

Proposed Mixed Use Development 613 – 615 Green Lanes, Palmers Green London N13 4EP

Construction Logistics Plan

November 2023



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Green Lanes, Palmers Green

Construction Logistics Plan

November 2023

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1 Introduction

- 1.1 PT Planners (PTP) has been appointed to advise on the transport issues associated with a planning application proposing the redevelopment and refurbishment of the existing property at 613-615 Green Lanes, Palmers Green, London N13 4EP. The site is located within the London Borough of Enfield (LB Enfield). PTP has prepared this Construction Logistics Plan (CLP) to accompany the planning application for the development.
- 1.2 This CLP has been produced in accordance with Transport for London's (TfL) Construction Logistics Plan Guidance and demonstrates that the proposed development supports a number of national, regional and local policy objectives.
- 1.3 The proposals will involve the part demolition and part refurbishment / extension of the existing building to provide 4 additional residential dwellings. Two commercial units will also be retained at the site.
- 1.4 From the outset, the construction team are fully committed to manage the complete logistics approach for the project including the whole supply chain management and all deliveries and vehicular movements coming and going from site.
- 1.5 It is envisaged that this CLP will be conditioned as part of any forthcoming planning consent. The CLP will remain a live document for the construction phase and will be reviewed by the construction delivery team on a bi-monthly basis throughout the life of the project.
- 1.6 The aim of this report is to show that as a result of construction works; construction traffic should not have a detrimental effect on the highways or the local community. The CLP provides a framework to better manage all types of freight vehicle movements to and from the site.
- 1.7 This CLP will form the basis of agreeing the construction arrangements with LB Enfield, as appropriate. The logistics will be dependent on the suppliers, working methodology and programme will be co-ordinated by the principal contractor.

1.8 One of the key issues considered is the control of loading and unloading materials from vehicles to the site. The building benefits from a wide frontage hardstanding area to Green Lanes that will be available for vehicle deliveries and the plan takes this into consideration.

1.9 Following this introduction, the CLP is structured as follows:

- Section 2 outlines the relevant national and local policies and guidelines.
- Section 3 provides a description of the site location.
- Section 4 describes the construction proposals.
- Section 5 presents the CLP objectives.
- Section 6 presents the delivery and servicing management measures and sets out the proposed traffic management.
- Section 7 outlines the construction environmental management plan; and
- Section 8 details the proposed methodology for monitoring and review.

2 Policy Context

National Planning Policy Framework (NPPF) (2021)

- 2.1 The NPPF aims to promote the use of sustainable transport throughout the UK, safe road design and efficient and sustainable delivery of goods and supplies.

Traffic Management Act (2004)

- 2.2 This outlines the responsibility of the Local Authority to manage traffic networks within their geographical area of responsibility; this includes efficient use of network and the requirement to make measures to avoid contributing to traffic congestion.

The London Plan

- 2.3 This makes specific references to CLPs as a way of making more efficient use of road network. Chapter 10 – Policy T4 of the London Plan encourages developers to submit CLPs and consider freight.

Mayors Transport Strategy (MTS) (2018)

- 2.4 The Mayor's Transport Strategy objectives cover the following areas; road safety, sustainable travel, traffic flow, quality of life, healthy travel, accessibility, principal road condition and CO2 emissions. The MTS also seeks to ensure that the impact of construction traffic and the servicing of future developments are kept to a minimum.

3 Site Information

- 3.1 The site is situated on the western side of Green Lanes close to its junctions with Woodberry Avenue and Barrowell Green. It is occupied by a mixed use building in three sections. The front and middle sections are two storey with the rear section being single storey. The front element is purely commercial, the middle section is predominantly residential and the rear section is residential with an element of commercial. At present the building accommodates a total of 4 residential and 5 commercial units.
- 3.2 The site is bounded to the north by the rear gardens of dwellings fronting Woodberry Avenue, to the east by Green Lanes, to the south by a wide public footpath linking Green Lanes with Lytton Avenue and to the west by a bungalow within Lytton Avenue. The area surrounding the site is predominantly residential with some commercial properties fronting Green Lanes. It falls under the jurisdiction of the London Borough of Enfield (LB Enfield) as the planning / highway authority. The existing site and building layout can be seen at **Appendix A**.
- 3.3 For vehicles the site is currently accessed via a surfaced dropped kerb crossover which connects to the western side of Green Lanes. This serves a hardstanding area to the front of the building which is used for parking and deliveries. This area has capacity for two parked vehicles at present. Access for pedestrians is gained directly to Green Lanes and to the footway at the site southern boundary. The existing access layout can be seen at **Appendix A** and **Image 2.1** illustrates the Green Lanes frontage.

