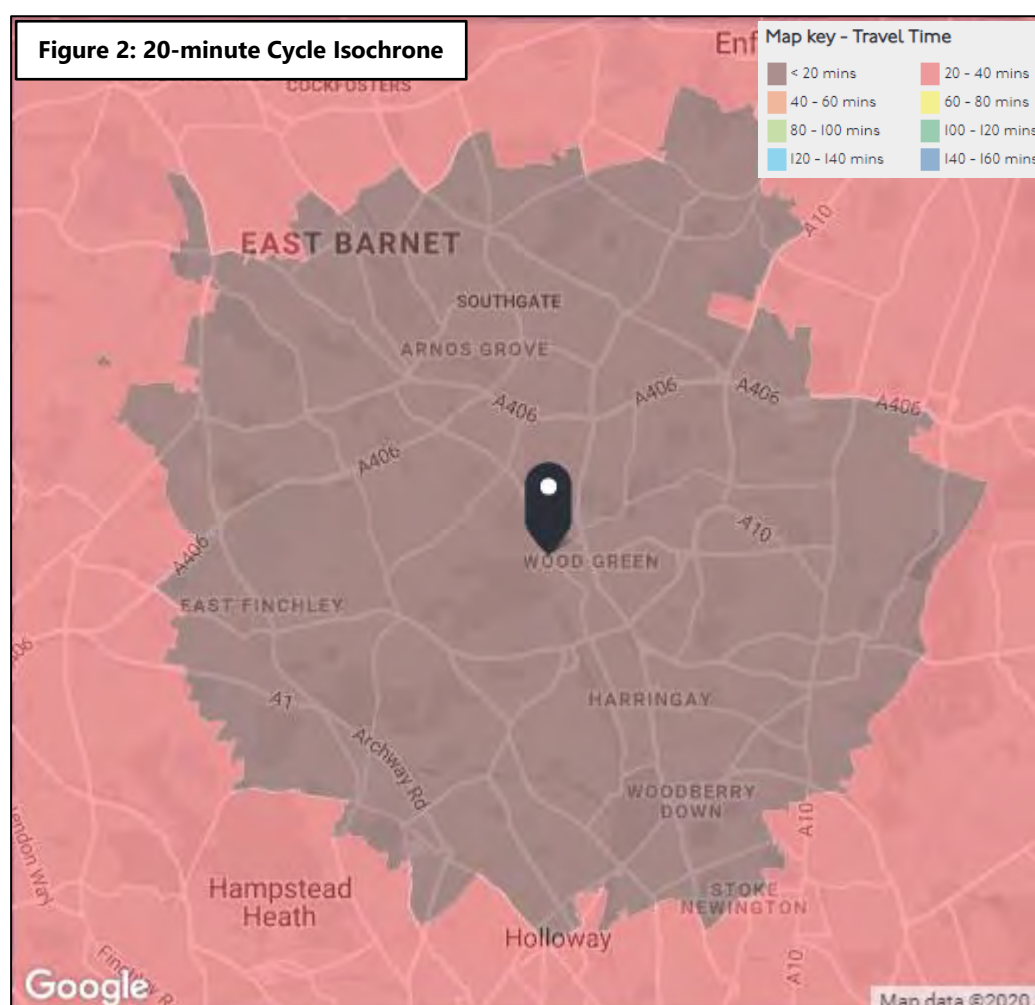
- 2.17 The Site benefits from excellent pedestrian facilities in the surrounding area which provides footways of adequate width and crossing points provided on raised tables, with colour contrasted tactile paving. Signalised crossings are also provided approximately 300m to the east of the Site on Station Road.
- 2.18 **Table 2.1** sets out details of approximate distances between the Site and local amenities and public transport services which are all located within a 20-minute walk.

Table 2.1: Approximate Distances to Local Amenities & Public Transport Opportunities			
Amenity	Location	Distance (metres)	Approx. Walk Time (mins)
Local Amenities			
Morrisons Supermarket	Parkland Road	550	6
NatWest Bank	High Road	650	7
Wood Green Library	High Road	750	9
Civic Centre	High Road	850	11
Shopping Centre	High Road	900	11
Public Transport Opportunities			
Barratt Avenue (Stop K)	Station Road	110	1
Barratt Avenue (Stop H)	Station Road	180	2
Alexandra Palace Station	Station Road	200	2
Wood Green Underground Station	High Road	550	7

- 2.19 The table above demonstrates that several amenities and facilities will be available to residents of the Site within a short walking distance.

Cycling

- 2.20 Station Road provides a good environment for cyclists with cycle lanes marked on both the eastbound and westbound carriageways. Barratt Avenue also prioritises cyclists, with two-way movement permitted for cyclists indicated by road markings and signage, on the one-way vehicular route.
- 2.21 On-street cycle parking facilities are available adjacent to Alexandra Palace Station, at the Station Road / High Road junction, at Wood Green Underground Station and in various locations along the entirety of High Road.
- 2.22 **Figure 2** below indicates a 20-minute cycle distance from the Site, which includes areas such as Crouch End, Finsbury Park, Seven Sisters, Northumberland Park, Palmers Green, Winchmore Hill, Southgate, Arnos Grove, North Finchley and Muswell Hill.



Public Transport

Bus Services

2.23 The nearest bus stop to the Site, Barratt Avenue (Stop K), is located 110m from the Site on Station Road and provides westbound services. The nearest eastbound bus stop is also located on Station Road approximately 180m from the Site.

2.24 **Table 2.2** below provides a summary of frequencies and routes of bus services available within walking distance of the Site.

Table 3.2: Bus Services and Frequencies				
Bus No.	Route	Frequency (minutes)		
		Weekday	Saturday	Sunday
29	Lordship Lane – Trafalgar Square / Charing Cross Station	4 – 8	5 – 8	6 – 9
67	Lordship Lane – Forest Road	8 – 12	10 – 12	11 – 12
121	Enfield Island Village – Turnpike Lane Station	10 – 12	9 – 12	13 – 14
123	Lordship Lane – Hainault Street	7 – 11	9 – 12	13 – 14
141	Tottenham Road – London Bridge Station	4 – 8	6 – 10	10 – 13
184	Turnpike Lane Bus Station - Chesterfield Road	7 – 11	8 – 12	10 – 14
221	Edgware Bus Station – Turnpike Lane Station	6 – 10	7 – 9	11 – 14
230	Fyfield Road – Wood Green Station	13 – 14	13 – 14	14 – 15
232	Mitchell Way – Turnpike Lane Station	10 – 14	10 – 14	19 – 20
329	Little Park Gardens – Turnpike Lane Station	5 – 9	6 – 10	7 – 10
W3	Northumberland Park – Finsbury Park Station	5 – 9	7 – 11	10 – 12
W4	Ulster Gardens – Ferry Lane Primary School	9 – 11	9 – 11	14 – 15

Rail Services

2.25 Alexandra Palace Rail Station is located approximately 200m to the north west of the Site on Station Road. The Station provides access to services operated by Great Northern. Trains to the following destinations call at the Station at the following frequencies (off-peak):

- Moorgate (8 trains per hour)
- Watton-at-Stone (2 trains per hour)
- Welwyn Garden City (4 trains per hour)

- Hertford North (2 trains per hour)

Underground Services

2.26 Wood Green Underground Station is also located approximately 550m to the east of the Site on High Road. The Station provides access to Piccadilly Line services which operate between Cockfosters and Uxbridge / Heathrow Terminals. Up to 24 southbound services and 24 northbound trains operate from the Station each hour.

Car Clubs

2.28 Car club bays and vehicles operated by Zipcar are located in the vicinity of the Site, as summarised below.

- 2 cars - River Park Road, Wood Green – 500m east of the Site
- 1 car / 1 van – Parkland Road, Wood Green – 500m southeast of the Site
- 2 cars – Cranbrook Park, Wood Green – 700m northeast of the Site

Community Considerations

2.29 The Site takes frontage to Station Road via a narrow access route. Therefore, consideration is required with regard to the impact on pedestrians, cyclists and other vulnerable road users utilising when construction vehicles are entering and exiting the construction site via this crossover.

2.30 Construction Vehicles will use the A406 North Circular, A109 Bounds Green Road, Park Avenue, Station Road and the A105 High Road primarily for construction movements. Consideration will be taken regarding the impact construction vehicles can have on pedestrians, cyclists and other vulnerable road users utilising these roads, as well as local residents and businesses.

Local Residents

2.31 Local residents along Station Road will be notified of the demolition and construction works. Residents will be notified not to park or block the access point throughout the build to prevent obstruction of construction vehicles when entering and exiting the Site, and therefore, to avoid traffic congestion on Station Road.

Schools and Community Spaces

- 2.32 Heartlands High School, St Paul's Catholic Primary School and Alexandra Primary School are all located within 300m of the Site. All drivers will, therefore, be made aware of the potential for school children on local footways during school start and finish times.

Pedestrian & Cyclist Safety

- 2.33 Owing to the presence of the vehicle access on Station Road, and the requirement for HGVs, consideration for how pedestrian and cyclist safety is maintained throughout the construction period is required.

Community Engagement

- 2.34 A member of the project management team will be elected as a Community Liaison Officer whose contact details will be made available on the Site hoarding including a 24-hour emergency number. Their role and responsibilities will be inclusive of being the primary point of contact for the local community and answering queries and questions where necessary.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

Construction Programme

- 3.1 A detailed construction programme will be submitted to the Council as part of the final Construction Management Plan prior to commencement of works following the appointment of the Contractor.
- 3.2 Construction is expected to take circa 18 months with the development completed and ready for occupancy in Spring 2022. This is subject to the receipt of planning permission and associated discharge of planning conditions prior to commencement on-site.

Construction Methodology & Site Arrangement

- 3.3 The arrangements detailed within the following paragraphs will be used to assist in making the Site safe and secure for pedestrians, cyclists and road users as well as site operatives.
- 3.4 A final contractor has yet to be appointed for the proposed development and as such, the proposed site arrangements are to be recognised as 'high level', with detailed site arrangements provided as part of the Final CLP.
- 3.5 The Existing Highway Arrangement is provided at **Appendix A**.
- 3.6 All construction vehicles will access the Site from Station Road, under banksmen control with no construction vehicles loading or unloading on-street.

Demolition Arrangement

- 3.7 The proposed demolition arrangement is shown at **Appendix B**.
- 3.8 Prior to the demolition of the existing outbuilding skip lorries will access the Site from the northwest on Station Road, reversing into the Site under the supervision of banksmen and parking within the access route, where the Site loading area will be located. Vehicles will then exit onto Station Road in forward gear. This arrangement will be used until the outbuilding has been removed and vehicles can enter the Site, turn and exit the Site in forward gear. The swept path analysis for the demolition arrangement is also provided at **Appendix B**.

Construction Arrangement

- 3.9 The proposed arrangement for the construction phase is included at **Appendix C**.
- 3.10 Once the Site is cleared, following demolition works, general loading / unloading and concrete pumping will commence. It is proposed that two site loading areas are provided. Loading Area A will be located in the centre of the Site for vehicles travelling into the Site in forward gear, turning within the Site and leaving in forward gear.
- 3.11 Loading Area B will be provided along the access route (as with the demolition arrangement) which will be utilised once all the proposed structures are in place, preventing vehicle access into the remaining site. This arrangement will require vehicles such a small tipper to reverse under banksmen control from Station Road into Loading Area B.
- 3.12 Swept path analysis demonstrating vehicle access and egress for the construction arrangement is also provided at **Appendix C**.

