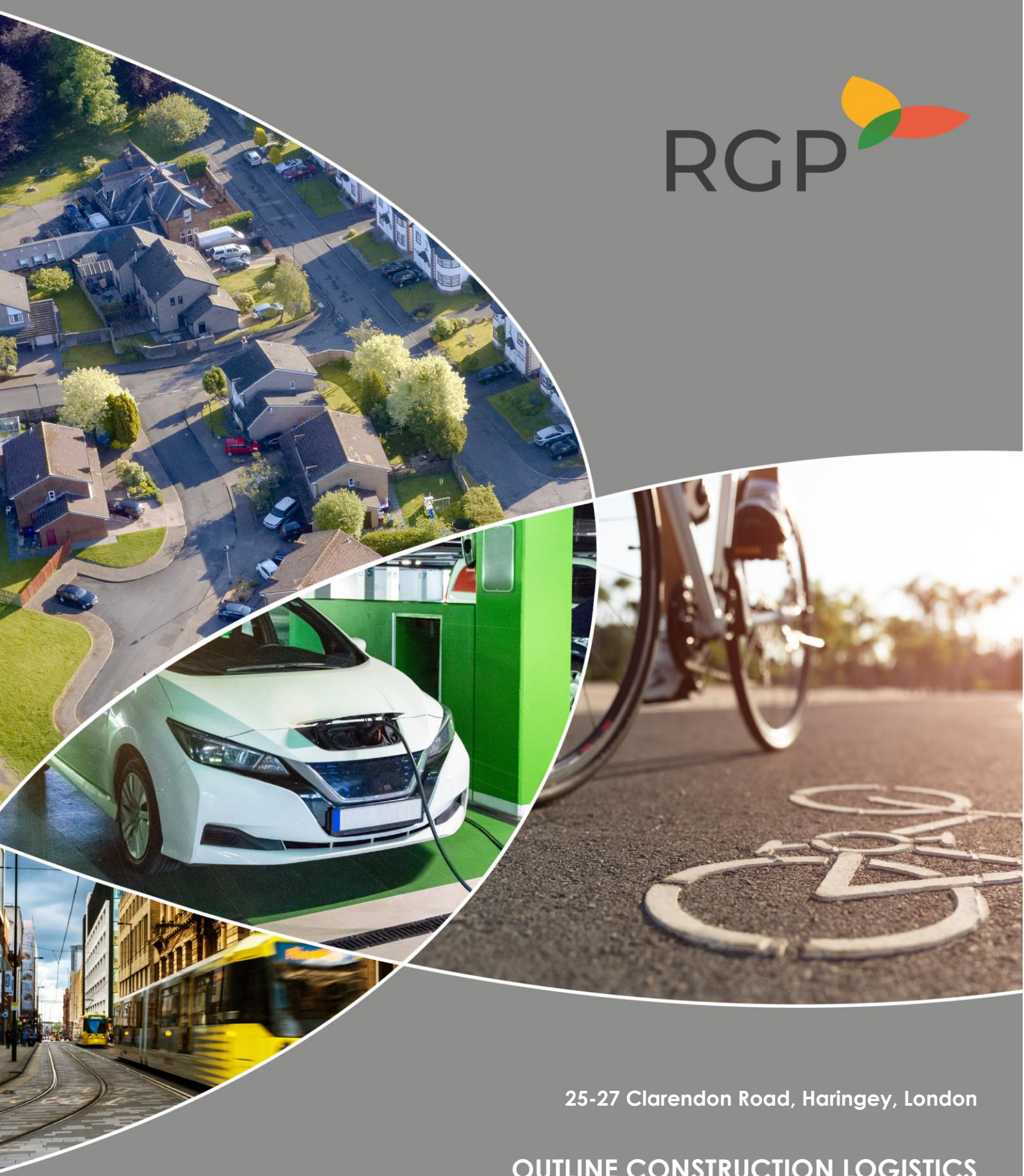

25-27 Clarendon Road, Haringey, London

OUTLINE CONSTRUCTION LOGISTICS PLAN

for Proposed Mixed Use Development

on behalf of J Group Ltd

2024/7756/CLP06

July 2024

www.rgp.co.uk

DOCUMENT CONTROL

Project:	25-27 Clarendon Road, Haringey, London for Proposed Mixed Use Development
Report Type:	Outline Construction Logistics Plan
Client:	J Group Ltd
Reference:	2024/7756/CLP06

Document Checking

Author:	WT	Date:	11/06/2024
Checked by:	WT	Date:	18/06/2024
Approved by:	CMB	Date:	08/07/2024

DOCUMENT STATUS

Issue	Date	Status	Issued by
1.	08/07/2024	Draft	WT
2.	25/07/2024	Rev. A	WT
3.			
4.			
5.			
6.			

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1 INTRODUCTION

1.1 Background

1.1.1 RGP is instructed by J Group Limited to provide transport planning and highways input in support of a co-living scheme with affordable workspace at 25-27 Clarendon Road, Haringey, London ('the site'). The site lies within the London Borough of Haringey (LBH).

1.1.2 The site is located on the western side of Clarendon Road within Hornsey and currently comprises two buildings which are utilised for office (Class B1) and warehousing and distribution (Class B8) purposes. The buildings are sited along the frontage of Clarendon Road and along the southern boundary of the site. There is a large internal hard standing area that is currently used for car parking and servicing which is accessible directly from Clarendon Road towards its north-eastern corner.

1.1.3 Vehicular access to the site is afforded via Clarendon Road directly adjacent to the site's frontage which connects to Mary Neuner Road to the north and the B138 to the southeast. Pedestrian access is provided via Clarendon Road but also through pedestrian links connecting onto Turnpike lane to the south.

1.1.4 The site is shown in its local context in **Figure 1.1**.

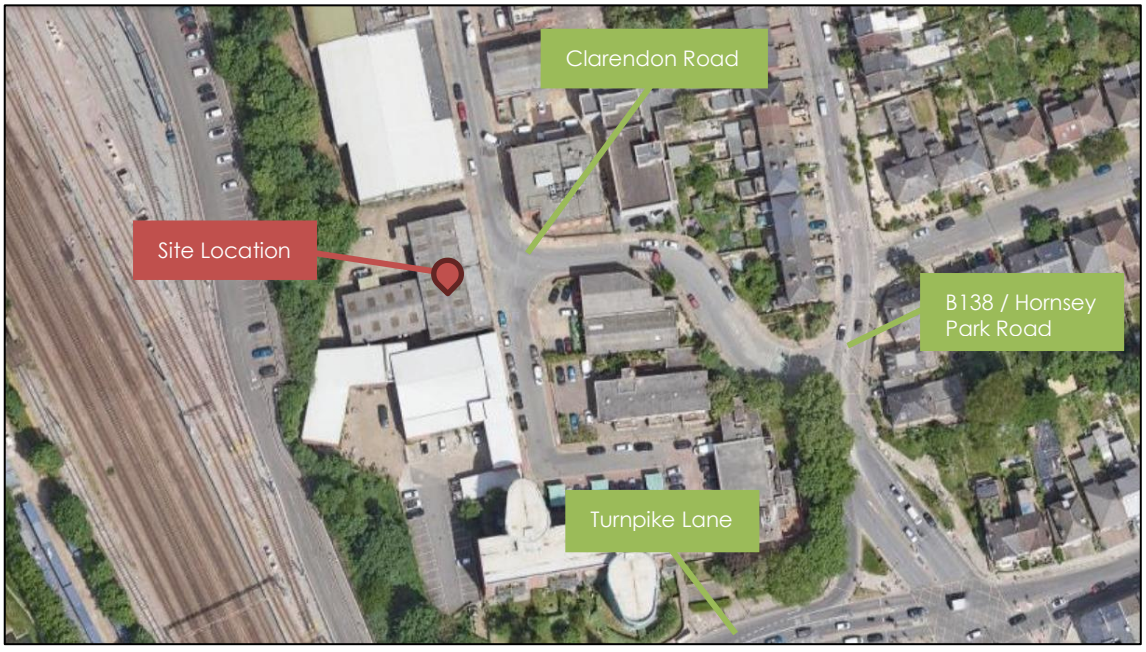


Figure 1.1: 25-27 Clarendon Road

1.2 Development Proposals

1.2.1 The proposals are for 222 co-living units with associated ancillary facilities at ground and first floor level. The proposals also comprise 231 sqm of commercial space at ground and first floor which is standalone, although co-living residents would not be precluded from using this space. A copy of the latest proposed site plans are attached hereto at **Appendix A**.

1.2.2 The co-living accommodation concept provides high quality, low cost housing for young people who work in the local area. This concept of accommodation would typically appeal to younger adults or young professionals in London on lower incomes, for example, and therefore the level of car ownership amongst its occupants is extremely low. Co-living developments are typically located in accessible locations where public transport and active modes are able to form the primary methods of travel, which facilitates a car-free lifestyle. The proposed development would therefore be car-free, in accordance with the London Plan guidance document '*Large-Scale Purpose-Built Shared Living (2024)*'.

1.2.3 A separate Transport Assessment, Travel Plan, Delivery & Servicing Management Plan (DSMP) and Waste Management Plan have been prepared by RGP to accompany this planning application and it is therefore recommended that these documents are read in conjunction with this outline Construction Logistics Plan (CLP).

1.2.4 This Outline Construction Logistics Plan has been prepared following pre-application discussions with LBH, which identifies the need to prepare a suitable Outline CLP to accompany the planning application.

