



FC130: Construction Logistics Plan

Client: Hillwood Properties Ltd

Project: 37-39 West Road, Tottenham, London,
N17 0RE

Revision 1

Date: 10th May 2026

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REG. No. 05999928



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Document Control

Revision	Comment	Date of Issue	Issued By
1	Initial Issue for Planning and Construction	10 th May 2026	Kier Yates
2			
3			
4			
Project Ref (S.H.E)		1453	

CONSTRUCTION TRANSPORT MANAGEMENT PLAN

Introduction: Policy/ Context

National Policy:

National Planning Policy Framework (NPPF):

The act makes 'provision in relation to the management of road networks; to make new provision for regulating the carrying out of works and other activities in the street.' It acknowledges that highways may be occupied due to construction activities and identifies appropriate changes levied for any extended occupation.

Designing for Deliveries, Freight Transport Association (2006):

Published in 2006, Designing for Deliveries, provides specifications for the size of delivery vehicles, turning radii and clearance requirements and should be used to ensure that delivery vehicles can safely and efficiently access the construction site.

Traffic Management Act (2004):

Part 2 of the Traffic Management Act sets out the responsibility of local authorities to manage traffic networks within their geographical area of responsibility. This includes efficient use of the network and the requirement to take measures to avoid contributing to traffic congestion.

Highways Act:

The Highways Act 1980 is an Act of the Parliament of the United Kingdom dealing with the management and operation of the road network in England and Wales. It is the Act which most of the activities pertaining to CLPs utilise.

Regional Policy:

The London Plan (2021):

Policy T7 of the London Plan (2021) relates to construction and freight activity, including the requirement of CLPs to be prepared following TfL's guidance in a way which reflects the scale and complexities of the development.

The Mayors Transport Strategy and Healthy Streets Approach:

The Mayors Transport Strategy (2018) emphasises the importance of the CLP in encouraging improved efficiency in activity and providing a framework for regulation. The document especially highlights the importance of the London Freight Plan, Delivery and Servicing Plans (DSPs), CLPs, and Fleet Operator Recognition Scheme (FORS) to encourage improved efficiency and provide a framework for incentivisation and regulation.

The Mayors Transport Strategy promotes the Healthy Streets Approach which seeks to make health and personal experience the priority as plans are made for the City of London, including promoting the Vision Zero action plan that seeks to eliminate all deaths and serious injuries from London's transport system.

Local Planning Authority Policy:

Local authorities have a statutory responsibility to minimize disruption to nearby residents and the local economy during the construction stage of a development. This is captured in a range of statutory requirements and best practice guidance, some of which apply to the planning process. An element of these requirements includes producing CLPs as part of a suite of plans designed to ensure sustainable development.

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Delivering a Road Freight Legacy (2013):

This document details how stakeholders can work together to deliver a freight management legacy for London and outlines a longer-term freight plan for the capital.

Seven key elements are covered:

- Better planning;
- Improving safety;
- Re-timing deliveries and collections;
- Kerbside access;
- Increasing efficiency;
- Effective communications; and
- Journey planning

Opportunity Area Planning Framework (OAPF):

CLPs can be effective at significantly reducing construction transport movements in and around OAPF developments as they can cover multiple sites and should be considered as part of the OAPF process.

Vision Zero:

An approach to road danger reduction that works towards the elimination of road traffic, deaths, and serious injuries by reducing the dominance of motor vehicles on our streets.

Fleet Operator Recognition Scheme (FORS):

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

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1.0) Site Overview:

The site is located on West Road, Tottenham, the roads immediately around the site are busy throughout the day, the site is in a light industry area, with a mix of business types and other warehouses, located in the immediate area.

1.1) Logistics:

As above, the site is located at 37-39 West Road, Tottenham, London, N17 0RE

Development Proposal:

The project comprises the design and construction of a new commercial/industrial unit at West Road, delivered through a coordinated sequence of pre-construction, substructure, superstructure, and fit-out activities.

Following design development, the construction phase commences with enabling works including site establishment, welfare installation, ground remediation, and service diversions. Substructure works then proceed, comprising excavation, installation of attenuation systems, drainage networks, and foundations, alongside incoming utility infrastructure such as electrical, water, and telecommunications services.

The superstructure phase includes erection of the steel frame, installation of precast elements (including lift cores and stairs), and construction of hardstandings and service yards. This is followed by the external envelope works, incorporating roofing systems, cladding (including vertical, rainscreen, and brick-slip finishes), glazing, and installation of doors and façade elements to achieve a weather-tight building.

Internal construction works then progress with ground-bearing slabs, mezzanine floor structures, and first and second fix activities. These include internal partitions, M&E installations, lifts, joinery, finishes, and decoration, leading through to commissioning of building systems.

