

2026

re:shape

Construction Logistics Plan

Ashley Park





TETRA TECH

Ashley Park, Tottenham Hale

Outline Construction Logistic Plan

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Outline Construction Logistic Plan
Version 2
18 August 2026

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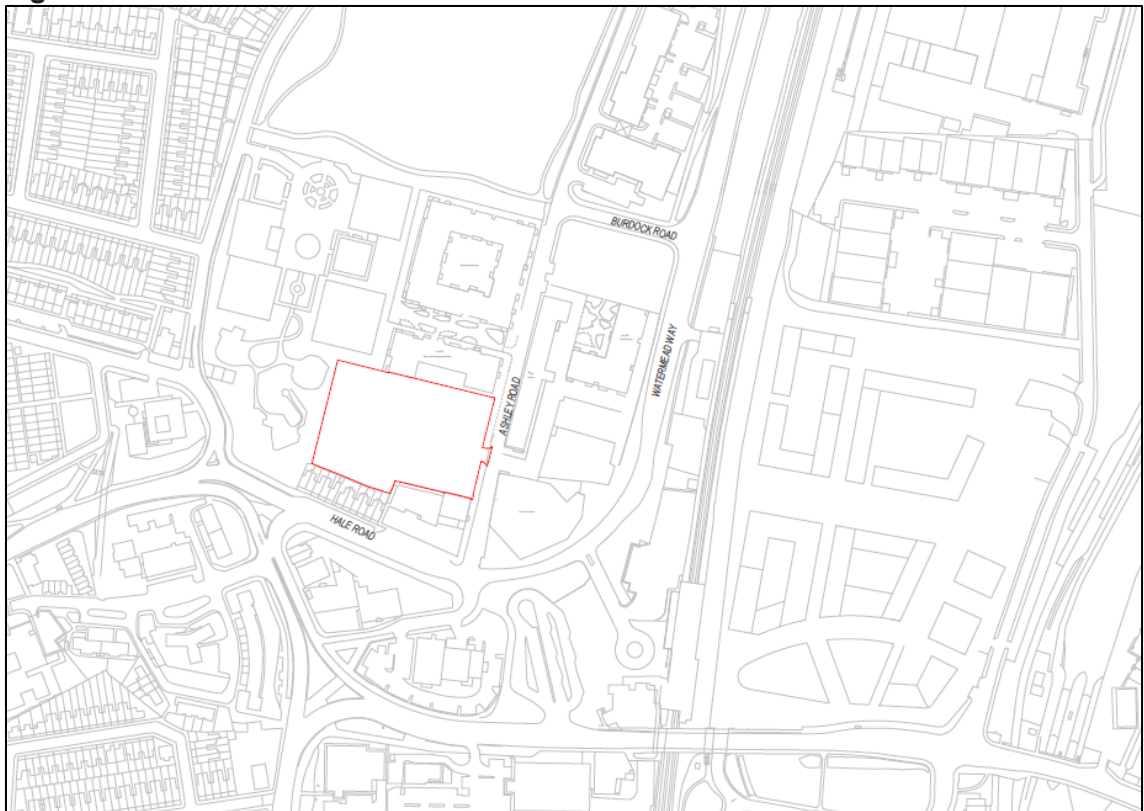
1 INTRODUCTION

- 1.1 Tetra Tech have been commissioned by Re:shape T Ltd to provide an Outline Construction Logistics Plan ('CLP') as part of the scope of transport work associated with a proposed redevelopment scheme at Ashley House, Ashley Road, Tottenham Hale in the London Borough of Haringey (LBH).

Site Location & Context

- 1.2 The site is located in Tottenham Hale, an area of mixed character that includes industrial, commercial, retail and residential uses. The site lies along the main spine of Ashley Road, Ashley House is to the west of Ashley Road, while Down Lane Park is to the west of the proposed development parcel.
- 1.3 The location of the site in context of its surroundings is presented in **Figure 1.1** below.

Figure 1.1: Site Location



CLP Objectives

- 1.4 The overall objectives of this Outline CLP are to:
- Minimise the impact of construction on the local community surrounding the site;

- Manage construction access to the site via the local streets to minimise the impact on residents;
- Enhance safety – Effectively manage safety on the construction routes and site access arrangements for pedestrians, cyclists and other vehicles while construction vehicles manoeuvre (if required); and
- Reduce congestion – To reduce construction trips to the site via the local streets as far as practically possible, especially in the peak periods.

1.5 To support the realisation of this objective, several sub-objectives are proposed:

- 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 Outline CLP with construction contractors;
- Communication of site delivery and servicing facilities to workers and suppliers; and
- Encouraging the most efficient use of construction freight vehicles.

Development Proposals

1.6 The full development description is set out below:

“Mixed use development comprising residential accommodation (Class C3) and shared living accommodation (Sui Generis) alongside commercial/community floorspace (Class E/F2) and public realm, blue-badge and cycle parking, open space, hard and soft landscaping and all other associated works”

Development and Construction Information

1.7 The following information in

1.8 **Table 1.1** is provided regarding the overall development and construction.

Table 1.1: Development and Construction Information

Site Location and Use	Ashley House, Ashley Road, Tottenham Hale, Usage: Shared Living, Affordable Housing, Commercial and Community.
Developer Name	Re:shape T Ltd

Name and Contact Information of Individual Responsible for Preparing the CLP	Jamie Connors Tetra Tech Consulting Ltd T: 020 3691 0500 E: jamie.connors@tetrattech.com
Name and Contact Information of Individual Responsible for Approving the CLP	London Borough of Haringey
Site Contact Details (in hours)	Contractor (once appointed)
Site contact details (out of hours)	As above 'in hours' contact details
Hours of Operation	08:00 – 18:00 Monday - Friday 08:00 – 13:00 Saturday No Sunday / Bank Holiday working
Scope and Size of Development	Shared Living Rooms 522 rooms Affordable Housing Units 87 units Commercial 230m2 Community 126m2
Traffic Regulation Orders (TROs) that may be required	Temporary restrictions on use of Burdock Road during peak construction and potentially on Ashley Road if necessary.
Events / Temporary Overlay	Events and football matches taking place at Tottenham Hotspurs Stadium to the north of the site may impact scheduling. This will be reviewed on a case by case basis.

CLP Structure

1.9 The CLP is divided into the following chapters:

- Section 1:** Introduction;
- Section 2:** Context, Considerations, and Challenges;
- Section 3:** Construction Programme & Methodology;
- Section 4:** Vehicle Routing & Access;
- Section 5:** Impact Reduction;
- Section 6:** Estimated Vehicle Movements; and
- Section 7:** Implementing, Monitoring, and Updating.

2 CONTEXT, CONSIDERATIONS, & CHALLENGES

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

Policy Context

- 2.2 This subsection of the CLP references policies that have been considered in the preparation of the document.

Traffic Management Act (2004)¹

- 2.3 The Traffic Management Act makes ‘provision in relation to the management of road works; 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 & 2016)

- 2.4 First 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. The 2016 edition covers latest vehicle standards, including ongoing trials of longer vehicles semitrailers.

London Plan (2021)²

- 2.5 The London Plan was adopted in March 2021 and is the overall strategic plan for London, setting out an integrated economic, environmental, transport, and social framework for the development of London over the next 20-25 years.
- 2.6 With reference to freight and DSPs, Policy T7 ‘Deliveries, servicing, and construction’ states the following:

“G. 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 in a way which reflects the scale and complexities of developments.

H. Developments should be designed and managed so that deliveries can be received outside of peak hours and in the evening or night-time. Appropriate

¹ [Traffic Management Act 2004 summary - GOV.UK](#)

² [The London Plan 2021 | London City Hall](#)

facilities are required to minimise additional freight trips arising from missed deliveries and thus facilitate efficient online retailing.

I. At large developments, facilities to enable micro-consolidation should be provided, with management arrangements set out in Delivery and Servicing Plans.

[...]

K. During the construction phase of development, inclusive and safe access for people walking or cycling should be prioritised and maintained at all times.”

2.7 Paragraph 10.7.4 states:

“When planning freight movements, 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.”

2.8 Paragraphs 10.7.5 states:

“Delivery and Servicing Plans should demonstrate how the requirements of the site are met, including addressing missed deliveries. Appropriate measures include large letter or parcel boxes and concierges accepting deliveries. Car-free developments should consider facilitation of home deliveries in a way that does not compromise the benefits of creating low-car or car free environments.”

2.9 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.”

Freight and Servicing Action Plan (2019)³

2.10 The Freight and Servicing Action Plan (FASP, 2019) forms part of the Mayor’s Transport Strategy for London sets out a vision for safe, clean, and efficient freight operations throughout the capital.

³ [Freight and servicing action plan](#)

Transport for London: Construction Logistics Planning Guidance (2021)⁴

- 2.11 The guidance aims to establish a standardised approach to assessing the CLP element of planning application, inform developers of the technical requirements of CLPs, describe the planned measures that should be considered within a CLP, provide detail on the implementation and monitoring of CLPs, and introduce the concept of community considerations and their relevant to the CLP process.

Fleet Operator Recognition Scheme (FORS)⁵

- 2.12 FORS is a unique, industry-led, free membership scheme to help van and lorry operators in London become safer, more efficient, and more environmentally friendly.
- 2.13 The FORS has three membership levels Bronze, Silver, and Gold. Bronze members must meet the following requirements:
- Drivers and vehicle management;
 - Vehicle maintenance and fleet management;
 - Transport operations; and
 - Assessing the performance of company policies.
- 2.14 Silver and Gold level members meanwhile need to provide data to enable benchmarked values to be produced per million kilometres for each type of vehicle for:
- Fuel use;
 - CO₂ and emissions;
 - Vehicle incidents; and
 - Penalty Charge notice and fines.

Active Travel, Public Transport, and Highway Access

Pedestrian Access & Environment

- 2.15 The CIHT's guidance 'Guidelines for Providing for Journeys on Foot' (2000) states in paragraph 3.32 and within Table 3.2 that the preferred maximum walking distance to facilities and local services is 2,000m. The distances for various land uses are outlined in **Table 2.1**.

