



ttp consulting
transport planning specialists

VIQR Tottenham 1 Limited

VALOR PARK, TOTTENHAM

Construction Logistics Plan – Units
1 and 2

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TTP Consulting Ltd
27 Beak Street
London W1F 9RU
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 09931399

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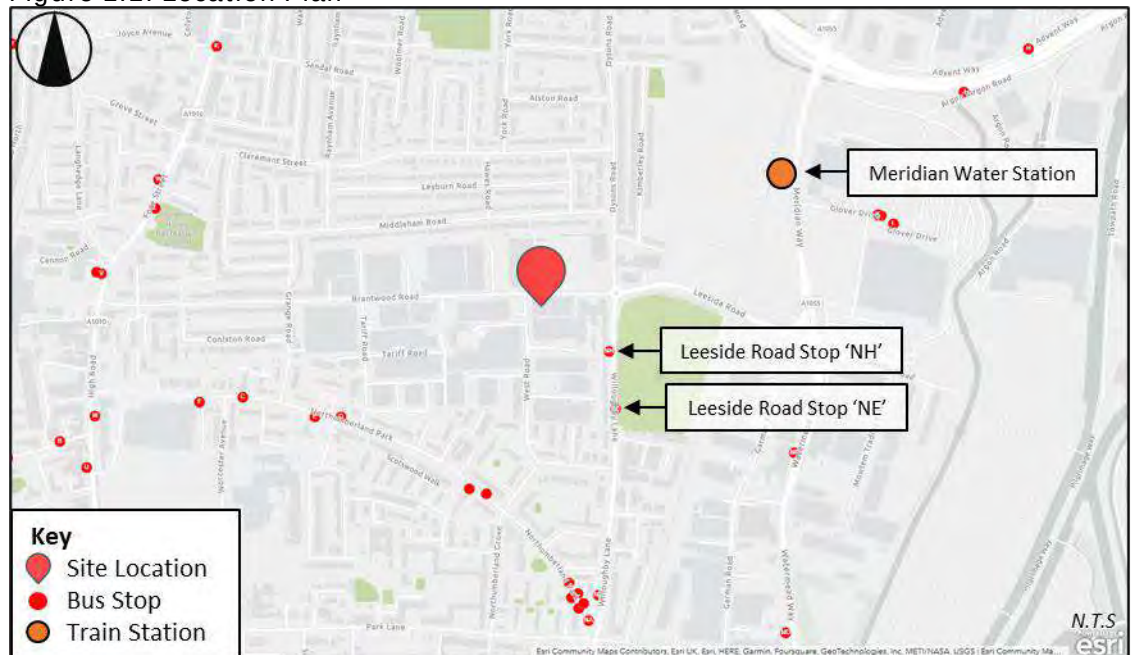
Appendices

- Appendix A - Proposed Layout Plan
- Appendix B - Regional and Local Context Plans
- Appendix C - Indicative Site Set-up Plans
- Appendix D - Parking Survey
- Appendix E - Track Plots

1 INTRODUCTION

- 1.1 TTP Consulting is retained by VIQR Tottenham 1 Limited (the Landlord) to prepare a Construction Logistics Plan (CLP) for the construction of Units 1 and 2 (the Site) on West Road in Tottenham.

Figure 1.1: Location Plan



- 1.2 Condition 8 of planning Permission HGY/2024/1370 states that:

"Prior to the commencement of development excluding demolition, a Construction Management Plan (including a Construction Logistics Plan) shall be submitted to and approved in writing by the Local Planning Authority. The document shall include the following matters, and the development shall be undertaken in accordance with the details as approved:

- a) The routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway;*
- b) The estimated peak number and type of vehicles per day and week*
- c) Estimates for the number and type of parking suspensions that will be required; and*
- d) Details of measures to protect pedestrians and other highway users from construction activities on the highway."*

- 1.3 The Site which is located south-east of the Brantwood Road / West Road junction consists of two plots with the larger Plot 1 located immediately south-east of the Brantwood Road / West Road junction and smaller Plot 2 approximately 100m to the south along West Road.

- 1.4 It is proposed to demolish existing warehouses and construct modern warehouses on the two plots as illustrated on the plans in Appendix A with a summary as follows:
- Plot 1: It is proposed to demolish the existing warehouses and construct a 5,000sqm warehouse along the southern boundary with a yard and car parking to the north, with a new sub-station at the back of the footway on West Road.
 - Plot 2: It is proposed to construct a new 1,000sqm warehouse at the rear of the plot with a dedicated yard and car parking to the west fronting West Road.
- 1.5 The proposed construction works are anticipated to start in Q3 of 2024 and would last approximately 12 months.

Contact Details

- 1.6 Contact details for the Project Manager are:
- Name: Max Freeman (Valor)
 - Email: mfreeman@valorrep.com
 - Telephone: 07590 389461
- 1.7 Contact Details for the Demolition Contractor are:
- Name: Simon King (Metro)
 - Email: si@metro.uk.net
 - Telephone: 01293 863988
- 1.8 Contact Details for the Groundworks Contractor are:
- Name: _____
 - Email: _____
 - Telephone: _____
- 1.9 The Landlord will advise the Council of any change to the contact details.

Site Context

Plot 1

- 1.10 The Plot currently comprises of two buildings that cover the vast majority of the plot from the back of the footway on Brantwood Road, with small areas of hardstanding along the West Road frontage; vehicular access to the buildings is provided from Brantwood Road and West Road. The buildings on the plot have an estimated ground floor area of circa 8,400sqm; the buildings are currently vacant having been occupied by Redcar until the end of February 2024.
- 1.11 The southern part of the plot was formerly used for aggregate storage accessed from the Hotspur Industrial Estate with an extract of the layout illustrated at Figure 1.2.

Figure 1.2: Existing Layout (Plot 1)



- 1.12 The hardstanding in front of the building along West Road is currently used for parking cars albeit with no formal markings and access from existing crossovers on West Road. Access to the yard at the southern end of the plot is taken from the crossover on West Road at the corner of the Hotspur Industrial Estate

Plot 2

- 1.13 Plot 2 is located on the eastern side of West Road circa 145m south of the junction with Brantwood Road; it covers circa 0.17ha and is currently vacant having formerly been occupied by a bakery with buildings fronting West Road. Access is taken from West Road.

Figure 1.3: Existing Layout (Plot 2)



CLP Objectives

- 1.14 This CLP provides details of the management of construction logistics and traffic during the demolition and construction period and a strategy to minimise the potential for disruption to local businesses, stakeholders, and users of the local highway network.
- 1.15 The overall objectives of this CLP are to:
- Enhance safety - Improved vehicle and road user safety; and
 - Reduce congestion - Reduced trips overall, especially in peak periods.
- 1.16 The contents of the CLP will be complied with unless otherwise agreed with by the Council; it is a live document that will be updated as and when necessary to include relevant information and address issues that may be identified as the project progresses.

2 CONTEXT, CONSIDERATIONS AND CHALLENGES

Policy

Traffic Management Act (2004)

- 2.1 Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion.
- 2.2 Part 5 outlines the responsibility of local authorities in Greater London to manage the strategic route network. This includes TfL's role to manage certain areas of the Greater London route network.

London Plan

- 2.3 Policy T4 of the London Plan states that Construction Logistics Plans will be required and should be developed in accordance with Transport for London guidance and in a way that reflects the scale and complexities of developments.
- 2.4 It also states that development proposals must consider the use of rail / water for the transportation of material and adopt construction Site design standards that enable the use of safer, lower trucks with increased levels of direct vision on waste and landfill sites, tip sites, transfer stations and construction sites. Furthermore, during the construction phase of development, inclusive, and safe access for people walking or cycling should be prioritised and maintained at all times.
- 2.5 Construction Logistics Plans should be developed in line with TfL guidance and adopt the latest standards around safety and environmental performance of vehicles to ensure freight is safe, clean and efficient. To make the plans effective they should be monitored and managed throughout the construction and operational phases of the development.
- 2.6 To reduce the road danger associated with the construction of new development and enable the use of safer vehicles, appropriate schemes such as CLOCS (Construction Logistics and Community Safety) or equivalent and FORS (Fleet Operator Recognition Scheme) (Silver) or equivalent should be utilised to plan for and monitor site conditions.

Mayor's Transport Strategy

- 2.7 The Mayor's Transport Strategy sets out plans to transform London's streets, improve public transport and create opportunities for new homes and jobs. To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport. The strategy uses the Healthy Streets Approach with action plans prepared to support the strategy.
- 2.8 The Freight Servicing Action Plan is provided to support the safe, clean and efficient movement of freight in the city. Construction Logistics Plans are referred to in the document and are encouraged to be used and adhered to more widely.

Healthy Streets

- 2.9 The Healthy Streets document makes specific reference to CLPs: 'Construction phase of any development will have an impact on the surrounding community, including safety, environmental and congestion impacts on the road network. Impact varies depending on the size, timescale and location of the development'.

Vision Zero

- 2.10 The Vision Zero Action Plan for London focuses on eradicating deaths and serious injuries from roads and making London a safer, healthier and greener place. The programme of action takes a Safe System approach to road danger reduction considering the following principles:
- The transport system needs to account for human error and unpredictability;
 - The transport system must be able to tolerate collisions such that the impacts are not serious or fatal; and
 - Road danger responsibility is accountable on all roles involved in designing, building, operating, managing and also using streets.

Direct Vision

- 2.11 The Direct Vision Standard measures how much an HGV driver can see directly through their cab windows. The Direct Vision Standard and HGV safety permit for HGVs is part of the Mayor of London's Vision Zero plan to eliminate all deaths and serious injuries on London's transport network by 2041. From October 2020, all lorries over 12 tonnes entering or operating in Greater London need to hold a valid HGV safety permit which means vehicles must achieve a minimum of one-star as per Table 1.1 in TfL's HGV Safety Permit Guidance. Vehicles that do not meet the minimum requirements will need to be made safer with Safe System improvements or face a Penalty Charge Notice (PCN).

Transport for London Construction Logistics Planning Guidance

2.12 The TfL guidance document seeks to establish a standardised approach to preparing and assessing CLP type documents. It includes details of technical requirements, planned measures that should be considered, implementation and monitoring, and how the impact on the community should be addressed.

2.13 The purpose of the Construction Logistics Plan guidance is to ensure that CLPs of high quality are implemented to minimise the impact of construction logistics on the road network. Well-planned construction logistics will reduce:

- Environmental impact: Lower vehicle emissions and noise levels;
- Road risk: Improving the safety of road users;
- Congestion: Reduced vehicle trips, particularly in peak periods; and
- Cost: Efficient working practices and reduced deliveries.

Construction Logistics and Community Safety (CLOCS)

2.14 The CLOCS primary mission is to ensure that all construction vehicle trips are undertaken safely. The key aims are as follows:

- Ensuring the safest construction vehicle journeys;
- Zero collisions between construction vehicles and the community;
- Improved air quality and reduced emissions;
- Fewer vehicle journeys; and
- Reduced reputational risk.

2.15 The CLOCS Standard is a national industry standard that sets out the requirements for key stakeholders associated with a construction project and establishes responsibilities for the client and principal Contractor controlling the construction Site as well as other operators of any road-going vehicles servicing that project.

Fleet Operator Recognition Scheme (FORS)

2.16 FORS is an industry-led, accreditation scheme for fleet operators (bronze, silver, gold) which aims to raise the level of quality within fleet operations and to demonstrate which operators are achieving exemplary levels of best practice in safety, efficiency, and environmental protection. Its 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.

Regional and Local Context Plans

- 2.17 The Regional Plan shows the location of the Site in the context of main roads, routes, water ways, railways and other key infrastructure, along with Community Considerations (Schools, Cycle Superhighways, etc).
- 2.18 The Local Context Plan shows the location of the Site in the context of surrounding roads, footways, cycle routes and other infrastructure along with Community Considerations (Schools, Cycle Superhighways, etc).
- 2.19 Copies of the plans are included at Appendix B.

Local Highway Network

- 2.20 West Road is a two-way road that operates broadly north to south. To the north it connects to Brantwood Road whilst to the south, it becomes known as Willoughby Park Road. The road operates adjacent to the western site boundary. On the eastern carriageway in the vicinity of the Site there are free on-street parking opportunities which allow loading opportunities for up to 1 hour or disabled persons parking for up to 2 hours.
- 2.21 Brantwood Road is a two-way road that operates broadly east to west to the immediate north of the Site boundary. To the east it connects to the Dysons Road/Willoughby Lane/Leeside Road roundabout whilst to the west it connects to the A1010 High Road. There are double red lines along both sides of the road to restrict stopping at any time. In the vicinity of the Site on the southern side of the carriageway there are free 'part street park kerb' parking bays.
- 2.22 Both roads, as well as the Site, lie within the 'Tottenham Event Day' (TED) Controlled Parking Zone (CPZ) which operate when an event is happening at the Tottenham Hotspur Football Stadium. The following hours are in operation on event days: Monday to Friday from 17:00-20:30 and between 12:00-20:00 on Saturday, Sunday and bank holidays. Parking is free outside these event day CPZ hours.