In parallel and towards completion, external works are undertaken, including paving, kerbing, fencing, landscaping, signage, and highway interface works. The project concludes with final commissioning, testing, cleaning, removal of temporary facilities, and preparation for handover.

All the works are to be completed in a phased programme of works.

This Outline Construction Logistics Management Plan, will describe in detail the following:

- a) Construction vehicle numbers, type, routing;
- b) Access arrangements to the site;
- c) Traffic management requirements;
- d) Construction and storage compounds (including areas designated for car parking, loading / unloading, and turning areas);
- e) Siting and details of wheel washing facilities;
- f) Cleaning of site entrances, site tracks, and the adjacent public highway;
- g) Timing of construction activities (including delivery times and removal of waste) and to avoid school pick up/drop off times;
- h) Environmental Considerations

1.2) Plant Operatives/ Site Personnel:

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All plant operatives are to hold the correct certification for the item of work equipment they intend to use. The operatives must also prove their competence to the Site Manager or assistant. All operatives are to adhere to the illustrated Construction Logistics Plan and the rules of the site. Any problems must be brought to the attention of the Site Management immediately.

All site personnel will wear high visibility clothing, hard hats, and safety boots at all times. All drivers of delivery vehicles will be expected to comply with this requirement when working on site.

All directly Employed Faircloth Personnel who will be attending site for the duration of the project will have Enhanced DBS Checks, with their certificate numbers provided and made available, as well as enhanced security clearance

1.3) Pedestrians

All pedestrians arriving at the site are required to first report to the site office. They will only be permitted to enter the site if they are wearing appropriate Personal Protective Equipment (P.P.E) and have either been inducted or are escorted with one of the site staff at all times.

All pedestrians, be they sub-contractors, visitors or part of the Faircloth Construction Ltd team are to be informed of the Construction Logistics Plan and be advised to use the allocated pedestrian routes as much as is practicable. Extreme care should be taken when diverting from the said routes.

High visibility vests or coats will be worn at all times. Designated crossing points will be installed across the site where possible.

1.4) Vehicle/ Pedestrian Routes:

Highways:

The site lies on the western side of West Road at its northern end. West Road forms a priority T-junction with Brantwood Road just beyond the northeast corner of the site. West Road is a two-way single carriageway road with a 20mph speed limit, leading onto the residential Willoughby Park Road to the south, which subsequently forms a priority T-junction with Willoughby Lane approximately 300 metres to the southeast of the site. Willoughby Lane connects with Northumberland Park to the south.

Brantwood Road forms a roundabout junction with Willoughby Lane / Dysons Road / Leaside Road approximately 230 metres northeast of the site. Leaside Road provides a route to the A1055 which access to/from the A406 North Circular Road further north of the site.

A site speed limit of 5mph will be set on site. Signs will be erected on vehicle routes denoting this. For specific vehicle/pedestrian routes please refer to the Construction Logistics Plan displayed in the site office/canteen.

Within the construction site, pedestrian routes will be created along main access routes with pedestrian barriers and crossing points installed to demarcate areas and create safe working zones and segregate pedestrians from construction plant and delivery vehicles.

Access and egress to the neighbouring unit will be maintained at all times for Employees, Customers, and Deliveries. Clear access and egress points including emergency exits shall remain free and unblocked at all times whilst the units are occupied and trading.

Any works that may impede or obstruct clear access or egress including emergency exits from the neighbouring units, shall be completed outside of the trading units opening hours where possible, when the unit is not occupied and with clear prior agreement from the Project Manager.

Public Transport:

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Contractors and sub-contractor's staff will be advised to vehicle share to use public transport where possible.

Northumberland Park Station and Meridian Water Station both lie approximately 700m walk distance from the site to the northeast and southeast respectively. Both rail stations provide frequent Greater Anglia rail services on the same railway line between Bishops Stortford/ Hertford East and Stratford. London Overground services are available from White Hart Lane Station approximately 1.3km walk distance to the west of the site.