Table 2.1: Acceptable Walking Distances (m)

Definition	Town Centres	Commuting / School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m

⁴ [Construction Logistics Planning \(CLP\) Guidance](#)

⁵ [FORS Homepage - FORS - Fleet Operator Recognition Scheme](#)

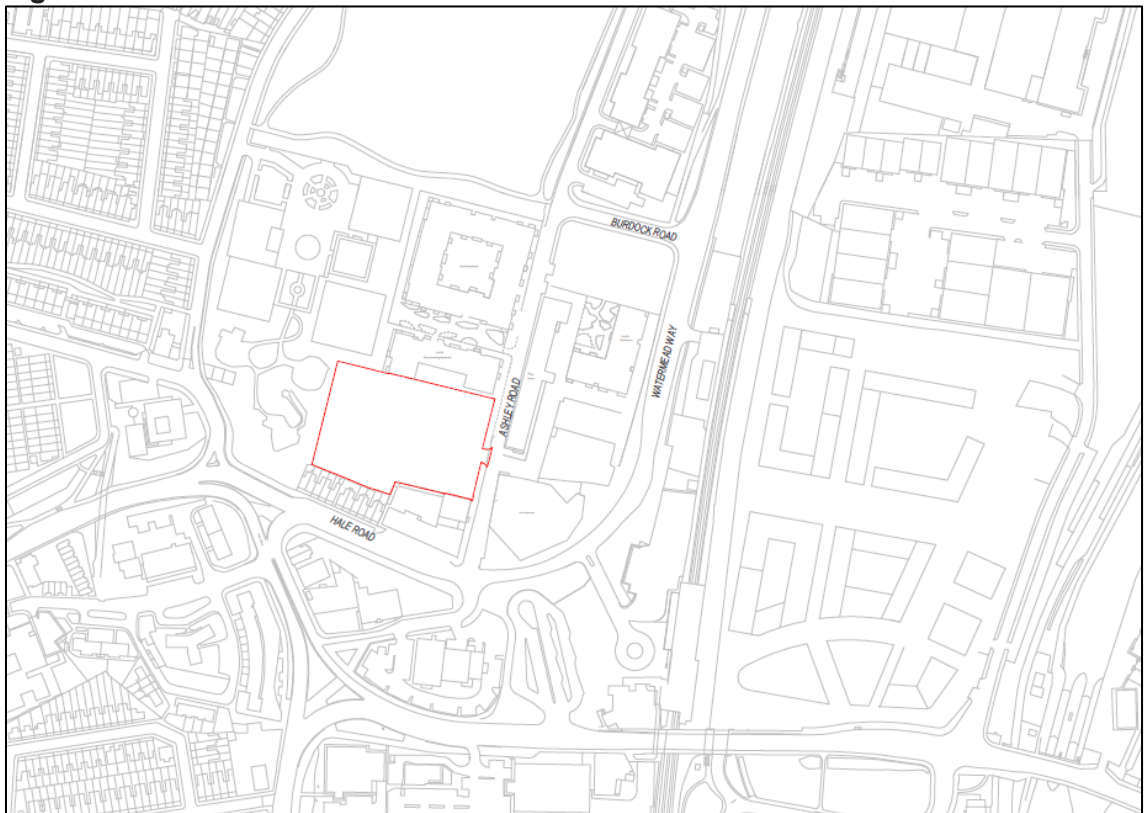
Preferred Maximum	800m	2,000m	1,200m
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Source: CIHT Guidelines for Providing for Journeys on Foot (2000)

BASELINE CONDITIONS

- 2.16 As noted above, the site lies within Tottenham Hale, a key mixed-use area within the London Borough of Haringey. It is located along the spine of Ashley Road.
- 2.17 The location of the site in context of its surroundings is presented in **Figure 2.1** below.

Figure 2.1: Site Location



Source: QGIS, © OpenStreetMap contributors

Pedestrian and Cycle Network

Pedestrian Infrastructure

- 2.18 The CIHT's guidance 'Guidelines for Providing for Journeys on Foot' (2000) states in paragraph 3.32 and within Table 3.2 that the preferred maximum walking distance to facilities and local services is 2,000m. The distances for various land uses are outlined in **Table 2.1**.

Table 2.2: Acceptable Walking Distances (m)

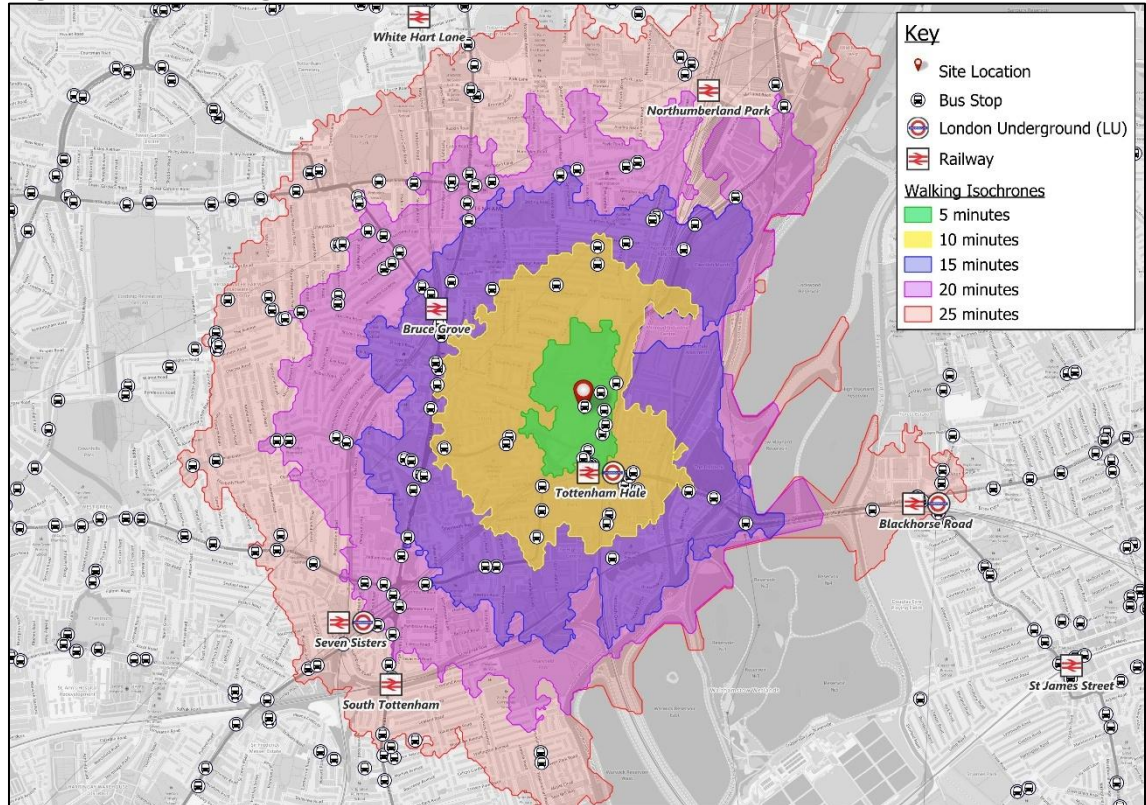
Definition	Town Centres	Commuting / School	Elsewhere
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Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Source: CIHT Guidelines for Providing for Journeys on Foot (2000)

- 2.19 There are well-established footways and crossing points in the vicinity of the site. The existing pedestrian routes provide a continuous paved link along Ashley Road and through the surrounding area. Ashley Road features raised tables at various locations, improving pedestrian crossing safety. Ashley Road also gives pedestrians direct access to the A1055 Watermead Way, which connects to the wider pedestrian network.
- 2.20 Footway widths on Ashley Road vary from approximately 3.1 m to 5.5 m. The footway directly along the site frontages measures about 4.5–5.5 m around the perimeter of the southern parcel and about 2.5 m around the perimeter of the northern parcel. Some grass verges are present along parts of Ashley Road, typically around 1.5 m wide. Footways along the A1055 Watermead Way are approximately 2.5 m to 9.0 m wide.
- 2.21 Signal-controlled pedestrian crossings are located along Watermead Way. The nearest crossing to the site is directly opposite the northern parcel's frontage on Watermead Way. This staggered crossing provides a safe route to the eastern footway on Watermead Way.
- 2.22 Approximately 50 m south of the southern parcel there is another signal-controlled crossing adjacent to the Ashley Road / A1055 Watermead Way junction, providing a safe crossing of Watermead Way and onward access toward Tottenham Hale Station and Tottenham Hale Retail Park.
- 2.23 The wide footways on the junction approaches support pedestrian movement and enable efficient operation of the signal-controlled crossings, allowing pedestrians to move through the local network with minimal delay.
- 2.24 An informal pedestrian route through Down Lane Park lies about 20 m from the northern parcel and about 150 m from the southern parcel. This route connects the site to Park View Road and to nearby sports fields.
- 2.25 **Figure 2.2** below shows walking isochrones for 5, 10, 15 and 20 minutes from the site frontage on Ashley Road. The midpoint between the two parcels was used as a proxy to determine the isochrones. As shown, a range of key services and amenities can be reached within a 15-minute walk, with access to bus, Underground and rail services available in under 5 minutes.

Figure 2.2: Walking Isochrones

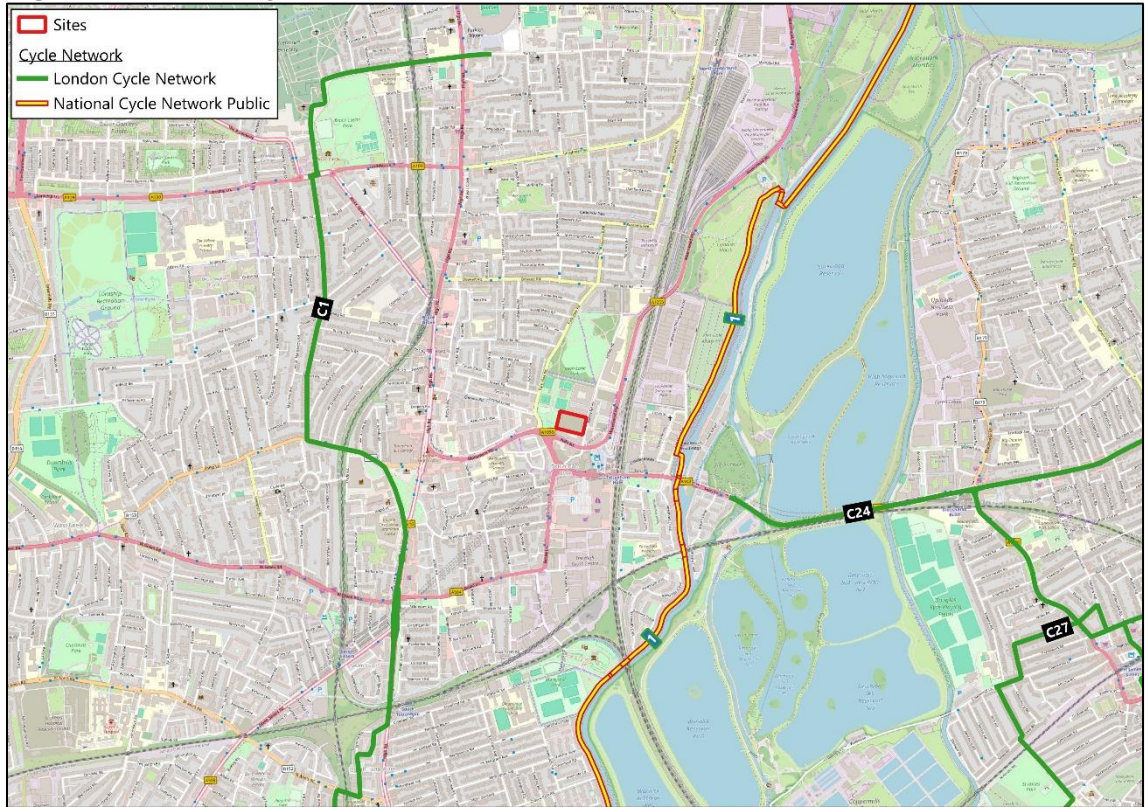


Source: QGIS, © OpenStreetMap contributors & © 2024 TravelTime.

Cycle Infrastructure

- 2.26 Cycling has potential for sustainable journeys, particularly for less than five miles in length. LTN 1/20 'Cycle Infrastructure Design' advises that two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people.
- 2.27 While dependent on available infrastructure and other circumstances, these trips, in conjunction with shorter trips also suitable for walking, are an important focus when considering access to local facilities for a proposed development. The distance that people are willing to cycle varies based on their ability, the quality, safety, and provision of infrastructure, and available destinations.
- 2.28 Topography is not an impediment to cycling within the vicinity of the site. Cycle routes around the site are illustrated within **Figure 2.3** while cycle isochrone mapping can be found in **Figure 2.4**.