Public Transport Network

- 2.23 The closest bus stops to the Site are Leaside Road Stops 'NH' & 'NE', located on Willoughby Lane, approximately 210m-330m southeast of the Site, offering access to the bus route 341 which provides regular connections to Waterloo.
- 2.24 There is no public transport infrastructure in the immediate vicinity of the Site that will be affected by the construction works. There are no proposals to amend or divert existing public transport routes as part of the construction works, however, drivers will be made aware of the presence of activity on the nearby Willoughby Lane as bus routes operate along this road.
- 2.25 Furthermore, the presence of larger vehicles operating on the highway network is commonplace given the number of industrial / trade units in the surrounding area, and as such the proposals are not expected to have a noticeable impact on the road network or public transport services.

Walking and Cycling Network

- 2.26 There are footways alongside both sides of Brantwood Road and West Road in the vicinity of the Site, with a number of crossovers which facilitate access to the various industrial / trade uses in the surrounding areas. Parking is currently permitted along the southern side of Brantwood Road and eastern side of West Road adjacent to Plot 1. There are dropped kerbs with tactile paving cross the southern and western arms of the Brantwood Road / Willoughby Lane roundabout junction.
- 2.27 There are no on-street cycle lanes that would be affected by construction traffic in the local area.

Considerations and Challenges

- 2.28 The key challenges associated with the construction process are in relation to vehicular access and maintaining traffic flow along Brantwood Road and West Road. As such, construction vehicle activity will need to be managed, deliveries and collections scheduled, and qualified Banksman utilised to assist with any potential conflict when construction vehicles are attending the Site.
- 2.29 Measures will be adopted by vehicle drivers on a day-to-day basis, i.e., in relation to ensuring the vehicles meet relevant standards and that drivers are properly trained and aware of the other highway users.

3 CONSTRUCTION PROGRAMME

Overview

3.1 The broad construction process for the two plots will be as follows:

Plot 1

- Demolish the end of the existing warehouse.
- Construct the new sub-station buildings including installation of new transformers and connection to the grid;
- Decommission and demolish the old sub-station;
- Construct the new warehouse; and
- Completion of external access, yard and S278 works.

Plot 2

- Clear the Site
- Construct the warehouse; and
- Completion of external access, yard and S278 works.

3.2 It is envisaged that the construction process would last for 12 months with potential overlaps between the various stages above. This document should be read in conjunction with the Demolition Method Statement prepared by Metro and Construction Management Plan prepared by Glencar.

Condition Surveys

3.3 The Contractor will undertake a Condition Survey of the local highway network before the start and after the completion of the construction process in consultation with the Highway Authority and make good any defects deemed to be a direct consequence of the construction process.

Highway Licences

3.4 The Contractor will apply for all relevant highway licences where necessary. This will include a hoarding licence along with the temporary suspension of parking spaces along West Road.

Site Setup and Preliminaries

- 3.5 The Contractor will use the yard south of the existing warehouse for the Site Compound during the demolition stage for Plot 1, and the proposed yard area for the Site Compound during the construction stage.
- 3.6 The compounds will include a Site Office with welfare facilities along with used for storing any plant and materials.
- 3.7 Hoarding or appropriate security fencing will be erected around the Site to secure the facility with extracts of the indicative Site Set-up plans for the demolition and construction stages for Plot 1 included at Figures 3.1 and 3.2, and the Site Set-up for Plot 2 at Figure 3.3. The Contractor will amend the internal layouts of the Site Compound as necessary. Full copies of the drawings are provided at Appendix C.

Figure 3.1: Demolition Phase Site Set-up (Plot 1)

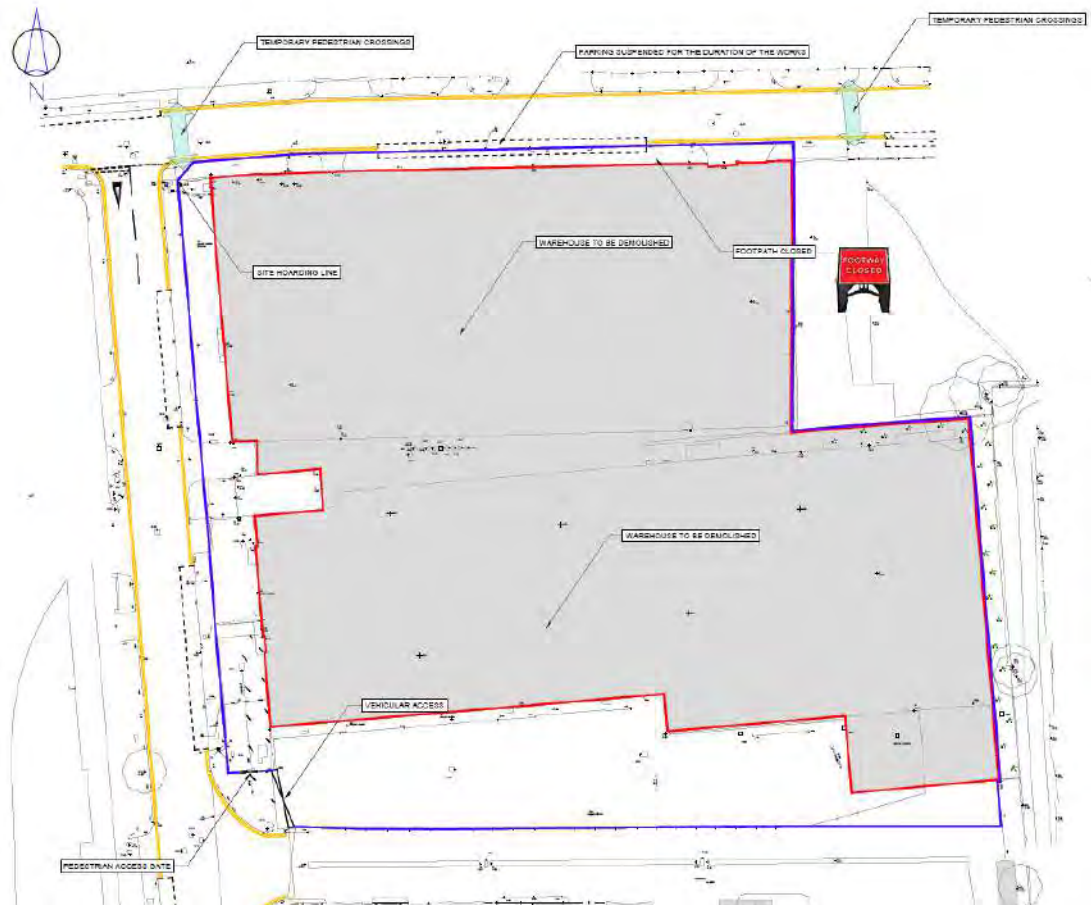


Figure 3.2: Construction Phase Site Set-up (Plot 1)

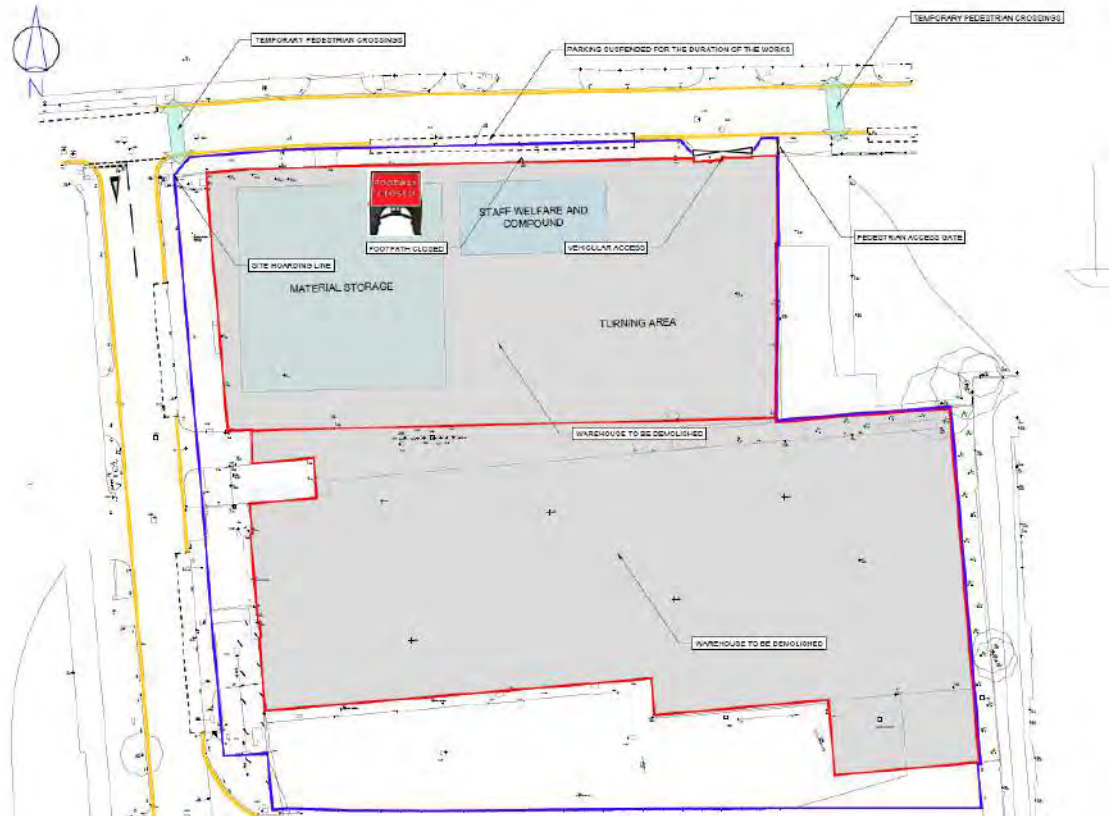
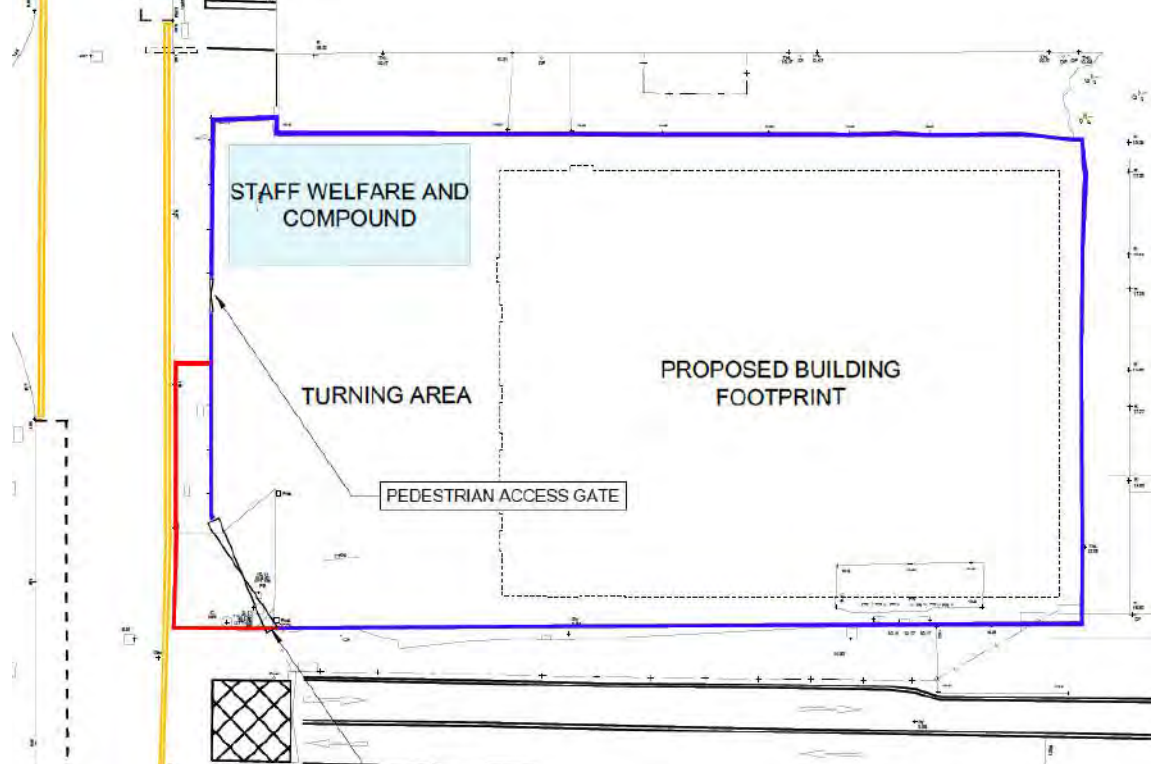


Figure 3.3: Construction Phase Site (Plot 2)



Demolition of Warehouse

- 3.8 The proposals include the demolition of the warehouses on Plot 1 located on the south-eastern corner of the Brantwood Road / West Road junction. Metro prepared a Demolition Method Statement (DMS) setting out the principles for the partial demolition of the warehouse, with the process expected to last approximately 16 weeks.
- 3.9 The DMS which was submitted alongside the application includes details on the demolition process including on how contaminated materials will be dealt with, the internal strip-out and the structural works required to facilitate the removal of the end of the warehouse.

