

HORNSEY POLICE STATION

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

MARCH 2024

DOCUMENT CONTROL SHEET

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1. INTRODUCTION

Archanaeum have been commissioned by Rosguill Developments Limited (Rosguill Dev) to undertake a Construction and Environmental Management Plan (CEMP / CMP). This document is for the proposed development located at Hornsey Police Station, London, N8 7EJ.

The development is described as:

“Retention of existing Police Station building (Block A) with internal refurbishment, rear extensions and loft conversions to create 6 terrace houses and 4 flats. Erection of two buildings comprising of Block C along Glebe Road and Harold Road to create 8 flats and erection of Block B along Tottenham Lane to create 7 flats and 4 mews houses including landscaping and other associated works.”

This report is written in three key parts, being:

- 1) Construction and Environmental Management Plan;
- 2) Construction Logistics Plan;
- 3) Air Quality and dust Management Plan.

For this report in relation to the condition below, this concern Construction only.

These three parts have been made to address Condition 12, which states:

“Condition 12 (Demolition/Construction Environmental Management Plans)

a. Demolition works shall not commence within the development until a Demolition Environmental Management Plan (DEMP) has been submitted to and approved in writing by the local planning authority

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

The following applies to both Parts a and b above:

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

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

- i. A construction method statement which identifies the stages and details how works will be undertaken;*
- ii. Details of working hours, which unless otherwise agreed with the Local Planning Authority shall be limited to 08.00 to 17.00 Monday to Friday and 08.00 to 13.00 on Saturdays;*
- iii. Details of plant and machinery to be used during demolition/construction works;*

- iv. Details of an Unexploded Ordnance Survey;*
- v. Details of the waste management strategy;*
- vi. Details of community engagement arrangements;*
- vii. Details of any acoustic hoarding;*
- viii. A temporary drainage strategy and performance specification to control surface water runoff and Pollution Prevention Plan (in accordance with Environment Agency guidance);*
- ix. Details of external lighting; and,*
- x. Details of any other standard environmental management and control measures to be implemented.*

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

- i. Monitoring and joint working arrangements, where appropriate;*
- ii. Site access and car parking arrangements;*
- iii. Delivery booking systems;*
- iv. Agreed routes to/from the Plot;*
- v. Timing of deliveries to and removals from the Plot, 08.00 to 17.00 and*
- vi. Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and*
- vii. Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.*

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

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

The development shall be carried out in accordance with the approved details. Additionally, the site or Contractor Company must be registered with the Considerate Constructors Scheme. Proof of registration must be sent to the Local Planning Authority prior to any works being carried out."

This CEMP has also been written alongside the associated Demolition Management Plan (Archanaeum – November 2023) to account for each element individually.

2. SITE DETAILS & INFORMATION

2.1 The Site

The proposed development involves the construction of 29 new homes consisting of both houses and apartments with a mixture of bedrooms and wheelchair accessible rooms. Associated works will include;

- Installation of paving, lighting, and landscaping work
- Cycle storage facilities
- Private gardens and landscaping areas
- New enclosed refused stores and relocation of existing bins into new enclosed refuse stores

2.2 Existing Site Description

The current site is located on Hornsey Police Station which dates from 1884 and was originally part of a suite of civic buildings which included a fire station and library. The site is located on the corner of Glebe Road, Harold Road and Tottenham Lane in Hornsey and to the west side of Tottenham Lane/north side Harold Road/east side of Glebe Road. The existing building occupying the site is 'L' shaped in form and comprises a part two storey, part three storey building known as Hornsey Police Station, primarily fronting Tottenham Lane, with a long lower wing fronting Harold Road. There are a number of ad-hoc single-storey structures contained within the service yard/car park which is accessed off Harold Road.

Immediately north of the site is a row of large two/three storey terrace houses fronting Church Lane. A two/three storey flatted block known as Firemans Flats, faces Glebe Road and backs onto the north-west corner of the site, with flank walls and garden walls forming both the site's northern and part of its western boundary. Tottenham Lane Local Centre is located immediately east of the site and comprises of a shopping parade with commercial units on the ground floor and residential flats on the upper floors.

2.3 Working Hours

Haringey permitted construction noise and working hours are as below:

- Monday to Friday 8:00am – 6:00pm;
- Saturday 8:00am – 1:00pm;
- No work on Sundays or Bank Holidays.

Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, will be further restricted to avoid the times below:

- Mondays to Fridays 7:00am – 9:00am and 4:00pm to 6.00pm, where possible, and;
- Saturdays 7:00-am – 9:00am, where possible.

Any alterations to these working hours, or requests to work outside of these hours above, will be made to and agreed upon by appropriate officials at Haringey Council prior to any of these works taking place.

2.4 Plant and Machinery

The heavy plant and machinery to be used for construction can be seen below via an indicative list:

- Telehandler – (varying duration on site)
- Articulated Lorries (Substructure, superstructure, cladding)
- Rigid Vehicles (throughout development)
- Vans (substructure through to fit-out)

2.5 Unexploded Ordnance Survey

An unexploded ordnance survey was undertaken by Brimstone Limited (17th August 2023). The following information is sourced by this survey.

The Site is situated in Hornsey within London Borough of Haringey, approximately 280m west of Hornsey railway station. The Site was bound to the north by residential properties, to the east by Tottenham Lane, to the south by Harold Road, whilst Glebe Road and a further residential property lies to the west of the Site.

London bomb census mapping records eight bombing incidents, including two incendiary showers, within an approximate 300m radius of the site; the closest High Explosive (HE) strike was recorded approximately 100m south of the site, whilst the closest incendiary shower was recorded immediately west of the site.

No damage is recorded to the structure on site within Middlesex County Council (MCC) war damage mapping. 'Total damage' is recorded on structures approximately 80m northeast and 50m east of the site, whilst 'some repairs possible' is recorded on structures approximately 90m south of the site. However, historic aerial photography do not show any immediately obvious signs of bomb damage on site, such as roof repairs or cratering in the open ground.

During WW2 (and to a lesser extent WW1) numerous British anti-aircraft (AA) artillery guns deployed within firing range of the Site engaged enemy aircraft over London on numerous occasions. A very large quantity of AA ammunition was expended and consequently, there is an elevated likelihood of unexploded AA shells striking the Site. Indeed, the Tottenham Logbook describes numerous AA shell strikes in the borough. For the same reasons as above, any such UXO strike could have gone unnoticed on Site.

It appears that the structures and yards in the south and west have remained present on site, with no evidence of significant alterations occurring post-WWII. Minor maintenance / modernisation may have occurred, although this cannot be confirmed. However, by 2018 the structure in the north has been cleared and the ground was subsequently laid to a hardstanding carpark.

No evidence of significant historic military activity on Site has been located and none is likely to have occurred. Consequently, there is a low likelihood of associated EO contamination.

The risk associated with (any) very shallow buried EO will almost certainly have been mitigated on Site.

2.6 Waste Management Strategy

The Project team will manage the waste on site and record the waste details. Waste Reports will be provided by the Waste Carriers on a monthly basis which will include:

- European Waste Code (EWC)
- Waste description
- Weight in tonnes
- Percentage of waste recycled

The details of waste carrier hired to transport non-hazardous waste and hazardous waste will be included and presented in this document once known. Their associated Waste Management License number and/or Pollution Prevention and Control Permit Number will also be presented here.

Details of the project waste management performance will be reported to the client at project meetings, where required. The SWMP will include targets for re-use, recycling and disposal of waste expressed as percentage. The client waste monthly report will include as a minimum:

- Comparison of waste management targets and actual performance.
- Analysis of waste produced on site per month.

The Project Manager is fully responsible for ensuring compliance with the current waste management legislation. All documents are to be retained for a minimum of 3 years.

In order to comply with current legislation, the Project Manager will:

- Identify the types and quantities of waste that the project will produce.
- Ensure that the recording of waste is updated as necessary, as a minimum monthly, to reference all waste that has been produced at site and removed from site.
- Nominate a member of the team on site as a “waste champion”, e.g. site manager, site supervisor.
- Ensure that the waste management strategy is communicated to everyone working on site.
- Ensure that waste management companies responsible for removing the waste provide copies of their carrier licences and environmental permits.
- Ensure that copies of all relevant hazardous waste consignments notes, and duty of care waste transfer notes are readily available on site for reference and review.