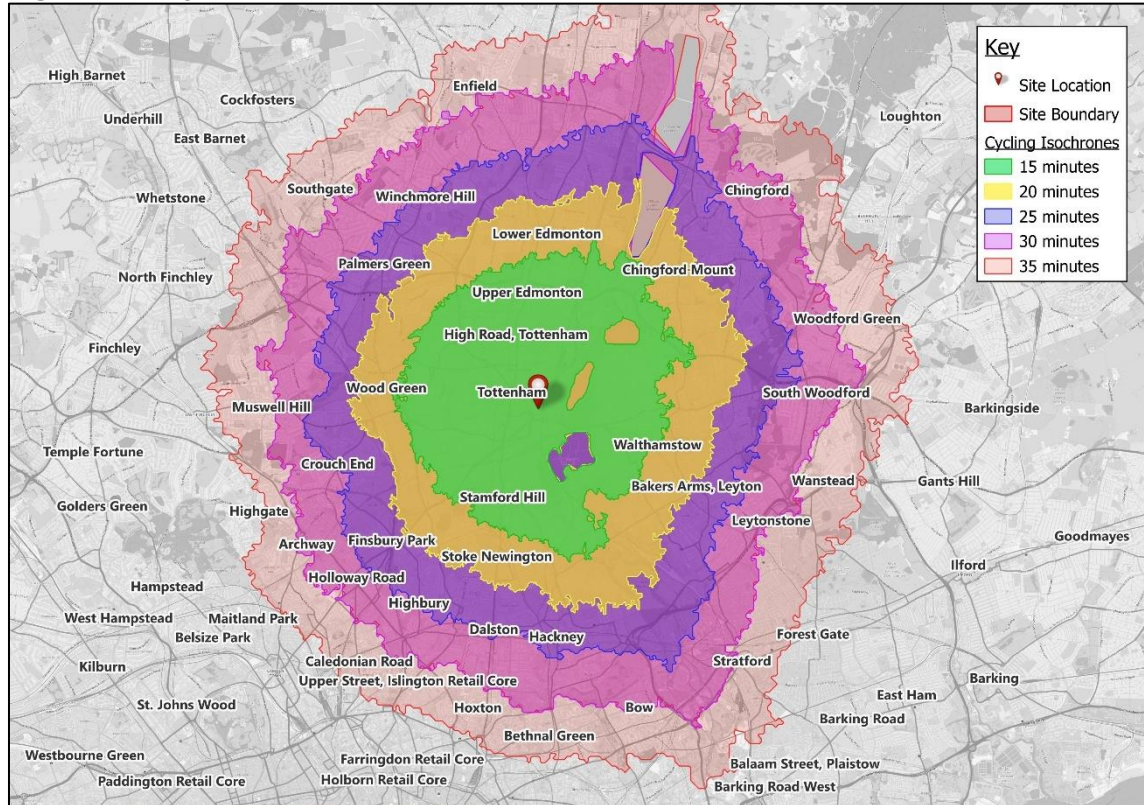
Figure 2.3: Local Cycle Network



Source: QGIS, © OpenStreetMap contributors

- 2.29 The cycle isochrone mapping shown below in **Figure 2.4** provides travel time isochrones from the site. The isochrones illustrate 10, 20, and 30-minute cycle times. Within 10 minutes, all of Tottenham can be reached, while Hackney, Finsbury Park, Palmers Green, Walthamstow and Dalston can be reached within a 25-minute cycle ride. This demonstrates that the site is accessible for journeys to a large area of North London, providing links to onward travel, employment, shopping facilities and leisure activities.

Figure 2.4: Cycle Isochrones



Source: QGIS, © OpenStreetMap contributors & © 2024 TravelTime.

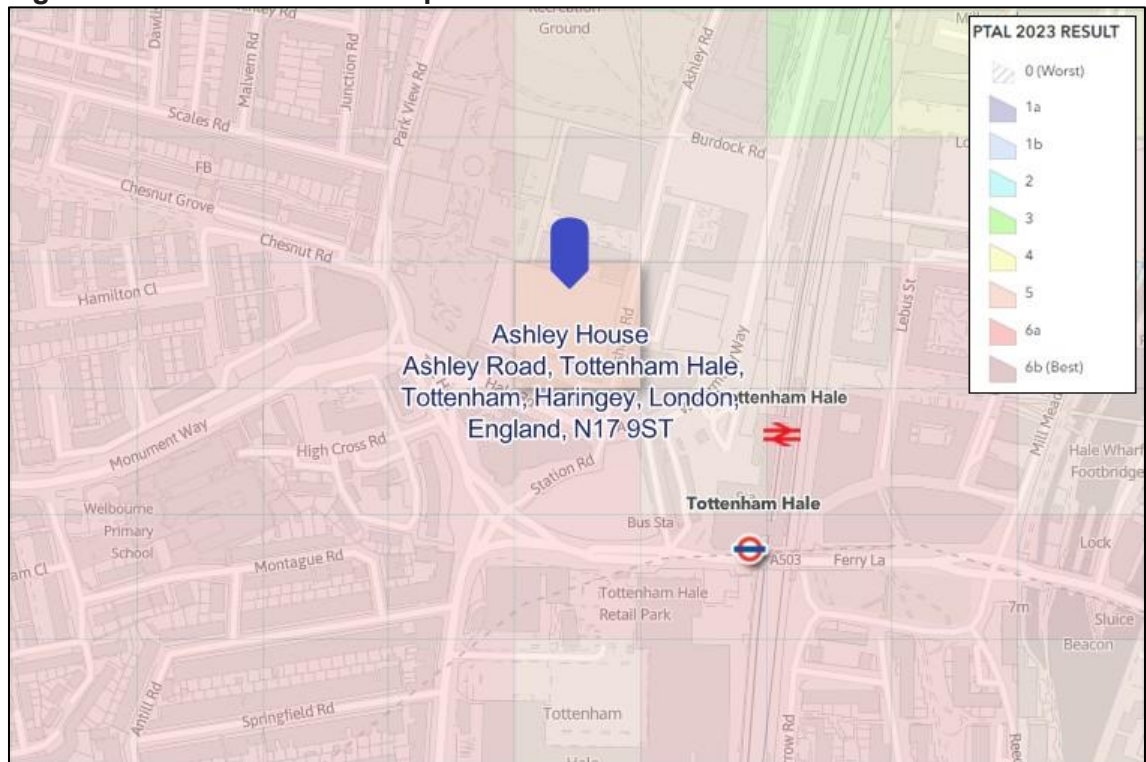
- 2.30 The site is located within reasonable cycling distance of three named routes within London's extensive Cycleway network (LCN) and various unnamed cycle routes which form part of the LCN, offering a wide selection of protected, traffic-free, or low-traffic routes aimed at catering for cyclists of all ages and abilities.
- 2.31 The cycle isochrone figure also shows that to the south of Tottenham Hale station, Ferry Lane forms part of Cycleway 24, a direct route across to Walthamstow and a connection to Cycleway 1, one of London's principal cycle routes providing a direct link to Central London to the south.
- 2.32 Ashley Road also forms part of one of many unclassified cycle routes in the area, running north toward Watermead Way and continuing to C21.
- 2.33 Cycleways aim to promote cycling as a viable and environmentally friendly mode of transport, reducing reliance on cars and improving air quality. **Figure 4.3** shows the abovementioned cycleways in relation to the site's location.
- 2.34 Additional on-street cycle parking is available across the local highway network in the form of Sheffield stands. The nearest on-street facilities are located circa 50m north of the southern parcel and provide 10 cycle parking spaces in the form of 5 Sheffield Stands.
- 2.35 Various e-bikes and e-scooters can also be hired near the site through micromobility companies on a per-use basis. Designated drop-off and pick-up bays are located adjacent to Tottenham Hale Station.

Public Transport Accessibility

PTAL

- 2.36 Public Transport Accessibility Levels (PTALs) provide a useful guide as to the accessibility of an area. PTAL scores range from 1 to 6b, where 6b is the highest score and 1 the lowest. TfL's WebCAT tool calculates a PTAL rating 5, showing a high level of public transport accessibility. **Figure 2.5** below shows the PTAL of the site within the context of the surrounding area.

Figure 2.5: Site Area PTAL Map



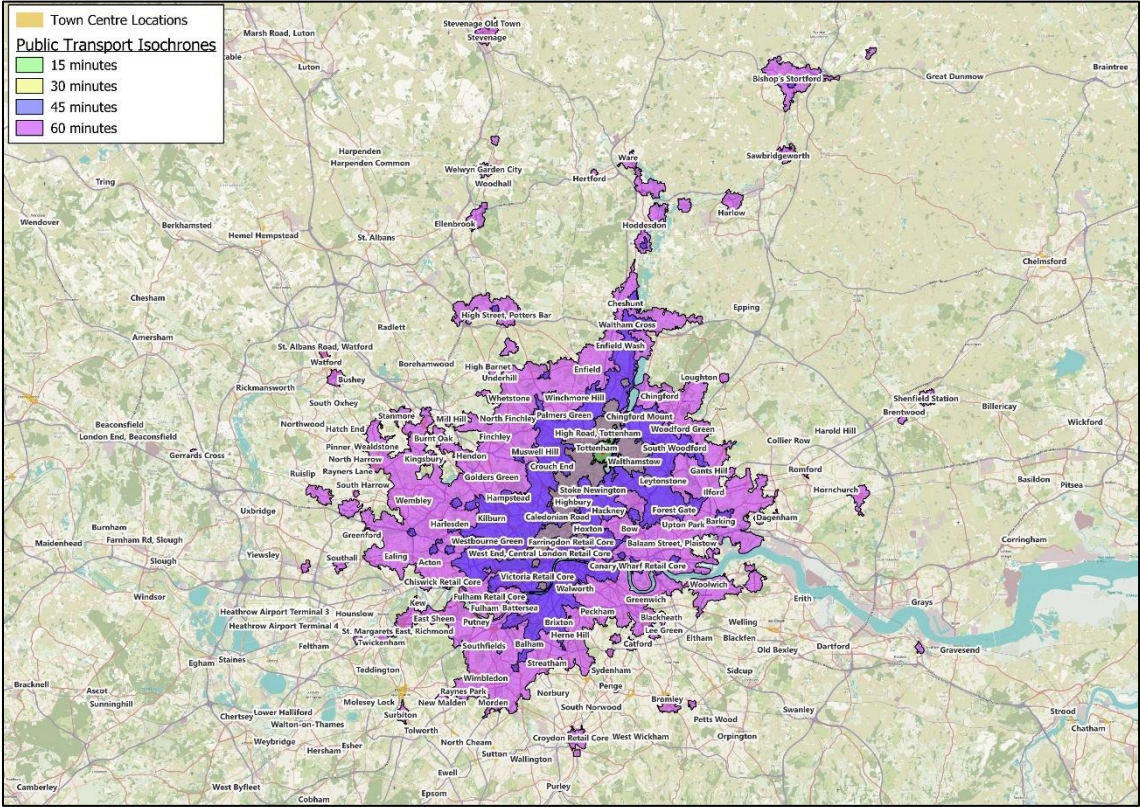
Source: TfL WebCAT Service⁶

Transport Isochrones

- 2.37 The site's high PTAL rating ensures strong public-transport connectivity. As shown, the majority of central London can be reached within 45 minutes; this also includes central locations such as Huddersdon and Bishop's Stortford. Within an hour, most of London can be reached, including outer-London locations such as Croydon, Hornchurch, Brentwood, Shenfield, Watford, Hatfield, Welwyn Garden City, Hertford and Stansted Airport. **Figure 2.6** illustrates areas accessible from the site within 15, 30, 45 and 60 minutes by public transport.

⁶ [WebCAT 3.0 - Web-based Connectivity Assessment Toolkit](#)

Figure 2.6: Public Transport Isochrones



Bus Services

- 2.38
- PTAL guidance considers that people are willing to walk up to eight minutes to access bus stops. TfL therefore considers bus stops within 640m of a development (80m x 8 minutes) to be accessible.
- 2.39
- The site is served directly by Tottenham Hale Bus Station, which is situated around 110m from the southern part of the development and circa 260m from the northern part of the development. There is also northbound and southbound bus stops on the A1055 Watermead Way. A summary of the services from the bus station and the bus stops on Watermead Way can be found in **Figure 2.3**. As can be seen there are eight bus services which operate close to the site, including two services which run throughout the night.