Sub-Station Works

- 3.10 The process entails the construction of a new structures for the new sub-stations after which the new transformers are brought to site and connected to the grid. Once the sub-station is fully commissioned, the existing sub-station can be decommissioned and demolished with a summary of the process as follows:
- The construction of the new structures will involve constructing bases to withstand the weight of the new transformers along with walls and a roof to ensure that it is water-tight, with doors fronting the street wide enough to enable the new transformers to pass through. The process will also involve a network of ducts connected to existing infrastructure within the highway to enable new cables to be pulled. The construction of the sub-stations is anticipated to take approximately 4 to 6 weeks to complete.
 - The installing the New Transformers will involve transporting the new transformers to Site using an HGV from where it will be placed within the completed structure, and then connected to the grid. Whereas the placing of the new transformers into the structure should only take one day, it is likely to take one or two weeks to ensure that the new transformers are connected to the grid and ready to serve the network. This will entail pulling cables through the various ducts along with making the necessary connections either end. The transformers will be brought to the Site on one or two HGV, with cables either brought in using a 10m rigid or transit vehicle depending on the lengths required. For the most, specialist workers will arrive at Site each day using a transit van containing the necessary equipment required to connect the transformers to the grid.
 - The decommissioning of the existing Sub-Station Once will entail removing existing equipment and cables along with the transformer all of which will need to be taken to the depot to be recycled or disposed. This is expected to take approximately one week.

- Once the equipment has been removed, then the old sub-station building can be demolished.

Construction of New Warehouses

3.11 The construction process will involve forming the foundations and sub-structure followed by the above ground works and external works with a summary as follows:

- Sub-structure: the process will entail creating the foundations for the new warehouses and could either take the form of traditional foundations or piles depending on ground conditions and other factors. It will involve excavation of foundations with materials either reused on site or taken away as spoil, with materials imported to site using HGV and or concrete mixers.
- Super-structure: the process will involve the construction of the warehouse structure above ground and involve the import of building materials such as concrete, metals and composites etc. with material brought to Site using HGV.
- Insulation, Roofing and Cladding: the process will involve installing the roof and cladding around the structure along with insulation as appropriate to make the building watertight and involve the import of building materials such as metals and composites etc. with material brought to Site using HGV.
- Fit-out: the process involves the installation of internal fittings along with plumbing and electrical work with the extent and nature dependent on the tenant requirements. It will involve the import of fixtures and fittings either by smaller HGV or LGV, with work undertaken by specialist tradesmen.
- External Works: The final stages would entail the completion of the external works to include the yard, car parking and landscaping etc. which will involve the import of paving and soft landscaping.

S278 Works

3.12 The proposals include the closure and modification of existing crossovers along Brantwood Road and West Road along with resurfacing the footways along the Site frontage. The works which will be undertaken via a separate S278 Agreement with the Council will need to be completed prior to the Unit being used for trading.

4 VEHICLE ROUTING

Vehicle Routes

- 4.1 It is proposed that construction vehicles larger than 7.5t would arrive and depart via Brantwood Road, using Leaside Road and Angel Edmonton Road to access the A406 North Circular as illustrated on Figure 4.1.

Figure 4.1: Vehicle Routing Plan



- 4.2 All personnel responsible for delivering material to and / or transporting material away from the Site will be advised of the agreed vehicular access route. The Contractor will implement a clear signage strategy on the local roads and at the Site accesses, and ensure that construction road traffic routing signs are erected prior to works commencing and that these are maintained in a good and clean condition throughout the duration of the works.
- 4.3 Vehicle arrivals / departures will be programmed and staggered if necessary to reduce the potential for unnecessary delay and congestion at the Site. The scheduling of materials, deliveries and waste collection will be managed in order to avoid congestion at the Site.
- 4.4 Suppliers will be given instructions requiring the vehicle driver to call ahead to ensure that the Site is ready to receive a vehicle.
- 4.5 Emergency access will be maintained at all times, with drivers of construction vehicles instructed to move immediately if necessary.

Site Access and Management

- 4.6 The proposed strategy includes differing Site set-ups for the Plot 1 demolition and construction stages as set out earlier, with access to the Plot 1 Demolition Site Compound taken from West Road, and to the Plot 1 Construction Site Compound from Brantwood Road. Access to Plot 2 is taken from West road.
- Vehicles used for the demolition will be brought to the Site on the back of an HGV and dropped off in the Plot 1 Site Compound.
 - Vehicles would arrive at the Compound in forward gear and would utilise the Site to turn and depart in forward gear.
 - All vehicle movements will be controlled by qualified banksmen to ensure appropriate safety and traffic management measures are adhered to.
 - Each vehicle will be inspected before leaving the Compound and washed (where appropriate) to minimise the potential for loose debris falling onto the public highway.
 - Construction vehicles will load / unload on street adjacent to the Site or in the Compound.
 - Vehicles will also be sheeted where necessary.
- 4.7 All relevant licenses and agreements will be applied for by the Contractor / Applicant to facilitate the appropriate access and egress arrangements.

Parking Suspensions

- 4.8 The parking spaces along Brantwood Road adjacent to the Site will need to be suspended to accommodate the demolition of the warehouse and construction works. The Contractor will apply for the parking suspensions prior to starting the demolition; the Contractor will liaise with the council's traffic management team regarding any TTMOs which may be required for the parking suspensions.
- 4.9 Parking surveys undertaken on the 30th of November 2023 when Redcorn was still in occupation of the warehouse demonstrate that there is adequate available spaces in the vicinity to accommodate the parking suspension. Beats were undertaken at 2-hour intervals between 7am and 5pm to cover a distance of approximately 500m from the Site with a copy of the output included at Appendix D and a summary in Table 4.1. Overall, a total of 743 parking opportunities were identified in the survey area including 549 spaces reserved for permit holders on "Event Days" and 87 free spaces; whereas the free spaces are all located within the Industrial Estate, the majority of the "Event Day" spaces are located in residential areas adjacent to the Estate.

- 4.10 The duration of the suspension will be kept to a minimum and the need for the suspension will be reviewed on a weekly basis with the aim of ensuring that any period of suspension is kept to a minimum.

Table 4.1: Summary of Parking Survey (30 th November 2023)										
	0700		0900		1100		1300		1500	
	Obs.	Free	Obs.	Free	Obs.	Free	Obs.	Free	Obs.	Free
Event Day Permit Holder	413	87	355	149	337	171	323	184	316	192
Free Parking	31	40	37	34	39	32	42	34	29	45
Red Route Loading Bay	1	16	3	16	6	10	8	10	2	18
Disabled Bay	6	1	4	3	4	3	3	4	3	4
Double Yellow Lins	13	0	17	0	17	0	21	0	15	0
Dropped Kerb	14	0	11	0	14	0	16	0	21	0
Event day Pay by Phone	17	10	23	2	24	1	22	3	18	7
Private	19	1	16	5	14	7	18	2	16	5
Double Red Line	0	0	1	0	1	0	4	0	0	0
Single Yellow Lines	35	0	48	0	46	0	47	0	47	0
Unrestricted	22	1	22	2	23	1	22	2	23	2
Total	571	156	537	211	525	225	526	239	490	273

Diversions

- 4.11 There are no proposed diversions to vehicular routes during the construction programme.
- 4.12 It will be necessary to close the footway along Brantwood Road in the vicinity of the warehouse to be demolished, with pedestrians diverted to the opposite side of the road; the Demolition Contractor will apply for the necessary licences.

Coach Parking

- 4.13 It is acknowledged that streets in the vicinity of the Site are potentially used for coach parking on Event Days. The Project Manager and Contractors will ensure that all available kerb space is kept clear for coach parking on Event Days.
- 4.14 Details on Event Days can be found at [Events Calendar | Tottenham Hotspur Stadium](#).

5 STRATEGIES TO REDUCE IMPACTS

Overview

- 5.1 The following Planned Measures have been considered to reduce the potential impact of construction works.

Table 5.1 - 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
Freight 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	

Measures Influencing Construction Vehicles and Deliveries

- 5.2 All contractor and sub-contractor vehicles will comply with FORS (Silver) and CLOCS to ensure sufficient safety measures are implemented. Copies of the supplier FORS / CLOCS accreditations to be made available to the Council (highways) on request.
- 5.3 The proposed vehicular routes aim to provide the most direct approach between the Site and the Transport for London road network. Details of the proposed route will be communicated to all suppliers when orders are placed with all drivers expected to follow the routes unless diversions are in place. Records will be kept if suppliers deviate from the route and warnings will be issued as necessary.
- 5.4 Vehicles will be given slots to ensure that there is sufficient capacity at the Site to accommodate the vehicle. If a driver is unable to make the available time slot they will be expected to phone ahead (subject to safely being able to do so) to advise the Site of the delay and confirm if the Site has capacity to accommodate the delayed vehicle.
- 5.5 Deliveries will be scheduled to avoid the morning and evening peak periods unless otherwise agreed with the Council.

Material Procurement Measures

- 5.6 Material will be re-used on-Site where possible to avoid unnecessary vehicle trips. In addition, local suppliers and workforce from the local area will be made use of where possible.
- 5.7 The use of off-Site manufacturing and assembly deliveries will be utilised where possible.

Measures to Encourage Sustainable Freight

- 5.8 It is not considered viable to transport materials to the Site by water or rail given the proximity to rail and water terminals, the scale of the project and double handling costs. However, this option will be further explored upon following the appointment of a Contractor.

Control of Noise, Dust and Vibration

- 5.9 Vehicles will be checked to ensure that wheels are clean and that vehicles are appropriately loaded and sheeted prior to leaving the Site.
- 5.10 The Project Manager will ensure that the surrounding highway network is kept clear of any construction debris with regular inspections undertaken throughout the programme. The adopted public highway within the vicinity of the Site will be swept within an agreed time frame as and when reasonably requested by any officer of the Highway Authority.

Operational / Management Measures

Project Manager

- 5.11 A Project Manager will be appointed and assume all responsibility for implementing the measures within the CLP. They will also seek to comply with all relevant legislation.
- 5.12 The Contractor will be contactable during office hours, with information boards displayed on the hoarding / fencing highlighting key personnel on Site including their contact details; a 24-hour emergency contact number will also be provided.
- 5.13 The Project Manager will keep a record of any comments or complaints and will ensure that they are resolved quickly the record will be available for officers of the Highway Authority and or Planning Authority to view at any time without notice.
- 5.14 The Project Manager will be responsible for monitoring and reviewing this CLP on an ongoing basis to reflect the changing needs of the project and/or any changes to the local road network.

Delivery Management

- 5.15 The Project Manager will implement a Delivery Management System to minimise the potential impact on the local highway with key aspects as follows:
- All deliveries will be scheduled by the site logistic coordinator
 - Suppliers and Sub-contractors will be provided with a slot to make a delivery / collection.
 - Vehicles arriving outside of their booking slots will be turned away by Traffic Marshalls if the delivery cannot be accepted.

Hours of Operation

- 5.16 The proposed hours of operation will be between those noted below unless otherwise agreed with the Council:
- Weekdays: 08:00 - 18:00;
 - Saturday: 08:00 - 13:00; and
 - Sunday & Bank Holiday: No works permitted.
- 5.17 Deliveries to and collections from the Site will be scheduled during the hours of 09:30 - 15:30 in order to avoid the traditional peak periods on the wider road network.

Abnormal Loads

- 5.18 The Project Manager will advise the Council if movement orders / abnormal loads are to be used so that the Council can monitor and deal with any complaints that may arise from local residents regarding the movement of any equipment to and from Site. Any vehicles over 40 tonnes must seek permission from LBH's structures engineer before entering on to Haringey's network.

Community Liaison

- 5.19 The Contractor will be contactable during office hours, with information boards displayed on the hoarding highlighting key personnel on Site including their contact details; a 24-hour emergency contact number will also be provided.
- 5.20 The Contractor will produce a monthly leaflets for distribution to local residents in close proximity to the Site. The leaflet will include an update on progress to date along with details on work programmed for the following month, providing details in relation to any emergency works and known out of hours working.

Pedestrian and Cyclist Safety

- 5.21 Construction traffic poses a potential risk to pedestrian and cyclist safety. As such, vulnerable road users' safety will be paramount. As such, qualified Banksman will be available to manage any movements when vehicles arrive at the Site. Banksman would be utilised to stop traffic, direct the front and rear of the construction vehicles accessing / egressing the Compound, and manage surrounding pedestrian activity where necessary. All Banksman will hold a traffic marshals license.
- 5.22 All contractors and suppliers will be required to achieve silver accreditation of FORS (Fleet Operator Recognition Scheme) where applicable and to be signatories of CLOCS (Standard for Construction Logistics: Managing Work Related Road Risk).

6 ESTIMATED VEHICLE MOVEMENTS

Number of HGV Movements

- 6.1 The Contractor will update the CLP prior to starting construction to provide a more accurate estimate of the number of construction vehicles, with an estimate set out in Table 6.1.