The Waste Hierarchy

Rosguill Dev recognises that sustainable waste management starts with resource efficiency, using the raw goods purchased wisely. Their waste management incorporates *The Waste Hierarchy* and prioritises all such measures to:

- Minimise the generation of waste and target Zero Waste to Landfill.
- Increase the use of recycled and recovered materials.
- Reuse materials on site, wherever possible.
- Segregate non-hazardous waste for recycling, wherever possible.
- Segregate hazardous waste.
- Ensure the waste collected on site is efficiently managed to enable recycling, recovery or the best disposal option.

In order to manage waste effectively on site Rosguill Dev will also:

- Implement just in time delivery
- Ensure that materials delivered to site are not damaged or unusable.
- Reduce the amount of packaging, wherever possible.
- Ensure that waste is handled and stored correctly.

Segregation on site

Where possible, the Project team will segregate non-hazardous waste material into separate waste streams. When segregating waste, the Project Team will

- Use appropriate containers.
- Label containers clearly using appropriate signage.
- Allocate designated areas for container in suitable locations.
- Empty containers regularly to prevent lack of space and possible contamination.
- Monitor waste containers to ensure that contamination of segregated waste does not occur.
- Train site personnel via toolbox talks and the site induction programme.
- Enforce the segregation scheme using appropriate personnel, waste champion.

2.7 Community Engagement Arrangements

Prior to the demolition phase, Rosguill Dev will undertake a letter drop to nearby residents. This letter drop will contain primarily demolition information. Furthermore, this will include Rosguill Dev details (contact, phone number, email, titles, and names), and any other information pertaining to the relevant scope of the works including hours of work.

2.8 Hoarding

The following will be completed prior to the commencement of works on site:

- Obtain appropriate hoarding licences.
- Site will be setup and hoarding erected.
- All relevant services will be disconnected.

- Site to arrange mains power connection in advance of site works with no diesel generator use on site
- Materials will be stockpiled for processing and removed from site.

Hoarding will be constructed in accordance with the terms of the Temporary Structure License to be obtained by Rosguill Dev. Hoarding will be erected and dismantled in a safe manner in conjunction with the current legislation (Section 172 of the Highways Act 1980 and Chapter 8 of the Traffic Signs Manual under the New Roads and Street Works Act 1991) and Health and Safety Executive guidelines.

All site boundaries will be totally enclosed by clean, safe and well-maintained hoardings. These hoardings will be designed to allow the displaying of relevant signage and notice boards to ensure good communication with the neighbouring residents and local businesses. 110v bulkhead lights will be installed as part of the hoardings to ensure footpaths, signage and notice boards are well lit. A 2.4m high solid painted timber hoarding and gates will be erected around the site as appropriate. The hoardings will, on completion of the works to an appropriate degree, be dismantled.

A Site Safety Notice Board will be located in a prominent position and will be regularly updated. Hoarding and H&S notice boards will be clearly erected with the relevant information displayed.

In managing any conflict that might occur between pedestrian and construction vehicles it is relevant to note that construction vehicle activity at the site will benefit from the direction of dedicated (suitably qualified) Traffic Marshall/banksman. The Traffic Marshall/banksman will ensure that any pedestrians and cyclists making use of the street are aware of the construction activity and associated vehicles at the site and will direct vehicles and pedestrians/cyclists as necessary

2.9 Drainage on Site

There is limited water present on site. Furthermore, there is limited water expected to be on site, or as a result from demolition operations. Any excess water will drain to mains.

3. EXTERNAL LIGHTING

Lighting

Lighting will be sited to minimise visual intrusion and light spillage / pollution at nearby residential units, in so far as is consistent with the site safety requirements.

Rosguill Dev will comply with the Institute of Lighting Engineers document ‘Guidance notes on reduction of light pollution’ (2000) to a degree that is practicable.

Adequate security shall be implemented to prevent unauthorised entry or exit from the site. Site gates will be closed and locked when there is no site activity, whilst accesses will be manned during work periods.

Hoarding Lighting

Lighting will be present on this hoarding line. Lighting will be spaced out along the hoarding line to ensure that it is visible to nearby pedestrians, cyclists, and any other nearby residents.

The specified unit can be seen across, and will be the ASD Anti-Vandal Bulkhead White Prismatic with an efficacy of 72 lm/W.

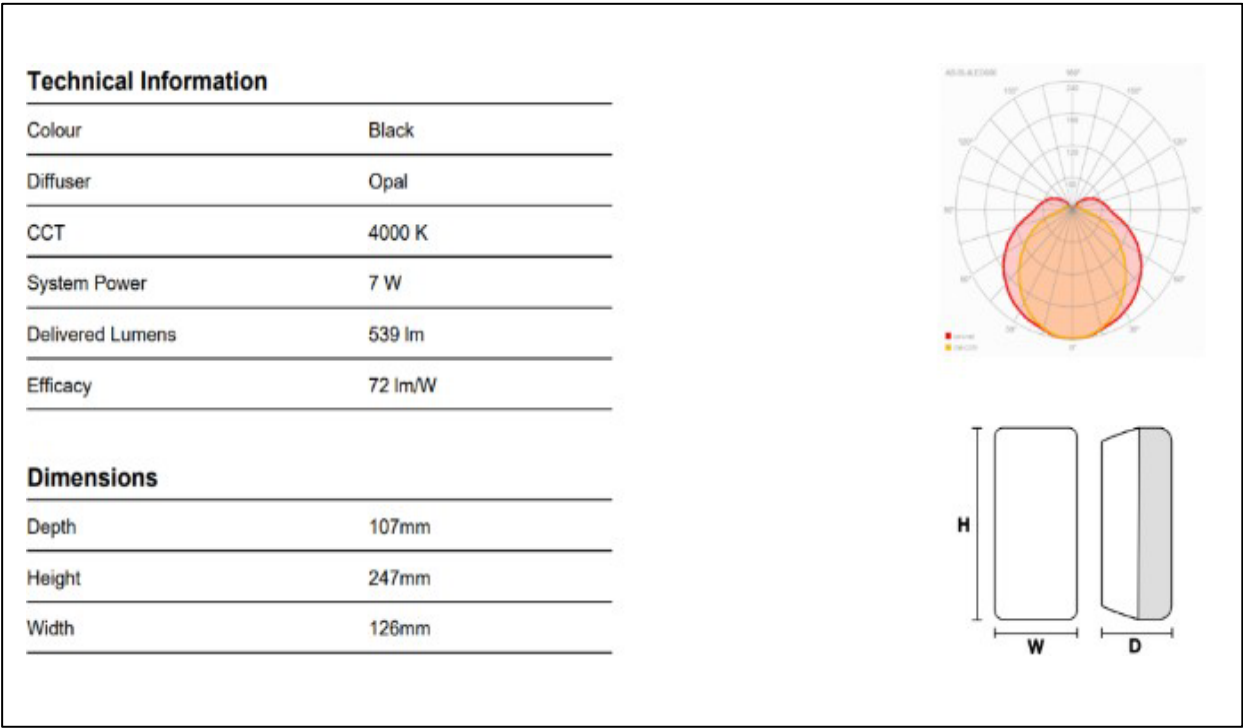


Figure 3.1: External Lighting Specification (Anti-Vandal ASD).

4. ENVIRONMENTAL MANAGEMENT PRACTICES & CONTROL MEASURES

Rosguill Dev will undertake the following monitoring activities to ensure the environmental issues and related standards noted above are followed on site:

- Carry out monitoring in order to demonstrate compliance with occupational exposure standards for their employees as detailed in the COSHH Regulations 2002, as amended. Copies of the monitoring results will be made available to the LBH the Health and Safety Executive (HSE) upon request.

Dust

- Carry out visual dust monitoring daily at pre-determined air quality monitoring locations, to manage the generation of dust. If elevated levels of dust are measured during demolition, site activity will be halted, and any issue resolved or sufficiently mitigated

Vibration

- No vibration issues are anticipated during the demolition phase due to the short demolition period and lightweight nature of the existing building.