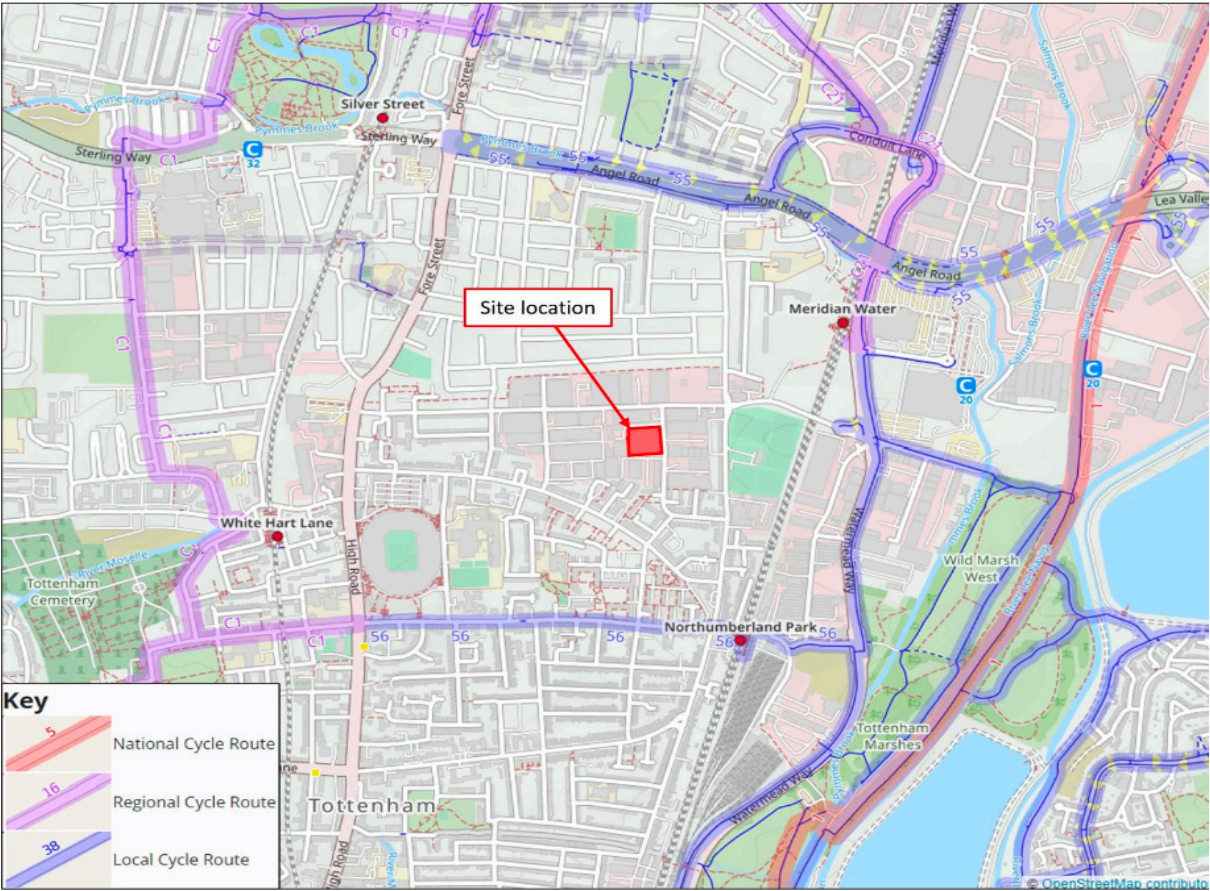
The closest bus stops to the site are a walk distance of approximately 350 metres to the east on Willoughby Lane and 390 metres to the south on Northumberland Park. These bus stops provide access to bus routes 341 and W3 respectively. Additional bus stops are located within 1km walk distance to the west of the site on the A1010 High Road which serve four bus routes (149, 259, 279 and 349). In total the site therefore benefits from access to a total of six frequent London bus services within 1km walk distance. These bus services have been summarised summarised in the below table

Bus No.	Bus Stop Location / Walk Distance	Bus Route Description	Average Weekday Frequency
341	Willoughby Lane / 350 metres	Lea Valley Tesco - Northumberland Park Station - Tottenham - Harringay - Manor House - Newington Green - Islington - Farringdon - Aldwych - Waterloo	Every 11 – 13 minutes
W3	Northumberland Park / 390 metres	Northumberland Park - White Hart Lane - Wood Green Station - Alexandra Palace - Hornsey - Ferme Park Road - Finsbury Park	Every 5 – 9 minutes
149	A1010 High Road / <1 kilometre	Edmonton Green - Tottenham - Stamford Hill - Stoke Newington - Dalston - Shoreditch - London Bridge	Every 6 – 10 minutes
259	A1010 High Road / <1 kilometre	Edmonton Green - Tottenham - Finsbury Park - Holloway - King's Cross	Every 9 – 13 minutes
279	A1010 High Road / <1 kilometre	Waltham Cross - Enfield Wash - Ponders End - Edmonton - Tottenham - Manor House	Every 5 – 8 minutes
349	A1010 High Road / <1 kilometre	Ponders End - Edmonton - Tottenham - Stamford Hill	Every 9 – 12 minutes

The above suggests bus travel forms a realistic and viable option for people accessing the site. There is also a night bus route N279 available from the A1010 High Road bus stops.

