

88B Cavendish Road – Construction Logistics Plan

Development name:	88B Cavendish Road
Landowner:	Accurate Investment Ltd., 427 Green Lanes, Haringey, London, N4 1EY
Site address:	88B Cavendish Road, Harringay Ladder, London
Site postcode:	N4 1RS
Existing site use:	Former church/community centre (Use Class F2)
Summary of works:	Change of use of existing church/community centre to office use (Use Class E) at ground and lower ground floors, with extension of upper floors to form a self-contained 2-bedroom residential unit (Use Class C3), including associated internal and external alterations

Construction Logistics Manager:	To be confirmed on appointment of Contractor
Phone number:	
Email:	
Logistics provider contact name:	To be confirmed on appointment of Contractor
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CLP Produced by:

Name	Signature	Date
Tom Magee	<i>TMagee</i>	June 2026
CLP Accreditation date:		25/02/26

CLP reviewed by:

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Tom Magee	<i>TMagee</i>	June 2026
CLP Accreditation date:		25/02/26

1 INTRODUCTION

1.1 CLP OBJECTIVES

This Construction Logistics Plan (CLP) has been prepared to set out the strategy for managing all construction-related vehicle movements associated with the proposed development at the site, with the overarching aim of minimising impacts on the surrounding highway network, local amenity and environmental receptors.

The CLP has been developed in accordance with relevant national, regional and local policy and guidance, including the National Planning Policy Framework (NPPF), the London Plan, and the the London Borough of Haringey Development Management Development Plan Document (DM DPD) (2017) together with best practice guidance including the Construction Logistics and Community Safety (CLOCS) Standard. The document seeks to demonstrate that construction traffic can be managed in a safe, efficient and proportionate manner, appropriate to the scale and nature of the development.

The primary objectives of the CLP are to ensure that construction vehicle movements are reduced as far as reasonably practicable through careful planning and coordination of deliveries, including the adoption of just-in-time delivery practices and consolidation of loads where reasonably practicable. This is intended to reduce the number of vehicle trips, limit congestion on the local highway network and minimise associated emissions.

A further key objective is to ensure that all construction traffic is routed appropriately via the strategic road network, avoiding sensitive local roads and minimising interactions with vulnerable receptors where possible. The CLP establishes the routing strategy and controls to ensure that drivers adhere to approved routes and site-specific constraints.

The CLP also seeks to ensure the safe operation of the site in relation to all highway users, with particular regard to vulnerable road users. This includes the implementation of appropriate traffic management measures as required and described, use of trained operatives to manage vehicle movements where required, and adherence to CLOCS principles to reduce the risk of conflict between construction vehicles and vulnerable road users.

Another key objective is to prevent disruption and obstruction of the public highway. Deliveries shall be scheduled and managed to avoid queuing on the highway, with a managed booking system in place where necessary to ensure that vehicles arrive at appropriate times and can be accommodated on site.

The CLP further aims to minimise environmental impacts associated with construction traffic, including emissions, noise and dust, through the use of compliant vehicles, efficient logistics planning and integration with the wider environmental objectives of both the Borough and Greater London.

The strategy also considers cumulative impacts arising from other developments in the vicinity and sets out a framework for coordination where required, ensuring that construction activities do not give rise to unnecessary congestion or safety risks.

1.2 SITE CONTEXT

The site is located at 88B Cavendish Road, within the London Borough of Haringey.

Cavendish Road is a relatively narrow residential street within the Harringay Ladder area. It is a local access road and does not form part of the Transport for London Road Network (TLRN). The road is

designated as a 20 mile per hour zone with associated traffic calming humps. On-street parking is present on both sides of the carriageway, and there are no Red Route restrictions or other strategic highway designations applicable to the site.

The surrounding area is characterised by a predominantly residential environment, forming part of the Harringay Ladder, a grid of terraced streets running between Green Lanes to the east and Wightman Road to the west. Green Lanes (A105) is a relatively busy commercial high street with frequent bus services and a range of retail, restaurant and community uses generating pedestrian activity.

The nearest schools are South Harringay Infant School and South Harringay Junior School, both located approximately 0.1 miles to the south of the site.

Single yellow line restrictions are present immediately in front of the site, providing a loading area of approximately 6.5 metres in length. It is proposed that a single bay suspension to the east is applied for, which will give a total loading/ unloading area of 11.5m at the site frontage for manual unloading.

The surrounding highway network includes Green Lanes to the east, which is a principal route carrying frequent bus services, and Wightman Road to the west, which provides an alternative north-south route.

The site benefits from good public transport accessibility. Harringay Green Lanes station is located approximately 0.1 miles to the south east, providing London Overground services on the Gospel Oak to Barking line. Harringay station is located approximately 0.2 miles to the west, providing Great Northern services to Moorgate and Welwyn Garden City. Green Lanes is served by multiple bus routes providing frequent services to surrounding areas. The site has a Public Transport Accessibility Level (PTAL) of 4, indicating good access to public transport.

There are no designated cycle routes within the immediate vicinity of the site. Pedestrian activity on Cavendish Road is typical of a residential street.

1.3 DEVELOPMENT PROPOSAL

The proposed development comprises the change of use of an existing former church/community centre building to a mixed-use scheme.

Office accommodation (Use Class E) shall be provided at ground floor and lower ground floor levels, with a self-contained two-bedroom residential unit (Use Class C3) at upper floor levels.

The works include the formation of a set-back roof extension to facilitate the residential accommodation, together with associated internal and external alterations. Construction works shall comprise internal reconfiguration and fit-out activities, structural alterations to facilitate the change of use, and roof-level construction for the new extension.

The works are limited in scale and are predominantly internal, with the roof extension representing the principal external element. No piling works are proposed as part of this development. A small basement is to be formed towards the front of the building only. This is to be undertaken by the method described in Section 3.1.3 below. No mechanised excavation will be undertaken from the public highway.

The nature of the works results in relatively low material demand and limited construction traffic when compared to typical development projects.

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Figure 3.1 – Programme

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2 CONTEXT, CONSIDERATIONS AND CHALLENGES

2.1 POLICY CONTEXT

National Policy

This CLP has been prepared in accordance with national planning policy set out within the National Planning Policy Framework (NPPF).

The NPPF requires that development proposals promote sustainable transport and ensure that safe and suitable access to sites can be achieved for all users. Paragraph 115 states that development should only be prevented or refused on highways grounds where there would be an unacceptable impact on highway safety or where the residual cumulative impacts on the road network would be severe.

Paragraph 116 further requires that appropriate opportunities to promote sustainable transport modes are taken up, that safe and secure layouts are provided which minimise conflicts between traffic and cyclists or pedestrians, and that any significant impacts from development on the transport network can be cost-effectively mitigated.

In addition, the NPPF supports the efficient use of land and resources and seeks to minimise environmental impacts, including emissions associated with transport.

This CLP responds directly to these requirements by:

- Managing construction vehicle movements to minimise impacts on the highway network;
- Ensuring safe access and egress arrangements, with particular regard to vulnerable road users;
- Reducing the number of vehicle trips through efficient logistics planning and delivery management; and,
- Minimising emissions associated with construction traffic through appropriate vehicle standards and routing.

London Plan

This CLP has been prepared in accordance with the spatial strategy and transport policies set out within the London Plan (2021), with particular regard to the management of construction traffic, protection of highway safety and reduction of transport-related emissions.

Policy T7 (Deliveries, Servicing and Construction) requires development proposals to minimise construction traffic and demonstrate how impacts on the transport network will be mitigated through the preparation and implementation of a CLP. This document sets out a clear strategy for managing vehicle movements, including delivery scheduling, routing and control measures to reduce trip generation and associated impacts.

Policy T4 (Assessing and Mitigating Transport Impacts) requires that transport impacts are appropriately mitigated and that the safety and operation of the highway network are maintained. The CLP ensures that construction traffic is managed in a controlled manner, with routing via the strategic road network and measures in place to prevent congestion and unsafe conditions.

Policy T2 (Healthy Streets) prioritises the safety and experience of pedestrians, cyclists and public transport users. The CLP incorporates measures to protect vulnerable road users, including controlled access arrangements, use of trained operatives where required and adherence to the Construction Logistics and Community Safety (CLOCS) Standard.

Policy SI 1 (Improving Air Quality) requires development to minimise emissions and exposure to poor air quality. The CLP supports this by reducing construction vehicle movements where reasonably practicable, promoting efficient logistics and ensuring compliance with relevant vehicle emission standards.

Haringey Development Management DPD (2017)

This CLP has been prepared in accordance with the Haringey Development Management DPD (2017), which sets out the borough's policies relating to sustainable transport, parking, highway safety and the management of construction activities

Policy DM31 (Sustainable Transport) requires that development proposals promote sustainable transport choices and minimise the impact of traffic on the local highway network. The CLP addresses this by setting out clear delivery management measures, restricting delivery times and promoting the use of public transport by construction staff.

Policy DM32 (Parking) supports development proposals with limited or no on-site parking where there are alternative and accessible means of transport available. The CLP reflects this approach by requiring all construction staff to travel to site via public transport, walking or cycling.

Policy DM33 (Crossovers, Vehicular Access and Adopting Roads) requires that vehicular access arrangements are safe and do not result in unacceptable impacts on the highway. The CLP ensures that access and egress arrangements are managed to maintain highway safety and avoid obstruction.

Policy DM21 (Sustainable Design, Layout and Construction) promotes the efficient management of construction activities, including minimising waste and reducing environmental impacts. The CLP supports this through efficient logistics planning, minimising vehicle movements and integrating with wider construction management measures.

Statutory Guidance

This CLP has been prepared with regard to relevant statutory guidance and legislation governing the management of construction traffic, highway operations and safety.

The Traffic Management Act 2004 places a duty on local highway authorities to secure the expeditious movement of traffic on their road networks and to minimise disruption. The CLP supports this duty by setting out measures to control construction vehicle movements, prevent congestion and avoid obstruction of the public highway.

