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Construction Logistics Plan

47 Eldon Road, N22 5DX

Prepared for Warrenshaw 2000 Ltd

By YES Engineering Group Limited

May 2026

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1 Introduction

YES Engineering Group Ltd was appointed by Warrenshaw 2000 Ltd to produce a Construction Logistics Plan (CLP) to accompany a planning application for the Site located at 47 Eldon Road, N22 5DX (the 'Site').

The aim of this document is to maximise safety of the workforce and the travelling public during the construction period. Every attempt is also made to ensure that traffic is kept flowing as freely as possible on the public highway in the vicinity of the Site operations.

The Highway Authority will be consulted on issues relating to any works affecting the public highway, maintenance and repair, and the avoidance of muds on roads and dust.

1.1 CLP Objectives

The objectives of the CLP are:

- Lower emissions
- Enhance safety - Improved vehicle and road user safety
- Reduce congestion - Reduced trips overall, especially in peak periods
- Minimise impact on the road network adjacent to the site
- Minimise impact on vulnerable road users during network peak and school peak times
- Ensure pedestrian safety on adjacent footways

To support these objectives, the CLP aims are:

- Encouraging construction workers to travel to the Site by non-car modes
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods
- Encouraging greater use of sustainable freight modes
- Encouraging the use of greener vehicles
- Managing the on-going development and delivery of the CLP with construction contractors
- Communication of Site delivery and servicing facilities to workers and suppliers
- Encouraging the most efficient use of construction freight vehicles

1.2 Site Context

The Site is located within the administrative area of the London Borough of Haringey (LBH) and the Greater London Authority (GLA).

As shown at **Figure 1.1**, the Site is located to the western side of Eldon Road and the southern side of Saxon Road.

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Figure 1.1 – Location Plan

1.3 Development Proposals

The planning application comprises:

The development proposals are to extend the existing shop with a flat above to create a 6 bed 6 person House in Multiple Occupation (HMO). The proposal is intended to be 'car-free,' with no on-site parking provision.

The development layouts are shown on the architect's plans attached at **Appendix A**.

1.4 CLP Structure

This CLP provides an outline of the construction arrangements, mitigation measures, implementation and management. The contractor will be responsible for the CLP, for developing and updating the CLP. The content and methodology of the CLP will need to be agreed and signed off by LBS ahead of implementation and prior to any construction works.

The remaining sections of the CLP are structured as:

- **Section 2 – Context, Considerations and Challenges** – sets out the relevant policy and guidance and discusses the local transport networks and existing conditions

- **Section 3 – Construction Programme and Methodology** – sets out the construction programme and methodology utilising the TfL spreadsheet
- **Section 4 – Vehicle Routing and Access** – details the proposed vehicle routeing and access taking into consideration CLOCS
- **Section 5 – Planned Measures** – sets out the strategies to reduce impacts
- **Section 6 – Estimated Vehicle Movements** – estimates vehicle movements using the TfL spreadsheet
- **Section 7 – Implementing, Monitoring and Updating** – sets out how the detailed CLP is to be managed

1.5 Site Contact Details – In Hours / Out of Hours

The Site contact details for In Hours and Out of Hours will be provided as per the table at the front of this document.

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2 Context, Considerations and Challenges

This section describes the local context and issues identified that need to be considered and addressed during construction.

2.1 Policy Context

There are a number of national, regional and local policies that refer to or requirement for a CLP to be produced in support of a planning application. This section outlines the relevant national, regional and local transport policy and guidance relevant to the CLP.

Traffic Management Act (2004)

Part 2 of the Traffic Management Act (2004), highlights the duty of local traffic authorities in managing road networks within their ownership; including the efficient use of the local network as well as their ability to adopt measures when necessary to avoid the occurrence of heavy traffic congestion.

Part 5 of the Traffic Management Act (2004) similarly outlines this responsibility, but highlights the extent to which local authorities in Greater London should seek to avoid, eliminate and reduce disruptions which have negative implications on neighbouring authorities. Local authorities within London are encouraged to plan and act on their management duties in the interest of ensuring traffic can move freely and smoothly through their roads, and onwards to the roads of neighbouring traffic authorities without overwhelming the network. This includes the role that Transport for London (TfL) holds in managing the Greater London route network.

National Planning Policy Framework (2023)

The National Planning Policy Framework (NPPF) (2023) includes the promotion of sustainable transport throughout the UK in the interest of contributing to national economic, social and environmental objectives. This framework ensures that transport is provided to support the development of strong and vibrant communities, as well as to protect and enhance the natural and built environment. In addition to the promotion of sustainable transport, the framework also highlights the benefits of safe road design in creating a high quality built environment, and the efficient delivery of goods and services to aid economic growth.

The London Plan (2021)

The New London Plan was formally adopted in March 2021. The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.

The Plan is part of the statutory development plan for London, meaning that the policies in the Plan should inform decisions on planning applications across the capital. Borough's Local Plans must be in 'general conformity' with the London Plan, ensuring that the planning system for London operates in a joined-up way and reflects the overall strategy for how London can develop sustainably, which the London Plan sets out.

Policy T7 (G) – Deliveries, servicing and construction states *'Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible. Construction Logistics Plans and Delivery and Servicing Plans will be required and should be developed in accordance with Transport for London guidance and in a way which reflects the scale and complexities of developments'.*

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Policy T7 (K) – Deliveries, servicing and construction states *'During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times'.*

Commentary in paragraph 10.7.4 provides guidance on the planning of freight movements, and states *'development proposals should demonstrate through Construction Logistics Plans and Delivery and Servicing Plans that all reasonable endeavours have been taken towards the use of non-road vehicle modes'.*

Commentary in paragraph 10.7.6 states *'Construction Logistics and Delivery and Servicing 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. '*

Commentary in paragraph 10.7.7 states *'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) or equivalent should be utilised to plan for and monitor site conditions. Development proposals should demonstrate 'good' on-site ground conditions ratings or the mechanisms to reach this level, enabling the use of vehicles with improved levels of driver direct vision. To support the procurement of these vehicles and to minimise road danger, the Mayor has introduced his Direct Vision Standard, which rates Heavy 437. Goods Vehicles on a star rating from 0 (lowest) to 5 (highest), based on how much the driver can see directly through the cab windows.'*

TfL's Healthy Streets

TfL's Healthy Streets vision for the future of London is of a city where people choose to visit their local shops. A city where high streets are designed for people and the neighbouring streets are pleasant to be in; where people choose to take the bus instead of driving because buses are prioritised over other traffic. It is a city where essential delivery and service vehicles can get around efficiently, keeping everyone's lives running smoothly.

Vision Zero

In addition to the Healthy Streets objectives TfL has a Vision Zero for London. This states that, *"together we can eradicate deaths and serious injuries from our roads and make London a safer, healthier and greener place."*

Below sets out the aims of the Vision Zero Action Plan.

The Vision Zero Action Plan

- **Safe speeds:** Encouraging speeds appropriate to the streets of a busy and populated city through the widespread introduction of new lower speed limits
- **Safe streets:** Designing an environment that is forgiving of mistakes by transforming junctions, which see the majority of collisions, and ensuring safety is at the forefront of all design schemes
- **Safe vehicles:** Reducing risk posed by the most dangerous vehicles by introducing a world-leading Bus Safety Standard across London's entire bus fleet and a new 'Direct Vision Standard' for Heavy Goods Vehicles
- **Safe behaviours:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted enforcement, marketing

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campaigns, education programmes and safety training for cyclists, motorcycle and moped riders

- **Post-collision response:** Developing systematic information sharing and learning, along with improving justice and care for the victims of traffic incidents

The Mayor's Transport Strategy (2018) – updated 2022

The Mayor's Transport Strategy (MTS) was published in March 2018 and updated in 2022 and sets out the Mayor's policies and proposals to reshape transport in London over the next 25 years. The MTS places an even greater emphasis on healthy streets and promoting sustainable travel. Its three main themes comprise:

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

The MTS aims to make more efficient use of the street network to monitor the demand and applying good growth principles to create streets that can better function and enhance efficiency of deliveries and servicing journeys. The MTS seeks to work together with the boroughs and members of the Freight Forum to improve efficiency of the freight and servicing trips on London's strategic network by identifying opportunities for using waterways, making better use of the rail network and reviewing the potential benefits of regional freight consolidation and distribution network and enhancing the network of construction consolidation centres.

Transport for London Construction Logistics Plan Guidance (July 2017)

TfL's CLP guidance sets out the content requirement for delivery of high quality CLPs at outline and detailed application stages prior to construction. The aim of the guidance is to: minimise the impact of construction logistics on the road network; reduce environmental impacts through lowered emissions; reduce road risk and improve safety for all road users; reduce congestion by reducing the number of vehicle trips; and reduce costs by implementing efficient working practices and reduced deliveries. This CMP follows the TfL guidance.

CLOCS (Construction Logistics and Community Safety) - Construction Logistics Planning (CLP) Guidance (March 2020)

The CLOCS Standard is the direct result of collaboration between the construction and fleet sectors to address shared issues and following CLP developed by TfL has been adapted by CLOCS to implement across the UK. CLOCS guidance draws together evolving and applied best practice from a number of standards, policies and codes of practice to provide one industry standard that can be implemented by regulators, clients, principal contractors and fleet operators.

YES Engineering staff are accredited advanced CLOCS practitioners.

Haringey Local Plan Strategic Policies 2013- 2026

Haringey's Local Plan Strategic Policies was adopted in March 2013 as a replacement for the Core Strategy. The Local Plan sets out key visions and policies for the future development of the borough up to 2026.

The Council has developed a series of strategic objectives that aim to meet the spatial strategy for Haringey up to 2026.