Table 6.1: Estimated Number of HGV Movements	
Period	HGV Deliveries
Site Set-up (including Hoarding)	15 – 20
Construction of Sub-Station	15 – 20
Plot 1	
Demolition	90 - 100
Sub-structure / Foundations	60 – 70
Super structure	70 – 80
Cladding & Roofing	90 – 100
Fit-out & External Works	60 - 70
Plot 2	
Sub-structure / Foundations	20 – 30
Super structure	30 – 40
Cladding & Roofing	30 – 40
Fit-out & External Works	20 - 30
Total	500 - 600

- 6.2 Overall, it is estimated that there could be between 500 – 600 HGV deliveries which equates to an average of 4 – 5 HGV movements per day across the 12-month construction period. The above excludes small vans and light goods vehicles.

Vehicle Types

- 6.3 The construction process could involve a range of vehicles which will include the following:
- 16.5m articulated vehicles
 - 10m flatbed lorries;
 - 10m Rigid vehicles;
 - 8m hi-ab;
 - 8m grab wagon;
 - 6.7m concrete mixer;
 - 6.6m skip lorry; and
 - Light Goods Vehicles including transit vans.

7 IMPLEMENTING, MONITORING AND UPDATING

Implementation

- 7.1 The Project Manager will be responsible for implementing the measures set out within the approved CLP. They will dedicate a set amount of time to ensure procedures are being followed and standards are being met. Copies of the document will also be made available for all workers and suppliers to view.

Monitoring

- 7.2 The CLP will be monitored on an ongoing basis. The Project Manager will be responsible for keeping a record of all vehicle arrivals and departures as well as details of each vehicle, duration of stay and whether or not it arrived on time. They will also record any complaints or accidents.

Appendix A



Schedule of Accommodation GIA

Please refer to 'Schedule Notes' on drawing sheet.

Unit 1	sq m	sq ft
Warehouse	: 4,299	46,274
Mezzanine Office	: 396	4,257
Warehouse Mezz	: 489	5,259
Lobby / Core	: 117	1,257
TOTAL (GIA)	: 5,300	57,048
Office % (Incl. Cores)	: 9.7%	
Haunch Height	: 12m	
Dock Wall Height	: 1.2m	
Dock Levellers	: 4	
Level Access	: 4	

Unit 2	sq m	sq ft
Warehouse	: 815	8,772
Mezzanine Office	: 167	1,794
Core (GF)	: 31	332
TOTAL (GIA)	: 1,012	10,898
Office %	: 19.5%	
Haunch Height	: 10m	
Level Access	: 2	
	Ha	Acres
Site 2 Area	: 0.19	0.48
Site 2 Density	: 52.32%	

SITE 1+2 TOTAL (GIA):	6,312	67,945
------------------------------	--------------	---------------

	Ha	Acres
Site 1+2 Area	: 1.05	2.59
Site 1+2 Density	: 60.28%	

Schedule of Accommodation GEA

Please refer to 'Schedule Notes' on drawing sheet.

Unit 1	sq m	sq ft
Warehouse	4,530	48,761
Mezzanine Office	425	4,570
Warehouse Mezz	539	5,797
Lobby / Core	153	1,643
TOTAL (GEA)	5,646	60,771

Office % (incl. Cores)	: 10.2%	
Haunch Height	: 12m	
Level Access	: 4	

	Ha	Acres
Site 1 Area	: 0.85	2.11
Site 1 Density	: 66.14%	

Unit 2	sq m	sq ft
Warehouse	879	9,465
Mezzanine Office	189	2,034
Core (GF)	40	433
TOTAL (GEA)	1,109	11,932

Office %	: 20.7%	
Haunch Height	: 10m	
Level Access	: 2	

	Ha	Acres
Site 2 Area	: 0.19	0.48
Site 2 Density	: 57.29%	

SITE 1+2 TOTAL (GEA):	6,754	72,703
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	Ha	Acres
Site 1+2 Area	: 1.05	2.59
Site 1+2 Density	: 64.50%	

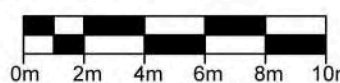
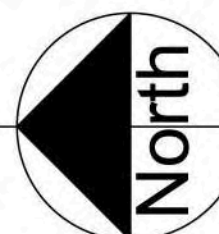
NOTES:
Copyright Chetwoods (Birmingham) Limited. No implied license exists.
Contractors must verify all dimensions on site before commencing any work or shop drawings. This drawing is not to be scaled. Use figured dimensions only.
Subject to statutory approvals and survey.
Building areas are liable to adjustment over the course of the design process due to the ongoing coordination of design developments.
Please note the information contained within this drawing is solely for the benefit of the employer and should not be relied upon by third parties.
The CDM hazard management procedures for the Chetwoods aspects of the design of this project are to be found on the 'Chetwoods - Hazard Analysis and Design Risk Assessment' drawings. The full project design team comprehensive set of hazard management procedures are available from the Project Designer approved for the project.

Notes:
Please note Title Plans have been scaled using Ordnance Survey features which may have altered over time. Complete accuracy cannot be guaranteed without further on-site survey.
Any dimensions given are to be confirmed with site measure.

Schedule Notes:
All sq. ft. areas are based on the conversion factor of 10.763910417 to ensure accuracy.
However, decimals are hidden values which are rounded up / down which can sometimes result in the totals not always adding up.

NB.
• **SUBJECT TO SURVEYS, CONSTRAINTS & PLANNING.**
• **LAYOUT TO BE TRACKED.**
• **RED LINE INDICATIVE ONLY.**

GIA NOTES
• **GIA SUBJECT TO CHANGE FOLLOWING DETAILED DESIGN DEVELOPMENT.**



Key

Site Boundary

PL6 Updated unit 1 parking
PL6 Updated schedule
PL6 Updated not line boundary to unit 2
PL6 Updated to latest design changes
PL6 Updated to latest landscape design
PL1 First Issue

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1805024 - JHPG
0805024 - JHPG
2406024 - JHPG
0606024 - JHPG
2605024 - JHPG

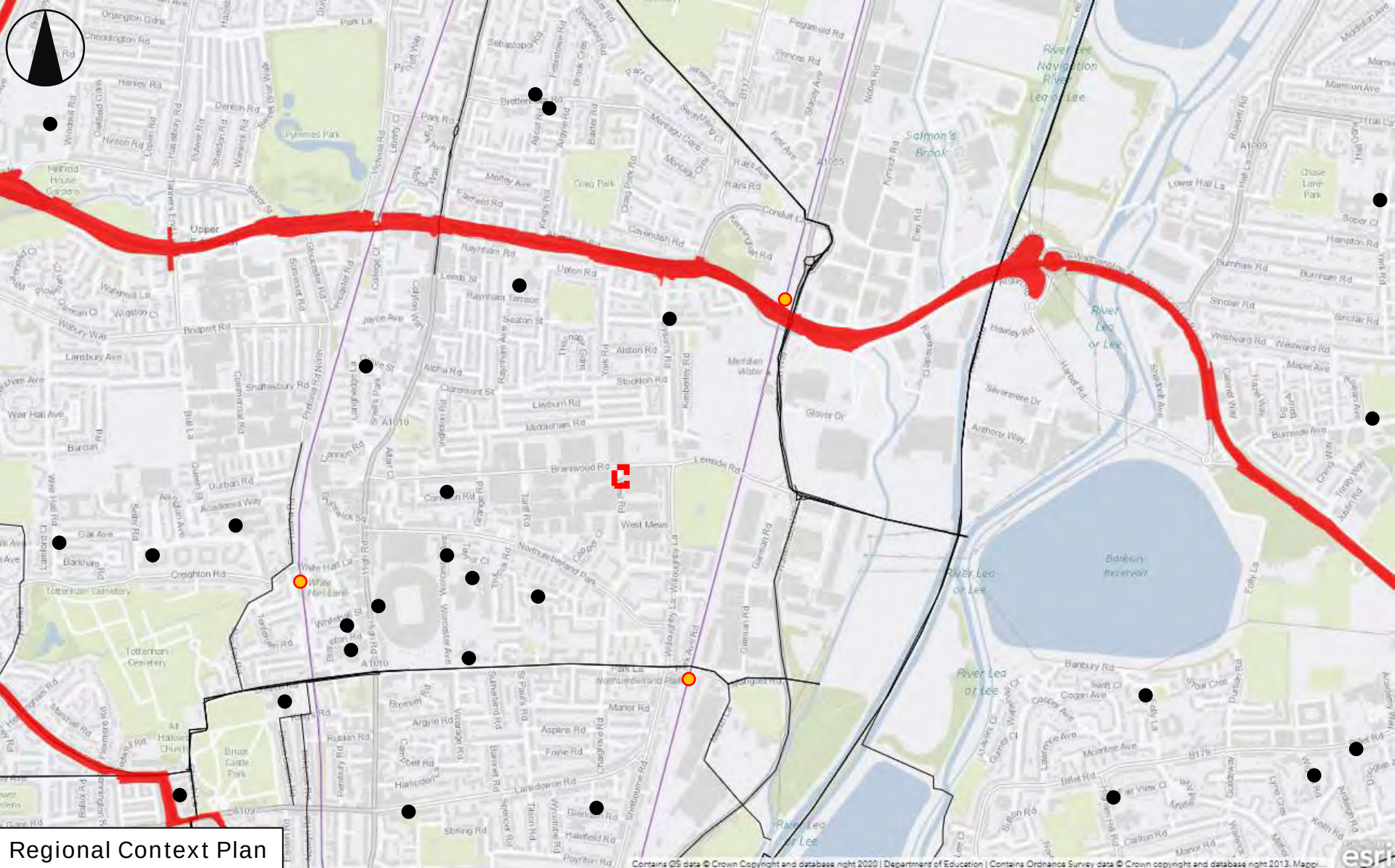
Rev. Revision Description Date Author
PLANNING
32 Frederick Street, Birmingham, B1 3PH
+44 (0)121 234 7500
www.chetwoods.com

Project
Valor Tottenham London

Client
Drawing Title
Proposed Masterplan

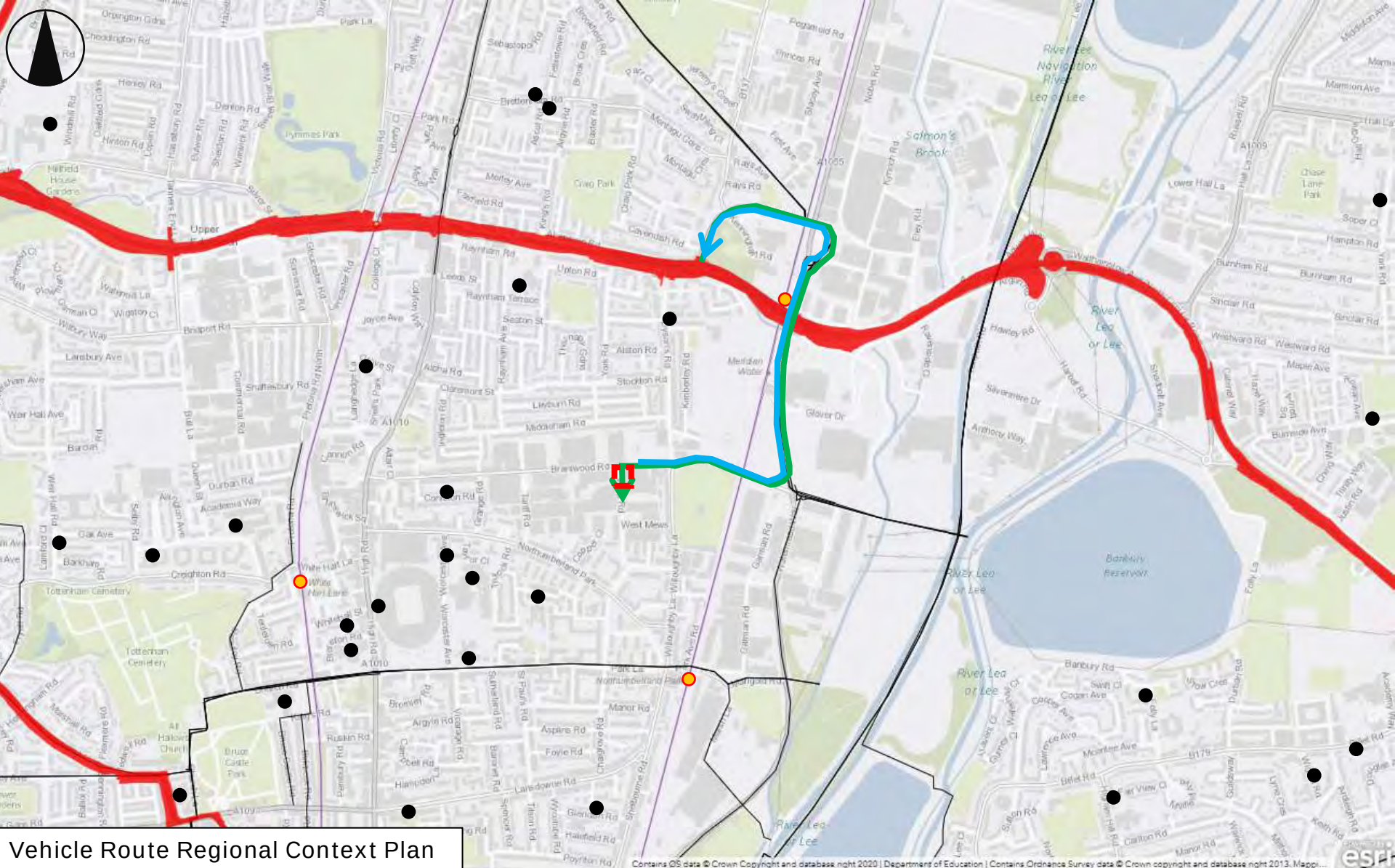
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Project	Originator	Zone	Level	Type	Scale	Number	Rev.
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Appendix B