The Highways Act 1980 establishes the legal framework for works affecting the public highway, including the requirement to avoid damage, obstruction or nuisance. All construction activities and vehicle movements shall be managed to ensure that the safe operation of the highway is maintained and that no unnecessary obstruction is caused.

The Road Traffic Regulation Act 1984 provides the basis for traffic management measures, including temporary traffic regulation orders where required. Should any temporary measures be necessary to facilitate the works, these shall be agreed with the Local Highway Authority in advance of implementation.

The Construction (Design and Management) Regulations 2015 (CDM 2015) require that construction activities are planned, managed and monitored to ensure health and safety. The CLP forms part of this management framework by addressing risks associated with construction traffic and interface with the public highway.

In addition, the Control of Pollution Act 1974 provides powers to control construction-related impacts, including noise and working hours. The works shall be undertaken in accordance with any restrictions imposed by the Local Authority and relevant best practice guidance.

2.2 Contextual Plans

The following plans are appended to this document:

- Regional plan with a scale of 1:10,000 showing:
 - The location of the work site(s) in the context of main roads, routes, water ways, railways and other key infrastructure; and,
 - Community considerations.
- Local context plan with a scale of 1:2,000 showing:
 - The location of the site in the context of surrounding roads, footways, cycle routes and other infrastructure
 - Potential marshalling areas; and,
 - Community considerations.
- Site boundary plan with a scale of 1:1,000 showing:
 - The local context of the area highlighting the extent of footways, other buildings, cycle lanes and road markings; and,
 - Community Considerations.

2.3 LOCAL ACCESS INCLUDING HIGHWAY, PUBLIC TRANSPORT, CYCLING, WALKING AND WATERWAYS

2.3.1. HIGHWAYS, CARRIAGEWAYS AND FOOTWAYS

The site is accessed from Cavendish Road, a narrow residential street forming part of the Harringay Ladder grid. The carriageway is constrained by on-street parking on both sides, reducing the effective road width. Footways are present on both sides of the carriageway. The road is designated as a 20 mile per hour zone with associated traffic calming humps.

A single yellow line is present immediately at the front of the site. It is proposed that this is utilised along with a single bay suspension to the east to provide an approximately 11.5m delivery area for manual unloading. Retractable barriers shall be deployed in advance of known loading activities. Pedestrians and cyclists shall have right of way over loading and unloading activities, with loading and unloading activities paused where safe to do so and right of way allowed until clear. Where it is not safe to pause, the area shall be made safe and pedestrians shall then be given right of way, under a wait and hold system implemented by banksman.

Logistics layouts are shown on the appended site plan.

2.3.2. RAILWAY/UNDERGROUND

Harringay Green Lanes station is located approximately 0.1 miles to the south east of the site, providing London Overground services on the Gospel Oak to Barking line. Harringay station is located approximately 0.2 miles to the west, providing Great Northern services. The proposed works are limited to internal refurbishment, change of use and a roof extension, and do not interface with any railway infrastructure.

No works are proposed within the vicinity of operational railway land, and no direct impacts on rail or underground operations are anticipated.

2.3.3. BUS ROUTES

Green Lanes, located approximately 0.1 miles to the east of the site, is served by multiple bus routes providing frequent services to surrounding areas including Finsbury Park, Manor House, Turnpike Lane and Wood Green. Bus stops are located on Green Lanes approximately 125m north of the junction with Cavendish Road. Cavendish Road itself is not a bus route. No direct impacts on bus infrastructure are anticipated as part of the proposed works.

2.3.4. CYCLING

There are no designated cycle routes or cycling infrastructure located on Cavendish Road or in the immediate vicinity of the site. Cyclists using Cavendish Road share the carriageway with general traffic under the prevailing 20 mile per hour speed limit.

Notwithstanding this, construction vehicle movements shall be managed to ensure the safety of all road users, including cyclists.

2.3.5 WATERWAYS

There are no waterways located within the vicinity of the site that would be affected by, or can be utilised by, the proposed works. The site is situated within a dense urban residential environment, and there is no direct access to, or interface with, navigable waterways or water-based transport routes.

2.4 COMMUNITY CONSIDERATIONS

2.4.1. LOCAL POLICY

This CLP has been prepared with regard to local guidance and best practice relating to construction management within the London Borough of Haringey

This includes reference to the Council's expectations for construction management, including adherence to a Code of Construction Practice (CoCP), where applicable, to ensure that construction activities are undertaken in a manner that minimises impacts on the local highway network, environment and surrounding community.

2.4.2. SENSITIVE LAND USES

The site is located within a residential environment. The nearest sensitive receptors include the residential properties along Cavendish Road, the relatively busy commercial area of Green Lanes, and South Harringay Infant School and South Harringay Junior School, both located approximately 0.1 miles (approximately 160 metres) to the south of the site.

The management measures set out within this CLP shall ensure that impacts on neighbouring residents, businesses and schools are minimised, including through the control of delivery times, vehicle routing and the prevention of highway obstruction.

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

The construction works shall be delivered in a single phase, comprising enabling works and site setup, followed by internal strip-out and structural alterations, roof extension construction, and internal fit-out and commissioning. The works are limited in scale and are anticipated to be completed within a period of 9 months.

Table 3.1 – Programme

Construction phase	Start	End
Site setup and demolition	Sep-2026	Oct-2026
Basement excavation and piling	Oct-2026	Nov-2026
Sub-structure	Nov-2026	Dec-2026
Super-structure	Dec-2026	Feb-2027
Cladding	Feb-2027	Mar-2027
Fit-out, testing and commissioning	Mar-2027	Jul-2027

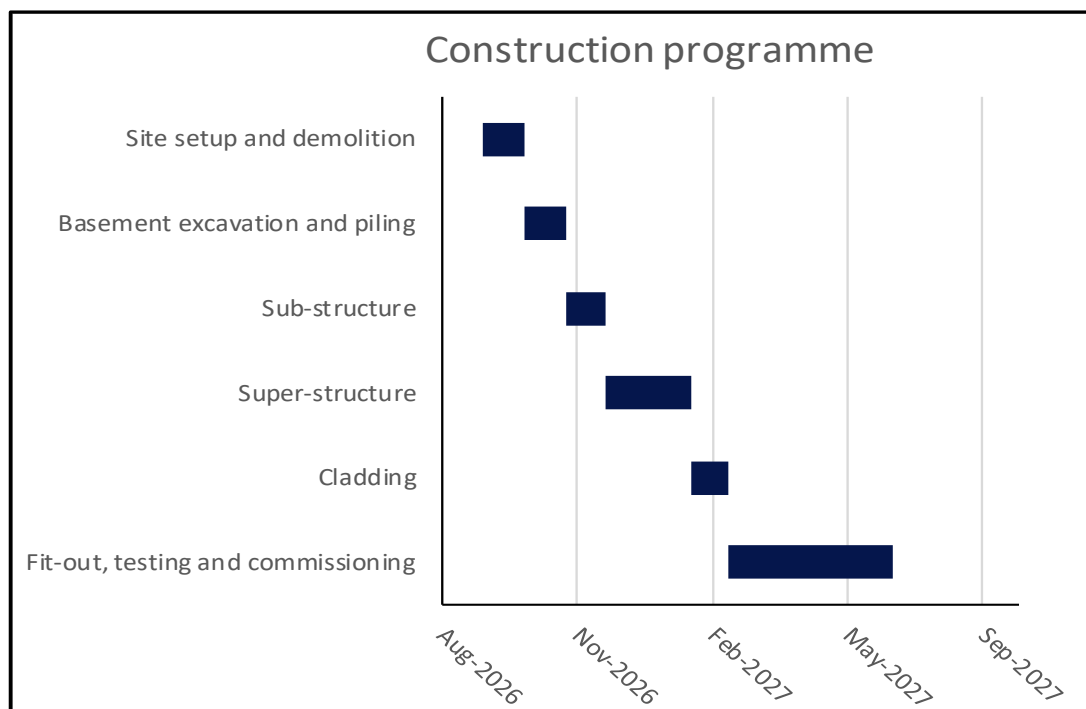


Figure 3.1 – Programme

3.1 WORKS DESCRIPTION

3.1.1. SITE SETUP AND DEMOLITION

This phase comprises initial site setup and enabling activities. Works shall include erection of hoarding and signage, establishment of welfare facilities within the existing structure, and initial internal strip-out of the existing building. No full demolition of the external structure is proposed. Activities shall be undertaken using light goods vehicles and manual work methods, as no space is available on site for mobile plant.

3.1.2. BASEMENT EXCAVATION AND PILING

No piling works are proposed as part of this development. A small basement is to be formed towards the front of the building only, it does not extend along the full length of the structure, and is undertaken by hand excavation; the method is described in Section 3.1.3 below. No mechanised excavation will be undertaken from the public highway.

3.1.3. SUB-STRUCTURE

A small basement is to be formed (retrofitted) towards the front of the building only, it does not extend along the full length of the structure and is the only excavation proposed. The existing foundations shall otherwise be retained.

Owing to the highly constrained nature of the site, there is no space within the site to position mobile plant. An excavator of sufficient reach could only operate by occupying the carriageway and the loading area, which would require a full closure on Cavendish Road. As a residential access street, a road closure here would have an unacceptable impact on local amenity and is not proposed. It is also noted that vehicles greater than 7.5T cannot access the road without temporary traffic management due to the geometry of the Cavendish Road, Green Lane access, with the second order effect of not being able to mobilise a sufficiently large machine to excavate from the highway without amenity considerations. Mechanised excavation from the public highway is therefore ruled out, and the basement shall be formed by traditional hand excavation.

The works shall be undertaken in accordance with a temporary works design prepared by a chartered structural engineer and informed by a prior ground investigation. The basement shall be formed by sequential (hit-and-miss) underpinning, with the front and party structures underpinned in short bays, typically no greater than 1.0 to 1.2 metres wide, excavated in a non-consecutive sequence so that only a small proportion of any wall is undermined at any one time. Each bay shall be excavated by hand, the new foundation cast and allowed to gain strength, and the void dry-packed before the adjacent bay is opened. Excavations shall be supported and temporary propping installed at all times as specified by the temporary works engineer.