Water

- Control limits will be set in accordance with discharge consents to foul sewers or controlled waters. Contractors discharging liquids will ensure that appropriate monitoring is undertaken to demonstrate compliance with all applicable consent limits.

Site Inspection

- Site manager will undertake routine monitoring of storage and working areas to ensure safety measures are in place and the correct safety procedures are maintained.
- The provisions and requirements will be subject to regular inspection and recording by the site manager in a manner and at a frequency to be agreed with the LBH and/or the Contractor.

Furthermore, Rosguill Dev's Environmental Policy is read as below.

“Rosguill Dev Ltd recognizes that their operational activities have environmental implications and as such, respects our duty to conduct operational activities in the best possible environmental manner. Our goal is to protect the environment during a project and to provide a building that will keep protecting it long after the project is complete.

Rosguill Dev Ltd applies the waste management hierarchy when producing waste, making all such arrangements on our premises to:

- *Minimise the generation of waste and achieve Zero Waste to Landfill.*
- *Increasing the use of recycled and recovered materials.*
- *Promote reusing, recycling, and recovering of materials.*
- *Ensure waste carriers selected manage waste correctly to enable recovery or disposal without harming the environment.*

Our management system is maintained in accordance with the requirements of ISO

14001. Our commitment is to:

- *Prevent environmental pollution.*
- *Comply with applicable legal and other requirements that relate to our business.*
- *Identify opportunities to improve our environmental performance and guarantee continuous improvement.*
- *Set a framework for establishing and monitoring our environmental objectives.*
- *Assess the environmental impacts of our operational activities.*
- *Select construction methods to minimise the use of natural resources and promote the procurement of sustainable materials.*
- *Work with clients, suppliers, subcontractors, regulators, professional bodies and the community at large to raise the environmental standards of the projects in which we play a part.*
- *Communicate and display this policy to all members of staff and our stakeholders.*
- *Periodically review our policies, processes and working practices to determine their suitability and effectiveness.*

The implementation and monitoring of this policy, together with raising general awareness to our employees is the responsibility of Company Directors and management. The success of this policy rests with the commitment of all employees to ensure our environmental management procedures are effectively carried out."

5. CLP STRUCTURE

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5. CLP INTRODUCTION AND OBJECTIVES
6. CONTEXT, CONSIDERATIONS AND CHALLENGES
7. CONSTRUCTION PROGRAMME AND METHODOLOGY
8. VEHICLE ROUTING AND ACCESS
9. STRATEGIES TO REDUCE IMPACTS
10. ESTIMATED VEHICLE MOVEMENTS
11. IMPLEMENTING, MONITORING AND UPDATING

CLP INTRODUCTION

Development name:	Hornsey Police Station
Landowner:	Dixon8 Limited
Site address:	98 Tottenham Lane
Site postcode:	N8 7EJ
Existing site use:	Sui Generis
Summary of works:	<i>"Retention of existing Police Station building (Block A) with internal refurbishment, rear extensions and loft conversions to create 6 terrace houses and 4 flats. Erection of two buildings comprising of Block C along Glebe Road and Harold Road to create 8 flats and erection of Block B along Tottenham Lane to create 7 flats and 4 mews houses including landscaping and other associated works."</i>

Construction Logistics Manager:	Mark Bouchat
Phone number:	0208 366 5535
Email:	Mark.bouchat@rosguilldev.com

CLP Objectives

This CLP has been written to address the CLP element of Planning Condition development, which states:

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

- i. Monitoring and joint working arrangements, where appropriate;*
- ii. Site access and car parking arrangements;*
- iii. Delivery booking systems;*

- iv. *Agreed routes to/from the Plot;*
- v. *Timing of deliveries to and removals from the Plot (to avoid peak times, as agreed with Highways Authority, 07.00 to 9.00 and 16.00 to 18.00, where possible); and*
- vi. *Travel plans for staff/personnel involved in demolition/construction works to detail the measures to encourage sustainable travel to the Plot during the demolition/construction phase; and*
- vii. *Joint arrangements with neighbouring developers for staff parking, Lorry Parking and consolidation of facilities such as concrete batching.”*

The CLP element of this report is in line with TFL and CLOC's approved CLP template as accessed here: https://www.clocs.org.uk/page/construction_logistics

The objectives of this document are to:

- Enhance Safety
- Lower emissions
- Reduce Congestion
- Reduce impact of construction related traffic on the surrounding area

5.1 Development Proposal

The outline of the proposed development consists of:

- Demolition of parts of existing properties
- Site Clearance and Site Set-up
- Erection of 29 new homes
- Creation of amenity spaces
- Provision of secure cycle parking and facilities
- Establishment of refuse and recycling storage
- Associated works, including hard and soft landscaping boundary treatment Working Hours

Haringey permitted construction noise and working hours are as below:

- Monday to Friday 8:00am – 5:00pm;
- Saturday 8:00am – 1:00pm;
- No work on Sundays or Bank Holidays.

Timing of deliveries to and removals from the development

- Mondays to Fridays 8:00am – 5:00pm, where possible, and;
- Saturdays 8:00am – 1:00pm, where possible.

Any alterations to these working hours, or requests to work outside of these hours above, will be made to and agreed upon by appropriate officials at Haringey Council prior to any of these works taking place.