Key

- Transport for London Road Network
- Current and Proposed Cycle Network
- Rail Network
- Train Station
- Application Site
- School



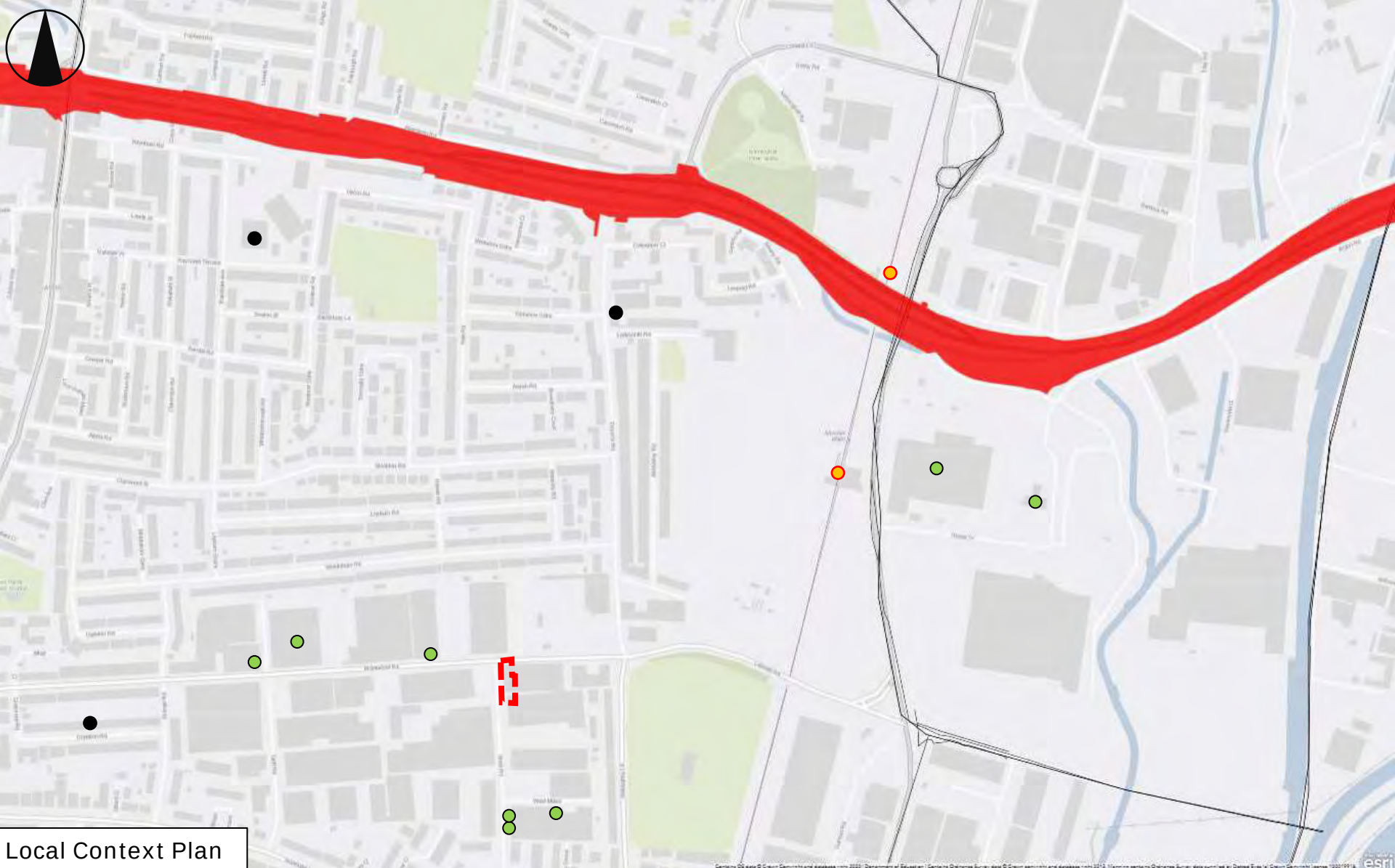
Key

- Transport for London Road Network
- Current and Proposed Cycle Network
- Rail Network