Table 2.3: Bus Stops Near Site

Service	Route	Frequency			
		AM Peak	PM Peak	Sat	Sun
Tottenham Hale Bus Station					

W4	Tottenham Hale Bus Station – Tottenham Hale Retail Park – College of North East London – Tottenham Town Hall – Bruce Grove Station – Turnpike Lane Station – Wood Green Station	Every 8–12 minutes	Every 8–12 minutes	Every 8–12 minutes	Every 9–12 minutes
N73*	Walthamstow Bus Station – Blackhorse Road – Tottenham Hale Bus Station – Tottenham High Road – Tottenham Court Road – Oxford Circus	N/A	N/A	Night/early-morning pattern (varied)	Night/early-morning pattern (varied)
N41*	Tottenham Hale Bus Station - Seven Sisters Station - Turnpike Lane Bus Station - Hornsey Station Crouch End Broadway - Hornsey Rise - Archway Station - Upper Holloway Station - Holloway Road Station - Highbury & Islington Station - Angel Station - Islington High Street - Vernon Place (for Holborn Station) - Leicester Square Station- Trafalgar Square Whitehall	Every 30 minutes Night/early-morning pattern	Every 30 minutes Night/early-morning pattern	Every 30 minutes Night/early-morning pattern	Every 30 minutes Night/early-morning pattern
41	Archway Station (Junction Road) - Crouch End Broadway - Hornsey High Street - Turnpike Lane Station West Green Road - Seven Sisters Station - Tottenham Hale Bus Station	Every 5 – 8 minutes	Every 5 – 8 minutes	Every 5 – 9 minutes	Every 12 – 13 minutes
76	Tottenham Hale Bus Station – Park View Road – Seven Sisters Station – Stoke Newington – Dalston Kingsland – Old Street / Moorgate	Every 6–9 minutes	Every 10–12 minutes	Every 9–13 minutes	Every 11–13 minutes
123	Tottenham Hale Bus Station – Tottenham High Road – Bruce Grove Station – Mount Pleasant Road – Turnpike Lane Bus Station – Ilford / Hainault area	Every 8–12 minutes	Every 8–12 minutes	Every 9–12 minutes	Every 8–12 minutes
230	Tottenham Hale Bus Station – Mill Mead Road – Walthamstow Wetlands – Blackhorse Road – Walthamstow Bus Station – Wood Street	Every 15–20 minutes	Every 15–20 minutes	Every 15–20 minutes	Every 15–20 minutes
Burdock Road / Lee Valley Technopark (Stop G)					
192	Burdock Road / Lee Valley Technopark – Northumberland Park / Meridian Water – Edmonton Green – Plevna Road – Edmonton Green Bus Station – Enfield Town	Every 8–12 minutes	Every 8–12 minutes	Every 9–12 minutes	Every 11–13 minutes

Source: TfL (November 2025)

Notes: * AM and PM frequencies for night services represent peak frequency throughout its service window

- 2.40 As shown in 110m from the site, there is also northbound and southbound bus stops on the A1055 Watermead Way. A summary of the services from the bus station and the bus stops on Watermead Way can be found in **Table 2.3**. As can be seen there are eight bus services which operate close to the site, including two services which run throughout the night.
- 2.41 **Table 2.4** eight bus services are available within short walking distance of the site. It is anticipated that buses will serve as an important mode of travel for future residents of the development.

London Underground (Victoria Line)

- 2.42 Tottenham Hale Underground Station is 250m to the south of the site, which is on the Victoria Line, **Table 2.4** illustrates the peak frequency.

Table 2.4: Tottenham Hale Underground Services

Line	Route	First Train	Last Train	Average Peak Frequency
District Line	Walthamstow Central – Blackhorse Road – Tottenham Hale – Seven Sisters – Finsbury Park – Highbury & Islington – King’s Cross St. Pancras – Euston – Warren Street – Oxford Circus – Green Park – Victoria – Pimlico – Vauxhall – Stockwell – Brixton	05:28	00:35	27 per hour

Source: TfL Timetable Information (2025)

- 2.43 Access to the Victoria Line at Tottenham Hale Station allows quick and easy access to Central London. Furthermore, there is a direct access from the station to the key London train termini at London King Cross and St Pancras – which includes national services across the UK and international services to mainland Europe.
- 2.44 Given the proximity of Tottenham Hale Station to the site and its level of integration with the rest of the London Underground network, it is anticipated that a substantial proportion of future residents would travel by this mode of transport.

National Rail

- 2.45 Tottenham Hale Station also offers National Rail services are operated by Greater Anglia on the West Anglia Main Line, serving both local trains and faster services. Regular southbound services run into London Liverpool Street with typical journey times of around 9–12 minutes on faster trains and 15–20 minutes on all-stops services; northbound trains serve destinations such as Cheshunt, Broxbourne, Stansted Airport and Cambridge.
- 2.46 Frequency is high during weekday daytime hours, combining multiple routes to provide several trains per hour in each direction, exact frequencies and calling patterns change outside peak periods and at weekends.

Overground - Weaver Line

2.47 Bruce Grove Overground Station is located approximately 15 minutes from the sites to the north west. This station is served by the Weaver Line which runs between London Liverpool Street and Cheshunt and Enfield. A breakdown of these services can be found in **Table 2.5** below.

Table 2.5: Bruce Grove Overground Services

Line	Route	First Train	Last Train	Average Peak Frequency
London Liverpool – Enfield Town	London Liverpool Street, Bethnal Green, Cambridge Heath, London Fields, Hackney Downs, Rectory Road, Stoke Newington, Stamford Hill, Seven Sisters, Bruce Grove, White Hart Lane, Silver Street, Edmonton Green, Bush Hill Park, Enfield Town.	06:20	00:20	4 per hour
Weaver London Liverpool – Cheshunt	London Liverpool Street, Bethnal Green, Cambridge Heath, London Fields, Hackney Downs, Rectory Road, Stoke Newington, Stamford Hill, Seven Sisters, Bruce Grove, White Hart Lane, Silver Street, Edmonton Green, Southbury, Turkey Street, Theobalds Grove, Cheshunt.	06:05	00:05	3 per hour

Source: TfL Timetable Information (2025)

Local Highway Network

Ashley Road & Burdock Road

- 2.48 Ashley Road and Burdock Road are both situated directly adjacent to the site. Ashley Road runs in a north–south direction and is one-way from south to north (except for bicycles) from the junction with Watermead Way/Station Road/Hale Road. Ashley Road has a speed limit of 20 mph and is approximately 3 m wide.
- 2.49 Burdock Road is a short, two-way single-carriageway road with a width of approximately 7.3 m. The route runs from Ashley Road in the west to Watermead Way in the east.
- 2.50 The Ashley Road/Station Road/Hale Road/Watermead Way junction is signalised with pedestrian phases. The Burdock Road/A1044 Watermead Way junction to the north is also signalised with pedestrian phases.

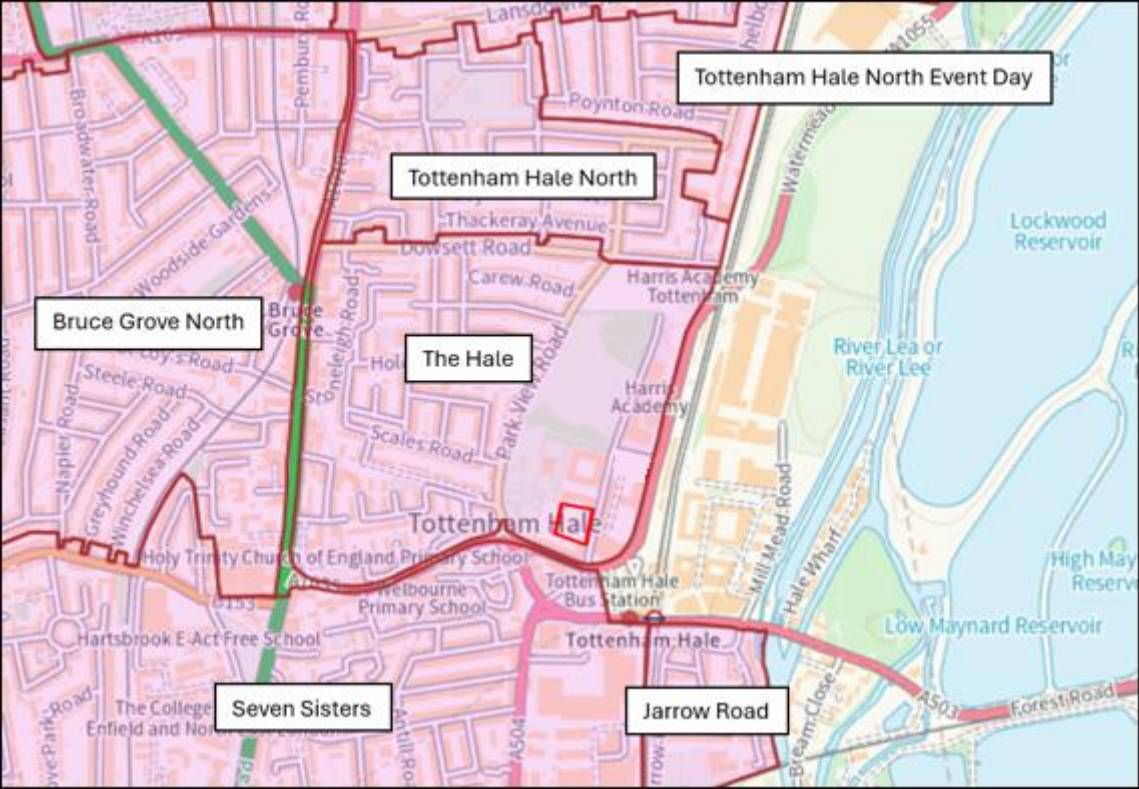
A1044 Watermead Way

- 2.51 The A1044 Watermead Way runs to the east of the site. North of the site the road has two carriageways; the southbound carriageway narrows between two lanes and one lane in the vicinity of the development.

Parking and Waiting Restrictions

- 2.52 As can be seen in **Figure 2.7** the site and immediate surrounding area are located within of one of LBH’s Controlled Parking Zone (‘CPZ’).

Figure 2.7: CPZ Map



Source: [London Borough of Haringey CPZ Map](#)

2.53 As shown above, the site sits within The Hale. The imposed restrictions for each zone are set out in **Table 2.6**

Table 2.6 : CPZ Restrictions

CPZ	Restrictions	Notes
The Hale	Non-event days CPZ hours are Monday to Friday, 8.30am to 6.30pm Parking is free outside these CPZ hours and on bank holidays. Event days – Tottenham Hotspur Football Stadium CPZ hours when an event is happening at Tottenham Hotspur Football Stadium: Monday to Friday, 8am to 8.30pm Saturday and Sunday, 8am to 8pm bank holidays, 12 noon to 8pm Parking is free outside these CPZ hours.	On-street parking is £2.50 per hour.