General Arrangements

- 3.13 The Site will be fully secured with hoarding to any exposed boundaries. The hoarding will be provided in line with all LBH regulations with a noticeboard placed in a prominent visible position on Station Road. All plant, material and equipment will be stored on-site and not on the public highway.
- 3.14 It is noted that no on-site parking will be available for staff or visitors to the Site. In the event that private vehicles are required to access the Site, operatives will be expected to unload any materials or equipment before finding a pay and display or private off-street parking opportunity in the local area.
- 3.15 Private vehicle use by operatives working at the Site and visitors will be discouraged throughout the proposed works with public transport and active modes promoted.

Construction Traffic Hours

- 3.16 It is proposed that the core operational hours for work traffic will be as follows:
- Weekdays: 08:00 – 18:00
 - Saturday: 08:00 – 13:00

- Sunday & bank holidays: no vehicle activity.

- 3.17 There may be a requirement for vehicles to arrive and depart outside of usual traffic hours to allow specialist activities to be undertaken; or to deliver bulky machinery / materials before busy traffic periods. The Council will be provided with prior notification in regard to any special dispensation for out-of-hours vehicle activity, for example in the event a mobile crane is required by the Main Contractor (once appointed).
- 3.18 The contractor will use 'best endeavours' to schedule vehicle activity to avoid school/college drop-off and pick-up times i.e. between 08:00-09:00 and 15:00-16:00.
- 3.19 There will be no working on Sundays and bank holidays unless there is a requirement for emergency works and abnormal deliveries. The Council will be provided with prior notification.
- 3.20 The Site will be provided with 24-hour security to prevent any unauthorised access outside of hours.

Vehicle Types

- 3.21 The size of vehicles will be restricted by the available space on-site and the aim to minimise the effects of demolition traffic on the locality.. The main vehicle types will include:
- 8.3m length, 2.3m width Concrete Mixer;
 - 7.25m length, 2.5m Skip Lorry;
 - 6.5m length, 2.5m width Small Tipper; and
 - 3.5t Panel Van.
- 3.22 It is noted that the exact type of vehicle to be used will be subject to the specific requirements of the Contractor, however, the above vehicles provide a detailed breakdown of likely vehicles used during demolition.

4 SITE ACCESS AND VEHICULAR ROUTING

Site Access

- 4.1 Construction staff, operatives and visitors arriving by foot will access the Site from Station Road.
- 4.2 The site will be fully hoarded on all boundaries. A primary entrance gate will be provided into the Site from the existing crossover on Station Road.
- 4.3 Swept path analysis of the largest vehicles expected to be used during the construction process has been undertaken, including a skip lorry (demolition), small tipper (general loading) and concrete mixer (concrete pumping). A copy of this swept path analysis is included at **Appendix B and C**, showing these vehicles accessing and egressing the Site.

Proposed Vehicular Route

- 4.4 Vehicles arriving to the Site from the north, will make use of the A406 North Circular strategic road, turning south onto A105 Green Lanes, then travelling north west on A109 Bounds Green Road before turning onto Park Avenue and then using the roundabout to access Station Road from the northwest. Vehicles can also approach from the northwest on the A406, turning onto the A109 Bounds Green Road and continuing southeast until meeting Park Avenue, from which Station Road can be accessed.
- 4.5 Vehicles approaching from the east are anticipated to make use of the A10 strategic road, then travelling along White Lane, before turning south onto A105 High Road and using the A109 Bounds Green Road and Park Avenue to access the Site.
- 4.6 Vehicles travelling from the south, are expected to make use of the A503 Seven Sisters Road or the A105 Green Lanes, before travelling north on the A105 Green Lanes, then turning onto the A109 Bounds Green Road and travelling along Park Avenue to reach Station Road and access the Site.
- 4.7 The proposed vehicle routes are considered to be the most appropriate and suitable for larger vehicles and seeks to minimise disruption to local road users. All vehicle arrivals and departures will be managed by Banksman and Road Marshalls to ensure appropriate safety and traffic management measures are adhered to. The map included at **Figure 3** shows the anticipated vehicle routing.

- 4.8 Traffic marshals / banksmen shall be employed throughout the contract to ensure that no conflict occurs between local road users and construction vehicles. The surrounding highway will be kept open for normal traffic to ensure satisfactory access and movement for existing occupiers of neighbouring properties during the proposed works. Coordination will also be carried out with surrounding developments when necessary, to minimise potential disruption.

Swept Path Analysis

- 4.9 Vehicle swept path analysis has been prepared to demonstrate that the vehicle types and sizes proposed will be able to safely access and egress the Site at the proposed loading area within the Site. The vehicles used within the swept path analysis are considered the largest expected to access the Site during demolition. A copy of the swept path analysis plans is included at **Appendix B**.

5 STRATEGIES TO REDUCE IMPACTS

Overview

- 5.1 **Table 5.1** below sets out the committed, proposed and considered checklist replicated from the TfL Construction Logistics Plan guidance (July 2017).

Table 5.1: High Impact Site Planned Measures Checklist			
	Committed	Proposed	Considered
Measures Influencing Construction Vehicles and Deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries		X	
Re-timing for out of hours deliveries		X	
Use of holding areas and vehicle call off areas		X	
Use of logistics and consolidation centres		X	
Measures to Encourage Sustainable Freight			
Freight by Water			n/a
Freight by Rail			n/a
Material Procurement Measures			
DfMA and off-site manufacture		X	
Re-use of materials on site			n/a
Smart procurement		X	
Other Measures			
Collaboration amongst other sites in the area	X		
Implement a staff travel plan	X		

Project Manager

- 5.2 The Main Contractor for the Site is yet to be appointed with this Outline CLP submitted as part of a planning application. During development planning stage however, a Preconstruction Manager has been appointed. The Preconstruction Manager will be the point of contact preconstruction only, with a final contractor to be appointed prior to any demolition/construction works. The Main Contractor details will be provided within the Final CLP; in the meantime, the Preconstruction Manager's details are as follows:

Name: Danny Sofizade
Company: Arden Property Ltd
Address: 58 Arden Road, London, N3 3AE
Telephone: 0208 144 9514
Email: danny@ardenproperty.co.uk

- 5.3 The Project Manager will assume all responsibility for implementing the measures within the CLP until such a time when the Main Contractor is appointed, at which point relevant details will be submitted to LBH. The contact details for the Project Manager will be displayed at the Site and published on any temporary licenses granted by the Council (such as for hoarding or scaffolds).
- 5.4 The Project Manager will liaise with local stakeholders when and where it is relevant to do so. The Project Manager will also be responsible for monitoring and reviewing this CLP on an ongoing basis to reflect the changing needs of the project and / or any changes to the local road network.
- 5.5 The appointed Project Manager will act as a point of contact between local stakeholders / businesses so that in the event of issues / concerns arising during the construction process, action can be taken without delay. The Project Manager will liaise with the project managers for any other sites where work is carried out concurrently, such that matters can be coordinated where required.
- 5.6 Information boards will be displayed at the Site highlighting the key personnel on-site including their contact details. A 24-hour emergency contact number will also be provided.
- 5.7 A Neighbourly meeting will occur prior to commencing on site and will occur throughout the construction process. Newsletters will also be produced and circulated by the Project Manager.
- 5.8 Local neighbours will be able to call the Site office to raise any concerns and the Project Manager will personally deal with any comments or complaints to ensure that they are resolved quickly. A record will be kept of any / all comments and complaints received.

Neighbourhood Consultation

- 5.9 The hoarding of the Site will be provided with contact details for the Site Manager so that the community can remain in contact during the demolition phase.

Measures Influencing Vehicles and Deliveries

Safety and environmental standards and programmes

- 5.10 The construction project will be registered with the Considerate Constructors Scheme in order to minimise any negative impact that the proposed works may have on the local area.

- 5.11 It will be a requirement for Contractors to be registered with the FORS scheme and to ensure all subcontractors are also registered. FORS will be a mandatory requirement where applicable (except for vehicle types and sizes that are not subject to the FORS standard) and recognise that FORS:
- Creates safer drivers – with significantly reduced occurrence of accidents;
 - Will encourage suppliers to improve fuel economy associated with the project;
 - Provides a system to identify 'at risk' drivers, allowing the project team and suppliers to target training and incentives effectively;
 - Improves certainty of deliveries and collections; and
 - Promotes a reduction in journeys to and from the Site.
- 5.12 A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project Manager and any relevant parties. In order to effectively undertake this, the 'FORS Manager' reporting tool will be utilised.
- 5.13 It is a requirement for all contractors to be signatories of the Construction Logistics and Community Safety (CLOCS) initiative. Operating to the CLOCS standard will ensure that transport and logistics are managed to the highest industry standard.
- 5.14 Banksman and Road Marshalls will be on-site at all times throughout the proposed works to ensure appropriate safety and traffic management measures are adhered to.

Adherence to Dedicated Routes

- 5.15 Details of routes to be used for journeys to and from site for road operations are provided in Section 4. The routes to / from the Local and Strategic Road Network are specified. These access routes have been reviewed with respect to potential impacts, conflicts and hazards.
- 5.16 A routing plan will be given to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The supplier will be made aware that these routes are required to be followed at all times unless agreed or alternate diversions are in place.
- 5.17 Vehicle arrivals / departures will be programmed to reduce the potential for unnecessary delay and congestion at the Site.

- 5.18 The scheduling of materials, deliveries and waste collection will be managed in order to ensure simultaneous vehicle arrivals are prevented. Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the Site is ready to receive a vehicle. In addition, verbal briefings of the access route will be provided to all suppliers, contractors and visitors prior to them undertaking a journey.
- 5.19 Re-timing out of peak times will aid the operational efficiency of the Site and also the neighbouring area.
- 5.20 If an unauthorised delivery arrives at site, the vehicle will be accommodated if there are no scheduled vehicles within the next available timeslot. Persistent unauthorised deliveries will be dealt with via a 3-strike policy whereby their contract to deliver to the Site will be reviewed.

Delivery Scheduling

- 5.21 The scheduling of spoil removal and deliveries will be managed in order to effectively utilise the loading area on-site. Suppliers will be given instructions asking the vehicle driver to call ahead to ensure that the Site is ready to receive a vehicle. In addition, verbal briefings of the access route will be provided to all suppliers, contractors and visitors prior to them undertaking a journey.
- 5.22 An efficient and effective logistical operation could provide material benefits to the efficiency of deliveries and, as such, a robust delivery system will be implemented. In the event multiple a constant chain of vehicles are required, for example during concrete pouring or steel deliveries, banksmen will order vehicles to hold on the northern side of Station Road, where single yellow lines allow waiting for up to 40 minutes whilst the on-site loading area is cleared.
- 5.23 In the event an unauthorised vehicle arrives at the Site, the driver will be instructed to exit the area and re-schedule a delivery time with the main contractor, due to the spatial constraints. Persistent unauthorised deliveries will be dealt with via a 3-strike policy whereby their contract to deliver to the Site will be reviewed.

Re-timing for Out-of-Peak / Out-of-Hours Deliveries

- 5.24 All transit vans and spoil removal vehicles during the demolition phase will be timed to occur outside of traditional peak hour periods (08:00-09:00 and 17:00-18:00) as well as to avoid school drop-off and pick-up i.e. to occur between 09:30 and 14:30. There will be no

requirement for out-of-hours deliveries during the demolition phase with all deliveries occurring between the above times.

Use of Holding Areas and Vehicle Call-Off Areas

- 5.25 As the Site is relatively small, unauthorised vehicles will not be accommodated on-site or on the public highway. When multiple vehicles are required, vehicles will be held on Station Road.

Use of Logistics and Consolidation Areas

- 5.26 As the vast majority of the works will relate to the removal of material / spoil from the Site, there will be no opportunity to consolidate deliveries other than maximising the amount of spoil removed per vehicle to ensure the minimum number of vehicles are required throughout the demolition phase.