6. CONTEXT, CONSIDERATIONS AND CHALLENGES

6.1 Site Context – Three Plans at Different Scales

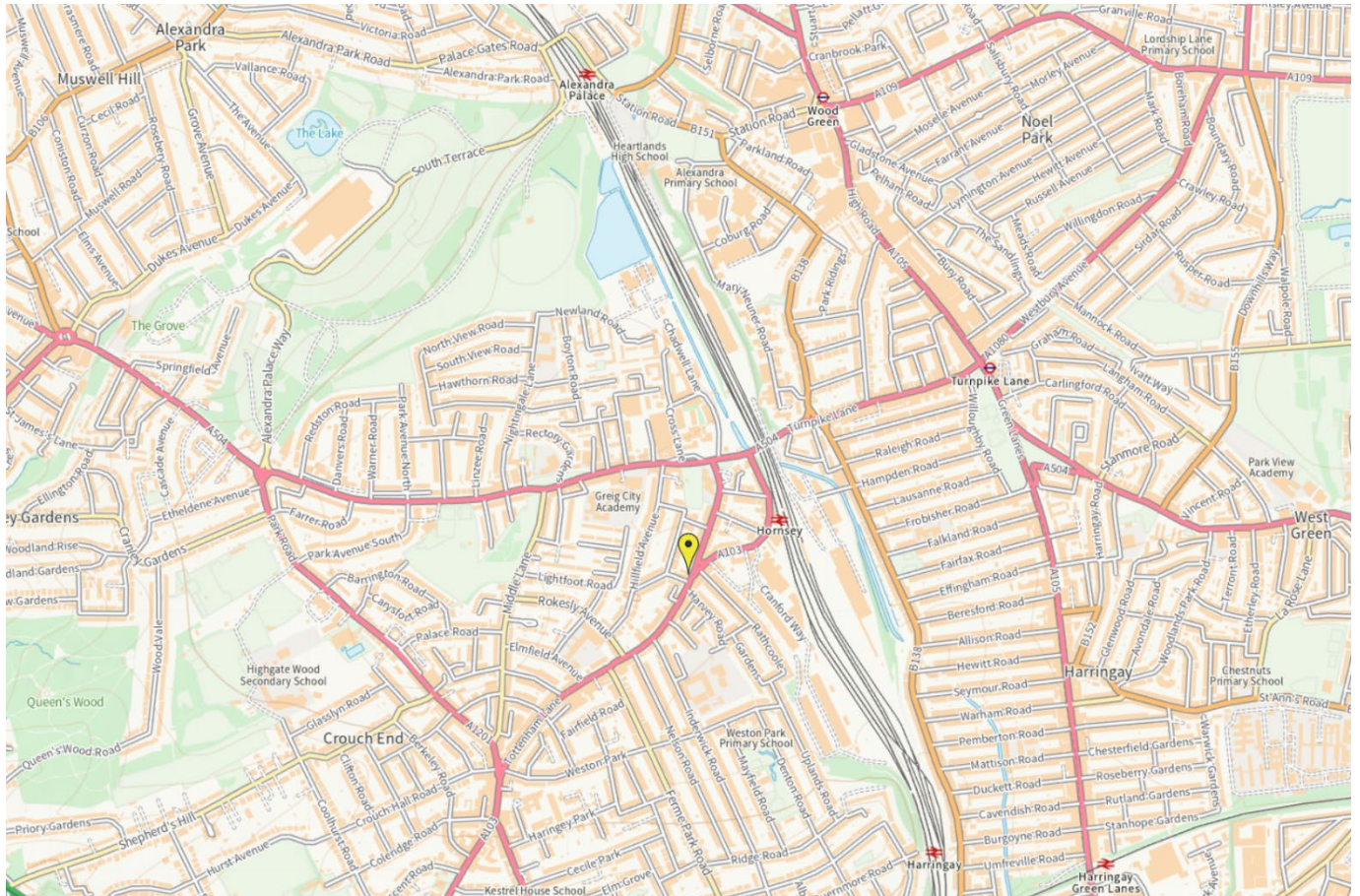


Figure 6.1: Regional Plan (Scale 1:10,000)

Community Considerations

-  School/s
-  Care Home
-  Medical Facility (GP/Surgery/Etc)
-  Place of Worship

Hornsey Police Station
Construction Environmental
Management Plan

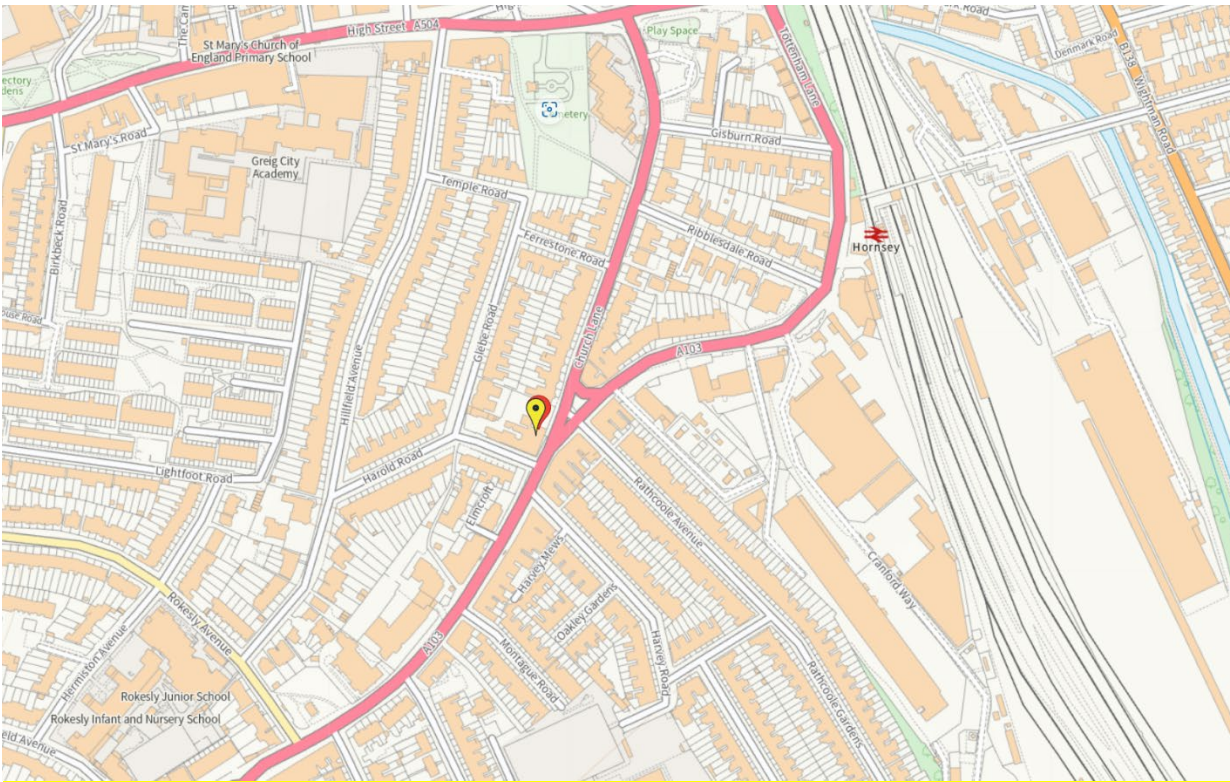


Figure 6.2: Local Context Plan (Scale 1:2,500)

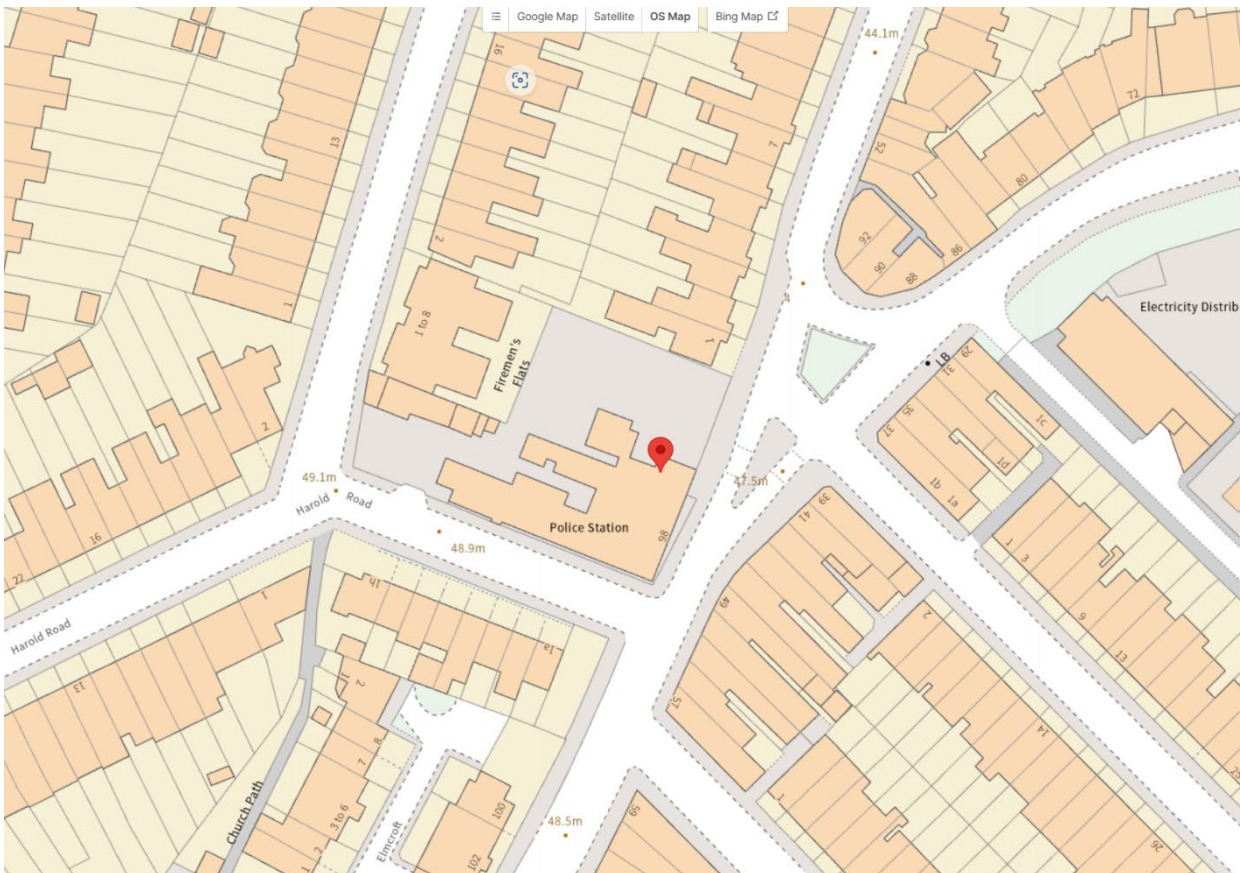


Figure 6.3: Site Plan (Scale 1:1,000)

6.2 Local Access Including Highway, Public Transport, Cycling, Walking and Waterways

6.2.1 Highways, Carriageways and Footways

Within the Borough of Haringey, there are multiple red routes, these are:

- 6.2.1.1 Seven Sisters Road N4 (A503)
- 6.2.1.2 Archway Road N6 (A1)
- 6.2.1.3 Great Cambridge Road N18 (A10)
- 6.2.1.4 Roundway N17 (A10)
- 6.2.1.5 Bruce Grove N17 (A10)
- 6.2.1.6 Tottenham High Road N17/N15 (A10)
- 6.2.1.7 Tottenham Hale Gyratory
- 6.2.1.8 Monument Way & Broad Lane N15

Red routes will be used for vehicles travelling to and from site, operatives will be made aware of the significance of red routes. Signs and road markings along all red routes within London provide operatives with the information they need to ensure they follow red route rules.