1.2.5 This Outline CLP has therefore been prepared to provide high level information on the construction management and logistics. It is anticipated that once a contractor has been appointed, any outstanding details would be provided within a Detailed CLP which is likely to be conditioned as part of any planning consent. The approved CLP would be implemented during demolition and construction works and would be strictly adhered to.

1.2.6 A CLP provides a considered approach to how the potential impact of construction related traffic would be minimised and mitigated against. In preparing this report particular consideration has been given to TfL's 'Construction Logistics Plan Guidance' document published in April 2021.

1.3 Objectives of the CLP

1.3.1 The main objectives of this CLP are to:

(i) Lower vehicle emissions associated with construction vehicles arriving and departing the site.

(ii) Enhance safety – improved vehicle, cyclist and pedestrian safety around the site on Clarendon Road and the surrounding highway network; and

(iii) Reduce congestion – reduced construction vehicle trips overall, especially in peak periods.

1.4 Proposed Working Hours

1.4.1 Construction works on the site will typically commence and finish at the following times:

(i) Monday to Friday 8am – 6pm

(ii) Saturday 8.00am - 1.00pm

(iii) No Sunday, bank holiday or public holiday working

1.4.2 The applicant is committed to minimising the impact of construction traffic on the local highway network. It is therefore proposed that all construction deliveries would take place Monday to Friday between 9.30am-4pm only to ensure all construction deliveries take place outside of peak hours, thereby minimising the impact of construction deliveries on the local highway network. Under no circumstances will deliveries outside of these timings be acceptable, unless otherwise agreed between the Main Contractor and LBH.

1.4.3 Under no circumstances will works or construction deliveries outside of these hours be undertaken, unless otherwise agreed in advance with the LBH.

1.5 CLP Structure

1.5.1 This CLP comprises the following sections, which is in general accordance with TfL's guidance document.

(i) Section 2: Context, considerations and challenges;
(ii) Section 3: Construction programme and methodology;
(iii) Section 4: Vehicle routing and site access;
(iv) Section 5: Strategies to reduce impact;
(v) Section 6: Estimated vehicle movements;
(vi) Section 7: Site Waste Management Plan;
(vii) Section 8: Implementing, monitoring and updating.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 Policy Context

2.1.1 This document has been produced in consideration of a number of supporting planning policy documents.

National Planning Policy Framework (NPPF)

2.1.2 The NPPF promotes the use of sustainable transport through the UK, safe road design and the efficient and sustainable delivery of goods and supplies, therefore the production of a CLP would align with this.

London Plan (2021)

2.1.3 The London Plan (2021) states the following at Policy T7 (F):

"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."

2.1.4 Furthermore, paragraph 10.7.6 of the London Plan states:

"Transport for London's guidance on Construction Logistics and Delivery and Servicing Plans should be adhered to when preparing planning applications. Plans should be developed in line with this guidance and adopt the latest standards around safety and environmental performance of vehicles. The plans should be monitored and managed throughout the construction and operational phases of the development. TfL's freight tools including CLOCS (Construction Logistics and Community Safety) should be utilised to plan for and monitor site conditions to enable the use of vehicles with improved levels of direct vision. This should be demonstrated through a Site Assessment within a Construction Logistics Plan. Development proposals should demonstrate 'good' on-site ground conditions ratings or the mechanisms to reach this level."

2.1.5 This CLP has been prepared in accordance with TfL's Construction Logistics Plans guidance document and in accordance with these London Plan policies.

The Mayor's Transport Strategy (2018)

2.1.6 Freight and servicing are frequently mentioned throughout this document which contains a strategy considering all methods of freight delivery including road, rail, pipeline, water, bicycles and air. The document especially highlights the importance of DSPs efficiency and provide a framework for incentivisation and regulation.

2.1.7 In particular policies 3, 6, 9 and 16 have impacts on construction activity and should be reviewed when undertaking a CLP.

Healthy Streets

2.1.8 Healthy Streets is the framework of the Mayor's Transport Strategy, putting human health and experience at the heart of planning the city. The proposed development and measures outlined within this CLP have been considered with respect to the Healthy Streets approach and indicators.

Vision Zero for London

2.1.9 Major cities around the world are taking a stand to end the toll of deaths and injury seen on their roads and transport networks by committing to Vision Zero. The Mayor's Transport Strategy sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network.

2.1.10 This CLP has been prepared to ensure that all construction traffic adhere to the Vision Zero Action Plan strategy, in order to enhance highway safety.

TfL Freight and Servicing Action Plan (2019)

2.1.11 The vision for construction is set out in Actions one, two and nine of this document, which puts safety at the heart of this policy. These policies have been considered when preparing this CLP.

Fleet Operator Recognition Scheme (FORS)

2.1.12 FORS is a unique, industry-led, membership (bronze, silver, gold) scheme to help van and lorry operators become safer, more efficient and more environmentally friendly. It's relevance to the CLP is via its mention in the Mayor's Transport Strategy and requirements will be relayed to all operators engaged during the development.

2.1.13 It is a requirement that Fleet Operators comply and adhere to the FORS Silver standard.

2.2 Local Access including Highway, Public Transport, Cycling and Walking

Local Highway Network

2.2.1 25-27 Clarendon Road is located in the south of the Wood Green area of London (PTAL 4). The site is bound by office-led mixed use units to the north and south, Clarendon Road to the west and a section of the East Coast Main Line to the west. The site location is illustrated in **Figure 2.1**

Figure 2.1: Site Location

2.2.2 The site benefits from an existing crossover from the western side of Clarendon Road.

2.2.3 The site is situated within LBH's Controlled Parking Zone (CPZ) known as Wood Green Outer Zone. There are on-street parking bays located on the western side of Clarendon Road in the immediate vicinity of the site which are situated within the CPZ and restrict parking to permit holders only Monday to Saturday between 8am and 10pm. The section of on-street parking to the north of the site on Clarendon Road also permits short stay parking for up to 2 hours (with no return within 2 hours).

2.2.4 The site also lies within the Wood Green Outer Zone CPZ which restricts parking to permit holders only during the daytime Monday to Saturday between 8am and 6:30pm. This CPZ surrounds the Wood Green Inner Zone which has restrictions for longer durations being between 8am and 10pm Monday to Sunday.

2.3 Accessibility Credentials

2.3.1 **Figure 2.3** outlines the amenities within 500m of the site, in addition, **Figure 2.4** includes the general walk times in accordance with the Chartered Institution of Highways and Transportation (CIHT) guidelines of 80-metres per minute walking speed.

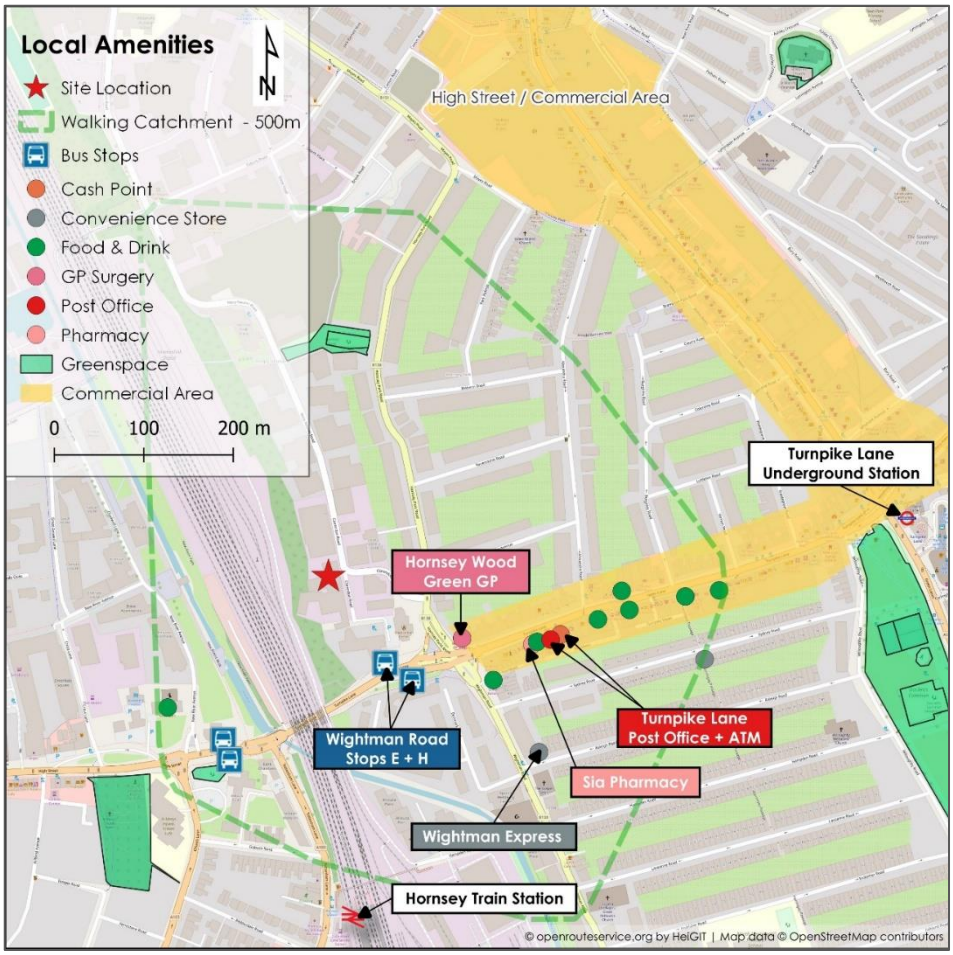


Figure 2.3: Local Amenities Plan

2.3.2 Various amenities can be accessed easily from the site, a number of which could be used to meet future construction staff needs, either for travel to / from the site or local trips during lunch breaks for example. **Figure 2.4** shows some of these as well as associated distances to and walking times.