Measures to Encourage Sustainable Freight

- 5.27 It is not possible to undertake deliveries by rail for this project owing to the commuter-centric use of the nearby railway line. Freight by water is not deemed appropriate given the Sites' distance from a suitable water transport source.

Material Procurement Measures

Spoil / Waste Collection

- 5.28 Where possible, segregation of recyclable and non-recyclable material will be employed for all waste generated throughout the construction process.
- 5.29 All waste materials will be deposited into containers held on Site with each trade responsible for clearing their own waste. All Site waste will be collected by a licensed waste carrier and will be taken to a registered waste transfer station for sorting and recycling / re-use.
- 5.30 Waste Management will be monitored and recorded as part of the Site's 'Smart Waste' obligations.
- 5.31 A Site Waste Management Plan (SWMP) will be implemented if deemed necessary / appropriate to detail the disposal and management procedures relevant to the demolition phase. If implemented, the SWMP will seek to minimise and reduce waste production.

- 5.32 Consideration will be given to the employment of smart procurement measures such as last mile logistics solutions and sourcing local suppliers. This will also be explored following the appointment of a contractor.

Re-use of Materials on-site

- 5.33 The re-use of materials will be considered by the Applicant on-site.

DfMA and Off-Site Manufacture, and Smart Procurement

- 5.34 Smart procurement will be implemented by the Applicant wherever possible.

Other Measures

- 5.35 The developer and appointed contractor will consult with LBH and other contractors / developers in the area to minimise disruption.

Collaboration amongst other Construction Sites in the area

- 5.36 The Applicant and appointed contractor will consult with LBH, TfL and other contractors / developers in the area to minimise disruption and potentially consolidate deliveries. The list of other developments will be updated by the contractor monthly to ensure all relevant developments in the locality are considered.

Construction Staff Travel Plan

- 5.37 Implementation of a Construction Staff Travel Plan will be reviewed by the local planning authority and updated within the later iterations of this CLP. A Construction Staff Travel Plan provides a suite of measures to discourage the use of private vehicles by encouraging the use of public transport and active modes of travel (walking and cycling).
- 5.38 No construction staff car parking will be provided, however, in the event operatives are required to bring vehicles to site, operatives will be expected to unload any materials or equipment before finding parking opportunity on-street. This approach will not be promoted and will be prevented wherever possible throughout the programme of works.

Public Highway

- 5.39 At no time will material or plant be stored on the public highway and no works equipment will over-sail the highway at any point when on-site.
- 5.40 The Contractor will undertake a condition survey of the public highway in the immediate vicinity of the Site prior to work commencement. This survey will be used to monitor the condition of the public highway throughout the programme of works and be used to identify any issues which need to be rectified at the completion of the works.
- 5.41 The Project Manager will make contact with the relevant utility companies in order to co-ordinate any scheduled work.

Road Closure

- 5.42 There is no need for road closures to occur in order to undertake the proposed works with sufficient width remaining for vehicles to pass on Station Road. However, in the unlikely event this is required, appropriate consent and licenses will be obtained. Any road closures will be planned in advance, in accordance with the relevant authorities and in compliance with prescribed notice periods.
- 5.43 All appropriate consent and licenses will be obtained for on-street construction deliveries.
- 5.44 Notice regarding planned closures and diversions of roads and footpaths forming part of, or adjacent to, the Site will be given to the Council, the Police, Fire Brigade, other emergency services and bus operators as appropriate.

Pedestrian and Cyclist Safety

- 5.45 Works traffic can pose a potential risk to pedestrian and cyclist safety when not managed effectively. Vulnerable road users' safety will be paramount throughout the proposed works period. The use of Banksman and Road Marshalls during all periods of operation at the Site will assist pedestrian and cyclist safety, particularly when vehicles are manoeuvring into and from the Site access.
- 5.46 A hoarding will be installed to all exposed boundaries at the Site. The hoarding will screen off any works or activities and protect passers-by as well as reduce dust and noise emissions.

- 5.47 In addition, the hoarding will contain lighting illumination so it is easily seen at night by traffic and pedestrians using the surrounding roads. The hoarding will be secured each evening by the contractor's project team.

6 ESTIMATED VEHICULAR MOVEMENTS

- 6.1 As stated earlier in this report, a Contractor has not yet been appointed on the project, therefore information regarding constriction vehicle movements is not available at this stage. Further information regarding vehicular movements will be provided following the appointment on the Main Contractor and set out within the Construction Management Plan (CMP), and the Final CLP, both of which will be provided prior to commencement of construction.

7 IMPLEMENTING, MONITORING AND UPDATING

7.1 An appointed Construction Logistics Manager will be in charge of implementing the CLP. This role may be a part-time role undertaken by the Main Contractor. It is recognised that the CLP is a 'live' document and as such will be subject to constant review and monitoring in order to react to any changes during its implementation.

7.2 The Construction Logistics Manager will monitor and record information on the following:

Number of Vehicle Movements to the Site

- Total;
- By vehicle type / size;
- Time spent on-site; and,
- Delivery / collection accuracy compared to schedule.

Breaches and Complaints

- Community concerns about construction activities;
- Unconformity to vehicle routing requirements;
- Unacceptable queuing;
- Unacceptable parking; and
- Breaches in compliance with safety and environmental standards and programmes.

Safety

- Record of serious injuries and fatalities; and
- Vehicles and operators not meeting safety requirements.

7.3 The safety record and any other information will be recorded by a member of staff, as well as through the delivery booking and tracking system to be implemented.

7.4 A Contractor Handbook and Driver Handbook will be produced as part of the CLP in order to distribute information relating to site operations.

7.5 The core information to be provided in each handbook is summarised below:

Contractors Handbook

- Safety procedures;
- Anti-idling procedures;
- Vehicle routing and delivery scheduling; and
- Driver training

Drivers Handbook

- Authorised routes to and from the Site;
- Site opening times;
- Booking and scheduling information;
- Designated loading area specifications and terms of use;
- Anti-Idling; and
- Vulnerable road user safety.

8 SUMMARY

- 8.1 The CLP provides all details required for the successful management of works vehicles to and from the Site. The CLP is a live document and will be updated if any changes are required throughout the proposed programme of works.

Figure 1



NOTES

- 1. Do not scale from this drawing.
- 2. This drawing is to be read & printed in colour.
- 3. This drawing is for illustrative purpose only.

KEY:

A	Location Plan (strategic Context)	SW	DP	04.12.2019
Rev	Details	Drawn	Check	Date

REVISION HISTORY

Client:

Arden Property

Project:

Land to the rear of 132 Station Road, London, N22 7SS

Drawing Title:

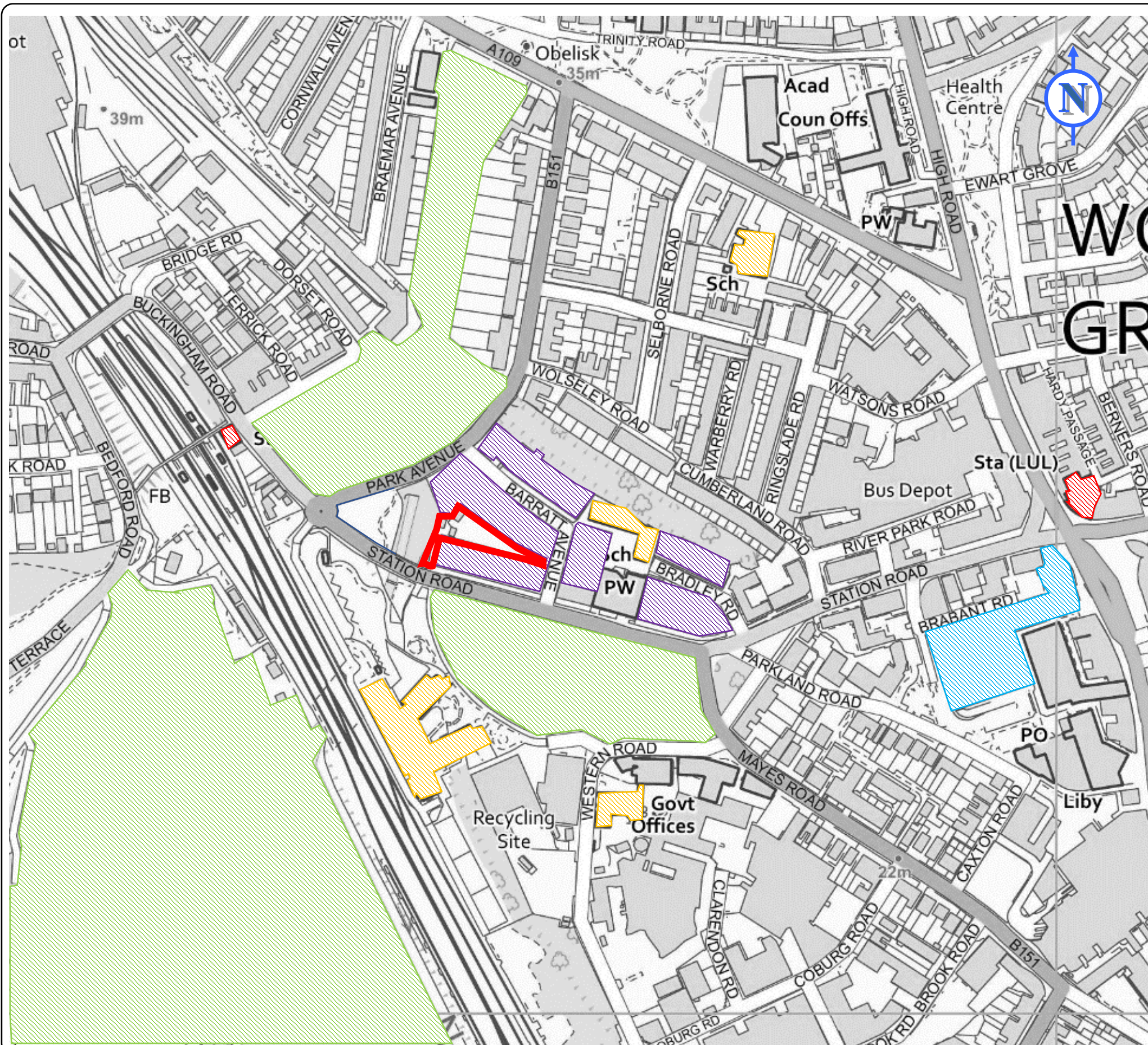
Regional Context Plan

Scale:	NTS	Size:	A3
Drawn by:	A.S	Checked by:	D.P
		Date:	09.03.20



Scheme Ref:	Drawing No:	Sheet:	Rev:
CA4231	1	1	.

Figure 2



NOTES

1. Do not scale from this drawing.
2. This drawing is to be read & printed in colour.
3. This drawing is for illustrative purpose only.