Cycle Routes:

Local, regional and national cycle routes can be found near the site, as below



Considerations and Challenges:**Schools:**

There are no schools in the vicinity of the site. Construction vehicles will not travel past any schools when travelling between the site and the A406 North Circular strategic highway network via the permitted routes.

Parks:

There are no parks in the vicinity of the site. Construction vehicles will not travel past any parks when travelling between the site and the A406 North Circular strategic highway network via the permitted routes.

Places of Worship:

There are no places of worship in the vicinity of the site. Construction vehicles will not travel past any places of worship when travelling between the site and the A406 North Circular strategic highway network via the permitted routes.

Community Centres:

There are no community centres in the vicinity of the site. Construction vehicles will not travel past any community centres when travelling between the site and the A406 North Circular strategic highway network via the permitted routes.

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1.5) Reversing of Vehicles:

A proposed area for car parking is to be available for use on site (location to be agreed with the Park Management). All vehicles must park legally and not block access/ egress routes at any time.

The reversing of vehicles over long distances is to be avoided where possible. Vehicles will be guided into the site by the trained Banksman and will turn the vehicles on the designated turning point on site before leaving back onto the public road system. Refer to Swept Path Drawing in Section 8.3.

1.6) Monitoring and Review:

The pedestrian routes, signage and traffic movement will be monitored on a daily basis by the Site Management.

There will also be an operative put in place that will have the responsibility of maintaining the pedestrian barriers and ensuring the routes are kept free from hazards, they will also replace any damaged signage. The Site Manager will also inspect the routes during his daily site inspection.

1.7) Informing the Workforce:

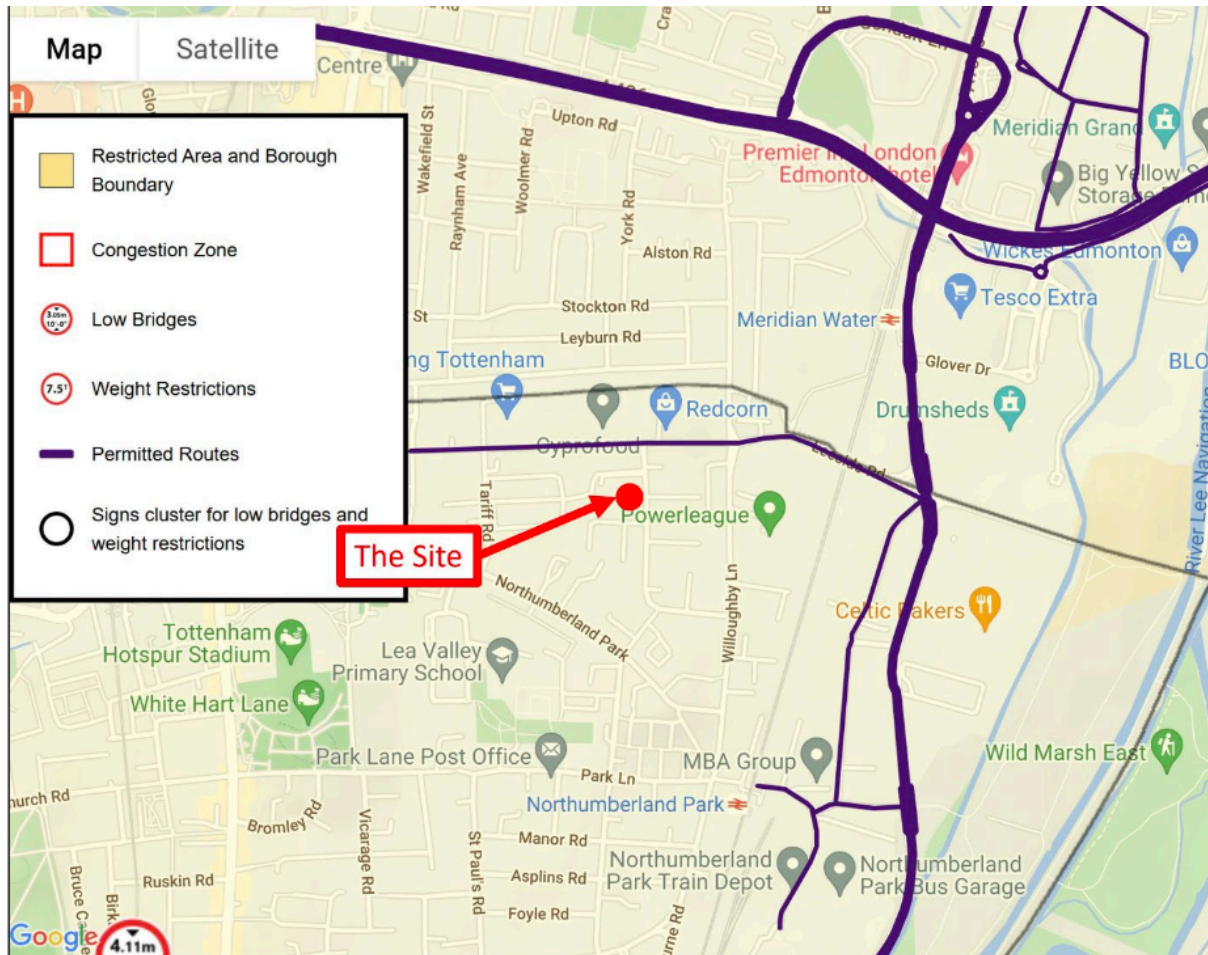
This plan together with the layout drawings will be located in the site office and canteen. The Site Manager will make reference to them in the site induction and above personnel will also be kept updated with any changes to the plan.