Amenity	Distance (m)	Walking Time (minutes)
Sainsbury's Supermarket (High Road)	800	11
Hornsey Wood Green GP (Turnpike Lane)	240	3
ATM (Turnpike Lane Post Office)	325	4
Hideaway Café (Clarendon Road)	80	1
Wightman Express (Convenience Store)	400	5
Sia Pharmacy (Turnpike Lane)	300	3
Turnpike Lane Post Office	325	4

Figure 2.4: Local Amenities

2.4 Public Transport Accessibility Level (PTAL)

2.4.1 A Public Transport Accessibility Level assessment has been undertaken which indicates that the site lies within a PTAL 4 (good) location, although it is within 50 metres of a PTAL 6a which is representative of sites with excellent access to the public transport network. A copy of the PTAL assessment report is attached hereto at **Appendix B**.

2.5 Summary

2.5.1 In summary, RGP considers that the accessibility credentials of the proposed development are of an excellent standard, as demonstrated by the site's proximity to local services and facilities, including Hornsey centre, which reduce the need for construction staff to travel to and from the site by private car.

2.5.2 It has also been demonstrated that there are extensive public transport services available within the local area, which would provide a primary method of travel amongst staff.

2.6 Potential Constraints

2.6.1 There are some notable constraints associated with the construction works at the site, including the following:

(i) Proximity of the adjacent uses which would remain operational during construction;

(ii) Limited on-site servicing capabilities during the building phase of work.

2.6.2 The applicant is therefore committed to carrying out these works in the most practicably sustainable manner and the need to minimise impact is fully recognised.

2.6.3 The Main Contractor will be responsible for the monitoring of all construction works and traffic movements and ensuring the safety of all staff and local residents, as well as passing vehicles and pedestrians at all times.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

3.1 Overview

[This section is to be updated further once a Main Contractor has been appointed].

3.1.1 The construction works are proposed to commence in Early 2025 [date to be confirmed], lasting for approximately 24-36 months *[duration to be confirmed]*.

3.1.2 The broad schedule of construction activity is expected to be as follows:

(i) Site setup and demolition
(ii) Excavation and piling
(iii) Sub-structure
(iv) Super-structure
(v) Cladding
(vi) Fit out, testing and commissioning.

3.1.3 The contact details for the Main Contractor (once appointed) and Construction Manager (an individual appointed by the Main Contractor) shall be clearly detailed at the front of the site for the duration of the works.

3.2 Construction Programme

3.2.1 **Figure 3.1** below summarises the anticipated programme of works. This information is indicative and would be updated with more accurate information at a later stage as part of a Detailed CLP which is likely to be conditioned as part of any planning consent and once a Main Contractor is appointed.

Construction Phase	Start	End
Site setup and demolition	Jun-25	Sep-25
Excavation and piling	Oct-25	Dec-25
Sub-structure	Jan-26	Feb-26
Super-structure	Mar-26	Dec-26
Cladding	Jan-27	Feb-27
Fit out, testing and commissioning	Mar-27	May-27

Figure 3.1. Construction Programme

4 VEHICLE ROUTING AND ACCESS

4.1 Construction Vehicle Access

4.1.1 Prior to any works commencing it is anticipated that hoarding would be installed along the curtilage of the site works to prevent unauthorised access to the site and to help warn of the potential dangers of construction zones.

4.1.2 The site would be securely locked at the end of each working day and managed during working hours by the Construction Manager to ensure access is permitted by authorised personnel only. As set out later in this report, contact details for the Construction Manager would be made available to the public at the front of the site for emergency purposes.

4.1.3 Appropriate signage will be erected on the hoarding to the site to give clear instruction for safe routes of passage by both vehicles and pedestrians which will be continually adapted to suit any varied stages of construction.

4.1.4 Temporary lighting would also be provided across the site, as necessary. The site would be designed appropriately to ensure that there is no requirement for skips to be located on the public highway with all goods and materials stored on the site.

4.1.5 All necessary licences would be applied for by the Main Contractor in advance.

Demolition Phase

4.1.6 **Drawing 2023/7756/005** attached illustrates the proposed construction setup plan for the site during demolition of the site.

4.1.7 The site currently benefits from a large forecourt car parking area associated with the existing B8 use and therefore it is anticipated that all construction vehicles during the demolition phase of work would be undertaken on the site, away from the local highway network.

4.1.8 As shown on the attached **drawing 2023/7756/005**, construction vehicles can access the site in a forward gear, turn around on the site and egress the site in a forward safely and conveniently, given that the car park would be vacant during construction.

4.1.9 All vehicle manoeuvres and loading/unloading on the site would be assisted by traffic marshals. Traffic marshals would be located at the front of the site all times during delivery hours to manage vehicle arrivals.

Main Construction Phase

4.1.10 **Drawing 2023/7756/006** attached illustrates the proposed construction setup plan for the site during the main building phase.

4.1.11 During the main building phase of work, it would not be feasible for construction vehicles to enter or egress the site due to the footprint of the building. As such all construction deliveries would load/unload on-street outside the site frontage on Clarendon Road in the same way a delivery vehicle would currently stop on-street.

4.1.12 The attached **Drawing 2023/7756/006** confirms that multiple large construction vehicles can safely stop outside the site without impacting on on-street parking.

4.1.13 All vehicle manoeuvres would be assisted by traffic marshals. Traffic marshals would be located at the front of the site all times during delivery hours to manage vehicle arrivals as appropriate.

4.1.14 Further information regarding the management of deliveries is detailed later in this report, however, all construction deliveries would be booked in advance with the Construction Manager and undertaken in a timely fashion to ensure only one delivery vehicle arrives at the site at any given time. This would be maintained via a delivery schedule which would be enforced by the Construction Manager each day and construction deliveries would be undertaken during specified hours only to minimise the impact of construction traffic on Morrisons servicing requirements.

4.1.15 The proposed construction access arrangements represent the best case with regard to highway, cyclist and pedestrian safety in the locality.

4.2 Types of Vehicles

4.2.1 The following list in **Figure 4.1** provides an indication of the types of vehicles anticipated during the construction process. This would be managed on a weekly basis by the Main Contractor with relevant subcontractors and suppliers.

Construction Vehicle	Operation	Dimensions
Skip Lorries	Waste Removal	Length: 6.3m Width: 2.9m Height: 2.9m
Large Tipper Lorries	Transporting loose material to/from the site.	Length: 10.2m Width: 2.5m Height: 2.9m
Small Tipper Lorries	Transporting loose material to/from the site.	Length: 6.5m Width: 2.5m Height: 2.9m
Concrete Lorries	Mixing components and materials	Length: 8.4m Width: 2.4m Height: 4.0m
Flat-bed Trucks	Transport Materials / Steels etc	Length: 8.0m Width: 2.1m
Transit Vans	It is anticipated that these will be used for the majority of hand held tools, equipment, finishing materials and sanitary ware	Length: 5.3m Width: 2.0m Height: 2.5m
Box Vans	Transport materials, hand held tools, equipment, finishing materials and sanitary ware	Length: 7.5m Width: 2.0m Height: 3.5m

Figure 4.1: Types of Construction Vehicles

4.3 Loading/Unloading & Storage of Materials

4.3.1 Deliveries will be on a 'just in time' basis with all deliveries needing to be booked in 48 hours prior to the day of delivery. This will assist in the minimum number of materials being stored on the site at any one time and will improve delivery efficiency.

4.3.2 The delivery of the materials and goods will be received on the site and immediately transferred into the dedicated storage location. All plant and materials would be stored within designated storage areas on the site, as illustrated on drawings **2023/7756/005** and **2023/7756/006** attached, given that the external areas would be vacant during demolition and the external areas would be built following completion of the main building works, when such large machinery and materials would no longer require storage at the site.

4.3.3 Any storage of materials on-site will need to be constantly reviewed as work progresses and as the site conditions change to ensure that all materials are accommodated on the site and not on the public highway. Loading or unloading at any other time on weekdays or at other locations not stated within this document will in no instance be acceptable, unless otherwise agreed with the Council in advance.

4.4 Cycle and Pedestrian Routes

4.4.1 Whilst the number of deliveries to the site will be low, it is vital that safe pedestrian routes are retained on the public highway.

4.4.2 It is not anticipated that any footway closures would be required during the demolition phase since deliveries can be received on the site. Traffic marshals would be on hand at all times to assist vehicle arrivals and departures, as well as to assist any pedestrians in the locality as necessary.

4.4.3 During the main build phase, vehicles would be required to load/unload on-street and as such it would be necessary to temporarily suspend the section of footway outside the site frontage on Clarendon Road during delivery hours at all times. Pedestrians would then be diverted to the footway on the opposite side of Clarendon Road via signage and under traffic marshal supervision.

4.5 Routing Strategy

4.5.1 The site benefits from convenient access to the wider highway network via numerous routes to the north and to the south of the site.

4.5.2 The routing plans attached hereto at **Appendix C** demonstrate the construction vehicle routing strategy for the site, reflective of the various access restrictions and highway constraints. Separate routing plans have been considered for vehicles travelling to / from routes to the north and for vehicles travelling to / from the south.

4.5.3 In order to prevent any considerable turning manoeuvres across the highway on Clarendon Road, vehicles requiring outbound travel using routes to the south would be required to travel north on Clarendon Road initially, before reconnecting with the A504 via Western Road and the B138.

4.5.4 The proposed routing strategy is considered to provide the safest and most practical means for completing journeys to / from the construction site. These routes are also consistent with those approved by LBH as part of the Haringey Heartlands development to the north and are therefore suitable to accommodate the low level of construction deliveries for the purposes of these temporary construction works at the site.