Excavated material shall be raised from the basement by hand, using a hoist, and removed from the loading area in skips or by grab, using vehicles no larger than a 7.5T rigid (including a 7.5T grab lorry) positioned within the kerbside loading area. No spoil shall be stockpiled on the public highway. Concrete shall be placed by hand or by a small pump, supplied by mini-mix/ volumetric vehicles within the 7.5T limit, operating from within the loading area. All such vehicles fall within the 7.5T rigid limit confirmed by the swept path analysis undertaken for Cavendish Road.

All spoil-removal (muck-away) and concrete deliveries shall be pre-booked and managed on the just-in-time, call-off basis set out in Section 5, within the 09:30 to 15:00 delivery window, so that the loading area is not obstructed and queuing on the highway is avoided.

As the works affect the structure shared with the neighbouring property at No. 88, the requirements of the Party Wall etc. Act 1996 shall be satisfied prior to commencement, including the service of notices and agreement of a schedule of condition. The condition of the retained structure and the adjoining property shall be monitored throughout the basement works, which shall be planned and managed in accordance with the Construction (Design and Management) Regulations 2015.

3.1.4. SUPER-STRUCTURE

The superstructure phase comprises the construction of the set-back roof extension to form the residential accommodation at upper floor level. Works shall include structural steelwork, timber

frame construction and roof covering. Materials shall be delivered using light goods vehicles on a managed basis.

3.1.5. CLADDING

External works shall comprise localised alterations to the existing elevations, including the installation of new windows, the formation of a front bay window and associated finishing works. Materials shall be delivered using light goods vehicles.

3.1.6. FIT-OUT, TESTING AND COMMISSIONING

The fit-out phase shall comprise internal partitioning, mechanical and electrical installation, joinery, decoration and commissioning of building services. This phase generates the lowest volume of construction traffic, with deliveries primarily limited to light goods vehicles and vans.

4 VEHICLE ROUTING AND SITE ACCESS

The following plans are appended below:

- Regional plan with a scale of 1:10,000 showing:
 - Strategic roads that are likely to be used to access the site.
 - Routing to and from the site.
- Local plan with a scale of 1:2,000 showing:
 - Local area routing including turn back routes.
 - Local access roads required to be used for the last stages of a journey to site.
 - Routes that are off-limits to site traffic.
 - Community Considerations.

Construction vehicles shall approach the site from Green Lanes to the east, turning into Cavendish Road from the Green Lanes junction. Vehicles shall depart by continuing down Cavendish Road, turning left to Wightman Road and turning immediately left again to Burgoyne Road, then turning right back to Green Lanes and rejoining the strategic road network.

This is considered the most rational route as Green Lanes provides direct access to the A105 corridor and connections to the wider strategic road network including the A504 (Seven Sisters Road) and A503 (Tollington Park). It also provides the most direct route back to the SRN and minimises the time spent on residential roads.

5 STRATEGIES TO REDUCE IMPACTS

Medium Impact Site Planned Measures Checklist	Committed	Proposed	Considered
Measures influencing construction vehicles and deliveries			
Safety and environmental standards and programmes	X		
Adherence to designated routes	X		
Delivery scheduling	X		
Re-timing for out of peak deliveries	X		
Re-timing for out of hours deliveries			X
Use of holding areas and vehicle call off areas			X
Use of logistics and consolidation centres			X
Vehicle choice	X		
Measures to encourage sustainable freight			
Freight by water*			X
Freight by rail*			X
Material procurement measures			
DfMA and offsite manufacture	X		
Re-use of material on site	X		
Smart procurement	X		
Other measures			
Collaboration with other sites in the area	X		
Implement a staff travel plan	X		

* If site, consolidation centre or holding areas are within 100m of foreshore of navigable waterway or rail freight siding.

5.1.1. Measures influencing construction vehicles and deliveries

Vehicle selection shall be proportionate to the scale of works and site constraints, with a preference for light goods vehicles and medium-sized vehicles where reasonably practicable. Swept path analysis has confirmed that vehicles larger than a 7.5T rigid cannot safely access Cavendish Road. All deliveries, including the delivery of prefabricated components, waste removal and concrete supply, shall therefore be undertaken using vehicles no larger than a 7.5T rigid, ensuring efficient transport whilst minimising overall vehicle movements.

Vehicle sizes shall be capped at a maximum of 7.5T rigid, in accordance with both the existing weight restriction on Cavendish Road (which applies except for access) and the swept path analysis, which confirms that larger vehicles cannot physically access the site frontage. Muck-away from the basement excavation shall accordingly be undertaken using a 7.5T grab lorry or skips within this limit.

All deliveries shall be pre-booked and managed through a coordinated delivery system. A just-in-time approach shall be adopted to manage the loading area immediately in front of the site and prevent queueing on the highway. Deliveries shall be recorded and monitored to ensure compliance with the agreed strategy. Only one vehicle shall be scheduled to attend the site at any one time, and vehicles arriving outside of their delivery slots shall be instructed to return to their point of departure and rebooked.

Deliveries shall be scheduled to avoid peak traffic periods, with Vehicle delivery times shall be restricted to between 09:30 and 15:00 hours. This approach reduces conflict with school movements and peak pedestrian activity on neighbouring streets.

Out-of-hours deliveries are not proposed as part of the development as the site is within a residential street and noise generated from out of hours deliveries would be anticipated to cause significant disruption. All deliveries shall be undertaken within standard working hours unless otherwise agreed with the Local Planning Authority.

Due to the constrained nature of the site and surrounding highway network, no dedicated holding areas are available. Deliveries shall therefore operate on a call-off basis, with vehicles instructed to arrive only when the site is ready to receive them, thereby avoiding queuing on the public highway.

The use of external logistics or consolidation centres is not considered necessary given the scale and nature of the development. Deliveries shall instead be managed directly to site using a just-in-time approach.

All construction vehicles shall be required, through contractual arrangements, to operate in accordance with the Fleet Operator Recognition Scheme (FORS) at a minimum of Silver standard and the Construction Logistics and Community Safety (CLOCS) Standard, or equivalent. Compliance shall be monitored throughout the construction period, including periodic spot checks on site to verify vehicle standards, safety equipment and driver competence. Vehicles shall be maintained in accordance with manufacturer requirements and operated to minimise emissions, noise and disruption.

5.1.2. MEASURES TO ENCOURAGE SUSTAINABLE FREIGHT

The site is not located within 100m of a navigable waterway and does not have direct access to any wharf or safeguarded wharf infrastructure. As such, delivery of materials by water is not considered feasible for this development. The scale and nature of the works, comprising predominantly internal refurbishment and a roof extension, further limit the practicality of waterborne transport.

Delivery of materials by rail is not considered feasible for this development. The site does not have direct access to a rail freight facility, and the scale and nature of the works do not justify the use of rail-based logistics. All materials shall therefore be delivered by road using a managed and proportionate logistics strategy.

5.1.3. MATERIAL PROCUREMENT MEASURES

Opportunities for the reuse of materials on site shall be maximised where reasonably practicable. Existing structural elements, including the building frame and foundations, shall be retained and reused as part of the development. Off-site manufacture shall be considered for key building components, including the roof extension structure, to reduce on-site construction activity and associated vehicle movements. Deliveries shall be consolidated where possible to reduce the total number of vehicle trips to site.

5.1.4. OTHER MEASURES

There are no other known construction sites in the immediate vicinity of 88B Cavendish Road at the time of writing. Should other construction activities commence in the surrounding area during the works, the principal contractor shall seek to coordinate delivery schedules and vehicle movements with neighbouring sites to minimise cumulative impacts on the local highway network.

A staff travel plan shall be implemented for all personnel accessing the site. Due to the constrained urban location, no on-site parking is available and there is no provision for parking within the immediate vicinity without permits. All staff shall therefore be required to travel to site via public transport, walking or cycling where reasonably practicable. This approach reduces reliance on private vehicles and supports the objectives of minimising traffic and congestion within the surrounding area.

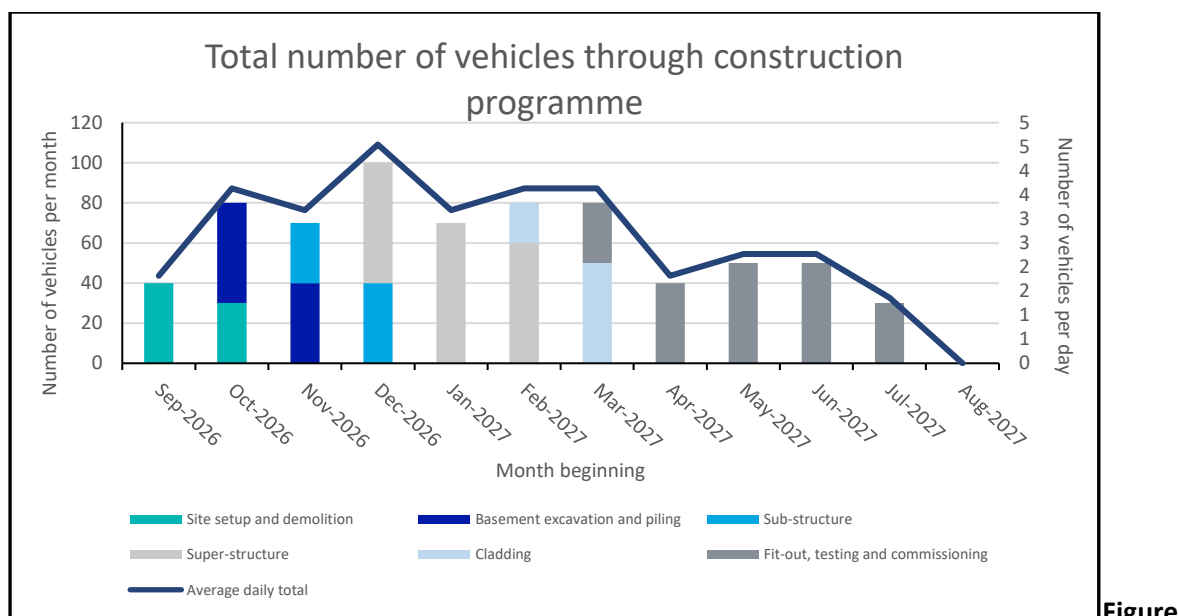
6 ESTIMATED VEHICLE MOVEMENTS

The estimated construction vehicle movements in relation have been derived using the Construction Logistics Planning Tool in accordance with CLOCS guidance. The outputs presented in this section provide a proportionate estimate of vehicle trips based on the anticipated programme, methodology and scale of works.