Image 2.1: Green Lanes Site Frontage



- 3.4 Green Lanes at the site frontage forms part of the A105 which is a primary route and runs from Canonbury to Enfield Town. In the local site area it links the Winchmore Hill Local Centre to the north with Palmers Green District Centre to the south. At the frontage Green Lanes is street lit, subject to a 30 mph speed limit and benefits from wide footways that run on either side of the carriageway.
- 3.5 In the immediate site area Green Lanes serves predominantly residential uses along with a parade of shops / businesses opposite the site and a large Sainsbury's supermarket located a short distance to the north. To the north of the site this road provides access to the Winchmore Hill Local Centre. To the south Green Lanes provides access to Palmers Green District Centre.
- 3.6 The route to be used by construction vehicles will be via Green Lanes. **Figure 2.1** illustrates the site in relation to the local highway network.

4 Construction Proposals

- 4.1 The site is currently occupied by a mixed – use, predominantly two storey building which accommodates a total of 4 residential and 5 commercial units. The development involves the refurbishment, internal reconfiguration and extension to the existing building with the retention of two commercial units and the provision of 8 residential units. Full details of the design layout are outlined in the submitted planning documents.

Construction Phasing Program

- 4.2 The development construction proposals will be divided into two phases. Each phase will then be subdivided into a monthly time scale. The phases are grouped as deconstruction/demolition and construction sequences. Planning for enabling works, site clearance and construction are broad at this stage and may be subject to modification during detailed enabling planning. This initial assessment is based on reasonable assumptions at this early stage and experience from similar projects.

Site Access and Egress

- 4.3 The site access will be from Green Lanes and all deliveries will use this route to the site via the existing dropped kerb and wide hardstanding area at the Green Lanes frontage. Gates will be established and used for the construction access over the anticipated construction program. **Drawing 21469/01** illustrates the proposed construction site layout including the arrangements for hoarding, access, materials / waste storage and site office / welfare facilities

Construction Travel Plan

- 4.4 A plan will be created at the start of the project detailing all aspects of travel to the site including deliveries, personnel and visitors. All parking not involved in delivery or removal of materials will park remote form the site.
- 4.5 All personnel will be inducted prior to commencement of work on-site. The site induction is the primary means of communicating the project travel plan and supporting information. The site induction will be carried out by the projects

principal construction team. The expectation is that the majority of the staff and personnel involved in the project will travel to work by sustainable means of transport, it is anticipated that this trend will continue throughout the project duration. In conjunction to the public transport usage, initial use of vehicles dropping off work tools and other large equipment that cannot be carried on public transport will be permitted.

Parking

- 4.6 The construction team will be vigilant in ensuring that site personnel or visitors do not park illegally or in any allocated resident parking spaces.

Public Transport

- 4.7 Alternatives to private car will be considered by the construction team and efforts will be made to communicate the advantages of public transport to all site personnel. Site personnel and visitors will always be encouraged to use public transport.

Cycling

- 4.8 With the national and local policies emphasis on sustainable transport (cycling to work) and the development's sustainability commitments; the use of bicycles as mode of transport will be encouraged with cycle storage made available on-site.

Deliveries

- 4.9 To minimise the likelihood of congestion during demolition and construction periods, strict monitoring and control of vehicles coming to the site will be implemented. All on-site construction deliveries will be pre-booked and pre-arranged as part of the efficient operation and construction work. The use of a booking system and having delivery times agreed with contractors means that vehicles are not caused to wait prior to site delivery. Delivery schedules will be produced at detailed design stage in order to look at the profiles of up and coming vehicles and regulate deliveries to avoid/eliminate bottle necks.