- Train Station
- Application Site
- School

- Vehicle Approach
- Vehicle Departure





Local Context Plan

Key



Application Site



Current and Proposed Cycle Network

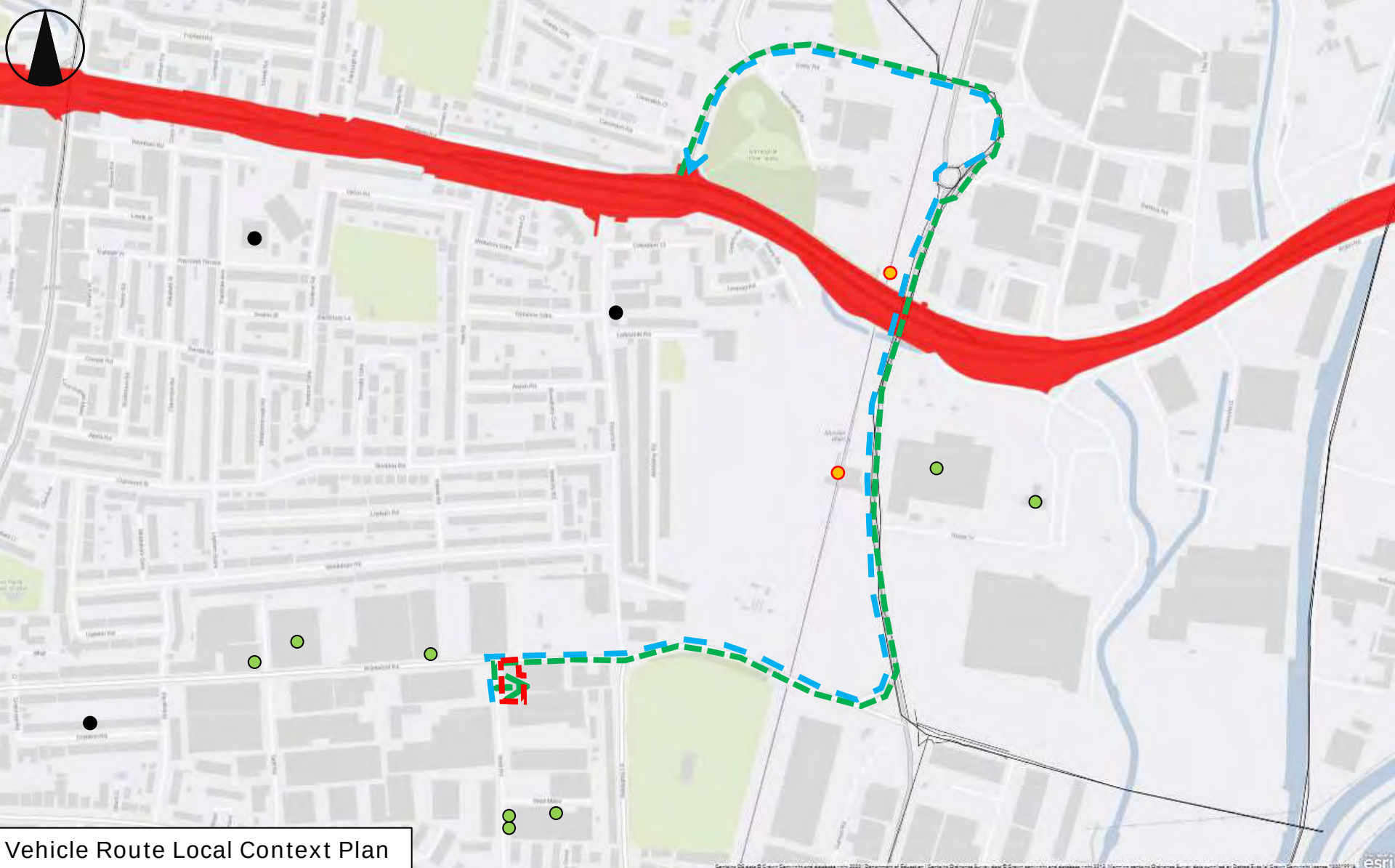


Rail Network

Train Station

School

Takeaway/Cafe



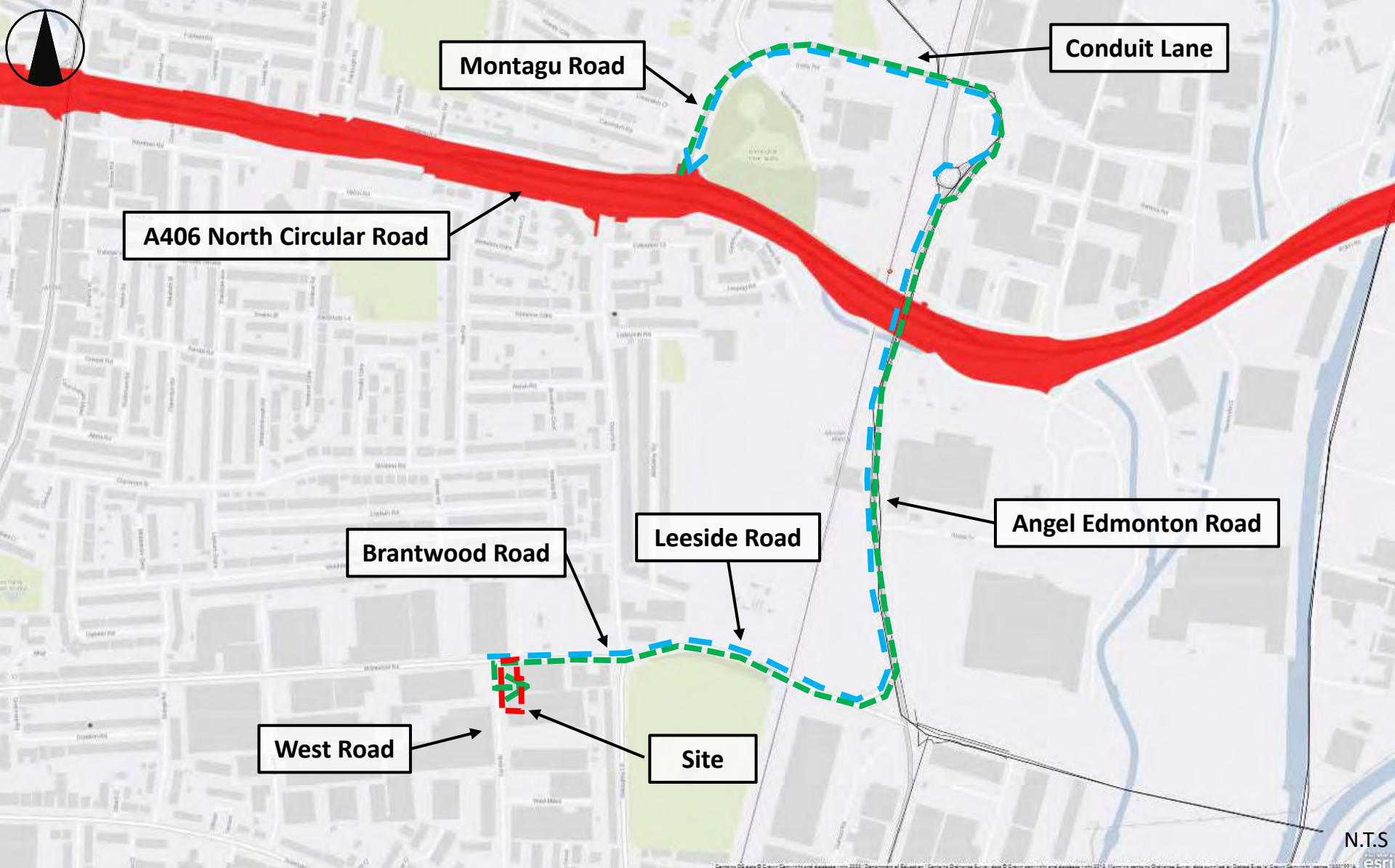
Vehicle Route Local Context Plan

Key

-  Application Site
-  Current and Proposed Cycle Network
-  Rail Network

-  Train Station
-  School
-  Takeaway/Cafe

-  Vehicle Approach
-  Vehicle Departure



Montagu Road

Conduit Lane

A406 North Circular Road

Brantwood Road

Leeside Road

Angel Edmonton Road

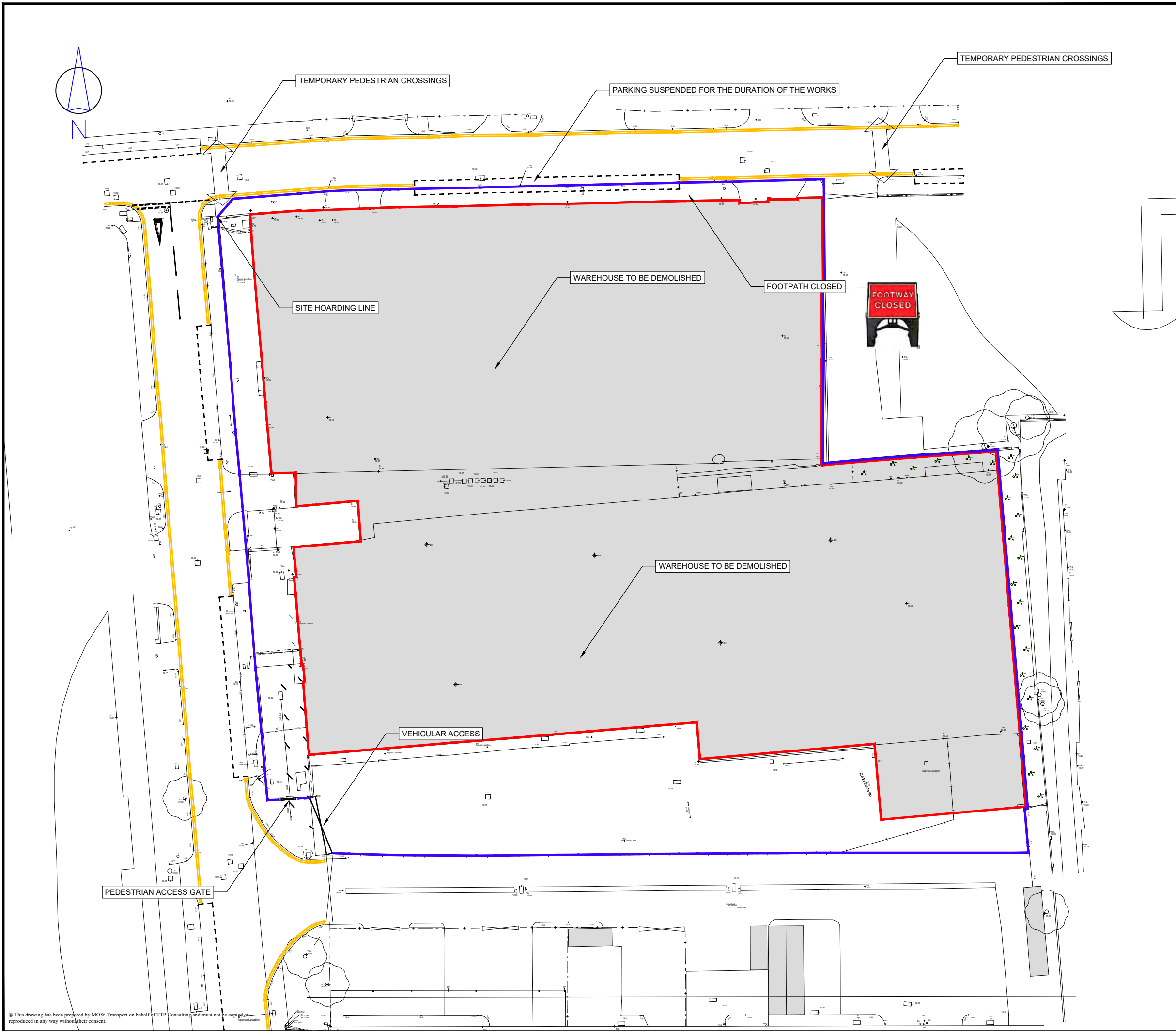
West Road

Site

N.T.S

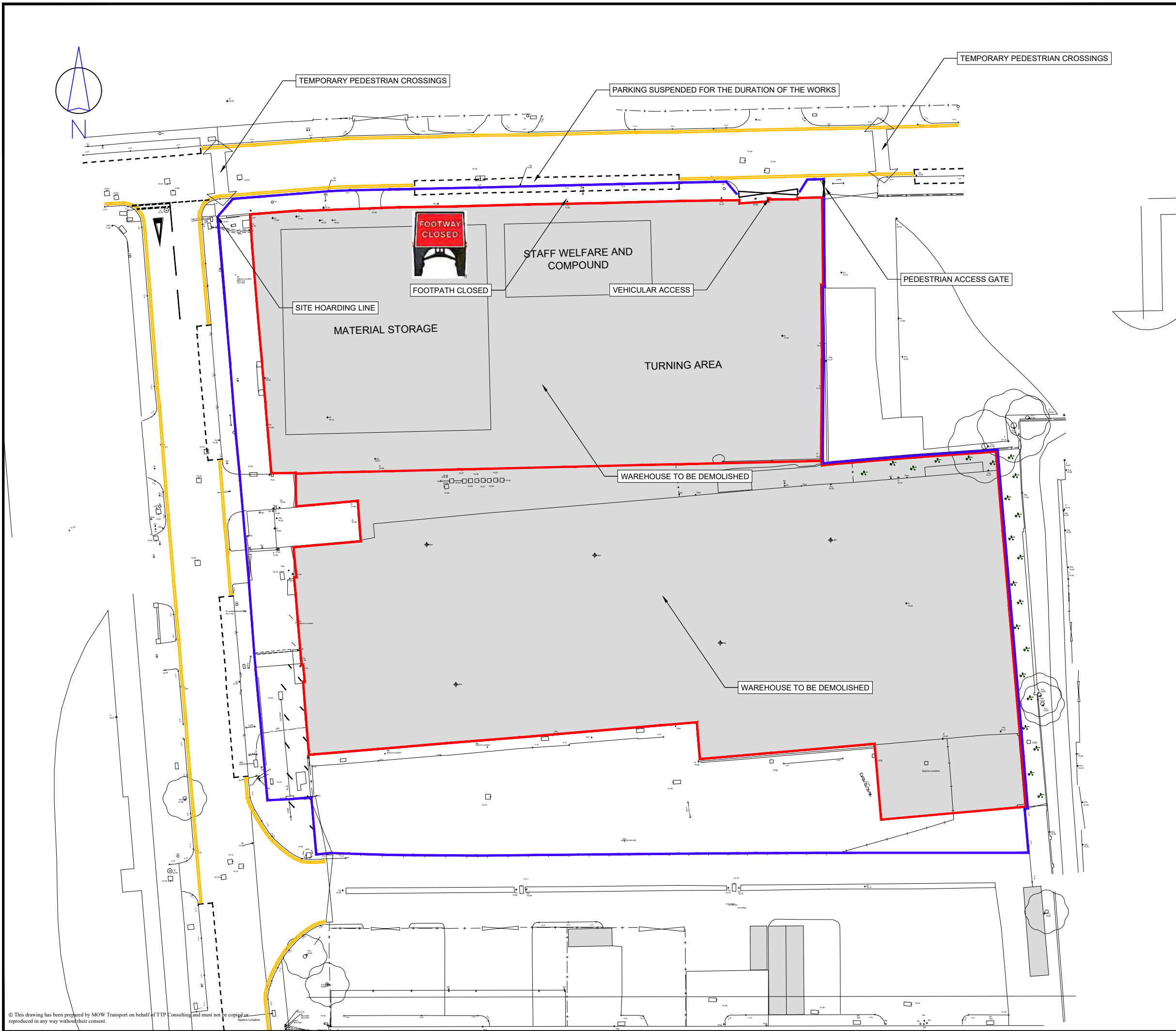
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Appendix C



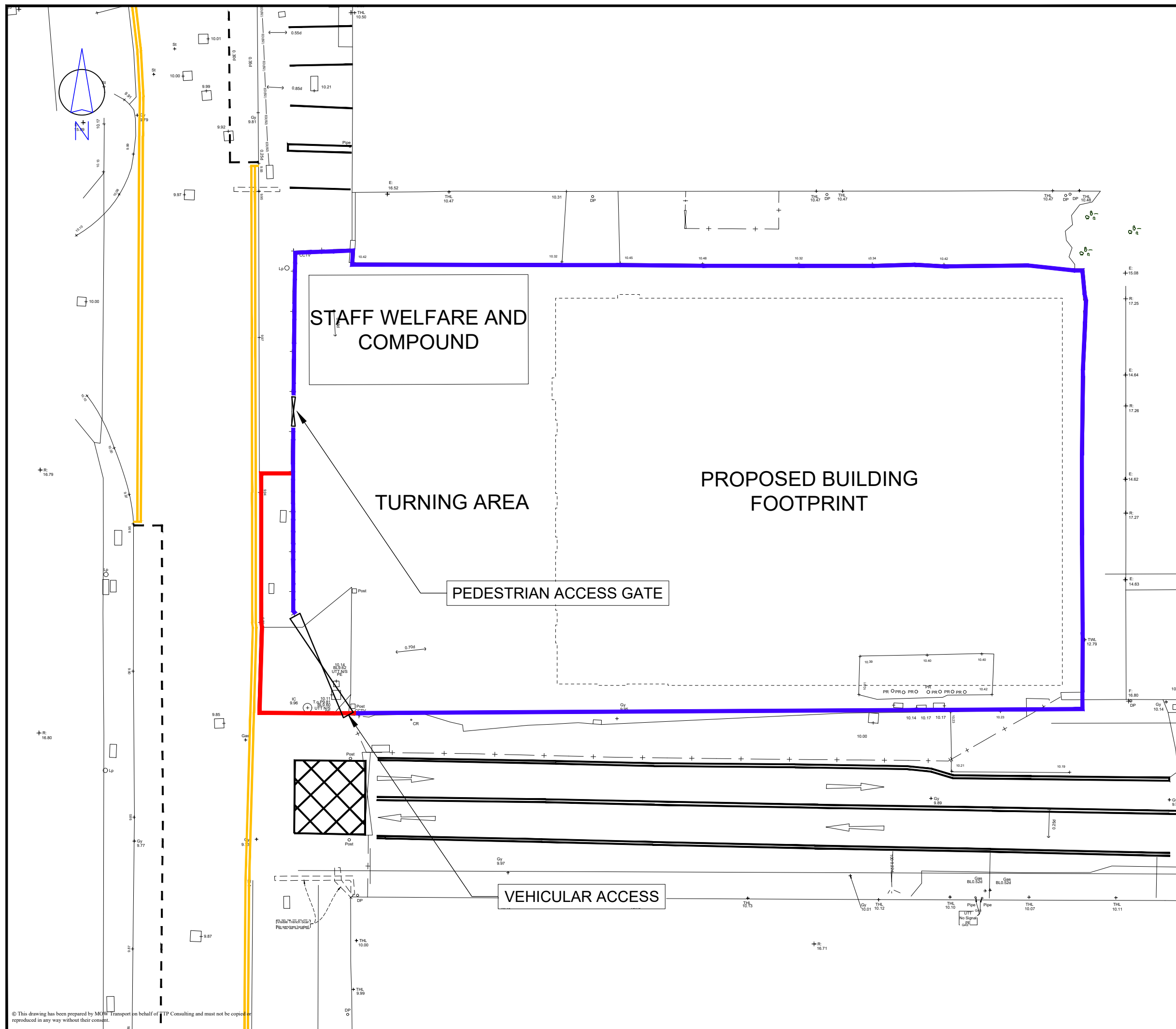
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		SITE BOUNDARY		
		SITE HOARDING		
Notes:				
1. This is not a construction drawing and is intended for illustrative purposes only.				
Client				
-				
Project				
West Road Tottenham				
Drawing Title				
Proposed Demolition Plan				
Scale				
1:500 at A3				
Drawn		MW	22.10.24	
Checked		AM	22.10.24	
ttp consulting transport planning specialists				
27 Beak Street				
London				
W1F 9RU				
Tel. No. 020 7100 0753				
Drawing Number				Rev
2023-4879-DWG-210				.