Haringey's Sustainable Community Strategy priority is an Environmentally Sustainable Future which commits the Council and all its partners to respond to climate change and to manage our

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environmental resources more effectively to make Haringey one of London's greenest boroughs. The location and mix of development, the way it is linked to transport networks and the availability of more sustainable modes of transport can help achieve this aim. SP7 focuses on promoting sustainable travel and making sure all development is properly integrated with all forms of transport, in line with the Government's transport objectives set out in section 4 of the NPPF and the Mayor of London's strategic transport approach in the London Plan

Policy SP7 Transport:

In line with London Plan policies, the Local Implementation Plan (LIP) and the Mayor's Transport Strategy, the Council will work with its partners to promote the following key infrastructure proposals to support Haringey's regeneration and local/strategic access to London, employment areas and local services;

- The Council, in cooperation with neighbouring boroughs, will seek to reduce the impact of larger lorries in local residential areas and town centres and investigate the feasibility of a freight distribution hub;
- Improvements to the Piccadilly, Victoria and Northern Lines including new trains, new signalling and new control centres;
- Improvements to overground routes along West Anglia, East Coast (Great Northern) and Barking - Gospel Oak line that service the centre and east of the borough;
- Access and interchange improvements to overground stations at Alexandra Palace, Finsbury Park, Harringay, Hornsey White Hart Lane, Northumberland Park, South Tottenham, and Bruce Grove;
- Improvements to interchanges at Tottenham Hale and Seven Sisters;
- Improvements to the Tottenham Gyratory; and
- Improvements to east - west bus routes as well as promoting new east - west routes.

Delivering Action on Climate Change and Quality and Healthy Places
In line with the London Plan, the Council will work with its partners to promote the following travel demand management schemes to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by:

- Minimising congestion and addressing the environmental impacts of travel;
- Promoting public transport, walking and cycling (including minimum cycle parking standards);
- Promoting road safety and pedestrian movement particularly in town centres and close to local services;
- Promoting car sharing and establishing car clubs;
- Seeking to locate major trip generating developments in locations with good access to public transport and so better integrate transport and land use planning;
- Adopting maximum car parking standards and car free housing wherever feasible;
- Seeking to mitigate the impact of road based freight and promote alternatives;
- Supporting measures to influence behavioural change such as promoting low carbon vehicles; and
- Requiring the submission of transport assessments and travel plans for large scale proposals in line with TfL guidance.

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Haringey Unitary Development Plan

The Unitary Development Plan (UDP) was adopted in 2006, a number of policies were superseded by the Local Plan, however, some policies were saved in March 2013.

UDP3: General Principles outlines that: *"The council will require development proposals to demonstrate that:*

- *The proposals would not significantly affect the public and private transport networks, including highways or traffic conditions;*
- *There is access to and around the site and that the mobility needs of pedestrians,, cyclist and people with difficulties (including wheelchair users and carers with pushchairs) have been taken into account;"*

Core policy M9: Car-Free Developments states that:

"Proposals for new developments without the provision of car parking will be permitted in locations where:

- *There are alternative and accessible means of transport available;*
- *Public accessibility is good; and*
- *A controlled parking zone exists or will be provided prior to the occupation of the development."*

Advice is also given regarding servicing vehicles movements. The UDP confirms that all developments should take into account their loading/unloading and servicing needs within the curtilage of the site.

Core Policy M10: Parking for Development

Development proposals will be assessed against the parking standards set out in Appendix 1. Proposals that do not meet these standards will not normally be permitted. Parking requirement will be assessed on an individual basis as part of the Transport Assessment in cases where this is deemed necessary according to Policy UD1.

As PPG 13 Transport notes [para 49], "The availability of car parking has a major influence on the means of transport people choose for their journeys". A limitation on the provision of private non-residential (PNR) parking for new development can help to restrain car use.

The Council will apply its parking standards to restrain car use, to reduce congestion, to improve road safety, to give priority to essential users and people with disabilities, to improve the environment, to improve local accessibility and to encourage sustainable regeneration.

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2.2 Context Maps

Regional Context Plan

Figure 2.1 – Regional Context Plan (appended to the rear of this document) at a scale of 1:35,000 shows the location of the Site in the context of distributor roads, cycle routes, waterways, railways and other key infrastructure.

Local Context Plan

A Local Context Plan at a scale of 1:2,500 showing the local road network of the Site, footways, cycle routes, stations, bus stops, road markings, etc. shown in **Figure 2.2** appended. This plan shows community considerations such as schools, and other public buildings that could be affected by the construction of the development.

Site Boundary Plan

The **Figure 2.3 – Site Boundary Plan** at a scale of 1:500 attached to the back of this document shows the area surrounding the Site boundary in more detail. This includes the extent of footways, road markings and other features pertinent to the Site.

2.3 Local Access Including Highway, Public Transport, Cycling and Walking

Highways, Carriageways and Footways

As shown at **Figure 1.1**, the Site is located to the western side of Eldon Road and the southern side of Saxon Road.

Eldon Road operates as a single-lane carriageway running in a north-south direction, linking Lordship Lane to the south with Fife Road to the north. The road is predominantly residential, with footpaths and street lighting on either side of the carriageway. It is subject to a 30mph speed limit and has a carriageway width of approximately 9m close to the Site.

The area is within a Controlled Parking Zone (CPZ), with specific restrictions outside the Site in effect from Monday to Friday, 8:00 am to 6:30 pm. During these hours, parking is limited to vehicles displaying a "WS" permit. Non-permit holders may pay to park for a maximum of 2 hours, with a restriction preventing return within 2 hours. Across from the Site on Eldon Road, parking is restricted to permit holders only during the same hours.

Saxon Road, running in an east-west direction, is similarly a single-lane residential street with a no-through-road restriction at its western end, limiting vehicle access. Like Eldon Road, Saxon Road features footpaths and street lighting on both sides of the carriageway and is also subject to a 30mph speed limit. The parking restrictions on Saxon Road mirror those on Eldon Road, with a mix of permit holder and paid parking options within the CPZ.

Figure 2.4 discussed overleaf shows the bus stops and bus routes in the vicinity.

Public Transport

For sites in London, PTALs (Public Transport Accessibility Levels) are the most widely recognised form of measuring accessibility to the public transport network. The assessment combines data regarding the frequency of public transport services and walking distance between the site and the service to establish a measure of the relative density of the public transport network. PTALs range from 1 to 6 where 6 represents a high level of accessibility and 1 a low level of accessibility. Levels 1 and 6 have been further subdivided into two sub-levels to provide greater clarity.

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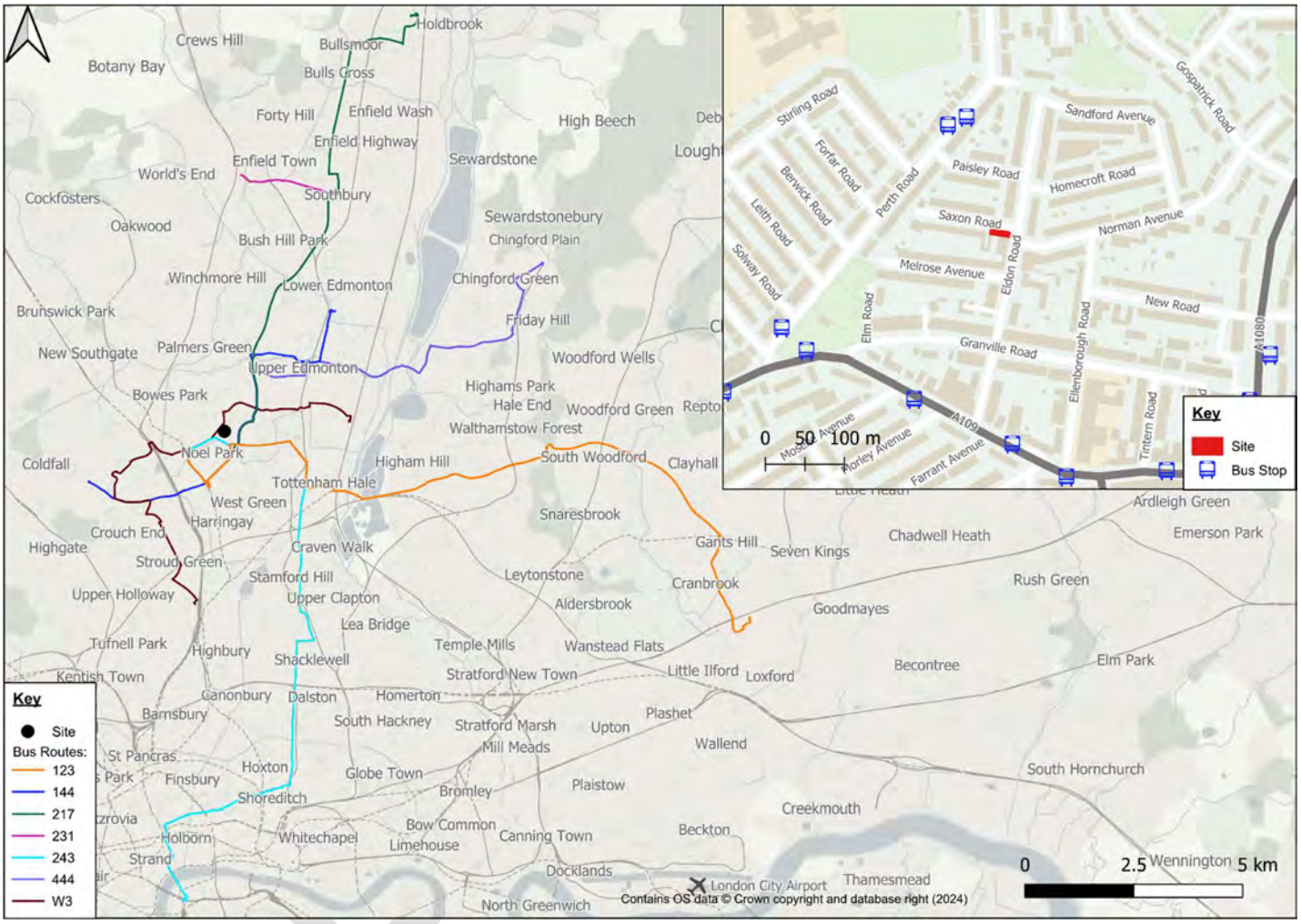
The address of the Site was entered into TfL's Planning Information Database https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat in order to establish the PTAL. The results give an accessibility index of 11.03 with a corresponding PTAL of 3 representing a good level of access to public transport.

Buses

Figure 2.4 shows the bus stops and bus routes in the vicinity.