Operatives will be made aware of the fact that there are multiple parking restrictions that apply to vehicles on the roads nearby to the site. These include:

- Controlled Parking Zone (Hornsey South– Mon – Fri – 11:00 – 13:00)

6.2.2 Railway/Underground

No railway or underground lines will be impacted by the development.

The nearest station to the new development is Hornsey Train station. This is 0.3 miles (6-minute walk) of the development and is serviced by the Great Northern Railway.

6.2.3 Bus Routes

The Table below displays the bus routes that are within 400m of the site.

Bus Stop	Service	Destination	Distance from Site (metres)
Tottenham Lane	41	Archway	<200 metres
	N41	Archway	
	N91	Charing Cross	

Where possible, the routes for operatives and vehicles identified within this report have been chosen to avoid major bus local routes.

6.2.4 Cycling

The nearest cycle route to the site is local route 7 (found at <https://www.opencyclemap.org/>). National Cycle Network 1 will be avoided by construction traffic routing. Local routes will be avoided where feasible but due to their extent this will not always be possible.

6.3 Community Considerations

6.3.1 Local Policy

There is no specific *Code of Construction Practice* document published by Haringey Council.

6.3.2 Nearby Notable Locations

The nearest community considerations can be seen in Figure 6.1. These are locations whereby the presence and movement of construction vehicles may have an impact. This is due to their location by the designated construction routes.

However, none of these locations are expected to be impacted by construction vehicle movements directly.

The Construction Logistics Manager will share information about the construction programme and any disruptive activities with the local community and will collate and report any issues or concerns.

7 CONSTRUCTION PROGRAMME AND METHODOLOGY

Construction phase	Start	End
Site setup and demolition	Mar-2024	May-2024
Sub-structure	Jun-2024	Sep-2024
Super-structure	Oct-2024	Mar-2025
Cladding	Apr-2025	July-2025
Fit-out, testing and commissioning	Dec-2024	Dec-2025

7.1.1 Site Setup and Demolition

Demolition at the area will be moderate. The existing building are all traditional brick construction and up to three storeys, this will facilitate the speed of demolition, and reduce the plant/tools required to completely remove the existing structures. After this the site will primarily require setup and enabling works for the initial stages of construction development. This is not expected to take any longer than 8 weeks and may be completed before this above timescale of 8-12 weeks. This also includes the erection of structures and facilities for the purposes of servicing operatives/workers.

These structures/facilities on site will include:

- Staff Welfare Room
- Site Office
- Portaloo
- Material Storage Areas
- Loading Area
- Additional 'free-space' for supplementary Welfare
- Additional material storage accommodation (as and when required by site manager)

7.1.2 Sub-Structure

These works will require the delivery of major plant, including excavators. These will specifically be (but not limited to):

Excavator –
Model TBC
Dumper – Model
TBC

Lorries will be off loaded from a loading area within the site. Vehicles will be subject to a visual inspection before egressing the site to avoid any debris being tracked onto the highway. Banksman

or traffic marshals will control the movement of vehicles when lorries are accessing and egressing the site via the main access gate.

This phase of development will last approx. 4 months. This is the first stage of construction where materials will be majorly loaded/unloaded at the site.

A mini excavator will be used on site behind the hoarding line to provide a reduced level excavation. A qualified banksman will control the movement of plant and vehicles on site at all times.

7.1.3 Super-Structure

The super-structure phase will commence when the sub-structure phase is complete. The processes of this construction will include anything upwards of the base of construction, including the frame of the structure, flooring, roofing.

Traffic marshals will now have a greater presence and responsibility on site. At this stage it is expected that the largest vehicle present on site will be an Articulated Lorry.

7.1.4 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. This phase is expected to crossover with other phases of development.

7.1.5 Fit-out, Testing and Commissioning

Fit out at the development will crossover with the cladding and super-structure phases of development. This will include for any carpentry, electrical, plumbing, tiling, and decorations. This will also include for 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.

Testing and commissioning will begin at the earliest opportunity after installation of specific products so that snagging can be conducted and satisfied in a timely manner. This phase is the final phase of development prior to handover. Upon completion of the project the proposed crane and other plant/machinery shall be removed from site.

8 VEHICLE ROUTING AND ACCESS

The expected volume and type of demolition 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 nearby community considerations (schools, hospitals, town centres)
- Avoid popular bus routes
- Avoid popular cycle routes

8.1 Regional Routes

Regional routes are concerned with vehicles that would originate from outside of London. All vehicles from outside of London will use the M25 onto other major junctions to approach the local area to site. Vehicles from Northern / Western origins will:

- Connect to the A10 or A406 by major national routes.
- Continue on the A406 or A10 towards Tottenham.
- Continue (or take an exit) onto the A10
- Turn right onto the Roundway/A10.
- Take right onto A109.
- Take 1st exit left onto Westbury Avenue towards Turnpike Lane.
- Continue on Turnpike Lane.
- Turn left onto A103.
- Turn right onto Harold Road and continue onto Hornsey Police Station.

Vehicles from Southern / Eastern origins will approach the site by the following:

- Connect to the A406 via the M25 onto the A12, and then following the same route as above which is.
- Continue on the A406 or A10 towards Tottenham.
- Continue (or take an exit) onto the A10
- Turn right onto the Roundway/A10.
- Take right onto A109.
- Take 1st exit left onto Westbury Avenue towards Turnpike Lane.
- Continue on Turnpike Lane.
- Turn left onto A103.
- Turn right onto Harold Road and continue onto Hornsey Police Station.

The site will not have private car parking for operatives.