KEY:

Red Line Boundary

Residential

Retail

Transport Nodes

School

Open Space

Rev	Details	Drawn	Check	Date
-	-	-	-	-

REVISION HISTORY

Client:

Arden Property

Project:

Land to the rear of 132 Station
Road, London, N22 7SS

Drawing Title:

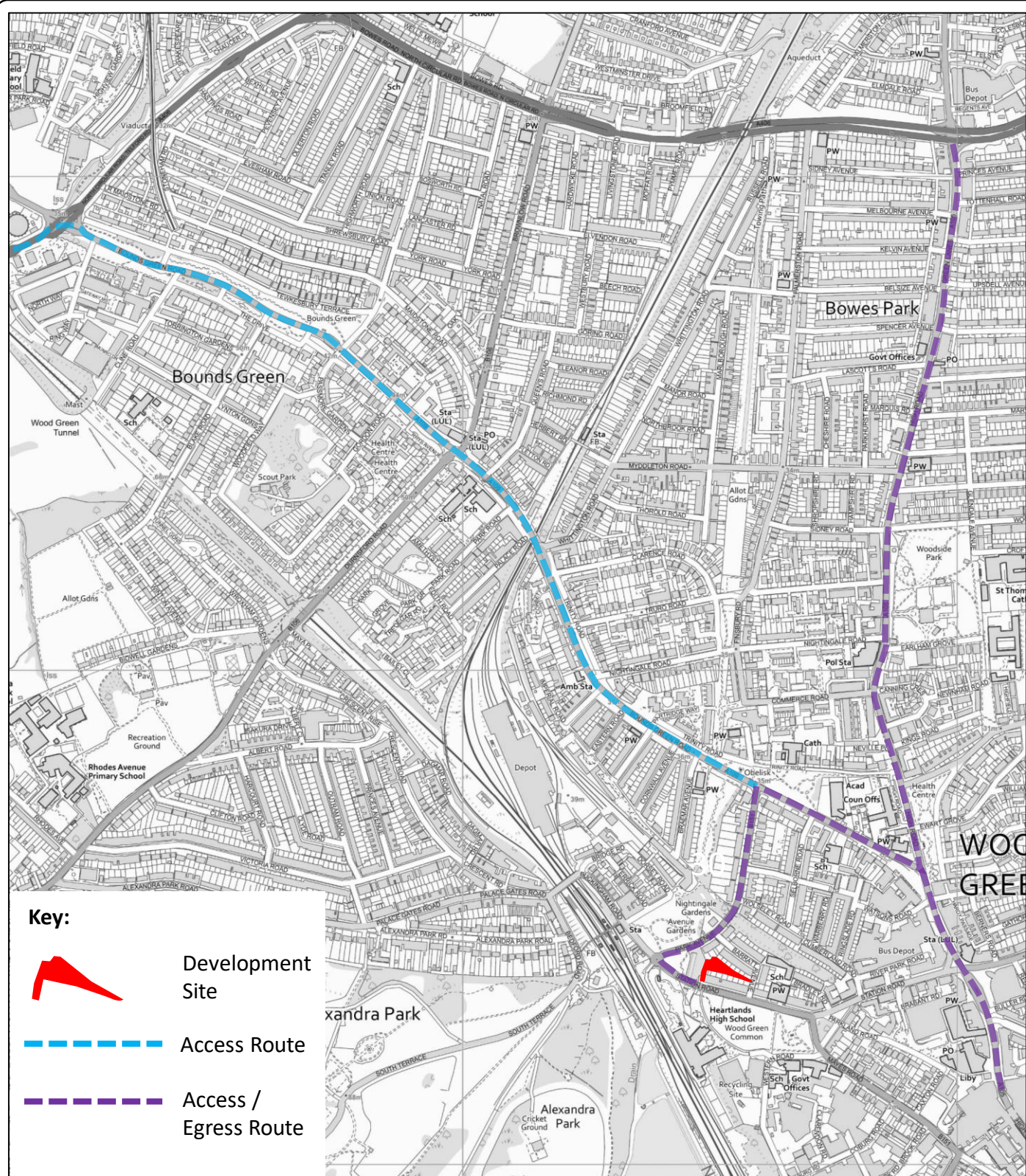
Local Context Plan

Scale:	NTS	Size:	A3
Drawn by:	Checked by:	Date:	
A.S	D.P	09.03.20	

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet:	Rev:
CA3445	1	1	.

Figure 3



Project:

Station Road, Wood Green

Drawing Title:

Construction Vehicle Routing

Drawn:
A.S.

Checked:
D.P.

Date:
04.03.2020

Scale:
NTS

Size:
A4

Client:

Arden Property

CANEPARO
ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

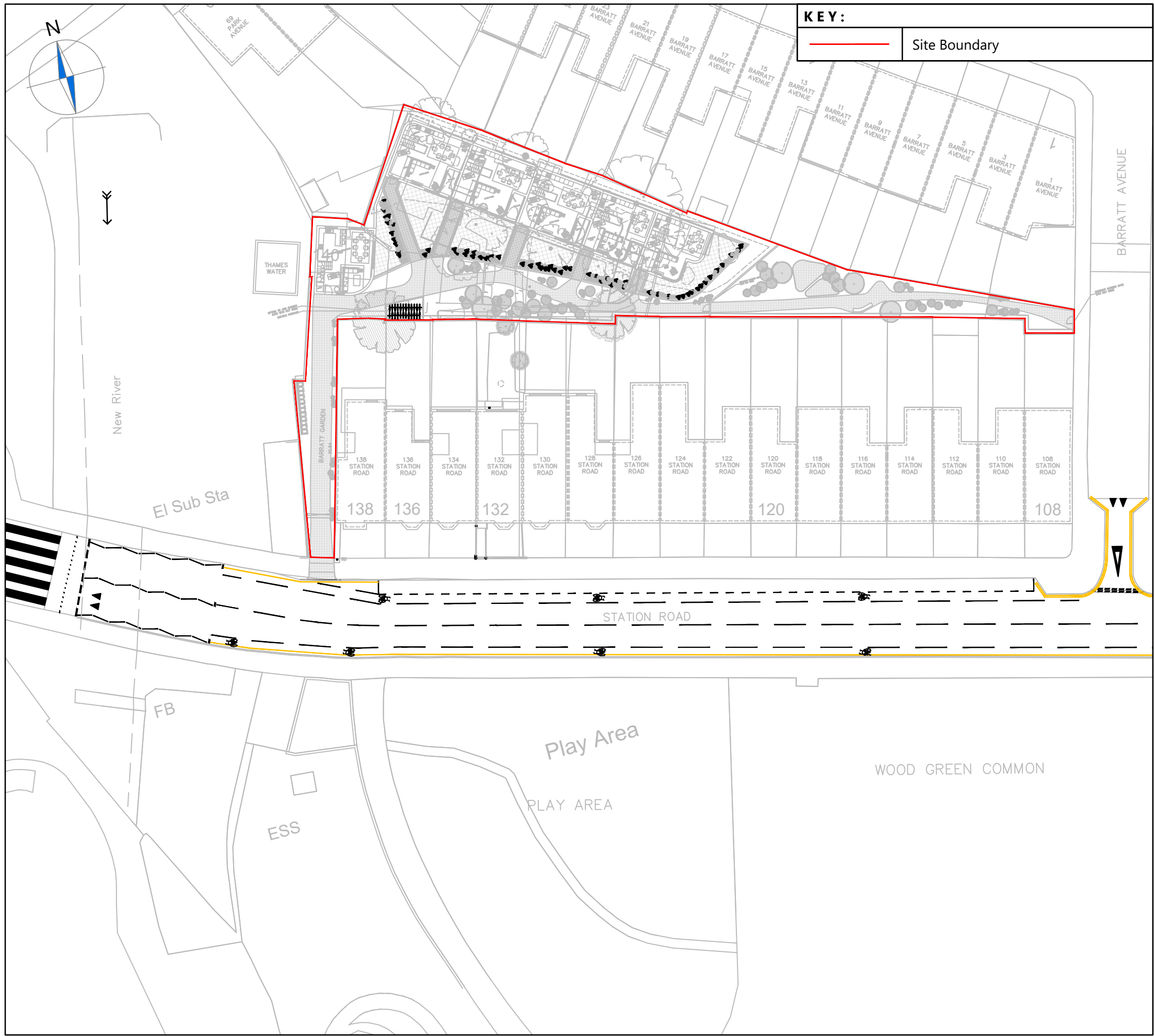
Scheme Ref:
4231

Drawing No:
-

Sheet:
-

Rev:
-

Appendix A



NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

Rev	Details	REVISION HISTORY	Drawn	Checked	Date
Status:	☐ Preliminary	☐ For Approval	☐ For Construction		
	☒ For Information	☐ For Tender	☐ As Built		

Client: Arden Property 3

Project: 140 Station Road
London, N22 7SS

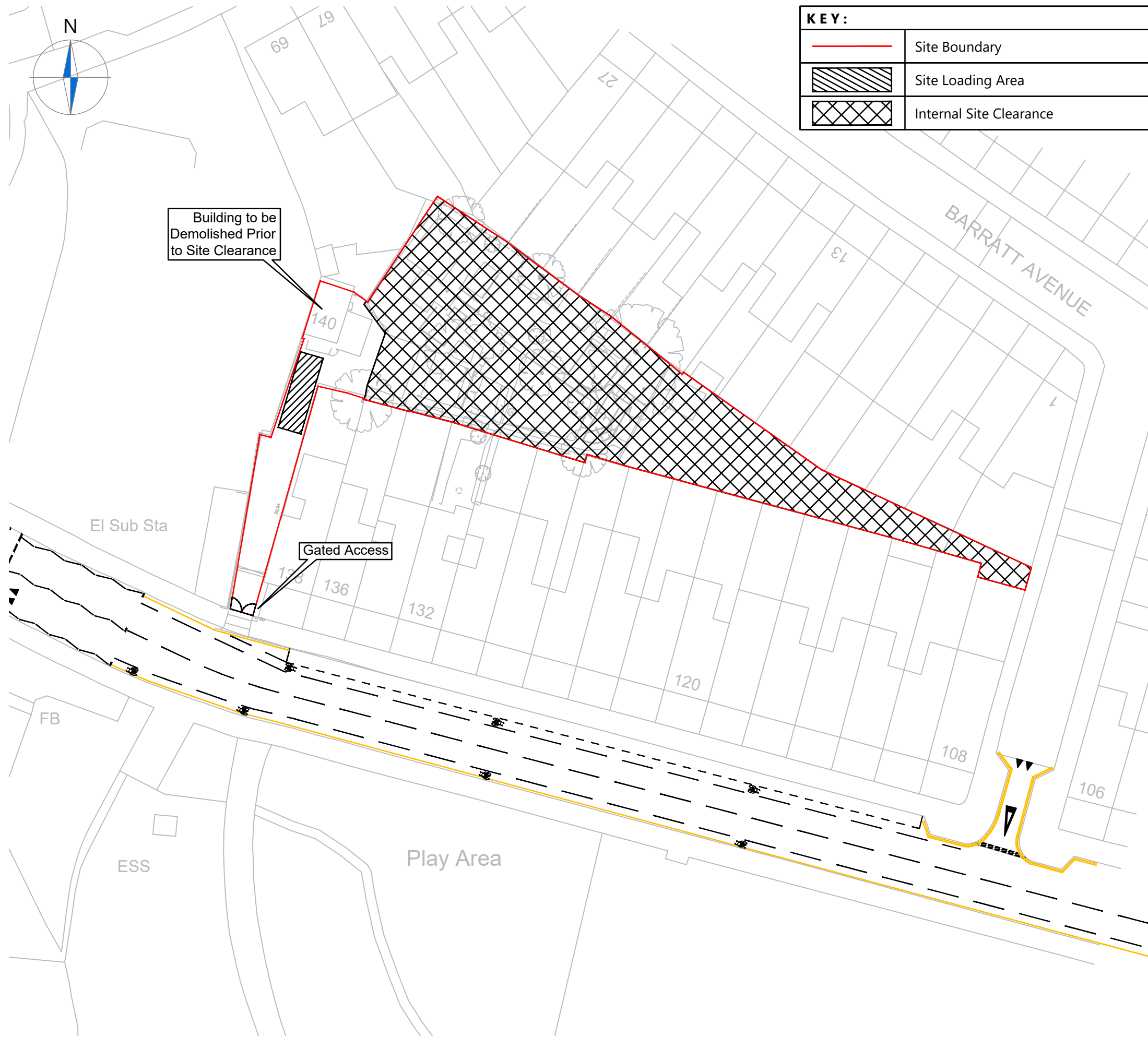
Drawing Title: Existing Highway Arrangement

Scale:	1:500	Size:	A3
Drawn by:	AFG	Checked by:	AS
		Date:	20.03.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4231	0001	1 of 1	...