The estimated vehicle movements are based on a relatively Low intensity delivery profile, with materials delivered on a just-in-time basis and a predominance of Light goods vehicles where reasonably practicable. The resulting trip rates are considered proportionate to the scale and nature of the works and form the basis of the delivery and traffic management strategy set out within this CLP.

Table 6.1 –Estimated vehicles, monthly and daily.

Construction phase	Period of stage	No. of trips (monthly)	Peak no. of trips (daily)
Site setup and demolition	Q3 2026 - Q4 2026	80	4
Basement excavation and piling	Q4 2026 - Q4 2026	80	4
Sub-structure	Q4 2026 - Q4 2026	100	5
Super-structure	Q4 2026 - Q1 2027	100	5
Cladding	Q1 2027 - Q1 2027	80	4
Fit-out, testing and commissioning	Q1 2027 - Q3 2027	80	4



6.1 –Total vehicles through programme.

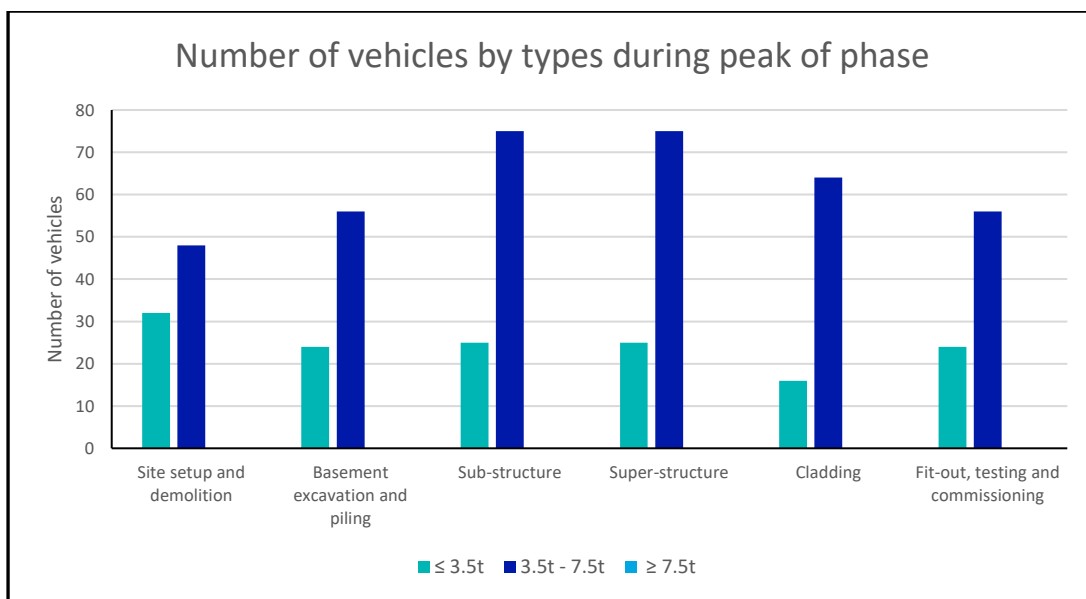


Figure 6.2 – Vehicle types by phase.

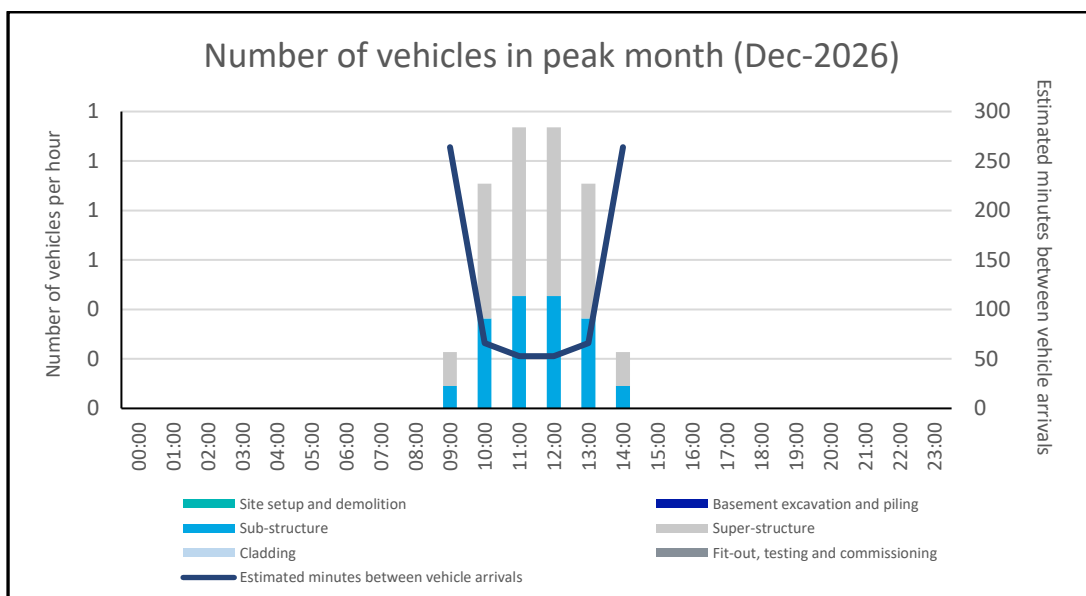


Figure 6.3 – Vehicle arrival profile at peak.

7 IMPLEMENTING, MONITORING AND UPDATING

The CLP shall be implemented by the appointed contractor for the duration of the works and shall form part of the overall site management framework. Responsibility for implementation shall sit with the Principal Contractor, who shall ensure that all subcontractors, suppliers and delivery drivers are made aware of the requirements set out within this document.

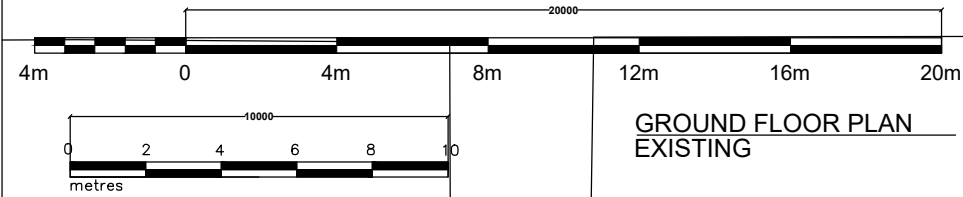
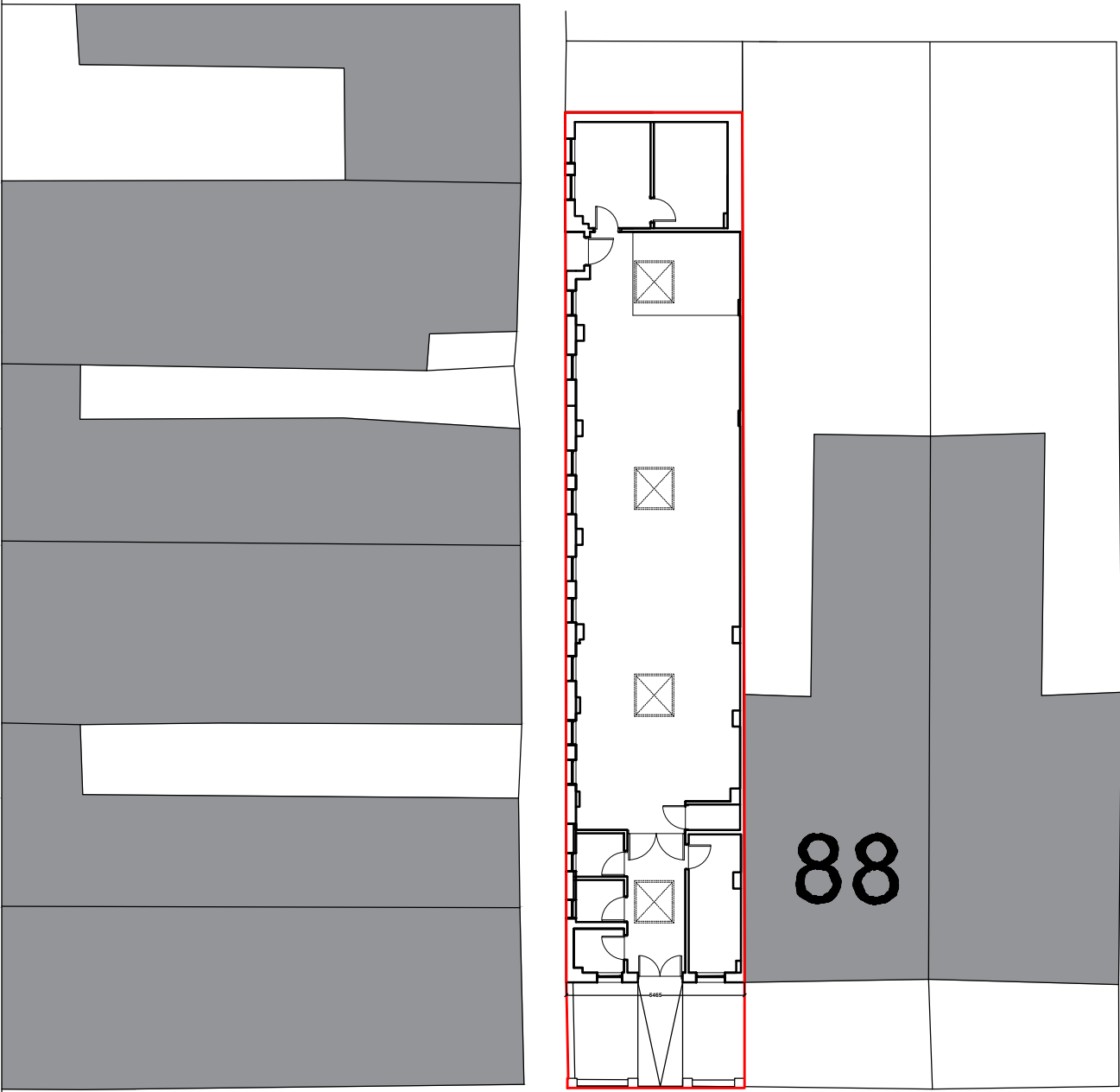
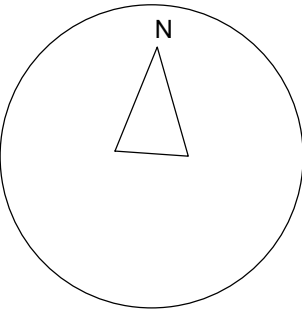
A delivery management system shall be established to coordinate all vehicle movements, including pre-booking of deliveries and adherence to agreed routing and timing restrictions. Site personnel shall be responsible for overseeing vehicle arrivals and departures, ensuring that vehicles do not wait on the public highway and that operations are undertaken safely and in accordance with the approved arrangements.