5 STRATEGIES TO REDUCE IMPACT

5.1 Planned Measures Checklist

5.1.1 All traffic management measures will be managed by the Construction Manager on site who will enforce compliance and monitor any change in circumstances that may arise. The Construction Manager will be the key point of contact with LB Haringey, with regard to all issues relating to construction traffic management.

5.1.2 **Figure 5.1** summarises the committed, proposed and considered measures, in line with TfL's requirements for a 'medium' impact scheme. Each of these measures are discussed in this section.

Planned Measures Checklists	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
Freight by Rail			x
Material Procurement Measures			
DfMA and off-site manufacture		x	
Re-use of Materials on site		x	
Smart Procurement		x	
Other Measures			
Collaboration with other sites in the area	x		
Implement a Staff Travel Plan	x		
FORS	x		
DVS and safety permit	x		
Utilities	x		

Figure 5.1. Planned Measures Checklist Table (TfL CLP Guidance for Medium Impact Schemes)

5.1.3 In contrast to the TfL guidance (Figure 5.1) it is noted that the production of a 'delivery schedule' will be a committed measure to ensure that there is no overlap with delivery vehicles, no unscheduled deliveries and the public highway is kept as free flowing as possible. As a result of this the 'use of a holding area or vehicle call off area' will be considered but not proposed given that there is unlikely to be any unscheduled deliveries.

5.2 Committed Measures

Safety and environmental standards and programmes

5.2.1 The Main Contractor is committed to ensuring all staff and sub-contractor vehicles arriving at site comply with the details outlined in this document.

5.2.2 These include requirements for all vehicles and driver management practices to comply with the FORS accreditation and Construction Logistics and Community Safety (CLOCS), details of which are included at **Appendix D** of this report.

Adherence to designated routes

5.2.3 The proposed construction vehicle routing strategy is outlined in Section 4 of this document. All vehicles would be required to adhere to these routes in order to minimise impact on the local highway and to reduce associated emission levels.

5.2.4 Delivery drivers will be notified of the proposed access arrangements prior to their scheduled delivery time during each phase (i.e. demolition access requirements and main build phase requirements).

5.2.5 Any vehicles which fail to comply with these access requirements and routing strategy may be turned away.

5.2.6 All deliveries will be supported by marshals to ensure the safe passage of materials to and from the site, without impacting on highway or pedestrian safety.

5.2.7 Vehicles being off-loaded with goods at the site shall switch off their engines to avoid nuisance to the adjacent uses and to prevent dust generation.

Delivery scheduling

5.2.8 All construction deliveries would take place within the specified hours set out in this document (Monday to Friday 9.30am-4pm) to minimise the impact of construction traffic on the local highway network during peak times and on the existing servicing operation of the Morrisons.

5.2.9 All deliveries will be booked in advance and managed by the Construction Manager, in liaison with the relevant supplier/construction company, in order to ensure that only one delivery vehicle arrives and/or departs the site at any given time.

5.2.10 A delivery schedule will be prepared and kept up to date by the Construction Manager. The delivery schedule will detail the anticipated time of the delivery, contact details for the supplier, the type of delivery (i.e. plant, materials, scaffolding) and the size of vehicle anticipated.

5.2.11 All construction deliveries would be booked in advance with the Construction Manager, with 30-minute time slots allocated to each delivery vehicle (unless greater time is needed) and undertaken in a timely fashion to ensure only one delivery vehicle arrives at the site at any given time. Through the use of a delivery schedule and specified delivery hours, the number of construction deliveries each day would be restricted and controlled in order to minimise impact on the adjacent highway network and to pedestrians/cyclists.

5.2.12 All deliveries must be booked at least 48 hours in advance with the Construction Manager and made in accordance with the specified workings hours outlined in this document.

5.2.13 The Main Contractor will request all delivery drivers to telephone ahead of arrival to site so that the necessary steps can be made to enable a smooth and efficient operation.

5.2.14 Traffic marshals will be informed and will be ready for arrival of the delivery, anticipating the type of delivery and the unloading method to be utilised.

5.2.15 Any deliveries not booked in may be turned away at the Contractor's cost.

Re-timing for out of peak deliveries

5.2.16 Re-timing for out of peak time deliveries will aid the operational efficiency of the construction site and also the neighbouring area.

Collaboration with other sites in the area

5.2.17 Co-ordination will take place with other construction sites / businesses if found to be necessary when larger vehicles are required to deliver to site, in order to reduce the number of vehicle movements, length of journeys and subsequent vehicle emissions.

Implement a Staff Travel Plan

5.2.18 A small number of car parking would be provided on the site for some staff/operatives during demolition. As discussed in Section 2 of this report, there are frequent public transport services available from within proximity of the site (PTAL 4) and therefore in order to encourage the use of sustainable travel and reduce reliance upon private car use by staff, a number of travel planning measures will be applied by the Main Contractor. The following principles will be followed:

(i) Use of local suppliers, as far as reasonably possible, to reduce distance travelled and associated vehicle emissions;

(ii) Use of local labour / operatives who are more likely to reside within the local area and therefore travel by sustainable modes, as far as reasonably possible;

(iii) Providing operatives with timetable bus/rail information, if requested;

(iv) The potential to provide lockers on-site for tools and materials of construction staff will be explored by the Main Contractor to make sustainable travel more convenient for staff. This could be provided in a designated area within the construction storage area proposed, for example;

(v) An induction programme for all staff, making them aware of the limited parking available and convenient access via sustainable modes.

5.2.19 The above measures would be implemented to reduce private car travel, although this list is not exhaustive and so the appointed Construction Manager would consider further measures, as necessary and as conditions on-site change.

FORS

5.2.20 Delivery companies will be encouraged to sign up to TfL's Freight Operators Recognition Scheme (FORS). This is a voluntary industry-led membership scheme which aims to raise the standard of the fleet and freight industry by improving operators' performance with regards to safety, fuel efficiency, economical operation and vehicle emissions. It seeks to provide a quality and performance benchmark for the freight industry.

5.2.21 It is a requirement that Fleet Operators comply and adhere to the FORS Silver standard.

Direct Vision Standard and HGV Safety Permit

5.2.22 All HGVs over 12 tonnes would be required to meet TfL's DVS and safety permit requirements. The Direct Vision Standard measures how much an HGV driver can see directly through their cab windows, thereby indicating the level of risk to vulnerable road users, such as people walking and cycling, for example. Any vehicles over this weight and not in possession of a valid safety permit before entering and operating in most of Greater London may receive a Penalty Charge Notice (PCN).

Utilities Coordination

5.2.23 In the event of multiple utilities requiring new connections to be made, coordination would take place between the different companies so that any utility road works are undertaken simultaneously, as far as reasonably possible, in order to minimise disruption to residents and to improve efficiency during the construction process. Where multiple utilities are required a collaborative permit would be applied for to enhance efficiency.

5.3 Proposed Measures

Re-timing for out of hours deliveries

5.3.1 The delivery schedule would ensure that there are no unscheduled deliveries however in such an event any unscheduled delivery arrival out of hours will be turned away and re-timed as appropriate.

DfMA and off-site manufacture

5.3.2 Options for off-site manufacture will be explored wherever possible and discussed with each contractor prior to appointment.

Re-use of Materials on site

5.3.3 The proposed construction works would adopt the principles applied by DEFRA with respect to the management of waste at the site. This gives top priority to re-using materials on the site, wherever possible, and these principles would be adhered to throughout the construction process in order to minimise the environmental impact of the proposed works and to minimise the level of construction deliveries.

Smart Procurement

5.3.4 The site will look to source materials form local suppliers where possible as well as from the same suppliers as other local sites if appropriate to reduce the number of vehicle movements and length of journeys for materials to arrive on-site.

5.4 Considered Measures

Use of holding areas and vehicle call off areas

5.4.1 As discussed previously, this measure will be considered by the Main Contractor but not committed, since a delivery schedule will be prepared and there are unlikely to be any unscheduled vehicles, given the limited number of construction deliveries anticipated on a daily basis.

Use of logistics and consolidation centres

5.4.2 This will be considered and encouraged by the Main Contractor, where possible, in order to retain an efficient logistical operation at the site.

Vehicle Choice

5.4.3 Figure 4.1 above outlines the types of vehicles anticipated at the site. The Main Contractor would ensure that the level and type of vehicles used are consistent with those outlined in this document.

Freight by Water / Rail

5.4.4 Due to the location of the site, these represent unlikely and impractical opportunities for goods to be transferred to / from the site, however this would be explored by the Main Contractor throughout the construction process to establish if feasible at any point during construction.

6 ESTIMATED VEHICLE MOVEMENTS

[This section is to be updated further once a Main Contractor has been appointed].

6.1.1 Ascertaining likely levels of construction traffic for house-building is not an exact science with a number of logistical factors linked to construction techniques and project management affecting the daily traffic volumes. As such, there is little guidance that sets out how many HGV trips are required to build 'x' number of units.

6.1.2 Information obtained from other implemented schemes to the north on Clarendon Road has been used to provide an estimate of construction traffic, as well as RGP's experience of similar proposals.

6.1.3 This information is indicative and would be updated further as part of a Detailed CLP, which is likely to be conditioned following any planning approval, at which point in time a Contractor would be identified.