Figure 2.4 – Bus Routes



The Site at Eldon Road is well-connected by several frequent bus routes, supporting car-free access across North, East, and Central London. Key routes include the 123 (Wood Green to Ilford), 144 (Muswell Hill to Edmonton Green), 217 (Waltham Cross to Turnpike Lane), and 231 (Turnpike Lane to Enfield Chase), all operating every 10-15 minutes. Additionally, the 243 (Waterloo to Wood Green) and the W3 (Northumberland Park to Finsbury Park) provide quick links to central and nearby destinations. The 444 (Chingford to Turnpike Lane) serves local healthcare and shopping areas, reinforcing accessible travel options for residents

Rail Services

The Site on Eldon Road benefits from proximity to several rail stations, each providing convenient transport options within walking and cycling distances.

Wood Green Station is located approximately 1.2km from the Site, about a 15-minute walk or a 5-minute cycle. This station, on the Piccadilly Line, offers direct connections to central London destinations like King's Cross and Leicester Square, with frequent services that support efficient commuting, particularly during peak hours.

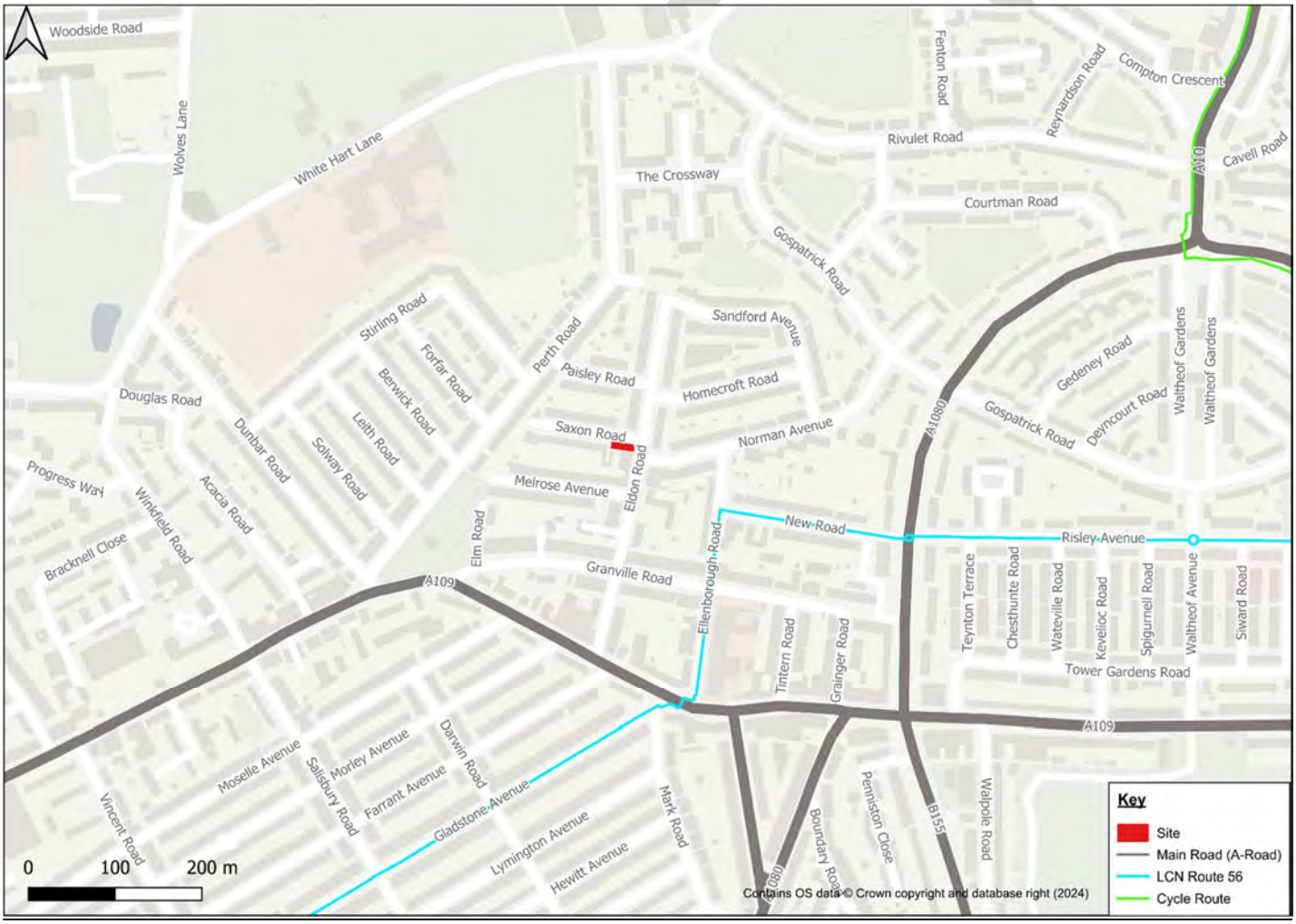
Alexandra Palace Station is around 1.8km away, taking approximately 20 minutes on foot or 7 minutes by cycle. Operated by Great Northern, it connects to London King's Cross and Moorgate, with routes extending further north to destinations such as Stevenage and Cambridge, adding flexibility for travel across Greater London.

White Hart Lane Station is located about 2km from the Site, a 25-minute walk or a 10-minute cycle. Part of the London Overground network, White Hart Lane offers connections to Liverpool Street in central London and routes north to Enfield Town and Cheshunt, with regular service for residents.

Walking and Cycling

Figure 2.5 is a cycle route plan in the area of the Site.

Figure 2.5 – Cycle Route Plan



As shown in **Figure 2.5**, Local Cycle Network (LCN) Route 56 runs east-west along Risley Avenue and New Road, providing a dedicated cycle path connecting the Site to neighbouring areas. This route, marked in blue, links key areas in North London, facilitating quieter cycling journeys on less-trafficked residential streets. Extending from the vicinity of Tottenham towards Finsbury Park, LCN

Route 56 offers a safe cycling alternative, supporting active travel for local residents. Additional connectivity is provided by additional cycle paths to the north of the Site.

2.4 Considerations and Challenges

Pedestrians

The Site is situated in a residential area with a variety of amenities located nearby along Lordship Lane (A109), within easy walking distance, likely contributing to a high volume of pedestrian traffic around the Site. Additionally, Chapmans Green to the southwest is expected to draw further pedestrian activity, including dog walkers and recreational users.

To minimise the impact of construction on the pedestrian environment, comprehensive mitigation measures will be implemented, with specific attention to accessibility and safety. This includes maintaining clear and accessible pathways, installing appropriate signage, and establishing temporary pedestrian routes if needed. These measures will consider the needs of all pedestrian groups, including wheelchair users, elderly individuals, those with mobility challenges, people traveling with young children or prams, and individuals who are blind or partially sighted. By prioritising these considerations, the development aims to maintain safe and unimpeded access for all pedestrians throughout the construction phase.

Cyclists

The Site is positioned near well-established cycle routes, including Local Cycle Network (LCN) Route 56, which provides convenient links to key destinations across North London through accessible paths along Risley Avenue, New Road, and surrounding residential streets. These routes facilitate regular cycling activity, making it likely that a steady flow of cyclists will pass near the Site.

To prioritise cyclist safety, construction vehicle drivers will be instructed to exercise heightened caution when entering and exiting the Site, maintaining awareness of cyclists and adhering to the designated cycle routes. Special attention will be given to coordinating vehicle movements to minimise potential interactions with cyclists, especially on roads that may be shared with active cycle routes. These precautions aim to ensure that construction activities do not disrupt the safety and flow of cycling traffic in the vicinity.

Schools

Due care and attention will be given to the location of schools and nurseries within the vicinity of the Site and those which are located on or near to the proposed construction routes. A review of the schools and nurseries has identified the following centres of learning which will need to be considered:

- Morning Star Nursery – Located approximately 50m south of the Site on Eldon Road, this nursery caters to young children aged 0-5.
- Lordship Lane Primary School – Approximately 300m southwest of the Site on Ellenborough Road, this primary school serves children aged 3-11.
- Riverside School – Located around 500m northeast of the Site on White Hart Lane.
- Risley Avenue Primary School – About 800m northwest of the Site on The Roundway, this primary school serves children aged 3-11.

Acknowledging it is desirable for safety reasons to avoid construction vehicles directly passing the schools or nurseries where possible, the above schools are all located close to the Site. Instructions will prevent construction vehicles passing during start and finish times and deliveries will be restricted