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1.8) Construction Traffic (Routing & Access)

This Section of the CLP is for the routing of all Construction related traffic (Deliveries, Waste, Employees, Contractors, and Visitors).

The proposed construction vehicle route to / from the A406 North Circular Road will be via Brantwood Road, Leaside Road, the A1055 Angel Edmonton Road, Conduit Lane / Montagu Road. All these roads form part of London Councils' permitted routes as shown in the below extract of the London Councils' Scheme Map.



All delivery drivers are to only attend site at pre-arranged delivery times as agreed with the Site Manager 24 hours in advance. Delivery drivers are to contact Faircloth prior to attempting to access site

Delivery drivers are required to call ahead to contact Site Management via mobile phone prior to attempting to access site. Any delivery drivers attending site outside of their pre-arranged time slot may be turned away.

All deliveries will be accompanied onto site by a Faircloth Construction Banksman, The site plan below, shows the location of the site in relation to the nearest highways and the access point to the site, blue arrows indicate direction of travel of vehicles approaching the site. Banksman positions are indicated.

The proposed route into the site via West Road the site will have a holding pen to avoid blocking the roadway into the site and the surrounding roads

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Vehicles will be wholly accommodated on the site with turning areas provided and allowing a reverse of the access routing to be adopted for vehicles leaving the site. The proposed routing is the most direct available from major roads in the vicinity and minimises routing through Residential Areas.

Lorries will only be permitted onto site as space allows. Lorries will enter the site and will turn the vehicles on the designated turning point on site before leaving onto the public road system. Banksman will use Stop/ Works boards when guiding delivery vehicles on and off the construction site.

Reversing of vehicles will be avoided however, if reversing is required, qualified Banksman will be in attendance and carefully guide the vehicle during the manoeuvre. All deliveries will be unloaded on site only unless prior consent has been given by the Faircloth Site Manager. Vehicles will avoid blocking or causing unnecessary congestion on West Road and the surrounding local roads.

Deliveries will be Monday to Friday from 08:00 hrs to 16:00 hrs and Saturdays 09:00 hrs to 14:00 hrs. The bulk of the deliveries be aimed to be timed between 09:30-14:30 Monday to Friday where possible.

No vehicle after entering the site will be unloaded without prior authorisation from the Site Manager. During unloading of vehicles, workers will be segregated from the area concerned as far as practicable and only properly trained personnel using certified Machinery and Equipment would instigate this process.

Drivers of vehicles entering or leaving the site should not impede or endanger traffic or pedestrians along West Road, and surrounding roadways. All drivers of vehicles on site will observe the speed restriction signs, and any instructions issued by the Site/ Contracts Manager/ Construction Director.

1.9) Waste Removal:

All vehicles leaving the site will have their wheels jet-washed where required. Additionally, on a regular basis, and as and when necessary, the company's road sweeping vehicle will clear the road of any debris in the vicinity of the site.

Vehicles carrying waste (both tipper and skips) from the site will be covered as necessary, in order to prevent dust nuisance or debris falling.

To prove the correct depositing of excavated material and to prevent the occurrence of fly tipping, a ticket system will be operated at the site. We shall provide when requested by the Local Authority, a sequentially numbered system to confirm each load of spoil has been deposited/ disposed of at an approved licensed site.

We shall also ensure that fly tipping by others does not take place on the site by ensuring adequate site security in the way of hoarding and fencing.

1.10) Material Movements:

All Material movement on site will be via a fully tested and inspected plant, operated by a C.P.C.S trained operatives.

All movements will be guided and escorted by a trained competent banksman, who shall remain in clear sight of the plant operator at all times.

Storage areas will be provided and materials will be kept in a safe and orderly fashion.