- 4.10 Contractors will be issued a project route map to pass on to their delivery drivers and suppliers. Delivery vehicles could be held at an off-site holding area until the site is ready to receive the delivery if it is found necessary. Radio contact links will be provided and maintained between the site and the holding area to call vehicles into the site area on a controlled basis. Specific time slots will be allocated to contractors for the use of cranes and hoists, to ensure the main plant will be utilised efficiently.
- 4.11 The proposed construction delivery/vehicle access routes will avoid using minor roads as far as possible. These measures will ensure that delivery vehicles have minimal impact on the surrounding residential roads close to the site. In addition, vehicles waiting will be minimised through the strict management of delivery times. The storage and delivery of construction materials will be arranged so as to avoid any inconvenience and access to neighbours.

5 Construction Logistics Plan Objectives

5.1 This CLP will form the basis of agreeing the construction arrangements with the Local Authority as appropriate. The logistics will be dependent on the suppliers, working methodology and programme to be co-ordinated by the principal contractor. It is envisaged that this CLP will be conditioned as part of any forthcoming planning consent.

5.2 CLPs developed through the planning process seek to support sustainable development. This CLP will therefore seek to achieve the following objectives:

- Demonstrate that the plan supports and promotes national, regional and local developing policies and procedures;
- Establish that construction materials can be delivered and waste removed in a safe, efficient and environmentally-friendly way;
- Identify deliveries that could be reduced, re-timed or even consolidated particularly during peak periods;
- Minimise congestion on local roads and ease pressure on the environment; and
- Improve the reliability of deliveries to the site.

Operation / Site Hours

5.3 The anticipated core site hours for demolition and construction will be between 08:00 –18:00, Monday to Friday excluding Bank Holidays and 08:00 - 13:00 on Saturdays. There will be occasions whereby work will need to be carried-out outside these hours, which will only be done with approval from relevant parties. All deliveries and removal of waste will be carried out between 09.00 and 16.00 hours to avoid peak traffic times.

Health and Safety

5.4 This CLP will integrate with other planning documentation produced relating to this project. In accordance with Construction Design & Management (CDM) Regulations (2015), a detailed strategy for managing health and safety will be

developed. This document will be available at detail design stage and will always be available for review on-site.

Procurement Strategy

- 5.5 The procurement process should demonstrate an awareness of all vehicle activity associated with the site, its impacts and appropriate measures to reduce it. This will be undertaken by the principal construction management team. The strategy should also demonstrate commitment to safe, more efficient and more environmentally friendly distribution by contracting operators registered with a best practice scheme such as FORS.

Materials and Storage

- 5.6 The building will be constructed using a range of construction materials including concrete, steel, cladding, internal finishes and all the other customary materials normally associated with building of this classification. Accurate design information, material specifications and drawings will be produced at detailed design stages specifying all the design information, building components, building layouts and elevations. This will enable the supply chain to precisely enumerate materials needed on-site. The correct use of the information during ordering process reduces the risks of wastage and reworking.
- 5.7 Contractors will be encouraged to source materials locally, or from the same supplier, to reduce the number of deliveries required.
- 5.8 Material storage on-site will be positioned in a manner to prevent the likelihood of damage and waste. Sub-contractors will be encouraged to deliver materials on a timely basis, this limits the amount of materials stored on-site. To achieve timely deliveries (e.g. “just in time”) efficiently, accurate progress reporting of the project programme and position is required on a regular basis. Material delivery schedules should be in line with the materials required on-site.

Supply Chain Management

- 5.9 It is recognised that there will be impacts from the proposed development on the local community and the environment and so the supply chain will be encouraged and challenged to provide the best service at all times. The key initiatives to be promoted to the supply chain includes sharing delivery operations by ensuring full loads are delivered to site and not part loads. Existing and potential suppliers and sub-contractors will be made aware of these initiatives and their importance to the project will be detailed. Effective communication will be required in this case to ensure procedures and systems are known and adhered to.
- 5.10 The project is expected to promote local employment and stimulate the local economy. Where feasible the source of services, materials and equipment will be obtained locally. This will improve the local environment by reducing freight impacts such as fossil fuel usage, congestion, pollution and road casualties.