Compliance with the CLP shall be monitored on an ongoing basis through site supervision and periodic checks. This shall include review of delivery records, verification of vehicle standards where required, and monitoring of adherence to agreed working hours and delivery windows. Any non-compliance identified shall be addressed promptly through review of site practices and implementation of corrective measures.

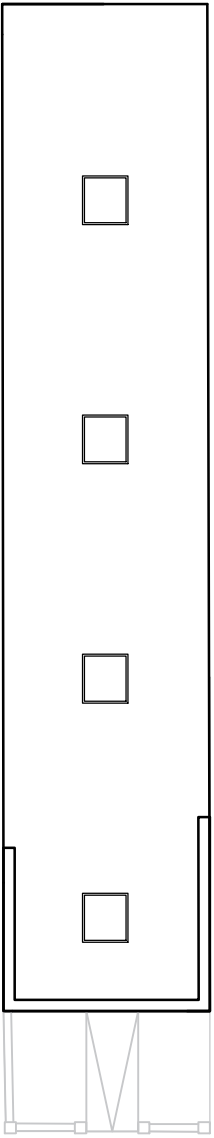
The CLP shall be treated as a live document and shall be reviewed and updated at key stages of the development. This shall include:

The CLP shall be reviewed at the following key stages:

- Upon appointment of the Principal Contractor;
- Prior to commencement of works;
- At the commencement of the roof extension phase;
- Upon any material change to the construction programme or methodology; and,
- Prior to commencement of the fit out works.



GROUND FLOOR PLAN
EXISTING



ROOF PLAN
EXISTING

NOTE:
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REVISION DATE BY

PLANS
EXISTING

Project:
88B Cavendish Road N4 1RS

PLANS
EXISTING

Drawing SE	ISSUE DATE 02.2026	SCALE 1:200 @ A3
PROJECT CODE 1054-887	DRAWING NO P-1	

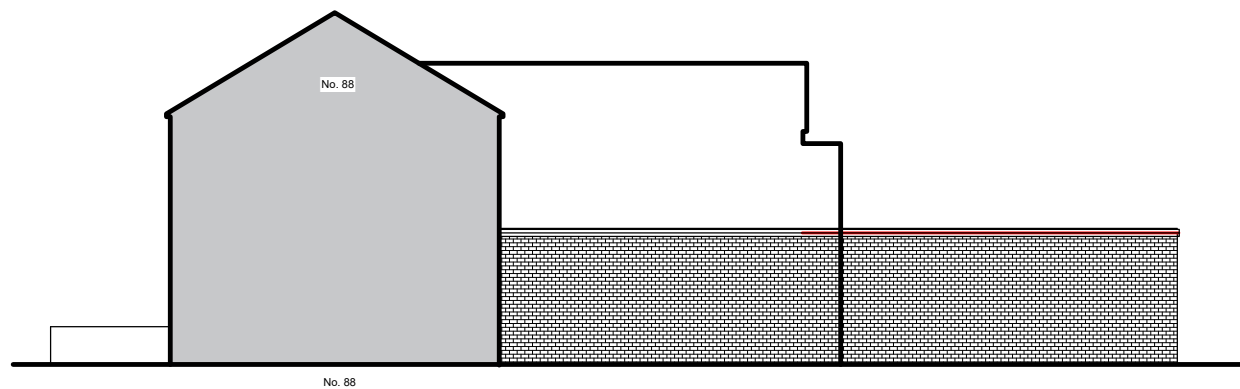
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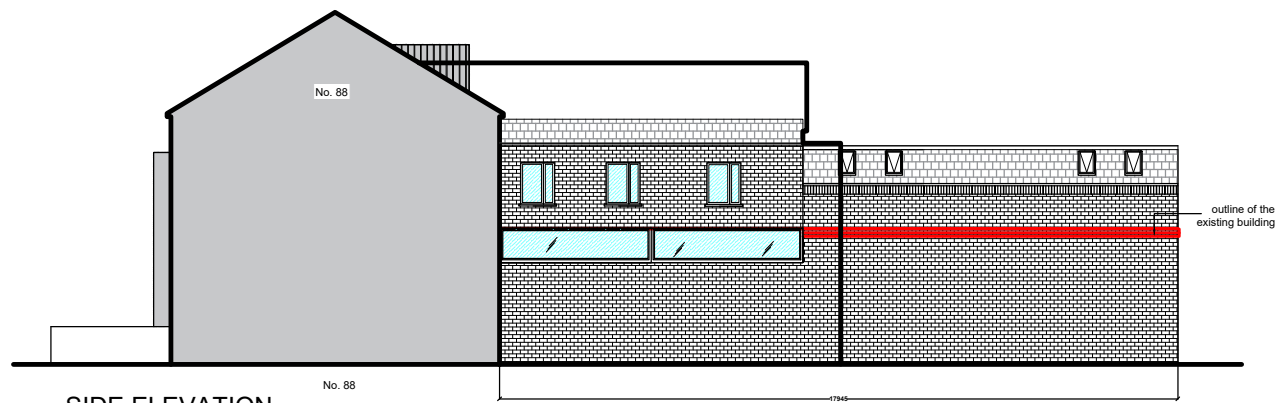
Grove Lodge Unit 09
287 Regent's Park Road N3 3JY
M: 07903 399767
info@newimagesarchitects.co.uk
www.newimagesarchitects.co.uk



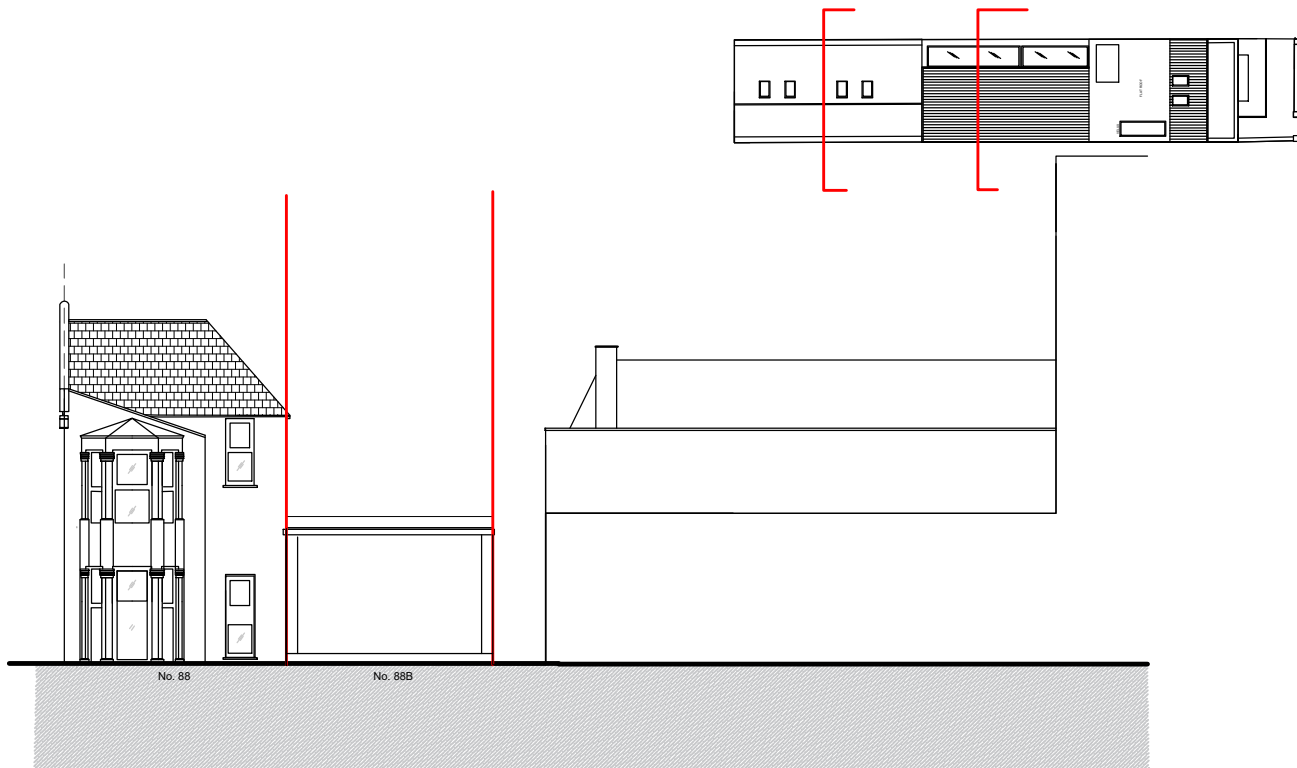
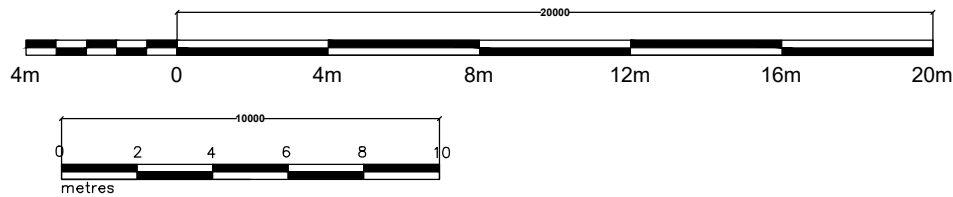
RIBA Chartered Practice