1.11) Mud on Roads:

This is regarded as one of the main logistical nuisance problems as well as an environmental issue arising from construction sites. We will therefore confirm that we will take strict measures to mitigate this potential problem, these will include as per the plans enclosed with this document:

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- The provision of wheel washing facilities via a powered jet washer at site access/ egress point
- The use of mechanical road sweeping to clean the public Highway adjacent to the site i.e. West Road

1.12) Vehicle Emissions – Compliance to Standards:

Vehicle emissions are regulated through the Road Vehicles (Construction and Use) Regulations (as amended), and the Motor Vehicles (Great Britain) Regulations made under the Road Traffic Act 1988. Further amendments implement the European Directives on vehicle emissions known as the EURO standards. The Euro standards set emission limits for several pollutants from different types of vehicles.

Construction vehicles will be required to comply with relevant EURO standards. Drivers will be required to:

- Switch off their vehicle's engine when stationary to prevent exhaust emissions (and noise). An authorised person may request a driver to switch off their engine.
- Keep their engines in tune and their catalysts working efficiently. In practice emissions are controlled through the MOT.

All vehicles used by Faircloth Construction Ltd will comply with MOT emission standards at all times. Vehicle owners can be prosecuted if their vehicle emits substances in excess of the standards. The Vehicle Excise Duty (reduced pollution) Regulations 1998 enable HGV's meeting certain particulate emission standards to qualify for a Reduced Pollution Certificate.

1.13) Non-Road Mobile Machinery (N.R.M.M):

Faircloth Construction Ltd will only use plant which is compliant with London's Emission Zone for NRMM, which for this site is Tier IV.

We can confirm, that prior to the works commencing, the site has been added to the NRMM register by Faircloth Construction Ltd along with the details of the NRMM equipment that may be utilised for site set up, any additional plant will be added as required. Evidence of registration follows on the next page.

Throughout the project lifecycle, the NRMM register will be kept up to date with copies of the emission details and limits for all equipment being used, to be retained on site

Dust and emissions created through the use of NRMM will be managed through PM2.5 & PM10 monitors set up at various points throughout the project. Dust created through the movement and use of machinery will be suppressed using onboard and secondary dust suppressant methods.

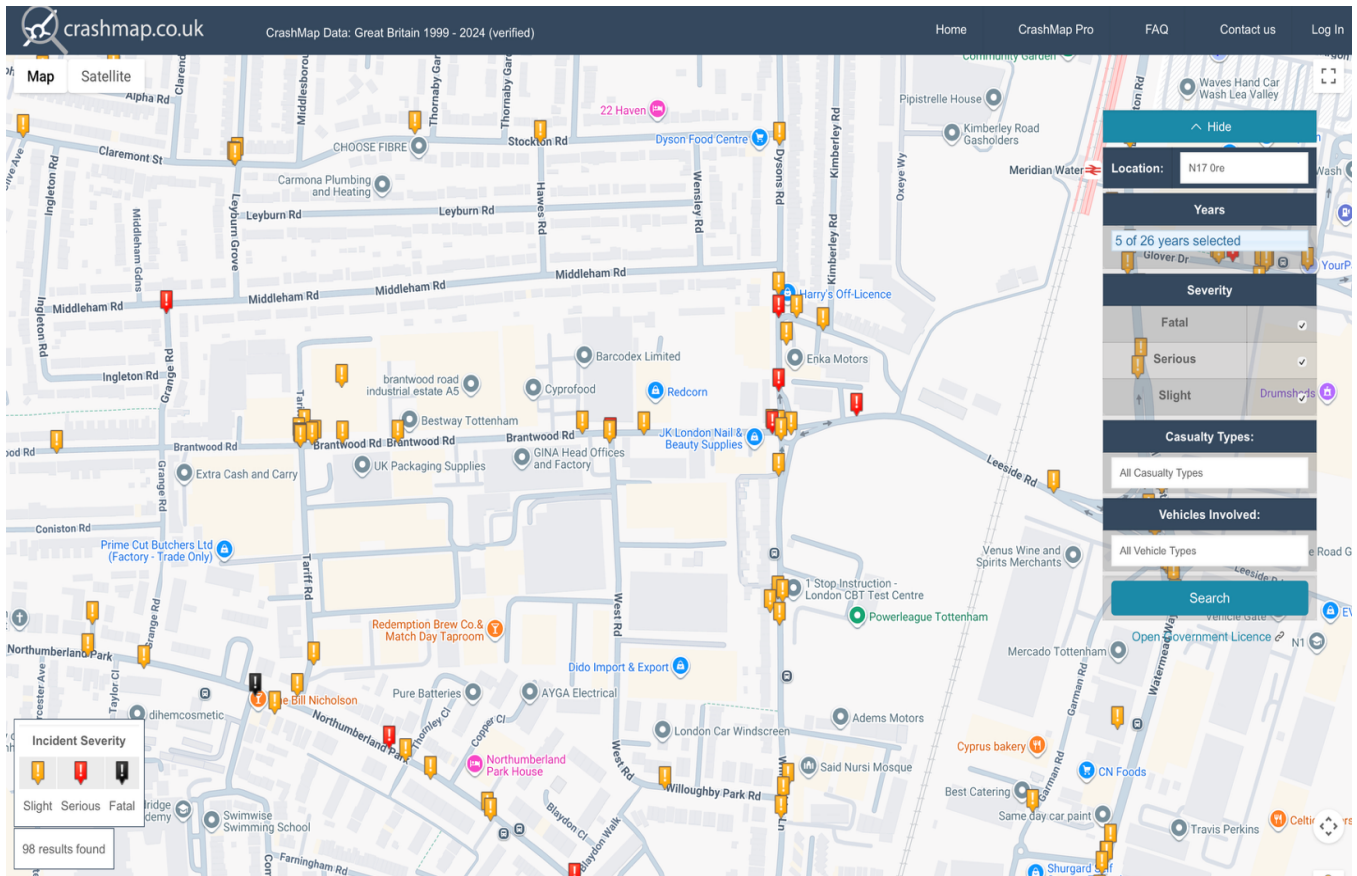
All NRMM machinery onsite will meet the required engine stage code as set out in the NRMM Practical Guide v.4 for the Greater London area of stage IIIA or higher. All unnecessary idling, running, or moving of machinery will be kept to a minimum to reduce the creation of exhaust emissions and dust creation.