Freight Operator Recognition Schemes (FORS)

- 5.11 FORS is a free membership scheme that helps van and lorry operators in London to be safer, more efficient and more environmentally friendly. FORS members or those who can demonstrate that they meet the FORS membership standards will where possible be the contracted suppliers and haulage companies.

Waste Management

- 5.12 In accordance with the principles of the national Waste Management Plan 2013, a principal aim during demolition and construction will be to reduce the amount of waste generated and exported from the site. This approach complies with the waste hierarchy whereby the intention is first to minimise, then to treat at source or compact and finally, to dispose of off-site as necessary. All principal and sub-contractors will be required to produce Site Waste Management Plans (SWMP) which should contain:
- Classification of all wastes;
 - Performance and targets setting against waste forecasts;
 - Measures to minimise waste generation;

- Opportunities to re-use and recycle;
- Provision for the segregation of waste on-site that are clearly labelled;
- Recording of proposed carriers and licenses for disposal sites;
- An audit trail including waste disposal activities and waste consignment notes;
- Measures to avoid fly tipping by others on land being used for construction; and
- Measures to provide adequate training and awareness through 'toolbox talks'.

5.13 All relevant contractors will be required to investigate the opportunities to minimise and reduce waste generation by:

- Attention to material quantity requirements to avoid over-ordering and generation of waste materials;
- Use standard size components in design detailing to eliminate risk at source where possible to do so;
- Re-use of materials where feasible, e.g. re-use of excavated soil for landscaping or re-using crushed concrete from the demolition process to fill (crushed using an off-site concrete crusher);
- Segregation of waste at source where practical;
- Re-use and recycling of materials off-site where re-use on-site is not practical (e.g. through use of off-site waste segregation facility and re-sale for direct re-use or re-processing);
- Burning of wastes or unwanted materials will not be permitted on-site.

6 Delivery and Servicing Management Measures

Traffic Management Plan

- 6.1 As previously discussed in Section 3, Green Lanes will be the main approach for all construction delivery vehicles. Demolition and construction deliveries will be carefully planned with a load booking and management system. A holding area nearby will be used to control the number of construction vehicles coming into the site.
- 6.2 The site's construction management team will produce weekly programme of deliveries. Drafts of this programme will be presented at weekly project progress meeting to ensure that the proposed delivery schedule meets the projects' programme requirements. Issues and obvious clashes must be smoothed out at these meetings such that each week a copy of the programme, identifying provisional delivery times and quantities for the next week are sent out to the relevant suppliers.
- 6.3 Suppliers will be allocated specific times to deliver their materials to site. Should vehicles arrive outside their allocated time, then they may be turned away and delivery organised for another time that is suitable. In such cases, the construction project manager will make contact with the supplier to agree an alternative delivery time. Suppliers and sub-contractors who abuse the system will be reprimanded initially, and if the issue recurs on a regular basis; in accordance with the construction team policy, contracts can be terminated and alternative companies will be sought.
- 6.4 Highway alteration works are not proposed for this site.

Road Closures and Diversions

- 6.5 Road closures and diversions are not anticipated however, they may be required in order to establish and remove tower cranes or to deliver large items of building plants and infrastructure items. This will be agreed with LB Enfield prior to commencement. Notices regarding any planned road closures and diversions of either roads or footpaths will be given by the principal contractor to LB Enfield,

the police, fire brigade and other emergency services sufficiently in advance of the required closure or diversion. There may be a need to close the footway outside the frontage of the site for part of the contract, and a temporary suspension of the parking restrictions to allow loading and unloading of materials.

Pedestrian Routing

- 6.6 Pedestrians, the general public and any on-site employees, local residents and employees associated with existing uses across the site will be kept separate from the deconstruction/demolition and construction activities at all times.
- 6.7 During construction works, existing pedestrian routes and footpaths will be maintained as far as is reasonably practicable.