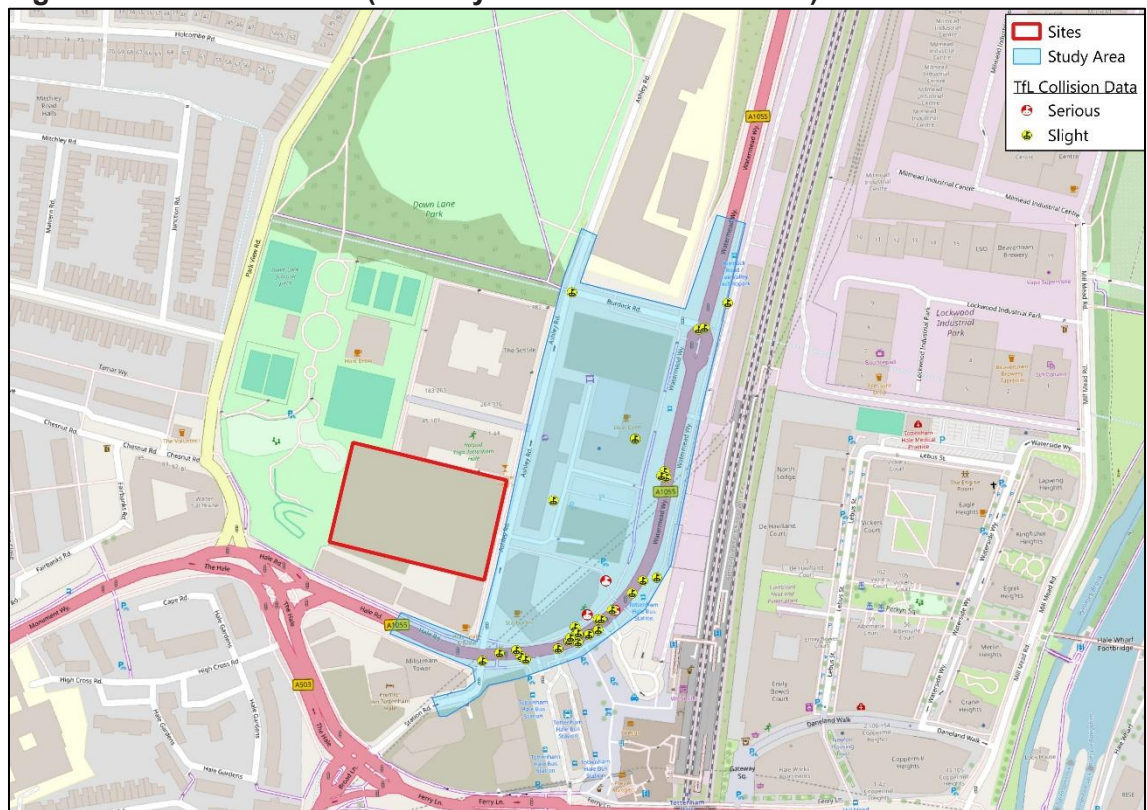
Tottenham Hale North	Non-event days CPZ hours are Monday to Sunday, 8am to 6.30pm.	
	Parking is free outside these CPZ hours and on bank holidays.	
	Event days – Tottenham Hotspur Football Stadium CPZ hours when an event is happening at Tottenham Hotspur Football Stadium:	On-street parking is £1.50 per hour.
	Monday to Friday, 8am to 8.30pm Saturday and Sunday, 8am to 8pm bank holidays, 12 noon to 8pm Parking is free outside these CPZ hours.	
Tottenham Hale North Event Day	Non-event days You only need a permit to park in this CPZ when events are happening at Tottenham Hotspur Football Stadium.	
	Event days CPZ hours when an event is happening at Tottenham Hotspur Football Stadium:	Parking is free outside of these CPZ hours.
	Monday to Friday, 5pm to 8.30pm Saturday, Sunday and bank holidays, 12 noon to 8pm	
Seven Sisters	CPZ hours are Monday to Saturday, 8am to 6.30pm.	On-street parking is £2.50 per hour.
		Parking is free outside these CPZ hours and on bank holidays.
Jarrow Road	CPZ hours are Monday to Saturday, 8am to 6.30pm.	On-street parking is £2.50 per hour.
		Parking is free outside these CPZ hours and on bank holidays.
Bruce Grove North	Non-event days CPZ hours are Monday to Saturday, 8am to 6.30pm.	
	Parking is free outside these CPZ hours and on bank holidays	On-street parking is £2.50 per hour.
	Event days – Tottenham Hotspur Football Stadium CPZ hours when an event is happening at Tottenham Hotspur Football Stadium:	

Monday to Friday, 8am to 8.30pm
Saturday and Sunday, 8am to 8pm
bank holidays, 12noon to 8pm
Parking is free outside these CPZ hours.

Road Safety

- 2.54 Personal Injury Collision (PIC) data has been obtained from TfL for the latest available six-year period (January 2020 – December 2025) utilising the TfL road safety dashboard. The study area comprises Ashley Road, Hale Road, Burdock Road, Station Road and A1055 Watermead Way near the site as illustrated in **Figure 2.8**.

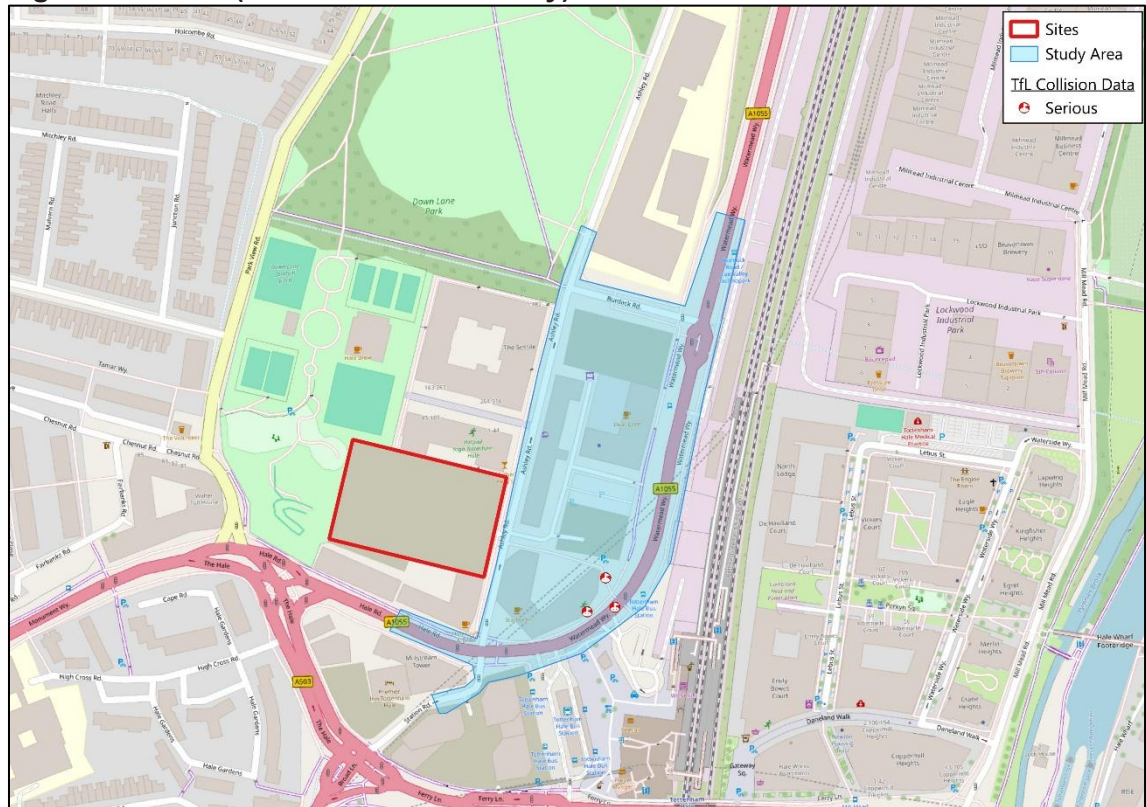
Figure 2.8: Collision Data (January 2019 – December 2024)



Source: TfL Safety Dashboard, QGIS and © OpenStreetMap

- 2.55 During the most recently available six-year period, there were a total of 45 Personal Injury Collisions (PICs) recorded within the study area. These consisted of 42 slight injury collisions and 3 serious injury collisions.
- 2.56 The 3 serious collisions were recorded across the study areas are illustrated in **Figure 2.9**.

Figure 2.9: Data (Serious Incidents Only)



- 2.57 Focusing on vulnerable road user casualties (pedal cycles and pedestrians), details regarding the two identified serious collisions within the study area are as follows:
- 16th August 2020 - A serious collision at 21:20 at on Watermead Way, 1m south of the junction with Cygnet Way. The collision involved a car, resulting in one seriously injured pedestrian. The road was wet with dark conditions.
- 2.58 The frequency of collisions and the lack of any significant incident clusters (three or more occurrences) within the local highway network indicate that there is no identifiable pattern of collisions attributable to public highway design.

Construction, Delivery, & Servicing Vehicles

- 2.59 Access to the development during the construction phase will be from both Ashley Road and egress from Burdock Road. Every effort will be made to ensure that works do not hinder vehicle movements on Watermead Way, as this is a busy route.

Local Community Considerations & Challenges

- 2.60 The development site is in London and is presented with several issues and challenges. These have been fully considered below.

Schools & Nurseries

- 2.61 Harris Academy Tottenham and Bright Gems Nursery are located directly to the north on Ashley Road.
- 2.62 During the construction phase, careful consideration will be given to nearby schools and nurseries to avoid disruption and ensure safety. Advance notice of construction activities will be provided directly to these institutions, outlining the nature, timing, and duration of works. Construction vehicle movements will be scheduled to avoid peak drop-off and pick-up times, typically during early mornings and mid-afternoons. Additionally, vehicle routing will be planned to avoid passing directly by schools and nurseries where possible, reducing noise, congestion, and safety risks. Temporary traffic management measures will be implemented as needed to maintain safe pedestrian access. Ongoing communication will be maintained with school and nursery representatives to address concerns and adapt plans accordingly.

Tottenham Hale Station

- 2.63 Traffic movements associated with the construction of the proposed development will occur at times which avoid peak commuter travel, as to not conflict with these activities. Where possible, construction traffic will route to avoid Tottenham Hale Station.

Neighbouring Construction Sites

- 2.64 Where feasible, liaison with neighbouring construction sites will be undertaken to coordinate material deliveries. If deliveries are already scheduled for nearby sites, opportunities will be explored for the same delivery vehicles to also drop off materials at the development site, thereby reducing the number of trips and minimising construction traffic.