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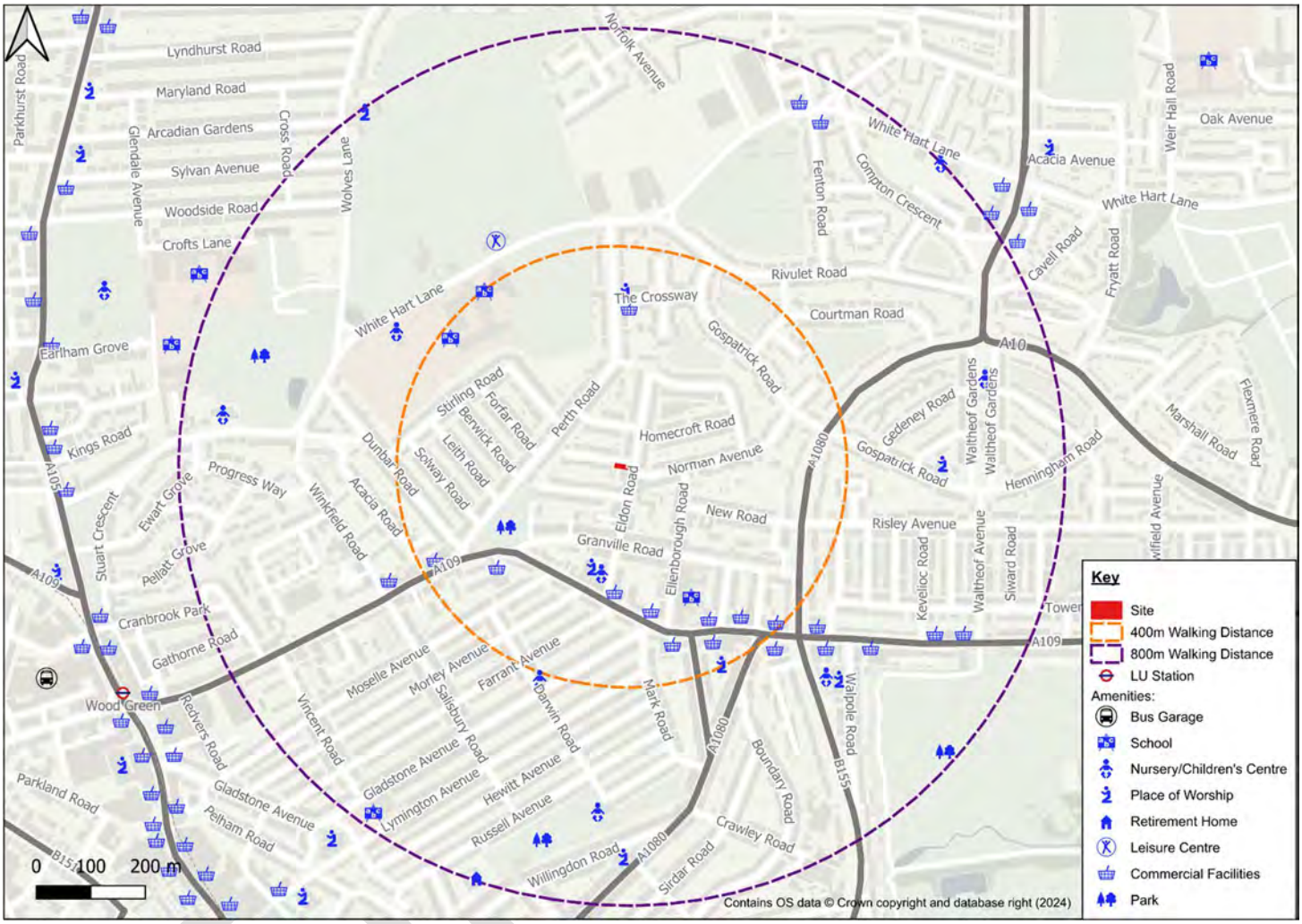
to between the hours of 9.30am and 2.30pm. **Figure 2.6** below shows the schools in relation to the Site.

Figure 2.6 – Schools and Nurseries Surrounding the Site



Community Uses

Broadwater Farm Community Centre is located approximately 600m southeast of the Site on Adams Road, Tottenham, N17 6HE. The centre serves as a key community hub, providing a range of activities, recreational spaces, and services that attract a diverse group of users, including families, youth, and community groups.

Construction vehicle drivers will be requested to be extra vigilant when approaching the Site and to be aware of the community facilities. The contractor and their suppliers should also report any routes they deem unsuitable for unforeseen issues and alternative routes then investigated.

Adjacent Landowners

The contractor will ensure that at no time will any existing accesses be blocked to any adjacent landowners or Site users. Neighbouring properties will be notified of the works programme and the Community Liaison Officer will communicate with adjacent landowners to make sure there is effective collaboration throughout the development.

Community Liaison Officer

A Community Liaison Officer will be appointed and will have the role of being the point of contact on behalf of the contractor and the developer. It is anticipated that this role will be undertaken by a member of the construction team. The role will encompass liaison with all and any external parties. The Community Liaison Officer will mitigate and resolve any issues raised by the local community including the public facilities set out above, and by LBN officers.

This approach will ensure there is effective communication and as required, collaboration throughout the demolition and construction period. This CLP has prepared a strategy for preventing potential issues, however any difficulties encountered during construction will be reported/recorded in a full log and resolved.

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3 Construction Programme and Methodology

3.1 Construction Programme

A preliminary programme of construction for the proposed development has been developed with input from a similar scale project and is expected to last for approximately 10 months and is anticipated to begin in March 2025 and complete at the end of December 2025. The new residential units are anticipated to be completed and ready for occupation by January 2026.

Figure 3.1 shows the programme graph and **Table 3.1** provides a high-level breakdown of the program by the key construction stages as defined by TfL. Both were prepared using the TfL Construction Logistic Plan toolkit spreadsheet. It should be noted that the construction phases are defined by TfL and cannot be amended in the toolkit and may not be directly applicable for this site, however other works have been substituted. Specifically, the construction phase 'Basement excavation and Piling' – this cannot be changed in the toolkit but it is documented that no basement is planned as part of these works.

Figure 3.1 – Construction Programme

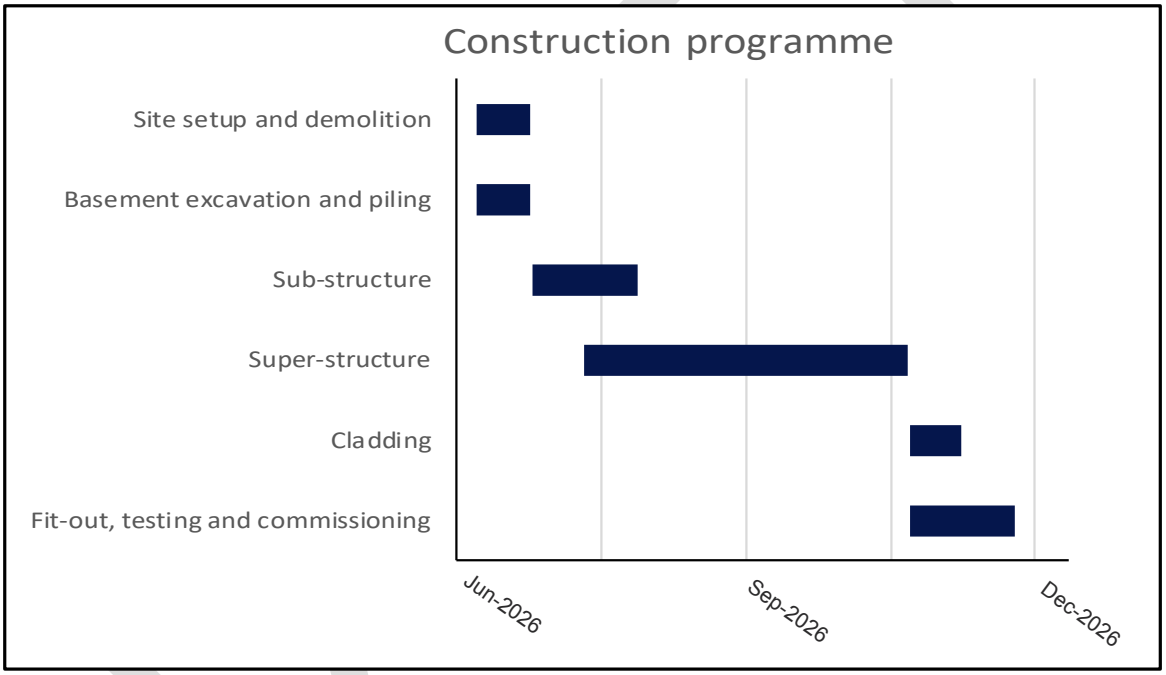

Table 3.1 provides a high-level breakdown of the program by the key construction stages.

Table 3.1 – Construction Programme

Construction phase	Start	End
Site setup and demolition	Jun-2026	Jun-2026
Basement excavation and piling	Jun-2026	Jun-2026
Sub-structure	Jul-2026	Aug-2026
Super-structure	Aug-2026	Oct-2026
Cladding	Nov-2026	Nov-2026
Fit-out, testing and commissioning	Nov-2026	Dec-2026

3.2 Site Set Up and Demolition

There will be limited demolition as the development is for the extensions to the existing building.

At the start of the construction programme the following site set up activities will be undertaken:

1. Full height 3m hoarding will be erected around the Site perimeter to prevent public access and protect adjacent landowners and the general public form construction activity. Hoarding will comprise plywood faced, timber-framed boundary hoarding with a density of not less than 7.5 kg/m^2, for security, noise and dust control. Hoardings will be frequently inspected and repaired and repainted as necessary by the contractor. Cleaning of hoardings will only take place during normal working hours. Any offensive graffiti will be removed as quickly as practicably possible.
2. Set up hoarding display publicity material including information on the Site programme, the telephone contacts for complaints and/or enquiries, the name of the site manager (daytime) and an emergency out of hours contact. Signs to indicate any changes to pedestrian/cycle routes around the site will also be displayed.
3. Set up a secure gated entry point into the Site situated to ensure minimum disturbance to occupants of noise or dust.
4. Set up security measures around the site to prevent unauthorised entry to or exit from the site. Any security alarms used will follow HSE requirements and comply with BS EN 50131 1-3 as appropriate. The security of neighbouring property will also be considered. Any Site security cameras, where used, will be sited in locations that will not cause offence to off-site local residents or businesses, e.g. not look directly into private premises windows/gardens off site.
5. Erect site boundary lighting with illumination sufficient to protect the safety of passing public, including the physically disabled. Site lighting will be positioned and directed to not intrude unnecessarily on adjacent buildings and land uses, or to cause distraction, glare or confusion to passing drivers on surrounding public highways.
6. Identify the existing incoming services and isolate the nearest stop cock, valve or meter within the site boundary.
7. Set up Site welfare facilities.

Appropriate signage as required by the TTMH will be erected to advise pedestrians of the arrangements and at all times during deliveries or loading. A Traffic Marshall and a Banksman will be present to direct traffic and prevent pedestrians from accessing the delivery/loading area.

Deliveries will arrive “Just in Time” which will prevent vehicles waiting on the public highway.

3.3 Basement Excavation and Piling

Specific build details will be provided upon the appointment of the Principal Contractor and Structural Engineer however for the purpose of this CLP the following methodology is assumed:

Foundations – piled foundations will be undertaken. Once the existing oversite is cleared and the piling mat formed, piling will commence for the new building. The piling rig will be set up once the piles have been set out in position and probed to allow for a smooth piling process.

3.4 Sub-Structure

The slab and core will be formed of concrete, with concrete (cement) lorries being the primary vehicle accessing the site during this stage of construction. Lorries will be off loaded from the on-site loading area. Banksman will control the movement of vehicles, pedestrians and cyclists when lorries are accessing and egressing the Site.