All machinery onsite will undergo daily inspections by the operator, regular service intervals (500hrs), and annual thorough inspections. Any machinery viewed to be seen creating unnecessary environmental emissions (black smoke, engine oil leaks, hydraulic oil leaks etc) will be shut down until repairs have been carried out and any defects repaired.

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1.14) Road Traffic Accidents:

Below is a map indicating the number, type of and location of reported road traffic accidents on the public highways near to the development site (source crashmap.co.uk):



2) Parking:

We do not envisage any major disruption during the construction works to the surrounding properties and businesses.

Use of public transport to site is to be encouraged wherever possible, as stated previously, there are train and bus routes available within walking distance of the site and details of these will be made available to site operatives upon induction, due to the location of the construction site and the public transport available it is feasible that Public Transport can be used by those attending the site (Employees, Contractors and Visitors).

For those that have to come to site by car or van, vehicle sharing will be encouraged to reduce the number of vehicles brought to the site.

The Contracts Manager and Site Manager will make themselves known to the local adjacent businesses so that there can be clear line of communication and liaison while the project is ongoing.

A car park will be available for use adjacent to the Site Welfare Compound. All vehicles must park legally and not block access/ egress routes at any time.

3) Materials Deliveries and Storage:

Wherever possible it is Faircloth Construction Limited's policy to only use transport companies that are members of C.L.O.C.S. and F.O.R.S. All deliveries are to be planned at least forty-eight hours in

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advance to ensure that the best and most appropriate route to site is planned, that the correct type and size of vehicle is used and to ensure that safe clear level storage areas are prepared for materials to be unloaded to.

All delivery vehicles will be escorted on and off site by banksman and the public roads will be inspected regularly and kept free from dirt and debris at all times.

Materials are never to be stored above the height of the hoarding. Any deliveries made without proper notice or by in appropriate vehicle will be turned away from site. Site contact number display boards and signage will be erected to inform deliveries of whom to contact for access and the route to the site entrance.

4) Site Hours for Deliveries:

The site will operate Monday to Friday 08:00 to 18:00, and Saturday's 09:00 to 13:00, no deliveries will be made outside of these hours. In order to reduce the impact on local traffic deliveries between 08:00 – 9:00am and 15:00 – 16:00 will be avoided, wherever possible, to avoid clashes with local school traffic, ideally deliveries will be made before 08:00 or between the hours of 09:00 and 15:00 to avoid the above and peak traffic times week days.

Wherever possible to avoid congestion on West Road, deliveries will be made as early as possible, West Road can be busy especially at peak times.

5) Site Welfare Arrangements:

The welfare arrangements for site operatives will be as follows:

Enabling works - Energy Saving oasis 32ft cabin office/drying room/canteen/toilet, located in HERAS fenced compound, provided with temporary power and water.

Main Works: Energy efficient 32ft Double stacked Office over Canteen and Meeting Room over Drying Room, with a minimum of a 2+1 Lavatory Unit, all supplied with temporary power and water, location to be agreed.

Secure containers within the Site Compound, will also be provided for the storage of tools and small materials etc, along with a secure covered cycle shelter, for those local operatives that can cycle to work.

6) CLOCS/ FORS:

All suppliers for this site must be CLOCS compliant and will be checked at the gate as a matter of safety procedure. Faircloth Construction Limited audit all supplier's safety performance and keep a FORS register requiring a minimum silver standard. This will be kept available for review in the Site Office.