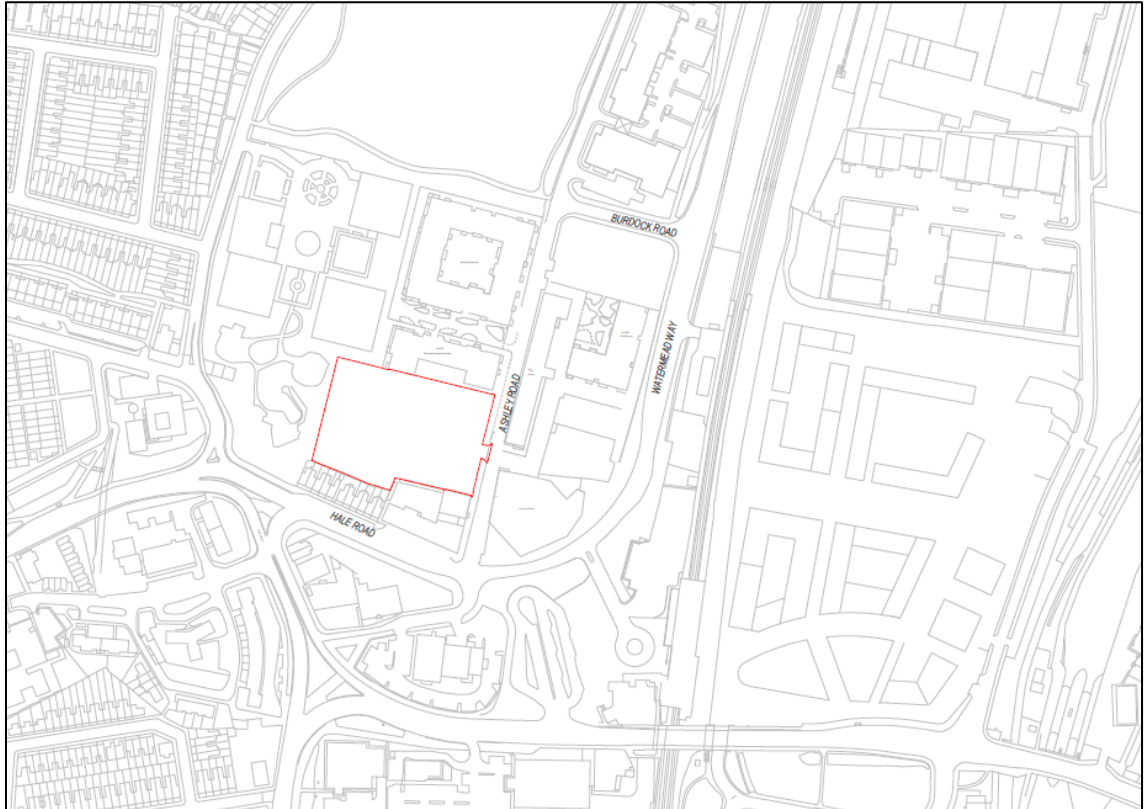
Public Relations

- 2.65 Public relations will be actively maintained throughout the construction period to ensure transparency and minimise disruption to the local community. Advance notices will be issued to residents and businesses in the vicinity, detailing the nature, timing, and expected duration of works. Clear signage will be placed around the site to inform passers-by of ongoing activities. A dedicated point of contact will be made available to respond to public enquiries and concerns. Where appropriate, updates will be provided through local communication channels, such as community newsletters or online platforms. Efforts will be made to schedule disruptive activities at times that minimise impact, and feedback from the public will be considered to improve engagement and responsiveness

Site Boundary Plan

2.66 The proposed development masterplan is shown in **Figure 2.10**.

Figure 2.10: Site Masterplan



3 CONSTRUCTION PROGRAMME & METHODOLOGY

- 3.1 The construction programme has been provided by Re:shape T Limited LLP and the following graphs represent outputs produced by the construction logistics planning tool contained within the TfL Construction Logistics Planning Guidance.

Stages of Development

- 3.2 **Table 3.1** sets out the overall construction for the site and includes the construction phases for both the C3 residential and shared living use combined.

Table 3.1: Construction Programme

Construction Phase	Phase 1	
	Start	End
Site setup	Oct-2028	Nov-2028
Excavation and Piling	Oct-2028	Dec-2028
Sub-structure	Nov-2028	Mar-2029
Super-structure	Mar-2029	Apr-2030
Masonry Façade	Jun-2029	Oct-2030
Fit-out, testing and commissioning	Aug-2029	Mar-2031

- 3.3 The following paragraphs provide details on the works expected for each stage.

Site Setup

- 3.4 During this initial period, the site will be established, with additional hoardings erected/adjusted where required and a site office installed.

Excavation and Piling

- 3.5 Excavated material would be loaded onto rigid tipper trucks by backhoe and removed from site. Where necessary, existing substructure and foundations will be removed and the new foundations set out and constructed. Subject to the nature of the existing site, this is likely to require the use of piling equipment. If piling is necessary, suppressed piling equipment will be used to minimise noise and vibration if bored piling is not deemed to be a suitable solution. Equipment would include backhoes, concrete mixers (assuming a concrete batching plan is not required) and flatbed delivery vehicles for reinforcement.

Sub-Structure

- 3.6 The requirement for a substructure, such as capping beams will depend on the form of foundations to be constructed.

Super-Structure

- 3.7 The form of construction is unknown at this stage but is likely to require either a steel or concrete frame, with infill panels. A tower crane would be required to erect the frame and lift construction materials to the upper levels. Flatbed delivery vehicles would be used to deliver construction material, windows and other building elements to the site.

Fit-out

- 3.8 A description of the construction works associated with each construction phase will be provided in the full CLP which will form part of a planning condition in the S106 agreement following planning consent. The current programme and established dates are an estimate, these will be further detailed once a contractor has been appointed.

Potential Issues / Constraints

- 3.9 The potential key challenges for the construction phases include:
- The construction of the new building will have to be closely co-ordinated, and monitoring procedures will have to be implemented to ensure that adjacent stakeholder properties are not affected by the construction process;
 - There is a school and a nursery located just to the north of the development, any constraints will need to be managed; and
 - Live services are located on site and will be disconnected by the relevant authorities. These comprise of gas electricity and water. A full-service trace will be undertaken on site to ascertain the location of these services and that they have been disconnected.

4 SITE & SENSITIVE RECEPTORS

- 4.1 A summary of the potential environmental effects likely to arise during the construction works, and a summary of the likely sensitive receptors to be considered is presented in **Table 4.1** below.
- 4.2 The list outlined in **Table 4.1** relating to the works will be reviewed and updated where necessary throughout the construction phase.

Table 4.1: Sensitive Receptors

Topic	Potential Environmental Effect from Works	Likely Sensitive Receptors	Mitigation Reference (section within mitigation framework)
Transport	- Construction traffic increasing congestion on local road network; - Increase in proportion of HGVs on local road network; and - Disruption and safety to road network users.	- Major roads in local area (traffic congestion); - Pedestrians; and - Cyclists	- General Activities Management; - Traffic and Transport Management; - Air Quality Monitoring; - Waste Management; and - Health and Safety
Air Quality	- Dust arising from construction activities (e.g., excavations); - Dust from exposed ground surface, stockpiles; - Loaded HGV traffic as dust source (including transfer of mud / material by vehicles onto local road network); - Emissions from construction vehicles; and	- Air Quality Management Area; - Closest residential properties; - Local businesses; - Pedestrians; and - Cyclists	- General Activities Management; - Air Quality Monitoring;

	Emissions from onsite plant.		
Noise and Vibration	- Noise arising from construction works / activities / plant causing nuisance; - Increase in noise levels generated by increase in road traffic from construction vehicles; - Increased vibration from HGVs; and - Increased vibration levels from construction activity (i.e., piling)	- Closest residential properties; - Pedestrians; and - Local businesses	- General Activities Management; - Noise and Vibration Monitoring; - Health and Safety; and - Community Liaison
Water Resources and Flood Risk	- Damage to existing water supply utility; - Damage to existing drainage utility; - Increase in surface water run-off from site; - Increased pressure / flooding on local drainage network; - Increased water consumption; - Disturbance and potential for pollution to local surface water bodies	- Surface water bodies; - Existing utility infrastructure (water supply, storm / foul water drainage); - Groundwater / Aquifer	- General Activities Management; - Water Management; - Sustainability
Ground Conditions / Contamination	Uncontrolled release of asbestos during removal;	Site workers / contractors;	General Activities Management ;

-
- | | | |
|---|--|---|
| <ul style="list-style-type: none">• Potential exposure to hazardous material and contaminated land;• Creation of preferential pathways and mobilisation of contamination;• Pollution to land, air and water;• Human health exposure;• Contaminated dust arising from excavations and construction works;• Ground contamination from spillages;• Risk of below ground structures being damaged and leaking;• Disturbance of existing unexploded ordnance / blast damage on site;• Ground gas – human contact with flammable material | <ul style="list-style-type: none">• General public;• Surface waterways;• Groundwater / aquifer | <ul style="list-style-type: none">• Ground Conditions Assessment;• Utilities Assessment and Coordination;• Water Management• Health and Safety |
|---|--|---|
-

5 VEHICLE ROUTING & ACCESS

- 5.1 This section provides an overview of the proposed routing of construction vehicles to and from the site and includes plans at site, local, and regional scales.
- 5.2 Principle access for construction and servicing will take place via Burdock Road and Ashley Road. Planned measures to mitigate any potential conflicts or challenges are discussed in **Section 4**.

Construction Vehicle Routing

- 5.3 Construction traffic will be able to access the site by using the access point on Ashley Road to the east of the proposed development. This is the main link road which construction traffic will use as they make their journey to and from the proposed site. On exit vehicles will travel north on Ashley Road and exit the area via Burdock Road towards Watermead Way (A1055). This route limits as much as possible HGV movements on residential roads.
- 5.4 **Figure 5.1** and **Figure 5.2** shows the existing conditions of Burdock Road and Ashley Road respectively.

Figure 5.1: Burdock Road



Source: Map data ©2025 Google

Figure 5.2: Ashley Road

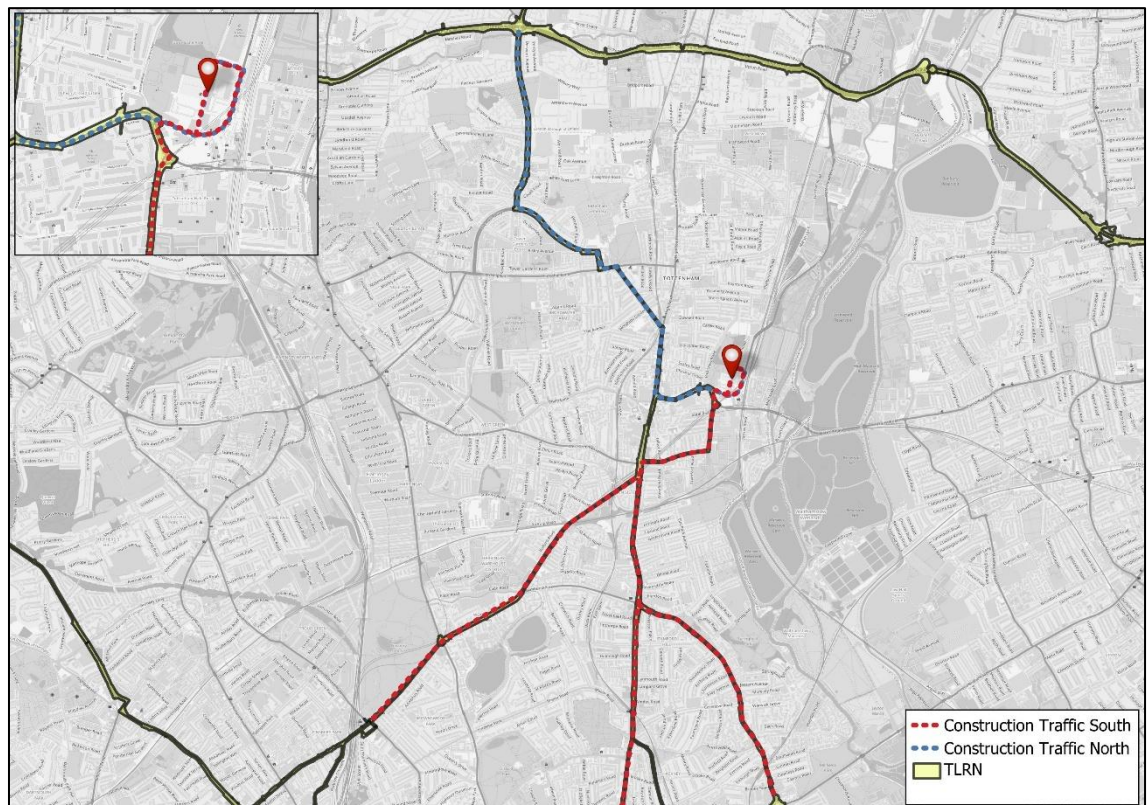


Source: Map data ©2025 Google

- 5.5 **Figure 5.3** construction vehicle routing plan. As shown, construction vehicles will travel in two directions depending on direction of travel. The aim is to use the London Road Network (TLRN). These strategic roads in London are under TfL's jurisdiction and carry approximately 30% of the city's total vehicle traffic. Construction traffic will therefore be able to use the TLRN for most, if not all, of its journey, diverting from it only when turning into or out of Ashley Road and Burdock Road.
- 5.6 Construction vehicles travelling to and from the north will immediately use Watermead Way, Hale Street and Monument Way to access the A1010 High Street, vehicles will use the A10 near Bruce Grove Overground Station. This route enables construction traffic to use Great Cambridge Junction, at this junction with A406 North Circular Road, A406 Sterling Way and Great Cambridge Road. These later roads are all situated on the TLRN.
- 5.7 To the south construction will travel in an inbound and outbound direction by using the following roads, Watermead Way, Hale Road, The Hale, Broad Lane then onto A10 High Road. Construction traffic will then be able to use Seven Sister Road and Clapton Common, these roads are situated on the TLRN.
- 5.8 **Figure 5.3** below shows the construction vehicle routing plan. As shown, construction vehicles will travel in two directions depending on direction of travel. The aim is to use the London Road Network (TLRN). These strategic roads in London are under TfL's jurisdiction and carry approximately 30% of the city's total vehicle traffic. Construction traffic will therefore be able to