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3.5 Superstructure

The super-structure will be constructed from reinforced concrete columns and slabs which will be poured on Site. The re-bar materials will be brought to Site in batches ensuring the reduction of delivery vehicles to Site. During this phase, there will be an increase of deliveries with regards to materials once the internal areas become available. The materials required for these areas will be delivered once the areas become available in advance of commencement to avoid congestion in the local area. As the slabs are completed, all materials will be lifted to where they are required.

3.6 Cladding

No cladding is proposed. The current proposal for the facades are predominately London stock type brick.

3.7 Fit-Out, Testing And Commissioning

Typical procurement routes using off the shelf materials and construction in situ will not suit the delivery programme of this project. Deliveries for this phase will be called off and scheduled bulk to allow for less smaller deliveries, reducing the number of vehicles coming to site.

3.8 Hours of Construction

Working hours will be agreed with LBH, but are expected to be:

- Monday – Friday: 8am – 6pm
- Saturday: 9am to 1pm
- Sundays and Bank Holidays the site would be closed
- Any works which are associated with the generation of ground borne vibration are only to be carried out between the hours of 08:00 and 18:00 Monday to Friday.

Consideration needs to be given the safe movements of pupils on the local road and pedestrian networks including the pedestrian crossing outside the Site. It should be expected that school children will be using the local road network (footways and crossing points) in the morning and afternoon on their way to and from school. Deliveries will be restricted to 9:30am to 2.30pm. The Construction Logistics Manager will contact the schools and agree the restricted times of deliveries with them.

Vehicles would only travel to and from Site between the hours set out above in order to avoid noise being generated by heavy goods vehicles close to adjacent properties around the Site.

Notwithstanding this there may be certain occasions when work outside these hours may be necessary (not including the restriction relating to the schools). In the event of this, work would only be carried out following consultation and agreement with LBH.

The Site will be staffed during the working hours set out above. The contractor will appoint a person who will have responsibility for ensuring adherence to good practice measures. A designated person should be on Site at all times to ensure that operations are taking place as planned and should have the necessary authority to initiate changes to work practices and, or mitigation as appropriate.

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4 Vehicle Routeing and Access

4.1 Construction Vehicle Routes

To ensure safety and minimise disruption, construction vehicles approaching the Site will use designated primary routes, with clear instructions and protocols provided for drivers.

Lordship Lane (A109) runs east-west to the south of the Site and offers a direct approach to Eldon Road. Drivers will follow a low-speed approach along this route, with extra awareness of pedestrians and cyclists, particularly near intersections and residential crossings. Traffic controllers and clear signage will be positioned before the entrance to Eldon Road to manage vehicle flow and ensure safe entry for all road users.

The Roundway (A1080), situated northwest of the Site, connects with Lordship Lane and other arterial roads, providing a straightforward route to the Site via Lordship Lane. Drivers will follow designated routes, with guidance provided at the approach to Eldon Road to maintain smooth vehicle flow and minimise the impact on pedestrians and cyclists.

Green Lanes (A105), located to the west, links with both The Roundway and Lordship Lane, allowing efficient access for construction traffic. Drivers will use this route during designated times, avoiding peak hours to reduce potential conflicts. Specific signage and traffic controllers positioned before Eldon Road will provide additional guidance for safe entry.

These routes will allow construction vehicles to access Eldon Road efficiently, with clear traffic management at the Site entrance to ensure minimal disruption to the local area and enhanced safety for all road users.

Figure 4.1 – Vehicle Routeing, Regional Context is shown below.

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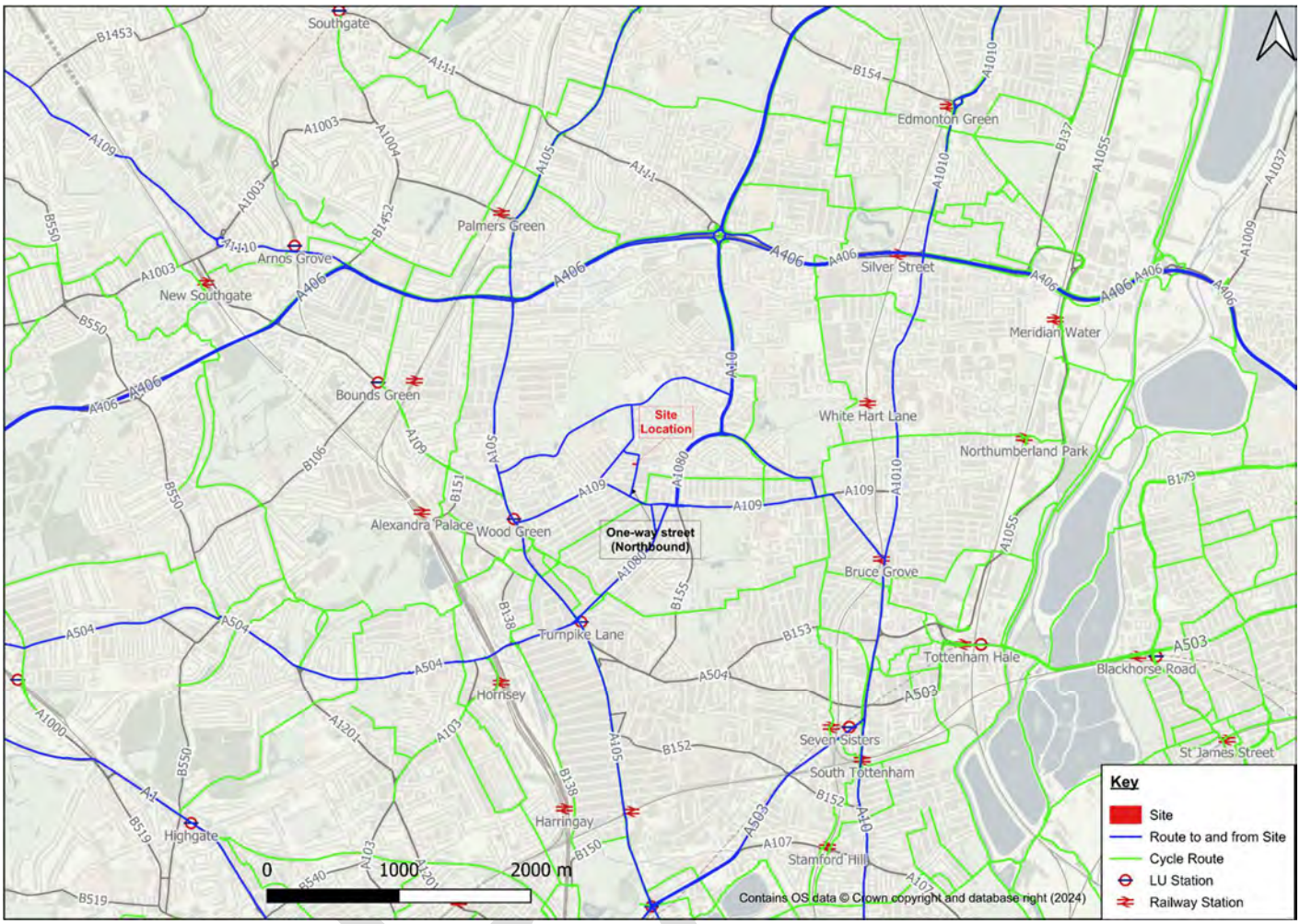
Figure 4.1 – Vehicle Routeing, Regional Context

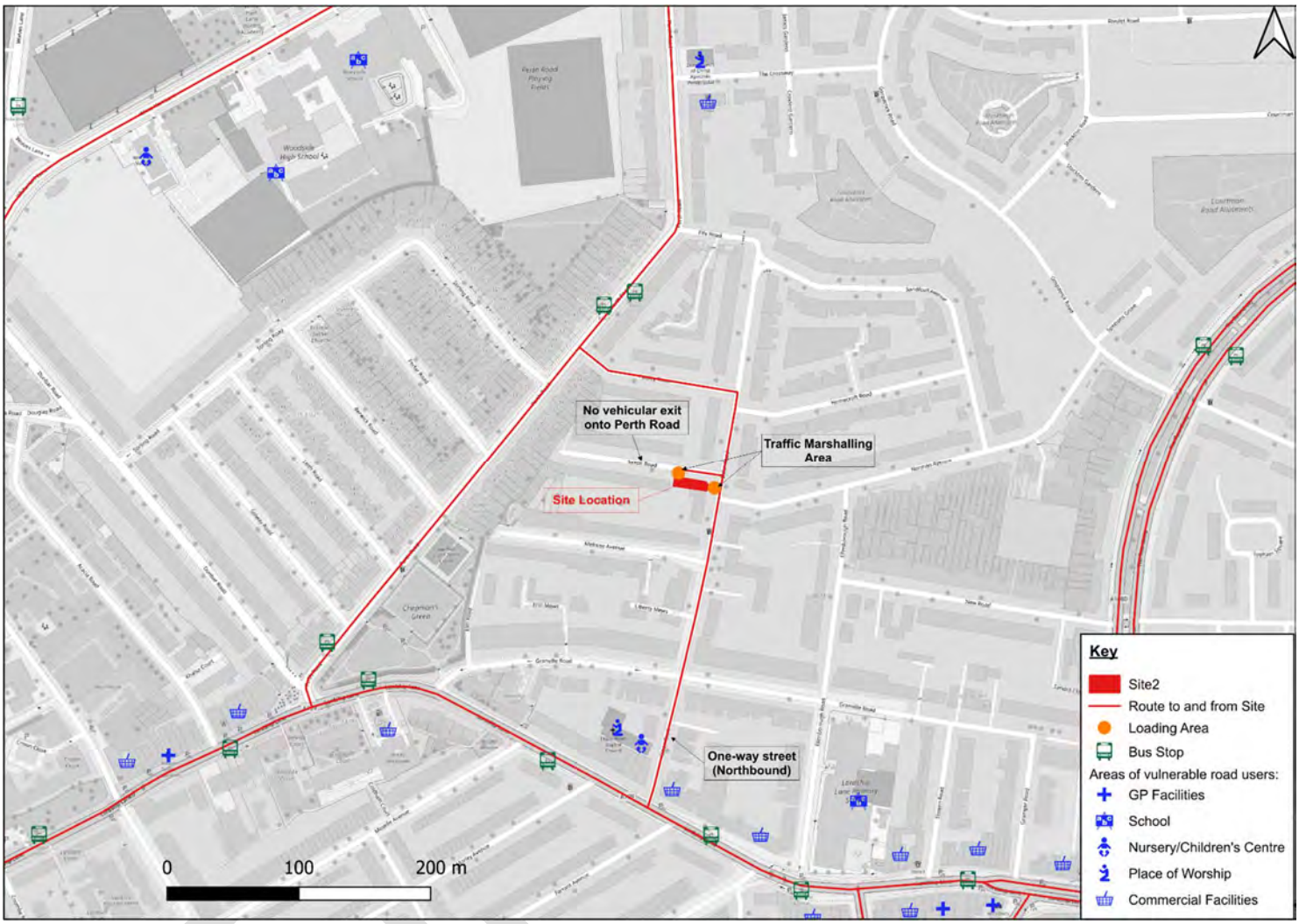


The developer is committed to ensuring that the construction vehicle access strategy will not disrupt the operation or capacity of residential roads or the wider local road network. Banksmen and Traffic Marshals will be stationed on-site to maintain highway safety at all times, as outlined in **Section 3.2** above.