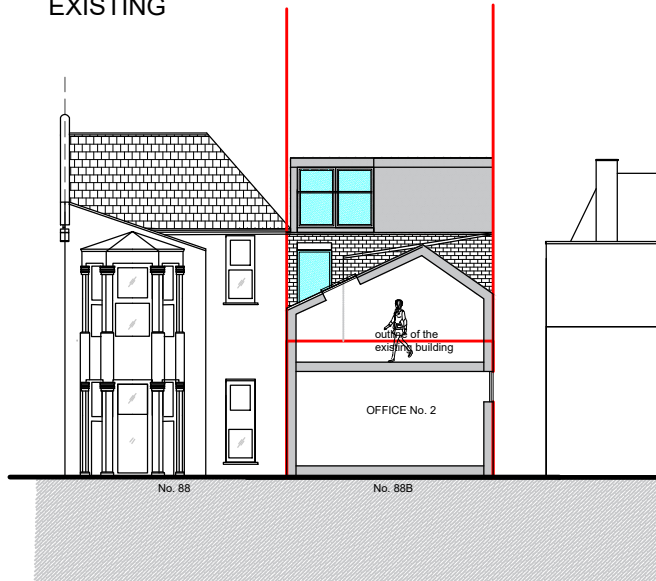
SIDE ELEVATION
EXISTING



SIDE ELEVATION
PROPOSED



SECTION
EXISTING



SECTION
PROPOSED



SECTION
PROPOSED

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REVISION	DATE	BY

ELEVATIONS & SECTIONS PROPOSED

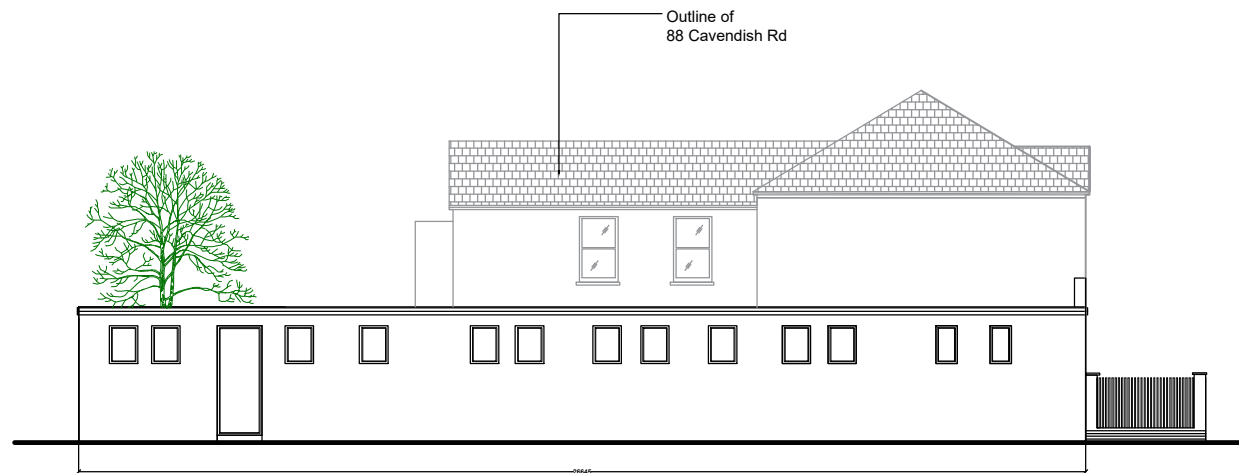
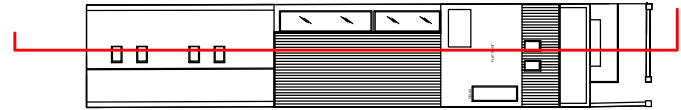
Project: 88B Cavendish Road N4 1RS		
ELEVATIONS & SECTIONS PROPOSED		
Drawing SE	ISSUE DATE 02.2026	SCALE 1:200 @ A3
PROJECT CODE 1054-887	DRAWING NO P-5	

NEW IMAGES ARCHITECTS

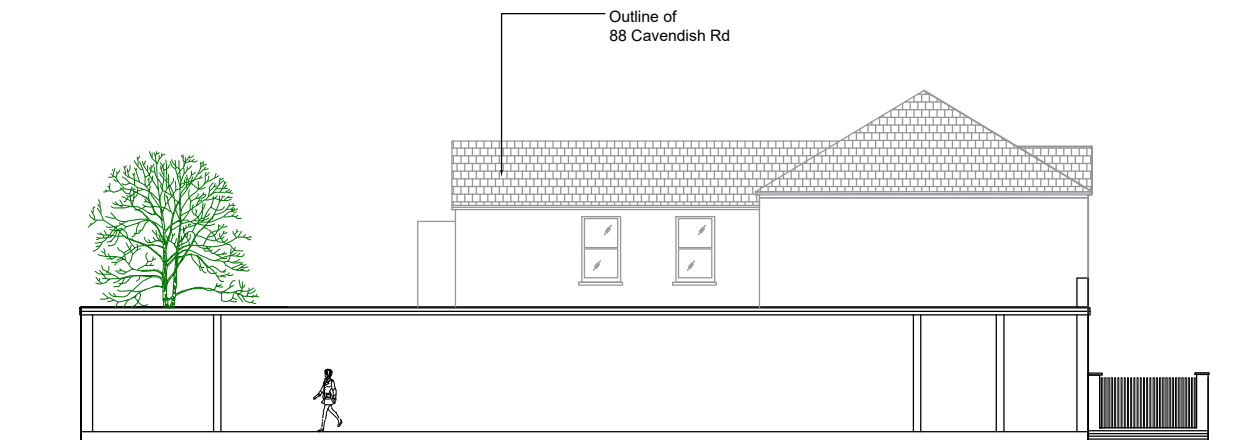
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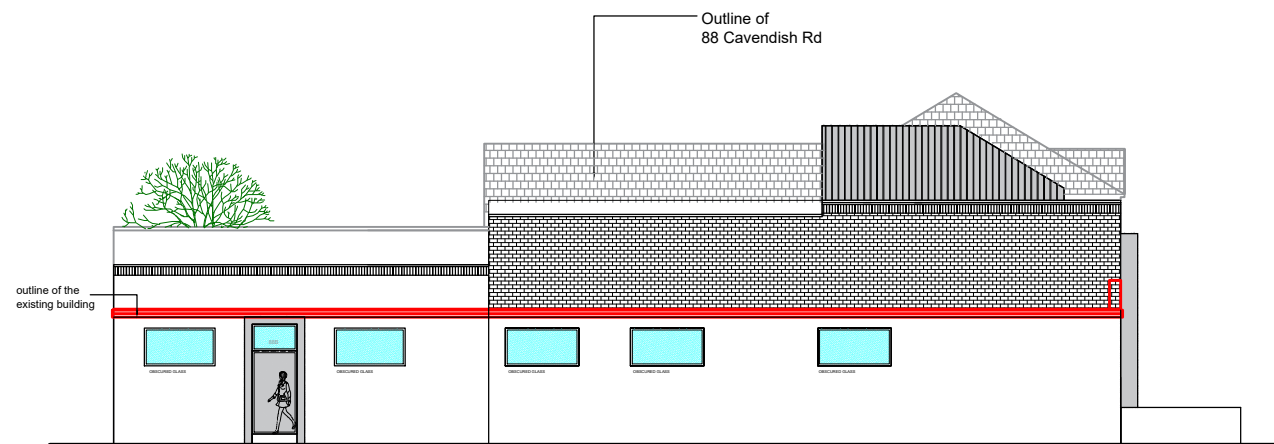
RIBA Chartered Practice