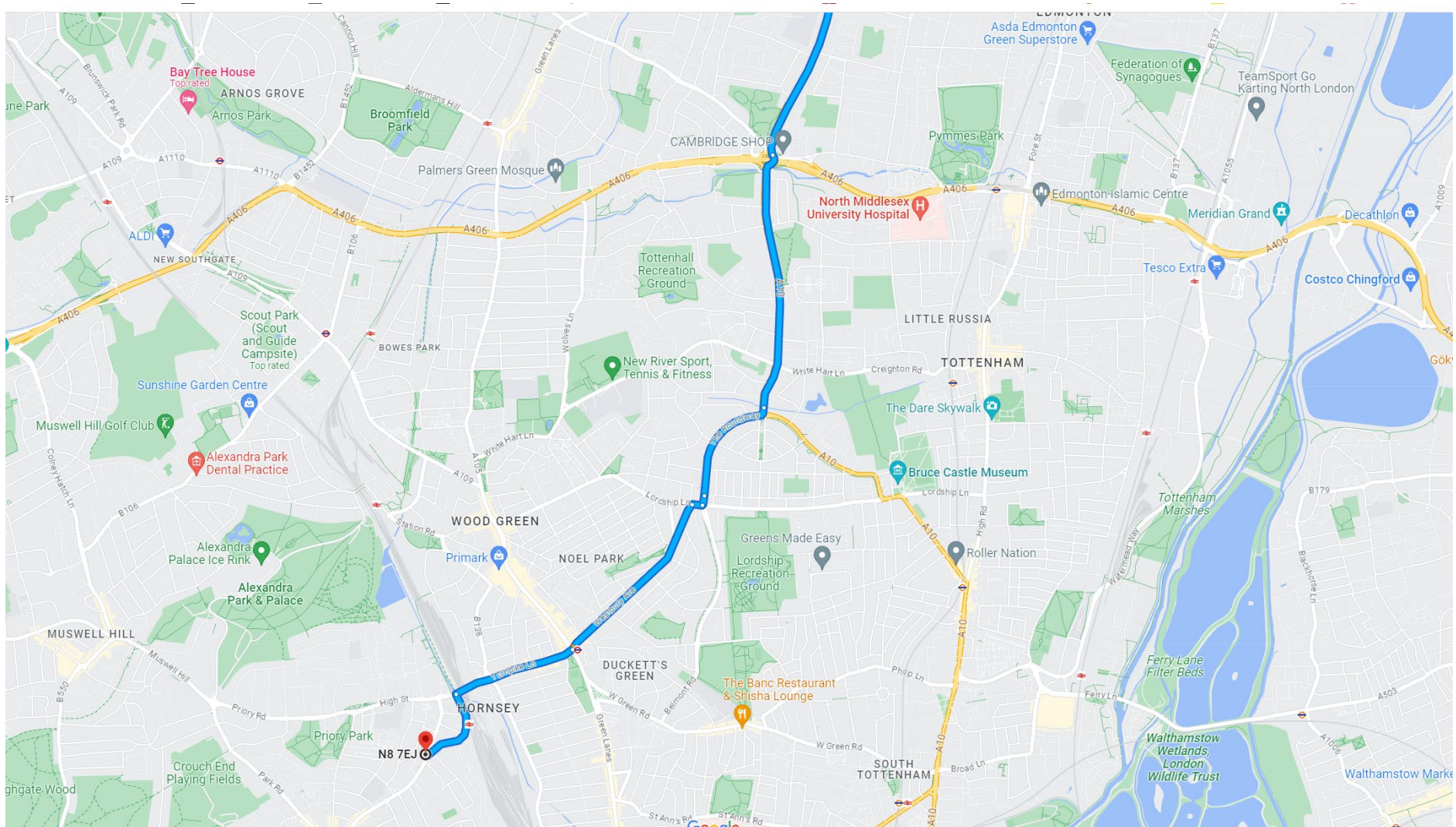


Figure 6.1: Regional Route (North and South)

8.2 Site Layout



Figure 6.2: Site Map (Construction)

Swept Path Analysis (SPA)

This SPA has been done using the largest vehicle expected on site to demonstrate compliance. The DEMP alongside this report demonstrate the applicable movements of other large vehicles that can reverse into site via a left-hand reverse turn. It also shows that the vehicle can egress heading left.



Figure 7.1: Vehicle Access



Figure 7.2: Vehicle Egress

9 STRATEGIES TO REDUCE IMPACTS

Table 9.1 outlines the measures that will be employed to reduce the impact of construction.

Table 9.1: Mitigation Measures

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		

9.1.1 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). Fleet Operators Recognition Scheme (FORS) Silver accreditation as a minimum will be a contractual requirement. FORS Gold 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

- Deliveries to site will be restricted beyond council minimum requirements, specifically to not take place between Mondays to Fridays 7:00am – 9:00am and 4:00pm to 6.00pm, where possible, and; Saturdays 7:00am – 9:00am, where possible.

- Pre-arranged delivery times will be set and will be strictly adhered to in order to prevent more than one delivery vehicle accessing the site at any time.
- 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 newly arranged 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 Rosguill.
- Vehicles are not permitted to wait on surrounding roads.

Adherence to designated routes

- Routing information will be supplied to Formation staff and other subcontractors/ suppliers.
- 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 the decent access at the site, and more than sufficient vehicle turning and loading areas, 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 site.

9.1.2 Measures to Encourage Sustainable Freight

Around the site's area there are none or limited opportunities for sustainable freight. There are no nearby waterways for opportunities for freight by water or rail.

9.1.3 Material Procurement Measures

No off-site construction is proposed.

9.1.4 Implementing a Staff Travel Plan

There will be heavily limited parking on site provided for construction worker's vehicles. Street-side parking will be heavily discouraged due to the presence of the local CPZ and resident-only parking. There are available transport links nearby via bus, rail, and cycle route options. These will be encouraged for construction workers at the new development. The existing site has a PTAL rating of 4, suggesting it has above average accessibility to public transport.

10 ESTIMATED VEHICLE MOVEMENTS

10.1 Construction Vehicles

Table 10.1: Estimated Construction Vehicles – Monthly and Daily

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q1 2024- Q2 2024	20	1
Sub-structure	Q3 2024 –Q4 2024	30	2
Super-structure	Q1 2025 –Q2 2025	40	2
Cladding	Q2 2025 –Q3 2025	30	2
Fit-out, testing and commissioning	Q4 2024 - Q4 2025	30	2
Peak period of construction	Q2 2024 - Q2 2025	60	3