A Banksman will be responsible for safely guiding vehicles in and out of the on-street loading area. Additionally, a CSAS-trained Traffic Marshal will be assigned to manage pedestrian and traffic flow. The Traffic Marshal will temporarily stop pedestrians on the footway when necessary and halt highway traffic to enable construction vehicles to manoeuvre into the loading bay. They will ensure the adjacent footways remain safe for pedestrians by providing advance warning of approaching or departing construction vehicles

Figure 4.2 – Vehicle Routeing, Local Context is shown below and both **Figures 4.1** and **4.2** are attached at the rear of this document and show the vehicle routeing in regional and local contexts.

Figure 4.2 – Vehicle Routeing, Local Context



4.2 Access

At the start of the programme, construction vehicles will access the Site by approaching via Lordship Lane (A109), which runs east-west to the south of the Site, before turning into Eldon Road. A Banksman and a Traffic Marshal will be stationed at the entrance to safely guide vehicles in and out of the temporary on-street loading area. Additionally, the CSAS-trained Traffic Marshal will manage pedestrian and traffic flow, ensuring minimal disruption and maintaining safety by coordinating pedestrian crossings and temporarily stopping traffic on Eldon Road when necessary for vehicle manoeuvres.

Vehicles will exit the Site area by turning onto Pasley Road and then onto Perth Road, providing access to either White Hart Lane to the north or Lordship Lane to the south. This exit route ensures construction vehicles can efficiently rejoin main routes, reducing impact on residential streets and supporting smooth traffic flow around the Site.

A temporary parking suspension along the western side of Eldon Road will be implemented during the construction period to facilitate the safe movement of construction vehicles. The area is within a Controlled Parking Zone (CPZ), with specific restrictions outside the Site in effect from Monday to Friday, 8:00 am to 6:30 pm. During these hours, parking is limited to vehicles displaying a "WS" permit. Non-permit holders may pay to park for a maximum of 2 hours, with a restriction preventing return within 2 hours. Across from the Site on Eldon Road, parking is restricted to permit holders only during the same hours.

Lorries delivering skips will approach from Eldon Road and turn left into Saxon Road, where a parking bay will be temporarily suspended to provide sufficient space for unloading. Upon arrival, the Banksman and Traffic Marshal will guide the lorry into position, ensuring safe and precise manoeuvring to protect both pedestrians and vehicular traffic. During the unloading process, the Traffic Marshal will manage pedestrian and vehicular flow along Saxon Road, using temporary traffic control measures and barriers to create a secure zone around the lorry, minimising disruption and maintaining safety for all users.

Once the skip is delivered on-site, the lorry will reverse into a designated area under the close supervision of the banksman, ensuring controlled and safe movements. It will then exit the Site in forward gear, turning left onto Eldon Road.

Construction vehicle drivers are expected to telephone ahead to confirm their delivery slot so a Banksman and Traffic Marshal will be ready to oversee the vehicle movement into the Site. Deliveries will be given a set time to arrive. Delivery instructions will be given to all suppliers and contractors. Trained site staff will assist when delivery vehicles are accessing the site or parking on the highway adjacent to the site. Traffic Marshalls and Banksmen will ensure the safe passage of pedestrians and vehicular traffic in the street when construction vehicles are being loaded or unloaded. Vehicles will not wait or stack on the borough roads due to times deliveries.

Temporary loading and storage areas will be created during the build as shown on **Figure 4.3** below.

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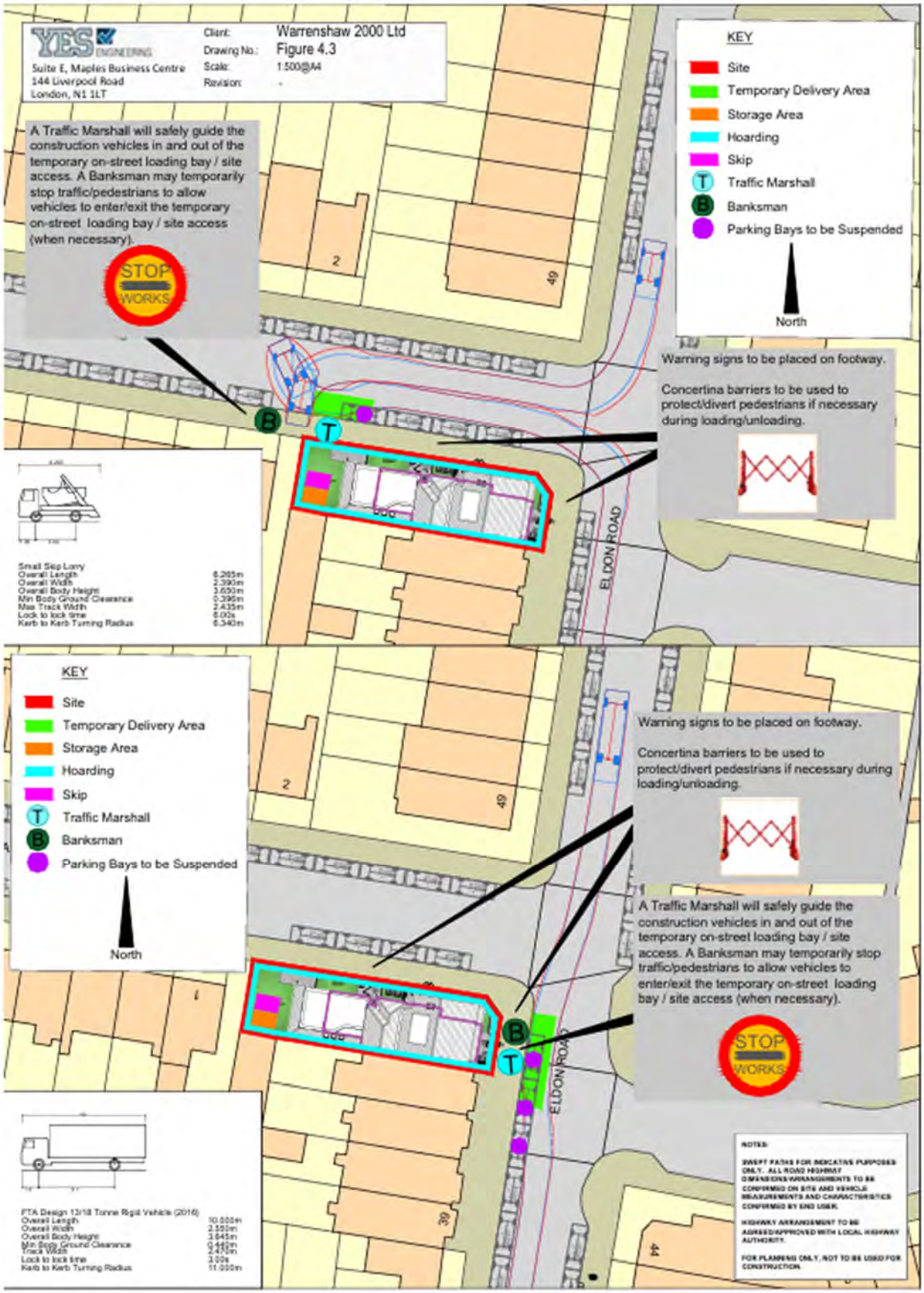
Figure 4.3 – Site Set Up Plan/Swept Paths



Hoarding will be erected around the Site to ensure it is secure, and the gate to the site will be locked at night. This hoarding will also provide a safe environment to pedestrians on the adjacent land in the vicinity.

The swept paths of a 10m vehicle entering and exiting the site and temporary loading bay are shown on **Figure 4.3**. The full-scale drawings are included in the **Appendices**.

Construction staff will access the Site from Eldon Road on foot wearing the appropriate PPE.

4.3 Deliveries

The Site Foreman will be responsible for allocating delivery slots to the Site and will ensure the delivery area is clear before the next vehicle is due to arrive. Space will be set aside on Site for all deliveries and supplies to the Site. As much waste as possible will be recycled. Whenever possible and to help reduce trips, vehicles delivering materials to the Site will leave with waste.

Construction vehicles will deliver on-site or on-street (as shown on **Figure 4.3**).

Contractors should avoid left turns where possible and report/amend any routes which are not desirable. All drivers should use best safe practices. Appropriate signage will be installed on Lordship Lane, Pasley Road, Perth Road and Eldon Road to warn approaching pedestrians of the construction Site and activity.

4.4 Protecting Pedestrians

Hoarding will be erected around the Site perimeter to prevent any unauthorised access. Trained traffic Marshalls will be in place to ensure pedestrian safety (particularly vulnerable road users) is maintained at all times to safely guide pedestrians to the opposite side of the carriageway when loading and unloading is taking place. Barriers will be places on the footway as shown in **Figure 4.3** above.

4.5 Materials Storage and Security

<u>All plant and materials will be stored on-site</u> when not in immediate use and will be secure against vandalism and theft. Where this is not possible alternative arrangements off-site will be made to ensure they do not affect any of the adjacent footways or carriageways. No materials or plant will be stored on the public highway. All plant and materials in connection with the development should be stored within the private hoarding or at another private (off public highway location).