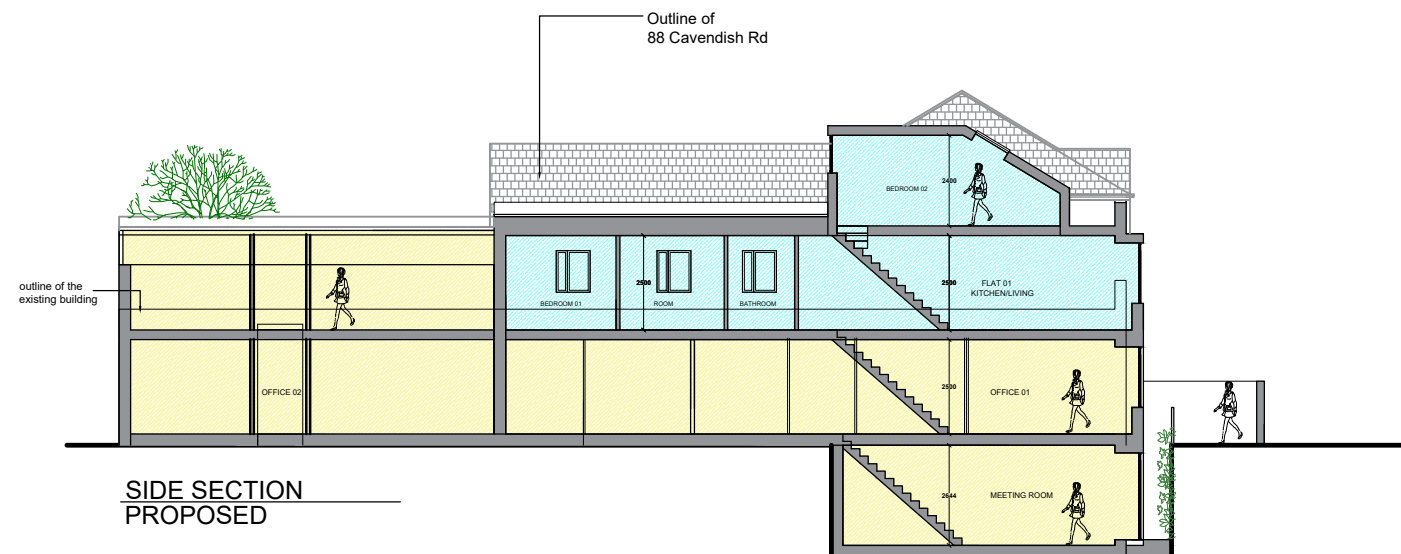
SIDE ELEVATION
EXISTING



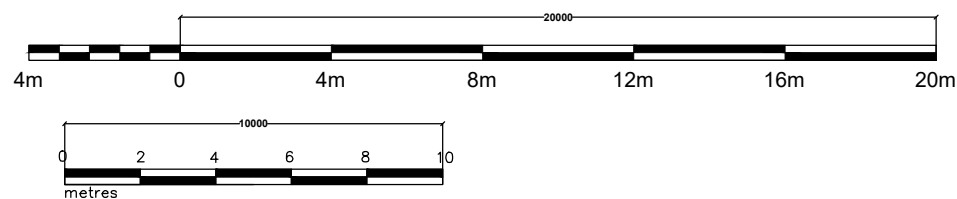
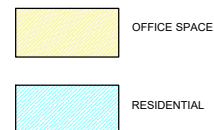
SIDE SECTION
EXISTING



SIDE ELEVATION
PROPOSED



SIDE SECTION
PROPOSED



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REVISION	DATE	BY
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ELEVATIONS & SECTIONS PROPOSED

Project:
88B Cavendish Road N4 1RS

ELEVATIONS & SECTIONS
PROPOSED

Drawing SE	ISSUE DATE 02.2026	SCALE 1:200 @ A3
PROJECT CODE 1054-887	DRAWING NO P-4	

NEW IMAGES ARCHITECTS

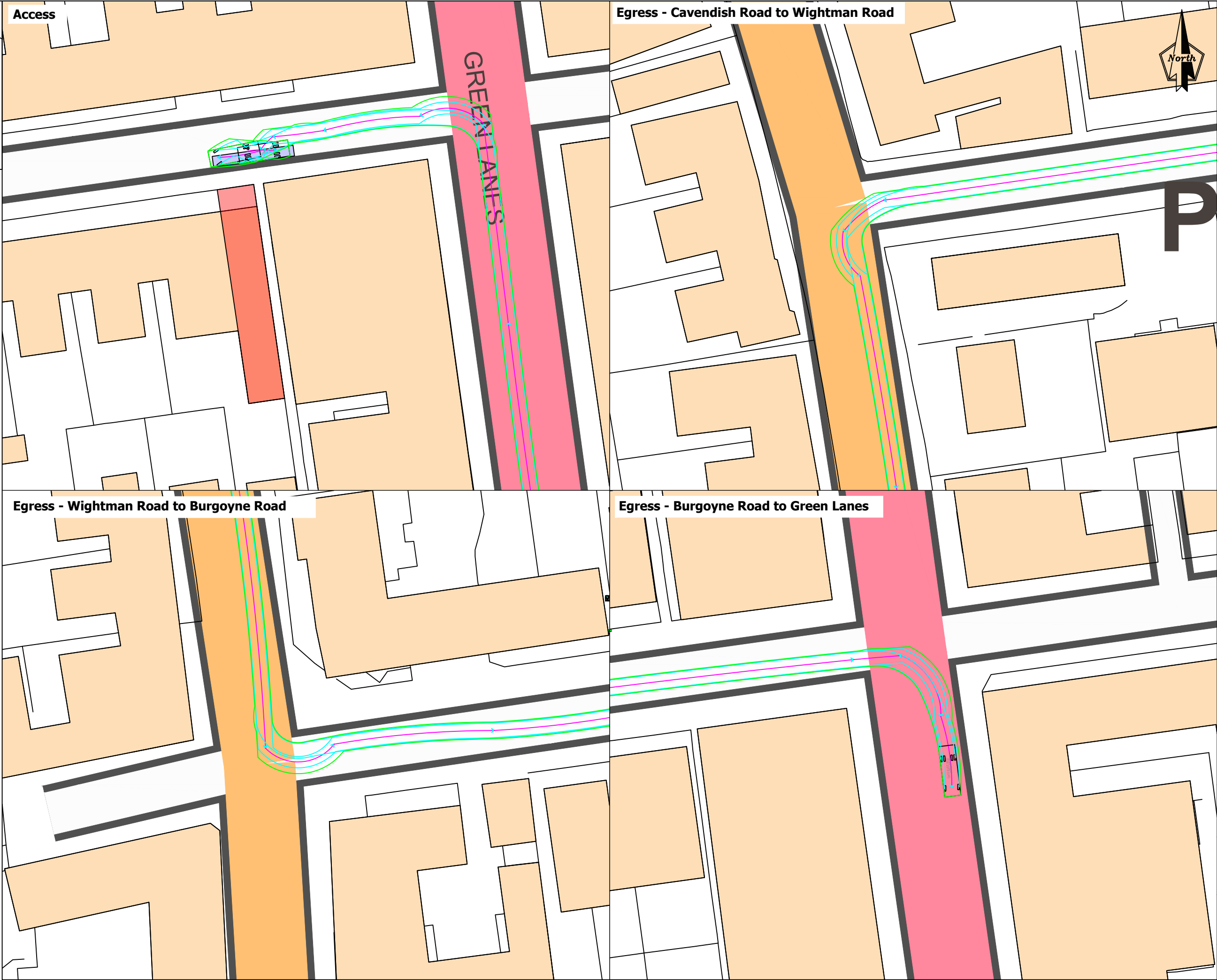
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RIBA Chartered Practice

Rev
A
Drawing Number
397-SPA-001



Job Title
88B Cavendish Road

Location
Haringey

Client
Accurate Investments

- Key**
- Approximate site area
 - Loading area extents (inc. 1 suspended bay)
 - Vehicle Body
 - Wheel path
 - Body path
 - Center line

Vehicle modeled:

Small Rigid

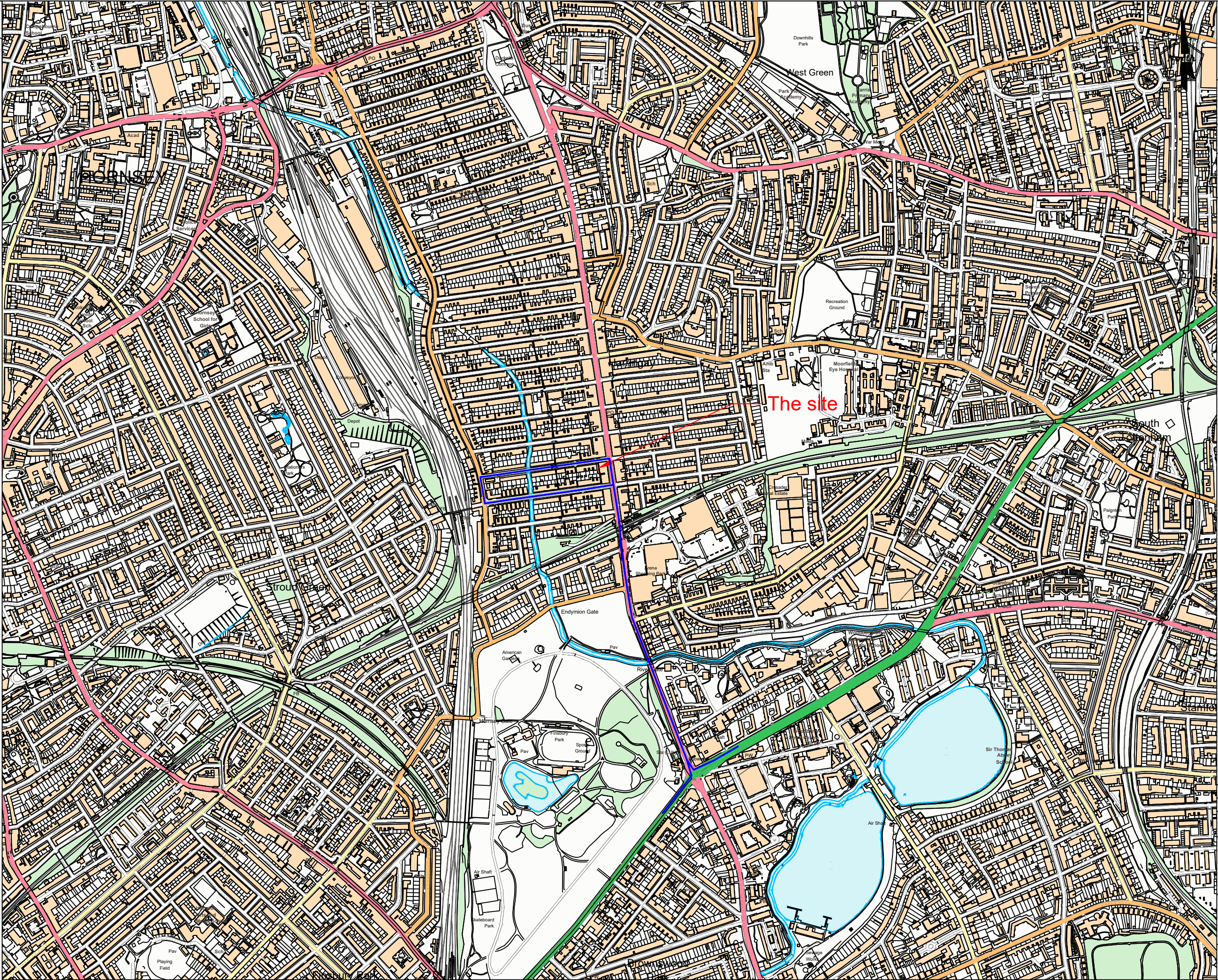
Meters

- Width : 2.30
- Track : 2.12
- Lock to Lock Time : 6.00 s
- Steering Angle : 42.66 deg