All suppliers and subcontractors will be made aware of the contents of this construction logistics plan and must comply with the requirements of same.

The site will be registered with the Considerate Constructors Scheme who will monitor Faircloth Construction Limited's CLOCS performance on this site.

The following outlines details of the procedures to be carried out: -

Delivery Vehicle Checks at Site Entrance (Off Road):

a) Vehicle operators FORS membership to be minimum silver level.

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b) Check that any vehicles over 3.5 tonne is fitted with a venerable road users kit including class V and VI mirrors, blind spot minimising systems including cameras, sensors etc, side under run protectors to both sides, audible reversing alert and venerable road users warning signs.

c) Drivers must be in possession of a valid licence for the vehicle they are driving and possess proof of vulnerable road users training.

Accident Reduction Plan:

a) Minimise deliveries and vehicle movements by careful planning.

b) Plan safest access routes to the site avoiding busy areas, schools etc.

c) Request the use of smaller vehicles wherever possible.

d) Use only FORS silver member delivery companies.

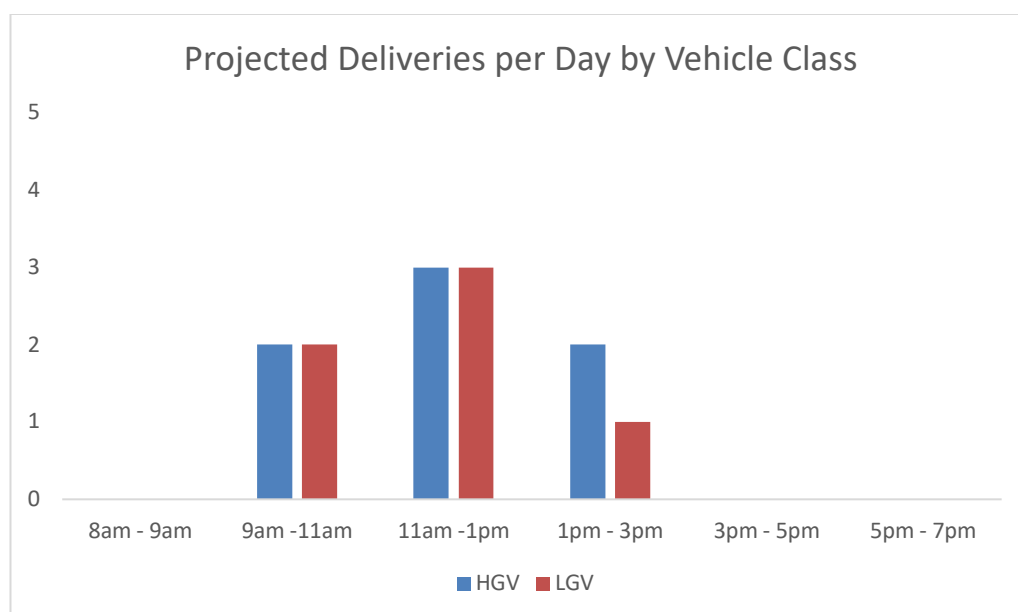
e) Refuse entry to site of noncompliant vehicles and drivers.

f) Accompany all vehicles from the delivery entrance.

g) Implement 5MPH speed limit within the site.

h) Avoid routes with accident black spots.

7) Estimated Vehicle Movements



The Table above represents indicative daily delivery forecasting over the course of the project

Deliveries are only to be permitted onto site between the hours of 09:15 and 15:00 and are to be pre-arranged 24 hours in advance.

Deliveries are to be avoided between the hours of 08:00 – 09:00 and 15:00 – 16:00 to avoid the clashing with neighbouring school traffic and rush hour/ peak traffic times, therefore reducing local disruption.

As shown in the table above, we expect 6 LGV deliveries per day and 7 HGV deliveries per day on average, dependant on the site activities and programme. It is envisaged that no abnormal loads will be required for this project.

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Contractor Forecasting

It is anticipated that there will be 20-30 men (average 25) on site per day, 5 days per week, across the duration of the project.

Of the anticipated 25 men on site per day, we forecast 90% would use cars/vans and 10% would use train. However, due to car sharing policies we expect around 6-8 vehicles on site per day, inclusive of the Site Manager's vehicle.

Additional journeys created would include, but not be limited to:

- Contracts Manager – 1 visit per week, by car.
- Contracts Director – 1 visit per week, by car
- Quantity Surveyor – 1 visit per week, by car.
- Health and Safety Representative – 2 visits per month, by car.

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8.0) Site Plans:

8.1) Site Location Plan:



Red line indicates construction zone demise

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8.2) Development Proposal