On-site tool storage will be provided where possible to reduce the number of vehicle journeys to Site. If possible, the storage location will be insured for contractors' tools as well as supplied tools, to help reduce of potential vehicle journeys to Site.

4.6 Construction Equipment, Structures or Activities on the Public Highway

All equipment will be kept on Site. Parking suspensions will be put in place on the western of Edon Road as shown above. Barriers will be used to temporarily suspend the footway during any loading and unloading activities to the Site.

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5 Strategies to Reduce Impacts

It is recommended that the following measures are introduced during construction period. The contractor should discuss and agree the implementation of the below measures with LBN.

5.1 Mitigation Summary

Table 5.1 sets out the committed, proposed and considered mitigation measures checklist for the approved development which is classified as a Medium Impact Site.

Table 5.1 – Committed, Proposed and Considered Mitigation Measures

Number	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 Construction Consolidation Centres			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 staff travel plan	X		
Prevention of HGV movements during the school drop off/ pick up time	X		

Each of the mitigation measures are discussed in turn below.

5.2 Measures Influencing Construction Vehicles and Deliveries

Safety and Environmental Standards and Programmes

The developer is committed to ensuring all contractor and sub-contractor vehicles arriving at the Site comply with sufficient safety measures and requirements relating to Work Related Road Risk.

All vehicles and driver management practices to comply with the FORS (minimum Silver accreditation) and Construction Logistics and Community Safety (CLOCS).

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A collision reporting system will be mandated to ensure all collisions and accidents involving the projects' vehicle and drivers are reported to the Project/ Site Manager and any relevant parties.

The Site will be registered with the Considerate Constructors Scheme.

Adherence to Designated Routes

All drivers arriving at the Site will be expected to follow the Routeing Plan set out in **Figure's 4.1** and **4.2** of this CLP. All drivers will be provided with the plan of the routes to follow.

Delivery Scheduling

To minimise any potential impacts from the delivery of or collection of materials, it is recommended that the following measures are introduced during construction:

- Implementation of a timed delivery schedule
- This Site will operate a material delivery scheduling and booking system to ensure that congestion is avoided on the surrounding highway. Each delivery will be allocated a delivery time period and an area will be in place, on-site from which to load or unload.
- Only one delivery will be permitted to visit the Site at any one time
- "Just in Time" scheduling of deliveries will be used to minimise storage capacity required
- Deliveries will take place Monday to Friday and to avoid Saturday deliveries where possible
- No deliveries will take place during school opening or closing times, this means deliveries will take place between 9:30am and 2:30pm only.
- Deliveries to the Site will be coordinated to ensure no conflict occur
- Areas will be identified within the individual Sites for the storage of plant and materials throughout the course of construction
- Wheel washing will be carried out on Site to ensure all vehicles that enter/leave the construction Site do not transfer any debris to the highway.
- The wheel wash area will be impermeable and isolated from the surrounding area by a raised kerb or roll over bund to contain solids, with effluent directed to the foul sewer on Site (subject to discharge consent).
- A route for heavy goods vehicles associated with the construction phase will be identified and a route map produced to be provided to the drivers.

Re-timing for Out of Peak Deliveries

Re-timing out of peak time will aid the operational efficiency of the Site and also the neighbouring area. The developer commits to attempting to re-time as many deliveries as possible out of the peak periods. All deliveries will take place between 9:30am and 2:30pm only.

Re-timing for Out of Hours Deliveries

The re-timing for Out of Hours Deliveries will not be appropriate for this Site as it would create an unnecessary disruption to surrounding residents.

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Use of Holding Areas

Vehicle holding areas will not be required as all loading is to take place within the Site. The Site Manager will ensure that no more than one vehicle arrives at the Site at any one time.

Use of Construction Consolidation Centres (CCC)

The nearest CCC is Charlton, Wilson James, Unit 7 Thames Rd, London E16 located approximately 15 miles to the south-west of the Site. The contractor will consider the use of this facility once the source of materials is known.

5.3 Material Procurement Measures

Design for Manufacture and Assembly and off-site Manufacture (DfMA)

The potential benefits of off-site fabrication and consolidation are acknowledged and the potential use for off-site fabrication will be reviewed by the contractor once appointed.

Once appointed the contractor will consider the appropriate use DfMA as a measure to reduce the impacts of construction. The contractor will be required to assess the potential benefits of the measure based on the delivery schedule, method and materials of construction and size of construction vehicles. If considered appropriate, the contractor will incorporate this information within the developed CLP.

Re-use of Material on-site

Where possible any material produced from the demolition period will be re-used on Site.

Smart Procurement

The contractor will explore local suppliers in the procurement stage to contribute to the local economy. Additionally, the contractor will also explore opportunities to source materials from the same supplier(s) as other developers with sites underway.

5.4 Other Measures

Collaboration

As appropriate, the Site Manager will keep in contact with organisations that have an interest in the Site and how the development is progressing. These bodies, groups and individuals include planning and highways authorities, local residents, businesses and community groups.

Staff Travel Plan

Most trips to the Site will be ‘people’ trips (i.e. tradesmen/professionals), with a relatively low number of conventional ‘deliveries’. The following impact-reduction strategies, achieved through the implementation of a staff Travel Plan, are therefore considered key to the success of this CLP.

Each subcontractor will be issued with a copy of the staff Travel Plan which covers the following key points:

- Details of public transport and cycle parking for worker journeys
- All vehicle trips to Site must be booked in advance by phone to the Site Manager
- Some car/van parking is available on-site. Alternative provision for parking would be undertaken only on legal kerbsides or within permitted car parking areas (at the expense of the individual).

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- Strictly no waiting on local roads
- All vehicles must have their engines switched off when on Site – strictly no idling
- Designated routes for vehicles above and below 3.5t
- Community considerations on designated routes and in the local area generally
- Requirement for banksman when entering/exiting Site
- Accident and Near Miss report to be implemented and maintained accordingly

Staff, contractors and visitors will be encouraged not to travel by car to the Site and will be expected to make their own travel arrangements. Staff, contractors and visitors will have access to the London bus network and National Rail and London Underground and Overground services.

Prevention of HGV Movement during School Drop Off/Pick Up Times

As mentioned in the delivery scheduling section above no deliveries will take place during school opening or closing times, this means deliveries will take place between 9:30am and 2.30pm only.

Low Emission Zones

Eldon Road falls within the TfL LEZ which operates to encourage the most polluting heavy diesel vehicles in London to become cleaner. The LEZ covers most of Greater London and operates 24 hours a day, 365 days per year. Charging days run from midnight to midnight.

Vehicles which travel within the LEZ will be recorded by cameras through number plate recognition, these vehicles will be checked against a DVLA and Driver and Vehicle Standards Agency (DVSA) database of generic vehicle weight data typical of the make and model, and drivers and operators. The database check will determine if vehicles meet the LEZ emissions standards, is exempt, is registered for a discount, or if daily charge payments have been made.

In addition to the existing LEZ emissions standards operating across most of Greater London, a phased implementation of new emissions standards will affect different vehicle types and different geographical areas within London. From 26th October 2020, emissions daily charges and penalties changed for HGVs, lorries, vans and other specialist heavy vehicles over 3.5t, as well as buses/minibuses and coaches over 5 tonnes being used within the LEZ. Vehicles that comply with ULEZ will already meet the tougher emissions standards.

The Site is also incorporated into the ULEZ and therefore all vehicles including 'cars, motorcycles, vans and other specialist vehicles (up to and including 3.5 tonnes) and minibuses (up to and including 5 tonnes)' will also need to comply with the new standards which are summarised below:

- Euro 3 (NOx) for motorcycles, mopeds, motorised tricycles and quadricycles
- Euro 4 (NOx) for petrol cars, vans and other specialist vehicles (up to and including 3.5 tonnes gross vehicle weight) and minibuses (up to and including 5 tonnes)
- Euro 6 (NOx and PM) for diesel cars, vans and other specialist vehicles (up to and including 3.5 tonnes) and minibuses (up to and including 5 tonnes)

All subcontractors and suppliers will need to be registered accordingly and aware of the LEZ, and aware of the future changes to the LEZ/ ULEZ standards. All subcontractors and suppliers will be responsible for payments required.

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6 Estimated Vehicle Movements

6.1 Vehicle Types

The number of vehicles accessing the Site has been estimated according for each of the six stages of construction. It is anticipated that the following vehicle types will be required to access the Site:

- Light Goods Vehicles (LGV) 5.5m x 2.5m
- Skip Lorry 6.3m x 2.5m – drop off on-site
- 7.5t Box Van 8.35m x 2.5m (Dwell time 20min to 1hour) – on-site
- Concrete Lorry 9m x 2.5m (Dwell time 20min per delivery) – on-site
- Tipper Lorry - 10m x 2.5m (Dwell time 20min to 1hour) – on-site

6.2 Estimated Construction Vehicles

The number of vehicles access the Site has been estimated for each of the six stages of construction and input into the Transport for London (TfL) Construction Logistics Planning Tool (https://tfl.gov.uk/info-for/urban-planning-and-construction/transport-assessment-guide/guidance-by-transport-type/freight). Further information on the phases is presented in **Section 3.1**. **Table 6.1** details the peak number of trips in each phase.

Table 6.1 – Number of Construction Vehicles per Phase

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q2 2026 - Q2 2026	18	1
Basement excavation and piling	Q2 2026 - Q2 2026	18	1
Sub-structure	Q3 2026 - Q3 2026	31	1
Super-structure	Q3 2026 - Q4 2026	40	2
Cladding	Q4 2026 - Q4 2026	22	1
Fit-out, testing and commissioning	Q4 2026 - Q4 2026	22	1

As shown, the peak number of daily trips is forecast to be 2 vehicles anticipated to visit the Site during the super-structure phase.

Figure 6.1 overleaf details the estimated number of daily and monthly construction vehicles. This estimate will be refined once the sub-contractors are appointed and the construction programme is finalised. The sub-contractor will provide specific delivery schedule information when appointed.