-
- use the TLRN for most, if not all, of its journey, diverting from it only when turning into or out of Ashley Road and Burdock Road.
- 5.9 Construction vehicles travelling to and from the north will immediately use Watermead Way, Hale Street and Monument Way to access the A1010 High Street, vehicles will use the A10 near Bruce Grove Overground Station. This route enables construction traffic to use Great Cambridge Junction, at this junction with A406 North Circular Road, A406 Sterling Way and Great Cambridge Road. These later roads are all situated on the TLRN.
- 5.10 To the south construction will travel in an inbound and outbound direction by using the following roads, Watermead Way, Hale Road, The Hale, Broad Lane then onto A10 High Road. Construction traffic will then be able to use Seven Sister Road and Clapton Common, these roads are situated on the TLRN.

Figure 5.3: Construction Vehicle Routing Plan



Management of Operating Large Vehicles

- 5.11 All contractors and sub-contractors operating large vehicles over 3.5 tonnes must meet all the following conditions:
- All drivers must have undertaken cycle awareness training such as the Safe Urban Driver module or similar;

-
- All vehicles associated with the construction of the development must:
 - Have site guards fitted, unless it can be demonstrated to the reasonable satisfaction of the employer that the lorry will not perform the function of which it was built, if site guards are fitted;
 - Have a close proximity warning system fitted comprising of a front mounted, rear facing CCTV camera, a close proximity sensor, an in-cab warning device (visual or audible) and an external warning device to make the road user in close proximity aware of the driver's planned manoeuvre;
 - Have a Class VI mirror; and
 - Bear prominent signage on the rear of the vehicle to warn cyclists of the dangers of passing the vehicle on the inside.

6 IMPACT REDUCTION

- 6.1 The following Planned Measures have been identified to help the contractor achieve the goals of the CLP and better manage the challenges identified in **Section 2**.

Table 6.1: High Impact Site Planned Measures Checklist

High 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
Measures to Encourage Sustainable Freight			
Freight by Water			X
Freight by Rail			X
Material Procurement Measures			
DfMA and Off-Site Manufacture		X	
Re-use of Material, where possible on Site		X	
Smart Procurement		X	
Other Measures			
Collaboration Amongst Other Sites in the Area		X	

Implement a Staff Travel Plan	X
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Preventing HGV Movements During School Drop Off and Pickup	X
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Measures Influencing Construction Vehicles and Deliveries

Safety and Environmental Standards and Programmes

- 6.2 The applicant is committed to ensuring all contractor and sub-contractor vehicles arriving at site comply with safety measures and requirements relating to Work Related Road Risk.
- 6.3 It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS), FORS Silver, and will need to be confirmed by all sub-contracted transport / haulage providers that the Contractor intends to use.
- 6.4 A collision reporting system will be maintained to ensure all collisions and accidents involving construction vehicles and drivers are reported to the Project Manager and any relevant parties. The 'FORS Manager' reporting tool will be used.

Adherence to Designated Routes

- 6.5 Details of the routes to be used for construction journeys to and from the site are provided in **Section 5**. The routes to and from the TfL Road Network and Strategic Road Network are specified.
- 6.6 A copy of the route plans will be available to all suppliers when orders are placed to ensure that drivers are fully briefed on the required route to take. The suppliers will be made aware that these routes are always required to be followed unless otherwise agreed.

Delivery Scheduling

- 6.7 A delivery management system will be used to plan for deliveries to the site. Site management will be responsible for the system along with its contractors, and a delivery schedule will be provided for the banksman to control. No delivery or construction vehicles will be allowed to wait on the public highway.

Re-timing for Out-of-Peak Deliveries

- 6.8 Re-timing deliveries to outside peak hours will improve the operational efficiency of the construction site and the surrounding area. The applicant will schedule deliveries outside the morning peak (07:00–09:00) and evening peak (17:00–19:00). The applicant will also endeavour to avoid the school afternoon peak (15:00–16:00). If this cannot be avoided, additional safety mitigation measures will be implemented by a team of banksmen to ensure that students using the school to the north are not exposed to safety risks related to the construction.

Re-timing for Out-of-Hours Deliveries

- 6.9 The applicant will avoid out of hours deliveries and commit to the sites deliveries times and avoid the morning and evening peaks.

Use of Holding and Vehicle Call-off Areas

- 6.10 The use of holding and vehicle call off area will be investigated as part of the detailed CLP once the principal contractor has been appointed.

Use of Logistics and Consolidation Centres

- 6.11 The use of logistics and consolidation centres will be investigated as part of the detailed CLP once the principal contractor has been appointed.

Loading and Unloading of Plant and Materials

- 6.12 All loading and unloading of plant and materials will take place within the site. All plant and materials will be stored in a dedicated area and collected / returned as required.

Vehicle Washing

- 6.13 Wheel washing facilities will be provided at the point of exit from the site so that no on-site dirt will be distributed onto the public highway. All adjacent roads to the site will be swept to clean any left-over dirt when required.

Measures to Encourage Sustainable Freight

Freight by Water

- 6.14 Freight deliveries by water-borne ships are not considered to be a realistic option due to the site's location away from strategic water freight routes.

Freight by Rail

- 6.15 While there is no current consideration that freight by rail will be used as a freight route, the option will be discussed upon appointment of a contractor and communicated in a detailed CLP should this change.

Material Procurement Measures

Design for Manufacturing and Assembly and Off-Site Manufacture

- 6.16 Reducing delivery numbers and effective delivery management is a core value of this development. Therefore, the option of off-site construction will be discussed upon appointment of a contractor and used where possible.

Re-use of Material on Site

- 6.17 The contractor, once appointed, will explore the potential of material re-use on-site.

Smart Procurement

- 6.18 The contractor, once appointed, will explore the potential for deliveries by water and will source local suppliers (where possible) to contribute to the local economy.

Other Measures

Collaboration Amongst Other Sites in the Area

- 6.19 The developer and appointed contractor are committed to consulting with LBH and other contractors' developers in the area to maximise the potential for consolidation and minimise disruption and traffic impacts. This will need to be undertaken prior to construction to ensure that the correct construction sites are identified. It is then proposed that collaboration with other neighbouring sites and LBH will take place prior to the start of construction set out in this plan.
- 6.20 The principal contractor will liaise with the neighbouring construction site to minimise disruption and coordinate deliveries as much as possible.

Implement a Staff Travel Plan

- 6.21 It is considered that most of the site operatives will arrive via public transport, walk or cycle modes. Regardless, construction personnel will be made aware of the local Controlled Parking Zone restrictions and private car parks that operate in the vicinity of the site and prevent parking except for permit holders.
- 6.22 On this basis, construction personnel will not be able to park on local roads and will be required to use public transport, walk or cycle to the site based on the site's accessibility to sustainable travel.
- 6.23 HGV movements will be scheduled, outside of school drop off and pickup times to avoid conflicts with nearby schools.
- 6.24 Lockers will be provided for staff so that tools can be secured on-site to negate having contractors driving to site every day.

Staff Routing and Site Access

- 6.25 The use of sustainable methods of transport – including walking, cycling, and public transport – will be encouraged to and from the site. With the site's excellent proximity to public transport nodes (including Tottenham Hale station and surrounding bus services), it is expected that this mode will provide an attractive, reasonable, and direct option for construction staff to get to and from the site.

Community Engagement Officer

- 6.26 A member of the contractor's team will be appointed as a Community Engagement Officer to maintain communication and interface with residents and neighbours to mitigate and resolve any issues of concerns regarding the development in the local community and key community considerations identified in **Section 2**. A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours.

-
- 6.27 This CLP has prepared a strategy for preventing potential issues, however, any issues encountered during construction will be reported / recorded in a full log and resolved using a 24-staffed telephone line. The site manager and site foreman will address any complaints from residents and businesses.

Protection of Pedestrians and Vulnerable Users

- 6.28 Perimeter hoarding will be installed to segregate construction works from the adjacent public footpaths and highways. Safety notices will be erected on a frequent basis to notify pedestrians of the construction works. Decorative displays and facilities for public viewing where appropriate will be provided.

CLOCS and FORS

- 6.29 It is a requirement for all vehicles and driver management practices to comply with the FORS and Construction Logistics and Community Safety (CLOCS), FORS Silver, and will need to be confirmed by all sub-contracted transport / haulage providers that the contractor intends to use.
- 6.30 A collision reporting system will be maintained to ensure all collisions involving construction vehicles and drivers are reported to the project manager and any relevant parties. The 'FORS Manager' reporting tool will be used.

Other General Management Measures

- 6.31 All contractors and subcontractors associated with the development on the site will meet CLOCS standards for construction. In addition, all contractors and subcontractors will be made aware of the local cycle routes and presence of cyclists on the local highway network.
- 6.32 CPCS-qualified banksmen and traffic marshals will be employed throughout the project. The banksmen will be responsible for the safe movement and guidance of plant and vehicles on site and through the site access to minimise conflicts with pedestrians, cyclists, and other vehicles. Banksmen will ensure the safety of vulnerable people – including pedestrians and cyclists – nearby the site.
- 6.33 A scheme will be incorporated to facilitate waste recycling / removal which will be undertaken by an appointed party. The appointed company will remove all material from the site to waste recycling stations and separated for recycling where possible.
- 6.34 The applicant will liaise as far as possible with applicants undertaking other approved developments in the vicinity to minimise impact upon amenity and safety.
- 6.35 The CLP will be monitored and reviewed on a weekly basis and any significant changes to this document will be reported to LBH.
- 6.36 The project manager and site manager will address any complaints from residents and businesses.
- 6.37 The applicant and sub-contractors will source from local suppliers as far as possible. This will reduce the distance of journey to the site and contribute towards the local economy.
- 6.38 The site will also register with the Considerate Constructor Scheme and agree to abide by the Code of Considerate Practice, designed to encourage best practice beyond statutory requirements.

7 ESTIMATED VEHICLE MOVEMENTS

- 7.1 As part of this Outline CLP, the number of trips associated with the construction of the development is required to be estimated. This estimate will vary based on the type of construction, the programme and the phasing.

Construction Vehicles (Daily & Monthly)

- 7.2 **Table 7.1** provides the estimated construction vehicle movements for each construction stage.