6.1.4 The approved CLP prepared for Phases 1-3 at the Haringey Heartlands development to the north comprising 881 units in total (planning ref. CLC2022/00172) indicates that there would be up to 10 construction deliveries per hour as a worst case during busiest period of construction. When converted to the proposed scheme at 25-27 Clarendon Road, the proposed scheme is likely to generate up 2-3 deliveries per hour as a worst case, which would not all occur at the same time and not all would last for 30 minutes in duration. Again this represents a worst case and would occur during peak periods of construction only. On average it is anticipated that there would be up to 1 delivery per hour during day to day operations.

6.1.5 The site provides sufficient capacity to accommodate multiple deliveries on the site during demolition, whilst the on-street loading area (circa 25 metres) provides sufficient capacity to accommodate multiple vehicles to load at the same time, if necessary, without impacting upon on-street parking capacity.

6.1.6 All construction deliveries and scheduling would be managed by the Construction Manager to ensure that the site provides appropriate loading capacity at all times and to avoid simultaneous deliveries wherever possible.

7 IMPLEMENTING, MONITORING AND UPDATING

7.1 Overview

Main Contractor – *TBC*.
Construction Manager – *TBC*.

7.1.1 The Construction Manager will own and manage the implementation of this document. Their job description will include keeping data on:

(i) Number of vehicle movements on site - collected through the delivery booking system;

(ii) Types of vehicles on site – compliance with required sizes in this document;

(iii) Time spent on site;

(iv) Delivery accuracy compared to schedule;

(v) Vehicle routing, unacceptable queueing or parking;

(vi) FORS accreditation;

(vii) Low Emissions Zone (LEZ) compliance;

(viii) Non-Road Mobile Machinery compliance (NRMM) of plant on site;

(ix) Staff travel modes to site;

(x) Enforcement and management of demolition/construction waste management;

(xi) Driver inductions and briefings including accreditation/qualification checks where required. No workers will be allowed to undertake activities on the site without a professional induction;

(xii) Distributing Contractor and Driver Handbooks, as appropriate, to ensure all staff are aware of their obligations and the procedures which are set out in detail throughout this report. These would be provided to staff by the Main Contractor in advance.

7.1.2 The Construction Manager will review this document regularly and as conditions change. Records of any updated/revisions will be maintained by the Construction Manager.

7.1.3 All records will be held on file, onsite, including all certificates and inspection records for all plant, equipment, and lifting etc. that are required for traffic management and construction purposes.

7.2 Breaches and Complaints

7.2.1 The contact details of the Construction Manager including an emergency out-of-hours contact will be published at the front of the site and will seek to respond to any formal complaint received within 7 business days with respect to community concerns, vehicle routing issues and unacceptable parking by staff, for example.

7.2.2 As outlined in this document, it is a requirement for vehicles and contractors to adhere to the FORS and CLOCS initiatives, as well as other vehicle management schemes and initiatives. Any contractors who are in breach of these schemes and requirements shall be notified and any disciplinary issues dealt with as appropriate.

7.2.3 All construction vehicles would be required to demonstrate compliance with the Low Emissions Zone (LEZ) and Ultra Low Emissions Zone (ULEZ) throughout the process, further information for which is available at: https://tfl.gov.uk/modes/driving/low-emission-zone and https://tfl.gov.uk/modes/driving/ultra-low-emission-zone.

7.2.4 The Construction Manager will be expected to develop a constructive relationship with those residents in the immediate vicinity of the development. Feedback will be encouraged and updates on the development will be posted to keep the community up to date with activities on site.

7.3 Safety

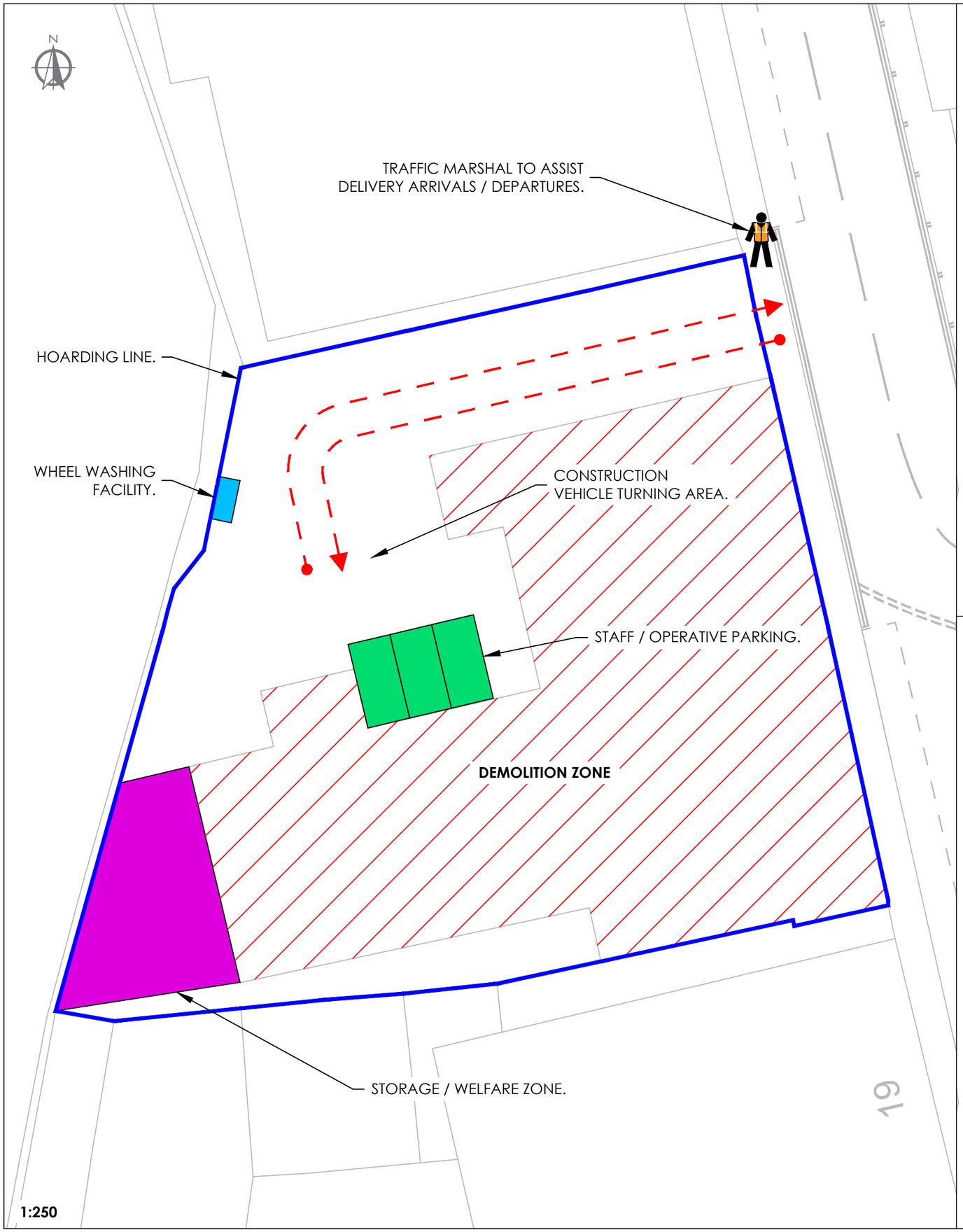
7.3.1 Anyone entering the site will be required to undergo a site induction. The induction will include access routes, parking, deliveries and emergency procedures.

7.3.2 All personnel entering the site shall be required to wear suitable Personal Protective Equipment (PPE), which will be provided by the Contractor, if not available. Any persons not wearing suitable PPE may be asked to leave the site.

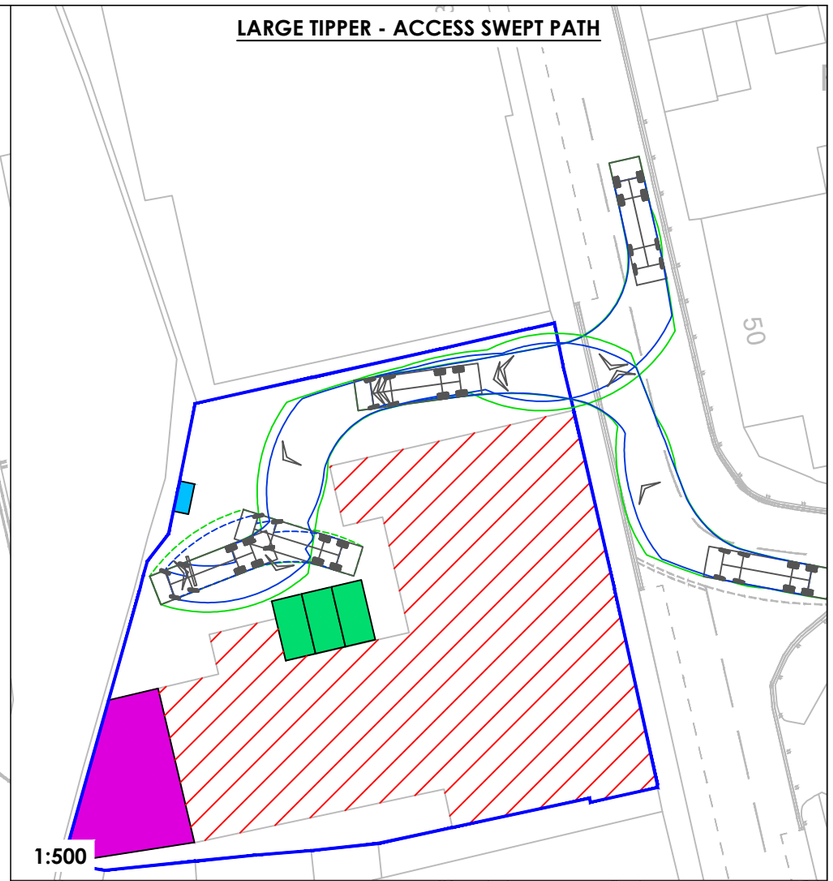
7.3.3 The operations of the site will be regularly inspected to ensure that all procedures are in compliance with this document. Daily inspections by the Construction Manager will ensure that the setup of the site is concurrent with the construction phases and there are no potential hazards. Any adverse impacts shall be recorded and immediately rectified if they arise.