Rev	Date	Description
A	15/06/26	Information

Information		
Drawing Title		
Swept Path Analysis Largest Regularly Anticipated Vehicle		
Project Code	397	Scale 1:500
Date Drawn	15/06/26	TM
Drawn By	JM	A3
Reviewed By		
Original Size		

Drawing Number	397-SPA-001	Rev	A
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Job Title
88B Cavendish Road

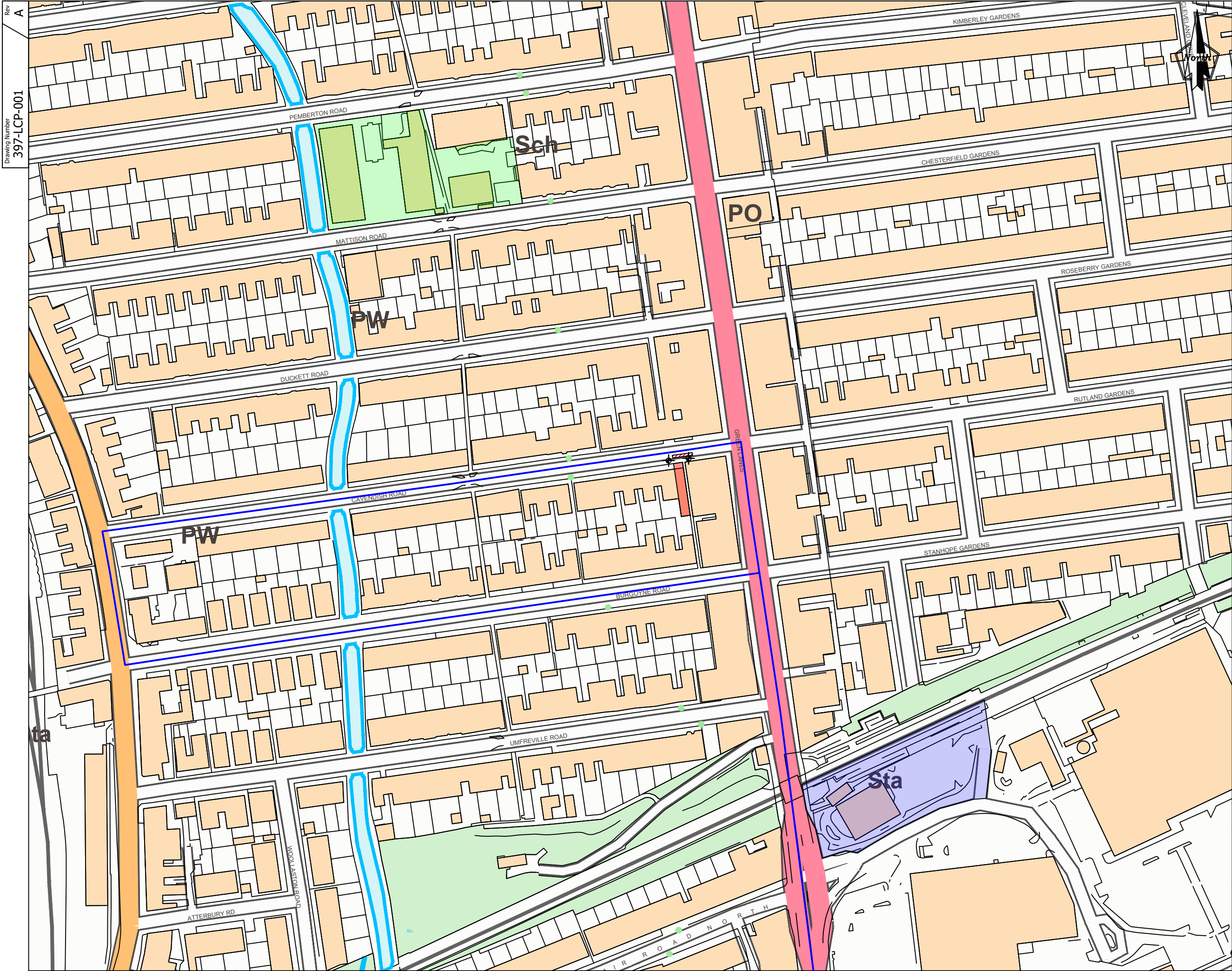
Location
Haringey

Client
Accurate Investments

Key

-  Approximate site boundary
-  Wider routing strategy

Rev	Date	Description
A	16/06/26	Information
Drawing Status		
Information		
Drawing Title		
Regional Context and Wider Routing Plan		
Project Code 397		
Scale 1: 10,000		
Date Drawn 16/06/26		
Drawn By TM		
Reviewed By JM		
Original Size A3		
Drawing Number		
397-RCP-001		
Rev		
A		



Rev
A
Drawing Number
397-LCP-001

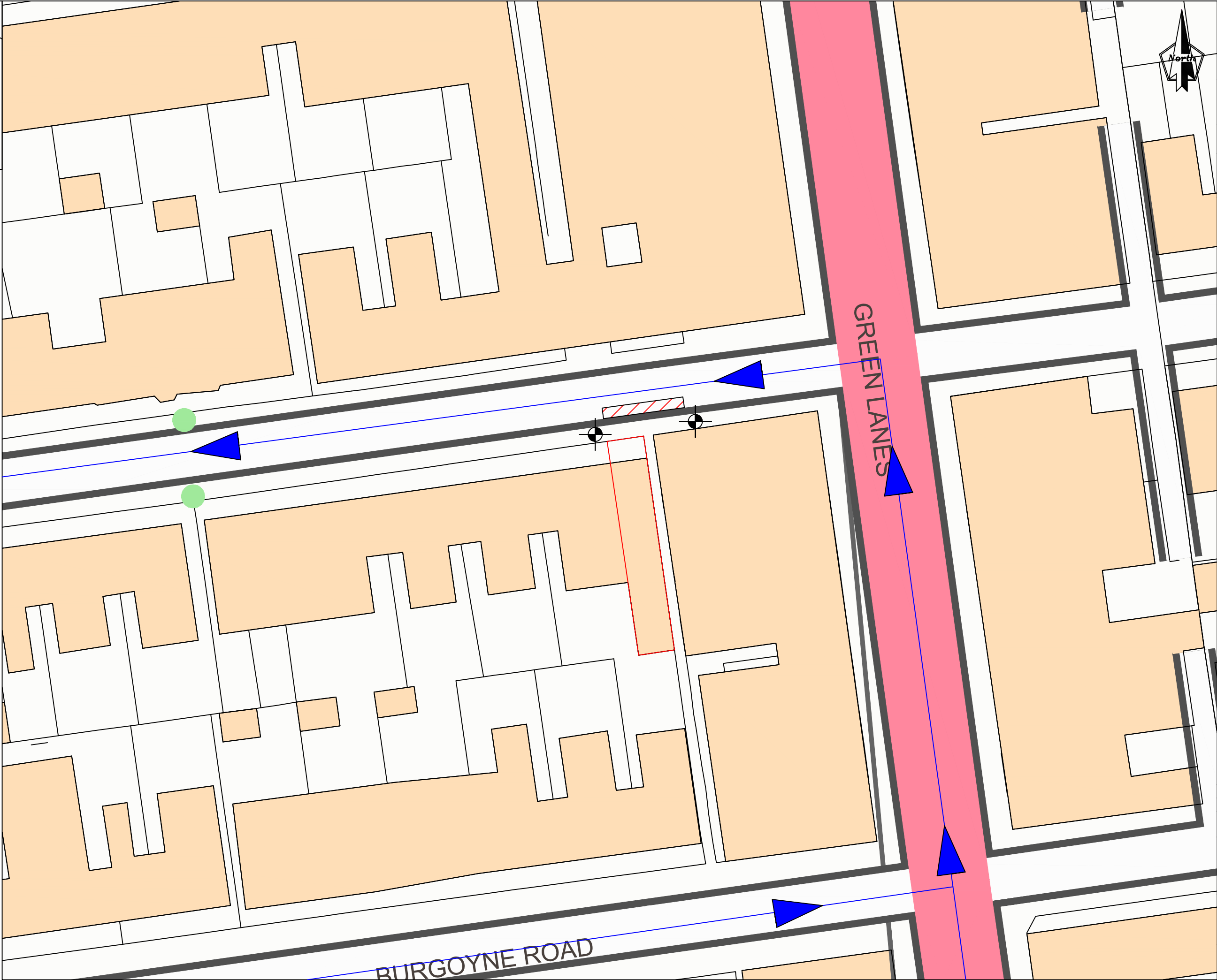


Job Title
88B Cavendish Road
Location
Haringey
Client
Accurate Investments

- Key
- Approximate site area
 - Sensitive transport use
 - Sensitive school use
 - Loading bay location
 - Routing path
 - Banksman location

No healthcare uses within the vicinity of the site.

Rev	Date	Description
A	16/06/26	Information
Drawing Status		
Information		
Drawing Title		
Local Context Plan		
Project Code 397		
Scale		
Date Drawn 16/06/26		
Drawn By TM		
Reviewed By JM		
Original Size A3		
Drawing Number		Rev
397-LCP-001		A



Job Title
88B Cavendish Road

Location
Haringey

Client
Accurate Investments

- Key
- Approximate site boundary
 - Loading bay location 1.55m w x 11.5m l. One parking bay (5m) to be suspended to the east of existing yellow line.
 - Routing path
 - Banksman location

Welfare and material storage to be located within the existing building. Just in time delivery system implemented to prevent accumulation.

Rev	Date	Description
A	16/06/26	Information
Drawing Status		
Information		
Drawing Title		
Site Context Plan		
Project Code	397	Scale
		Date Drawn
		Drawn By
		Reviewed By
		Original Size
		As shown
		16/06/26
		TM
		JM
		A3
Drawing Number		Rev
397-SCP-001		A