Table 7.1: Estimated Construction Vehicle Movements

Construction Phase	Period of Stage	No. of Trips (Monthly)	Peak No. of Trips (Daily)
Site Setup	Q4 2028 - Q4 2028	120	5
Piling	Q4 2028 - Q4 2028	104	5
Sub-Structure	Q4 2028 - Q1 2029	166	8
Super-Structure	Q1 2029 - Q2 2030	119	5
Masonry Façade	Q2 2029 - Q4 2030	119	5
Fit Out	Q3 2029 - Q1 2031	119	5
Peak Period of Construction	Q4 2028 - Q4 2028	390	18

Number and Vehicle Types by Phase of Construction

7.3 **Table 7.2** provides the number of vehicles in the peak phase of construction.

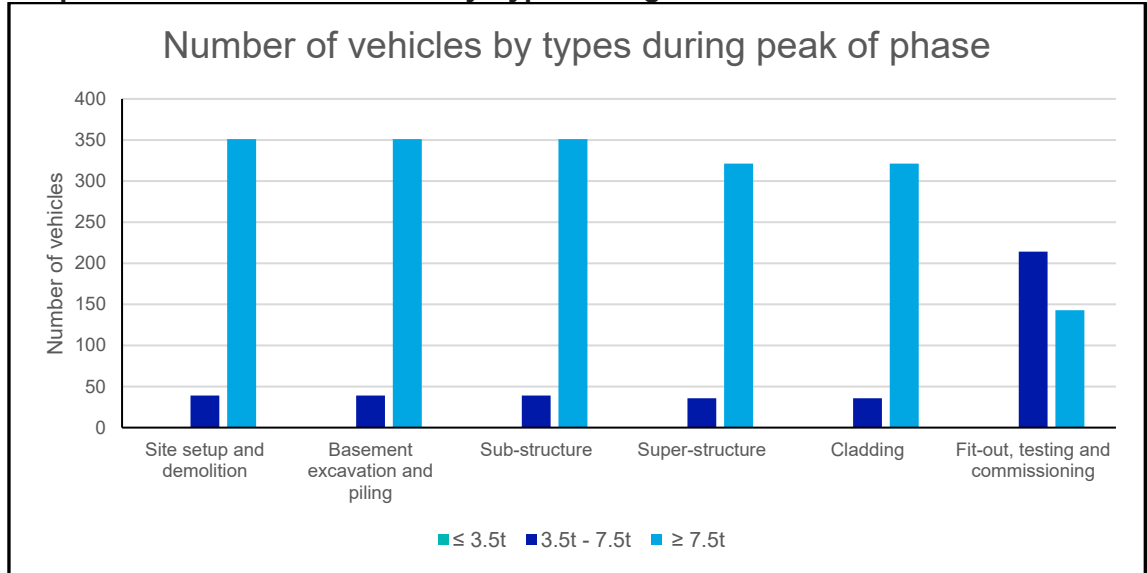
Table 7.2: Vehicles in Peak Phase (Incl. Possible Overlap of Subsequent Phases)

Construction Phase	Period of Stage	No. of Trips (Monthly)	Peak No. of Trips (Daily)
Site Setup	Q4 2028 - Q4 2028	390	18
Piling	Q4 2028 - Q4 2028	390	18
Sub-Structure	Q4 2028 - Q1 2029	390	18
Super-Structure	Q1 2029 - Q2 2030	357	16
Masonry Façade	Q2 2029 - Q4 2030	357	16
Fit Out	Q3 2029 - Q1 2031	357	16

7.4 **Table 7.1** indicates that the Site Setup stage will result in a total of 120 monthly trips which is equivalent to a peak of 5 daily trips; the Piling stage will result in a total of 104 monthly trips and a peak of 5 daily trips; the sub-structure stage will result in 166 monthly trips which is equivalent to a peak of 5 daily trips while the Super Structure stage will result in a total of 119 construction vehicles per month, equating to a peak of 5 construction vehicles per day.

7.5 **Graph 7.1** identifies the number of vehicles by type during the peak phases of construction.

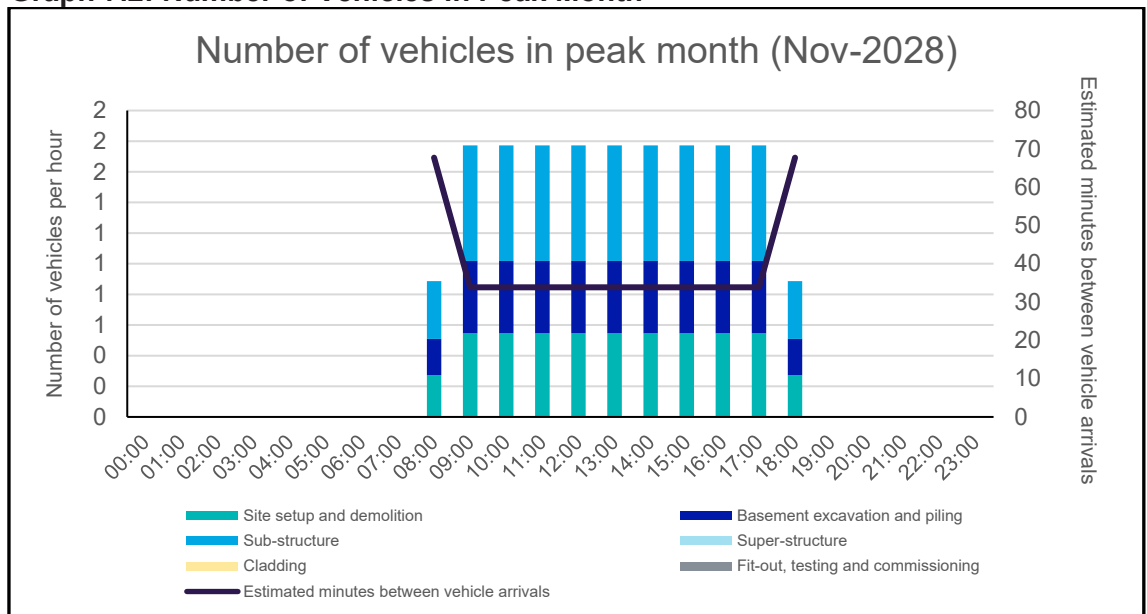
Graph 7.1: Number of Vehicles By Type During Peak of Phase



7.6

Graph 7.2 indicates the number of vehicles in the peak month of construction.

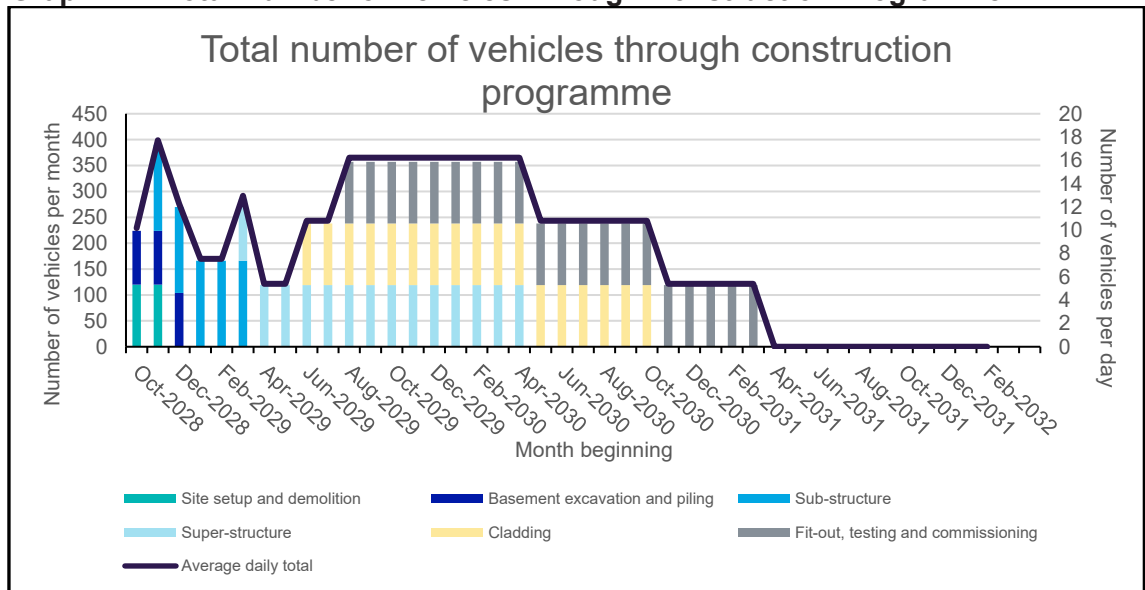
Graph 7.2: Number of Vehicles in Peak Month



7.7

Graph 7.3 indicates the total number of vehicles through construction programme..

Graph 7.4: Total Number of Vehicles Through Construction Programme



Plant Equipment

- 7.8 The types of plant equipment for each type of construction activity, including details of the exact type, make, and number required, will be confirmed and assessed following procurement of contractors and method statements received.

Summary

- 7.9 The above analysis predicts a peak scenario maximum of 18 daily vehicle movements for the development site.
- 7.10 The construction of the development has been carefully planned and the applicant will ensure that it will not cause a material adverse impact on the local highway network.

8 IMPLEMENTING, MONITORING & UPDATING

- 8.1 This Outline CLP has been produced for the purposes of supporting the planning application for the site. A detailed CLP will be produced later and will form part of a planning condition attached to the decision notice granting planning consent.
- 8.2 The detailed CLP will be implemented throughout the construction programme to ensure it is effective. The CLP will be a 'live document' and will be updated during construction if any significant changes to the scope or programme of construction occur at the site and if required on request from the local authority to address issues that arise. The detailed CLP will be reviewed prior to the start of each new phase of construction set out in this plan.
- 8.3 The applicant would participate in any local construction working group, with representatives from all interested parties. The applicant is committed to working together with others in the local area including residents, key community considerations and neighbouring construction sites. A community Liaison Officer will be appointed to mitigate and resolve any issues difficulties in the local community and key community considerations identified in **Section 2**.
- 8.4 The delivery management system and gate checks by the banksman / traffic marshal will provide detailed evidence about the number and type of deliveries against predictions and will be reported to LBH.
- 8.5 The applicant will appoint a Construction Logistics Manager who will be responsible for implementing the CLP. Their job description will include the collection of the following data:
- 8.6 Number of vehicle movements to site; collected through a delivery booking-in system:
- Total;
 - By vehicle type / size / age;
 - Time spent on site; and
 - Delivery / collection accuracy compared to schedule;
- 8.7 Breaches and complaints:
- Vehicle routing;
 - Unacceptable queuing;
 - Unacceptable parking;
 - Suppliers FORS accreditation; and
 - Low Emissions Zone (LEZ) compliance; and
- 8.8 Safety:
- Logistics-related accidents;
 - Record of associated fatalities and serious injuries;
 - Ways staff are travelling to site; and
 - Vehicles and operations not meeting safety requirements.

-
- 8.9 A copy of the route plans will be available to all suppliers when orders are placed to ensure drivers are fully briefed on the required route to take. The suppliers will be made aware that these routes are always required to be followed unless agreed or alternate diversions are in place. Any suppliers that do not abide by the delivery route plans will receive an initial warning and be advised that further transgressions will result in their removal from the project supply chain.
- 8.10 A key aspect of the successful management of this project will be establishing and maintaining a good relationship with all surrounding neighbours. The CLP has prepared a strategy for preventing potential issues, however, any issues encountered during construction (such as non-compliance with vehicle routes) will be reported / recorded in a full log and resolved using a 24 hour-manned telephone line. The site manager and site foreman will address any complaints from residents and businesses.
- 8.11 The site will also register with the Considerate Constructor Scheme and agree to abide by the Code of Considerate Practice, designed to encourage best practice beyond statutory requirements.