Neighbour and Community Liaison

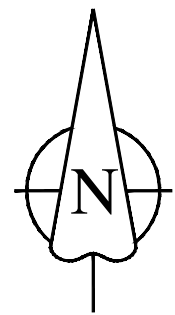
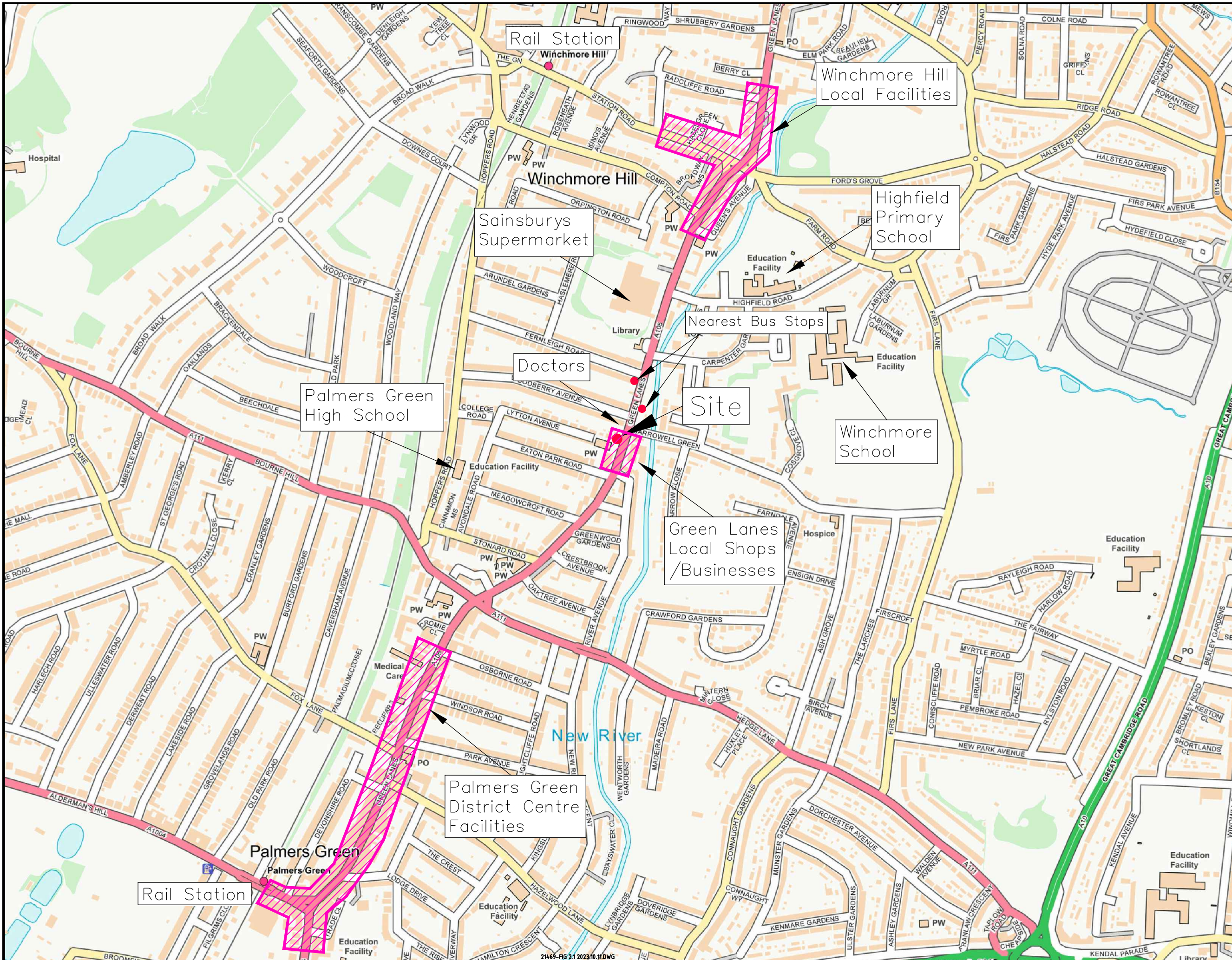
- 6.8 Contact with various landowners, residents, business and other local representatives will be established including the emergency services, informing them of the construction project.
- 6.9 The site's construction team will deal with any queries and provide immediate response to any issued raised. The site will be screened; all hoardings will be maintained to a high standard throughout the progress of the project.
- 6.10 A community strategy and community liaison officer will be appointed to maintain an active dialogue with residents, in order to ensure that the neighbourhood is not detrimentally affected by the construction works.