Appendix B



KEY:	
	Site Boundary
	Site Loading Area
	Internal Site Clearance

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

Rev	Details	REVISION HISTORY			Drawn	Checked	Date
Status:							
☐ Preliminary		☐ For Approval		☐ For Construction			
☒ For Information		☐ For Tender		☐ As Built			

Client:

Arden Property 3

Project:

140 Station Road
London, N22 7SS

Drawing Title:

Demolition Arrangement

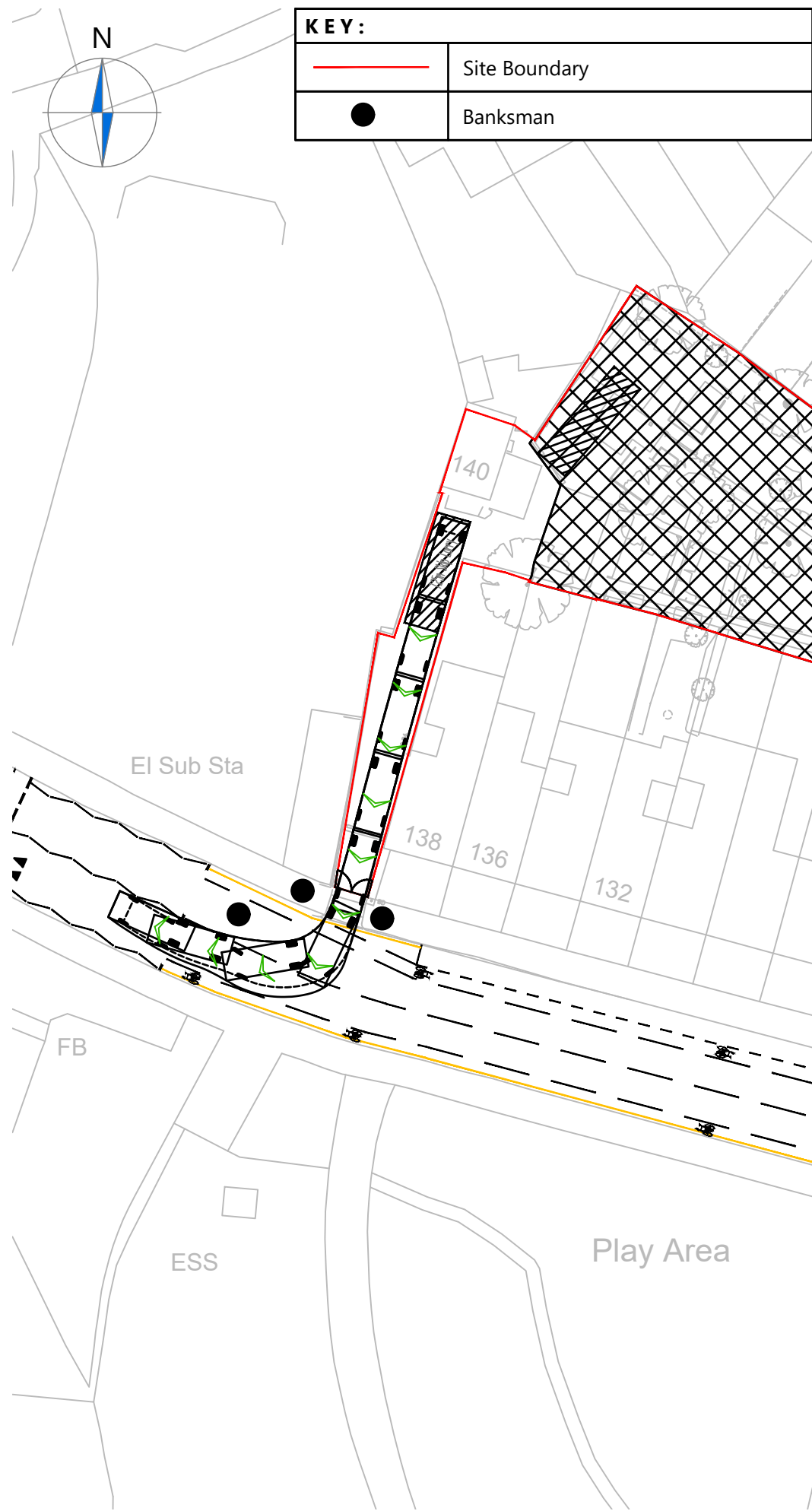
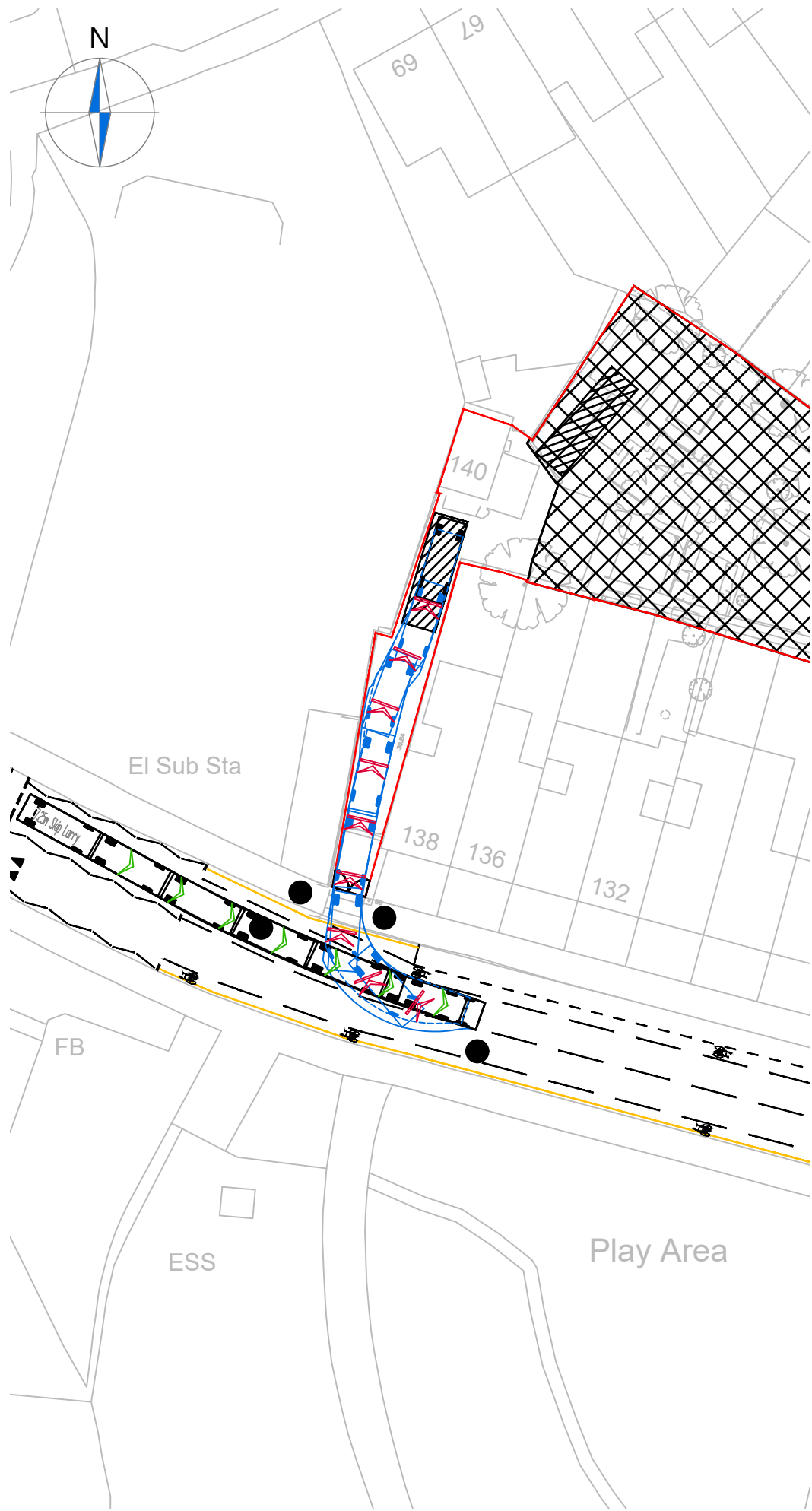
Scale: 1:500 Size: A3

Drawn by: AFG Checked by: AS Date: 13.03.2020



CANEPARO
ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4231	0002	1 of 1	...

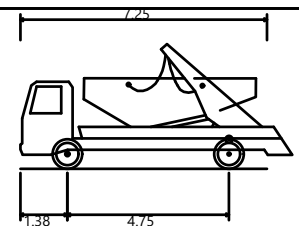


KEY:	
	Site Boundary
	Banksman

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

SKIP LORRY



Overall Length	7.250m
Overall Width	2.480m
Overall Body Height	3.664m
Min Body Ground Clearance	0.410m
Max Track Width	2.480m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.905m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (*design speed - 5kph*)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (*design speed - 2.5kph*)

Rev	Details	REVISION HISTORY			Drawn	Checked	Date
Status:							
☐ Preliminary ☐ For Approval ☐ For Construction ☒ For Information ☐ For Tender ☐ As Built							

Client:

Arden Property 3

Project:

140 Station Road
London, N22 7SS

Drawing Title:

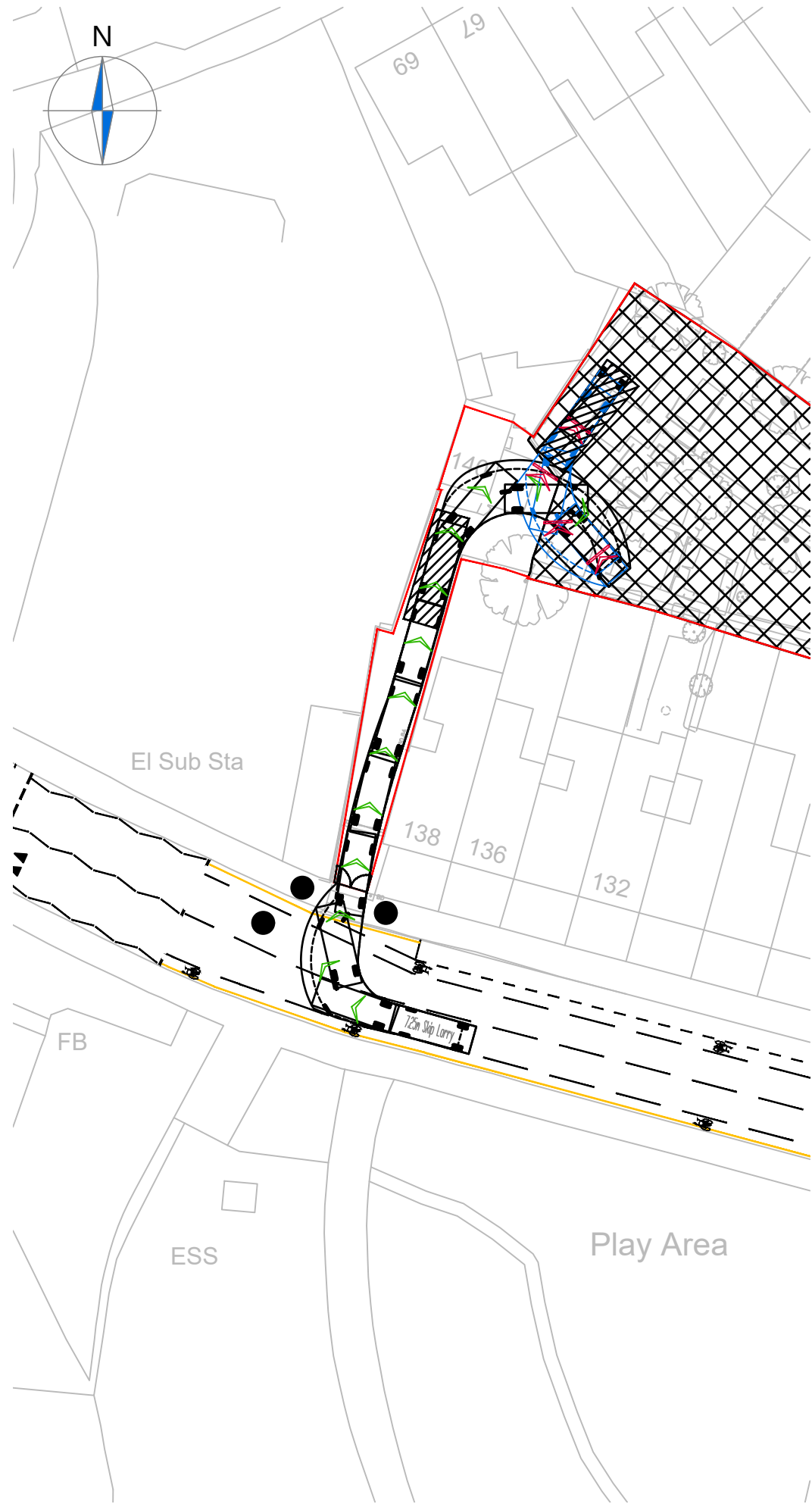
Demolition
Vehicle Swept Path Analysis of a
Skip Lorry

Scale: 1:500 Size: A3

Drawn by: AFG Checked by: AS Date: 20.03.2020

CANEPARO ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4231	TR006	1 of 2	...

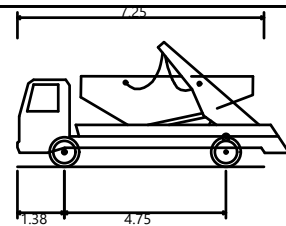


KEY:	
	Site Boundary
	Banksman

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

SKIP LORRY



Overall Length	7.250m
Overall Width	2.480m
Overall Body Height	3.664m
Min Body Ground Clearance	0.410m
Max Track Width	2.480m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.905m

FORWARD MOVEMENTS ARE SHOWN IN BLACK (design speed - 5kph)

REVERSE MOVEMENTS ARE SHOWN IN BLUE (design speed - 2.5kph)

REVISION HISTORY

Rev	Details	Drawn	Checked	Date
Status:	☐ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client:

Arden Property 3

Project:

140 Station Road
London, N22 7SS

Drawing Title:

Demolition
Vehicle Swept Path Analysis of a
Skip Lorry

Scale:

1:500

Size:

A3

Drawn by:

AFG

Checked by:

AS

Date:

20.03.2020



Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:

CA4231

Drawing No:

TR006

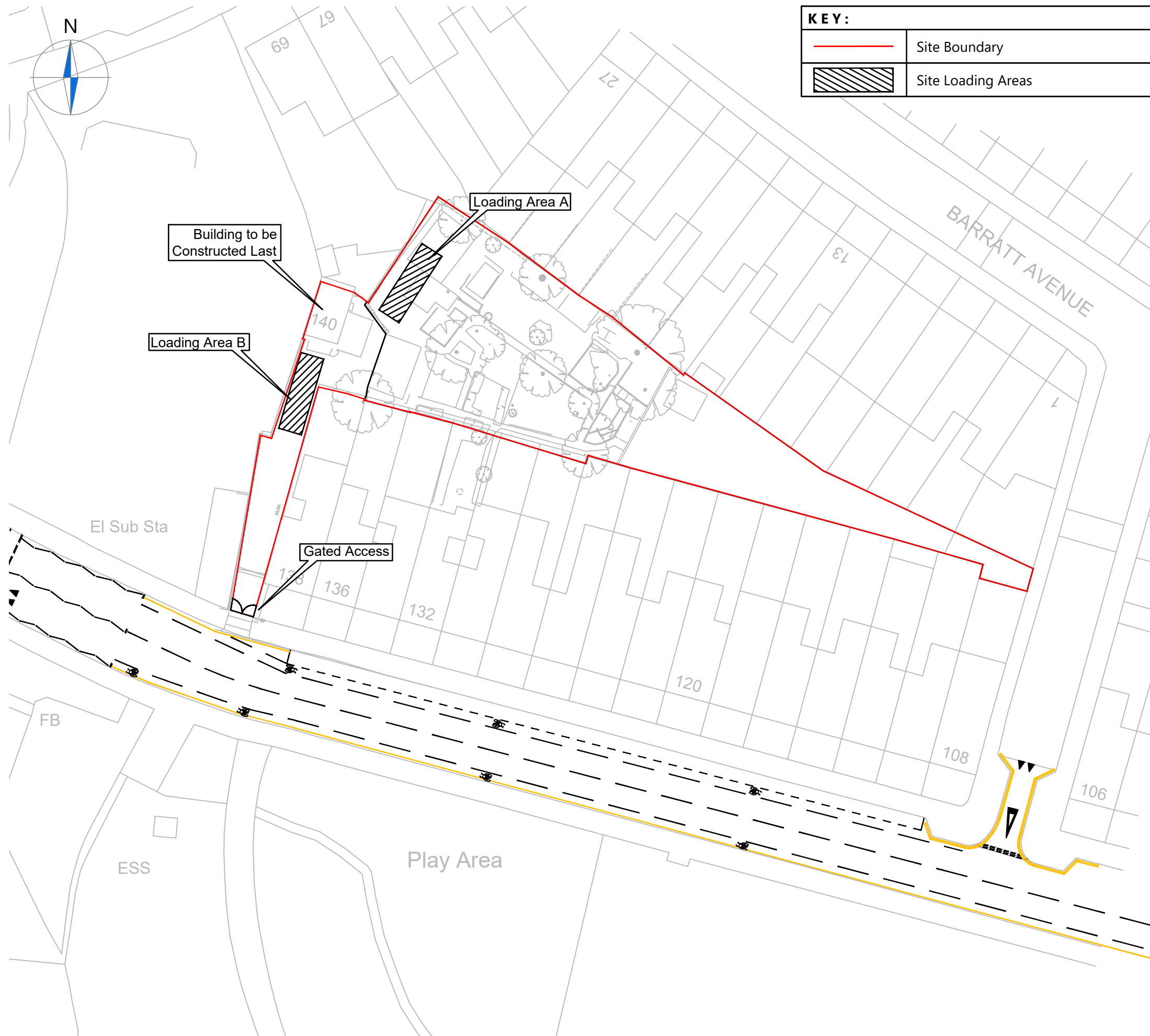
Sheet :

2 of 2

Rev:

...

Appendix C



KEY:	
	Site Boundary
	Site Loading Areas

NOTES

- 1. Do not scale from this drawing.
- 2. This drawing to be read & printed in colour.
- 3. This drawing is for illustrative purposes only.

Rev	Details	REVISION HISTORY			Drawn	Checked	Date
Status:							
☐ Preliminary		☐ For Approval		☐ For Construction			
☒ For Information		☐ For Tender		☐ As Built			

Client:

Arden Property 3

Project:

140 Station Road
London, N22 7SS

Drawing Title:

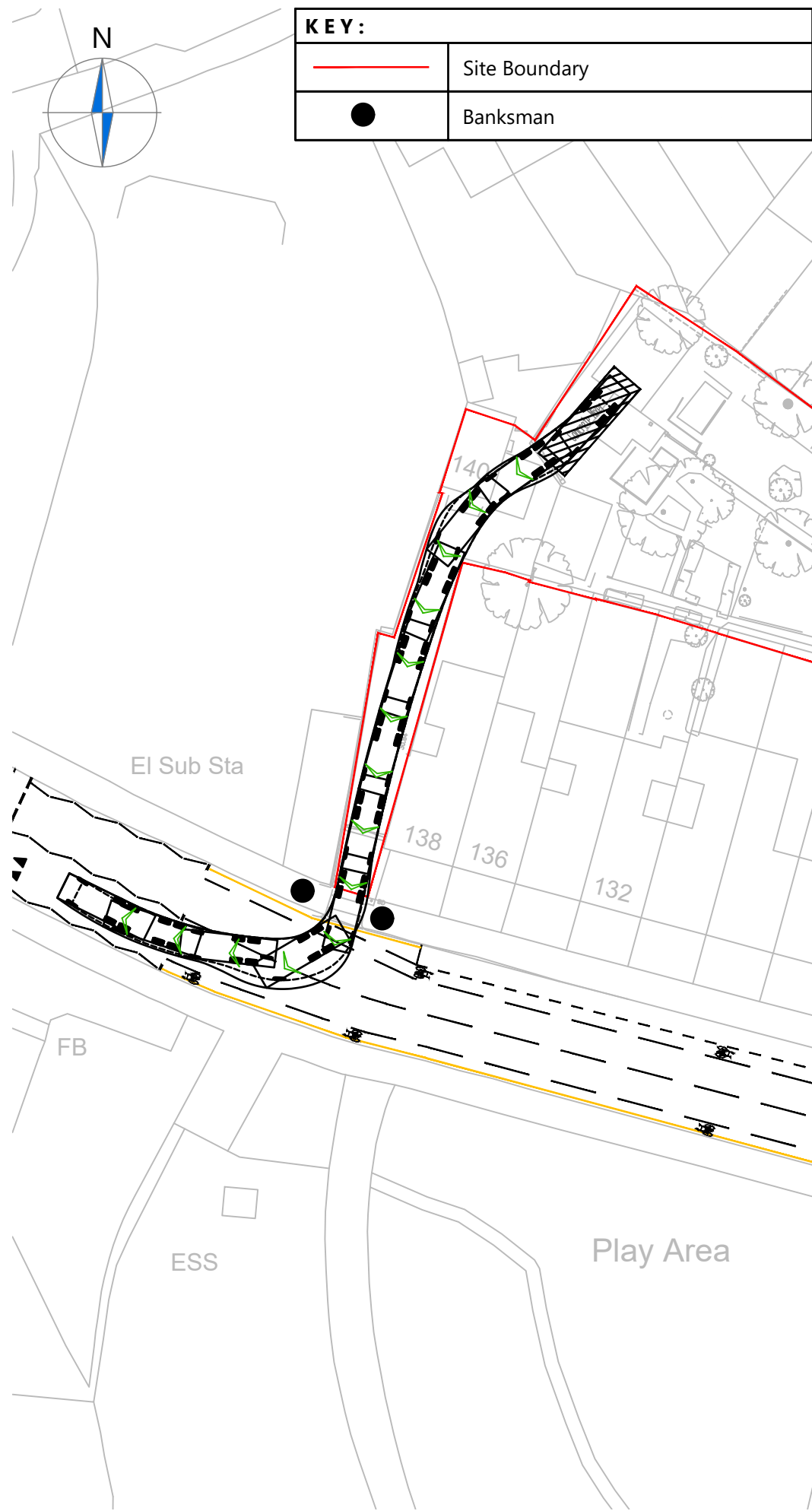
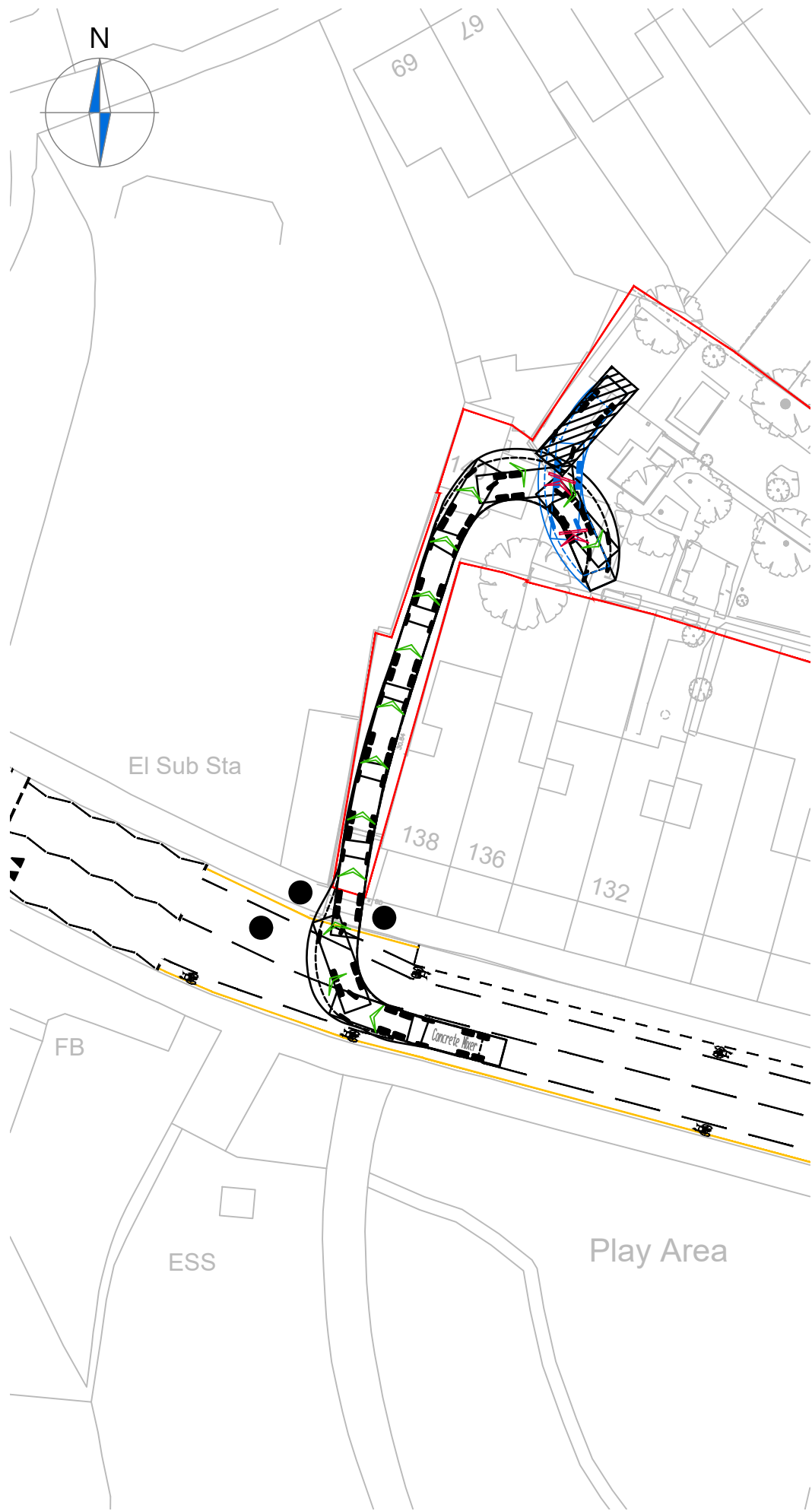
Construction Arrangement