Figure 10.1: Estimated Construction Vehicles – Monthly and Daily

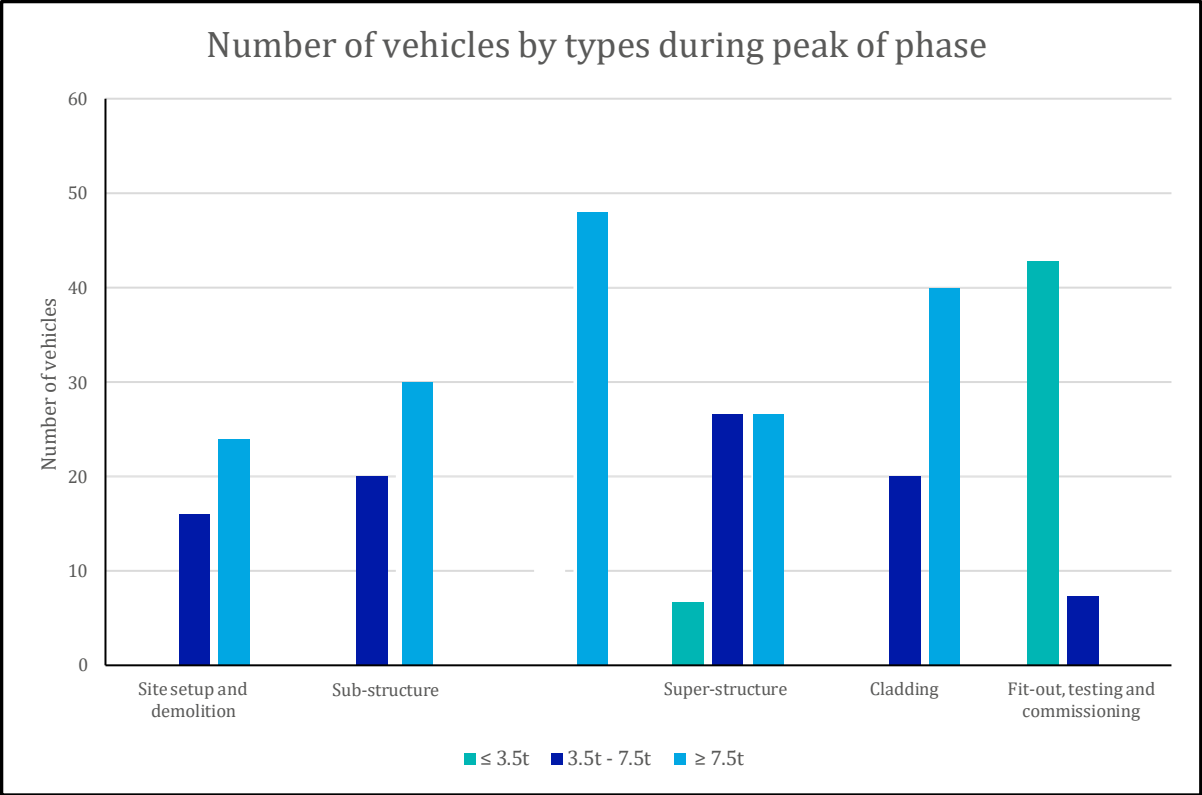


Figure 10.2: Estimated Construction Vehicles – Monthly and Daily

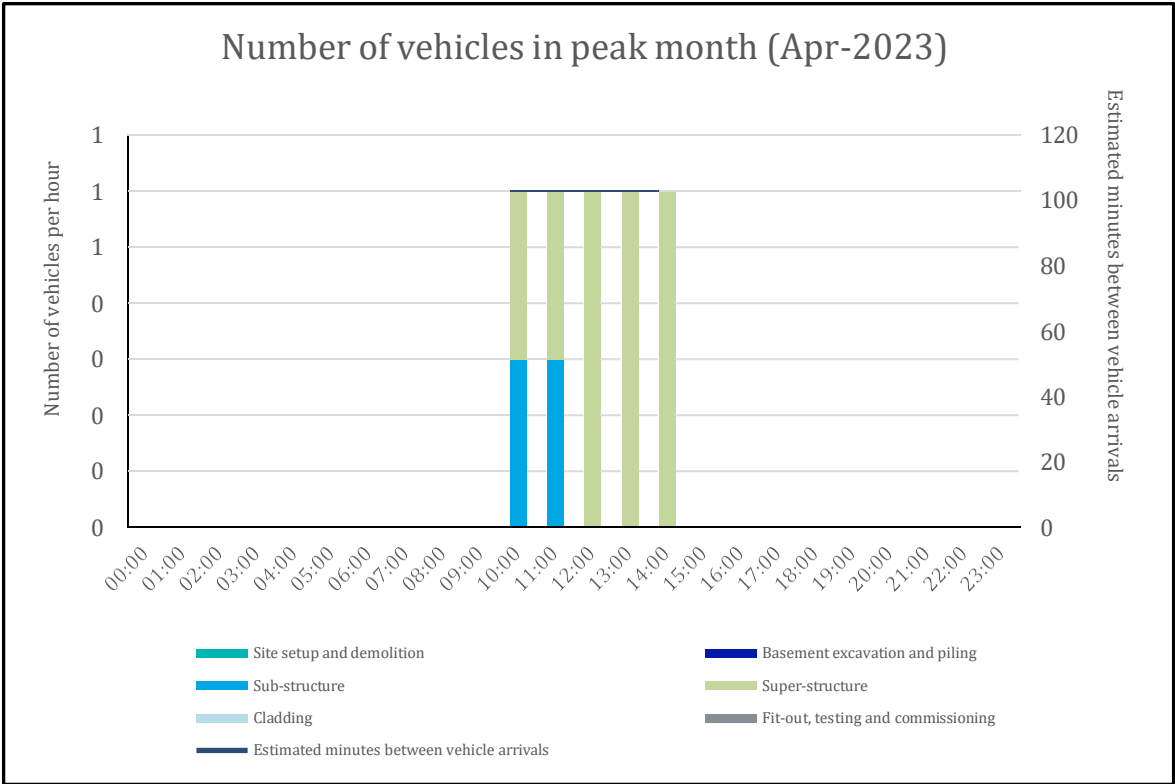


Figure 10.3: Hourly Arrival Profile of Vehicles During Peak

11 IMPLEMENTING, MONITORING AND UPDATING

11.1 CLP Co-ordinator

This document will be monitored and managed by the site management team from the Main Contractor – Rosguill, at the development.

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

Gate checks will be carried out on all arrivals to ensure that the correct paperwork has been completed and the driver has utilised 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 (LRIGID and SRIGID vehicle sizing and manoeuvres)
- 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 the scaffold considerations.
- Vulnerable road user safety information (traffic marshal locations, healthy 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 programme, 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 with respect to this CLP may result in a 'stop work' order.

12 AIR QUALITY AND DUST RISK

The following sections have been written to address the final element of Condition 12 for the associated development. This section of this report will otherwise be known as an Air Quality and Dust Risk Assessment (AQDRA) and/or Dust Management Plan (DMP). This section of this report has been written specifically to address the control measures and outcomes (dust and air quality) focusing on demolition.

Demolition activities have the potential to cause dust nuisance and health impacts if appropriate mitigation measures are not applied. The GLA has released Supplementary Planning Guidance on the Control of Dust and Emissions from Construction and Demolition (GLA, 2014). The SPG outlines a risk assessment approach for demolition dust assessments and helps determine the mitigation measures that will need to be applied. This report describes the potential risk of dust impacts associated with demolition activities required as part of the proposed development.

To ensure that this document remains relevant, adequate and effective as the works progress, the Dust Management Plan will be reviewed and updated as necessary:

- Every 3 months (minimum).
- As instructed by Project Manager.
- Following any changes to the scope of the works that have had an impact on environmental requirements.

13 POLLUTION AND DUST CONTROL MEASURES

An inventory and timetable of all dust and PM₁₀ generating activities are described in Table 9.1 below:

Table 13.1: Dust and Emissions Generating Activities

Phase of Works	Activities Generating Dust	Level of Risk
Earthworks	<u>Earthworks</u> Excavation, Haulage, Tipping, Stockpiling. Levelling the site and landscaping. <u>Trackout</u>	<u>Earthworks</u> Medium Risk
	Site traffic movement onto Harold Road and onto surrounding roads, including all deliveries and earth movements / removal. Trackout length (<50m).	<u>Trackout</u> Low Risk
Construction	<u>Construction</u>	<u>Construction</u> High Risk
	External cladding and rendering	<u>Trackout</u> Low Risk
	Stockpiling and storage of materials.	
	Concrete placing during the creation of the ground floor slab.	
	<u>Trackout</u>	
	Site traffic movement onto Harold Road from Hornsey Police Station.	

13.1 General Activities

There are numerous activities on development projects that if unmitigated can give rise to elevated levels of dust. This can be the movement and placing of granular materials and the excavation of foundations, poor stockpile management, site traffic movements, etc.

Dusty emissions escaping the work area may cause nuisance through, for example, surface soiling, loss of visibility due to deposition and effects on local people. Since it is difficult to suppress dust once it is airborne it is preferable, where possible, to prevent dust from being generated in the first place.

13.2 Mitigation Measures and Management Controls

The GLA SPG Dust and Emissions Control, and Institute of Air Quality Management (IAQM) guidance, will be adhered to throughout the works on-site. The measures adopted will be consistent with this Guidance and proportionate to the risk of dust nuisance in individual cases and will therefore, be more stringent where activities are closer to sensitive receptors.

Contractors will implement all necessary management and Best Practicable Means (BPM) to reduce levels of dust emissions from the Site both internally (*in situ*) and externally (off-site). Site

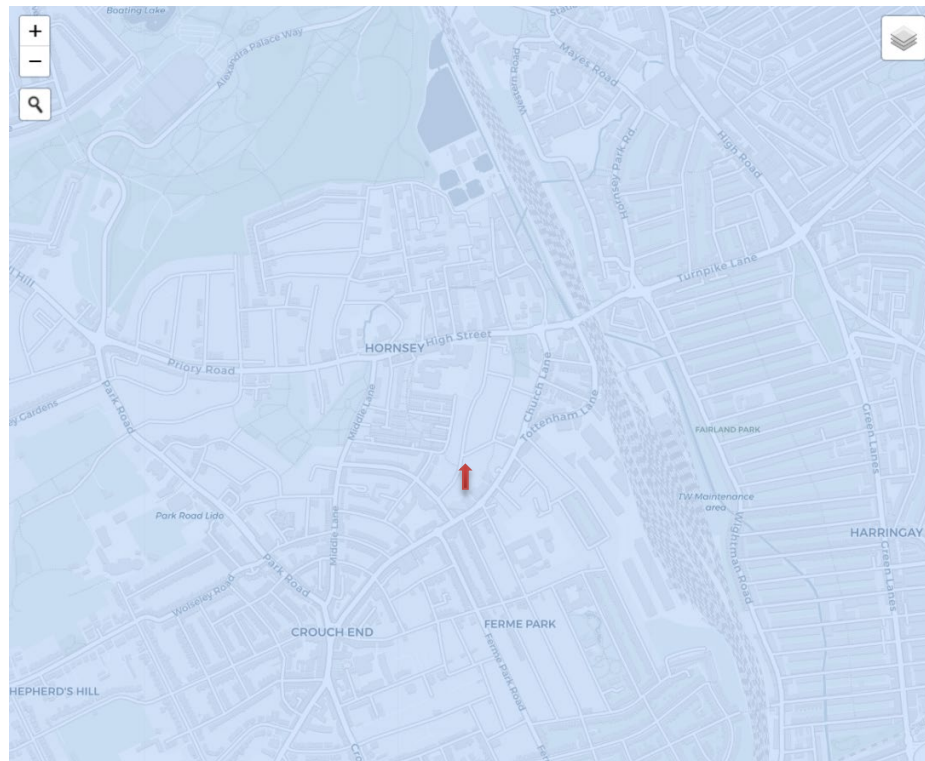
specific control measures extend beyond those required for a negligible dusty site but will be implemented as a minimum in order to reduce the likelihood of dust nuisance from dusty operations from demolition and these will include the measures outlined below in Table 9.2.