7 Construction Environmental Management Plan

- 7.1 A Construction Environmental Management Plan (CEMP) will be developed for the construction phases and will include a strategy to minimise environmental impacts such as carbon emissions. The CEMPs will details the approach for a range of resource efficiency principles including locally sourcing materials and servicing, auditing materials to demonstrate environmental performance and options for the re-use of supplies.
- 7.2 The CEMPs will be carried out alongside a carbon foot printing procedure that will minimise carbon demand of the development, identify the use of renewable resources of energy and incorporate efficiency energy supply and low carbon technologies such as photovoltaic cells and solar thermal units where feasible.
- 7.3 The form of delivery management of vehicles will be set out at the tender stage and reinforced on-site. The success of the proposals will be monitored through the CEMP.
- 7.4 During the detailed design phase, full assessments of the potential impacts of the demolition and construction works on air quality and noise vibration will be prepared. The measures that could be adopted to mitigate these nuisances are:
- Setting 'Action Levels' for noise and vibrations;
 - Routine monitoring of noise, vibration and dust at site boundary and sensitive receptors;
 - Use of hoardings for as long as practicable to act as acoustic screening;
 - Requirement for engines and equipment to be switched off on-site when not in use, use of quieter plant, regular plant maintenance and screening of plant if appropriate;
 - Spraying areas with water to dampen down dust when conditions dictate;
 - Use of road sweepers whenever the need for road cleaning arises;
 - Sheeting of vehicles carrying waste materials off-site; and
 - Strictly prohibiting fires on-site.

8 Monitoring and Review

- 8.1 Monitoring and review of the CLP will be implemented to provide the opportunity for construction operations and procedures on-site to be reviewed and new management measures to be implemented (if necessary) to achieve the objectives of the CLP.
- 8.2 Monitoring will be documented and any updates of the CLP will be made available to the Local Authority.



Issue	Description	Date
Status	PRELIMINARY NOT TO BE USED FOR CONSTRUCTION	
Scales	1:7500	Current Issue Signatures
Original Size	A3	Author: LJS
Height Datum	O.S.	Checker: A.RODERICK
Grid	O.S.	Approver: A.RODERICK
Client	© Copyright reserved	