7.3.4 All records of logistic-related and staff-related incidents or injuries will be held on file onsite at all times.

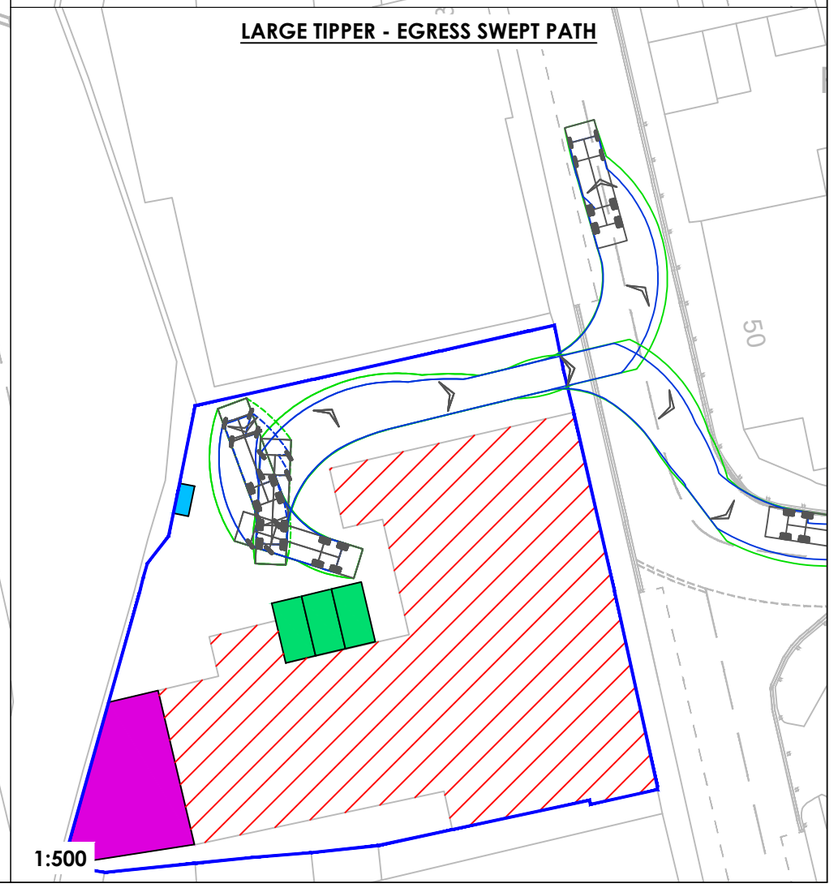
DRAWINGS



LARGE TIPPER - ACCESS SWEPT PATH

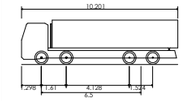


LARGE TIPPER - EGRESS SWEPT PATH



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

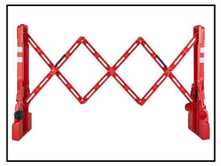
It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P1	GE	FIRST ISSUE	17/06/24

RGP
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client	J Group Ltd
Project	25-27 Clarendon Road, London N8 0DD
Drawing Title	Demolition Phase Plan
Drawing No.	2024/7756/005
Rev.	P1
Scale	1:250
Drawn By	GE
Checked By	WT
	A3

FOOTWAY OUTSIDE SITE FRONTAGE TEMPORARILY CLOSED DURING DELIVERY HOURS USING TEMPORARY BARRIER.



TRAFFIC MARSHAL TO ASSIST DELIVERY ARRIVALS / DEPARTURES.

HOARDING LINE.

DEDICATED LOADING / UNLOADING AREA (25 METRES) ON DOUBLE YELLOW LINES.

CONSTRUCTION ZONE

TEMPORARY SUSPENSION OF ON-STREET PARKING (2 METRES).

STORAGE / WELFARE AREA.

1:250

LARGE TIPPER - ACCESS SWEPT PATH (SOUTH)

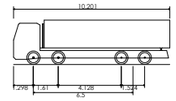
1:500

LARGE TIPPER - ACCESS SWEPT PATH (NORTH)

1:500

NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.



Large Tipper	
Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P1	GE	FIRST ISSUE	17/06/24

RGP
Transport Planning and Infrastructure Design Consultants
Shackleford Suite, Mill Pool House, Mill Lane, Godalming, GU7 1EY
1-2 Paris Garden, London, SE1 8ND
Tel: 01483 861681 / 020 7078 9662 www.rgp.co.uk

Client	J Group Ltd
Project	25-27 Clarendon Road, London N8 0DD
Drawing Title	Construction Phase Plan
Drawing No.	2024/7756/006
Rev.	P1
Scale	1:250
Drawn By	GE
Checked By	WT
	A3

APPENDIX A

Legend

- Accessible
- Bin Store
- Communal
- Cycle store
- External Amenity
- Facilities management
- NATURAL SMOKE VENT
- Premium Studio
- SERVICING AND PLANT
- Standard Studio
- Standard+ Studio
- WORKSPACE

0m 2m 4m 6m 8m

Designed with reference to the surveys, information and reports listed: Xxxxxxxxxxxxx Xxxxxxxxxxxxx, Xxxxxxxxxxx Xxxxxxxxxx, Xxxxxxxxxxx Xxxxxxxxxx, Xxxxxxxxxxx Xxxxxxxxxx, Xxxxxxxxxxx Xxxxxxxxxx, Xxxxxxxxxxx Xxxxxxxxxx.

Rev	Date	Description	Dwn	Ckd
D	03/04/24	Single storey workspace amendment		
E	24/04/24	Ground Floor layout amended		
F	25/04/24	Additional DRP amendments		
G	05/06/24	Pre-App 3 Amendments		
H	18/07/24	DRP 2 Amendments and constultant co-ordination		

Drawn DT
Checked RH
Date 29/02/2024
Scale @ A1 1 : 100

Clarendon Road

Ground Floor Plan

Project	Origin	Volume	Level	Type	Role	Number
CWG -	PRP -	ZZ -	01 -	DR -	A -	1100

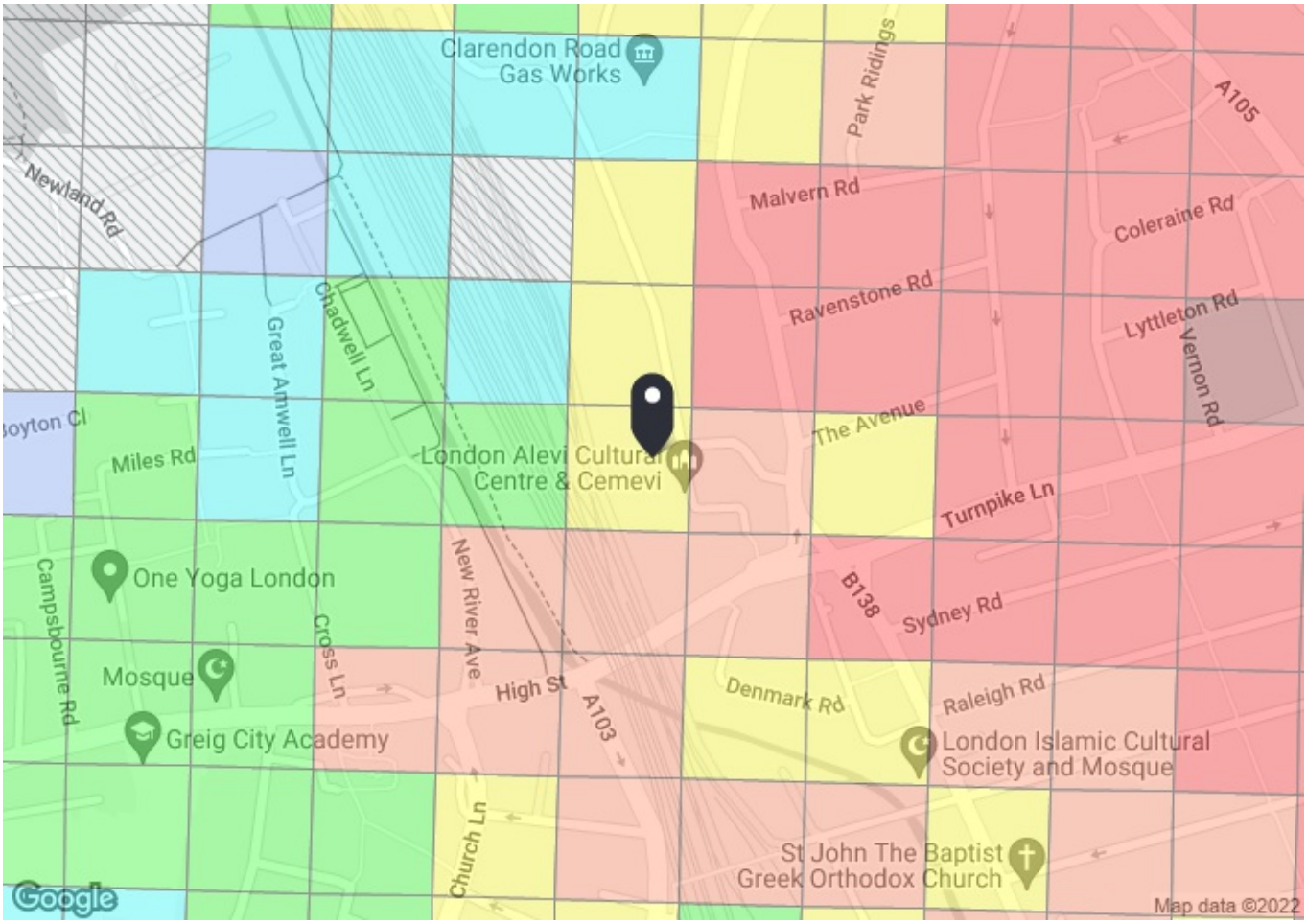
Revision **H -**

Status **PLANNING -**

PRP

APPENDIX B

TRANSPORT FOR LONDON



PTAL output for Base Year
4

N8 0DD
Clarendon Rd, London N8 0DD, UK
Easting: 530866, Northing: 189551

Grid Cell: 129037

Report generated: 18/03/2022

Map key - PTAL

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

Map layers

PTAL (cell size: 100m)