Table 13.2: Site specific control measures

	Mitigation measure – Specific to Earthworks	Implemented on site
1	Only remove secure covers in small areas during work and not all at once.	

Rosguill Dev will ensure 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 prioritised and Rosguill Dev will work with suppliers that can provide Euro VI vehicles, and preferably electric or hybrid vehicles.

Due to the location of the site, highlighted below, emissions from non-road mobile machinery (NRMM) with net power between 37kW and 560kW used on site will meet the Stage IIIB 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 NO_x 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 NO_x emission standards is not feasible. The full exemption and retrofit procedure document for NRMM can be found here - https://www.london.gov.uk/sites/default/files/nrmm_lez_exemption_and_retrofit_policy_-_covid-19_update_final_0.pdf

The details of all proposed NRMM to be used on the site for the demolition phases of the development will be registered on the NRMM register (<https://nrmm.london/user/register>). Rosguill Dev will keep an inventory of NRMM currently on site and upload this to the NRMM platform.

A NRMM compliance log (including inventory) will be created, updated, and maintained by Rosguill Dev. This will be issued to Haringey Council on request (Local Authority Inspection) via e-mail and will be also online utilising the NRMM portal found at: <http://nrmm.london> as mentioned above.

Rosguill Dev will engage with their supply chain and subcontractors to identify areas where emissions could be reduced for on-site machinery or vehicles entering site.

15 DUST RISK ASSESSMENT

The following Dust Risk Assessment has been carried out in accordance with the Mayor of London SPG 'The Control of Dust and Emissions during Construction and Demolition' July 2014 and the Institute of Air Quality Management (IAQM) Guidance on the assessment of dust from demolition (January 2014), to allow for the classification of the risk of dust impacts from the site. This will then allow mitigation measures appropriate with that risk to be identified and implemented on site.

This Dust Risk Assessment focuses on Demolition and Trackout only.

The dust risk assessment considers the potential for dust soiling (nuisance) and PM₁₀ (human health) impacts within 350 m of the site boundary; or within 50 m of roads used by vehicles. Receptors that may be affected by the generation of dust and vehicle emissions because of the demolition works can include but are not limited to:

- Local residents in the immediate surrounding area
- Workers;
- Visual amenity; and
- External surfaces and materials (through surface soiling).

Worksites are classified into one of three tiers according to dust risk and are assessed based on site activities and the sensitivity of nearby receptors. The Dust Emission Magnitude (DEM) is based on the scale of the anticipated works and the site will be classified as defined by the IAQM and the London SPG.

The sensitivity of the area considers several factors. These sensitivities are determined using GLA Tables. These are defined by:

- The specific sensitivities of receptors in the area;
- The proximity and number of those receptors;
- In the case of PM₁₀, the local background concentration
- Site specific factors, i.e. whether there are natural shelters such as trees, to reduce the risk of wind-blown dust.

15.1 Dust Soiling

Descriptors	Result
Density	10-100
Distance from Source	< 20 m
Receptor Sensitivity	High
Overall Risk Classification	High

Site specific factors:

- 15.1.1 Users can reasonably expect an enjoyment of a high level of amenity (primarily residential around Harold Road and Hornsey Police Station);
- 15.1.2 the appearance, aesthetics or value of their property would be diminished by soiling;
- 15.1.3 The people or property would reasonably be expected to be present continuously, or at least regularly for extended periods as part of the normal pattern of use of the land (dwellings primarily).

15.2 Human Health

Descriptors	Result
Density	10-100
Distance from Source	< 20 m
Receptor Sensitivity	High
PM10 Annual Average	Less than 24
Overall Risk Classification	Low

PM10 annual classification:

In the case of the 24-hour objectives, a relevant location would be one where individuals may be exposed for eight hours or more in a day (e.g. residential properties, Schools)

The predicted baseline 2022 PM₁₀ annual mean concentration for the 1km grid square that covers the site at Hornsey Police Station is 17.44 µg/m³ (DEFRA UK-AIR GIS Tool). This gives an indication of the annual mean concentrations at receptors in the vicinity of the development site. Therefore, using GLA guidance, the area surrounding the onsite works is of 'Low' sensitivity to human health effects.

15.3 Ecological Effects

Overall Risk Classification	Low
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The SPG's guidance to assess the impacts of demolition on ecological receptors has been followed. The guidance suggests that where a receptor is located within 350m of a site boundary it should be considered. There are no designations that would be defined as ecological within 350m of the site boundary. These have been examined using DEFRA's MAGIC database¹, these include:

- 15.3.1 Special Conservation Areas
- 15.3.2 National Nature Reserves
- 15.3.3 Areas of Outstanding Natural Beauty
- 15.3.4 RAMSAR Sites
- 15.3.5 Local Nature Reserves
- 15.3.6 Sites of Special Scientific Interest
- 15.3.7 Special Protection Areas

¹ <https://magic.defra.gov.uk/MagicMap.aspx>

15.4 Other Factors

The following additional factors have been considered when determining the sensitivity of the area.

- 15.4.1 Any history of dust generating activities in the area;
- 15.4.2 The likelihood of concurrent dust generating activities on nearby sites;
- 15.4.3 The season during which the work will take place;
- 15.4.4 Duration of the potential impact, as a receptor, may become more sensitive over time.
- 15.4.5 Locations with a local designation where features may be affected by dust deposition.

Activity	Dust Emission Magnitude
Earthworks	MEDIUM
Construction	LARGE
Trackout	SMALL

Dust Soiling Sensitivity	Human Health Sensitivity	Ecological Sensitivity
High	Low	Low

Therefore, the following section outlines these combined sensitivities and magnitudes.

Table 22.1: Summary of Risk of Impacts Without Mitigation

Potential Impact	Dust Risk		
	Earthworks	Construction	Track-out
Dust Soiling	Medium risk	High Risk	Low Risk
Human Health	Low Risk	Low Risk	Low Risk
Ecological	Low Risk	Low Risk	Negligible

The site manager will ensure that site personnel always follow best practice to control and limit emissions of gaseous and particulate pollutants into the atmosphere from demolition activities, including from vehicles and plant.

These measures as seen above (The relevant dust-controlled measures for medium risk contained within Appendix 7 of the Mayors SPG) are allocated according to the demolition stage and site risk.

The measures will be implemented on site in full and will result in the impact of dust emissions during demolition of the development being negligible. Both desirable and highly recommended control measures as part of Appendix 7 of the Mayors SPG are highlighted below and will be adhered to by the site.

Implementing a robust dust monitoring system on-site is crucial for effective dust management, ensuring compliance with environmental regulations and maintaining a safe working environment.

To achieve this, we propose the use of handheld devices for real-time dust monitoring. Four times a day and when required, designated personnel will conduct thorough inspections using these devices to assess dust levels across various areas of the construction site.

The handheld devices will provide accurate and instantaneous data, allowing us to promptly identify any potential issues and implement mitigation measures as needed.

This proactive approach not only promotes a healthier working environment for our team but also demonstrates our commitment to environmental stewardship and regulatory compliance throughout the construction process.