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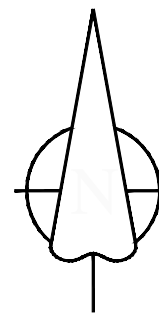
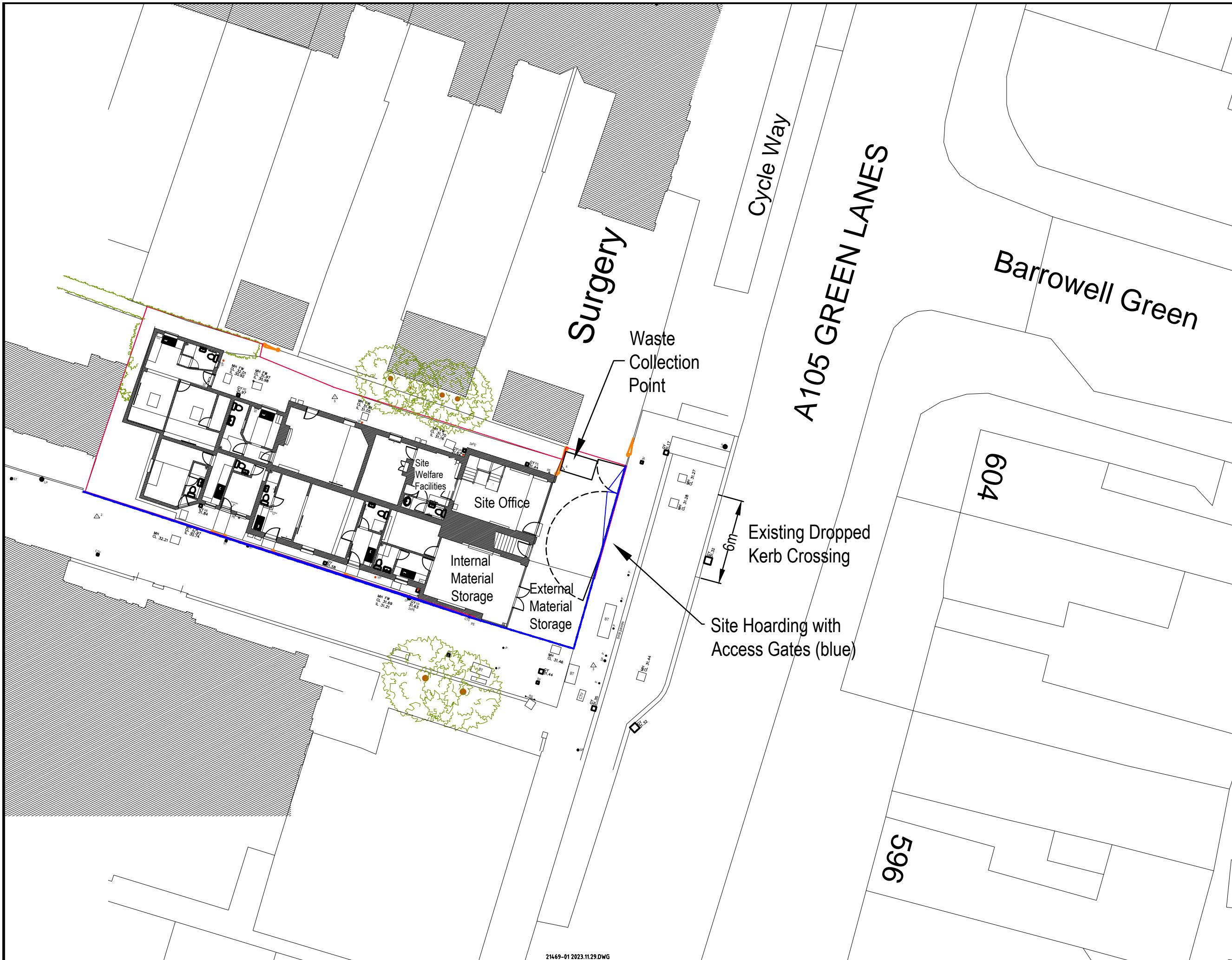
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Project
**613-615 GREEN LANES
PALMERS GREEN**

Title
LOCAL FACILITIES

Drawing No. **Fig 2.1** Project No. **21469** Rev **01**



Issue	Description	Date
Status	PRELIMINARY NOT TO BE USED FOR CONSTRUCTION	
Scale	1:250	Current Issue Signatures
Original Size	A3	Author: LJS
Height Datum	O.S.	Checker: A.RODERICK
Grid	O.S.	Approver: A.RODERICK
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Project