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Figure 6.1 – Estimated Number of Daily and Monthly Construction Vehicles

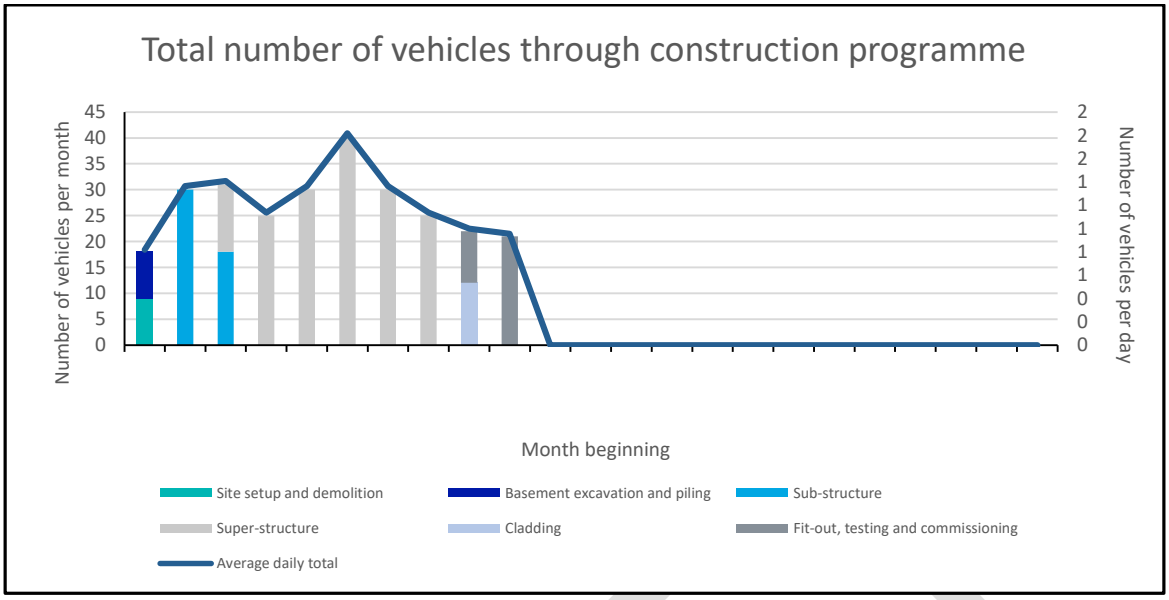

Figure 6.2 below shows the number and sizes of construction vehicles which will be accessing the Site per month during the peak of each phase.

Figure 6.2 – Estimated Number of Vehicles during Peak of Phase

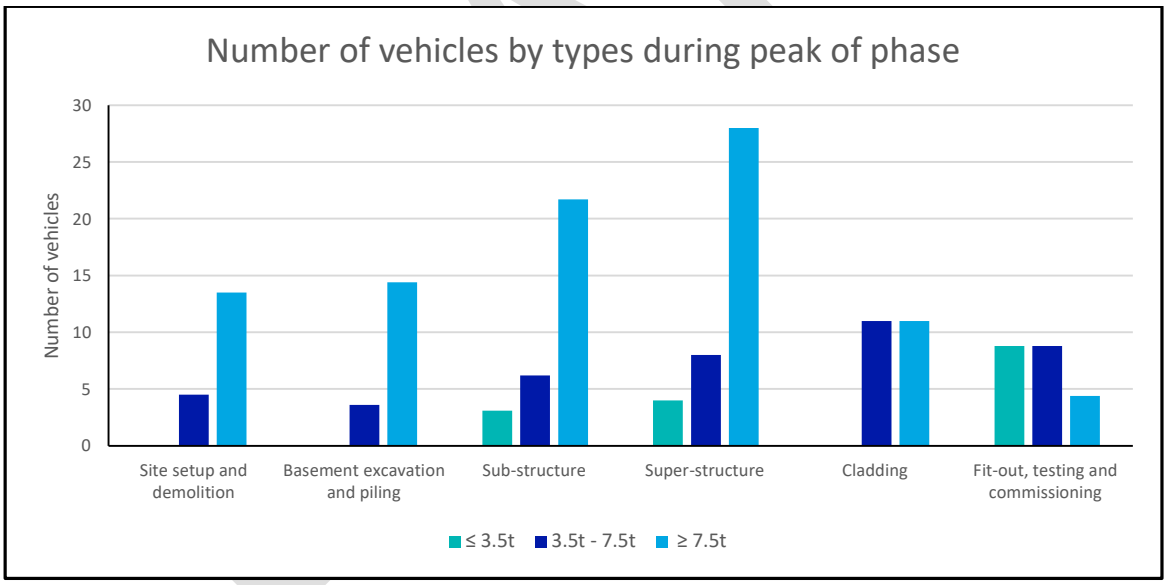

Figure 6.3 shows the number of vehicles per hour and the estimated number of minutes between vehicle arrivals during the peak month.

Figure 6.3 – Number of Vehicles in Peak Month

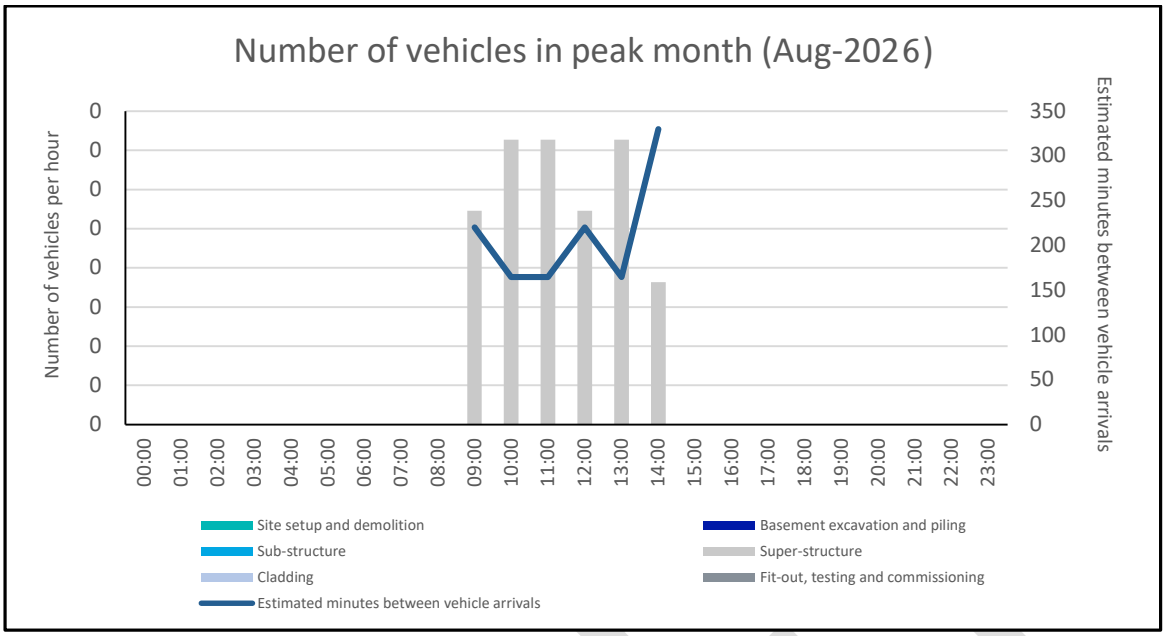

Figure 6.3 above depicts deliveries between the hours of 9:30am to 2.30pm (outside of school times). The Site delivery times will be subject to 'Just in time delivery' to avoid queues on the local road network and residential roads within the immediate vicinity of the Site.

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7 Implementing, Monitoring and Updating

7.1 Implementation

The CLP will be implemented through the following measures:

- Issue CLP to all subcontractors. Subcontractor to confirm adherence to the CLP before starting on Site.
- Site Manager and Assistant Site Manager will act as Construction Logistics Managers during the construction phase for the purpose of monitoring, recording and enforcement.

7.2 Site Monitoring

The Construction Logistics Manager will:

- Remind contractors and subcontractors about designated routes to and from the Site
- Check vehicles arriving at the Site to make sure they meet the developer's safety requirements
- All deliveries to Site to be properly booked in (date, time in & out, company, registration, goods/plant)
- Actual vs. estimated vehicle trips will be analysed and monitored

7.3 Breaches and Complaints

Explaining and marketing the CLP to the supply chain, local community, residents and businesses will be undertaken by the Construction Logistics Manager (or nominated member of staff) to raise awareness and show the developer's commitment to using safe and efficient construction vehicle practices. All breaches and complaints will be dealt with using the following:

- All logistics-related complaints will be logged and reviewed with the management team for action
- A contact number for complaints relating to logistics will be displayed on the Site hoarding
- The Construction Logistics Manager will address breaches of designated routes, parking restrictions, waiting/standing restrictions directly with individual contract managers, and will record the agreed remedial actions
- All subcontractors and suppliers will need to be registered accordingly and aware of the ULEZ where the Site is located.
- All subcontractors and suppliers will be responsible for payments required. Vehicles that comply with ULEZ will already meet the tougher emissions standards.

7.4 Safety

Safety will be covered by the following:

- Any logistics related accidents or incidents will be recorded in the main Accident and Near Misses book held on Site.
- The Site Manager will take the appropriate follow up action with individual and/ or all subcontractors.

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- The Site Manager will ensure that the Contractor's and Driver's handbook is referred to throughout the construction.

- Staff, contractors and visitors will not be encouraged to travel by car to the Site and will be expected to make their own travel arrangements. All staff, contractors and visitors will be required to enter the Site in full PPE.

- All records and data will be made available to LBN with full transparency.

7.5 Keeping other organisations and local people informed

Explaining and marketing the CLP to the supply chain, local community, residents and businesses will be undertaken by the Demolition and Construction Manager to raise awareness and show the developer's commitment to using safe and efficient construction vehicle practices. This commitment will need to be communicated to all parts of the supply chain involved in the development.

The CLP will also explain how the developer will keep in contact with organisations that have an interest in the Site and how the development is progressing. These bodies, groups and individuals include planning and highways authorities, local residents, businesses and community groups.

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Figures

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Figure 2.1 – Regional Context Plan

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Figure 2.2 – Local Context Plan

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Figure 2.3 – Site Boundary Plan

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Figure 4.1 – Vehicle Routeing, Regional Context

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Figure 4.2 – Vehicle Routeing, Local Context

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Figure 4.3 Construction Site Set-Up/Loading/ Unloading Areas/Swept Paths

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Appendix A – Proposed Site Layout Plan

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