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Rev	Details	Drawn	Checked	Date



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Rev	Details	Drawn	Checked	Date
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KEY :	
	SITE BOUNDARY
	SITE HOARDING / SITE BOUNDARY

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
West Road Tottenham

Drawing Title
Construction Plan - Unit 2

Scale
1:250 at A3

Drawn	MW	23.10.24
Checked	AM	23.10.24

ttp consulting

transport planning specialists

27 Beak Street
London
W1F 9RU
Tel. No. 020 7100 0753

Drawing Number 2023-4879-DWG-212	Rev .
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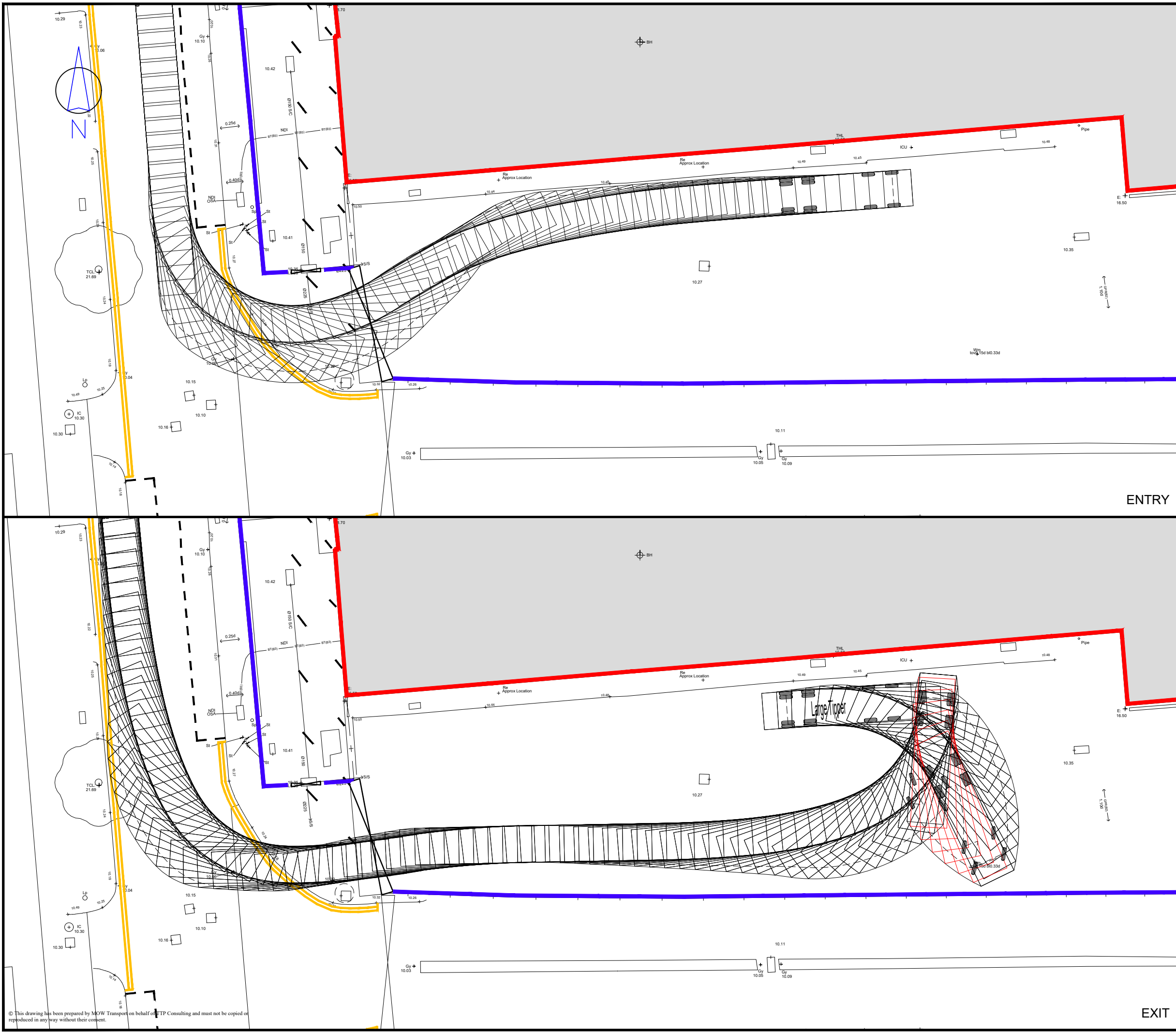
Appendix D

			VEHICLES PARKED AND SPACES AVAILABLE AT TWO HOURLY INTERVALS FROM 0700 TO 1700																							
			TIME: 0700 - 0800				TIME: 0800 - 0900				TIME: 0900 - 1000				TIME: 1000 - 1100				TIME: 1100 - 1200				TIME: 1200 - 1300			
ROAD NAME	ZONE	RESTRICTION	METRES	# SPACES	PARKED	OVER-PARKED SPACES	PERCENT	PARKED	OVER-PARKED SPACES	PERCENT	PARKED	OVER-PARKED SPACES	PERCENT	PARKED	OVER-PARKED SPACES	PERCENT	PARKED	OVER-PARKED SPACES	PERCENT	PARKED	OVER-PARKED SPACES	PERCENT	PARKED	OVER-PARKED SPACES	PERCENT	
LADYSMITH ROAD	1	DOUBLE YELLOW LINES	13.3																							
		A. PERMIT HOLDERS ONLY ON EVENT DATES 1200-2100	13.3																							
KIMBERLEY RD	7	DOUBLE YELLOW LINES	15.3																							
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VETHELASH WAY	9	DOUBLE YELLOW LINES	13.3																							
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Appendix E



Rev	Details	Drawn	Checked	Date
.	.	.	.	.

10.201

1.298

1.61

4.126

1.524

Large Tipper

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to Lock Time

Kerb to Kerb Turning Radius

10.201m

2.500m

2.893m

0.343m

2.500m

6.00s

11.550m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client
-

Project
West Road Tottenham

Drawing Title
Swept Path Analysis Using a Large 4-Axle Tipper

Scale
1:250 at A3

Drawn

MW

22.10.24

Checked

AM

22.10.24

ttp consulting

transport planning specialists

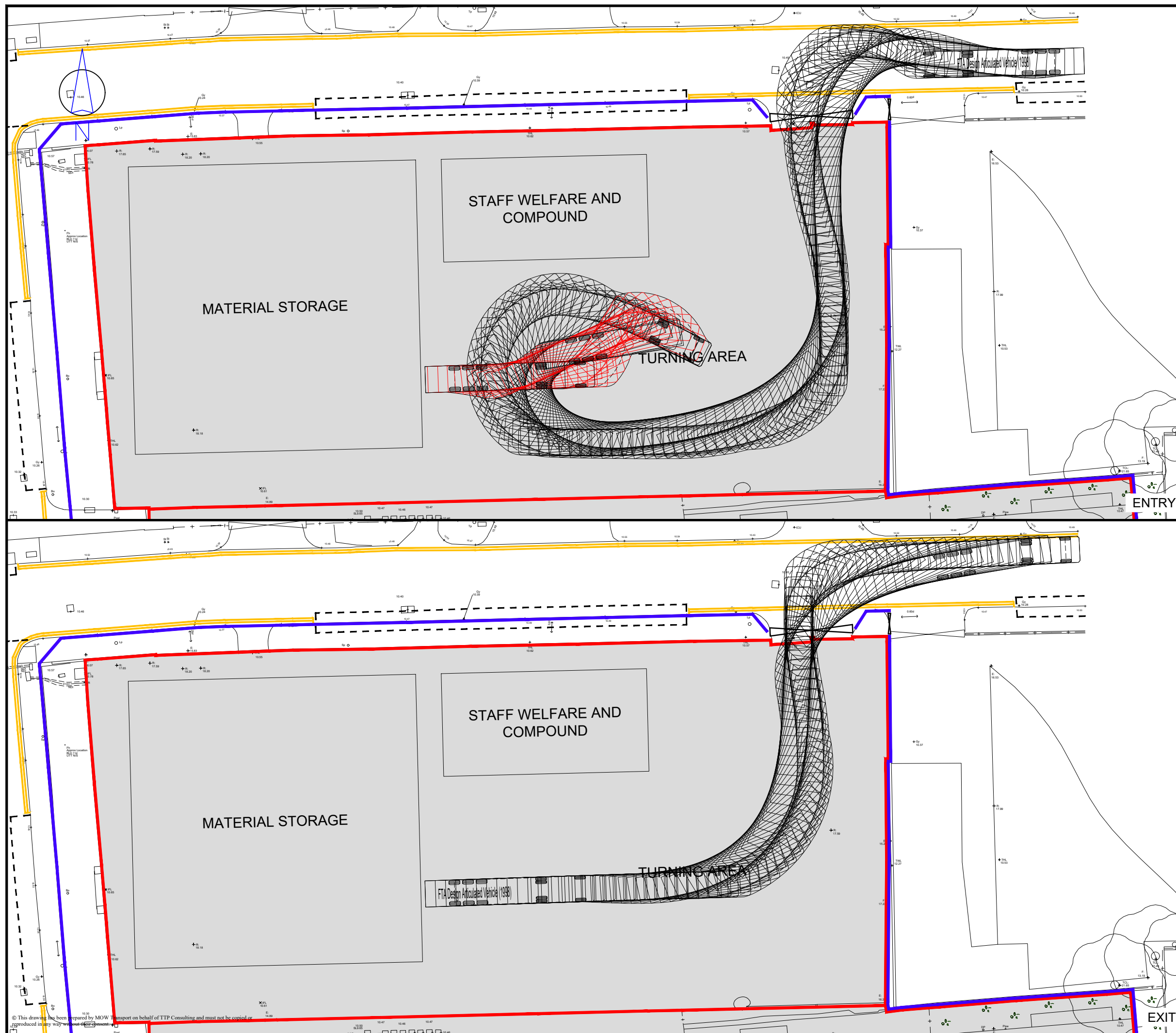
27 Beak Street
London
W1F 9RU
Tel. No. 020 7100 0753

Drawing Number

2023-4879-AT-127

Rev

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Rev	Details	Drawn	Checked	Date
1				

FTA Design Articulated Vehicle (1998)

Overall Length	16.480m
Overall Width	2.550m
Overall Body Height	3.870m
Min Body Ground Clearance	0.515m
Max Track Width	2.470m
Lock to Lock Time	3.00 sec
Kerb to Kerb Turning Radius	6.550m

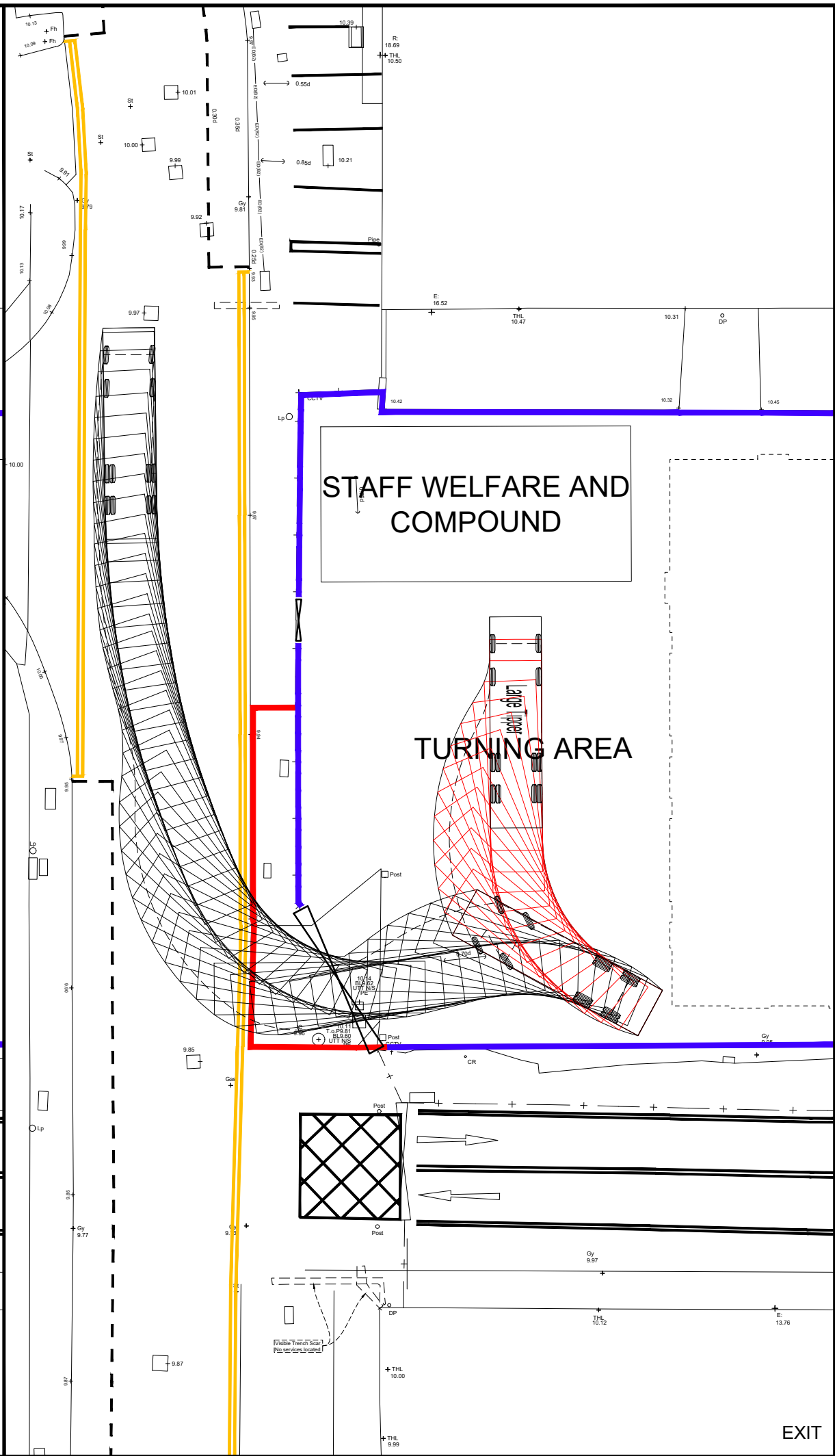
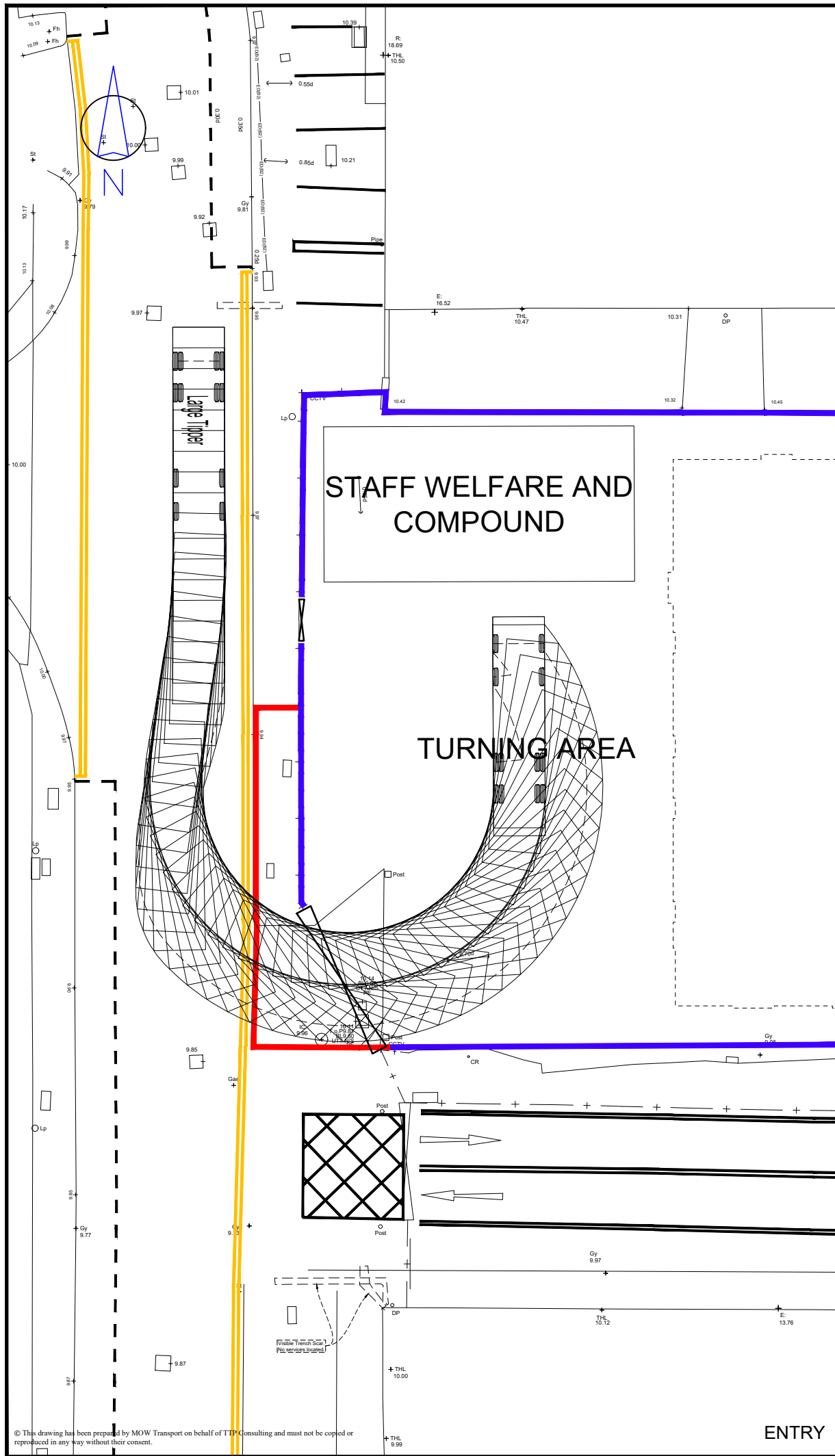
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1. This is not a construction drawing and is intended for illustrative purposes only.