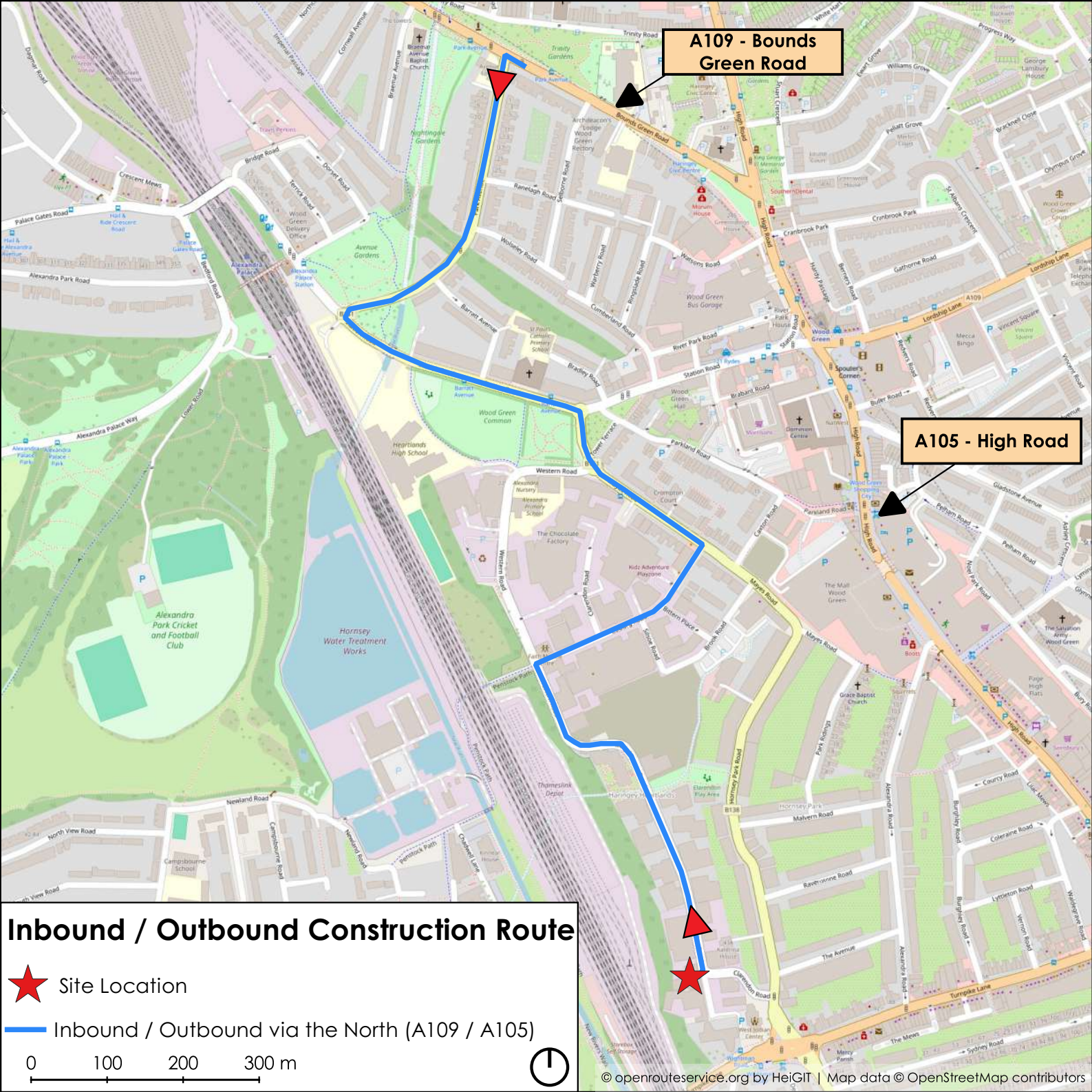
Calculation Parameters

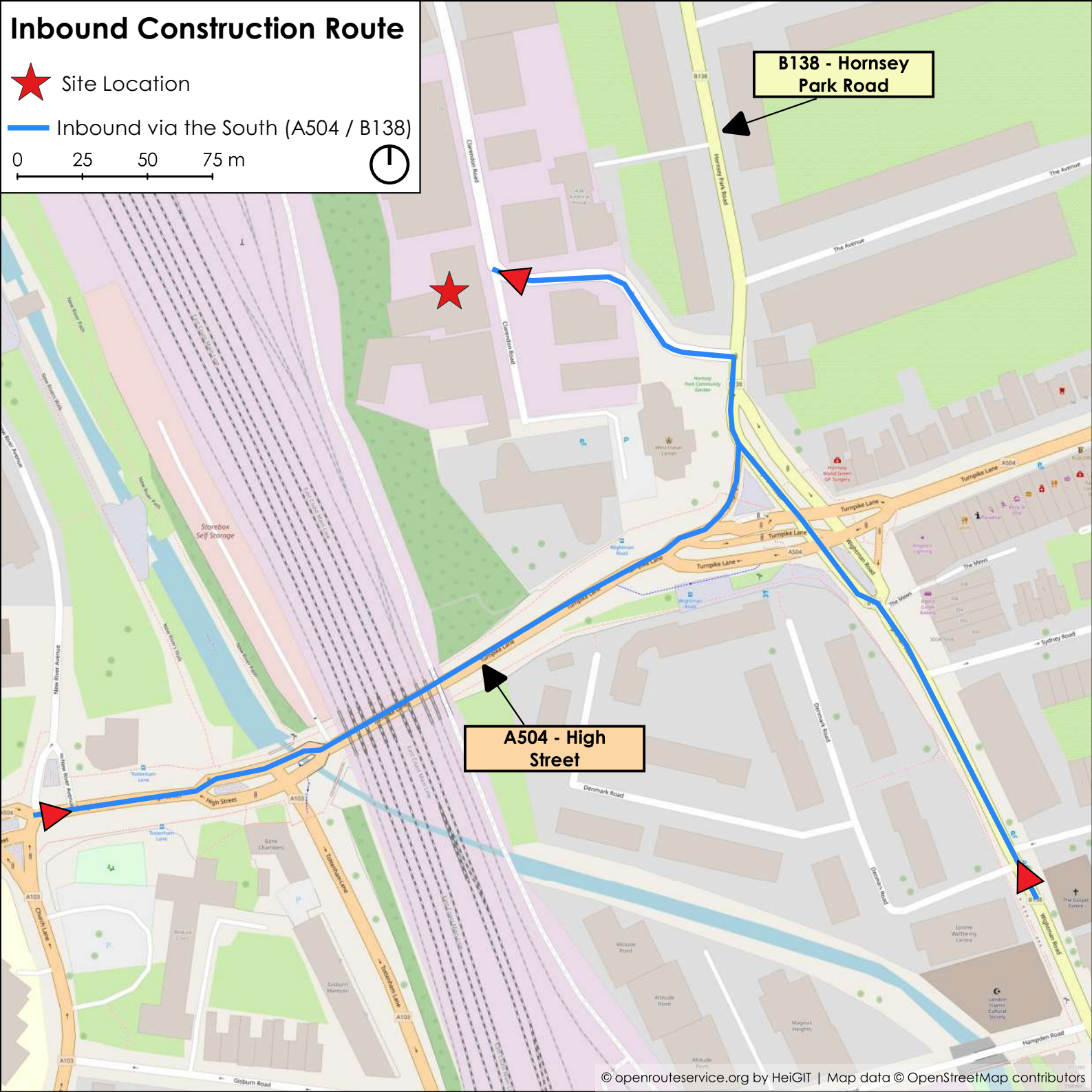
Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