Scale:		1:500	Size:		A3
Drawn by:	Checked by:	Date:			
AFG	AS	20.03.2020			



CANEPARO
ASSOCIATES
Transport Planning & Highway Design
21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

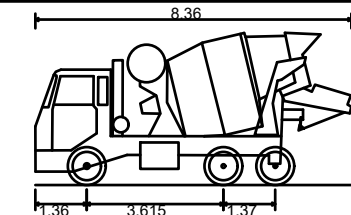
Scheme Ref:	Drawing No:	Sheet :	Rev:
CA4231	0003	1 of 1	...



NOTES

- 1. Do not scale from this drawing.
- 2. This drawing to be read & printed in colour.
- 3. This drawing is for illustrative purposes only.

CONCRETE MIXER



Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

	FORWARD MOVEMENTS ARE SHOWN IN BLACK (<i>design speed - 5kph</i>)
	REVERSE MOVEMENTS ARE SHOWN IN BLUE (<i>design speed - 2.5kph</i>)

REVISION HISTORY

Rev	Details	Drawn	Checked	Date
Status:	☐ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client:

Arden Property 3

Project:

140 Station Road
London, N22 7SS

Drawing Title:

Construction
Vehicle Swept Path Analysis of a
Concrete Mixer

Scale:

1:500

Size:

A3

Drawn by:

AFG

Checked by:

AS

Date:

20.03.2020



Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:

CA4231

Drawing No:

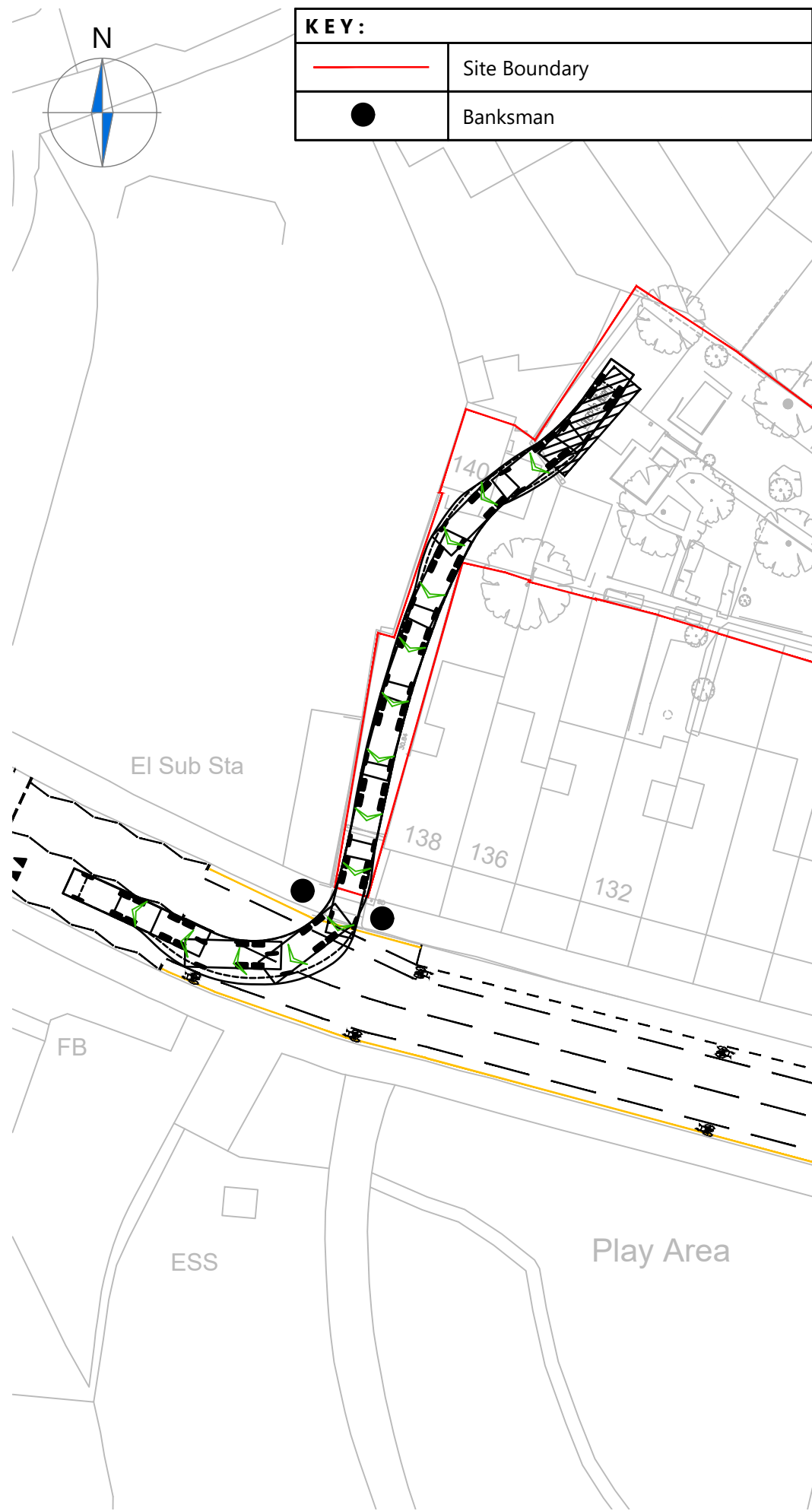
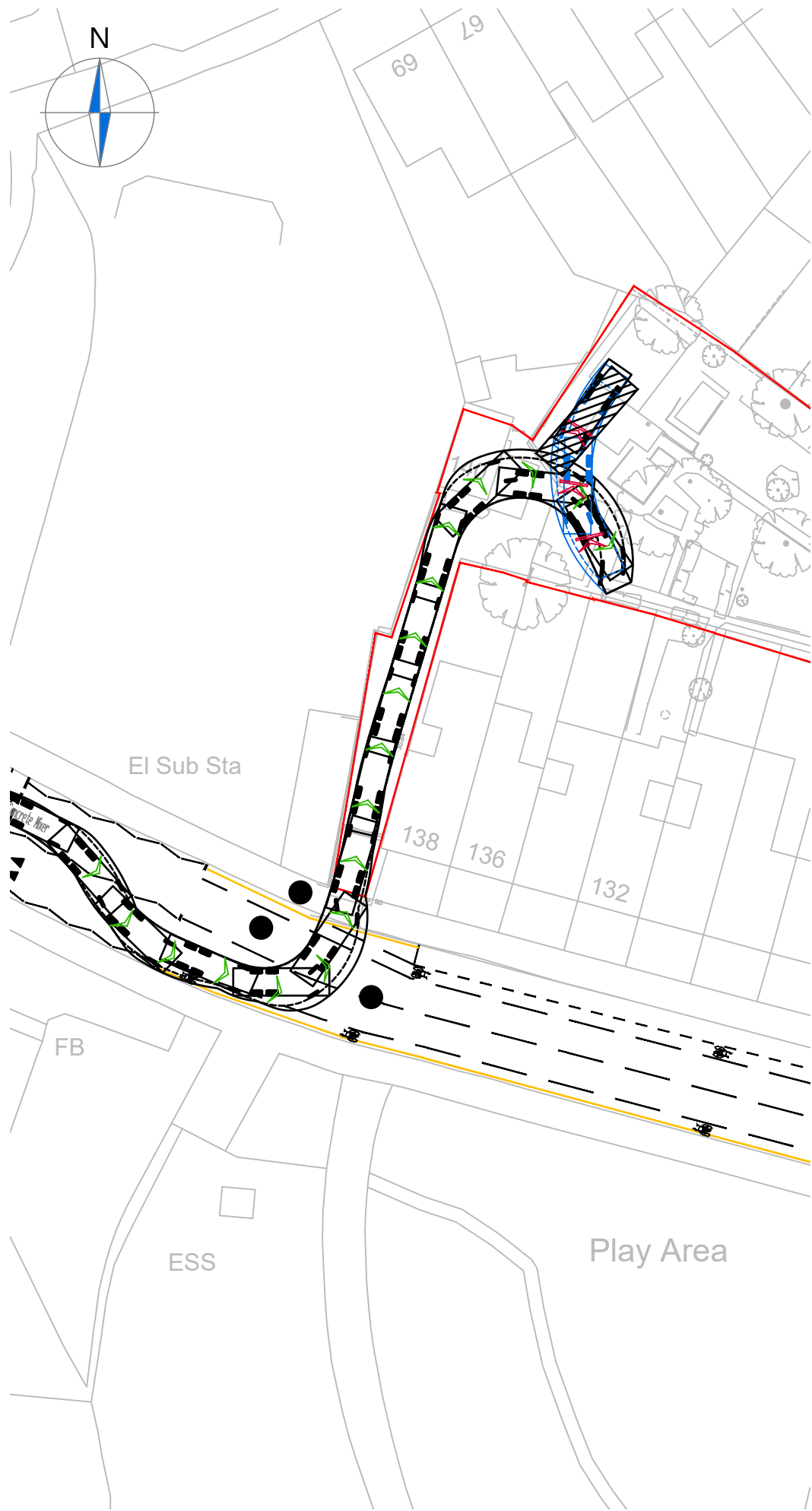
TR004

Sheet :

1 of 2

Rev:

...