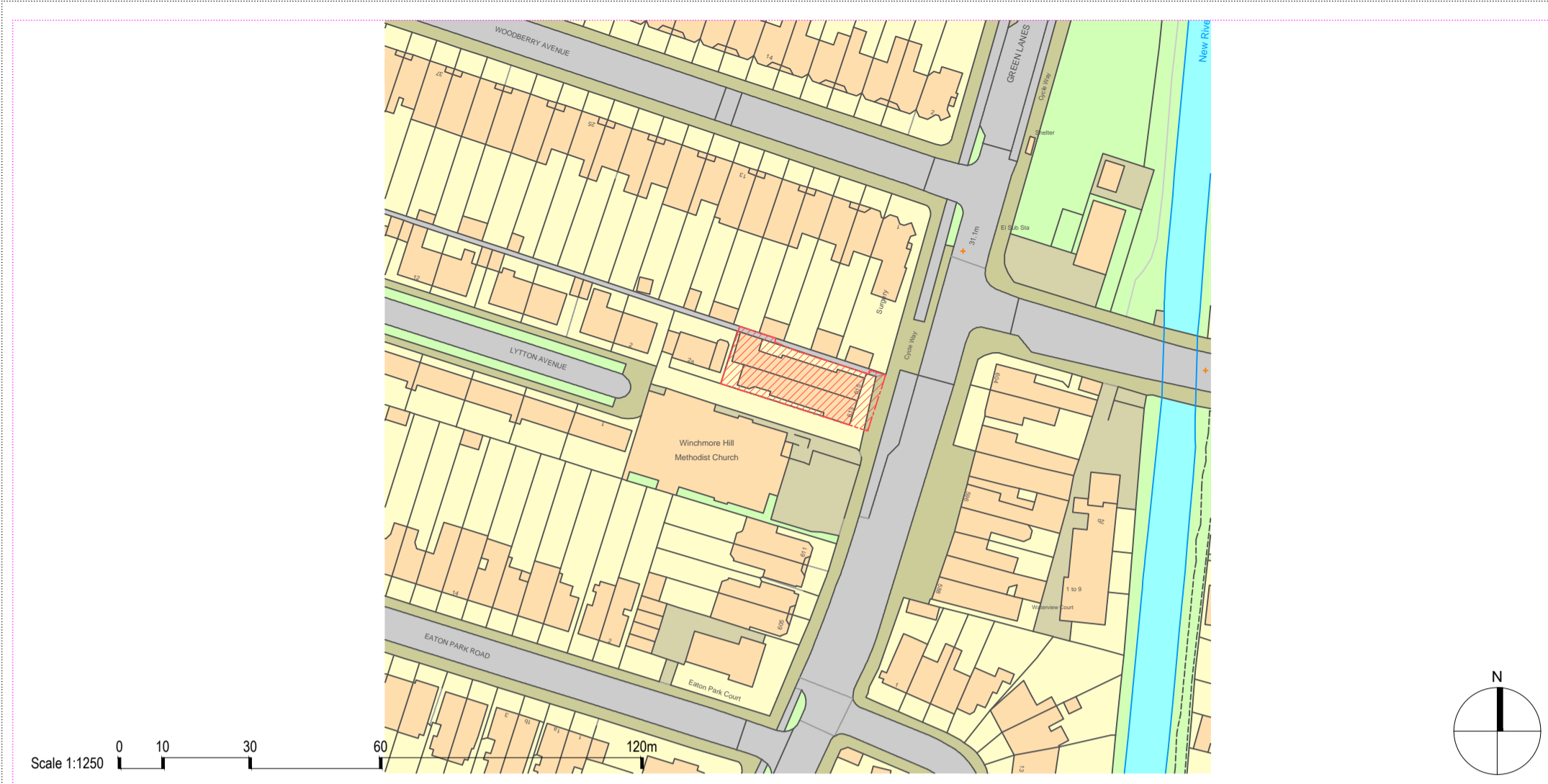
**613-615 GREENS LANE
PALMERS GREEN**

Title

CLP - SITE LAYOUT PLAN

Drawing No.	Project No.	Rev
01	21469	01

Appendix A
Existing Site Layout



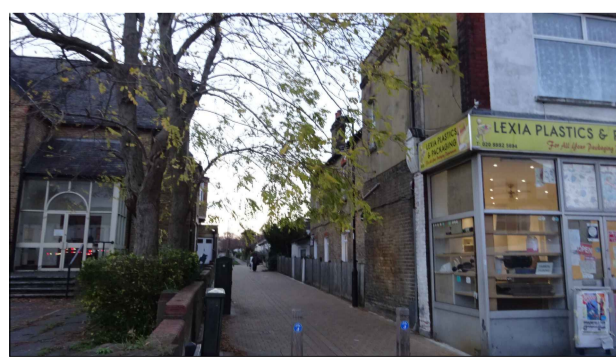
[01] O.S. MAP (LOCATION PLAN) 1:1250 @ A1



[02] EXISTING BLOCK PLAN 1:500 @ A1



[03] AERIAL VIEWS N/A



[04] SITE VIEWS N/A



[05] EXISTING TOPOGRAPHICAL SURVEY 1:100 @ A1

NOTE:
DO NOT SCALE FROM DRAWINGS - EXCEPT FOR PLANNING PURPOSES.
ALL DISCREPANCIES TO BE REPORTED TO ARCHITECT IMMEDIATELY.
ALL DIMENSIONS TO BE VERIFIED BY CONTRACTOR ON SITE PRIOR TO THE COMMENCEMENT OF ANY WORKS.

P1 15/11/22 Pre planning application Issue

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