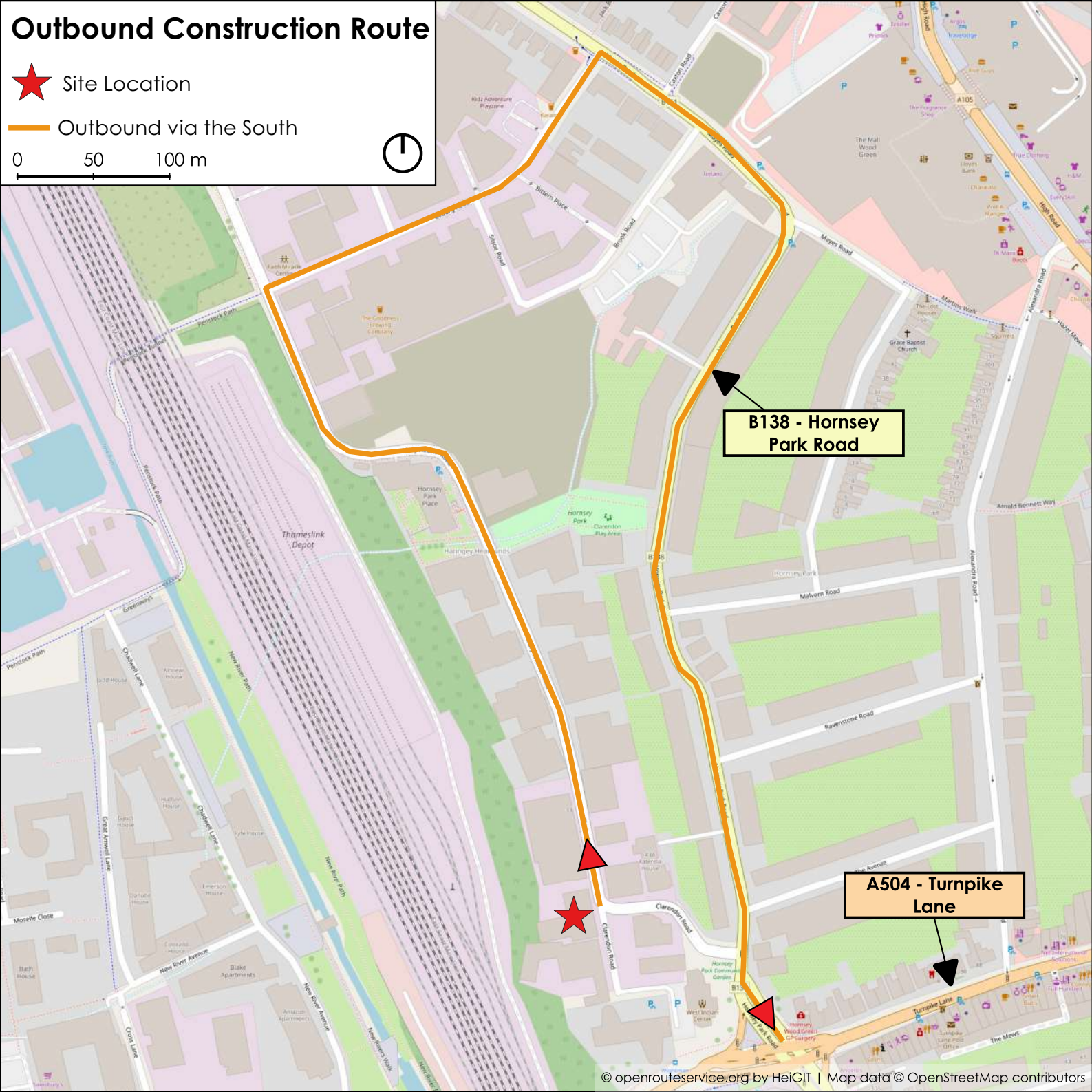
Calculation data

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	TURNPIKE LN HORNSEY PK R	41	299.91	12	3.75	4.5	8.25	3.64	1	3.64
Bus	TURNPIKE LN HORNSEY PK R	144	299.91	8	3.75	5.75	9.5	3.16	0.5	1.58
LUL	Turnpike Lane	'Cockfosters-LHRT4LT'	771.31	4.67	9.64	7.17	16.82	1.78	0.5	0.89
LUL	Turnpike Lane	'RayLane-Cockfosters'	771.31	3.67	9.64	8.92	18.57	1.62	0.5	0.81
LUL	Turnpike Lane	'LHRT4LT-ArnosGrove'	771.31	4.67	9.64	7.17	16.82	1.78	0.5	0.89
LUL	Turnpike Lane	'ArnosGrove-RayLane'	771.31	0.33	9.64	91.66	101.3	0.3	0.5	0.15
LUL	Turnpike Lane	'ArnosGrove-Nthfields'	771.31	3	9.64	10.75	20.39	1.47	0.5	0.74
LUL	Turnpike Lane	'Oakwood-RayLane'	771.31	0.33	9.64	91.66	101.3	0.3	0.5	0.15
LUL	Turnpike Lane	'Nthfields-Cockfoster'	771.31	1	9.64	30.75	40.39	0.74	0.5	0.37
LUL	Turnpike Lane	'LHRT5-Cockfosters'	771.31	6	9.64	5.75	15.39	1.95	1	1.95
LUL	Turnpike Lane	'Uxbridge-Cockfosters'	771.31	3.67	9.64	8.92	18.57	1.62	0.5	0.81
LUL	Turnpike Lane	'Ruislip-Cockfosters'	771.31	2.33	9.64	13.63	23.27	1.29	0.5	0.64
LUL	Turnpike Lane	'ArnosGrove-Uxbridge'	771.31	1	9.64	30.75	40.39	0.74	0.5	0.37
LUL	Turnpike Lane	'Oakwood-Uxbridge'	771.31	0.33	9.64	91.66	101.3	0.3	0.5	0.15
LUL	Turnpike Lane	'Oakwood-Ruislip'	771.31	0.33	9.64	91.66	101.3	0.3	0.5	0.15
Rail	Hornsey	'MRGT-HFDN 2B09'	616.25	0.67	7.7	45.53	53.23	0.56	0.5	0.28
Rail	Hornsey	'MRGT-STEVNGE 2F05'	616.25	0.67	7.7	45.53	53.23	0.56	0.5	0.28
Rail	Hornsey	'MRGT-LTCE 2F06'	616.25	1	7.7	30.75	38.45	0.78	0.5	0.39
Rail	Hornsey	'MRGT-GORDONH 2G98'	616.25	0.33	7.7	91.66	99.36	0.3	0.5	0.15
Rail	Hornsey	'HFDN-MRGT 2J08'	616.25	1	7.7	30.75	38.45	0.78	0.5	0.39
Rail	Hornsey	'GORDONH-MRGT 2J10'	616.25	1.67	7.7	18.71	26.42	1.14	0.5	0.57
Rail	Hornsey	'STEVNGE-MRGT 2J17'	616.25	0.67	7.7	45.53	53.23	0.56	0.5	0.28
Rail	Hornsey	'HFDN-MRGT 2J18'	616.25	0.33	7.7	91.66	99.36	0.3	0.5	0.15
Rail	Hornsey	'HFDN-MRGT 2J23'	616.25	0.33	7.7	91.66	99.36	0.3	0.5	0.15
Rail	Hornsey	'STEVNGE-MRGT 2J25'	616.25	0.33	7.7	91.66	99.36	0.3	0.5	0.15
Rail	Hornsey	'WLWYNGC-MRGT 2K03'	616.25	2.67	7.7	11.99	19.69	1.52	1	1.52
Rail	Hornsey	'WLWYNGC-MRGT 2K12'	616.25	0.33	7.7	91.66	99.36	0.3	0.5	0.15
Rail	Hornsey	'MRGT-WLWYNGC 2V05'	616.25	2.67	7.7	11.99	19.69	1.52	0.5	0.76
									Total Grid Cell AI:	**18.51**

APPENDIX C


A109 - Bounds Green Road
A105 - High Road
Inbound / Outbound Construction Route
Site Location
Inbound / Outbound via the North (A109 / A105)
0
100
200
300 m
© openrouteservice.org by HeiGIT | Map data © OpenStreetMap contributors


Inbound Construction Route
Site Location
Inbound via the South (A504 / B138)
0
25
50
75 m
B138 - Hornsey Park Road
A504 - High Street
© openrouteservice.org by HeiGIT | Map data © OpenStreetMap contributors


Outbound Construction Route
Site Location
Outbound via the South
0
50
100 m
B138 - Hornsey Park Road
A504 - Turnpike Lane
Thameslink Depot
Hornsey Park
Malvern Road
Ravenstone Road
Clarendon Road
New River Avenue
Turnpike Lane
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APPENDIX D

APPENDIX: CLOCS Standard for construction logistics: Managing work related road risk (WRRR)

CLOCS Requirement	Further Information
Operations	
Quality operation – current certification with the Fleet Operator Recognition Scheme (FORS) Bronze accreditation (or equivalent)	www.fors-online.org.uk
Collision reporting - Conduct collision reporting, investigation and analysis	Included as part of FORS: CLOCS Manager is a free collision reporting tool available to all operators: www.clocs-manager.org.uk Free **collision reporting toolkit** available: www.clocs.org.uk/clocs-guides/
Traffic routing – adhere to any client specified routes	Follow client instruction
Vehicles	
The following **vehicle safety equipment** shall be fitted to vehicles over 3.5 tonnes:	CLOCS Guide: Vehicle safety equipment www.clocs.org.uk/clocs-guides/
Prominent signage warning other road users not to get too close to the vehicle **Side-guards** on both sides of exempt vehicles **Class V and VI ' close proximity' mirrors** to exempt vehicles **Close proximity warning system and/or camera system and/or vision-aid fitted to HGVs** Left turn **audible vehicle manoeuvring warnings**	Further information and discounts on stickers and other equipment available through FORS: www.fors-online.org.uk/cms/contractors/fors-offers/ www.fors-online.org.uk/cms/discount-equipment/ Other services: www.fors-online.org.uk/cms/discount-services/
Drivers	
Approved driver training in vulnerable road user safety	**SUD courses** and other approved courses detailed on FORS website: www.fors-online.org.uk/cms/training-discounts/
Driver licences checked through DVLA	Free through **DVLA online check** **Discounts** on DVLA license checking services available through FORS: www.fors-online.org.uk/cms/discount-services/

RGP

RGP – Transport Planning and Infrastructure Design Consultants enquiries@rgp.co.uk www.rgp.co.uk

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London Office 1-2 Paris Garden, London, SE1 8ND T: 020 7078 9662