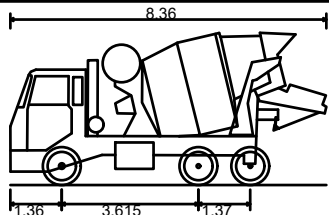


KEY:	
	Site Boundary
	Banksman

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

CONCRETE MIXER



Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	8.210m

	FORWARD MOVEMENTS ARE SHOWN IN BLACK (<i>design speed - 5kph</i>)
	REVERSE MOVEMENTS ARE SHOWN IN BLUE (<i>design speed - 2.5kph</i>)

REVISION HISTORY

Rev	Details	Drawn	Checked	Date
Status:	☐ Preliminary	☐ For Approval	☐ For Construction	
	☒ For Information	☐ For Tender	☐ As Built	

Client:

Arden Property 3

Project:

140 Station Road
London, N22 7SS

Drawing Title:

Construction
Vehicle Swept Path Analysis of a
Concrete Mixer

Scale:

1:500

Size:

A3

Drawn by:

AFG

Checked by:

AS

Date:

20.03.2020



Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:

CA4231

Drawing No:

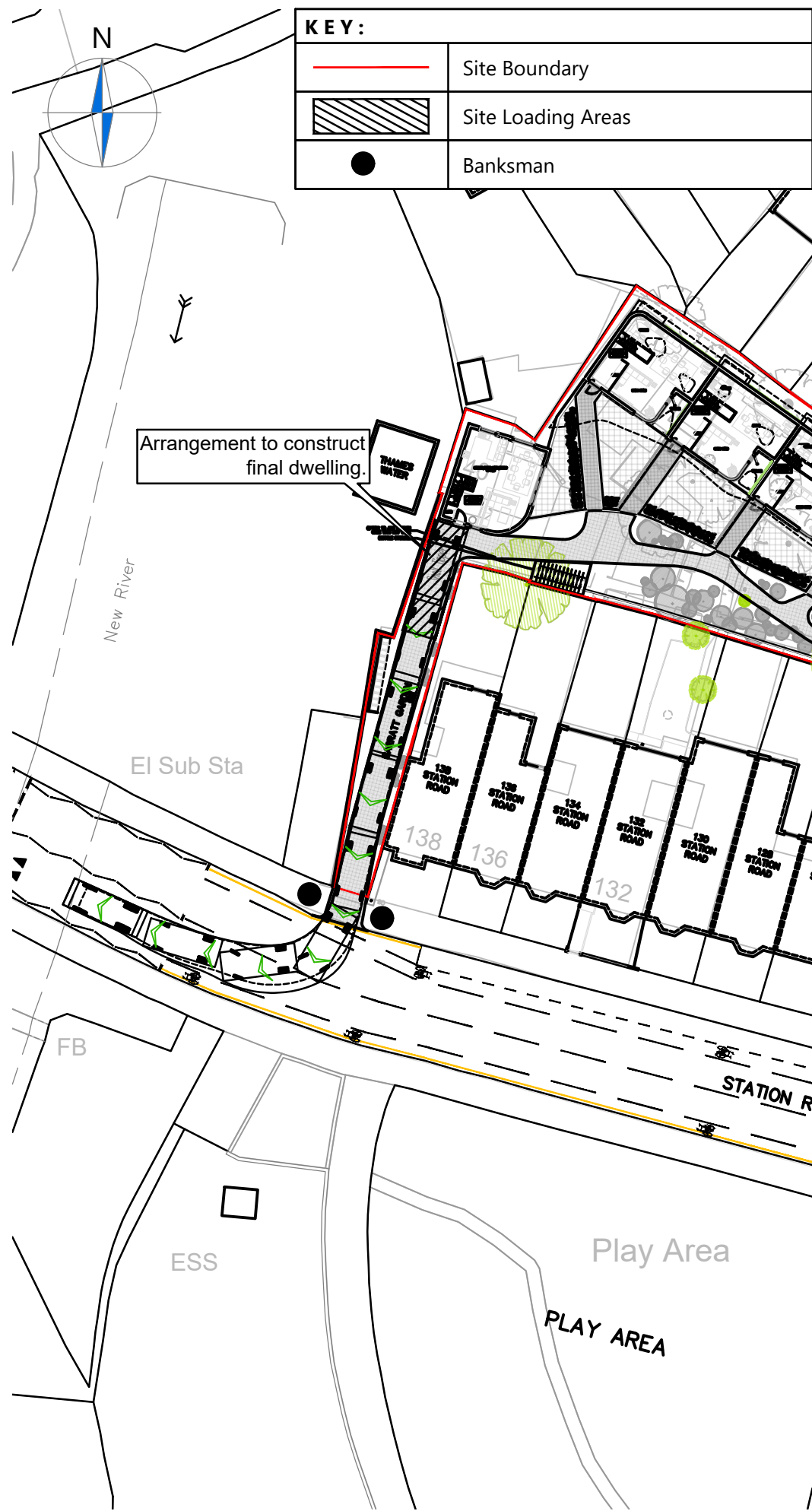
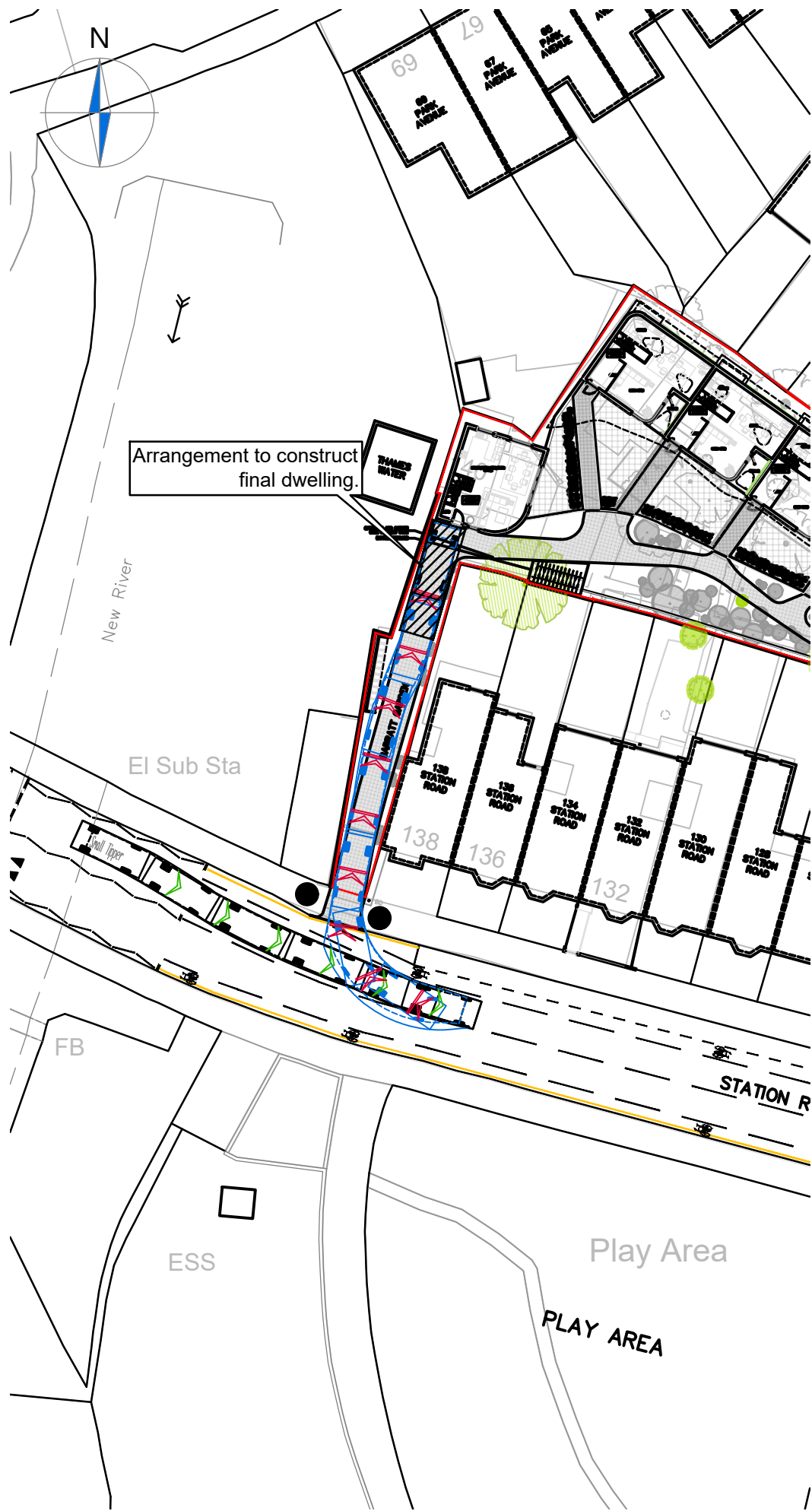
TR004

Sheet :

2 of 2

Rev:

...

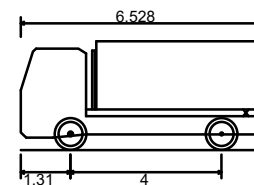


KEY:	
	Site Boundary
	Site Loading Areas
	Banksman

NOTES

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only.

SMALL TIPPER



Overall Length	6.528m
Overall Width	2.500m
Overall Body Height	2.877m
Min Body Ground Clearance	0.327m
Track Width	2.393m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	7.850m



FORWARD MOVEMENTS ARE SHOWN
IN BLACK (design speed - 5kph)



REVERSE MOVEMENTS ARE SHOWN
IN BLUE (design speed - 2.5kph)

Rev	Details	REVISION HISTORY			Drawn	Checked	Date
Status:	☐ Preliminary	☐ For Approval	☐ For Construction				
	☒ For Information	☐ For Tender	☐ As Built				

Client:

Arden Property 3

Project:

140 Station Road
London, N22 7SS

Drawing Title:

Construction
Vehicle Swept Path Analysis of a
Small Tipper

Scale:

1:500

Size:

A3

Drawn by:

AFG

Checked by:

AS

Date:

12.03.2020



Transport Planning & Highway Design

21 Little Portland Street • London • W1W 8BT • Tel. 020 3617 8200

Scheme Ref:

CA4231

Drawing No:

TR005

Sheet :

1 of 1

Rev:

...