Client	-	
Project	West Road Tottenham	
Drawing Title	Swept Path Analysis Using a 16.5m Articulated Vehicle	
Scale	Not to Scale	
Drawn	MW	23.10.24
Checked	AM	23.10.24

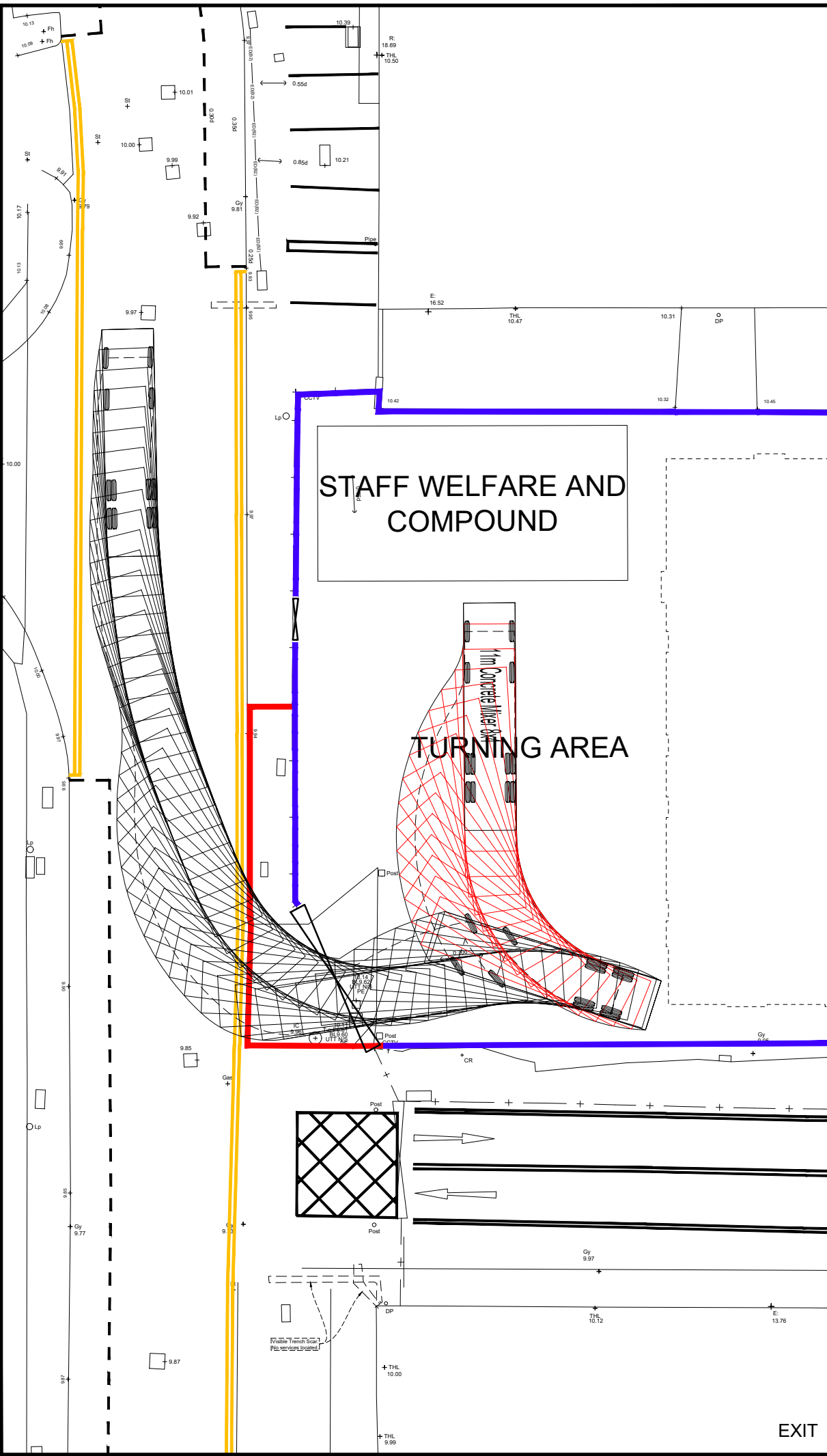
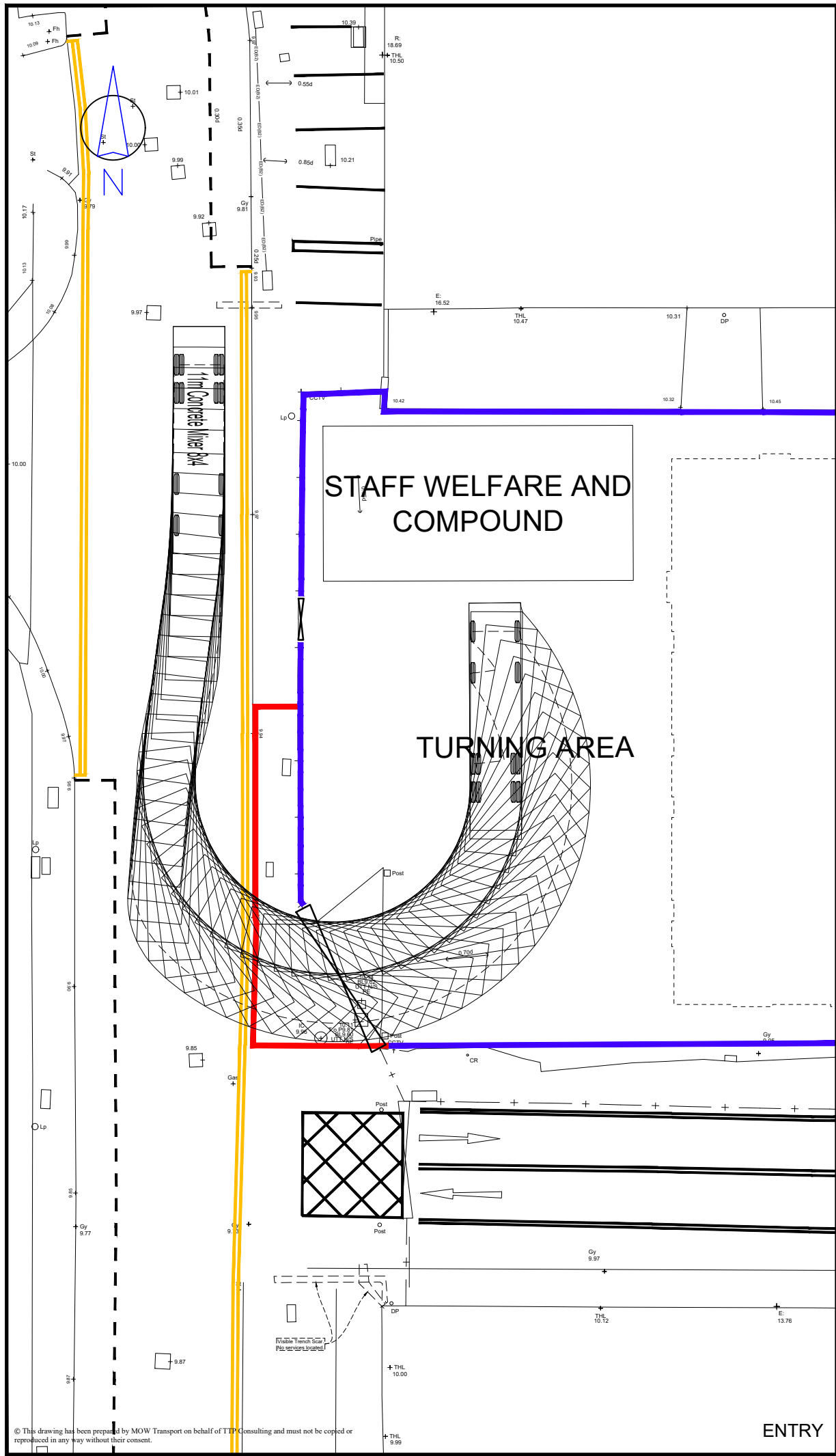
transport planning specialists

27 Beak Street
London
W1F 9RU
Tel. No. 020 7100 0753

Drawing Number	2023-4879-AT-130	Rev	1
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Rev	Details	Drawn	Checked	Date
.	.	.	.	.
10.201 1.298 1.61 4.128 1.524 Large Tipper Overall Length Overall Width Overall Body Height Min Body Ground Clearance Max Track Width Lock to Lock Time Kerb to Kerb Turning Radius 10.201m 2.500m 2.893m 0.343m 2.500m 6.00s 11.550m				
Notes: 1. This is not a construction drawing and is intended for illustrative purposes only.				
Client -				
Project West Road Tottenham				
Drawing Title Swept Path Analysis Using a Large 4-Axle Tipper				
Scale 1:250 at A3				
Drawn		MW	23.10.24	
Checked		AM	23.10.24	
ttp consulting transport planning specialists 27 Beak Street London W1F 9RU Tel. No. 020 7100 0753				
Drawing Number				Rev
2023-4879-AT-131				.



Rev	Details		Drawn	Checked	Date
.	.		.	.	.
11 1.377 1.995 4.405 1.37 11m Concrete Mixer - 8x4 Overall Length Overall Width Overall Body Height Min Body Ground Clearance Max Track Width Lock to Lock Time Kerb to Kerb Turning Radius 11.000m 2.500m 4.200m 0.358m 2.413m 6.00s 11.504m					
Notes: 1. This is not a construction drawing and is intended for illustrative purposes only.					
Client -					
Project West Road Tottenham					
Drawing Title Swept Path Analysis Using a Large 4-Axle Concrete Mixer					
Scale 1:250 at A3					
Drawn		MW		23.10.24	
Checked		AM		23.10.24	
ttp consulting transport planning specialists 27 Beak Street London W1F 9RU Tel. No. 020 7100 0753					
Drawing Number					Rev
2023-4879-AT-132					.